



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

Tuesday, September 4, 2018 – 7 p.m.

Council Chambers, 1st Floor

Richmond City Hall

6911 No. 3 Road

Richmond, BC V6Y 2C1

OPENING STATEMENT

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HOUSEKEEPING MATTERS

HOUSEKEEPING MATTERS: SEPTEMBER 4, 2018 PUBLIC HEARING – RESCINDING OF THIRD READING TO ZONING BYLAW 8500, AMENDMENT BYLAWS 9901 AND 9902

(File Ref. No. 12-8060-20-009901/9902) (REDMS No. 5959594)

PH-9

See Page PH-9 for Staff Memorandum

1. That third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9901 be rescinded.

2. That third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9902 be rescinded.

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1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9834**
(File Ref. No. 12-8060-20-009834; RZ 16-754158) (REDMS No. 5685945; 5872333; 3387639)

PH-10

[See Page PH-10 for full report](#)

Location: 10760, 10780 Bridgeport Road and 3033, 3091, 3111 Shell Road

Applicant: 1082009 BC Ltd.

Purpose: To rezone the subject property from “Single Detached (RS1/F)” to “Medium Density Townhouses (RTM3)”, to permit development of 19 two-storey and three-storey townhouse units with vehicle access from Shell Road.

First Reading: July 9, 2018

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 9834.



2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9860**
(File Ref. No. 12-8060-20-009860; RZ 17-779262) (REDMS No. 5863560 v. 4; 5878715; 5880992; 5879080; 5791093)

PH-46

[See Page PH-46 for full report](#)

Location: 5591, 5631, 5651 and 5671 No. 3 Road

Applicant: Townline Ventures Inc.

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- Purpose:**
1. To create the “High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)” zone; and
 2. To rezone 5591, 5631, 5651 and 5671 No. 3 Road from “Office Commercial (ZC8)”, “Office Commercial (ZC9)” and "Auto-Oriented Commercial (CA)" to "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)", in order to permit the development of a high-density commercial, office and residential use development with one office tower and three residential towers including:
 - approximately 345 residential units; and
 - 20 affordable housing units.

First Reading: July 9, 2018

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 9860.



3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9871**
(File Ref. No. 10-6160-08; 12-8060-20-009871/9882/9883/9884/9885/9881) (REDMS No. 5842647 v. 10; 5838315; 5842645; 5842646; 5843567; 5843328; 5842641)

PH-110

[See Page PH-110 for full report](#)

- Location:** All Riparian Management Area properties
- Applicant:** City of Richmond
- Purpose:** To incorporate the 2006 Riparian Response Strategy, which (i) protects and enhances Riparian Management Areas (RMA), (ii) provides lower costs for single-family development proposals on sites with RMA, (iii) introduces enforcement tools to address non-compliance on development sites with RMA, and (iv) defines Riparian Management Area setbacks and permitted activity to fulfill provincial requirements under the Riparian Areas Protection Act.

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Related: *Watercourse Protection and Crossing Bylaw No. 8441, Amendment Bylaw No. 9882;*
Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9883;
Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 9884;
Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9885; and
Boulevard Maintenance Regulation Bylaw No. 7174, Amendment Bylaw No. 9881.

First Reading: July 23, 2018

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 9871.
2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9871.
3. Adoption of Watercourse Protection and Crossing Bylaw No. 8441, Amendment Bylaw No. 9882.
4. Adoption of Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9883.
5. Adoption of Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 9884.
6. Adoption of Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9885.

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7. Adoption of Boulevard Maintenance Regulation Bylaw No. 7174, Amendment Bylaw No. 9881.



4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9880**
(File Ref. No. RZ 16-754046; 12-8060-20-009880) (REDMS No. 5798047; 5855529)

PH-141

See Page PH-141 for full report

Location: 9091 and 9111 No. 2 Road

Applicant: Bismark Consulting Ltd.

Purpose: To rezone the subject properties from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, to permit the development of 8 townhouse units with vehicle access from No. 2 Road.

First Reading: July 23, 2018

Order of Business:

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

PH-172

(a) **Kiki Liu**, 5793 Maple Road

3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9880.



5. **OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 9901**

(File Ref. No. 08-4050-08; 12-8060-20-009901) (REDMS No. 5880454; 5877251)

PH-173

See Page PH-173 for full report

Location: City-wide

Applicant: City of Richmond

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Purpose: To remove reference to a new interchange at Highway 99 and Blundell Road and the extension of Blundell Road west of Savage Road.

First Reading: July 23, 2018

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 third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9901.

2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9901.

6. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9902**
(File Ref. No. 10-6455-03; 12-8060-20-009902) (REDMS No. 5872253 v. 6; 5881132)

PH-187

See Page PH-187 for full report

Location: City-wide

Applicant: City of Richmond

Purpose: To incorporate revised accessible parking requirements within Section 7, Parking and Loading.

First Reading: July 23, 2018

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.

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Council Consideration:

1. Action on third reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9902.

2. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9902.

7. **RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 9879, RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9889, AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9886**

(File Ref. No. 08-4057-08; 12-8060-20-009879/9886/9889) (REDMS No. 5812743 v. 7; 5322200; 5844542; 5768260; 5844493; 5852352; 5845150)

PH-201

[See Page PH-201 for full report](#)

Location: City-wide

Applicant: City of Richmond

Purpose of OCP Bylaw 9000, Amendment Bylaw 9879:

To incorporate a Market Rental Housing Policy and a companion policy to ensure family-friendly units are provided in all multi-family developments.

Purpose of OCP Bylaw 7100, Amendment Bylaw 9889:

To incorporate a Market Rental Housing Policy provision into the West Cambie Area Plan that would allow market rental housing units to be exempt from specific public amenity contributions in West Cambie.

Purpose of Zoning Amendment Bylaw 9886:

To introduce new parking rates for market rental housing and other regulations related to secondary suites in townhouses.

First Reading: July 9, 2018

Order of Business:

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

PH-349

- (a) [Niti Sharma](#), Richmond resident

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3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Official Community Plan Bylaw 9000, Amendment Bylaw 9879.

2. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 9889.

3. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9886.

4. Adoption of Official Community Plan Bylaw 9000, Amendment Bylaw 9879.

5. Adoption of Official Community Plan Bylaw 7100, Amendment Bylaw 9889.

6. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9886.

ADJOURNMENT



City of Richmond

Memorandum
City Clerk's Division

To: Mayor and Councillors
From: Claudia Jesson,
Manager, Legislative Services
Date: August 24, 2018
File: No. 12-8060-20-
009901/9902
Re: **Housekeeping Matters: September 4, 2018 Public Hearing – Rescinding of Third Reading to Zoning Bylaw 8500, Amendment Bylaws 9901 and 9902**

The purpose of this memorandum is to advise that at the September 4, 2018 Public Hearing, Council will be requested to consider a housekeeping matter, prior to hearing of delegations.

It has been determined that Zoning Amendment Bylaw 9901 (Item 5) and Zoning Amendment Bylaw 9902 (Item 6) were given Second and Third Readings in error at the July 23, 2018 Regular Council Meeting. The *Local Government Act* states that a public hearing must be held after first reading of the bylaw and before third reading.

Accordingly, prior to proceeding with the hearing of Public Hearing delegations, Council will be requested to rescind Third Reading of both bylaws as follows:

- 1. That Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9901 be rescinded.*
- 2. That Third Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 9902 be rescinded.*

Claudia Jesson
Manager, Legislative Services

cc: Wayne Craig, Director of Development
Suzanne Smith, Program Coordinator, Development
Joshua Reis, Program Coordinator, Development

DW/cj



To: Planning Committee

Date: June 18, 2018

From: Wayne Craig
Director, Development

File: RZ 16-754158


Re: **Application by 1082009 BC Ltd. for Rezoning at 10760, 10780 Bridgeport Road and 3033, 3091, 3111 Shell Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)"**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9834, for the rezoning of 10760, 10780 Bridgeport Road and 3033, 3091, 3111 Shell Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.


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

WC:el
Att. 7

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

Staff Report

Origin

1082009 BC Ltd. has applied to the City of Richmond for permission to rezone 10760, 10780 Bridgeport Road and 3033, 3091, 3111 Shell Road (Attachment 1) from the “Single Detached (RS1/F)” zone to the “Medium Density Townhouses (RTM3)” zone in order to permit the development of 19 two-storey and three-storey townhouse units with vehicle access from Shell Road. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2. The site currently contains five single-family homes; which will be demolished.

Findings of Fact

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

Subject Site Existing Housing Profile

The developers have advised that:

- 10760 and 10780 Bridgeport Road, as well as 3033 Shell Road are tenanted; notices to end tenancy were issued to the tenants on June 1, 2018, which would require them to leave by September 30, 2018. This is in keeping with the requirements of the Residential Tenancy Act as of June 1, 2018.
- The dwelling at 3033 Shell Road has an illegal suite but the suite is not tenanted.
- The dwelling at 3091 Shell Road is currently vacant, and is proposed to be demolished in July, 2018.

Existing Shelter

The Richmond House Emergency Shelter is currently located at 3111 Shell Road on the southernmost lot of the development site. BC Housing and Salvation Army are working towards relocating the emergency shelter to another location in the City; tenant improvements for the new shelter location are anticipated to be completed in the second quarter of 2019.

The developers have agreed to work with the City, BC Housing and Salvation Army, and phase the construction to allow the existing emergency shelter to be retained on 3111 Shell Road until June 30, 2019 and achieve a seamless transition. As a condition to rezoning, the developers are required to register a Restrictive Covenant on Title of the consolidated site to ensure:

- i. the existing emergency shelter located at 3111 Shell Road will be permitted to stay until June 30, 2019, or an earlier date mutually agreed among the property owners, the City, BC Housing and Salvation Army ;
- ii. no vehicle access to the construction area (i.e., 10760 & 10780 Bridgeport Road and 3033 & 3091 Shell Road) via 3111 Shell Road will be permitted until the emergency shelter at 3111 Shell Road has been relocated;

- iii. the premise at 3111 Shell Road will be kept in habitable condition throughout the terms of tenancy; and
- iv. the septic tank at 3111 Shell Road will be kept in working condition throughout the terms of tenancy.

At the Building Permit stage, the developers are required to provide a fire and safety plan to identify separate accesses to the construction area and to the emergency shelter during construction, and hoarding between the construction area and existing boundary of 3111 Shell Road as long as the emergency shelter is still in operation.

The developers have also agreed to provide a bond in the amount of \$10,000.00 to address all outstanding and ongoing maintenance issues throughout the term of tenancy, including but not limited to a septic tank clean out every three months.

Surrounding Development

To the North: Across Bridgeport Road, single-family homes on lots zoned Single Detached (RS1/D). A rezoning application to develop 24 townhouse units at 10671, 10691 and 10751 Bridgeport Road (RZ 17-771592) has been received. This application is under staff review and will be brought forward for consideration in a separate report to Committee.

To the South and West: An 84-unit two-storey townhouse complex on a lot zoned "Town Housing (ZT17) – Bridgeport Road (Bridgeport Area)" with vehicle accesses from Airey Drive and Shell Road.

To the East: Across Shell Road, a railway corridor, and further east, large industrial lots zoned "Industrial Retail (IR1)".

Related Policies & Studies

Official Community Plan/Bridgeport Area Plan

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

The subject property is located within the Bridgeport Area Plan (Schedule 2.12 of OCP Bylaw 7100) (Attachment 4). The site is designated for "Residential (Townhouse)" use. The proposal of a three-storey townhouse development is consistent with the Area Plan.

Aircraft Noise Sensitive Development Policy

The subject site is located within a “high aircraft noise area” as defined under the Official Community Plan (OCP). While all new aircraft noise sensitive land uses (except new single-family) maybe considered, registration of an Aircraft Noise Sensitive Use Covenant on Title to address aircraft noise mitigation and public awareness is required prior to final adoption of the rezoning bylaw. At Development Permit stage, the submission of an acoustic report prepared by a qualified professional is required to confirm how noise mitigation measures will be incorporated into the construction. The development will also need to be designed to meet CMHC guidelines for interior noise levels and ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standards for interior living.

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 Art

In response to the City’s Public Art Program (Policy 8703), the applicant will provide a voluntary contribution at a rate of \$0.81 per buildable square foot (2016 rate) to the City’s Public Art Reserve fund; for a total contribution in the amount of \$20,867.31.

Public Consultation

A rezoning sign has been installed on the subject property. Staff received a number of calls from the tenants of the dwellings on the subject site regarding the timing of the development. A petition (Attachment 5) signed by the tenants was submitted in February, 2018, requesting the City to assist them with the conflicts between the tenants and the property owners related to premature eviction. The developers have subsequently agreed to extend the lease from the end of March, 2018 to end of September, 2018.

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

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

Analysis

Built Form and Architectural Character

The applicant proposes to consolidate the five properties into one development parcel; with a total net site area of 3,419 m² (after road dedication), and construct 19 townhouse units. The proposal consists of a mix of two-storey and three-storey townhouse units in four clusters. The layout of the townhouse units is oriented around a single driveway providing access to the site from Shell Road and a north-south internal manoeuvring aisle providing access to the unit garages.

Two blocks of three-storey clusters containing six units each are proposed along Shell Road with main unit entrances fronting onto Shell Road. One block of a three-storey cluster containing four units is proposed at the northwest corner of the site; where the units will front onto an internal walkway along the west property line. A two-storey cluster containing three units is proposed along the south property line with main unit entrances fronting onto the internal drive aisle.

Two ground level secondary suites are proposed to be included in this development proposal. These suites will be contained in two of the three-storey units proposed along Bridgeport Road (see Attachment 2). The total floor area of each of these units is approximately 153 m² (1,645 ft²) and the size of each secondary suite is approximately 24 m² (256 ft²). A surface parking stall will be assigned to each of the secondary units.

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

To ensure that the secondary suite is built, registration of a legal agreement on Title, stating that no Building Permit inspection granting occupancy will be completed until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw, is required prior to final adoption of the rezoning bylaw.

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

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

- Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan (OCP).
- Refinement of the proposed building form to incorporate special architectural features at the corner unit to establish a landmark at the intersection of Bridgeport Road and Shell Road, to achieve sufficient variety in design to create a desirable and interesting streetscape along Bridgeport Road and Shell Road, to reduce visual massing of the three-storey units along the street frontages, and to address potential adjacency issues with adjacent residential uses.

- Refinement of the proposed site grading to ensure survival of all protected trees on adjacent property; and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of landscape design, including the configuration of the outdoor amenity space and choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Opportunities to maximize permeable surface areas, and to better articulate hard surface treatments on-site.
- Review of aging-in-place features in all units and the provision of convertible units.
- Review of a sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating System (ERS) score of 82.

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

Transportation and Site Access

One driveway from Shell Road is proposed. Transportation staff support the proposed direct access for this development as the proposed driveway will be designed to meet all current City standards. There are adequate separations between the proposed driveway and the Bridgeport/Shell Road intersection, as well as between the proposed driveway and the next driveway to the south along Shell Road. Registration of a legal agreement on Title, ensuring vehicle access is limited to Shell Road only (with no vehicle access to or from Bridgeport Road), will be required prior to final adoption of the rezoning bylaw.

British Columbia Ministry of Transportation and Infrastructure (MOTI) Referral.

The subject site is located within 800 m of a controlled access highway (i.e., Highway 99), and the rezoning application was referred to the BC Ministry of Transportation and Infrastructure (MOTI). Preliminary approval of the subject rezoning was granted on January 30, 2018 for a period of one year pursuant to Section 52(3)(a) of the Transportation Act. Prior to final adoption of the rezoning bylaw, final approval from MOTI is required.

Tandem Parking

The proposal will feature nine units; with a total of 18 spaces in a tandem arrangement (47% of total residential parking spaces provided in enclosed garages), which is consistent with the maximum 50% of tandem parking provision of Richmond Zoning Bylaw 8500. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space is required prior to final adoption.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assessed 14 bylaw-sized trees on the subject property, 11 trees on the neighbouring property to the west, a hedgerow comprised of 30 trees on the neighbouring property to the south, and one hedgerow on that City's property along Bridgeport Road.

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

- Two trees located on the development site (tag# 19 and 20) have poor structural conditions and critical root zones of these trees will be impacted by proposed driveway along with significant grade change. These trees are not expected to survive construction impacts; they will be removed and replaced.
- 12 trees (tag# 13, 14, 15, 16, 17, 18, 21, 22, 23, 24, 25, 26) located on the development site are either dead, dying (sparse canopy foliage), are infected with Fungal Blight, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be removed and replaced.
- All trees and hedgerows located on adjacent neighbouring properties are identified to be retained and protected. Tree protection will be provided as per City of Richmond Tree Protection Information Bulletin Tree-03.

One cedar hedge on City's boulevard along the Bridgeport Road will be in conflict with the required road widening. Parks Operations staff agreed to the removal, based on the health and condition of the trees, as well as the required frontage improvement works along Bridgeport Road. No compensation is required.

Tree Replacement

The applicant wishes to remove 14 on-site trees. The 2:1 replacement ratio would require a total of 28 replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the developers are proposing to plant 34 new trees on-site. The size and species of replacement trees will be reviewed in detail through the Development Permit process and overall landscape design.

Tree Protection

All trees and hedgerows located on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan (Attachment 6) showing the trees to be retained and the measures to be taken to protect them during 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.

Variance Requested

The proposed development is generally in compliance with the "Medium Density Townhouses (RTM3)" zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

1. Reduction of the minimum lot width on major arterial road (i.e., Bridgeport Road) from 50.0 m to 43.38 m.
2. Reduction of the minimum front yard (north) setback (along Bridgeport Road) from 6.0 m to 3.0 m.
3. Reduction of the minimum exterior side yard (east) setback (along Shell Road) from 6.0 m to 4.5 m.

Staff support these requested variances recognizing that significant road dedication is required along the both of the Bridgeport Road and Shell Road frontages (i.e., 3.34 m and 2.70 m respectively). These variances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

In addition to the provision of two secondary suites on-site, the applicant proposes to make a cash contribution to the Affordable Housing Reserve Fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, and the rezoning application was submitted prior to the Affordable Housing cash contribution rates were updated, the applicant will make a cash contribution of \$4.00 per buildable square foot as per the Strategy; for a contribution of \$103,048.43.

Townhouse Energy Efficiency and Renewable Energy

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

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site, as per the Official Community Plan (OCP). As the rezoning application was submitted prior to the Amenity Contribution rates were updated, the applicant will make a cash contribution of \$1,000 per unit, for a contribution of \$19,000.

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the OCP requirements of 6 m² per unit. Private outdoor space will also be provided for each unit. Based on the preliminary design, the sizes of the proposed private outdoor spaces comply with the OCP requirements of 30 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configurations and designs of the outdoor amenity space and private outdoor spaces meet the Development Permit Guidelines in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developers are required to dedicate a 3.34 m wide road across the entire Bridgeport Road frontage and 2.70 m wide road across the entire Shell Road frontage; with a 4 m x 4 m corner cut to accommodate the required road widening and frontage improvements including a new sidewalk and grass and treed boulevard. The developers are also required to enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontage, traffic signal enhancements at the Bridgeport Road/ Shell Road intersection, and watermain, storm sewer and sanitary sewer upgrades, as well as service connections (see Attachment 7 for details). All works are at the client's sole cost (i.e., no credits apply). The developer is also required to pay DCC's (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

Kinder Morgan Canada Inc. (KMC) - Jet Fuel Line – Not Affected

The Jet Fuel Line to YVR is located in close proximity to the proposed development site. The developers must obtain a permit from Kinder Morgan if there is any ground disturbance or excavation within 100 m, 30 m, or 7.5 m of Jet Fuel Line. The City will not be involved, as no works are requested by the City within 7.5 m of the Jet Fuel Line. It is the developers' responsibility to obtain all the necessary permits from Kinder Morgan and to provide verification of all required approvals prior to Servicing Agreement drawing approval and Building Permit issuance.

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 19-unit townhouse development is consistent with the Official Community Plan (OCP) and the Bridgeport Area Plan. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 7; which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9834 be introduced and given First Reading.



Edwin Lee
Planner 1
(604-276-4121)

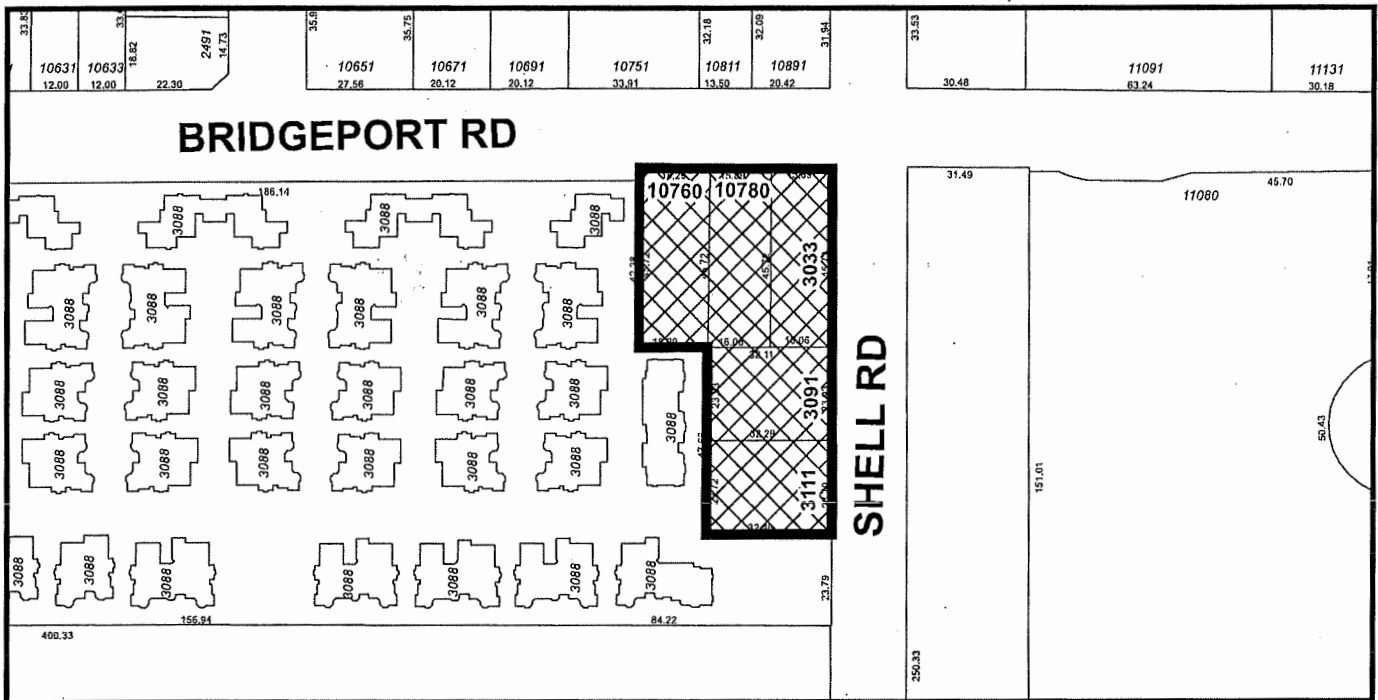
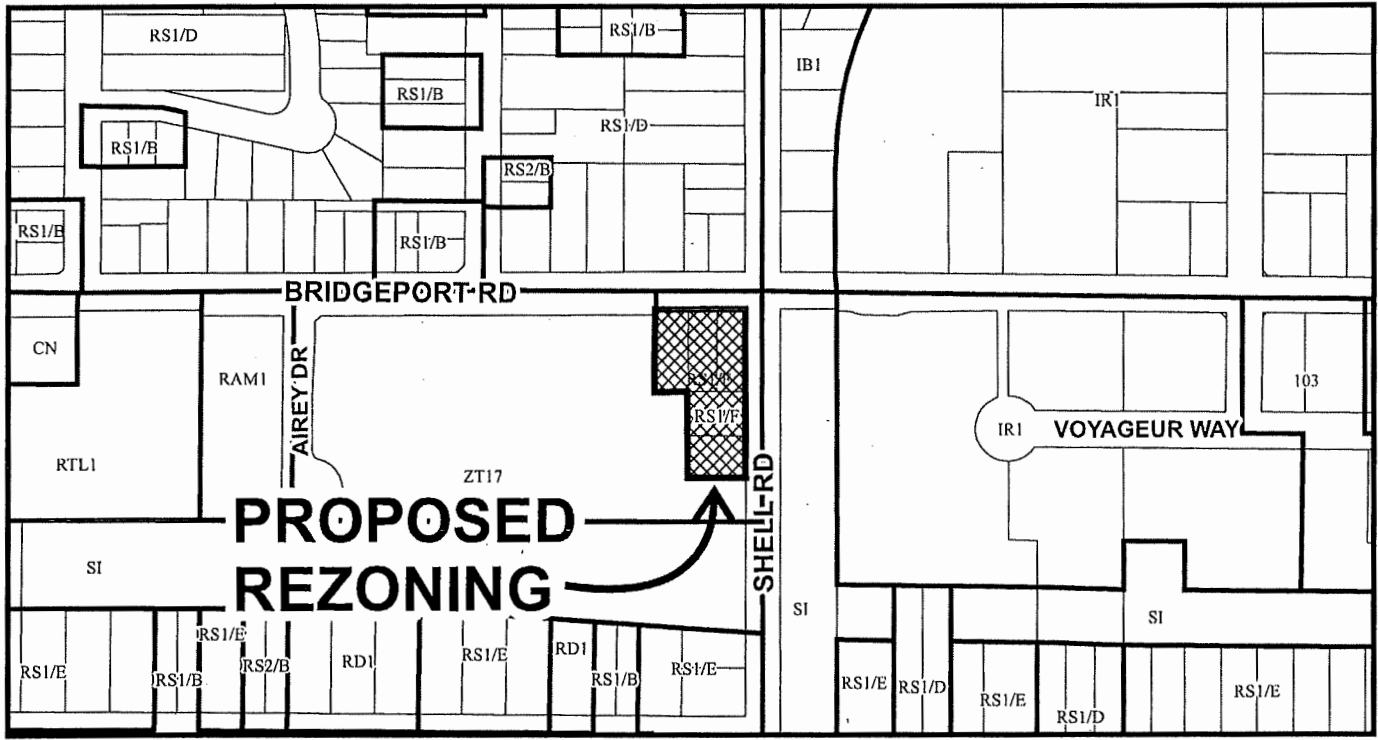
EL:blg

Attachments:

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Land Use Map – Bridgeport Area Plan
- Attachment 5: Petition Letter
- Attachment 6: Tree Management Plan
- Attachment 7: Rezoning Considerations



City of
Richmond



RZ 16-754158

Original Date: 01/04/17

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 16-754158

Original Date: 01/04/17

Revision Date:

Note: Dimensions are in METRES

REZONING FOR PROPOSED TOWNHOUSE DEVELOPMENT AT 10760, 10780 BRIDGEPORT RD AND 3033, 3091 & 3111 SHELL RD. RICHMOND, BC

DEVELOPMENT DATA

- (A) CIVIC ADDRESS: 10760, 10780 BRIDGEPORT RD AND 3033, 3091 AND 3111 SHELL ROAD
- (B) LEGAL DESCRIPTION: LOT 102 PLAN 34293 AND LOT 104 TO 106 AND PARCEL "B"(692835E) PLAN 36053 ALL OF SECTION 26 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT BEFORE ROAD DEDICATION 3938 SM (41311 SF)
- (C) LOT AREA: AFTER ROAD DEDICATION ALONG BRIDGEPORT AND SHELL RD 34195M (36,801SF)
- (D) ZONING USE: CURRENT: RS1/F.

CURRENT ZONING (UNDER RS1/F ZONING)
PROPOSED REZONING
RTM3

(E) FLOOR AREA RATIO
0.55 TO 454.5 SM
0.3 TO REST OF SITE AREA
TOTAL GROSS FLOOR AREA
0.7 X3419 = 2393.9 SM
(25767 SF)

(F) NUMBER OF UNITS: 1 PER LOT
(G) BUILDING COVERAGE: MAX = 45%
NON-POROUS AREA = 65% MAX
LIVE PLANT AREA = 25 MIN

(H) BUILDING HEIGHT: MAX MAIN BUILDING HEIGHT - 12M
FRONTYARD FACING BRIDGEPORT - 6.0M
FRONTYARD FACING SHELL - 6.0M
SIDE YARD - 3.0M
REAR YARD - 3.0M

(I) PARKING: 2 PER DWELLING UNIT
1 PER KNOCK OFF UNIT X2 = 2
0.2 VISITOR PARKING / UNIT X19 = 4
TOTAL = 44 REQUIRED
(50% PARKING CAN BE SMALL PARKING)

MIN 20% WITH 120V POWER FOR EV CHARGER
MIN 25% WITH 120V PRE-DUCTED

VISITOR BICYCLE
0.2 PER DWELLING UNIT X19 = 4
RESIDENTIAL BICYCLE SPACE
1.25 PER DWELLING UNIT X19=24

OPEN AMENITY SPACE = 6 SM PER UNIT
X19= 114 SM (1227 SF)

PROPOSED DEVELOPMENT

0.7
2392.6 SM (25754 SF) FLOOR AREA

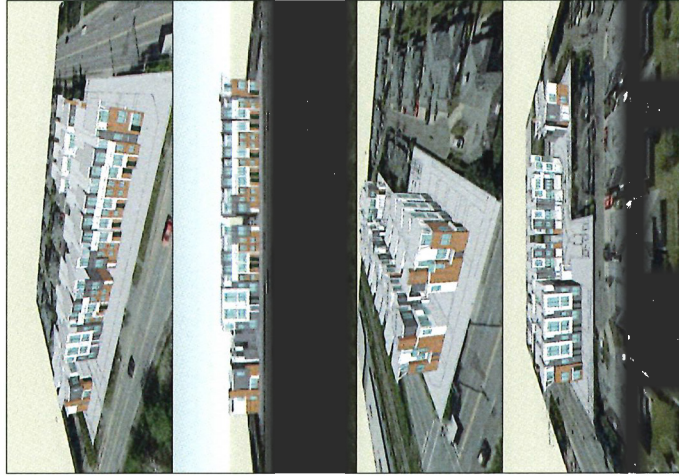
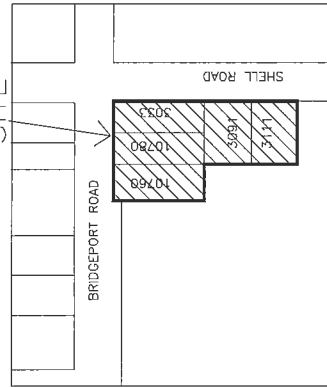
19 UNITS
SITE COVERAGE: 13924 SQ. FT. / 36801 SQ. FT = 37.8%
TOTAL NON POROUS AREA: 22941 SQ. FT. / 36801 SQ. FT = 62.3%
LIVE PLANT AREA: 9522 SQ. FT. / 36801 SQ. FT = 25.8%

BUILDING HEIGHT - 10.28M
FRONTYARD FACING BRIDGEPORT RD - 3.0M (9'9")
FACING SHELL - 4.5M (14'8")
WEST SIDYARD - 7.5M (24'8")
SOUTH REAR YARD - 4.5M (14'10")

RESIDENTIAL PARKING: 10 REGULAR
12 SMALL
18 REGULAR IN TANDEM ARRANGEMENT
VISITOR PARKING: 1 DISABLED
2 REGULAR
1 SMALL
TOTAL PARKING PROVIDED: 44

- DRAWING LIST:**
- A1 DEVELOPMENT SUMMARY
 - A2 SITE PLAN G/F
 - A2A SITE PLAN G/F ENLARGED
 - A2B SITE PLAN G/F ENLARGED
 - A3A PARKING PLAN
 - A3B PARKING PLAN
 - A4 SITE PLAN 2/F
 - A5 SITE PLAN 3/F
 - A6 UNIT PLANS
 - A7 ELEVATIONS
 - A8 OPEN SPACE DIAGRAM
 - A9 COVERAGE DIAGRAM
 - A10 PHASING PLAN

OUTDOOR AMENITY AND CHILDREN PLAYGROUND: 124.0 SM (1335 SQ. FT.)



ERIC LAWI ARCHITECT
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FAX: (604) 263-2897
OFFICE: 4500 KINGSWAY RICHMOND BC V6X 4A1
RESIDENTIAL: 10760 BRIDGEPORT RD RICHMOND BC V6X 4A1
COMMERCIAL: 10780 BRIDGEPORT RD RICHMOND BC V6X 4A1
INDUSTRIAL: 3033 SHELL RD RICHMOND BC V6X 4A1
3091 SHELL RD RICHMOND BC V6X 4A1
3111 SHELL RD RICHMOND BC V6X 4A1

1	SCALE
2	1:100 FOR EXISTING DEVELOPMENT
3	1:200 FOR THE NEW TOWNHOUSE
4	1:200 FOR THE NEW TOWNHOUSE
5	1:200 FOR THE NEW TOWNHOUSE
6	1:200 FOR THE NEW TOWNHOUSE

1	1:200 FOR THE NEW TOWNHOUSE
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3	1:200 FOR THE NEW TOWNHOUSE
4	1:200 FOR THE NEW TOWNHOUSE
5	1:200 FOR THE NEW TOWNHOUSE
6	1:200 FOR THE NEW TOWNHOUSE

PROPOSED TOWNHOUSE
10760 BRIDGEPORT RD
RICHMOND BC

DEVELOPMENT SUMMARY
PROJECT NUMBER: 16-25
ISSUED: 1/25/2018
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 16-25_016_10125-25.DWG

A1
REZONING

RZ 16-754158

ERIC LAW ARCHITECT

200 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6C 2M7
 TEL: (604) 278-2299
 FAX: (604) 278-2297

PROJECT NO: 16-754-158
 SHEET NO: 16-754-158-01
 DATE: 1/25/2018

PROJECT: PROPOSED TOWNHOUSE
 10760 BRIDGEPORT RD
 RICHMOND BC

REVISIONS:

1	ISSUED FOR PERMITS
2	REVISED PER CITY COMMENTS
3	REVISED PER CITY COMMENTS
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PROPOSED TOWNHOUSE
10760 BRIDGEPORT RD
RICHMOND BC

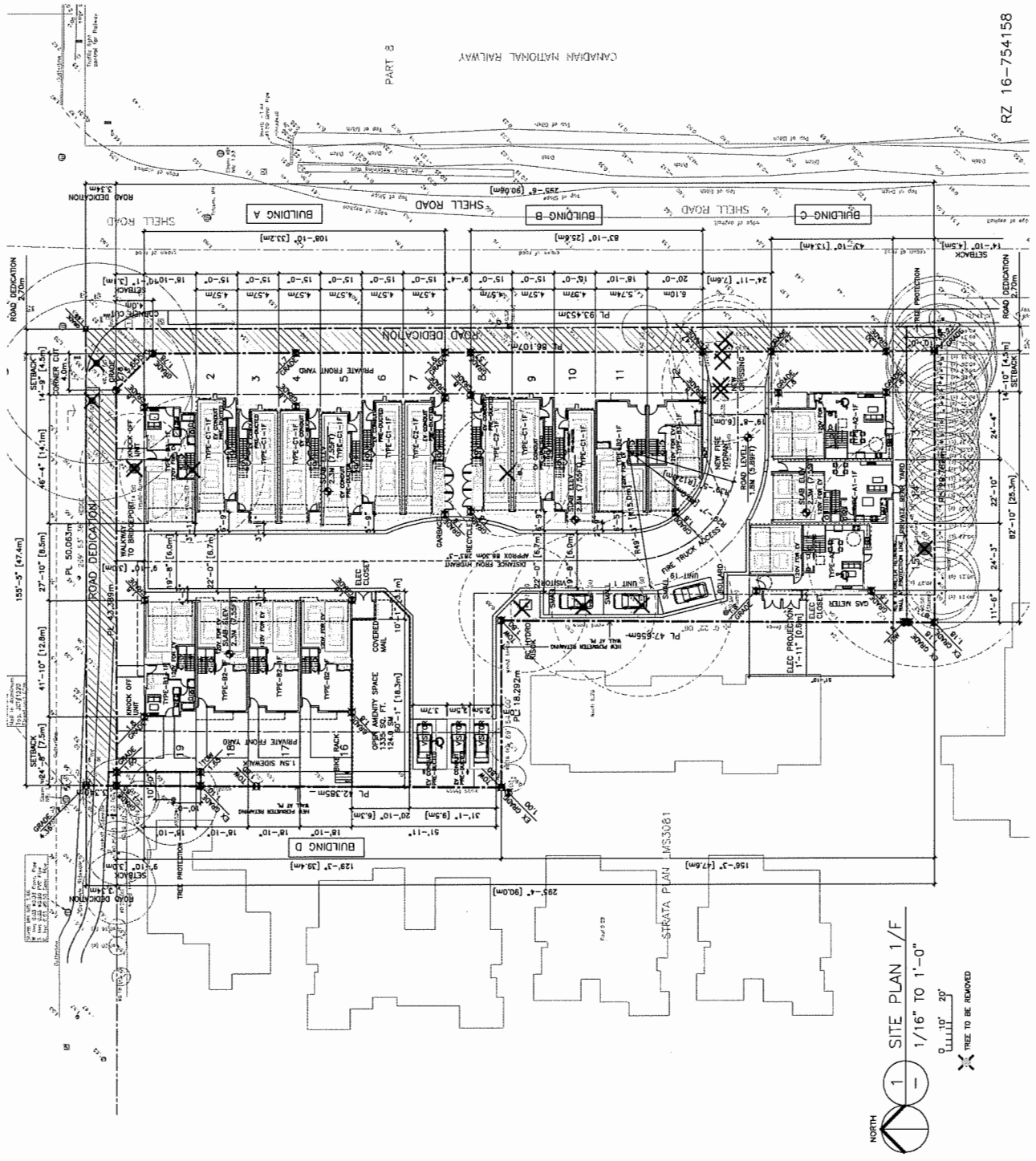
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PROJECT NUMBER: 16-754-158
 ISSUED: 1/25/2018
 DRAWN BY: EL
 CHECKED BY: EL
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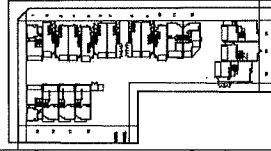
REZONING

RZ 16-754-158



10760 BRIDGEPORT ROAD
RICHMOND BC
V6X 1A6
TEL: (604) 273-2222
FAX: (604) 273-2222
WWW.ERICLAWARCHITECT.COM

- 1. PREPARED FOR RECORD SUBMISSION
- 2. PREPARED FOR THE CITY OF RICHMOND
- 3. PREPARED FOR RECORD SUBMISSION
- 4. PREPARED FOR RECORD SUBMISSION
- 5. PREPARED FOR RECORD SUBMISSION



**PROPOSED TOWNHOUSE
10760 BRIDGEPORT RD
RICHMOND BC**

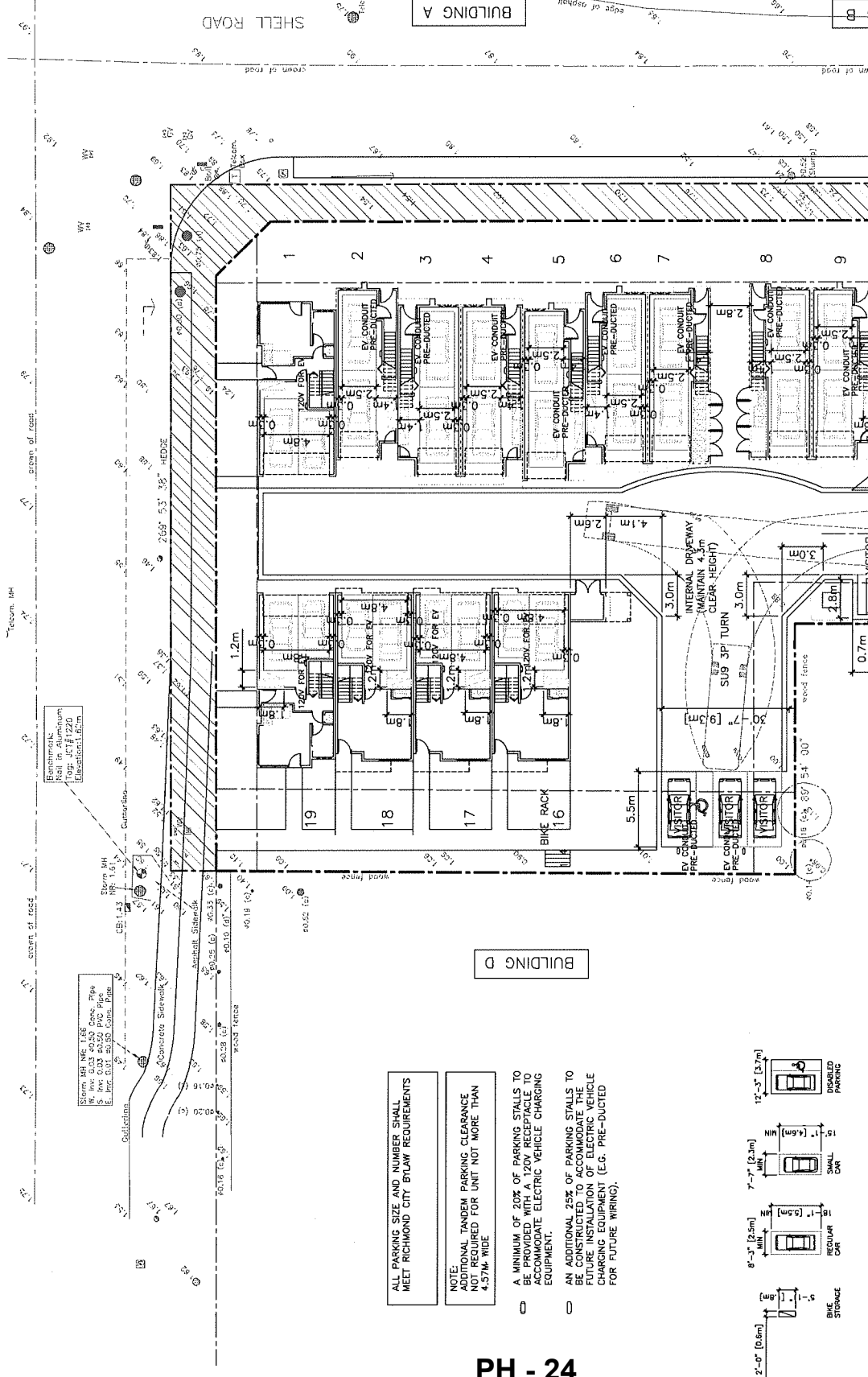
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PROJECT NUMBER: 16-25
ISSUED: 1/25/2018
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 16-25_01P_10123-02.DWG

A3A

REZONING

RZ 16-754158



Storm MR NR 1.86
In: 0.03 40.00 200' Pipe
E: 1.00 0.04 40.00 200' Pipe
E: 1.00 0.04 40.00 200' Pipe

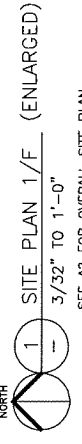
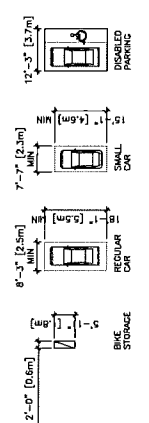
Storm MR NR 1.86
In: 0.03 40.00 200' Pipe
E: 1.00 0.04 40.00 200' Pipe
E: 1.00 0.04 40.00 200' Pipe

ALL PARKING SIZE AND NUMBER SHALL MEET RICHMOND CITY BYLAW REQUIREMENTS

NOTE:
ADDITIONAL TANDER PARKING CLEARANCE REQUIRED FOR UNIT NOT MORE THAN 4.57M WIDE.

A MINIMUM OF 20% OF PARKING STALLS TO ACCOMMODATE ELECTRIC VEHICLE CHARGING EQUIPMENT.

AN ADDITIONAL 25% OF PARKING STALLS TO BE PROVIDED TO ACCOMMODATE THE PRE-INSTALLATION OF ELECTRIC VEHICLE CHARGING EQUIPMENT (E.G. PRE-DUCTED FOR FUTURE WIRING).

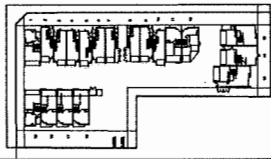


SEE DRAWING A3B FOR CONTINUATION

ERIC LAW ARCHITECT

ERIC LAW ARCHITECT
 1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2G6
 TEL: (604) 278-2288
 FAX: (604) 278-2287
 WWW.ERICLAWARCHITECT.COM

- 0. SHEET
- 1. PRELIMINARY FOR RECORD APPLICATION
- 2. PRELIMINARY FOR RECORD PERMITS
- 3. PRELIMINARY FOR RECORD CONSTRUCTION
- 4. PRELIMINARY FOR RECORD RECORDATION
- 5. PRELIMINARY FOR RECORD RECORDATION



PROPOSED TOWNHOUSE
 10760 BRIDGEPORT RD
 RICHMOND BC

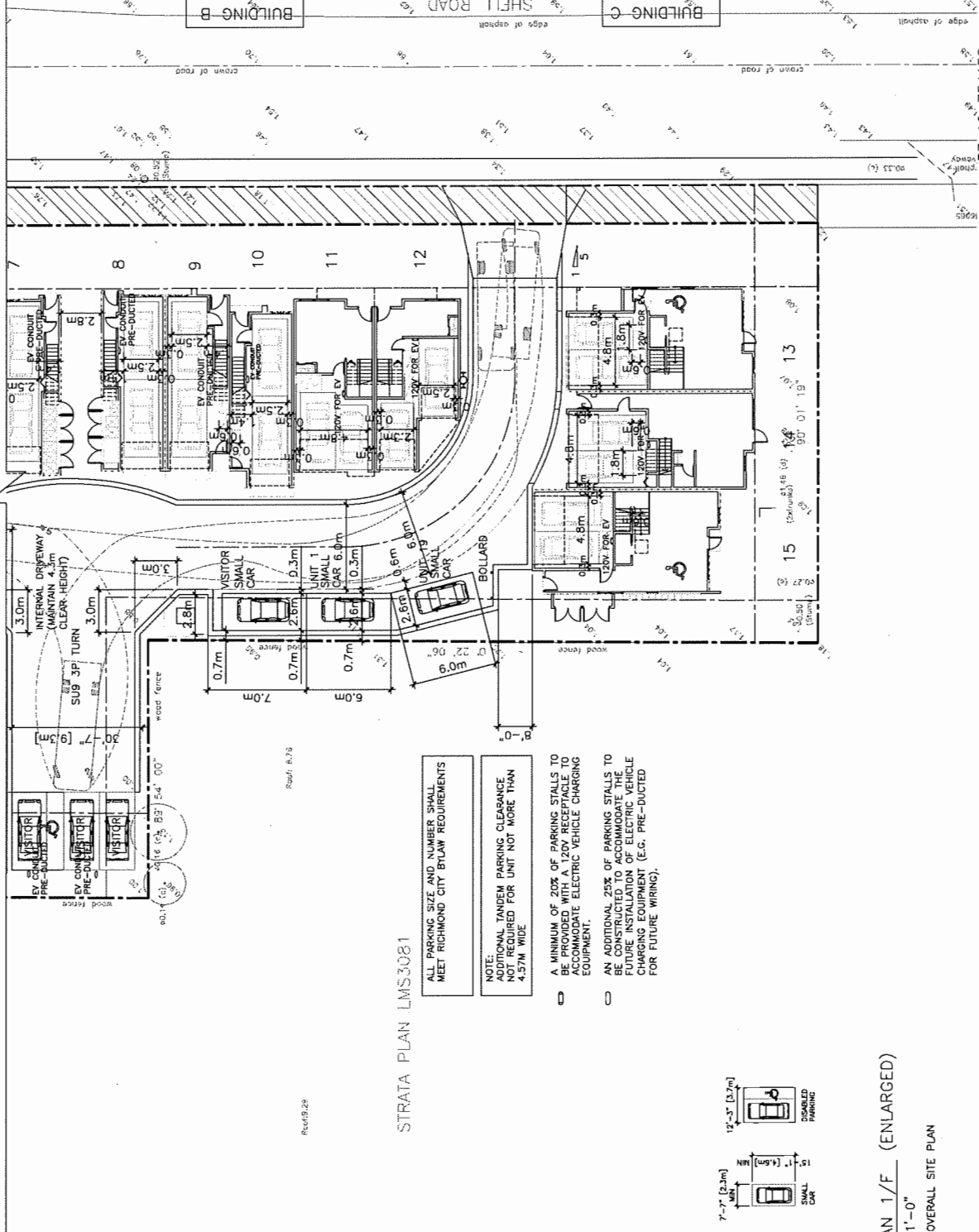
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PROJECT NUMBER: E-25
 ISSUED: 1/25/2018
 DRAWN BY: EL
 CHECKED BY: EL
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A3B

REZONING

SEE DRAWING A3A FOR CONTINUATION

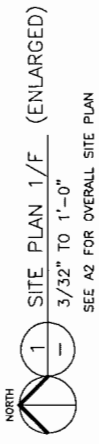
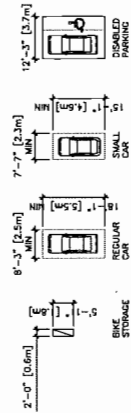


STRATA PLAN LMS3081

ALL PARKING SIZE AND NUMBER SHALL MEET RICHMOND CITY BYLAW REQUIREMENTS

NOTE: ORIGINAL TANDEM PARKING CLEARANCE NOT REQUIRED FOR UNIT NOT MORE THAN 4.57M WIDE

A MINIMUM OF 20% OF PARKING STALLS TO BE PROVIDED WITH A 120V RECEPTACLE TO ACCOMMODATE ELECTRIC VEHICLE CHARGING EQUIPMENT.
 AN ADDITIONAL 25% OF PARKING STALLS TO BE CONSTRUCTED TO ACCOMMODATE FUTURE INSTALLATION OF ELECTRIC VEHICLE CHARGING EQUIPMENT (E.G. PRE-DUCTED FOR FUTURE WIRING).



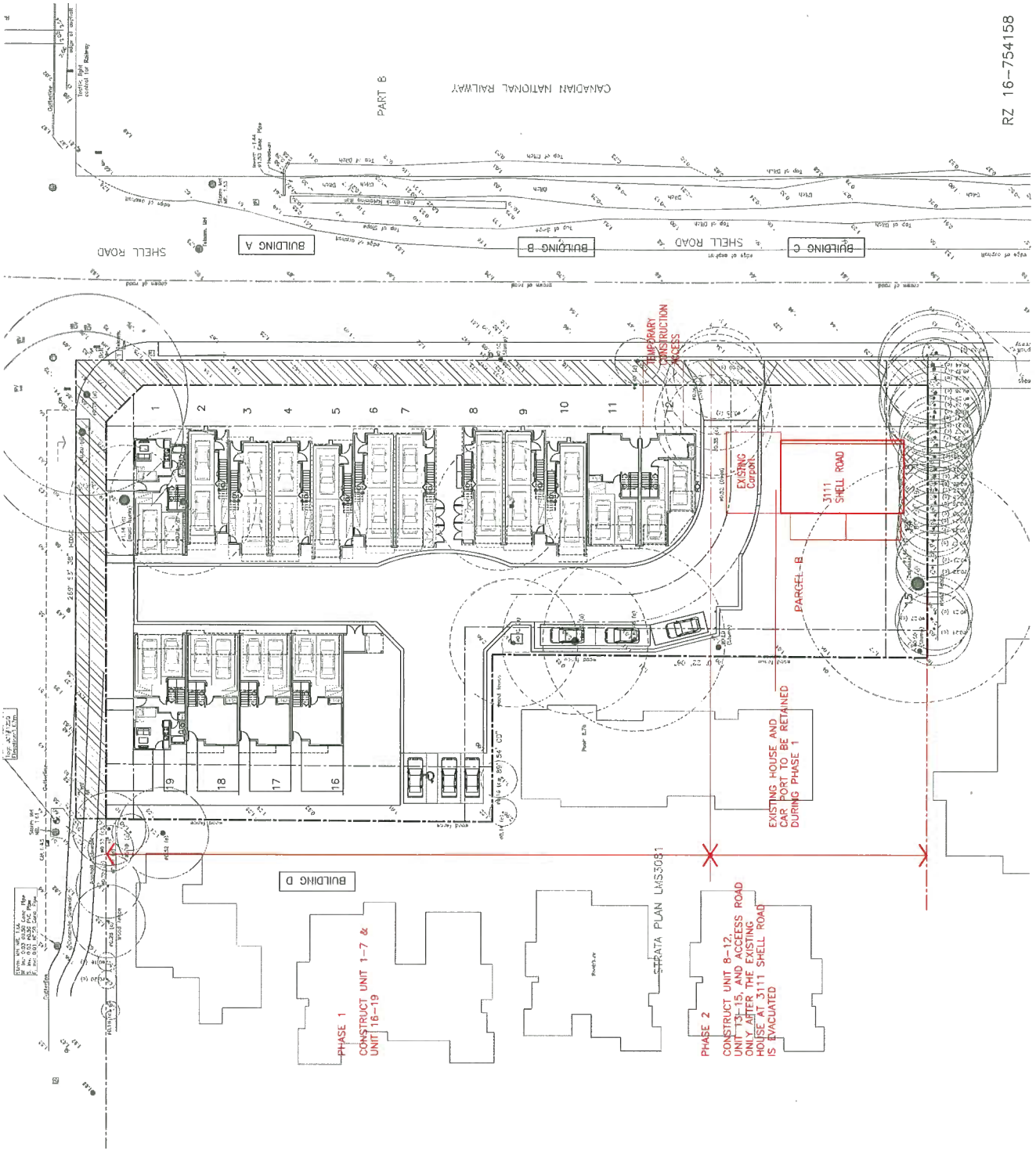
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5	2015/07/08	REVISED SHELL ROAD CITY COMMENT
6	2015/07/08	REVISED SHELL ROAD CITY COMMENT
7	2015/07/14	RECEIVED REZONING APP. & ROZEL APPROVAL
8	2015/07/14	RECEIVED REZONING APP. & ROZEL APPROVAL
9	2015/07/14	RECEIVED REZONING APP. & ROZEL APPROVAL
10	2015/07/14	RECEIVED REZONING APP. & ROZEL APPROVAL

**PROPOSED TOWNHOUSE
 10760 BRIDGEPORT RD
 RICHMOND BC**

PHASING PLAN

PROJECT NUMBER: 16-25
 ISSUED: 5/16/2018
 DRAWN BY: EL
 CHECKED BY: EL
 FILE NAME: 16-25_OPP_100016-RZ.DWG

A10
 REZONING



RZ 16-754158

10760 BRIDGEPORT RD
RICHMOND BC
V6X 1A7
TEL: (604) 273-2288
FAX: (604) 273-2289
WWW.ERICLAWARCHITECT.COM

1	PRELIMINARY FOR REZONING APPLICATION
2	PRELIMINARY FOR TREE EJC DRAWING
3	PRELIMINARY FOR REZONING COMMENTS
4	PRELIMINARY FOR REZONING REVISIONS
5	PRELIMINARY FOR REZONING SUBMISSION

1	PRELIMINARY REVISED SITE PLAN FOR CITY COMPLEX
2	PRELIMINARY ADJUST NUMBER OF UNITS
3	PRELIMINARY HOME REGULATORY AND REVISED LAYOUT
4	REVISION

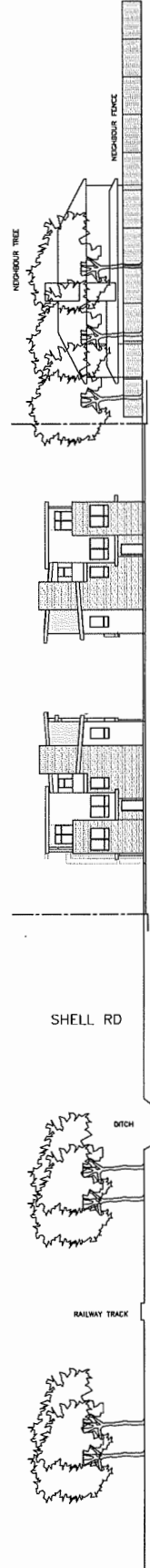
PROPOSED TOWNHOUSE
10760 BRIDGEPORT RD
RICHMOND BC

ELEVATIONS

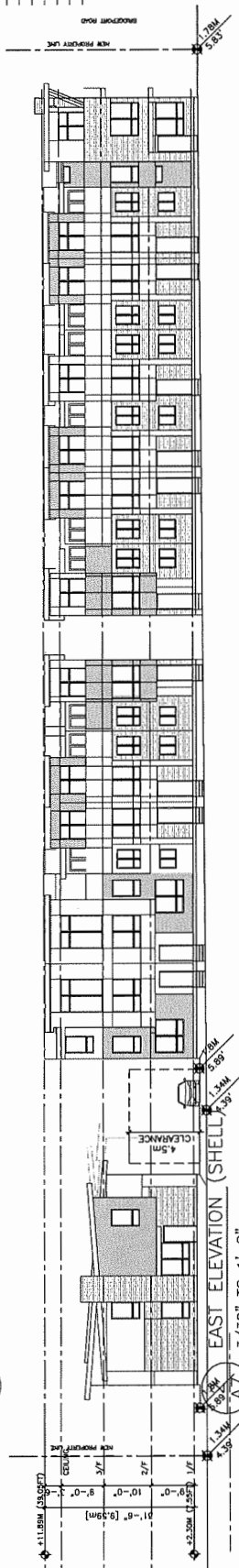
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ISSUED:	1/25/2018
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A7

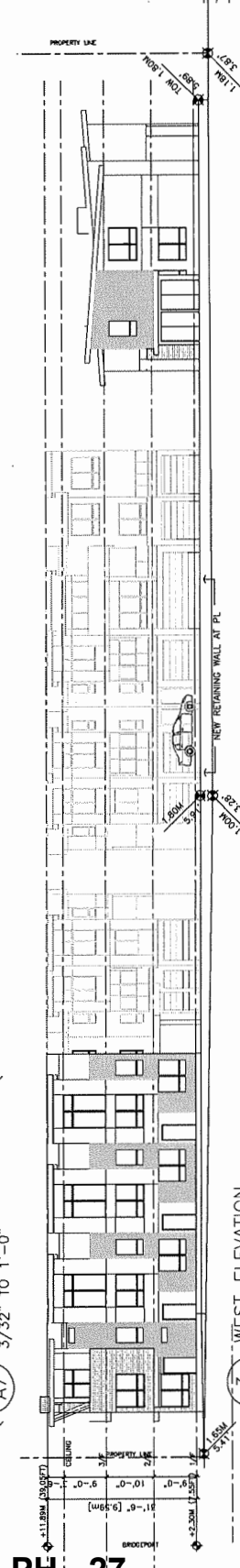
REZONING



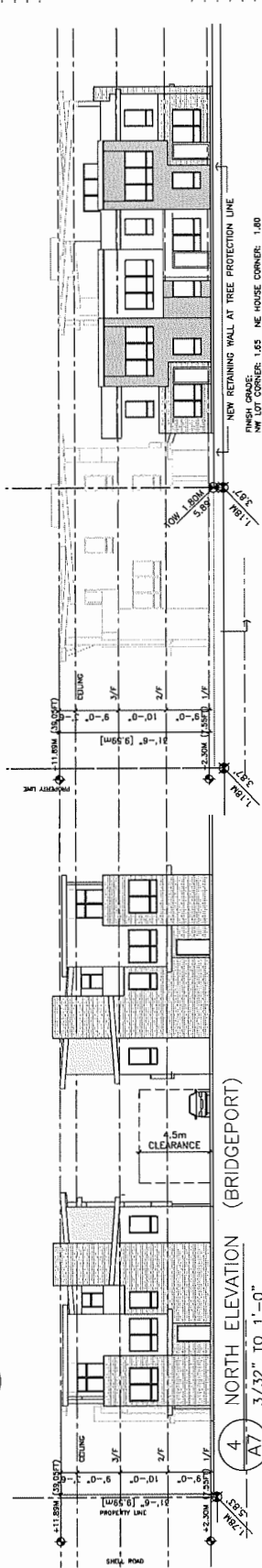
1 CONTEXT ELEVATION (BRIDGEPORT)
A7 1/8" TO 1'-0"



2 EAST ELEVATION (SHELL)
A7 3/32" TO 1'-0"



3 WEST ELEVATION
A7 3/32" TO 1'-0"



4 NORTH ELEVATION (BRIDGEPORT)
A7 3/32" TO 1'-0"

5 SOUTH ELEVATION
A7 3/32" TO 1'-0"

NEW RETAINING WALL AT TREE PROTECTION LINE
 NW CORNER: 1.65 NE HOUSE CORNER: 1.80
 NE LOT CORNER: 1.78 SE HOUSE CORNER: 1.80
 SW LOT CORNER: 1.13 SW HOUSE CORNER: 1.80
 AVERAGE GRADE: 1.45 M (4.75')
 MAX CROWN OF THE ROAD: 1.97M (SHELL & BRIDGEPORT INTERSECTION)
 SLAB LEVEL OF HOUSE: 2.3M
 BUILDING HEIGHT: 11.83M -11.63M -10.28M

RZ 16-754158

NOTES:

- Maintain min. 2% slope away from building.
- All plants and landscape installation to conform to BC S.A. Landscape Standards Latest Edition.
- All proposed trees to be tested by BS41 (694-712-6268) and amended accordingly if necessary, and to be tested again at Sabatinski's Compliance.
- Minimum planting medium depths:
groundcover & shrubs: 87x450mm
trees: 127x900mm, all around the rootball
For detailed info see specifications.
- All plant material shall meet minimum size requirements as indicated in plant list.
- Trees planted in lawn areas to have 1 m dia. mulched ring.
- Makes sure twice around rootballs to be cut and removed to prevent girdling.
- All proposed trees should be planted min. 3 m away from building foundation or face of building or retaining walls.
- Install min. 2" of composted bark mulch on all shrub beds after planting and rake smooth. Mulch to be "3.5mm screened composted bark mulch".
- Contractor to ensure all plant material delivered to site is from nurseries certified to be free from the Phytophthora ramorum Virus (Sudden Oak Death).
- Contractor to report any discrepancies in plant numbers immediately to Landscape Architect.
- All on-site landscape to be irrigated with an automatic irrigation system.

PH - 28

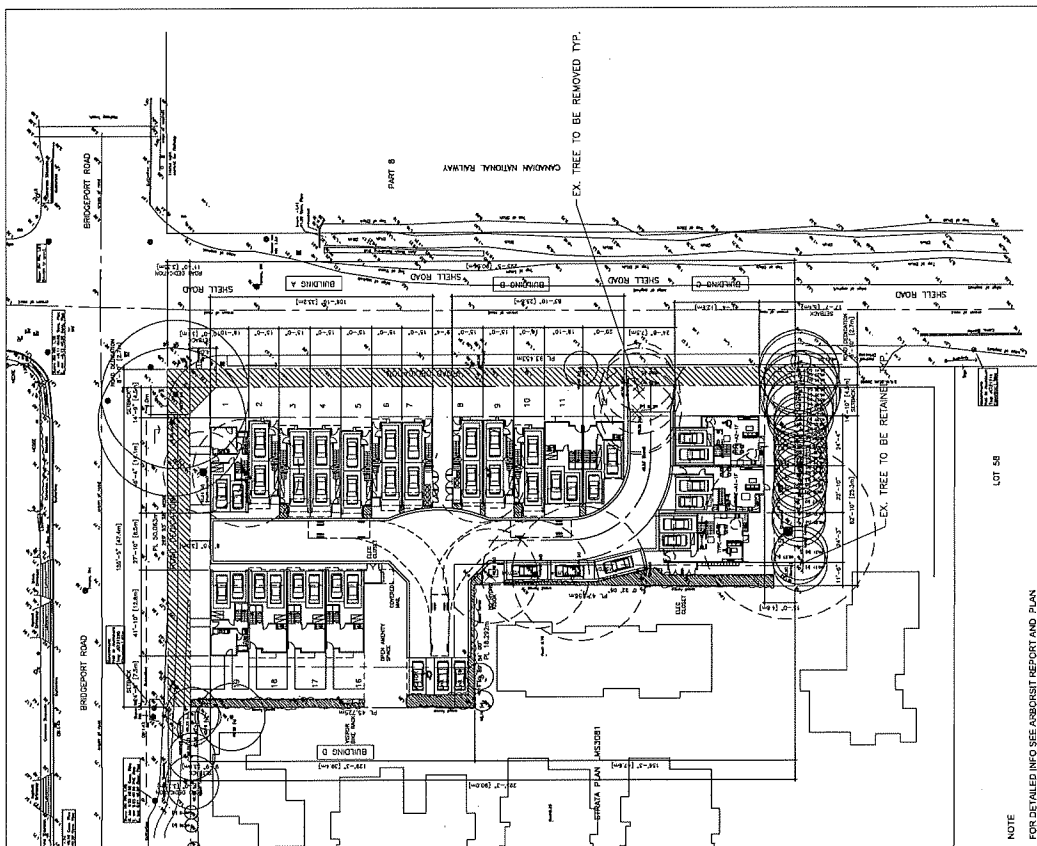
Quantity	Symbol	Botanical Name	Common Name	Size	Spacing
		Trees			
A		Red Flowering Dogwood	Red Flowering Dogwood	16cm cal B&B	85 2'x8m
B		Prunus americana 'Amalgamata'	American Chokeberry	Born cal B&B	85 2'x8m
C		Cornus 'Cherry Dogwood'	Cornus 'Cherry Dogwood'	Born cal B&B	85 2'x8m
D		Styrax japonica	Japanese Styrax	Born cal B&B	85 2'x8m
E		Malus 'Spectabilis'	Malus 'Spectabilis'	Born cal B&B	85 2'x8m
F		Malus 'Spectabilis'	Malus 'Spectabilis'	Born cal B&B	85 2'x8m
G		Betula 'Pendula'	Betula 'Pendula'	Born cal B&B	85 2'x8m
H		Autumn Blaze Maple	Autumn Blaze Maple	3m high, B&B	85 2'x8m
		Shrubs			
1		Evergreen Azalea	Evergreen Azalea	#2 20L	85 2'x8m
2		Japanese Spirea	Japanese Spirea	#2 20L	85 2'x8m
3		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
4		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
5		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
6		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
7		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
8		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
9		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
10		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
11		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
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15		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
16		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
17		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
18		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
19		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
20		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
21		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
22		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
23		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
24		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
25		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
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30		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
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38		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
39		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
40		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
41		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
42		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
43		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
44		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
45		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
46		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
47		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
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49		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
50		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
51		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
52		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
53		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
54		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
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57		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
58		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
59		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
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69		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
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71		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
72		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
73		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
74		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
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82		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
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85		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
86		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
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94		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
95		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
96		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
97		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
98		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
99		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m
100		Asarum canadense	Asarum canadense	#2 20L	85 2'x8m



DATE: Sep. 1, 2017
REVISIONS: Rezoning Submission

DATE: Jan., 2018
REVISIONS: Rezoning Submission

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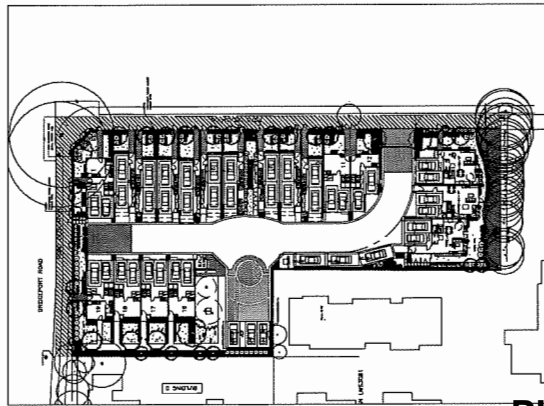


NOTE
FOR DETAILED INFO SEE ARCHITECT REPORT AND PLAN

INFO ON TREE RETENTION AND REMOVAL

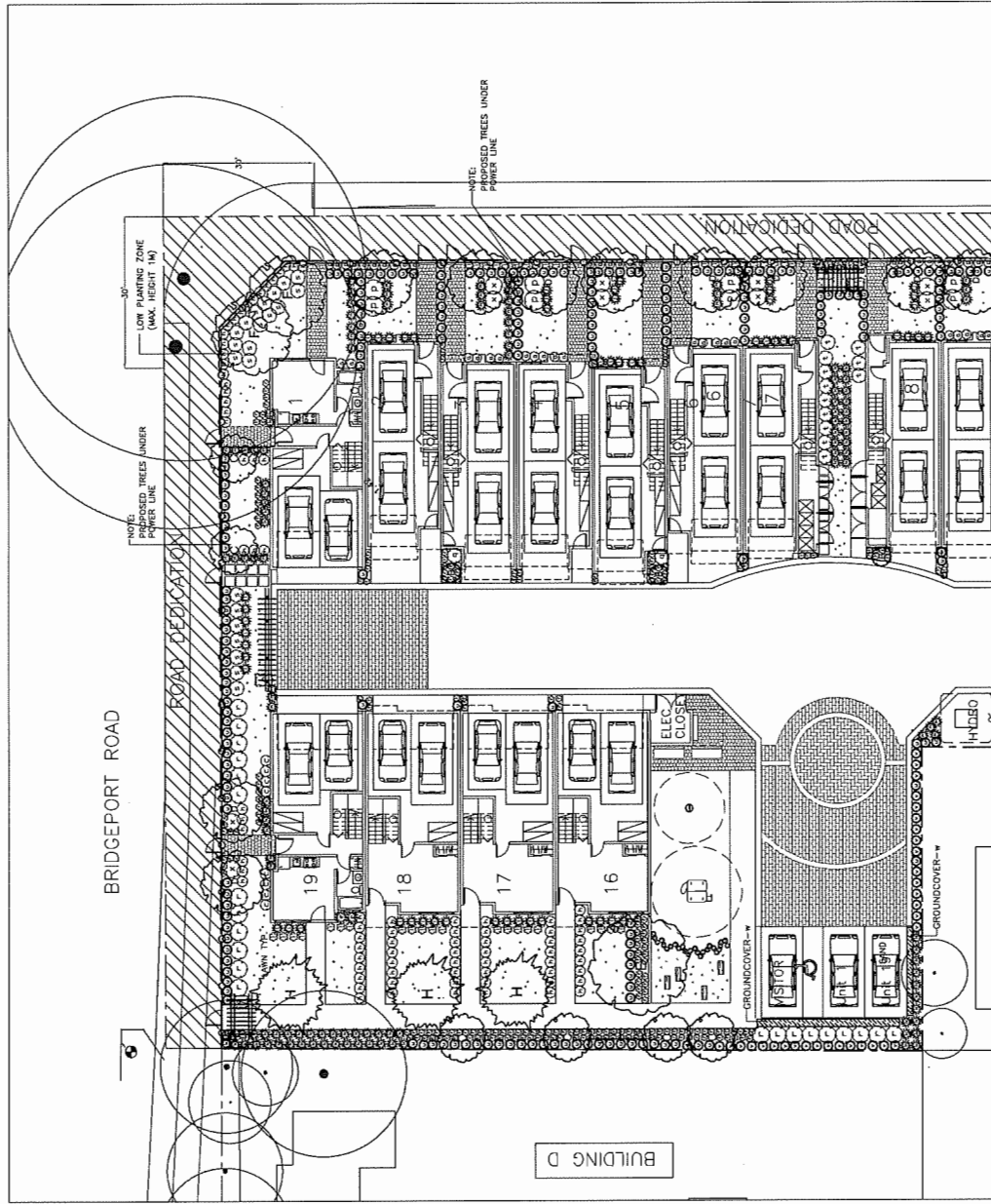
<p>JHL Design Group Inc. Landscape Architecture + Urban Design 4372, High Street, Vancouver, BC Tel: 604-883-8613 Fax: 1-888-277-8584 Email: jhl@jhlgroup.com</p>		<p>PROJECT TITLE MULTI FAMILY RESIDENTIAL DEVELOPMENT 10760-10780 BRIDGEPORT ROAD RICHMOND, BC</p>	<p>SCALE DATE: Jan., 2018 DRAWN: JOB NO.</p>	<p>PLANT LIST NOTES/ INFO ON TREE RETENTION AND REMOVAL</p>
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DRAWING NO
L-1

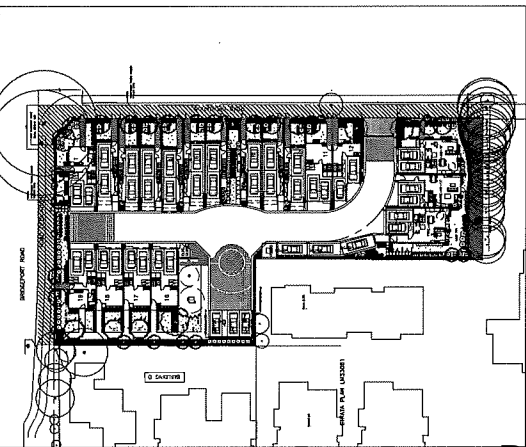


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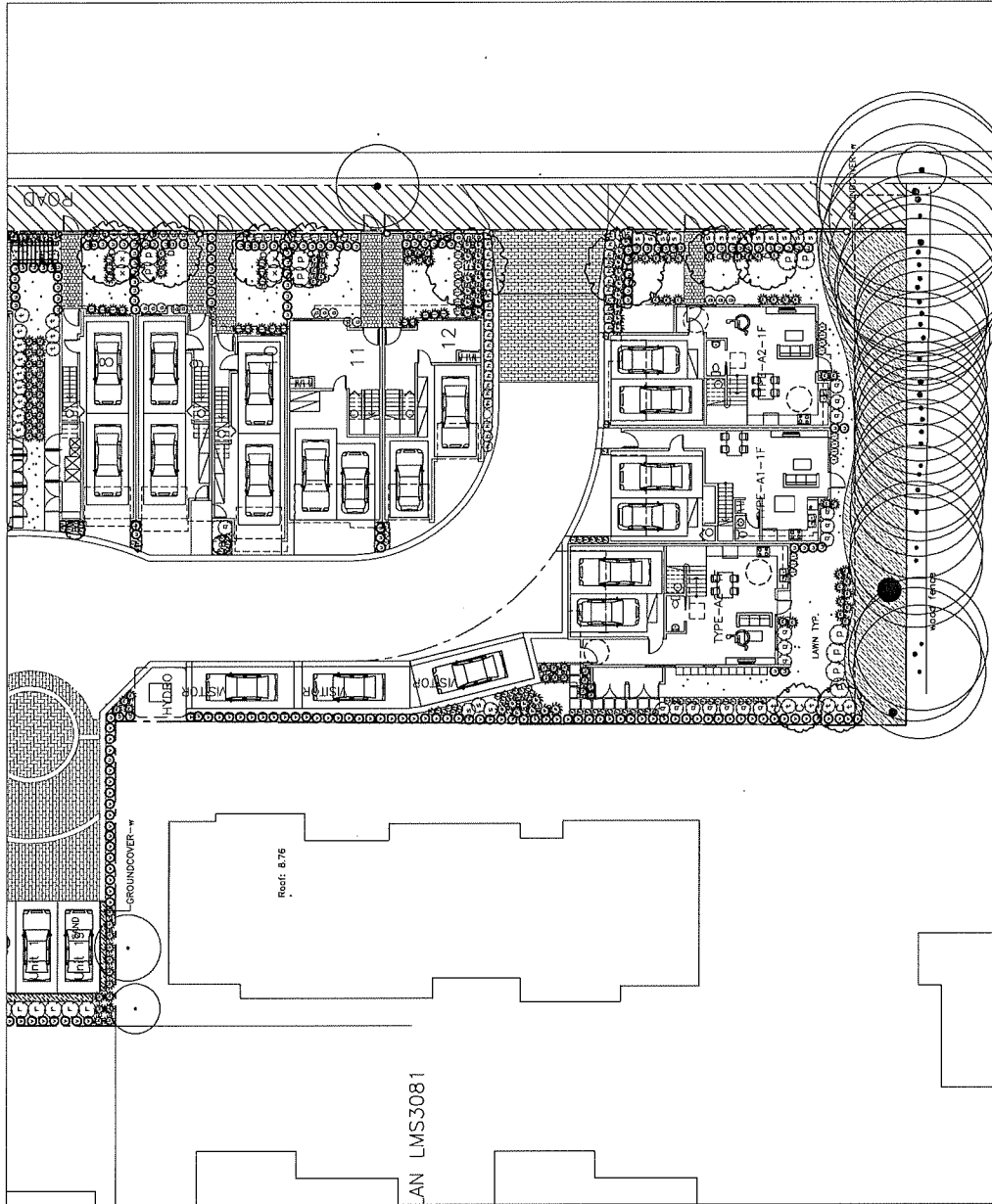
OVERALL REFERENCE PLAN



<p>© Copyright reserved. This drawing and design is and at all times remains the exclusive property of JHL Design Group Inc. and cannot be used without the landscape architect's written consent.</p>		<p>DATE: Sept., 2017 Reasoning Submission Jan., 2018 Reasoning Submission</p>		<p>REVISIONS</p>		<p>JHL Design Group Inc. Landscape Architecture + Urban Design 4374 Maple Street, Vancouver, BC Tel: 1-604-277-2554 Email: jhl@jhlinc.com</p>		<p>SCALE: 3/8" = 1'-0" DATE: Jan., 2018 DRAWN: [Blank] JOB NO.:</p>		<p>PROJECT FILE: MULTI FAMILY RESIDENTIAL DEVELOPMENT 10766-10780 BRIDGEPORT ROAD RICHMOND, BC</p>		<p>DRAWING FILE: PLANTING PLAN OVERALL REFERENCE PLAN</p>		<p>DRAWING NO. L-3</p>	
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OVERALL REFERENCE PLAN



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<p>Sept., 2017</p> <p>Jan., 2018</p>	<p>Rezoning Submission</p> <p>Rezoning Submission</p>	<p>1/8" = 1'-0"</p> <p>Jun., 2018</p>	<p>MULTI FAMILY RESIDENTIAL DEVELOPMENT</p> <p>10760-10780 BRIDGEPORT ROAD</p> <p>RICHMOND, BC</p> <p>PLANTING PLAN/ OVERALL REFERENCE PLAN</p>	<p>JHL Design Group Inc.</p> <p>Landscape Architecture + Urban Design</p> <p>4370, Maple Street, Vancouver, BC</p> <p>Tel: 604-263-8613</p> <p>Fax: 1-855-277-8554</p> <p>Email: info@jhl.ca</p>	



RZ 16-754158

Attachment 3

Address: 10760, 10780 Bridgeport Road and 3033, 3091, 3111 Shell Road

Applicant: 1082009 BC Ltd.

Planning Area(s): Bridgeport Road Corridor

	Existing	Proposed
Owner:	1082009 BC Ltd.	No Change
Site Size (m²):	3,838 m ²	3,419 m ² (after road dedication)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	Bridgeport Area Plan (Schedule 2.12 of OCP Bylaw 7100)	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/F)	Low Density Townhouses (RTM3)
Number of Units:	5	19 townhouse units + 2 secondary suites
Other Designations:	N/A	No Change

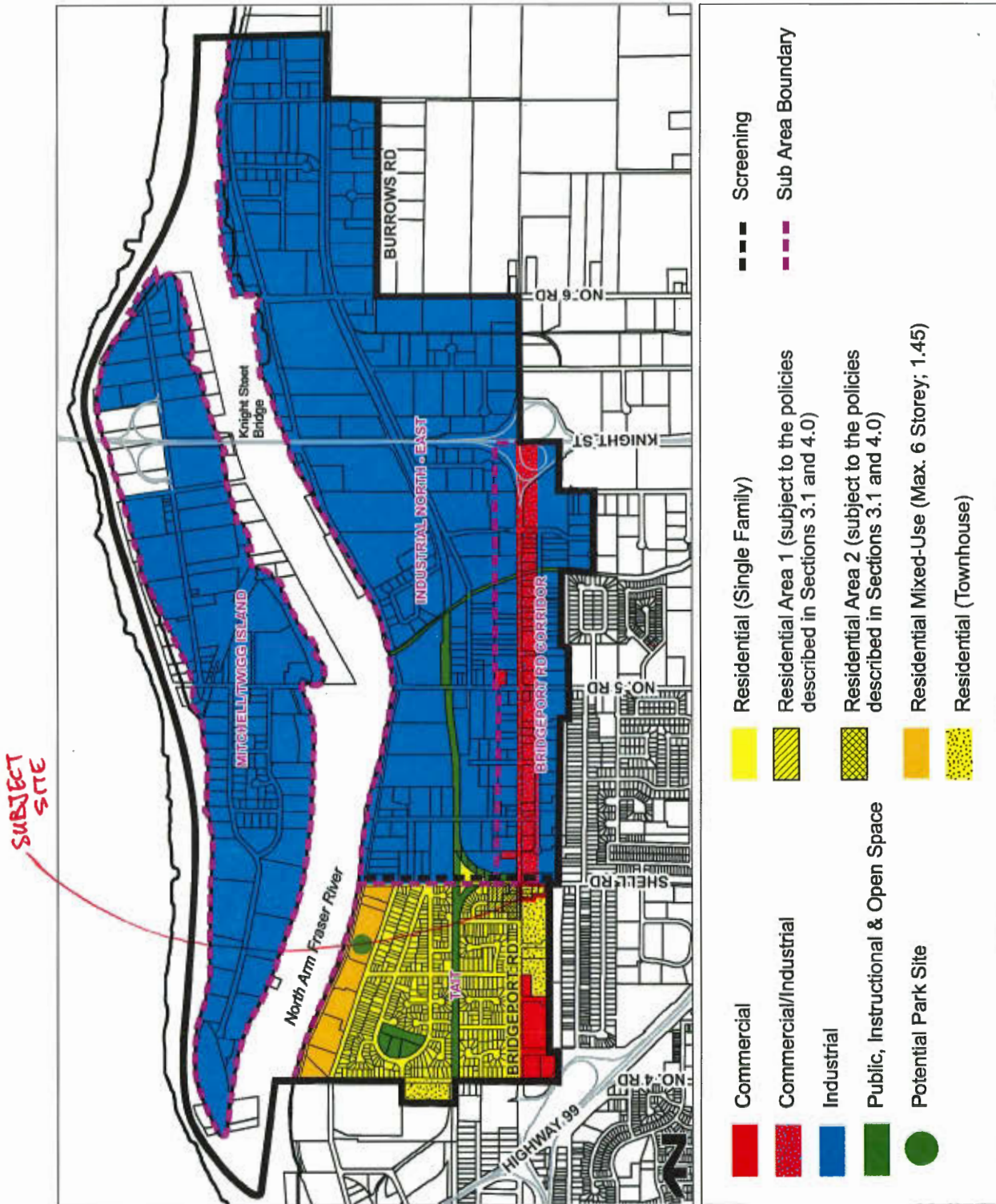
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.70	0.70 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (north) – Bridgeport Road (m):	Min. 6.0 m	3.0 m Min.	variance required
Setback – Exterior Side Yard (east) – Shell Road (m):	Min. 6.0 m	4.5 m Min.	variance required
Setback – Side Yard (west) (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (South) (m):	Min. 3.0 m	3.0 m Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	43.38 m	variance required
Lot Depth:	Min. 30.0 m	86.1 m	none
Site Area:	Min. 1,800 m ²	3,419 m ²	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit plus (1) R per secondary suite on lot fronting an arterial road	2 (R) and 0.21 (V) per unit plus (1) R per secondary suite	none
Off-street Parking Spaces – Total:	40 (R) and 4 (V)	40 (R) and 4 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (38 x Max. 50% = 19)	18	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (44 x Max. 50% = 22)	12	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (44 x 2% = 1 spaces)	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.63 (Class 1) and 0.21 (Class 2) per unit	none
Off-street Parking Spaces – Total:	24 (Class 1) and 4 (Class 2)	31 (Class 1) and 4 (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 19 units = 114 m ²	124 m ²	none

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

City of Richmond

Land Use Map – Bridgeport Bylaw 9024
2013/11/18



To: Richmond City Hall

Re: Rezoning application file #16 754158

This letter is on behalf of tenants undersigned below who occupy properties on the site in question.

We would like to draw City of Richmond staffs' attention to the fact that the rezoning application for this site is still at a very early stage in the process. Despite of that a demolition permit application has already been submitted for City's consideration.

When considering the issuance of the demolition permit, we would like to ask the City to please take into account that there are ten tenants currently occupying the properties (not counting the Salvation Army shelter). Four of the tenants are high school / university students still dependent on their parents. One tenant is a single mom on long term disability.

With the extreme shortage and high cost of rental housing, we would like the city to help us avoid being evicted prematurely, possibly many months before the developer can start construction. Thank you for your attention to this matter.

Signed on Feb 20, 2018 at Richmond, BC

GAGIK AGASIAN
Name Signature

ELENA AROUTIUNOVA
Name Signature

MARINA AGASIAN
Name Signature

DIANA AGASIAN
Name Signature

EVA AGASIAN
Name Signature

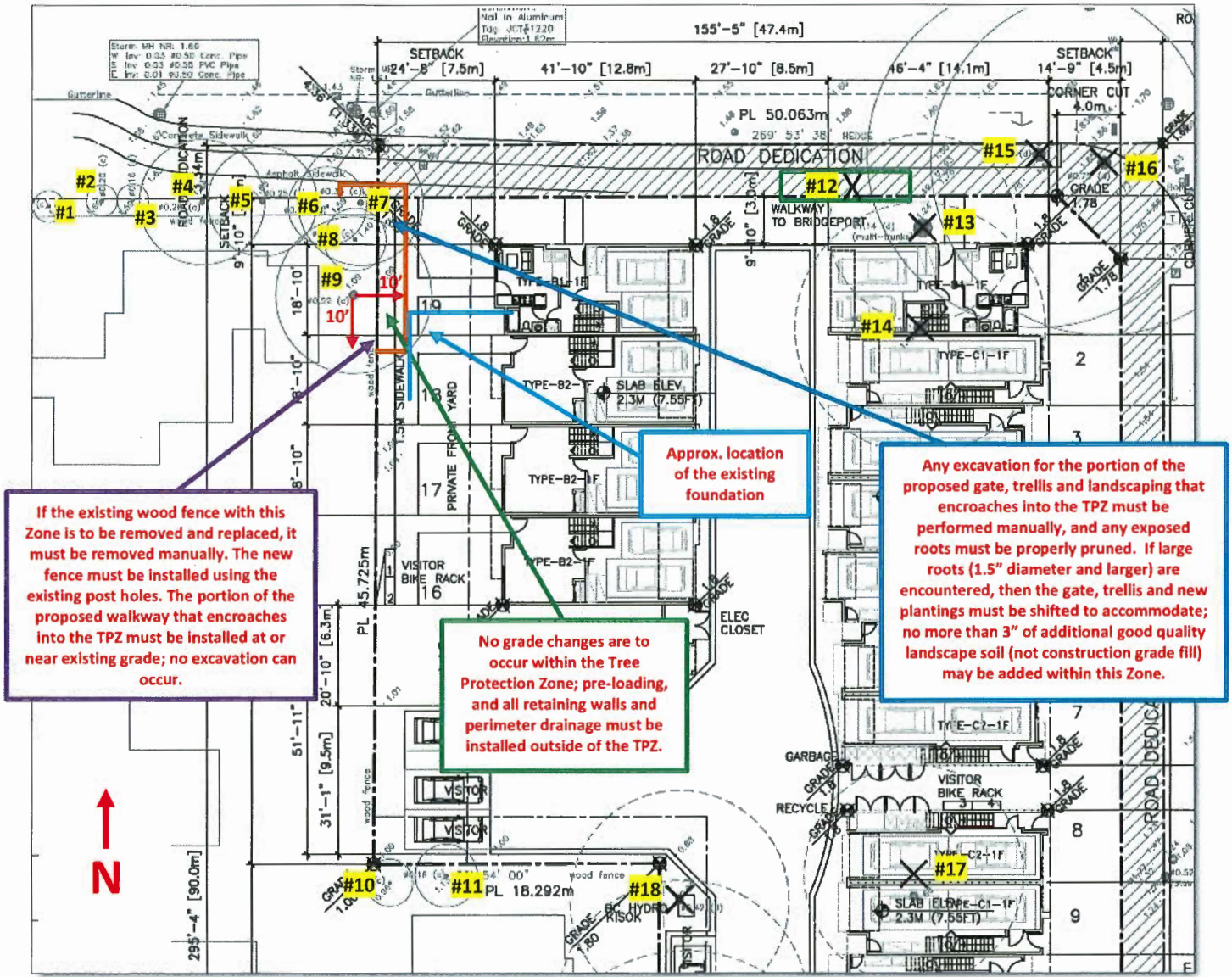
Guzal Issa
Name Signature

Fatima Issa
Name Signature

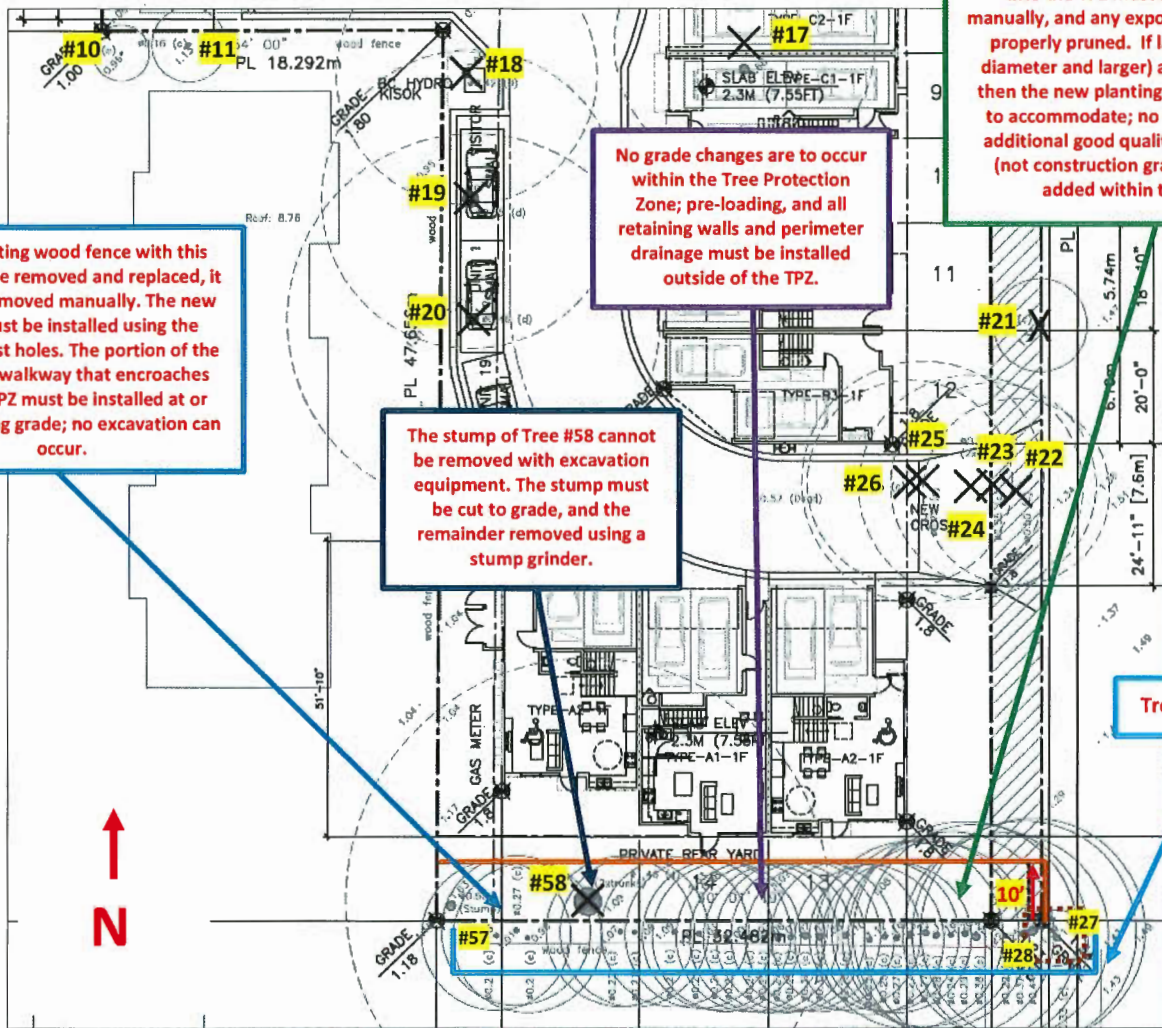
Michael Beddes
Name Signature

Cecile Jimenez
Name Signature

Rosemore Walters
Name Signature



North Property Tree Retention & Removal Plan, Scale 1/32" = 1'



Any excavation for the portion of the proposed groundcover that encroaches into the TPZ must be performed manually, and any exposed roots must be properly pruned. If large roots (1.5" diameter and larger) are encountered, then the new plantings must be shifted to accommodate; no more than 3" of additional good quality landscape soil (not construction grade fill) may be added within this Zone.

If the existing wood fence with this Zone is to be removed and replaced, it must be removed manually. The new fence must be installed using the existing post holes. The portion of the proposed walkway that encroaches into the TPZ must be installed at or near existing grade; no excavation can occur.

No grade changes are to occur within the Tree Protection Zone; pre-loading, and all retaining walls and perimeter drainage must be installed outside of the TPZ.

The stump of Tree #58 cannot be removed with excavation equipment. The stump must be cut to grade, and the remainder removed using a stump grinder.

Trees #58 - #27

South Property Tree Retention & Removal Plan, Scale 1/32" = 1'



Address: 10760, 10780 Bridgeport Road and 3033, 3091, 3111 Shell Road **File No.:** RZ 16-754158

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9834, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel (which will require the demolition of at least four of the existing dwellings).
2. 3.34 m wide road dedication along the entire Bridgeport Road frontage and 2.70 m wide road dedication along the entire Shell Road frontage with a 4 m x 4 m corner cut to accommodate a new 1.5 m wide treed/grassed boulevard and a new 1.5 m wide concrete sidewalk; exact width is to be confirmed with survey information to be submitted by the applicant.
3. Registration of a legal agreements on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) the existing emergency shelter located at 3111 Shell Road will be permitted to stay until June 30, 2019, or an earlier date mutually agreed among the property owners, the City, BC Housing and Salvation Army ;
 - b) no vehicle access to the construction area (i.e., 10760 & 10780 Bridgeport Road and 3033 & 3091 Shell Road) via 3111 Shell Road will be permitted until the emergency shelter at 3111 Shell Road has been relocated;
 - c) the premise at 3111 Shell Road will be kept in habitable condition throughout the terms of tenancy; and
 - d) the septic tank at 3111 Shell Road will be kept in working condition throughout the terms of tenancy.
4. Registration of a legal agreement on Title ensuring that the only means of vehicle access is to and from Shell Road and that there be no vehicle access to or from Bridgeport Road.
5. Registration of a legal agreement on Title to ensure that Registration of a legal agreements on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) No final Building Permit inspection is granted until two secondary suites are constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
 - b) One surface parking stall is assigned to each of the units with a secondary suite, and that the parking stall will be for the sole use of the secondary suite of the unit.
 - c) The secondary suites cannot be stratified or otherwise held under separate title.
6. Registration of a legal agreement on Title, prohibiting the conversion of the tandem parking area into habitable space.
7. Registration of an aircraft noise sensitive use covenant on Title.
8. Registration of a flood indemnity covenant on Title.
9. 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.
10. Provincial Ministry of Transportation & Infrastructure Approval.
11. 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.
12. City acceptance of the developer's offer to voluntarily contribute \$0.81 per buildable square foot (e.g. \$20,867.31) to the City's Public Art fund.
13. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$103,048.43) to the City's affordable housing fund.

14. Contribution of \$19,000.00 in-lieu of on-site indoor amenity space.
15. Provide a bond in the amount of \$10,000.00 for maintenance works required at the Richmond House Emergency Shelter located at 3111 Shell Road. The bond will be released upon completion of all maintenance works deemed necessary by BC Housing and Salvation Army, prior to the termination of the tenant agreement.
16. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
17. Enter into a Servicing Agreement* for the design and construction of frontage beautification along the site frontage, traffic signal enhancements at the Bridgeport Road/ Shell Road intersection, and watermain, storm sewer and sanitary sewer upgrades, as well as service connections. Works include, but may not be limited to:

Water Works:

- a. Using the OCP Model, there is 448.0 L/s of water available at 20 psi residual north of the property at the Bridgeport Road Frontage and 292.0 L/s east of the property at the Shell Road Frontage. Based on your proposed development, your site requires a minimum fire flow of 220 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 onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs. If adequate flow is not available, the Developer shall be required to upgrade the existing water system that may extend beyond the development site frontage.
 - Remove the ex. 150 mm AC watermain along Shell Road, from its tie-in point on Bridgeport Road to approximately 54 m south. When removing the existing AC watermain, be cautious of the existing AC sanitary force main parallel to it. Note that if any damage is done to the existing sanitary forcemain, the Developer is required to replace the affected section.
 - The remaining section of the 150 mm AC watermain along Shell Road (approximately 72 m from the mid-frontage of 3091 Shell Road toward the existing Jet fuel line) shall be abandoned and filled, as per MMCD specifications.
 - Install a new 200mm PVC watermain along Shell Rd frontage; approximately 54 m long off of existing 300 mm steel watermain at the intersection of Bridgeport Road and Shell Road. The end of the proposed watermain must tie into the existing 550 mm Steel watermain located parallel to it along Shell Road. When installing the proposed watermain, be cautious of the existing AC sanitary force main in close proximity. Alignment of the proposed watermain shall be determined via the Servicing Agreement design review.
 - Install a new hydrant along Shell Road Frontage off of proposed 200 mm PVC watermain.
 - Install a new water service connection off of proposed 200 mm PVC watermain along Shell Road, complete with a meter. The meter shall be part of the mechanical design.
 - Cut, cap and remove existing five water service connections along Bridgeport Road and Shell Road Frontages.
- c. At Developers cost, the City is to:
 - Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

Storm Sewer Works:

- a. The Developer is required to:
 - Cut, cap and remove existing five storm service connections along Bridgeport Road and Shell Road Frontages.
 - Remove existing 450 mm storm sewer along Bridgeport Road from STMH3235 to STMH3189, approximately 82 m. Replace with a new 600 mm storm sewer.

Initial: _____

- Install a new storm service connection, complete with Inspection Chamber, off of the proposed 600 mm storm main along Bridgeport Road to service the proposed development.
- b. At Developers cost, the City is to:
- Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

Sanitary Sewer Works:

The Developer required to:

- Install a new 200 mm sanitary sewer complete with manholes along McKessock Avenue and Bridgeport Road, spaced as per City standard, to service the proposed development. The proposed sanitary sewer along McKessock Avenue, approximately 40 m, shall tie into existing manhole (SMH6147) on McKessock Avenue and a proposed sanitary manhole located between the existing 600 mm Storm sewer and Hydro Duct Bank on Bridgeport Road. The proposed sanitary sewer along Bridgeport Road, approximately 100 m, shall tie into the proposed sanitary manhole between the existing 600 mm Storm sewer and Hydro Duct Bank and ultimately tie into another proposed manhole fronting the northwest corner of the proposed site. Install a sanitary service connection off of the proposed sanitary manhole located at the northwest corner of the proposed site.
 - A capacity analysis is required to confirm whether downstream upgrades are required from SMH6147 to the McLennan pump station. Refer to attached sketch. If there are downstream capacity issues, the developer will be required to provide upgrades.
- a. At Developers cost, the City is to:
- Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

Frontage Improvements:

- a. The Developer is required to:
- Finalize the functional design to the satisfaction of the Director of Transportation. Roadworks along Bridgeport Road will include road widening and new south curb alignment across the entire frontage of minimum 2.0 m with appropriate tapers to tie into existing south curb on Bridgeport Road and designed to the City's Engineering Design Specifications and TAC standards for an arterial road. The extra wide eastbound curb lane in the interim condition will require additional pavement markings, raised pavement markings and signage. Adjustments to the intersection geometry, including crosswalk alignment, etc. are to be shown on the functional plan. A minimum of three hydro/telus poles will be impacted and need to be relocated at the developer's cost on Bridgeport Road.
 - Dedicate all land required for new roads, boulevards and sidewalks.
 - Replace curb and gutter along Bridgeport Road that will be impacted by the proposed Storm sewer installation.
 - Relocate to within the development site BC Hydro transformers, electrical boxes and other above ground kiosks located along Bridgeport Road and Shell Road that will be affected by frontage works.
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These shall be located onsite, as described below.
 - 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 Rezoning staff report and 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 requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to Servicing Agreement design approval:

1. BC Hydro PMT – 4 mW X 5 m (deep)
2. BC Hydro LPT – 3.5 mW X 3.5 m (deep)
3. Street light kiosk – 1.5 mW X 1.5 m (deep)
4. Traffic signal kiosk – 2 mW X 1.5 m (deep)
5. Traffic signal UPS – 1 mW X 1 m (deep)
6. Shaw cable kiosk – 1 mW X 1 m (deep) – show possible location in functional plan
7. Telus FDH cabinet - 1.1 mW X 1m (deep) – show possible location in functional plan

Bridgeport Road Frontage Improvements

- Pavement widening with taper in advance of the Bridgeport Road intersection, with 0.15 m curb. This will require hydro pole relocations. Applicant to contact Hydro as early as possible to determine locations based on required roadworks as noted. At least three poles will be impacted due to roadworks.
- Remove the existing sidewalk and construct a new 1.5 m wide concrete sidewalk next to the new property line (road dedication approximately 3.34 m). Construct a new grass/tree boulevard over the remaining width between the new sidewalk and the new south curb of Bridgeport Road. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the west of the subject site at a 30:1 ratio.
- All existing driveways along the Bridgeport Road frontage are to be closed permanently.
- Roadworks for new geometry at southwest corner of intersection with new 9.0 m corner radius connecting new curb locations on Bridgeport Road and Shell Road, curb ramps, signage and pavement markings. Details to be determined through review of functional road plan. As well, there will traffic signal pole and equipment impacts due to roadworks and road widening.

Shell Road Frontage Improvements

- Pavement widening, new curb and gutter along site's entire eastern frontage.
- Remove the existing extruded curb and construct a new 3.0 m wide concrete sidewalk next to the new property line (after minimum 2.7 m wide road dedication). Construct a new 1.5 m grass/tree boulevard over the remaining width between the new sidewalk and the west curb of Shell Road. The new sidewalk and boulevard are to transition to meet the existing frontage treatments to the south of the subject site.
- All existing driveways along the Shell Road frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, grass/tree Boulevard and concrete sidewalk per standards described above.
- Construct a minimum 2.0 m wide concrete walkway to connect the site to the extruded curb to the south with appropriate 30:1 tapers.
- Hydro pole impacts are to be reviewed by the applicant and are noted as requiring potential relocation or undergrounding.

Bridgeport Road/Shell Road Traffic Signal Enhancements

- Replace existing traffic poles/bases in the southwest corner of the intersection.
- Replace and relocate existing controller cabinet.

- Install new conduit and junction boxes as required.
- Re-cable intersection as required.
- Replace/add new vehicle detection as required.
- Install APS (all crosswalks).
- Install new illuminated street name signs.
- Install new UPS cabinet/base.
- Install video detection camera.
- Reconstruction of the southwest corner of the intersection to accommodate road widening. Details to be determined through functional intersection plan review.

General Items:

- a. The Developer is required to:
- Obtain a Permit from Kinder Morgan Canada before starting any works due to proximity to the existing Jet Fuel Line. Please refer to link: http://www.kindermorgan.com/content/docs/Proximity_Permit_Brochure.pdf
 - Review street lighting levels along all the frontages of the development site for any additional street light requirements or upgrades.
 - Provide, prior to soil densification and preloading, a geotechnical assessment to identify and mitigate the impact to the existing 150 mm AC sanitary forcemain along Shell Road and existing 200 mm AC watermain at the development’s Bridgeport frontage.
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

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

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

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

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

1. Installation of appropriate tree protection fencing on-site around all trees to be retained on adjacent properties 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 and issuance of the Development Permit, the applicant will be required to obtain

Initial: _____

a Tree Permit and submit landscaping security (i.e. \$14,000 in total) to ensure the replacement planting will be provided.

2. Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal of the Cedar hedge along the Bridgeport Road frontage, in order to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.
3. Submission of a fire and safety plan to identify separate accesses to the construction area and to the emergency shelter during construction.
4. Provide hoarding between the construction area and existing boundary of 3111 Shell Road as long as the shelter is still in operation.
5. 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.
6. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
7. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

[signed copy on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9834 (RZ 16-754158)
10760, 10780 Bridgeport Road and 3033, 3091, 3111 Shell 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 "MEDIUM DENSITY TOWNHOUSES (RTM3)".

P.I.D. 003-514-820

Lot 102 Section 26 Block 5 North Range 6 West New Westminster District Plan 34293

P.I.D. 003-666-921

Lot 105 Section 26 Block 5 North Range 6 West New Westminster District Plan 36053

P.I.D. 004-504-046

Lot 104 Section 26 Block 5 North Range 6 West New Westminster District Plan 36053

P.I.D. 000-495-956

Lot 106 Section 26 Block 5 North Range 6 West New Westminster District Plan 36053

P.I.D. 007-257-694

Parcel "B" (682835E) Lot 107 Section 26 Block 5 North Range 6 West New Westminster District Plan 36053

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9834".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

JUL 09 2018

Approval signature lines for Council, Director/Solicitor, and Ministry of Transportation and Infrastructure.

CITY OF RICHMOND APPROVED by E.L. APPROVED by Director or Solicitor

ADOPTED

MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: June 25, 2018

From: Wayne Craig
Director, Development

File: RZ 17-779262

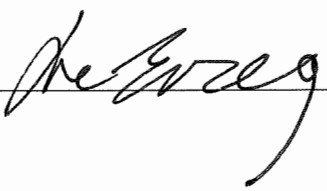
Re: **Application by Townline Ventures Inc. for Rezoning at 5591, 5631, 5651 and 5671 No. 3 Road from "Office Commercial (ZC8)", "Office Commercial (ZC9)" and "Auto-Oriented Commercial (CA)" to "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)"**

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9860, to create the "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)" zone, and to rezone 5591, 5631 5651 and 5671 No. 3 Road from "Office Commercial (ZC8)", "Office Commercial (ZC9)" and "Auto-Oriented Commercial (CA)" to "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)", be introduced and given first reading.
2. That staff be directed to prepare a Service Area Bylaw to provide district energy services to the development at 5591, 5631, 5651 and 5671 No. 3 Road.


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

WC:jhd

Att. 9 REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Park	<input checked="" type="checkbox"/>	
Social Planning	<input checked="" type="checkbox"/>	
Child Care	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
Project Management	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	

Staff Report

Origin

Townline Ventures Inc. has applied to the City of Richmond for permission to rezone the properties at 5591, 5631, 5651 and 5671 No. 3 Road from "Office Commercial (ZC8)", "Office Commercial (ZC9)" and "Auto-Oriented Commercial (CA)" to "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)" in order to permit a high-density commercial, office and residential use development in the City Centre's Lansdowne Village (Attachment 1).

Key components of the rezoning proposal (Attachment 2) include:

- A podium and tower form of development with below and above grade parking, ground level commercial, one office tower and three residential towers.
- A maximum floor area ratio (FAR) of 4.0 and a maximum height of 47.0 m geodetic.
- A total floor area of approximately 36,196 m² (389,625 ft²) including approximately:
 - 1,791 m² (19,279 ft²) of commercial space
 - 7,222 m² (77,740 ft²) of office space
 - 27,147 m² (292,218 ft²) of residential space
- Approximately 365 residential units including:
 - Approximately 345 residential units
 - 20 affordable housing units
- A 557 m² (6,000 ft²) on-site community facility.
- Cash-in-lieu contributions to child care and community facilities.
- LEED NC v4 Silver equivalent.
- DEU connection-ready and transfer of the on-site low carbon energy plant to the City.
- Creation of a new road, widening of existing roads and utility upgrades as well as frontage improvements on all frontages.
- Design, construction and transfer to the City of the area of the site designated for the Lansdowne linear park.

This application includes the proposed acquisition of the City lot at 5671 No. 3 Road. The disposition of this land is subject to a companion report from Real Estate Services dated May 28, 2018.

The proposed transfer of an on-site low carbon energy plant to the City will enable immediate service by LIEC and connection to the City's District Energy Utility system in the future. Prior to rezoning adoption, a Service Area Bylaw for the subject site will be brought forward by Engineering for Council consideration.

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.

Existing Site and Development

Existing Site and Development: The subject site is located in Lansdowne Village (Attachment 4) on the west side of No 3 Road to the north of Lansdowne Road. It is comprised of four lots with existing low and medium scale development.

Existing Housing Profile: The subject properties were not previously developed with residential uses.

Surrounding Development

Surrounding development includes:

- To the North: At 5551 No. 3 Road, low-scale commercial development. Further to the north, the lots at 7960 Alderbridge Way and 5333 and 5411 No. 3 Road; which are subject to a rezoning application for mixed-use development (RZ 15-692485). This application is in process and is the subject of a separate Report to Council.
- To the East: Across No. 3 Road, the Lansdowne Mall site, which is subject to an OCP amendment application to adjust the land use designation (CP 15-717017). This application is in process and will be the subject of a separate Report to Council.
- To the South: Across Lansdowne Road, existing low- and medium-scale commercial development.
- To the West: Across the existing City lane, existing low-scale commercial and light industrial development with surface parking. The property at 5520 Minoru Boulevard is subject to a rezoning application for a mixed-use development (RZ 16-744658). This application is in process and will be the subject of a separate Report to Council.

Related Policies & Studies

Official Community Plan/City Centre Area Plan

Official Community Plan: The Official Community Plan (OCP) designates the subject site as “Downtown Mixed Use” and the land adjacent to Lansdowne Road as “Park”. The proposed rezoning is consistent with these designations.

City Centre Area Plan: The City Centre Area Plan (CCAP) Lansdowne Village Specific Land Use Map designates the subject site as “Urban Centre T6 (45 m)” and the land adjacent to Lansdowne Road as “Park”. The proposed rezoning is consistent with these designations.

Other Policies, Strategies & Bylaws

Floodplain Management Implementation 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 on Title is required prior to final adoption of the rezoning bylaw.

Aircraft Noise Sensitive Development Policy: The proposed development is located in Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Map. The proposed rezoning is consistent with this Policy. Registration of an aircraft noise covenant is required prior to rezoning adoption.

Mixed-Use Noise, Canada Line Noise, Commercial Noise and City Centre Impacts: The proposed development must address additional OCP Noise Management Policies related to mixed-use, Canada Line, commercial and ambient noise, as well as other impacts of densification. Requirements include provision of acoustic consultant reports recommending residential sound attenuation measures and registration of associated noise covenants prior to final adoption of the rezoning bylaw.

Consultation

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. 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*.

Analysis

Proposed Zoning Bylaw Amendment

A new site-specific zone, "High Density Mixed Use (ZMU38) - Lansdowne Village (City Centre)", is proposed for the new development site. It addresses land use, density, density bonusing, height, siting and parking and loading requirements. The maximum density is 4.0 FAR and the maximum height is 47.0 m geodetic. Key details of the proposed site-specific zone and the associated Rezoning Considerations are outlined in this report. The Rezoning Considerations are attached (Attachment 5) and a signed copy is on file.

Infrastructure Improvements

The proposed rezoning will contribute to utility, transportation and park infrastructure improvements as described below. Additional details are provided in the Rezoning Considerations (Attachment 5). Detailed design will take place through the Servicing Agreement process. Where eligible, Development Cost Charge (DCC) credits will be applied to the required improvements unless noted otherwise. All other improvements will be funded by the developer.

Engineering

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

- A new watermain (north-south road).
- New storm sewer (north-south road) and storm sewer upgrades (No. 3 Road).
- An upgraded sanitary sewer (north-south road and Lansdowne Road).

Third Party Utilities: Requirements include:

- Pre-ducting for private utility lines.
- Undergrounding of overhead utilities on the new north-south road.
- Relocation of all private utility equipment on-site.

Transportation

No. 3 Road: Improvements on No. 3 Road will include development of a wider off-street bike lane that is physically separated from the vehicular traffic with a raised barrier curb to enhance cyclist safety.

Lansdowne Road: Improvements include widening of Lansdowne Road north of the existing travel lanes to include a 1.5 m boulevard, a 3.0 m wide multi-use pathway and 1.0 m wide buffer strip. Additional public realm cross-section elements, such as a 2.0 m sidewalk, will be included within the park cross-section.

New North-South Road: A new north-south road will be established on the west side of the site with a dedication from the subject site to supplement the width of the existing north-south City lane.

Preliminary functional road drawings demonstrating the complete proposed road network changes are provided (Attachment 6).

Park

Lansdowne Linear Park: The CCAP calls for a 10.0 m. (33.0 ft.) wide linear park along the north side of Lansdowne Road to provide for an enhanced public realm connection between the Garden City Lands and the Richmond Oval. The proposed development will be adjacent to the linear park and includes, subject to Council approval, the purchase of the City lot at 5671 No. 3 Road. As a consideration of rezoning (Attachment 5), a portion of this lot is proposed to be transferred back to the City for the linear park. The applicant will be responsible for design and construction of the park and will work with staff through the Servicing Agreement process to develop the design. A Letter of Credit will be required to secure the park construction, as outlined in the Rezoning Considerations (Attachment 5). Staff note that no DCC credits for land are available as the applicant has calculated floor area on the park area in lieu.

Amenity Contributions

The CCAP Implementation Strategy includes density bonusing and other measures to support the development of community amenities. The proposed rezoning includes contributions to community amenities as outlined below. As with all amenity contributions, the dollar values in the formulas reflect the rates at the time of writing and will be subject to indexing adjustments, should the rezoning not be adopted within the relevant applicable time periods. For the purposes of the report, calculated floor area figures and dollar values have been rounded.

Affordable Housing: The CCAP Implementation Strategy, in conjunction with the Affordable Housing Strategy, provides for density bonusing to achieve affordable housing in residential and mixed-use developments. The rezoning application for the proposed development was received prior to July 24, 2017 and is subject to grandfathering of the five percent affordable housing contribution rate.

A total of 20 Low End Market Rental Housing (LEMR) units, with a combined net floor area of approximately 1,357 m² (14,611 ft²), are proposed.

AFFORDABLE HOUSING SUMMARY

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units (3)
Bachelor	37 m ² (400 ft ²)	\$811	\$34,650 or less	10%	2
1-Bedroom	50 m ² (535 ft ²)	\$975	\$38,250 or less	25%	5
2-Bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800 or less	40%	8
3-Bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	25%	5
TOTAL		N/A	N/A	100%	20

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

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

(3) 50% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

The units will be distributed throughout the development and secured with a Housing Agreement which will include the following terms: tenant access to indoor and outdoor common amenity areas; and, provision of affordable housing parking spaces at no additional charge.

T6 Child Care: The proposed rezoning is located in the Lansdowne Village Specific Land Use Map “T6” area and is subject to the T6 Child Care density bonus provision requiring that one percent of the residential floor area be provided to the City in the form of an in-kind turnkey facility or an equivalent cash-in-lieu contribution to either child care or other types of community facilities. Community Services staff have reviewed the location and circumstances of the development, as well as the floor area generated by the bonusing provision (258 m² / 2,776 ft²), and recommend that the City accept a combined in-kind and cash-in-lieu contribution. The in-kind portion of the contribution (153 m² / 1,651 ft²) is proposed to be added to an in-kind contribution under the Village Centre Bonus provisions (see paragraph below) to establish a community facility space totalling 557 m² (6,000 ft²). The cash-in-lieu portion of the contribution is proposed to be deposited to the Child Care Development Reserve Fund and Child Care Operating Reserve Fund accounts (90% and 10% respectively) (approximately \$1,070,180 calculated using the proposed residential floor area excluding in-kind floor area and affordable housing floor area [0.01 x (27,147 m² - 105 m² - 1,357 m²) x \$6,997/ m²]) to be used to develop child care elsewhere in the City Centre.

Community Facility: The proposed rezoning is located in the Lansdowne Village Specific Land Use Map “Village Centre Bonus (VCB)” area and incorporates a VCB density increase of 1.0 FAR. Five percent of this area is expected to be provided to the City in the form of an in-kind turnkey facility or an equivalent cash-in-lieu contribution to the City Centre Facility Development Fund. Community Services staff have reviewed the location and circumstances of the development, as well as the floor area generated by the bonusing provision (452 m² / 4,870 ft²), and recommend that the City accept an in-kind contribution. This contribution is proposed to be combined with the in-kind portion of the T6 Child Care contribution (per paragraph above) to establish a community facility space totalling 557 m² (6,000 ft²). The proposed location of the contribution is on the ground level of the development, with frontage on both the Lansdowne linear park and the new north-south road (Attachment 7).

The developer is responsible for the design and construction of the proposed facility to a turnkey level of fit and finish based on the industry standards applicable to a “community facility space”. The equivalent to construction value of the total in-kind contribution, in 2019 values, would be approximately \$3,959,856 (@ \$7,104/m²). As the tenancy, or tenancies, of the facility have yet to be confirmed, the Rezoning Considerations (Attachment 5) have been structured to divide the contribution into two components – base building and tenant improvements. The base building component of the facility contribution will represent approximately 45% of the overall contribution [e.g. \$1,781,935 (0.45 x 557 m² x \$7,104/m²) (2019 value)] and the tenant improvement component of the contribution will represent approximately 55% of the overall contribution [e.g. \$2,177,921 (0.55 x 557 m² x \$7,104/m²) (2019 value)].

Both contribution components will be subject to measures typically required to secure a developer’s offer of an on-site community amenity as described in the Rezoning Considerations (Attachment 5). These include a Construction Agreement; a No Build Covenant, if the Construction Agreement has not been signed before bylaw adoption; and, registration of a No Occupancy Covenant, including terms regarding occupancy of the development and transfer of the facility to the City. Further, to secure completion of the facility in the event the developer defaults or the City has not determined a tenant within the developer’s construction time frame, both components of the contribution will be subject to the provision of a Letter of Credit (LOC).

Once fully constructed and/or otherwise deemed acceptable, the base building and the integrated tenant improvements will be transferred to the City, at no cost, primarily in the form of an air space parcel. Ancillary facilities to be provided by the developer that are not practical to include in the air space parcel (e.g. parking and outdoor space) will be secured with easements or statutory rights-of-way and will be subject to associated cost sharing terms.

In addition to the facility, as described above, the developer will provide a project management fee based on 5% of the anticipated construction cost of the contributed floor area (base building plus tenant improvements) in order to support the City’s involvement in developing a facility program and construction documents, undertaking construction review and providing other input, as necessary. The detailed conditions of the amenity contribution are provided in the Rezoning Considerations (Attachment 5).

Community Planning: The proposed rezoning is subject to a community planning implementation contribution which will be deposited into the CC-Community Planning and Engineering account for future community planning initiatives (approximately \$103,187 calculated using the proposed floor area excluding on-site community amenity and affordable housing floor area [(36,196 m² – 577 m² – 1,357 m²) x \$3.01/m²]).

Public Art: A Public Art Plan has been submitted proposing an art contribution focused on animating the public realm with works on the building façade and in the linear park. The contribution will be secured through the rezoning with a combination of cash deposit (5%) and Letter of Credit (95%) (approximately \$276,622 calculated on the total floor area minus the on-site community amenity and affordable housing floor area [(9,049 m² – 452m²) x \$4.84/m² + (27,147 m² – 105 m² – 1,357 m²) x \$9.15/m²]).

Sustainability

District Energy Utility (DEU): Under typical rezoning considerations, developments are required to be ready for connection to the City's DEU system. In this case, the applicant is proposing to construct and transfer the low carbon energy plant to the City at no cost so that the Lulu Island Energy Company (LIEC) can provide immediate service to the customers and the equipment can be integrated into the future DEU system for this neighbourhood. This servicing opportunity is consistent with the City Centre DEU due diligence analysis, which will be brought forward to Council in early 2019. While the City Centre DEU due diligence analysis is being completed, this interim servicing strategy will secure the customer base for the immediate implementation of GHG emissions reduction.

LIEC staff have completed a business plan whereby LIEC can service new customers from the on-site low carbon energy plants at a competitive cost to customers for the same level of service. The applicant is working with LIEC staff to ensure the design of the system and equipment will be compatible with the future system. Mirroring the Affordable Housing Strategy process, the transfer of the energy plant to the City will proceed only if Council adopts a new Service Area Bylaw which will be provided for Council consideration in a separate report. Otherwise, the development will be built as "DEU-Ready". Details are provided in the Rezoning Considerations (Attachment 5).

Sustainability Rating System: The proposed development is expected to achieve Leadership in Energy and Environmental Design (LEED) NC v4 Silver equivalency. The applicant has provided a preliminary checklist and will incorporate the recommendations into the Development and Building Permit drawings, where relevant.

Site Access, Parking and Loading

Site Access: Proposed pedestrian access to the site includes storefront entries and tower lobbies on the ground level on three frontages. Tenant bicycle access will be provided via the parkade and individual building circulation systems. Car and truck vehicular access/egress to the site will be provided through a parkade entry on the new north-south road.

Parking and Loading Rates: Class 1 (tenant and resident) bicycle parking rates are consistent with current Bylaw requirements. Class 2 (customer and visitor) bicycle parking rates are proposed to be reduced by half. Transportation staff support the Class 2 reduction based on assessed need and the desire to ensure that ground level retail frontages are not completely obscured by lengths of bike racks. The lower rate results in about seven bicycle racks at each of the major building entrances and another 27 spaces distributed around the perimeter of the site. The proposed non-residential and residential vehicle parking rates are consistent with current Bylaw requirements. A reduced number of truck loading spaces is proposed. Because there are no large format retail spaces planned for the site, staff recommend that the requirement for large size truck spaces be waived.

Transportation Demand Management Measures: No transportation demand management measures are required as the application proposes parking in conformance with current bylaw rates. Nonetheless, the developer has offered to provide bicycle end of trip facilities for the commercial/office uses and these will be secured by legal agreement.

Electric Vehicle Charging: Consistent with Council Policy, effective on April 1, 2018, 100% of the residential parking spaces (excluding visitor spaces) are to be provided with an energized outlet for EV charging.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report and Tree Survey which identifies off-site and on-site bylaw-sized trees that may be affected by the proposed development.

Off-site Trees: There are nine trees located in the Lansdowne Road boulevard, which lies within the existing City lot at 5671 No. 3 Road (Attachment 8). The trees are expected to conflict with the new street and back of curb improvements planned for Lansdowne Road. Staff recommend that the trees be removed subject to compensation of \$11,700 (9 x \$1300). New street trees will be required in conjunction with frontage improvements.

On-site Trees: There are 31 on-site bylaw-sized trees identified on the Tree Survey. All will be impacted by the proposed development. Staff recommend that these trees be replaced on-site at a 2:1 ratio unless the landscape architect provides a rationale for a lower number of replacement trees, in which case the difference will be provided as a contribution based on \$500 per required replacement tree. This will be determined at the Development Permit stage.

Development Form and Character

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.

Public Adjacencies: The proposed development addresses the public realm interface at ground level on three street frontages with a combination of retail, office and residential lobbies and City amenity space. Street animation is key for this site, which sits at the "Centre of the City Centre" and will be the locus of significant pedestrian traffic generated by the proposed major public plaza and park on the Lansdowne Mall site. The intersection at No. 3 Road and Lansdowne Road is marked with a signature office tower.

Private Adjacencies: The proposed development will be surrounded by streets on three of the four sides. The only private adjacency is a small orphan lot to the north. The applicant was unable to secure this lot to add to the subject development. Development viability studies have been undertaken for the orphan lot and demonstrate that a tower and podium form of development is possible. Further, the tower placements on the subject site have been established to ensure adequate separation from any towers to the north.

Massing: The massing of the proposed development is arranged to reflect the allocation of uses on the site with commercial uses at grade and office and residential uses above grade. The office floor area is located in a 47.0 m (GSC) tall tower at the south east corner of the site near the Lansdowne Station. The residential towers are also 47.0 m (GSC) in height and are distributed on each of the three street frontages. The bulk of the required bicycle and car parking is provided in a two-level, below-grade parkade whilst loading is located at grade. The proposed podium for this development is low relative to more typical CCAP high density development. This serves to open up the spatial experience of the streets (No. 3 Road and Lansdowne Road) as the public approaches this primary City Centre intersection.

Amenity Space: Private common outdoor amenity space is proposed on the third level podium roof for both the commercial and residential uses. Program areas include children's play space, a dog walk, urban agriculture, a pool and outdoor lounge areas. The common outdoor spaces have direct access to the common indoor spaces that are also provided for both commercial and residential uses. In addition, each residential address is provided with its own outdoor open space.

Design Development: The form and character of the proposed development, including the proposed architecture and landscape architecture designs and functional details related to parking, loading, waste management, on-site utilities, rooftop equipment, pedestrian weather protection, CPTED, LEED, indoor and outdoor amenity space and accessibility requirements will be assessed in more detail during the Development Permit Application process. The proposal will be expected to respond to comments arising from Council consideration of the rezoning, as well as staff, Advisory Design Panel and Development Permit Panel review.

Subdivision

Purchase – City Land: The applicant proposes to buy the City lot at 5671 No. 3 Road to add to the development site. The proposed sale is the subject of a separate report from Real Estate Services. The area of the City lot is approximately 2,020 m² (21,739 ft²), of which approximately 737 m² (7,933 ft²) will be provided back to the City, through dedication, for road, and, approximately 782 m² (8,417 ft²) will be provided back to the City, through transfer of a fee simple lot, for Park purposes (Attachment 9).

Dedications - Roads: Additional dedications are required to support connectivity improvements along No.3 Road and along the west side of the site for the new north-south road (Attachment 9).

Financial Impact

As a result of the proposed development, the City will take ownership of developer contributed assets such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$10,000. This will be considered as part of the 2019 Operating Budget.

As a result of the proposed development, the City will take ownership of the community amenity facility space. The estimated OBI of \$36,000 will be included in the City's future Five Year Financial Plan to commence in the year the facility becomes operational.

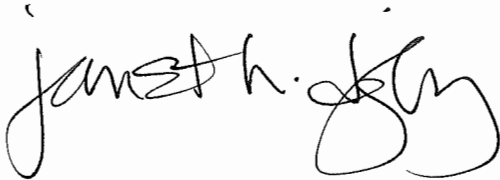
As a result of the proposed development, the City will take ownership of developer contributed asset of a park. The anticipated operating budget impact for the ongoing maintenance of these assets is \$23,926. This will be considered as part of the 2019 Operating Budget.

Conclusion

The application to rezone the properties at 5591, 5631, 5651 and 5671 No. 3 Road to a new site-specific zone is consistent with the City Centre Area Plan Specific Land Use Map provisions including a maximum density of 4.0 FAR and a maximum height of 47.0 m. The proposed mix of uses will contribute to a lively City core and the proposed affordable housing will support housing options for future residents.

The design of the development, with its signature office building marking the “Centre of the City Centre”, will establish a new identity for this important intersection. The provision of park space along Lansdowne Road adds to the evolving east-west public realm link between the Oval and the Garden City lands. The contribution of an on-site community amenity space will assist the City in locating needed community services at the heart of the City. An additional cash-in-lieu contribution to Child Care will support the future development of needed facilities and services for the neighbourhood.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9860, be introduced and given first reading.



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

JD:blg

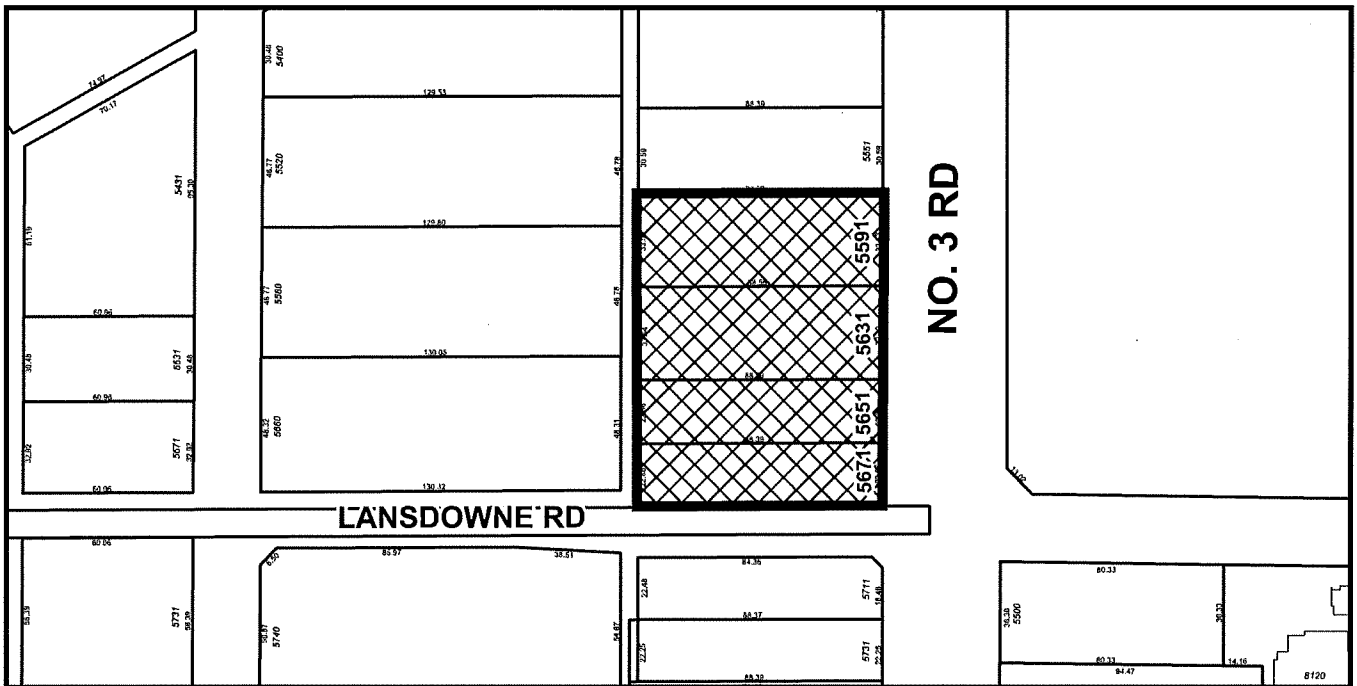
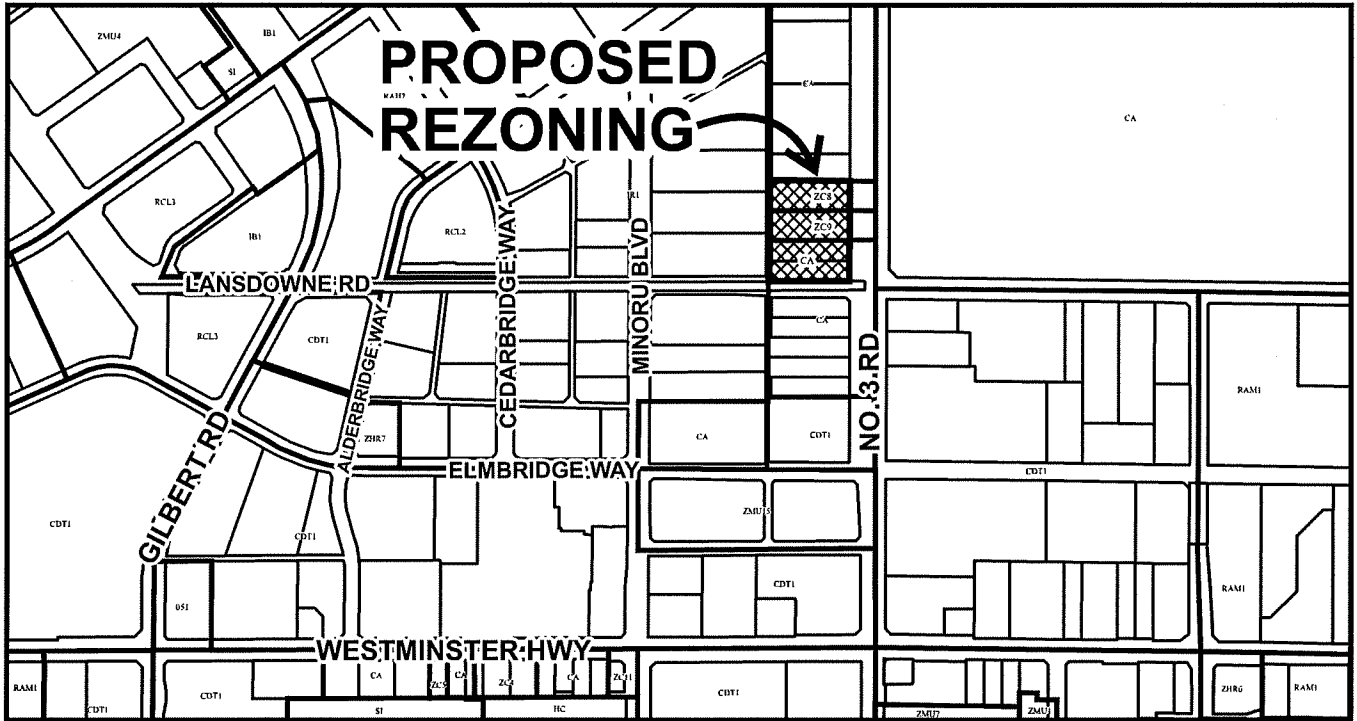
- Attachment 1: Location Map and Aerial
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lansdowne Village Specific Land Use Map
- Attachment 5: Rezoning Considerations
- Attachment 6: Preliminary Functional Road Plans
- Attachment 7: Community Facility Location Plan
- Attachment 8: Tree Survey
- Attachment 9: Draft Subdivision Plan

Encl.



City of
Richmond

ATTACHMENT 1



RZ 17-779262

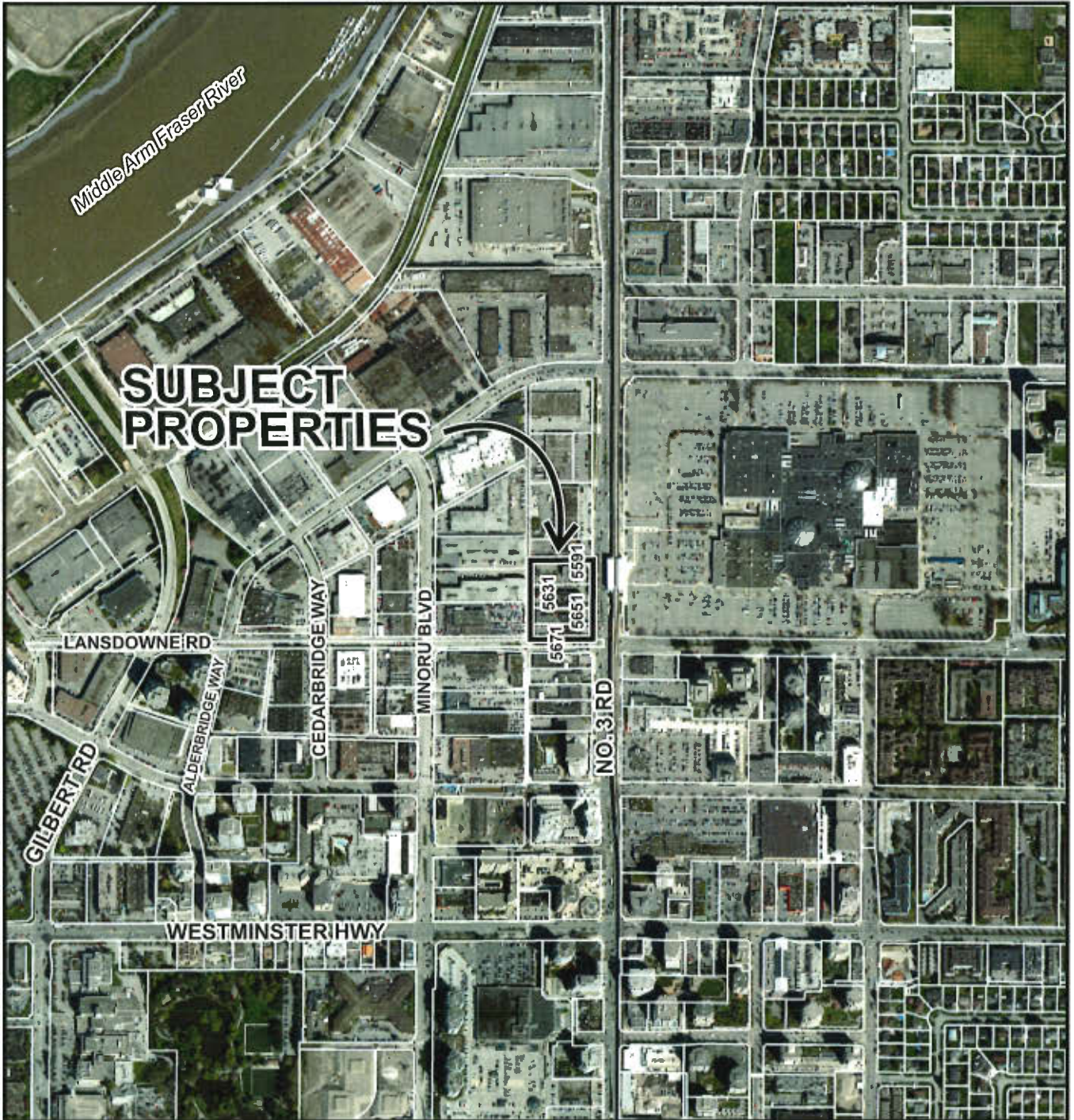
Original Date: 08/18/17

Revision Date:

Note: Dimensions are in METRES



City of Richmond



RZ 17-779262

Original Date: 08/18/17

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 2

NO. 3 ROAD MIXED-USE DEVELOPMENT RICHMOND, BC



PH - 59

CONCEPT ONLY



CORNER OF LANSDOWNE ROAD AND NO. 3 ROAD - FACING NORTH



NO. 3 ROAD - FACING SOUTH



VIEW FROM BEYOND LANSDOWNE ROAD - FACING NORTH



VIEW FROM FROM CANADA LINE STATION - FACING WEST

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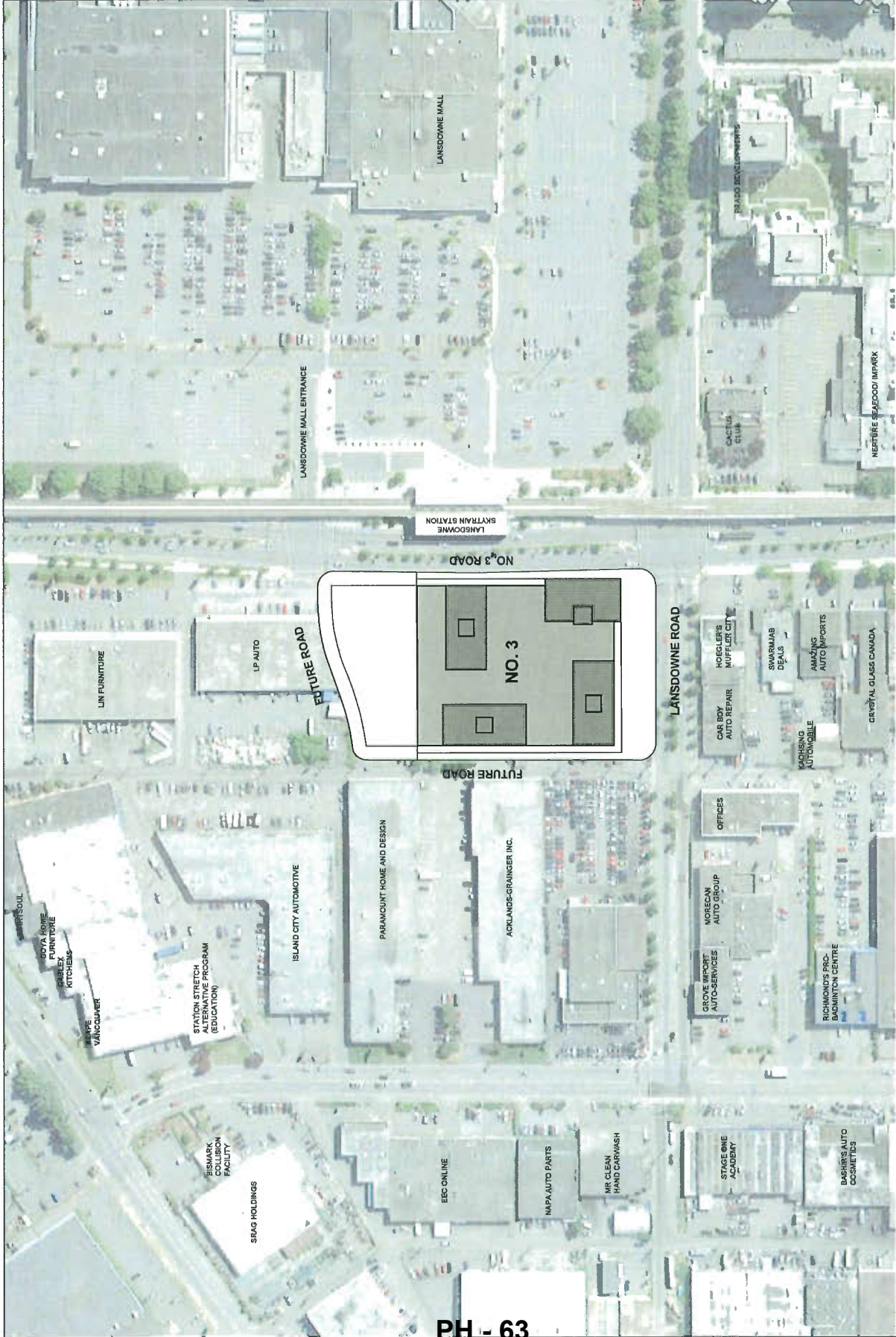


VIEW FROM CORNER OF LANDSDOWNE ROAD AND FUTURE ROAD - FACING NORTHEAST

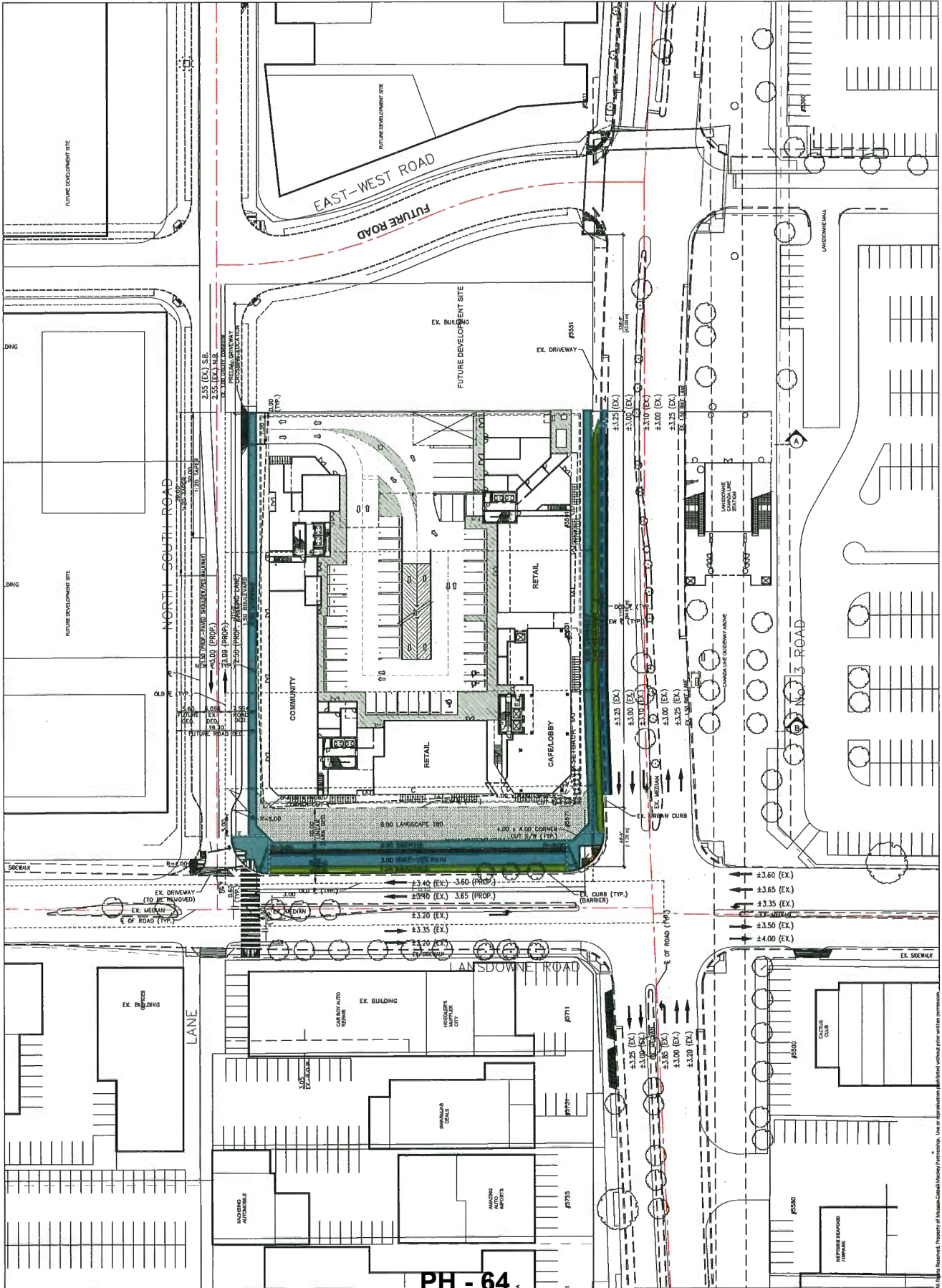


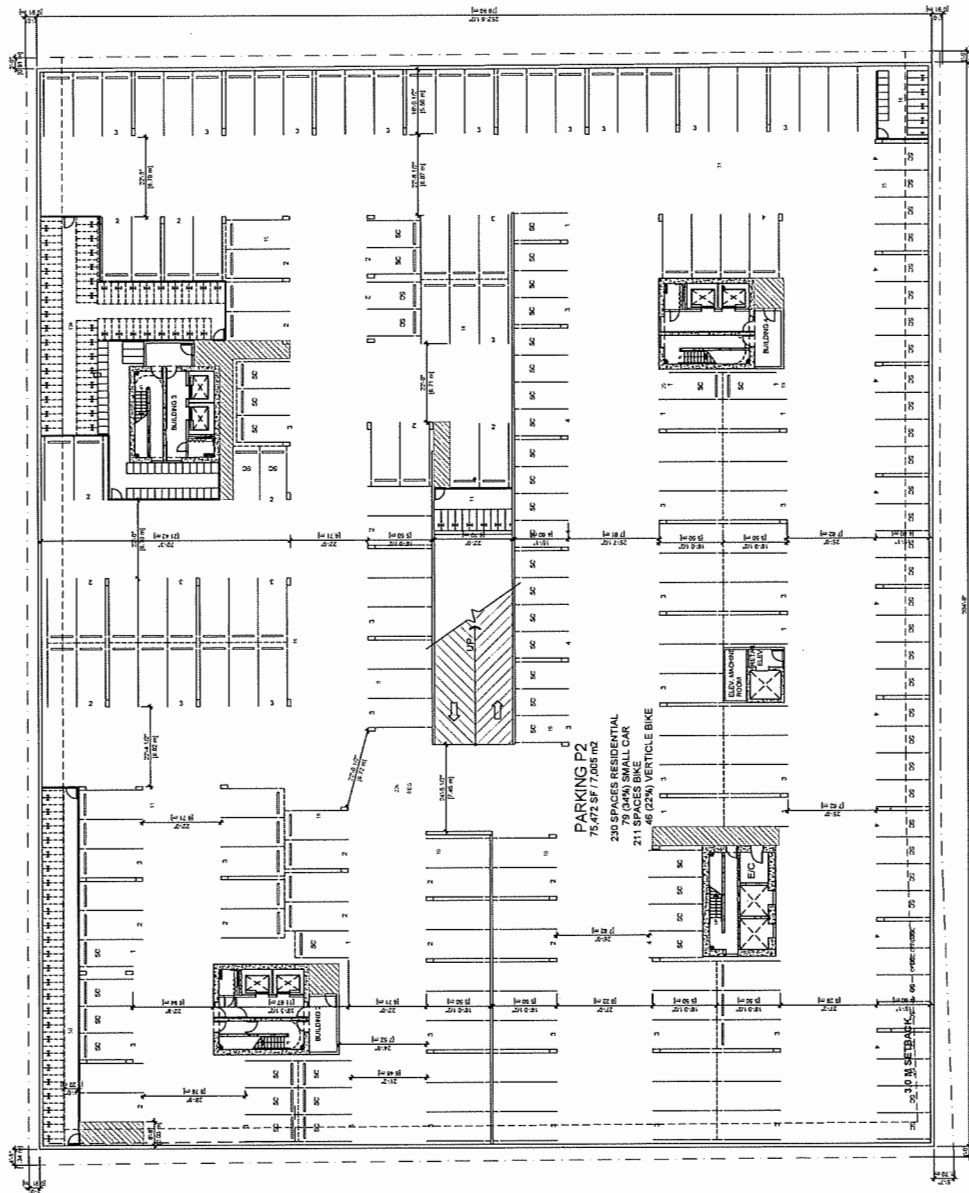
VIEW FROM FUTURE ROAD - FACING EAST

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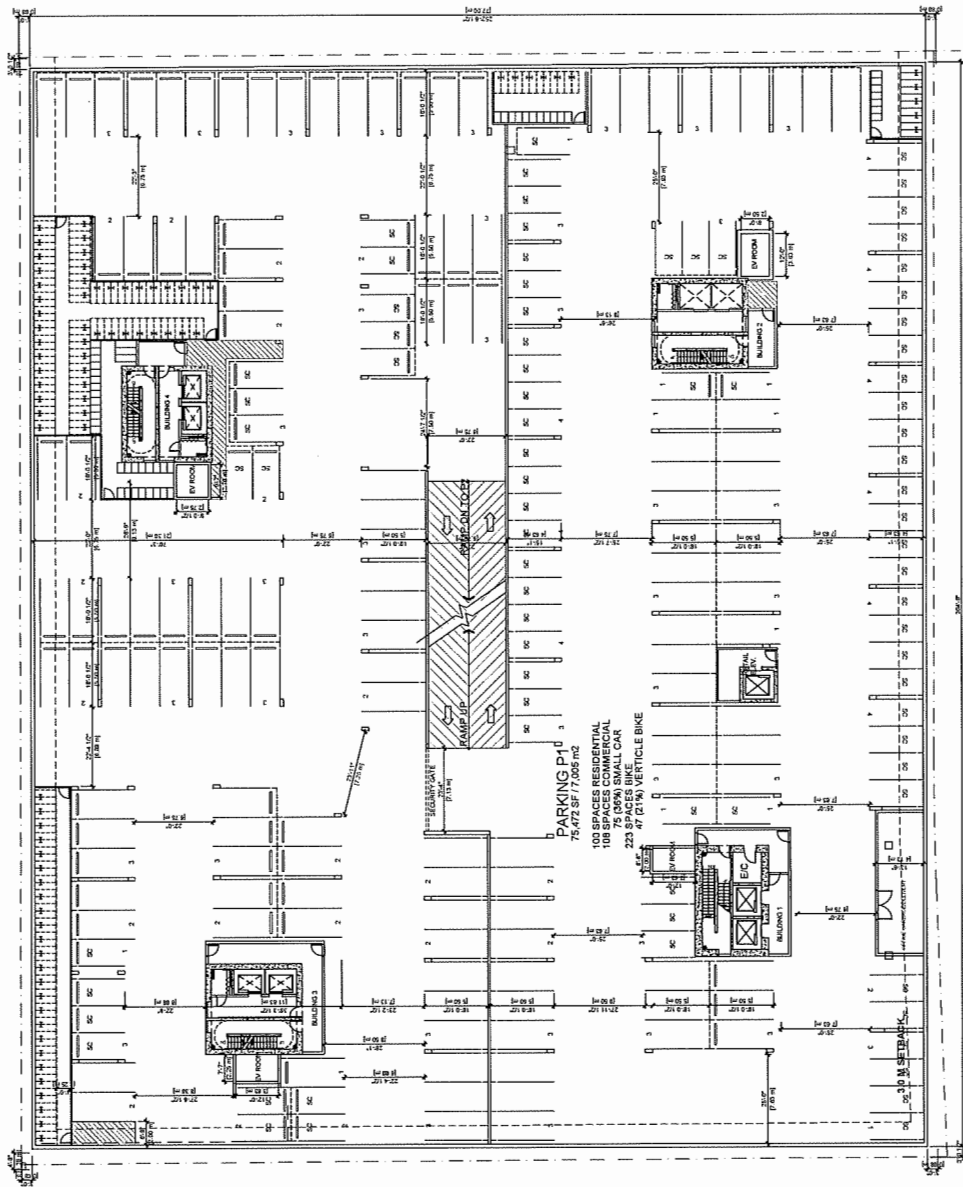
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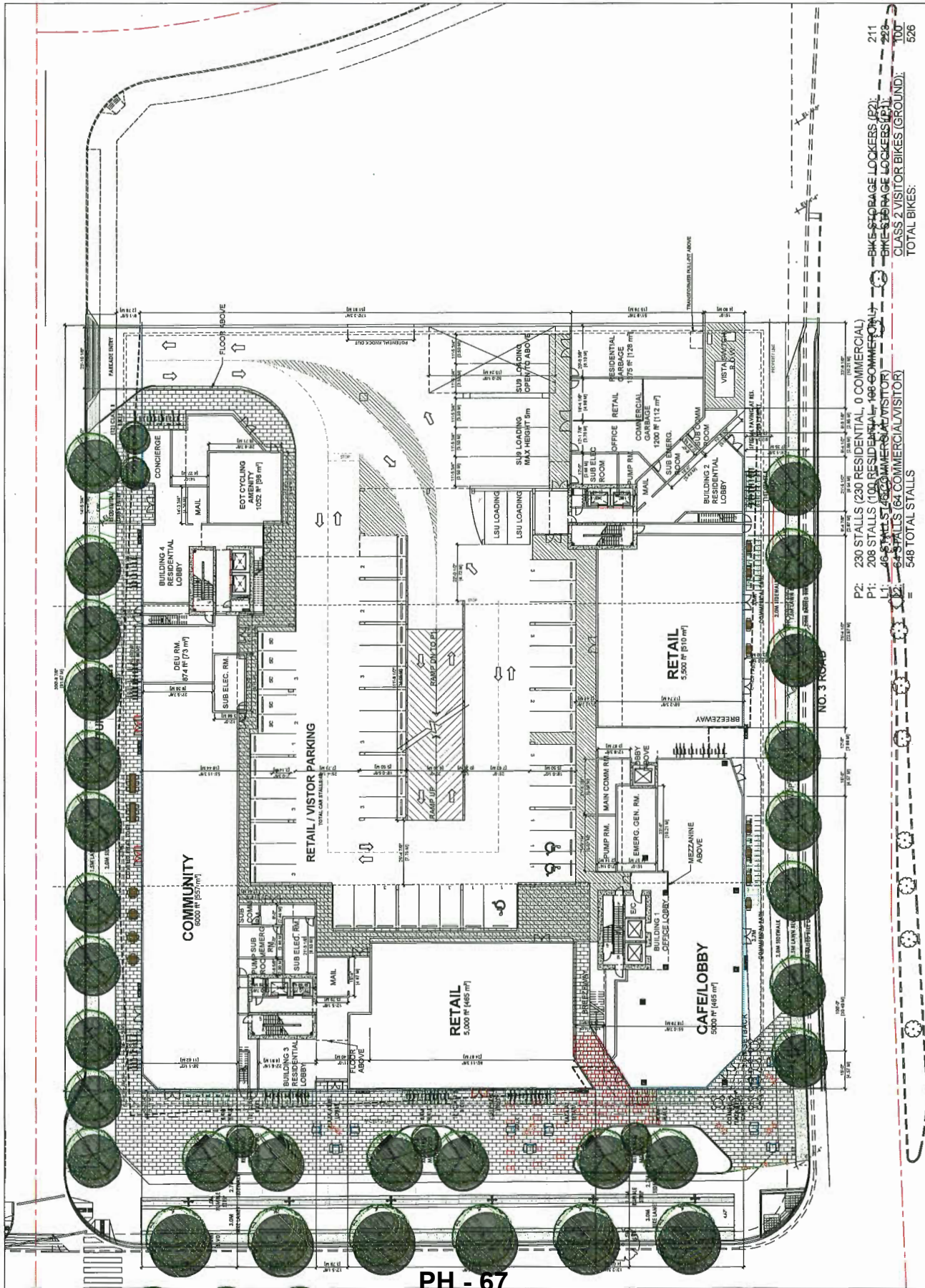
BIKE STORAGE LOCKERS (P2): 211
BIKE STORAGE LOCKERS (P1): 223
CLASS 2 VISITOR BIKES (GROUND): 100
TOTAL BIKES: 526

P2: 230 STALLS (230 RESIDENTIAL, 0 COMMERCIAL)
P1: 208 STALLS (100 RESIDENTIAL, 108 COMMERCIAL)
L1: 48 STALLS (46 COMMERCIAL/VISITOR)
L2: 64 STALLS (64 COMMERCIAL/VISITOR)
= 548 TOTAL STALLS



BIKE STORAGE LOCKERS (P2): 211
BIKE STORAGE LOCKERS (P1): 223
CLASS 2 VISITOR BIKES (GROUND): 100
TOTAL BIKES: 526

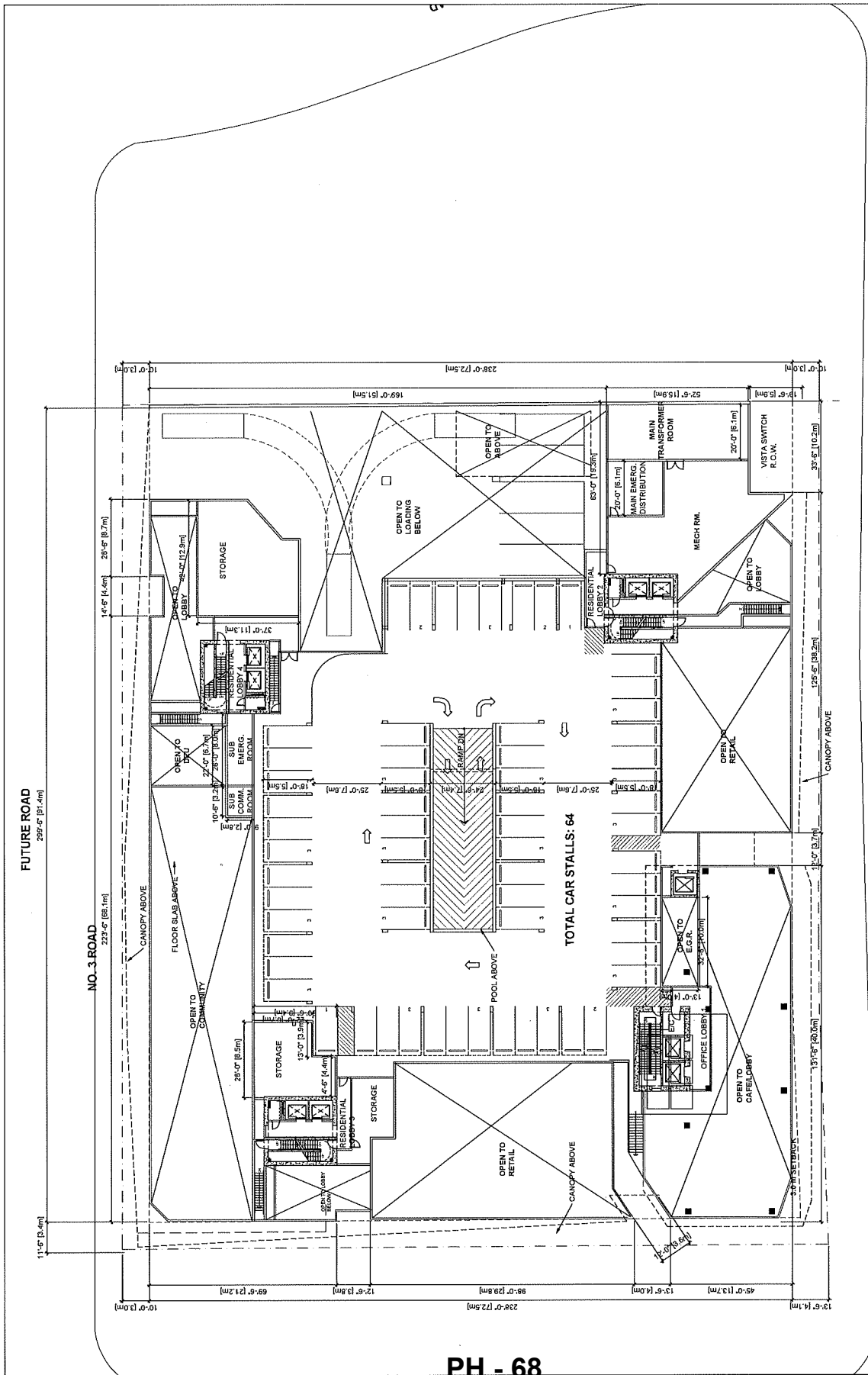
P2: 230 STALLS (230 RESIDENTIAL, 0 COMMERCIAL)
P1: 208 STALLS (100 RESIDENTIAL, 108 COMMERCIAL)
L1: 46 STALLS (46 COMMERCIAL/VISITOR)
L2: 64 STALLS (64 COMMERCIAL/VISITOR)
= 548 TOTAL STALLS



211
BIKE STORAGE LOCKERS (P2)
208
BIKE STORAGE LOCKERS (P1)
203
CLASS 2 VISITOR BIKES (GROUND)
TOTAL BIKES: 526

P2: 230 STALLS (230 RESIDENTIAL, 0 COMMERCIAL)
P1: 208 STALLS (100 RESIDENTIAL, 108 COMMERCIAL)
L1: 46 STALLS (20 COMMERCIAL, 26 VISITOR)
64 STALLS (64 COMMERCIAL/VISITOR)
548 TOTAL STALLS

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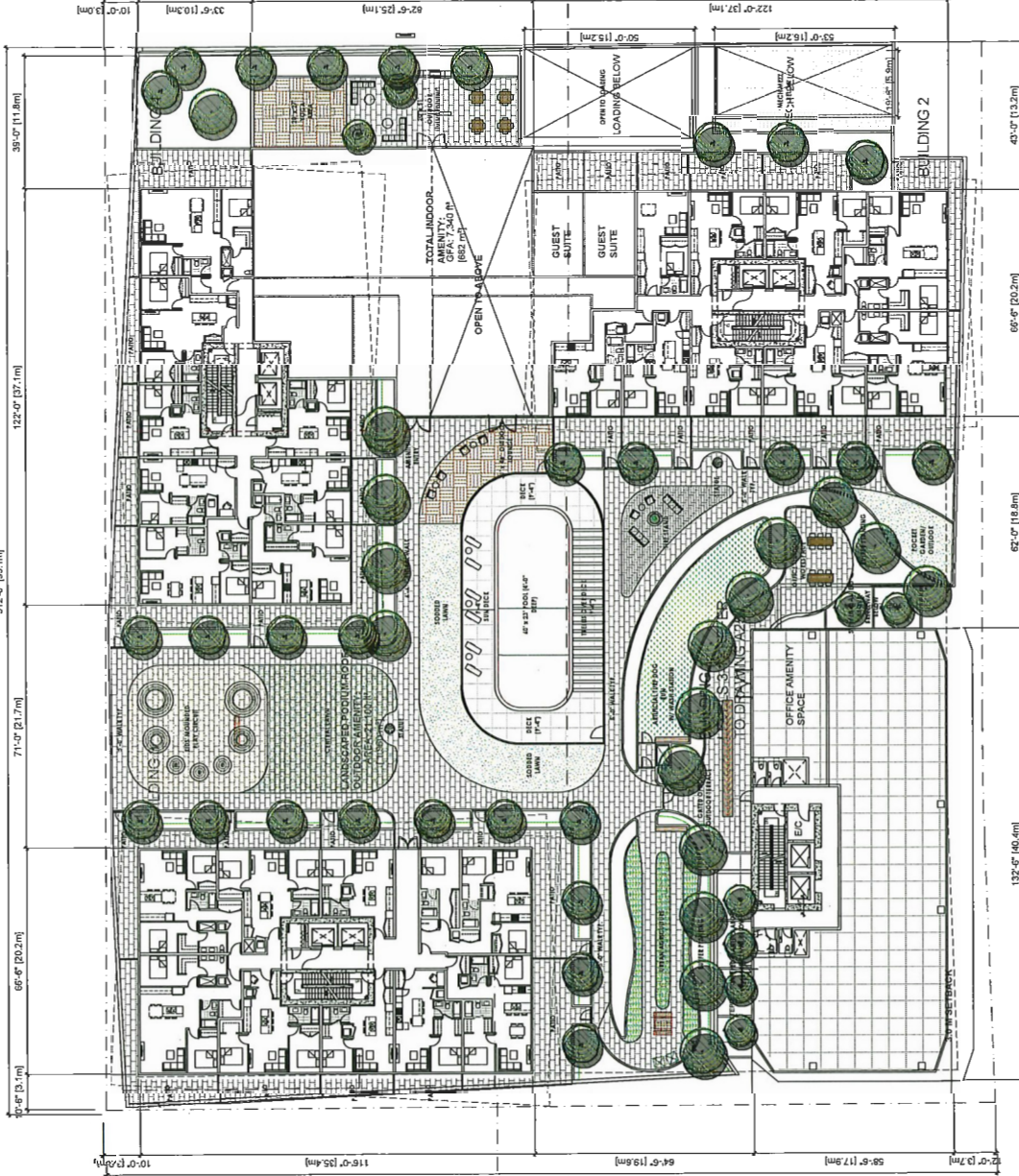


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TOTAL BIKES: 526

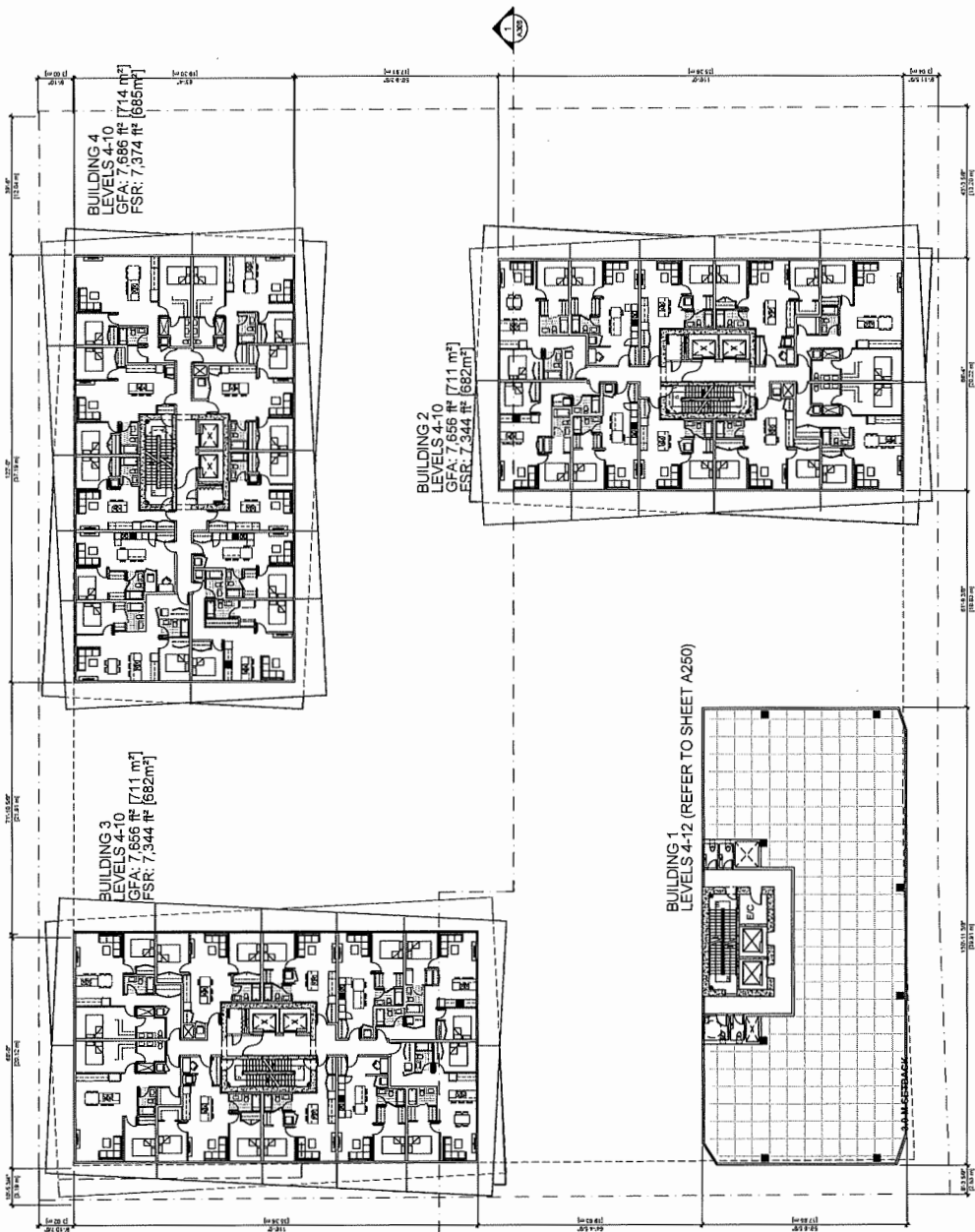


FUTURE ROAD
312'-0" [95.1m]

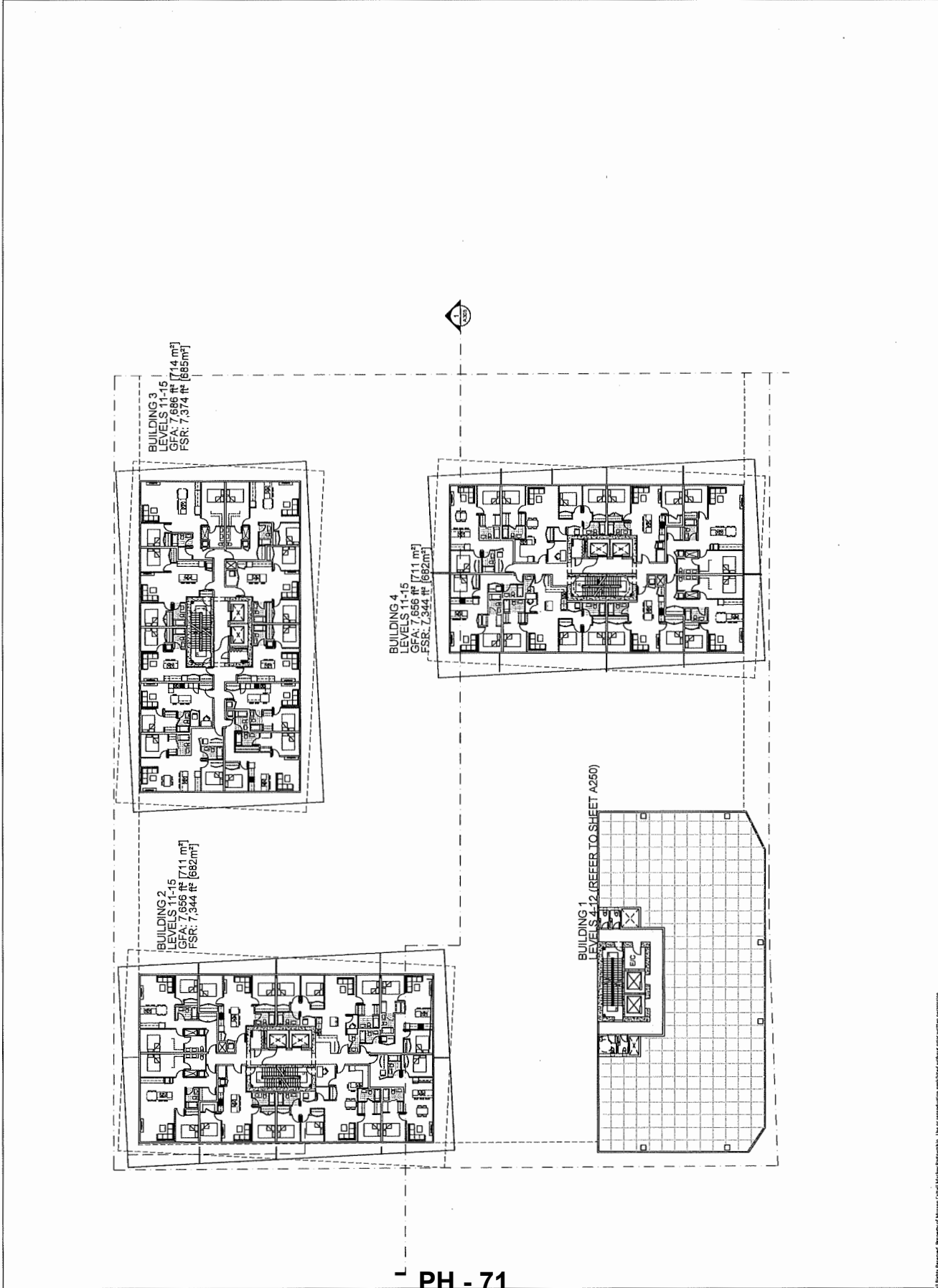


NO. 3 ROAD

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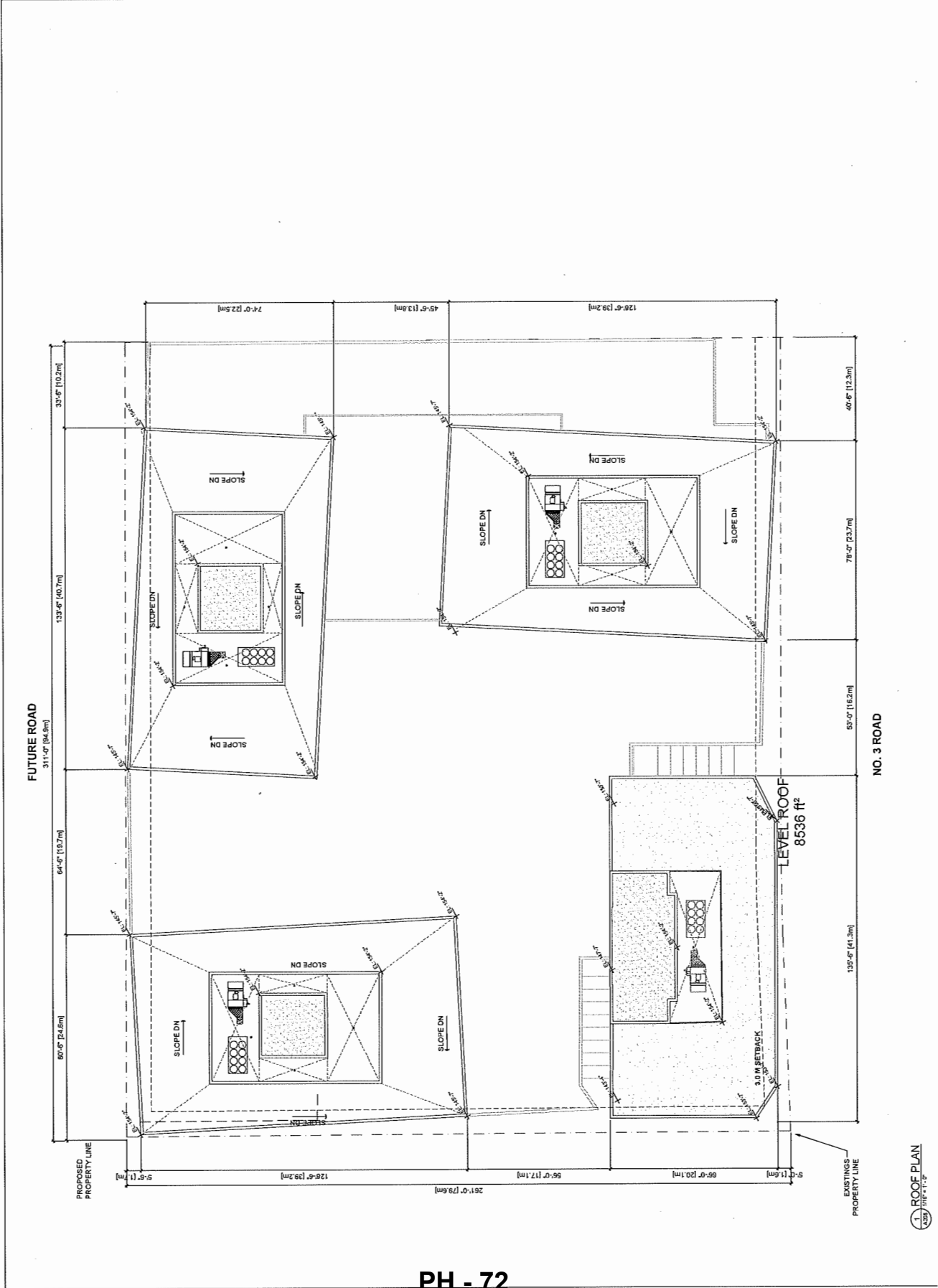


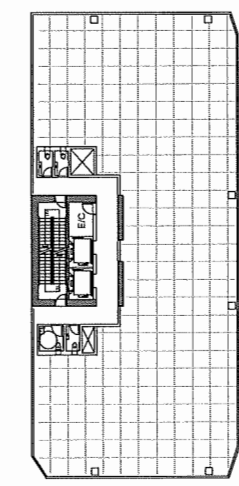
BUILDING 3
LEVELS 11-15
GFA: 7,686 sq ft [714 m²]
FSR: 7,374 sq ft [685 m²]

BUILDING 4
LEVELS 11-15
GFA: 7,656 sq ft [711 m²]
FSR: 7,344 sq ft [682 m²]

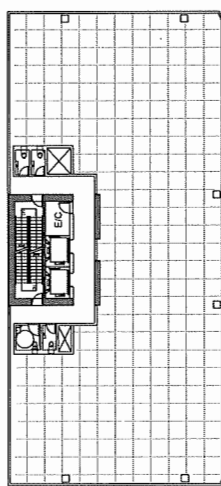
BUILDING 2
LEVELS 11-15
GFA: 7,656 sq ft [711 m²]
FSR: 7,344 sq ft [682 m²]

BUILDING 1
LEVELS 4-12 (REFER TO SHEET A250)

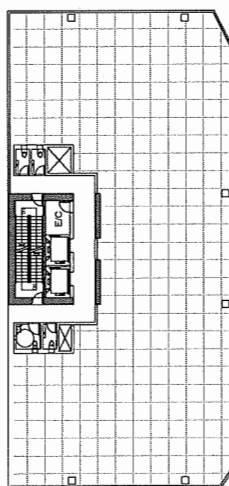




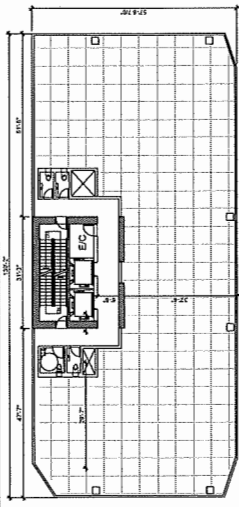
LEVEL 4
7134 ft²



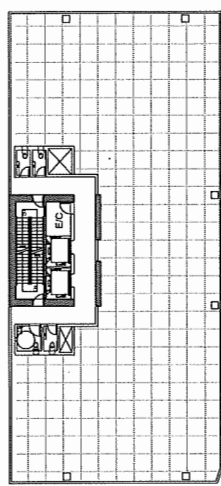
LEVEL 7
7610 ft²



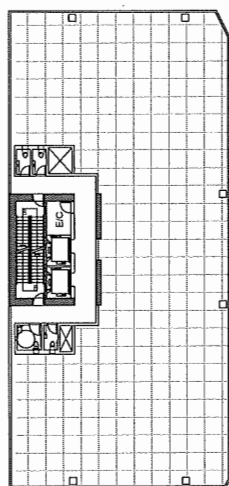
LEVEL 10
7973 ft²



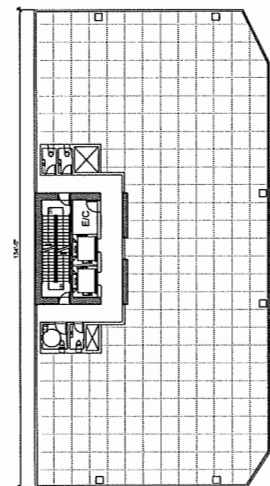
LEVEL 3
5983 ft²



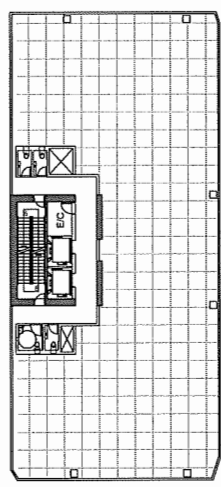
LEVEL 6
7455 ft²



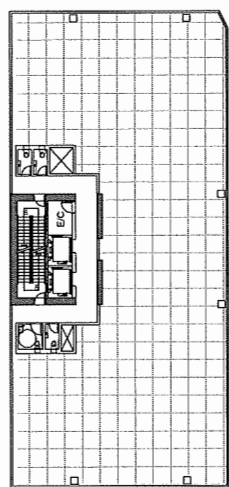
LEVEL 9
7870 ft²



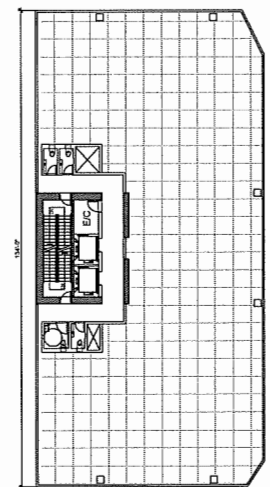
LEVEL 12
8256 ft²



LEVEL 5
7295 ft²



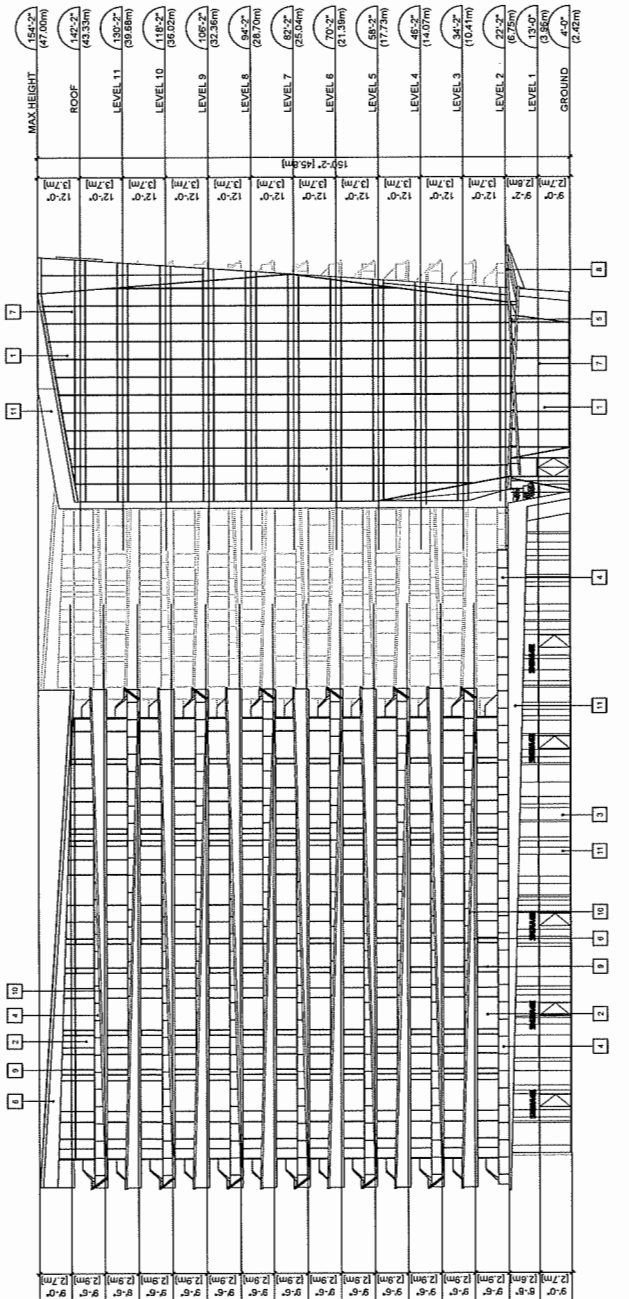
LEVEL 8
7772 ft²



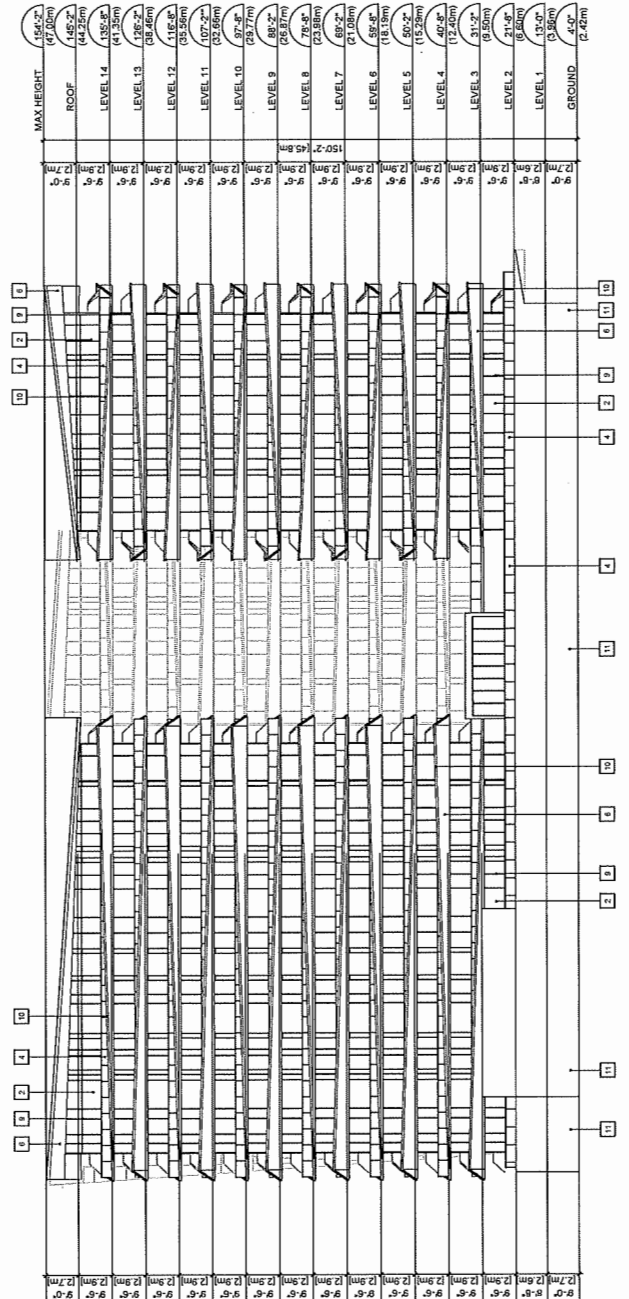
LEVEL 11
8046 ft²

MATERIAL LEGEND

1	100% BLUE GLASS VISION
2	GLASS THERMALLY-BROKEN WALL
3	ALUMINUM WALL
4	ALUMINUM WALL WITH GLASS
5	ALUMINUM WALL WITH GLASS AND THERMALLY-BROKEN WALL
6	ALUMINUM WALL WITH GLASS AND THERMALLY-BROKEN WALL WITH THERMALLY-BROKEN WALL
7	ALUMINUM WALL WITH GLASS AND THERMALLY-BROKEN WALL WITH THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL
8	ALUMINUM WALL WITH GLASS AND THERMALLY-BROKEN WALL WITH THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL
9	ALUMINUM WALL WITH GLASS AND THERMALLY-BROKEN WALL WITH THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL
10	ALUMINUM WALL WITH GLASS AND THERMALLY-BROKEN WALL WITH THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL
11	ALUMINUM WALL WITH GLASS AND THERMALLY-BROKEN WALL WITH THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL AND THERMALLY-BROKEN WALL

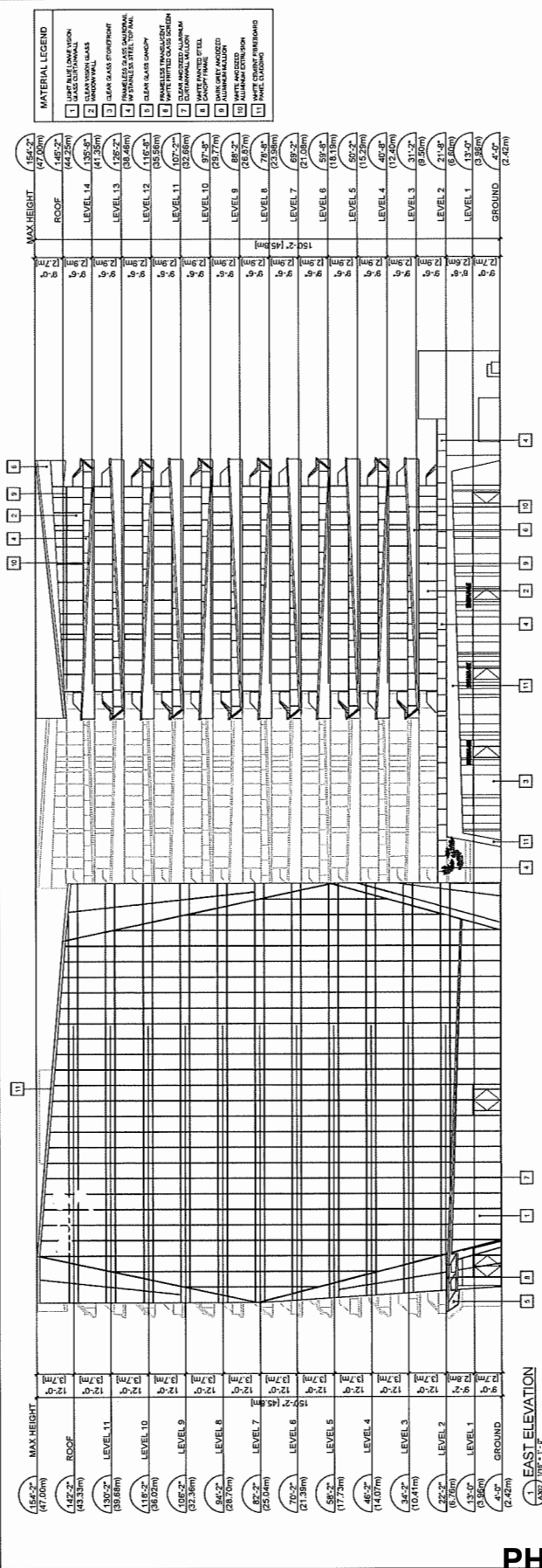


1 SOUTH ELEVATION
1/16" = 1'-0"

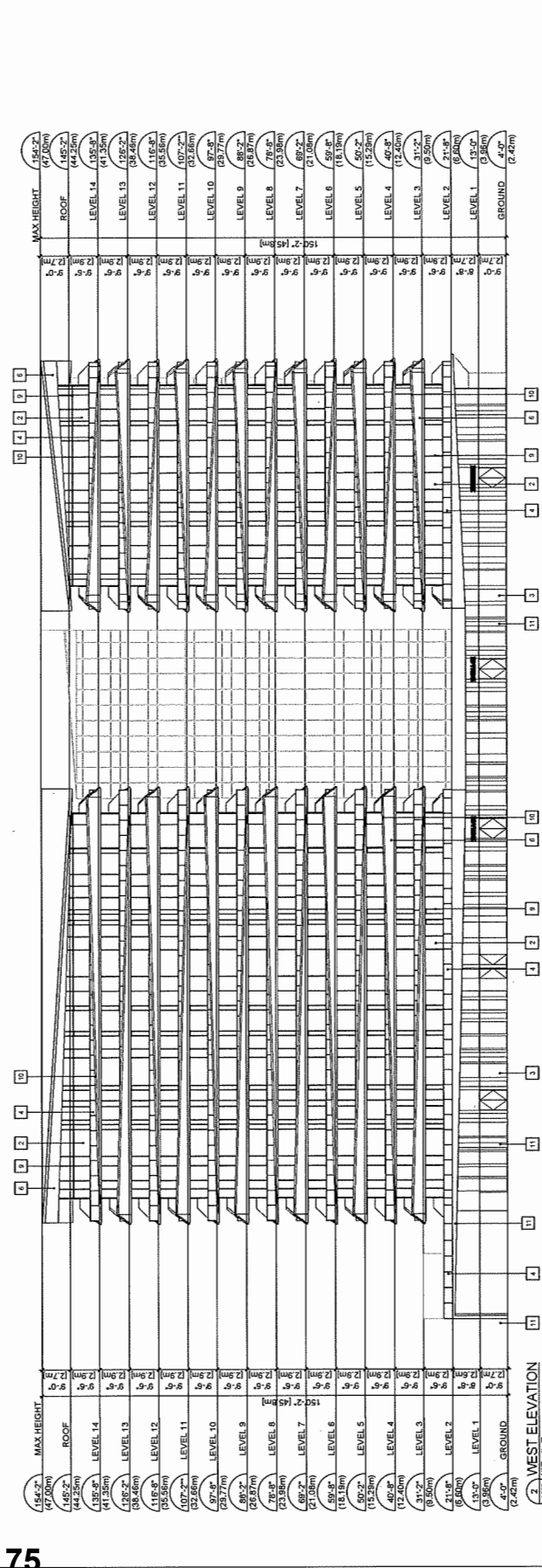


2 NORTH ELEVATION
1/16" = 1'-0"

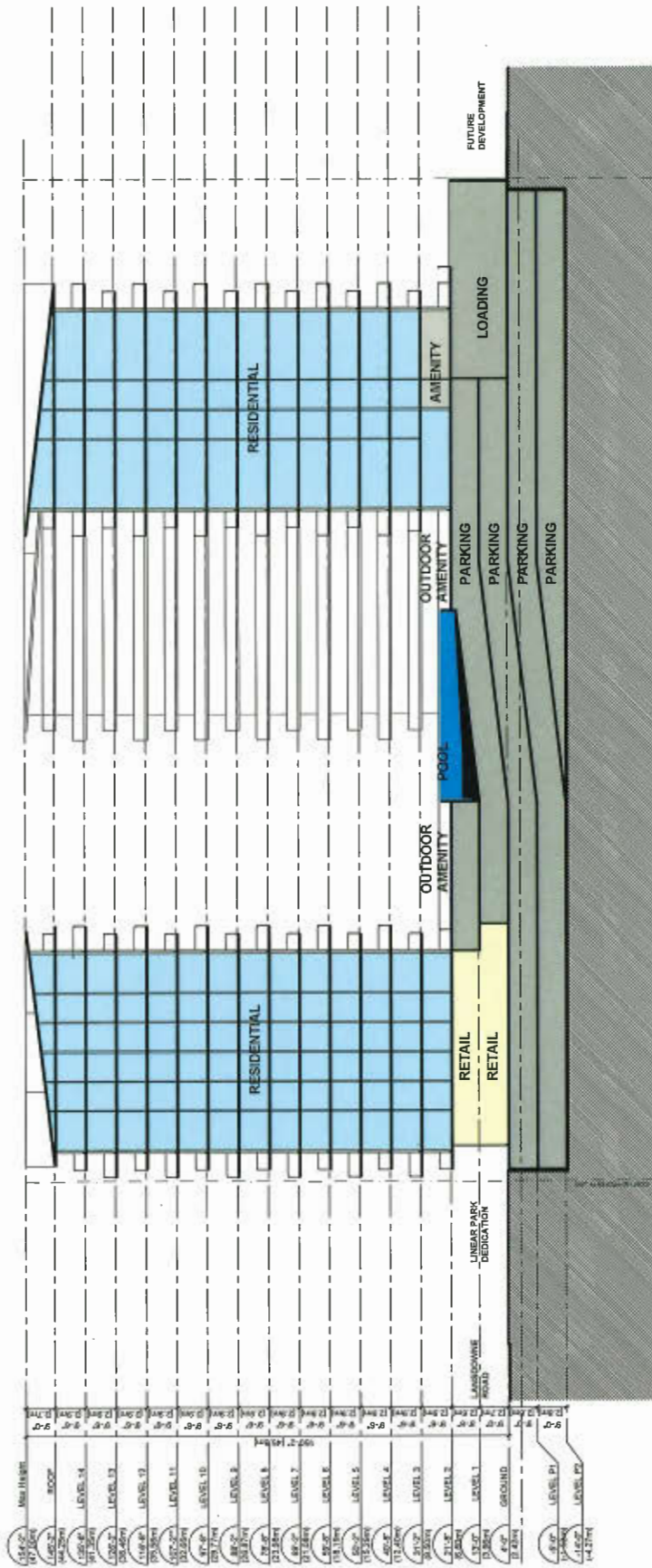
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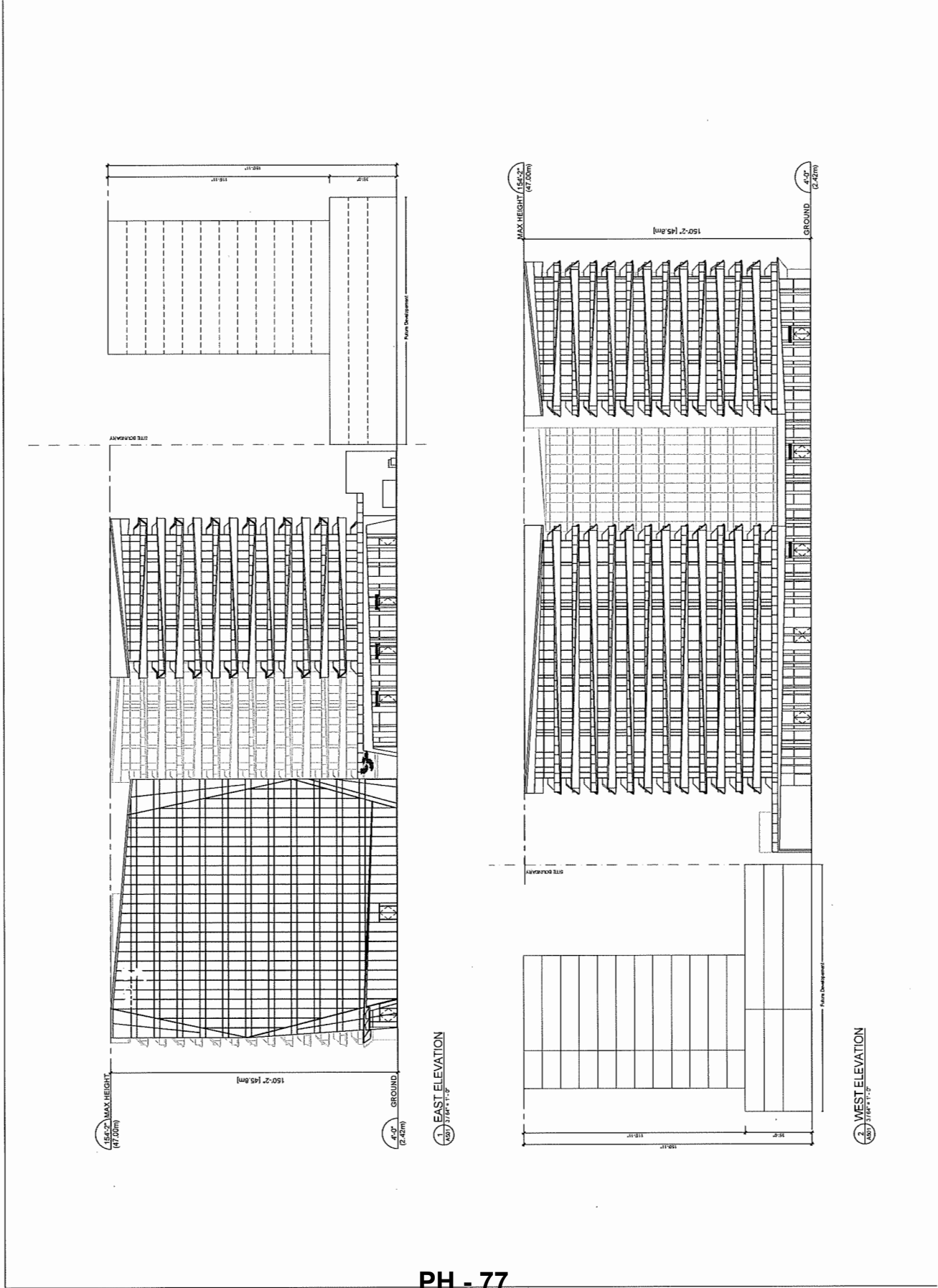
PH - 75



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1. BUILDING SECTION 1
AND 10/11/17



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City of
Richmond

Development Application Data Summary
Development Applications Department

RZ15-692485	
Address:	5591, 5631, 5651 and 5671 No. 3 Road
Applicant:	Townline Ventures Inc.
Owner:	Townline Ventures Inc.
Planning Area(s):	City Centre – Lansdowne Village

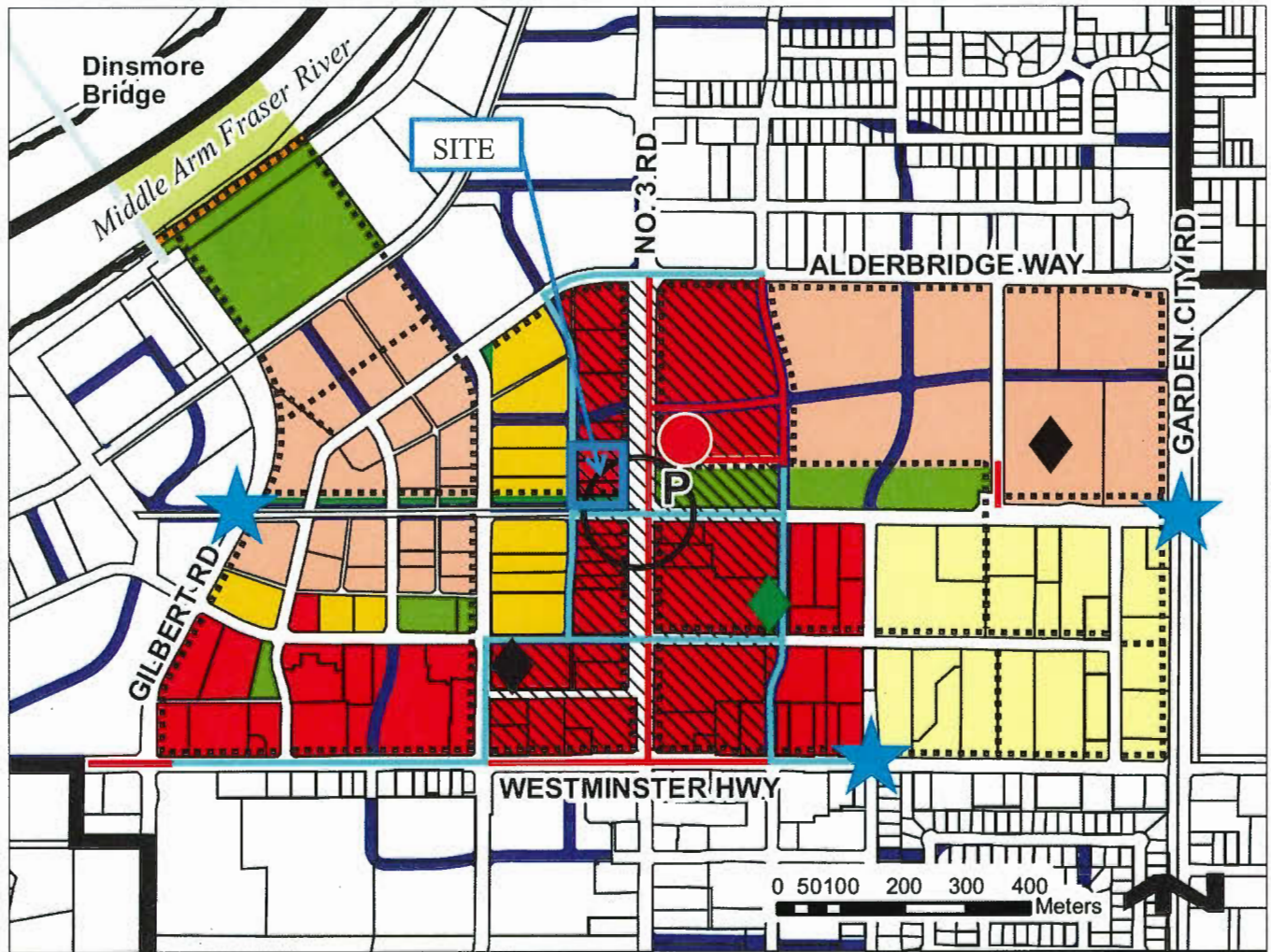
RZ15-692485	Existing	Proposed
Site Area:	9,960 m ²	7,450 m ²
Net Development Site Area:	N/A	9,049 m ²
Land Uses:	Commercial	Mixed Use
OCP Designation:	Downtown Mixed Use	Downtown Mixed Use
Area Plan Designation:	Urban Core T6 (45 m)	Urban Core T6 (45 m)
Zoning:	ZC8/ZC9/CA	ZMU38
Number of Residential Units:	nil	365

RZ15-692485	Bylaw Req't	Proposed	Variance
Floor Area Ratio (FAR):	4.0	4.0	n/a
Floor Area per FAR:	36,160 m ²	36,160 m ²	n/a
Lot Coverage:	90%	86%	-
Lot Size:	7,400 m ²	7,460 m ²	-
Lot Dimensions:	n/a	n/a	-
Setback – No. 3 Road:	3.0 m	3.0 m	-
Setback – North-South Road:	3.0 m	3.0 m	-
Setback – South PL:	3.0 m	3.0 m	-
Setback - North PL:	0.0 m	0.0 m	-
Height Dimensional (geodetic):	47.0 m	47.0 m	-
Off-Street Parking Spaces – Residential Unit:	345	345	-
Off-Street Parking Spaces – Affordable Housing Unit:	18	18	-
Off-Street Parking – Visitor (shared):	69	69	-
Off-Street Parking Spaces – L1 and L2:	67	67	-
Off-Street Parking – L3 Plus:	92	118	-
Off-Street Parking Spaces – Total:	522	548	-
Loading Space – Large Size:	0	0	-
Loading Spaces – Medium Size:	5	5	-
Bicycle Parking Spaces – Class 1:	481	481	-
Bicycle Parking Spaces – Class 2:	109	110	-

Note: Site area and floor area figures rounded.

Note: Parking figures include 10% TDM reduction.

Specific Land Use Map: Lansdowne Village (2031) Bylaws 8427 & 8516
2010/09/13



	General Urban T4 (15m)		Non-Motorized Boating & Recreation Water Area		Proposed Streets
	Urban Centre T5 (35m)		Village Centre Bonus		Pedestrian-Oriented Retail Precincts-High Street & Linkages
	Urban Centre T5 (25m)		Institution		Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages
	Urban Core T6 (45m)		Pedestrian Linkages		Canada Line Station
	Park		Waterfront Dyke Trail		Transit Plaza
	Park - Configuration & location to be determined		Enhanced Pedestrian & Cyclist Crossing		
	Village Centre: No. 3 Road & Lansdowne Road Intersection				



Address: 5591, 5631, 5651 and 5671 No. 3 Road

File No.: RZ 17-779262

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9860, the owner is required to complete the following.

1. **(Site Contamination – General)** Prior to rezoning bylaw adoption, submission to the City of a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the project footprint) or an alternative notice from the Ministry of Environment and Climate Change Strategy that the City may approve the zoning, development, subdivision, and demolition applications.
2. **(Site Contamination – Dedicated and/or Transferred Land)** Prior to rezoning bylaw adoption, submission to the City of sufficient information and/or other assurances satisfactory to the City in its sole discretion to support the City's acceptance of the proposed dedicated or transferred land. Such assurances could include one or more of the following:
 - a) a contaminated sites legal instrument (e.g. Certificate of Compliance (CoC) or Final Site Determination (FSD) showing no contamination in the dedication lands);
 - b) evidence satisfactory to the City, in its sole discretion, that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective; and
 - c) the registration of a legal agreement on the title to the Lands which provides that:
 - i) no occupancy of any building on the Lands shall be granted until such time that the Owner/Developer has satisfied the City in its sole discretion that the lands to be dedicated to the City are in a satisfactory state from an environmental perspective and a contaminated sites legal instrument has been obtained for the proposed dedication lands; and
 - ii) the Owner/Developer shall release and indemnify the City from and against any and all claims or actions that may arise in connection with those portions of the lands being dedicated to the City being contaminated in whole or in part.
3. **(Subdivision)** Registration of a subdivision plan for the subject site that satisfies the following conditions, generally as shown in the sketch survey plan (Schedule 1):
 - a) dedication to the City of approximately 1730 m², including required corner cuts, along the No. 3 Road, Lansdowne Road and the existing lane frontages for the purposes of street widening, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the City; and
 - b) creation of and transfer to the City of a fee simple lot, at no cost to the City, free and clear of any third party utilities, associated SRWs and other title charges (with no land DCC Credits applicable), at the south end of the subject site, of approximately 782.2 m² situated between the required road dedications and the property line of the new site, to be used for park purposes, subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the City.
4. **(Flood Construction Level)** Registration of a flood covenant on title identifying the basic minimum flood construction level of 2.9 m. GSC for Area A.
5. **(Aircraft Noise)** Registration of an aircraft noise sensitive use covenant on title addressing noise impacts on residential uses and establishing a Statutory Right-of-Way(s) in favour of the Airport Authority.

6. **(Mixed-Use Noise)** Registration of a mixed use noise sensitive use covenant on title addressing noise impacts on residential uses, including those related to the on-site community facility indoor and outdoor uses.
7. **(Canada Line Noise)** Registration of a mixed use noise sensitive use covenant on title addressing noise impacts on residential uses, including those related to the Canada Line and associated proposed Bus Mall.
8. **(Commercial Noise)** Registration of a commercial noise restrictive covenant on title addressing noise impacts generated by commercial uses and requiring demonstration 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 HVAC units will comply with the City's Noise Bylaw.
9. **(City Centre Impacts)** Registration of a restrictive covenant on title 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.
10. **(Shared Parking)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that:
 - a) all residential visitor parking spaces are shared with all non-residential use spaces, except those specifically allocated to the community facility use(s);
 - b) all shared parking spaces remain unassigned;
 - c) all shared parking spaces are located on or close to the ground level of the parking structure;
 - d) all shared parking spaces are identified with signage as to their intended usage;
 - e) all shared parking spaces are fully accessible to all users (e.g. entry gate open) during standard business operating hours; and
 - f) all shared parking spaces are fully accessible to residential visitor users (e.g. buzz entry) during non-standard business hours;
 - g) identify the shared parking stalls in the Development Permit plans;
 - h) identify the shared parking stalls in the Building Permit plans; and
 - i) prior to building inspection permitting occupancy, provide wayfinding and stall identification signage for the shared visitor stalls, to the satisfaction of the Director of Transportation.
11. **(Shared Loading)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that:
 - a) all loading spaces are shared between non-residential, including the community facility use(s), and residential uses;
 - b) all shared loading spaces will remain unassigned;
 - c) all shared loading spaces are located on the ground level;
 - d) all shared loading spaces are identified with signage as to their intended usage;
 - e) all shared loading spaces are fully accessible to all users (e.g. entry gate open) during business hours; and
 - f) all shared loading spaces are accessible to all users (e.g. buzz entry) during non-standard business hours;
 - g) identify the shared loading stalls in the Development Permit plans;
 - h) identify the shared loading stalls in the Building Permit plans; and
 - i) prior to building inspection permitting occupancy, provide wayfinding and stall identification signage for the shared loading stalls, to the satisfaction of the Director of Transportation.
12. **(Truck Size)** Registration of a restrictive covenant on title, or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to ensure that the maximum truck size for any truck servicing the uses on the site is a medium size truck (e.g. SU9). *(Note: No WB-17 size trucks are permitted.)*
13. **(Bicycle End-of-Trip Facilities)** Registration of a restrictive covenant on title, or alternative legal

agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to provide bicycle end-of-trip facilities within the development for the shared use of all non-residential users (e.g. commercial and office) generally as follows:

- a) a minimum of one male facility and one female facility, designed, constructed, equipped and maintained by the owner, each of which shall:
 - i) be fully accessible to all intended users;
 - ii) be easily accessible from non-residential Class 1 bicycle parking areas and/or the non-residential floor areas;
 - iii) be fully handicapped accessible;
 - iv) accommodate two or more people at one time; and
 - v) include, at minimum, a change room and lockers, two showers, a toilet, a wash basin and a grooming station (i.e. mirror, counter and electrical outlets);
 - vi) identify the end-of-trip facilities in the Development Permit plans;
 - vii) identify the end-of-trip facilities in the Building Permit plans; and
 - viii) prior to building inspection permitting occupancy, provide wayfinding and stall identification signage for the end-of-trip facilities, to the satisfaction of the Director of Transportation.
14. **(Bicycle Facilities)** Registration of a restrictive covenant on title or alternative legal agreement, subject to the final approval of the Director of Transportation, securing the owner's commitment to maintain all required bicycle parking spaces and other bicycle facilities for their intended uses, as well as, securing the owner's commitment to maintain the bicycle parking areas for shared common use.
15. **(District Energy Utility)** Registration of a restrictive covenant and Statutory Right-of-Way(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the Statutory Right-of-Way(s) necessary for supplying the DEU services to the building(s), which covenant and Statutory Right-of-Way(s) and/or legal agreement(s) 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 low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - i) the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - ii) the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to building inspection permitting occupancy of the first building on the site;
 - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
 - d) If a DEU is available for connection and the City has directed the owner to connect, no building inspection permitting occupancy of a building will be granted unless, and until:
 - i) the building is connected to the DEU;
 - ii) the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - iii) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.

- e) If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building inspection permitting occupancy of a building will be granted unless and until:
 - i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii) the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - iii) the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - iv) prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - v) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- f) If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no building inspection permitting occupancy of a building will be granted until:
 - i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - ii) the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

16. **(Affordable Housing)** The City's acceptance of the developer's offer to voluntarily contribute affordable housing, in the form of low-end market rental (LEMR) units, constructed to a turnkey level of finish 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 on title to each lot to secure the affordable housing units. The terms of the Housing Agreements and Covenant shall indicate that they apply in perpetuity and provide for, but will not be limited to, the following requirements:
- a) provide 5% of the residential floor area to affordable housing dwelling units, in perpetuity;
 - b) provide for affordable housing units, of numbers, types, sizes and associated rent and income levels in accordance with the table below:

AFFORDABLE HOUSING SUMMARY

Unit Type	Affordable Housing Strategy Requirements			Project Targets (3)	
	Minimum Unit Sizes	Current LEMR Maximum Rents (1) (2)	Total Maximum Household Income (1) (2)	Unit Mix	# of Units (3)
Bachelor	37 m ² (400 ft ²)	\$811	\$34,650 or less	10%	2
1-Bedroom	50 m ² (535 ft ²)	\$975	\$38,250 or less	25%	5
2-Bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800 or less	40%	8
3-Bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050 or less	25%	5
TOTAL		N/A	N/A	100%	20

- 1. Denotes 2017 amounts adopted by Council on July 24, 2017.
- 2. Subject to Council approval, total annual household incomes and maximum monthly rents may be increased annually by the Consumer Price Index.
- 3. 50% of affordable housing units shall meet Richmond Basic Universal Housing (BUH) standards or better.

- c) occupants of the affordable housing units shall enjoy full and unlimited access to and use of all on-

site indoor and outdoor amenity spaces provided for the residential development as per OCP, City Centre Area Plan, and Development Permit requirements, at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of any amenities); and

- d) on-site parking, “Class 1” bike storage, and related electric vehicle (EV) charging stations shall be provided for the use of affordable housing occupants as per the OCP, Zoning Bylaw, and approved Development Permit at no additional charge to the affordable housing tenants (i.e. no monthly rents or other fees shall apply for the casual, shared, or exclusive use of the parking spaces, bike storage, EV charging stations, or related facilities by affordable housing tenants).

17. **(Child Care)** City acceptance of the owner’s offer to voluntarily contribute to the development and operation of child care (approximately \$1,070,180 calculated using the proposed residential floor area excluding in-kind community amenity and affordable housing floor area [$0.01 \times (27,147 \text{ m}^2 - 105 \text{ m}^2 - 1,357 \text{ m}^2) \times \$6,997/\text{m}^2$] noting that the final amount will be subject to final floor area figures to be determined through the Development Permit process) (90% to Childcare Development Reserve Fund - Account # 7600-80-000-90157-0000 and 10% to Childcare Operating Contributions Account # 7600-80-000-90159-0000).

18. **(Community Facility)** The City’s acceptance of the owner’s offer to voluntarily contribute a community amenity space which may be used by the City as a community facility or any other permitted use the City, in its sole discretion, deems appropriate. The broad terms of the contribution shall include, subject to the determination, and timing of the determination, of a facility tenant or tenants by the City:

- a) design and construction of a complete facility (facility proper, ancillary facilities and outdoor space), including the base building and tenant improvements, all to a turnkey level of finish, on the subject site, by the developer, at the developers cost; and
- b) transfer of the complete facility (facility proper, ancillary facilities and outdoor space), including the base building and tenant improvements, all at a turnkey level of finish, as an air space parcel, to the City, at no cost to the City,

and, the specific terms shall include:

- c) voluntary contribution of no less than 557 m^2 ($6,000 \text{ ft}^2$) of floor area (e.g. area that is considered to be floor area for the purposes of calculating density under the Richmond Zoning Bylaw) for the facility proper, based on the following density bonusing contribution calculation:
 - i) approximately 105 m^2 ($1,125 \text{ ft}^2$) of floor area, calculated as forty one percent of one percent of the residential floor area, excluding affordable housing floor area (e.g. $0.41 \times 0.01 \times (27,147 \text{ m}^2 - 1,357 \text{ m}^2)$); and
 - ii) approximately 452 m^2 ($4,870 \text{ ft}^2$) of floor area, calculated as one hundred percent of five percent of the Village Centre Bonus floor area (e.g. $0.05 \times 1.0 \times 9,049 \text{ m}^2$), to be used for development of the facility proper including program spaces, private access and internal circulation, structure, walls (internal and external), building systems and building services where these elements are typically included in floor area calculations for the purposes of calculating density under the Richmond Zoning Bylaw and are used exclusively for the community facility;
- d) voluntary contribution of additional indoor area from the development, as required for purposes ancillary to the facility use, including, but not limited to, bicycle storage, parking and loading, waste management, access, circulation and exiting, structure, walls (internal and external), building systems and building services, where such area is typically excluded from floor area calculations for the purposes of calculating density under the Richmond Zoning Bylaw or is not used exclusively by the facility;
- e) voluntary contribution of outdoor area along the frontages of the facility, for the exclusive use of the facility, the final size and exact dimensions of which are to be determined through the development permit process, including both open and covered areas, neither of which will be considered to be floor area for the purposes of calculating density under the Richmond Zoning Bylaw;
- f) location of the facility proper and the outdoor space on Level 1 of the development, generally as

shown in the location plan (Schedule 2), along with provision for private access from one or both frontages as well as to and from ancillary facilities such as parking and loading, waste management rooms, service rooms, storage rooms and similar areas (multiple levels);

- g) design and construction of the complete facility, substantially in accordance with the summary requirements listed below and including:
- i) the facility proper to provide for:
 - i. approximately 557 m² (6,000 ft²) of programmed facility space, the details of which will be determined once a tenant or tenants have been determined by the City. However should, as of the commencement of construction of Level 1 of the development,
 - a. the tenant(s) of the facility not be determined by the City, the owner shall provide the facility as base building space compatible with future improvements of a commercial and/or office nature; or
 - b. the tenant(s) of the facility, as determined by the City, not require the whole of the floor area of the facility, the owner shall provide the required floor area, as determined by the City, as programmed facility space, generally of a commercial and/or office nature, and the remainder floor area as base building space compatible with future improvements;
 - ii) the ancillary facilities to provide for:
 - i. bicycle storage and vehicle parking applicable to the needs of the facility tenant(s) for the sole use of the facility's clients, visitors, guests and staff, available 365/7/24, located within the parkade except where noted otherwise, generally in an area having direct or close access to the facility's private access system, including clearly signed access from the street, where applicable.
 - ii. access to and use of the shared loading facilities provided on Level 1;
 - iii. access to and use of the shared waste management facilities on Level 1; and
 - iv. access to and use of services rooms and similar facilities, exclusive or shared, as required to meet functional, technical and operational requirements of the facility,
Should , as of date of development permit issuance for the development, the tenant(s) of the facility not be determined by the City, the tenant use of the facility will be assumed to be commercial and/or office for the purpose the above requirements;
 - iii) the outdoor program space to provide for:
 - i. outdoor uses typically ancillary to the facility uses;
or, as determined through the Development Permit process;
 - iv) design and construction of the facility (including tenant improvements, if applicable) to achieve LEED v4 ID + C Commercial Interiors Gold Certification, with a focus on providing for robust monitoring and remote control capabilities of the systems and scheduling that are its responsibility and integration of these controls into-the building automation system through open language BACnet interfaces and, further, reference to the principles outlined in the "City of Richmond Building Equipment, Monitoring, and Integration Requirements" administrative procedure;
 - v) design and construction of the facility to provide for separate addressing for the tenant or tenants;
 - vi) design and construction of the utility systems to provide for, amongst other things:
 - i. connection to the on-site, low-carbon, central energy plant for the purposes of heating and cooling, along with provision for sub-facilities and sub-metering, to the satisfaction of the City;
 - ii. connection to other building utility systems (e.g. electricity), along with provision for sub-facilities and sub-metering, to the satisfaction of the City; and

- iii. conduit rough in for installation and connection of the City's fibre optic communications system, by the City or its contractor, noting the required conduit size is 2 inches and the outside end point is to be a City Traffic Junction Box located on Lansdowne Road;
- h) project development and procurement of approvals subject to the following benchmarks/timelines:
 - i) prior to issuance of a Development Permit for the development, in whole or in part:
 - i. the facility design (facility proper, ancillary facilities and outdoor space) must be resolved to a level typical of the design development stage of a development project, to the satisfaction of the City;
 - ii. the resulting design must be incorporated into the Development Permit application submission; and
 - iii. a preliminary construction cost estimate for facility proper, ancillary facilities and outdoor space, verified by an independent quantity surveyor that is acceptable to the City, must be provided;
 - ii) prior to issuance of a Building Permit for the development, in whole or in part:
 - i. the facility design (facility proper, ancillary facilities and outdoor space) must be resolved to a level typical of the building permit and issued for construction stages of a development project, to the satisfaction of the City (including tenant improvement if one or more facility tenant(s) have been determined by the City);
 - ii. the resulting design must be incorporated into the building permit application submission; and
 - iii. a final construction cost estimate for facility proper, ancillary facilities and outdoor space, verified by a quantity surveyor, must be provided;
 - iii) prior to commencement of construction of Level 1 of the development:
 - i. the tenant improvement design and specifications not previously determined at Building Permit stage, to the satisfaction of the City (if one or more facility tenant(s) have been determined by the City); and
 - ii. updated construction and tenant improvement cost estimate for facility proper, ancillary facilities and outdoor space, verified by a quantity surveyor, must be provided
 - iv) prior to occupancy of the development, in whole or in part:
 - i. the constructed facility (facility proper, ancillary facilities and outdoor space) must be granted building inspection permitting occupancy;
 - ii. commissioning of the facility (facility proper and outdoor space) must be completed to the satisfaction of the City;
 - iii. occupancy and post-occupancy information for the facility (facility proper and outdoor space) must be provided, to the satisfaction of the City;
 - iv. as-built drawings and Operation & Maintenance (O&M) manuals in soft and hard copy form of the facility (facility proper and outdoor space) must be provided to the satisfaction of the City; and
 - v. a final construction cost for facility proper, ancillary facilities and outdoor space, verified by an independent quantity surveyor that is acceptable to the City, must be provided, unless the constructed facility is otherwise deemed acceptable by the Director, Development; the Director, Engineering; the Manager of Community Social Development; and, the Senior Manager of Real Estate Services, at their sole discretion.

Note: If one or more facility tenant(s) have been determined by the City prior to the commencement of construction of Level 1 of the Development, the constructed facility shall include the tenant improvements for that portion of the facility required by such tenant(s), to the satisfaction of the City.
- i) registration of a legal agreement(s), which may include, but may not be limited to, the following:
 - i) a "no build" covenant registered on title restricting Building Permit issuance for the whole development, to be in effect until such time as a "construction agreement" for the facility

(including base building and tenant improvements, as required by the City) is registered on title with respect to the amenity;

Note: This requirement may be waived if a "Construction Agreement" is signed before rezoning adoption.

- ii) a "construction agreement" setting out requirements with respect to the design, construction, supply, installation, approval, and warranty of the facility (including base building and tenant improvements, as required by the City) and related works to the satisfaction of the City, which agreement may include provisions for a statutory right(s)-of-way and/or rent charge and include the terms set out in these rezoning considerations as well as standard City facilities policies;
Note: If one or more facility tenant(s) have been determined by the City prior to the commencement of construction of Level 1 of the Development, the constructed facility shall include the tenant improvements for that portion of the facility required by such tenant(s), to the satisfaction of the City.
- iii) an Air Space Parcel (ASP) subdivision agreement to facilitate the future creation of an ASP containing the facility (including base building and constructed tenant improvements), including the facility proper, ancillary facilities and outdoor spaces, to the extent deemed desirable or practical by the City, together with any easement(s) and/or statutory right(s)-of-way registered on title to secure any remaining facilities located elsewhere in the development and intended for the use of the facility tenants, along with terms for cost sharing between the ASP owner (the City) and the owner(s) of the remaining facilities, all in a form and content satisfactory to the City;
- iv) a purchase and sale agreement to facilitate the transfer of the facility (including base building and constructed tenant improvements) ASP to the City, which transfer shall not occur until the City has, at its sole discretion, accepted the facility works, which acceptance shall not relieve the developer of any outstanding obligations and which shall include an option to purchase for a consideration;
- v) a "no occupancy" covenant for the development, in whole or in part, registered on title, to be in effect until such time as the facility (including base building and the City's required tenant improvements) has been completed or otherwise deemed acceptable, at the sole discretion of the City, by the Director, Development; the Director, Engineering; the Manager of Community Social Development; and, the Senior Manager of Real Estate Services, in their sole discretion, and has been transferred to the City free and clear of any encumbrances; and
- vi) a blanket Statutory Right-of-Way, or alternative legal agreement(s), to the satisfaction of the City, securing public access to and egress from the facility (facility proper, ancillary facilities and outdoor space) and any part of the parking facility allocated for the facility use, across and through the drive aisles and pedestrian pathways forming part of the development and securing City access to the development for the maintenance of the utilities and mechanical systems servicing the facility (including maintenance of the City's fibre optic system), which agreement may be replaced prior to occupancy, to the satisfaction of the City, with a replacement agreement and a surveyed Statutory Right-of-Way(s) plan.
- j) submission of cash or other forms of financial security as follows:
 - i) a cash-in-lieu contribution of \$10,000 to fund the complete installation of the fibre optic service by city contractors within the conduit supplied by the developer (e.g. all costs for Civil work upgrades, connection of developer conduit to city systems, fibre cable/splice enclosure and all installation work) (Account # 1315-40-000-00000-0000-CB00026);
 - ii) a project management fee of \$194,866 [equal to 5% of the preliminary construction cost estimate, using the City's "equivalent to construction value" rate of \$6,997/ sq. m. applied to the density bonus floor area portions of the facility only (e.g. 557 m²)] to provide for the participation of the City or its representatives in the schematic design, design development,

building permit, issued for construction, contract administration and related stages of project development (Account # 1315-40-000-00000-0000-CB00026);

- iii) a Letter of Credit (LOC), in the amount of 100% of the construction cost estimate for the base building component of the facility [e.g. $\$1,781,935$ ($0.45 \times 557 \text{ m}^2 \times \$7,104/\text{m}^2$) (2019 value)] (facility proper, ancillary facilities and outdoor space), as verified by a quantity surveyor, to secure the developer's commitment to design, construct, and transfer the facility to the City, with provision for the return of the subject monies as follows:
- i. reduction by 50% after the facility has received final building inspection permitting occupancy and has been transferred to the City;
 - ii. reduction by a further 30% a minimum of one year after the facility has received final building inspection permitting occupancy and has been transferred to the City; and
 - iii. release of remaining funds after a minimum of two years after the facility has received final building inspection permitting occupancy and has been transferred to the City,
- all subject to the following:
- a. no reduction or release until any required Provincial licensing has been achieved;
 - b. retention of the LOC, or portions thereof, at the sole discretion of the City, to rectify deficiencies;
 - c. retention of the LOC, or portions thereof, at the sole discretion of the City, to ensure the air space parcel (ASP) is free and clear of builder's liens or other encumbrances; and
 - d. retention of the LOC, or portions thereof, at the sole discretion of the City, to complete the facility, should the developer fail in its contractual obligations.
- iv) a Letter of Credit (LOC), in the amount of 100% of construction cost estimate for the tenant improvement component of the facility [e.g. $\$2,395,713$ ($0.55 \times 557 \text{ m}^2 \times \$7,104/\text{m}^2$) (2019 value)] (facility proper, ancillary facilities and outdoor space) (assuming 100% of the facility will be required to be completed with tenant improvement, whether or not the future tenant(s) are determined by the City), as verified by a quantity surveyor, to secure the developer's commitment to design, construct, and transfer the facility to the City, with provision for the return of the subject monies as follows:
- i. reduction by 50% after the facility has received final building inspection permitting occupancy and has been transferred to the City;
 - ii. reduction by a further 30% a minimum of one year after the facility has received final building inspection permitting occupancy and has been transferred to the City; and
 - iii. release of remaining funds after a minimum of two years after the facility has received final building inspection permitting occupancy and has been transferred to the City,
- all subject to the following:
- iv. retention of the LOC, or portions thereof, at the sole discretion of the City in relation to any portion of the facility constructed solely to base building standards, to be reduced upon completion of tenant improvements for such portion(s) of the facility;
 - a. no reduction or release until any required Provincial licensing has been achieved;
 - b. retention of the LOC, or portions thereof, at the sole discretion of the City, to rectify deficiencies;
 - c. retention of the LOC, or portions thereof, at the sole discretion of the City, to ensure the air space parcel (ASP) is free and clear of builder's liens or other encumbrances; and
 - d. retention of the LOC, or portions thereof, at the sole discretion of the City, to complete the facility, should the developer fail in its contractual obligations.

19. **(Community Planning)** The City's acceptance of the owner's offer to voluntarily contribute at least $\$103,187$ (calculated using the proposed floor area minus the on-site community amenity and affordable housing floor area e.g. $(36,196 \text{ m}^2 - 577 \text{ m}^2 - 1,357 \text{ m}^2) \times \$3.01/\text{m}^2$) towards City Centre community

planning (CC-Community Planning and Engineering Account # 3132-10-520-00000-0000).

20. **(Public Art)** The City's acceptance of the owner's offer to voluntarily contribute at least \$276,622 (100% non-residential floor area and 100% residential floor area, excluding on-site community amenity and affordable housing floor area, (e.g. $9,049 \text{ m}^2 - 452 \text{ m}^2$) \times $\$4.84/\text{m}^2$ + $(27,147 \text{ m}^2 - 105 \text{ m}^2 - 1,357 \text{ m}^2) \times \$9.15/\text{m}^2$) towards public art (15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to Account # 7600-80-000-90173-0000).
21. **(Trees – City Property)** City acceptance of an offer to voluntarily contribute \$11,700 (nine trees calculated as \$1300 per tree) to the City's Tree Compensation Fund (Account # 2336-10-000-00000-0000) for the planting of replacement trees within the City.
22. **(Servicing Agreement)** 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:

(Engineering)

Water Works:

- a) Using the OCP Model with the water main upgrades proposed below, there will be 536.0 L/s of water available at a 20 psi residual at the No 3 Road frontage, 285.0 L/s of water available at a 20 psi residual at the New N-S Road frontage, and 312.0 L/s of water available at a 20 psi residual at the Lansdowne Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Owner/Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for commercial land use.
 - iii) Provide a right-of-way for the proposed water meter. Exact right-of-way dimensions to be finalized during the servicing agreement process.
 - iv) Obtain approval from Richmond Fire Rescue for all fire hydrant locations, relocations, and removals.
 - v) Install approximately 160 m of new 300 mm diameter water main within the new N-S road from the existing 200 mm water main on Lansdowne Road to the north property line of 5551 No 3 Road, complete with fire hydrants per City spacing requirements.
- c) At Owner/Developer's cost, the City is to:
 - i) Install one new water service connection for each proposed parcel, complete with meter and meter box. Meters to be located onsite in a right of way.
 - ii) Cut and cap all existing water service connections to the development site, and remove meters.
 - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

- d) The Owner/Developer is required to:
 - i) Install approximately 120 m of new storm sewer within the new N-S road from the north property line of 5591 No 3 Road to the box culvert on Lansdowne Road. Prior to servicing agreement approval, the actual invert of the existing forcemain must be confirmed in the field to prevent future conflicts. The existing hole in the box culvert for the 300 mm capped stub shall be widened and reused for the proposed storm sewer if possible.
 - ii) Perform a storm capacity analysis based on the 2041 OCP condition to size the proposed storm sewer within the new N-S road. Minimum diameter shall be 600 mm. The capacity analysis shall be included within the servicing agreement drawings for the City's review/approval.

- iii) Upgrade approximately 160 m of existing 375 mm storm sewer within the No 3 Road frontage to 900 mm, from the north property line of the development site to the box culvert on Lansdowne Road. The alignment for the new storm sewer shall be chosen to minimize impact to the traffic on No 3 Road.
 - iv) Remove, or fill and abandon where appropriate, the existing 375 mm storm sewer being upgraded on No 3 Road.
 - v) Install one new storm service connection, complete with inspection chamber, to serve each proposed parcel. The inspection chamber may be located onsite in a right of way if required by the frontage improvements (to be determined at the Servicing Agreement stage). The service connections shall connect to the proposed 750 mm storm sewer along No 3 Road.
 - vi) Provide, at no cost to the City, a 1.5 x 1.5 m right-of-way for each proposed storm inspection chamber, if required.
 - vii) Provide a sediment and erosion control plan within the servicing agreement design.
- e) At Owner/Developer's cost, the City is to:
- i) Reconnect all existing catch basins and lawn basins to the proposed storm sewer.
 - ii) Cut and cap all existing storm service connections to the development site and remove inspection chambers.
 - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- f) The Owner/Developer is required to:
- i) Upgrade approximately 260 m of existing sanitary sewers within the proposed N-S road and along Lansdowne Road from the proposed N-S road to manhole SMH55359 at Minoru Boulevard. Reconnect all existing connections to the new main. The proposed sanitary sewer shall be 300 mm along the new N-S Road and 375 mm along Lansdowne Road. Minimum pipe grade shall be 0.4%.
 - ii) Install one new sanitary service connection for each proposed parcel, complete with inspection chamber. The inspection chambers may be located onsite in a right-of-way if required by the frontage improvements (to be determined at the Servicing Agreement stage).
 - iii) Provide, at no cost to the City, a 1.5 x 1.5 m right-of-way for each proposed sanitary inspection chamber, if required.
 - iv) After the existing service connection SLAT4916 and inspection chamber SIC1506 are removed, discharge the existing statutory right-of-way along the northwest corner of 5671 No 3 Road (plan number 34077). It is the developer's responsibility to coordinate with BC Hydro, TELUS, Shaw, Fortis BC, and other private utility companies to confirm that there are no existing private utilities within the right of way prior to right of way discharge. Additional rights of ways may be required by those companies if private utilities exist within the City right of way.
- g) At Owner/Developer's cost, the City is to:
- i) Cut, cap, and remove all existing sanitary connections and inspection chambers to the development site.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Works:

- h) The Owner/Developer is required to:
- i) Coordinate with BC Hydro, TELUS and other private communication service providers:
 - i) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - ii) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - iii) To underground the overhead poles and lines along the proposed N-S road frontage. Any aboveground utility cabinets and kiosks required to underground the overhead lines and poles shall be located within the development site as described below.

- iv) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
- BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - TELUS FDH cabinet – 1.1 x 1.0 m.
- ii) Provide street lighting along all road frontages according to the following:
- i) City Streets
- Lansdowne Road (North side of street)
- Pole colour: Grey
 - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
 - Pedestrian lighting @ buffer strip between sidewalk and off-street bike path: Type 8 (LED) INCLUDING 2 pedestrian luminaires and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation. (NOTE: "Pedestrian luminaires" are intended to light the sidewalk and off-street bike path. Luminaire arms must be set perpendicular to the direction of travel.)
- New North-South Street @ west side of site (East side of street)
- Pole colour: Grey
 - Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any pedestrian luminaires, flower basket holders, or irrigation.
- No 3 Road (West side of street):
- Pole colour: Grey
 - Roadway lighting: N/A (No change to existing lighting in centre median)
 - Pedestrian lighting @ back of curb: Type 8 (LED) INCLUDING 1 pedestrian luminaire, 1 duplex receptacle, and flower basket holders, but EXCLUDING any banner arms or irrigation.
- ii) Off-Street Publicly-Accessible Walkways & Opens Spaces
- Lansdowne Road (North side of the park) (City owned & City maintained)
- Pole colour: Grey
 - Pedestrian lighting within the park: Type 8 (LED) INCLUDING 1 pedestrian luminaire and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation.
 - Off-Street Publicly-Accessible Walkways & Opens Spaces

Lansdowne Road (North side of the park) (City owned & City maintained)

- Pole colour: Grey
- Pedestrian lighting within the park: Type 8 (LED) INCLUDING 1 pedestrian luminaire and 1 duplex receptacle, but EXCLUDING any banner arms, flower basket holders, or irrigation.

General Items:

- i) The Owner/Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a pre-load plan and geotechnical assessment of pre-load, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii) Provide a video inspection of the existing storm box culvert along the Lansdowne Road frontage and the existing sanitary sewer along the north-south lane prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - iii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - iv) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

(Transportation)

Road and Frontage Works:

- j) As a minimum, the applicant will be responsible for the design and construction of the following frontage works. Note that below are the minimum frontage work requirements and additional frontage works may be sought pending staff's review of the TIS.
 - i) Along the No 3 Road frontage, road widening to provide the following (from east to west):
 - maintain all existing southbound traffic lanes
 - 0.15m wide curb and gutter
 - 0.3m wide buffer strip
 - 1.8m wide paved (raised) bike lane
 - 0.15m wide barrier curb
 - 1.5m wide boulevard
 - 2.0m wide sidewalk
 - ii) Along the entire Lansdowne Road frontage, road widening to provide the following (from south to north):
 - maintain all existing westbound traffic lanes
 - 0.15m wide curb and gutter
 - 1.5m wide boulevard
 - 3.0m wide paved multi-use pathway
 - 1.0m wide buffer strip

Note that sidewalk will be located outside the road allowance and be within the park.

- iii) Along the entire west frontage, full road construction to accommodate the following (from the new property line to west):
 - 2.0m wide sidewalk
 - 1.5m wide boulevard
 - 0.15m wide curb and gutter
 - 8.5m wide asphalt pavement for on-street parking (along the east side) and two-directional traffic lanes
 - 1.5m wide paved tie-in separated from the asphalt pavement with an interim barrier curb and gutter
 - iv) Intersection control/treatment:
 - Installation of a special crosswalk with downward lighting and associated equipment on Lansdowne Road at the new north/south street near the western limit of the development site
 - Upgrade the existing traffic signal at the No. 3 Road / Lansdowne Road intersection to accommodate the road widening noted above to include, but not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s) as necessary.
 - k) Provision of a Letter of Credit to secure the completion of the Engineering and Transportation works in an amount determined by the Director of Engineering and Director of Transportation.
 - l) Registration of the Servicing Agreement on title.
23. **(Servicing Agreement - Park)** Submission and processing of a Servicing Agreement application, completed to a level deemed acceptable by the Director, Parks, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:
- a) Design and construction of the park improvements may include, but not be limited to, the following features:
 - i. General Program Features
 - Sun-oriented features and related uses, including outdoor seating for people-watching and performances.
 - Predominantly hardscape surface treatment for active, informal uses and for staging of events.
 - ii. Public Art Features (in conjunction with the Public Art Program, at the discretion of the City)
 - Support the vision of Lansdowne Road as the downtown “Street Gallery” by integrating art works into the designs of hard and soft landscape areas, play features, and site furnishings.
 - Installation of a site specific, large scale, signature work near No. 3 Road enhancing the “gateway” to the West Village Blocks.
 - iii. Street Furnishing Features
 - Program/event infrastructure (power, water, data, audio/visual capability) integrated with street furniture, lighting, or hard landscape elements (walls, permanent kiosks).
 - Overhead support system (e.g., post and cable system) to support temporary weather protection, art installations, special lighting or banner installations.
 - Distinctive paving materials and patterns to unify the public realm and the street, provide wayfinding.
 - Fixed and movable seating and table elements that create social nodes and can be reconfigured to support performance events.
 - Plaza and pedestrian level lighting that incorporates capacity for variable animation.

- Use of distinctive materials and bright colour palette for key street furnishings and infrastructure.
 - A unifying suite of site furnishings consistent along the length of the corridor.
- iv. Ecological Features
- Street trees that reinforce the continuity of the corridor-wide street tree canopy while framing distinct spaces.
 - Onsite stormwater capture by strategically directing it to catchment areas – e.g. continuous tree pits, permeable pavers, water features, etc.
 - Visual interpretation and celebration of rainwater by means of ephemeral stormwater features,
- b) Provision of a Letter of Credit to secure the completion of the Park works in an amount determined by the Director, Parks, to the satisfaction of the City.
- c) Registration of the Servicing Agreement on title.
24. **(Development Permit)** Submission and processing of a Development Permit application, completed to a level deemed acceptable by the Director of Development, incorporating:
- a) design development of the rezoning concept, as necessary, to address:
- i) form and character objectives noted in the associated Report to Planning Committee;
 - ii) Council directions arising out of Public Hearing;
 - iii) pertinent comments of the Advisory Design Panel;
 - iv) form and character objectives described in the OCP and CCAP Development Permit Guidelines;
 - v) technical resolution of building services, private utilities, public utilities, fire access, parking and loading and waste management including provision of final utility, fire access, loading, waste management and signage and wayfinding plans; and
 - vi) design and technical resolution of the landscape plans including:
 - i. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new landscape; and
 - ii. the protection, installation and/or maintenance (including automatic irrigation) of retained and/or new trees;
 - vii) provision of twenty-six (26) replacement trees on site;
- b) a landscape concept plan for the Lansdowne Linear Park, prepared by a Registered Landscape Architect, to the satisfaction of the Director, Parks;
- c) a landscape plan for the development site, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development,
- d) 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) prepared, stamped and sealed by qualified professionals 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 requirements;
 - iv) stamped and sealed floor area calculation overlays;
 - v) site access locations;
 - vi) horizontal and vertical clearance dimensions for all vehicular circulation, including heights of doors, gateways and other passages;
 - vii) the required shared non-residential parking and residential visitor parking spaces;

- viii) the required shared loading spaces;
- ix) the required EV-charging vehicle parking spaces;
- x) the required car-share parking spaces;
- xi) the required end-of-trip facilities, including their location, number, size, type and use;
- xii) the required bicycle maintenance facilities;
- xiii) identification and wayfinding marking and /or signage for all bicycle, vehicle and truck spaces and associated facilities, with particular attention to facility staff and visitor needs;
- xiv) the location of all above ground utility equipment required to be on site including that needed for street lighting and traffic signals as well as that need for third parties;
- xv) the location of areas reserved for DEU equipment and/or connection facilities and a notation regarding the need for DEU pre-ducting, as applicable in the case of the final DEU strategy;
- xvi) the required affordable housing units, including their size and location;
- xvii) the required aging in place, basic universal, accessible, adaptable and/or convertible dwelling units, as noted below, including notation of their associated design features:

Type	Affordable	Market	Intent	Standard
Aging in Place	0	0	- support mobility and usability	Per OCP
Adaptable + Basic Universal Housing (1)	10	0	- renovation potential for wheelchair plus added floor area for manoeuvring	Per BCBC and RZB
Barrier Free (2)	0	0	- move in with wheelchair	Per BCDH
Total Units	10	0		

* Includes Aging-in-Place

** Includes Aging-in-Place, Adaptable and Basic Universal Housing

- xviii) the required community amenity facility including base building and predetermined tenant improvements plans for indoor and outdoor facilities;
- xix) an accessibility checklist and identification of specific recommended measures to be incorporated into the Building Permit plans, where relevant;
- xx) a CPTED checklist and identification of specific recommended measures to be incorporated into the Building Permit plans, where relevant;
- xxi) a LEED checklist for the overall development prepared by a LEED AP to achieve LEED v4 NC Silver equivalency and identification of specific measures to be incorporated into the Building Permit plans to be incorporated into the Building Permit plans, where relevant;
- xxii) a LEED checklist for the facility prepared by a LEED AP to achieve LEED v4 ID+C Gold Certification and identification of specific measures to be incorporated into the Building Permit plans to be incorporated into the Building Permit plans, where relevant;
- xxiii) an Acoustic and Mechanical Report with recommendations prepared by a registered professional regarding measures to be incorporated into the Building Permit drawings to achieve the exterior and interior noise levels and other noise mitigation standards articulated in the various noise covenants;
- xxiv) an Arborist Contract entered into between the applicant and a Certified Arborist for supervision of any 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.
- xxv) the required common indoor, common outdoor and private outdoor amenity areas including their location, size and use;
- xxvi) the location, plans, detailing and specifications of the vertical clearance for the loading area, including the access/egress movement to/from Cook Road and Buswell St.to confirm truck loading movements are satisfied;
- xxvii) the location, plans, detailing and specifications for landscaping, including but not limited to required replacement trees and irrigation for private and common open space; and

- xxviii) the location and dimensions of on- and off-site any tree protection fencing illustrated on the Tree Retention/Management Plan provided with the application.
- e) Submission of a letter of credit for development site landscaping, including required replacement trees, based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

Building Permit Notes:

1. 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) prior to Building Permit issuance.
2. Prior to Building Permit issuance, the applicant is to submit a detailed Construction Parking and Traffic Management Plan to the Transportation Division for approval. The Management Plan shall identify (for each development phase): construction vehicle access, emergency vehicle access, parking facilities for construction workers, staging areas for construction vehicles, areas for deliveries and loading, and application for any lane closures. The Plan will require the use of proper construction traffic control procedures and certified personnel as per Traffic Control Manual for works on roadways (Ministry of Transportation and Infrastructure) and MMCD Traffic Regulation Section 01570.
3. Prior to Building Permit issuance the developer must obtain a Building Permit for 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.
4. Prior to Building Permit issuance the developer must obtain and provide to the City TransLink concurrence, in writing, regarding adequate completion or otherwise successful resolution of the AID process.

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.
3. 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.
4. 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.
5. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
6. 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 be retained.

Signed

Date

SUBDIVISION PLAN OF LOTS A AND B PLAN LMP29258 AND LOTS 33 AND 34 PLAN 32828, ALL OF SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

PLAN EPP83979

BCCS 92G.015
SCALE 1:600 DISTANCES ARE IN METRES

THE INTENDED PLOT SCALE OF THIS PLAN IS 350 mm IN WIDTH BY 864 mm IN HEIGHT (D SIZE) WHEN PLOTTED AT A SCALE OF 1:600

INTEGRATED SURVEY AREA No. 18, RICHMOND, NAD83(CSRS) 4.0.D.B.C.1.G.V.R.D.
GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN GEODETIC CONTROL MONUMENTS 7704899 AND 8048161 AND ARE REFERRED TO CENTRAL MERIDIAN OF UTM ZONE 10

THE UTM COORDINATES AND ESTIMATED HORIZONTAL POSITIONAL ACCURACY ACHIEVED HAVE BEEN DERIVED FROM THE MASCOPT PUBLISHED COORDINATES FOR GEODETIC CONTROL MONUMENTS 7704899 AND 8048161

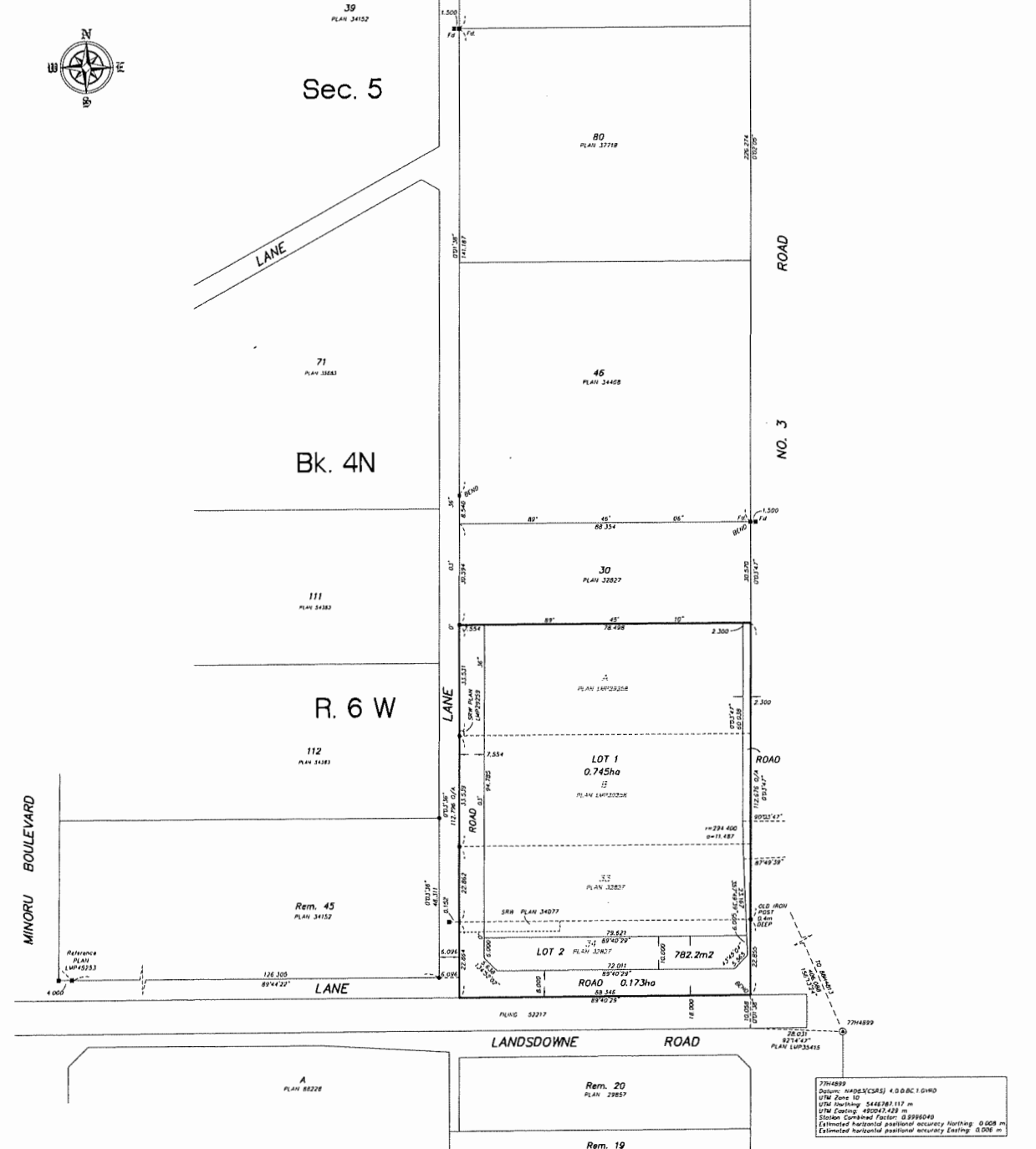
THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL DISTANCES, UNLESS OTHERWISE SPECIFIED, TO COMPUTE GRID DISTANCES, NOT PLY GROUND-LEVEL DISTANCES BY THE AVERAGE COMBINED FACTOR OF 0.9986049 WHICH HAS BEEN DERIVED FROM GEODETIC CONTROL MONUMENTS 7704899 AND 8048161

THE AVERAGE COMBINED FACTOR HAS BEEN DETERMINED BASED ON AN ELLIPSOIDAL ELEVATION OF -18.032 METRES

LEGEND:

- DENOTES CONTROL MONUMENT
- DENOTES LEAD PLUG
- HI DENOTES WITNESS
- m2 DENOTES SQUARE METRES
- ha DENOTES HECTARES
- Fd DENOTES FOUND

NOTE: THIS PLAN CONTAINS ONE OR MORE WITNESS POSTS WHICH ARE NOT SET ON THE TRUE COUSERS



SCHEDULE 1

DRAFT 2018-06-22

THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICER FOR THE CITY OF RICHMOND
THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS COMPLETED ON THE 21st DAY OF MAY, 2018
ESSE WORKS BCLS (2880)
CCO

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

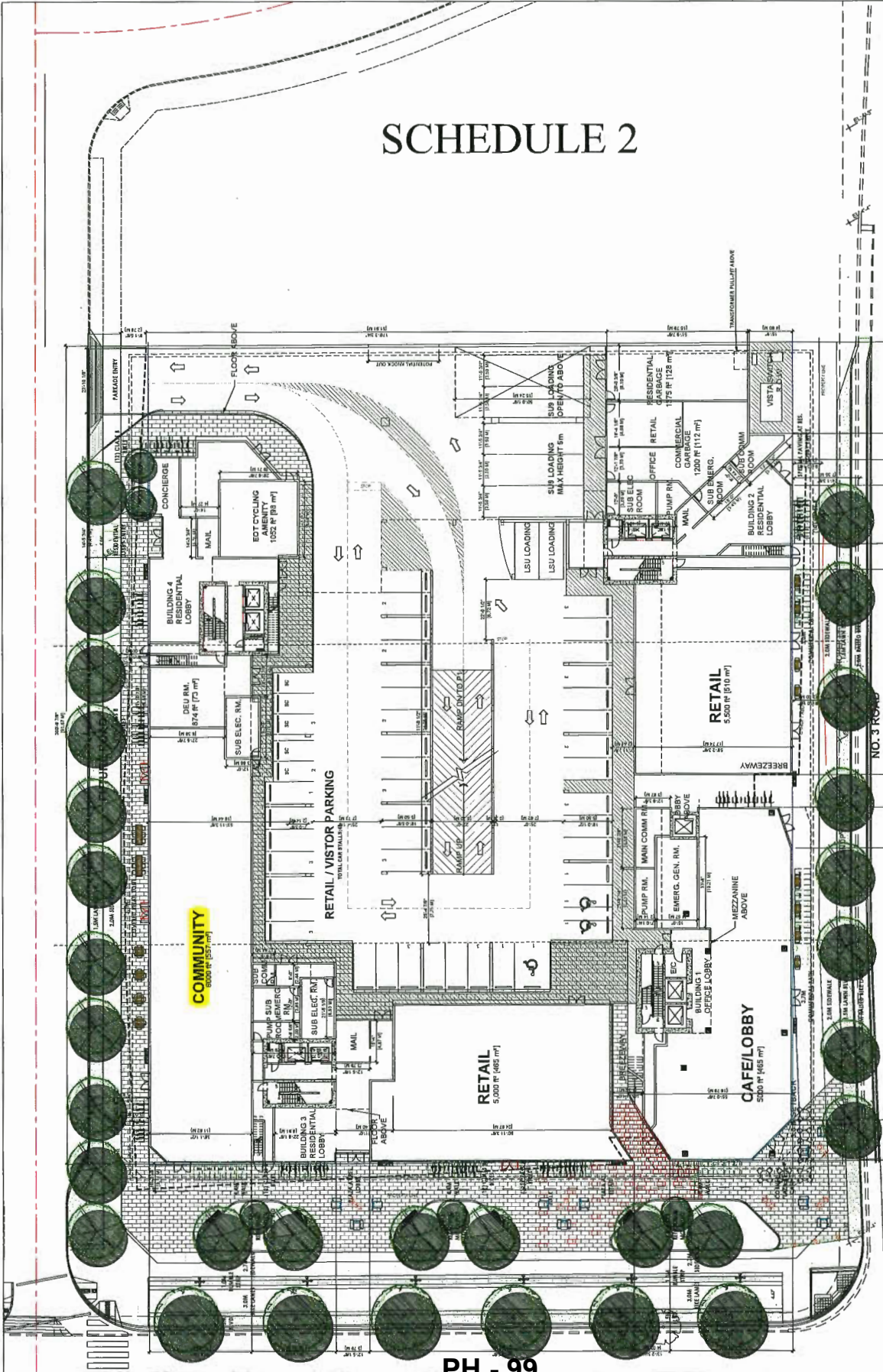
PH - 98

7704899
Datum: NAD83(CSRS) 4.0.D.B.C.1.G.V.R.D.
UTM Zone 10
UTM Northing: 5448782.117 m
UTM Easting: 492047.429 m
Station Combined Factor: 0.9986049
Estimated horizontal positional accuracy Northing: 0.008 m
Estimated horizontal positional accuracy Easting: 0.008 m

BUTLER SANDWICK
1 - 1000 64th Ave
Surrey, BC V4N 3J4
www.butlersandwick.com
Tel: 604-513-9811
File: 4763
Date: 4/13/21



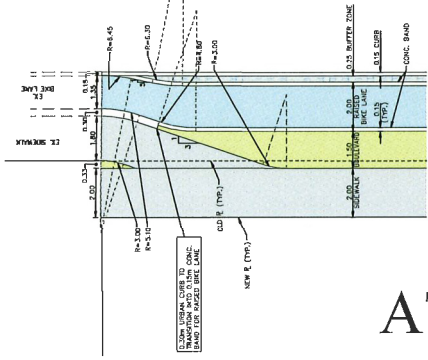
SCHEDULE 2



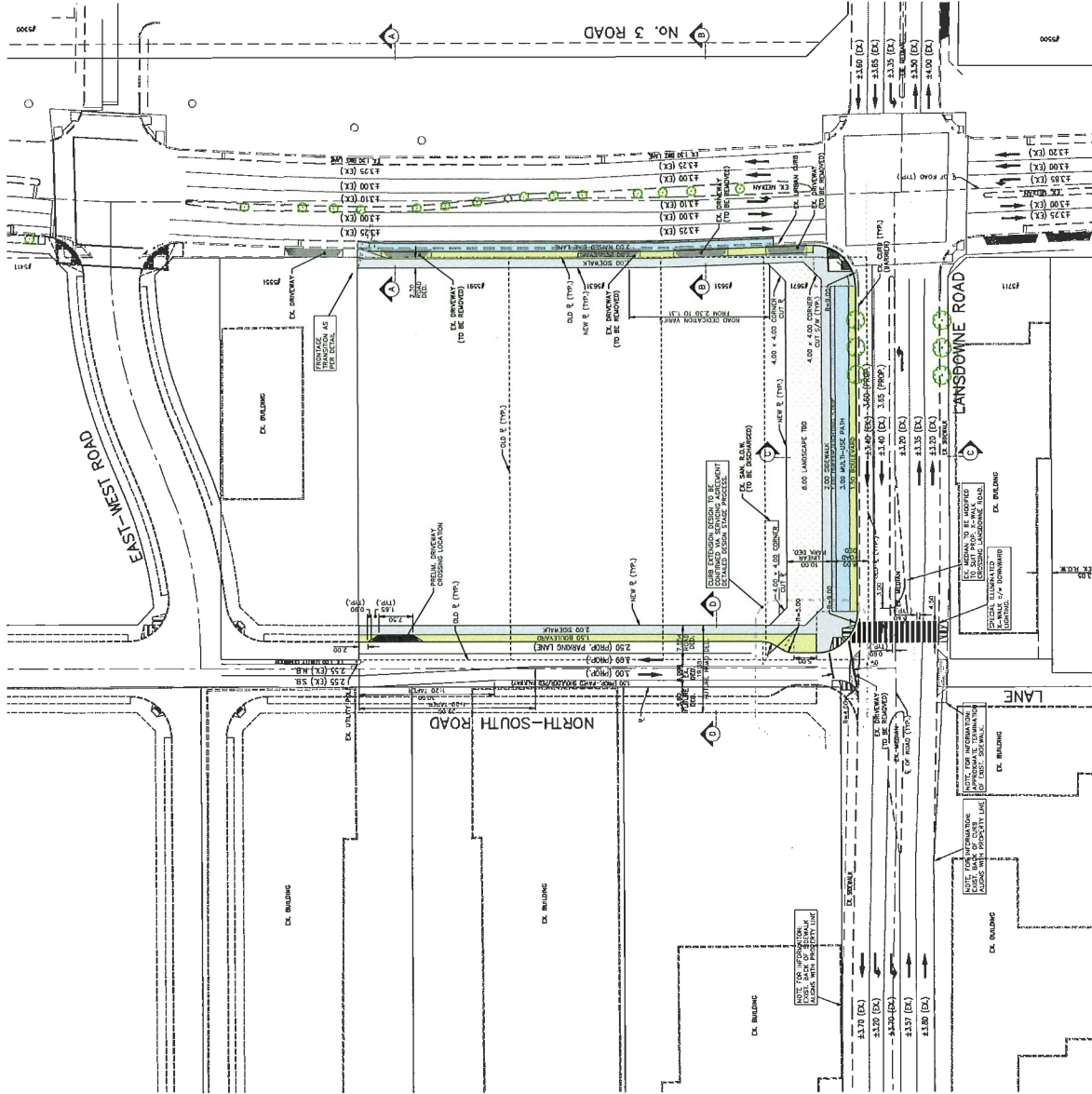
- P2: 230 STALLS (230 RESIDENTIAL, 0 COMMERCIAL)
 - P1: 208 STALLS (100 RESIDENTIAL, 108 COMMERCIAL)
 - L1: 46 STALLS (26 COMMERCIAL, 20 VISITOR)
 - L2: 64 STALLS (64 COMMERCIAL/VISITOR)
- 548 TOTAL STALLS

- 211 BIKE STORAGE LOCKERS (P2)
- 208 BIKE STORAGE LOCKERS (P1)
- 46 CLASS 2 VISITOR BIKES (GROUND)
- 526 TOTAL BIKES

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ATTACHMENT 6



THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE.

City of Richmond 601 S. 3 RD ROAD RICHMOND, VA 23220	
FUNCTIONAL PLAN	
TITLE:	
5591, 5631, 5651 AND 5671 No. 3 ROAD CITY FILE: RZ 17-779282	
DESIGN: MPT	DWG. NO.:
DRAWN: MPT	SCALE: 1/8" = 1'-0"
CHECKED: JMC	DATE: 09/15
DESIGNED: JMC	SHEET NO. 1 OF 2

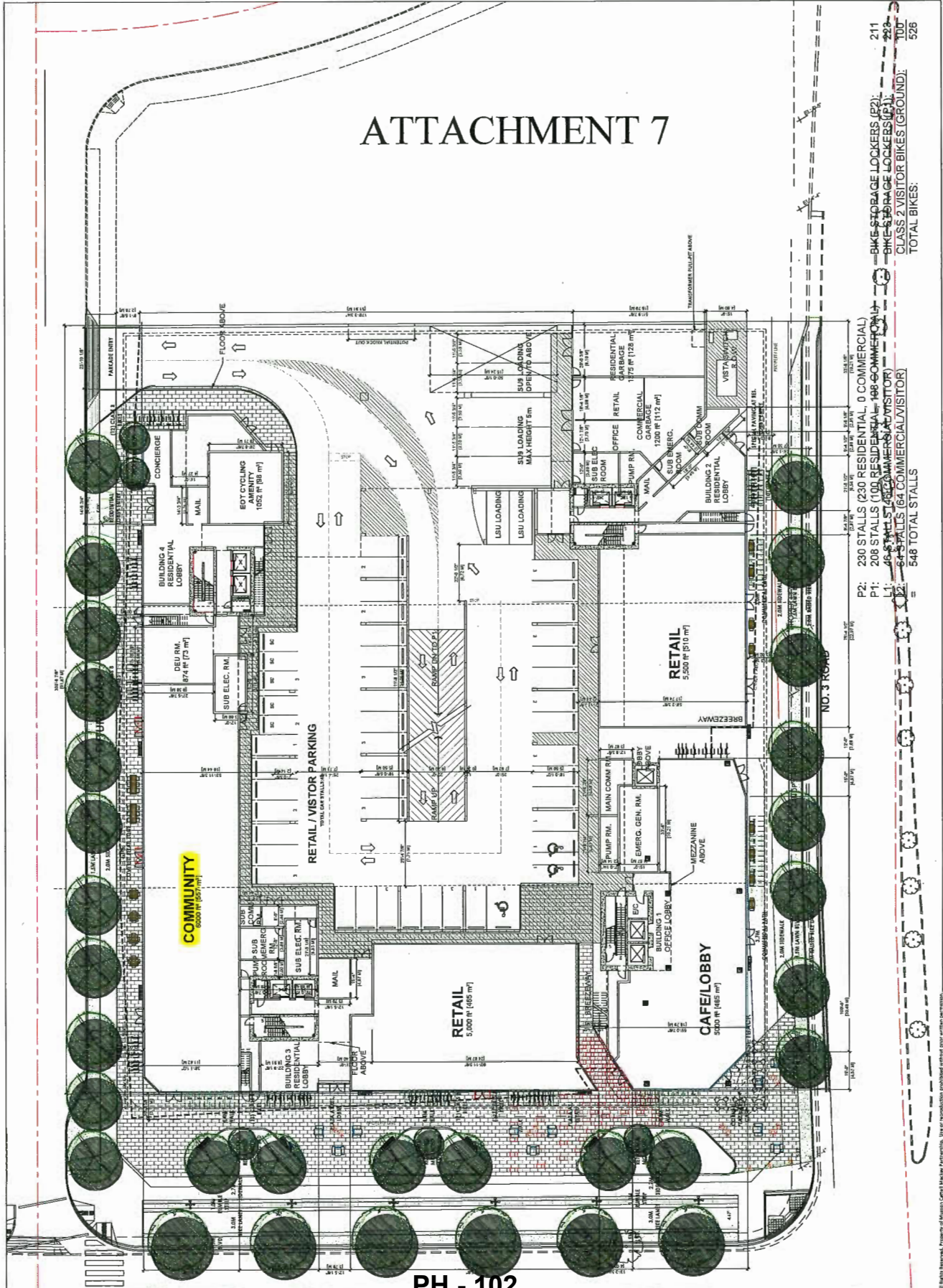
REV	DATE	DESCRIPTION
1.	27 APR 18	2ND SUBMISSION
2.	24 APR 18	1ST SUBMISSION

MPT ENGINEERING CO. LTD.
4501 HUNTERS LANE, RICHMOND, VA 23237 TEL: 804-270-1100 FAX: 804-270-1101
TOWNLINE VENTURES INC.
 MPT DWG. No.: R15984-FP
 SHT. No.: 1 OF 2

- NOTES:**
1. ALL ELEVATIONS ARE TO GEODETIC DATUM AND REFER TO RICHMOND BENCHMARK RA. ELEVATION IS INDICATED, LOCATED AT THE CORNER OF THE LOT.
 2. CONTRACTOR TO CONFIRM BENCHMARK WITH MPT ENGINEERING, PRIOR TO CONSTRUCTION.
 3. CONTRACTOR TO PROVIDE AS-BUILT RECORD AND REPORT A111.
 4. ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT MASTER MUNICIPAL CONSTRUCTION DOCUMENTS (MCD) AND THE CURRENT CITY OF RICHMOND SUPPLEMENTARY SPECIFICATIONS AND DETAIL BENCHMARKS.

GENERAL NOTES:
 THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE.

ATTACHMENT 7



211 BIKE STORAGE LOCKERS (P2):
 222 BIKE STORAGE LOCKERS (P1):
 100 CLASS 2 VISITOR BIKES (GROUND):
 526 TOTAL BIKES:

P2: 230 STALLS (230 RESIDENTIAL, 0 COMMERCIAL)
 P1: 208 STALLS (100 RESIDENTIAL, 108 COMMERCIAL)
 L1: 46 STALLS (26 COMMERCIAL, 20 VISITOR)
 L2: 54 STALLS (64 COMMERCIAL, VISITOR)
 548 TOTAL STALLS

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**TOPOGRAPHIC SURVEY PLAN
OF LOTS 33 AND 34 PLAN 32827 AND
LOTS A AND B PLAN LMP29258 ALL OF
SECTION 5 BLOCK 4 NORTH RANGE 6 WEST
NEWMINSTER DISTRICT**

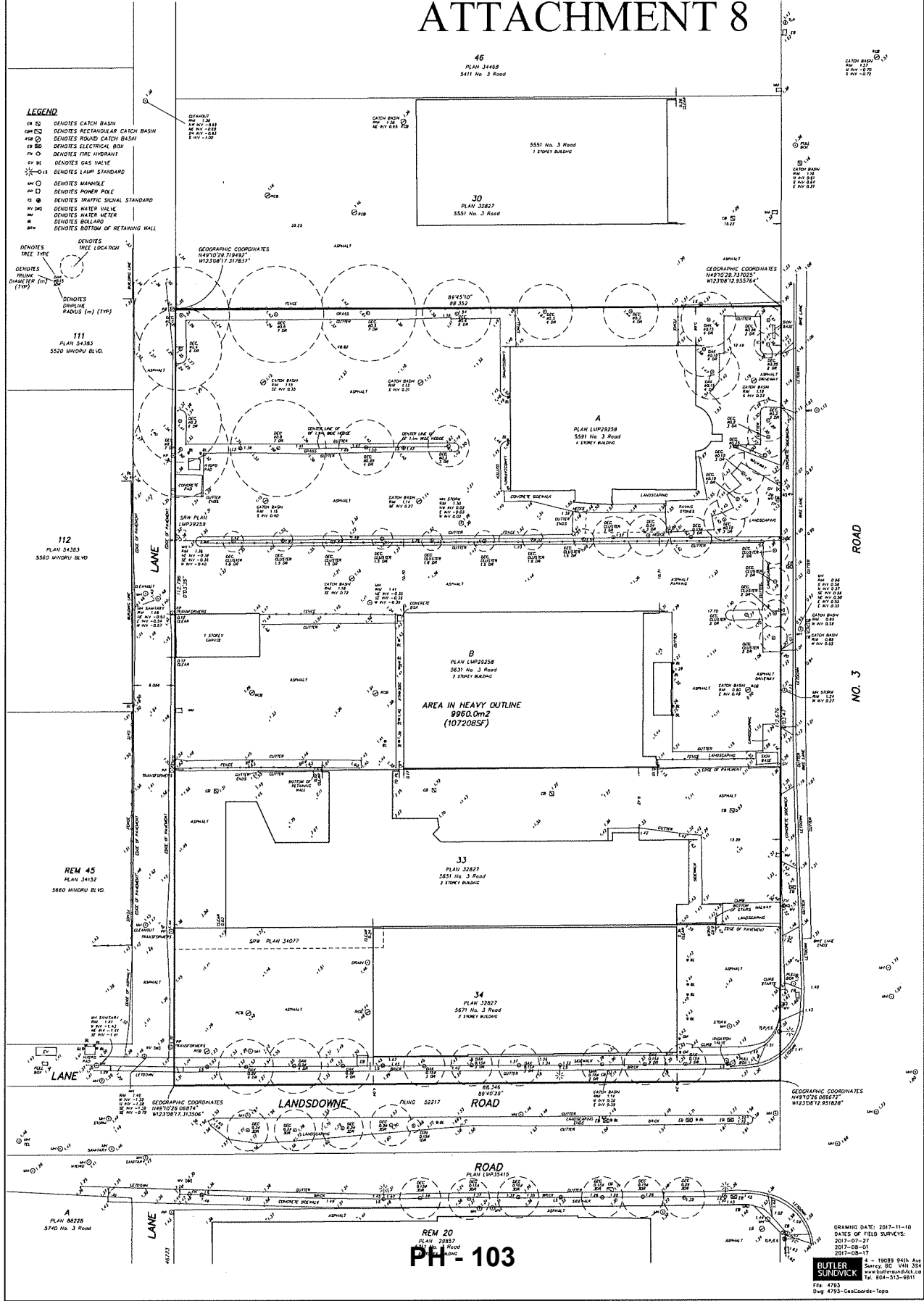
LOT 33 PID No: 004-884-361 5651 No. 3 Road, RICHMOND, BC
LOT 34 PID No: 003-698-009 5671 No. 3 Road, RICHMOND, BC
LOT A PID No: 023-491-825 5591 No. 3 Road, RICHMOND, BC
LOT B PID No: 023-491-833 5631 No. 3 Road, RICHMOND, BC

NOTES:
GRID BEARINGS AND LOT DIMENSIONS ARE ACCORDING TO FIELD SURVEY
ELEVATIONS ARE TO CITY OF RICHMOND MHI REDDEN BEACHMARK NO. 196 : CONTROL MONUMENT 774970
ELEVATION = 1.793 METERS
SITUATED AT CENTRELINE OF BROWN ROAD AND BROWN GATE



0 5 10 15 20
SCALE 1 : 250 DISTANCES ARE IN METRES

ATTACHMENT 8



- LEGEND**
- ⊕ CB DENOTES CATCH BASIN
 - ⊕ RCB DENOTES RECTANGULAR CATCH BASIN
 - ⊕ RCB DENOTES ROUND CATCH BASIN
 - ⊕ EB DENOTES ELECTRICAL BOX
 - ⊕ FH DENOTES FIRE HYDRANT
 - ⊕ GV DENOTES GAS VALVE
 - ⊕ LS DENOTES LAMP STANDARD
 - ⊕ MH DENOTES MANHOLE
 - ⊕ PP DENOTES POWER POLE
 - ⊕ TS DENOTES TRAFFIC SIGNAL STANDARD
 - ⊕ WV DENOTES WATER VALVE
 - ⊕ WM DENOTES WATER METER
 - ⊕ B DENOTES BELLARD
 - ⊕ RW DENOTES BOTTOM OF RETAINING WALL
 - ⊕ T DENOTES TREE LOCATION
 - ⊕ TYP DENOTES TREE TYPE
 - ⊕ TYP DENOTES TRUNK DIAMETER (TYP)
 - ⊕ TYP DENOTES CURBLINE RADIUS (TYP)

DRAWING DATE: 2017-11-10
DATES OF FIELD SURVEY:
2017-07-27
2017-08-01
2017-08-17
4 - 19089 84th Ave
Surrey, BC, V4W 3J4
www.butlersundwick.com
Tel: 604-533-9011
**BUTLER
SUNDWICK**
Firm 4703
Emp 4703-GeoCoor&+Topo

PH - 103

SUBDIVISION PLAN OF LOTS A AND B PLAN LMP29258 AND LOTS 33 AND 34 PLAN 32828, ALL OF SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

PLAN EPP83979

BCCS 92G.015

SCALE 1:600 DISTANCES ARE IN METRES

THE INTENDED PLOT SCALE OF THIS PLAN IS 560 mm IN WIDTH BY 864 mm IN HEIGHT (D SIZE) WHEN PLOTTED AT A SCALE OF 1:600

INTEGRATED SURVEY AREA No. 18, RICHMOND, NAD83(CSRS) 4.0 D.B.C.I.G.W.D

CRS BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN GEODETIC CONTROL MONUMENTS T198818 AND S194181 AND ARE REFERRED TO CENTRAL MERIDIAN OF UTM ZONE 10

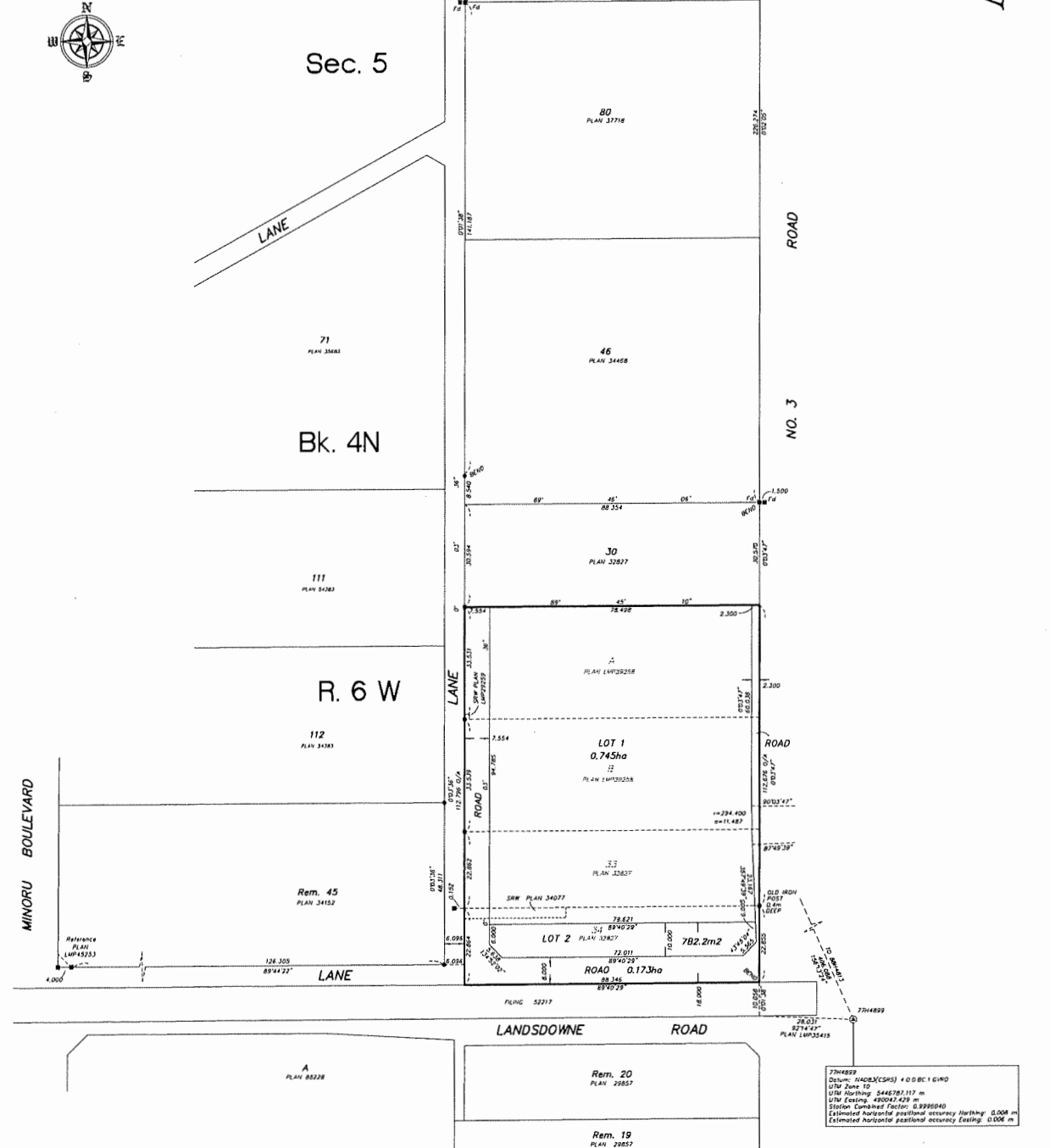
THE UTM COORDINATES AND ESTIMATED HORIZONTAL POSITIONAL ACCURACY ACHIEVED HAVE BEEN DERIVED FROM THE HORIZONTAL COORDINATES FOR GEODETIC CONTROL MONUMENTS T198818 AND S194181

THE AVERAGE COMBINED FACTOR HAS BEEN DETERMINED BASED ON AN ELLIPSOIDAL ELEVATION OF -18.097 METRES

LEGEND:

- DENOTES CONTROL MONUMENT
- DENOTES LEAD PLUG
- H DENOTES WITNESS
- M DENOTES SQUARE METRES
- sq DENOTES SQUARES
- F DENOTES FOUND

NOTE: THIS PLAN CONTAINS ONE OR MORE WITNESS POSTS WHICH ARE NOT SET ON THE TRUE CORNERS



DRAFT 2018-06-22

THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICER FOR THE CITY OF RICHMOND

THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT

PH - 104

BUTLER
SUNDVICK
4 - 10020 64th Ave
Surrey, BC V4N 3Z4
www.butlersundvick.com
Tel: 604-513-0811
File: 4783
Date: 4/13/11

ATTACHMENT 9



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9860 (RZ 17-779262)
5591, 5631, 5651 & 5671 No. 3 Road**

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 20 (Site Specific Mixed Use Zones), in numerical order:

“20.38 High Density Mixed Use (ZMU38) – Lansdowne Village (City Centre)

20.38.1 Purpose

The **zone** provides for a broad range of **commercial, office, service, institutional, entertainment and residential uses** typical of the **City Centre**. Additional **density** is provided to achieve **City** objectives related to the **development of affordable housing units, office uses and community amenity space**.

20.38.2 Permitted Uses

- amenity space, community
- animal day care
- animal grooming
- broadcasting studio
- child care
- education
- education, commercial
- education, university
- emergency service
- entertainment, spectator
- government service
- health service, minor
- housing, apartment
- library and exhibit
- liquor primary establishment
- manufacturing, custom indoor
- microbrewery, winery and distillery
- neighbourhood public house
- office
- private club
- recreation, indoor
- religious assembly
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

20.38.3 Secondary Uses

- **boarding and lodging**
- **home business**
- **home-based business**

20.38.4 Additional Uses

- **district energy utility**

20.38.5 Permitted Density

1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on a net **development site** area of 9,049 sq. m.
2. The maximum **floor area ratio** is “2.0” together with an additional:
 - a) “0.1” **floor area ratio** provided that the additional **floor area** is used entirely to accommodate indoor **amenity space**.
3. Notwithstanding Section 20.38.5.2, the reference to “2.0” is increased to a higher **floor area ratio** of “3.0” if the **owner**:
 - a) provides 20 **affordable housing units** on **site** and the combined **habitable space** of the **affordable housing units** is not less than 5% of the total residential **floor area**;
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against title to the **lot** and files a notice in the Land Title Office;
 - c) grants to the **City** floor area equalling at least 0.41% of the total residential **floor area ratio** less the **affordable housing unit floor area ratio**, or 106 sq. m., whichever is greater, for **community amenity space**, designed and constructed to the satisfaction of the **City** and provided to the **City** in the form of an **air space parcel** prior to occupancy of the **development**; and
 - d) pays a sum to the **City** (**Child Care Reserve Fund**) based on floor area equalling at least 0.59% of the total residential **floor area ratio** less the **affordable housing unit floor area ratio** (i) multiplied by the “equivalent to construction value” rate of \$6,997/ 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;
4. Notwithstanding Section 20.38.5.3, the reference to “3.0” is increased to a higher **floor area ratio** of “4.0” if the **owner**:

- a) agrees to use the “1.0” additional **floor area ratio** for non-residential **uses** only; and
- b) grants to the **City** floor area equalling at least 5% of the “1.0” additional **floor area ratio**, or 452 sq. m., whichever is greater, for **community amenity space**, designed and constructed to the satisfaction of the **City** and provided to the **City** in the form of an **air space parcel** prior to occupancy of the **development**.

20.38.6 Permitted Lot Coverage

- 1. The maximum **lot coverage** is 90% for **buildings**.

20.38.7 Yards & Setbacks

- 1. Minimum **setbacks** shall be:
 - a) from No.3 Road and the new north-south road, measured to a **lot line**, 6.0 m., except that a **road setback** may be reduced to:
 - i) 3.0 m for parts of a **building** above **finished site grade**, as specified in a Development Permit approved by the **City**; and
 - ii) 0.0 m. for parts of a **building** below **finished site grade**, as specified in a Development Permit approved by the **City**;
 - b) from the south **lot line**, measured to the **lot line**, 6.0 m., except that the **setback** may be reduced to:
 - i) 3.0 m for parts of a **building** above **finished site grade**, as specified in a Development Permit approved by the **City**; and
 - ii) 0.0 m. for parts of a **building** below **finished site grade**, as specified in a Development Permit approved by the **City**; and
 - c) from the north **lot line**, measured to the **lot line**, 0.0 m.
- 2. Notwithstanding Section 4.11 and Section 4.12, projections into required **setbacks** for No. 3 Road, the new north-south road and the south **lot line** may be increased to:
 - a) 2.5 m. in the case of a projecting architectural feature, **cantilevered roof, balcony, awning**, sunshade, canopy, privacy screen or similar **building** element if located 3.0 m or more above **finished site grade**, as specified in a Development Permit approved by the **City**; and
 - b) 1.0 m. in the case of architectural supports for **building** elements referenced in Section 20.38.6.2 (a) located 6.0 m or less above **finished site grade**, as specified in a Development Permit approved by the **City**.
- 3. Notwithstanding 20.38.7.1, minimum **setbacks** for parts of a building directly adjacent to **City** land or land secured for public use via **right-of-way**, measured to a **lot line** or the boundary of the **right-of-way**, shall be:
 - a) where a door provides **access**, 1.5 m or the depth of the door swing, whichever is greater.

20.38.8 Permitted Heights

1. The maximum **building height** for **principal buildings** is 47.0 m. geodetic.
2. The maximum **building height** for **accessory structures** is 12.0 m.

20.38.9 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 7,400 sq. m.

20.38.10 Landscaping & Screening

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

20.38.11 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.
2. Notwithstanding Section 20.38.11.1, the minimum number of required bicycle **parking spaces** shall be:
 - a) for Class 2, for **general retail, convenience retail, restaurant, office** and other non-residential **uses**, excluding **education, commercial education** and **university education uses**, calculated as 0.2 spaces per 100.0 sq. m. of **floor area**; and
 - b) for Class 2, for residential **uses**, calculated as 0.1 spaces per **dwelling unit**.
3. Notwithstanding Section 20.38.10.1, no large size **loading spaces** are required.

20.38.12 Other Regulations

1. Signage must comply with the City of Richmond's *Sign Bylaw 5560*, as it applies to **development** in the Downtown Commercial (CDT1) **zone**.
2. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following parcels and by designating them **CITY CENTRE HIGH DENSITY MIXED USE (ZMU38) – LANSDOWNE VILLAGE**:

- P.I.D. 023-491-825
LOT A SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP 29258
- P.I.D. 023-491-833
LOT B SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP 28258
- P.I.D. 004-884-361
LOT 33 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 32827
- P.I.D. 003-698-009 (NORTH PORTION)
LOT 34 SECTION 5 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 32827

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9860”**.

FIRST READING

JUL 09 2018

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICE



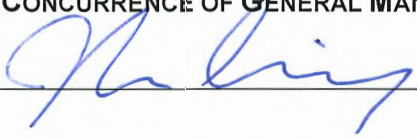

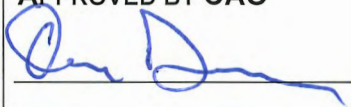
To: Public Works and Transportation Committee **Date:** May 30, 2018
From: Peter Russell
Senior Manager, Sustainability and District Energy **File:** 10-6160-08/2018-Vol 01
Re: **Riparian Response Strategy Phase One**

Staff Recommendation

1. That Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9871, which adds Riparian Management Area setbacks as adopted by Council in 2006, be introduced and given first reading;
2. That Watercourse Protection and Crossing Bylaw No. 8441, Amendment Bylaw No. 9882, which establishes a riparian review fee for the single family building permit process, and inspection and ticketing authority, be introduced and given first, second, and third readings;
3. That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9883, which quantifies the riparian permit review and inspection fees established in the Watercourse Protection and Crossing Bylaw No. 8441, be introduced and given first, second, and third readings;
4. That Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 9884, which defines fines for non-compliance with the Watercourse Protection and Crossing Bylaw, be introduced and given first, second, and third readings;
5. That Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9885, which defines fines for non-compliance with the Watercourse Protection and Crossing Bylaw, be introduced and given first, second, and third readings;
6. That Boulevard Maintenance Regulation Bylaw No. 7174, Amendment Bylaw No. 9881, which amends content to authorize enhancement of a riparian management area, be introduced and given first, second, and third readings;
7. That the 5 Year Financial Plan (2018-2022) be amended to include the costs for the new Environmental Coordinator position, which will be recovered through the collection of permit fees.



Peter Russell
Senior Manager, Sustainability and District Energy
(604-276-4130)

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

At the July 25, 2016 Council meeting staff presented a review of regulatory options to achieve compliance under the *Riparian Area Protection Act* (formally *Fish Protection Act*), and *Riparian Areas Regulation* (formally *Streamside Protection Regulation*). Council endorsed a stakeholder consultation program outcomes of which, were summarized in a report received at the September 25, 2017 Public Works and Transportation Committee. Additional stakeholder consultation was carried out in the spring of 2018. The purpose of this report is to summarize the outcomes of public consultation and seek Council endorsement for the first phase of proposed regulatory updates.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

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

- 3.1. *Growth and development that reflects the OCP, and related policies and bylaws.*
- 3.2. *A strong emphasis on physical and urban design.*

This report supports Council's 2014-2018 Term Goal #6 Quality Infrastructure Networks:

Continue diligence towards the development of infrastructure networks that are safe, sustainable, and address the challenges associated with aging systems, population growth, and environmental impact.

- 6.1. *Safe and sustainable infrastructure*

Background

The City's Riparian Response Strategy, originally developed in consultation with the Province and the Department of Fisheries and Oceans (DFO), was adopted by Council in 2006. It is a modified *Riparian Area Regulation* (RAR) approach that protects fish habitat and meets the unique floodplain ecology within the City and is considered a grandfathered approach under the RAR. Riparian Management Area (RMA) setbacks were assigned on minor (5m) and major (15m) designated watercourses that are wetted the majority of the time, have a source of ground and surface water, and flow into and support fish life in the Fraser River Estuary (Attachment 1).

The Riparian Response Strategy outlined that industrial, residential and commercial development proposed:

- In riparian habitat on the Fraser River foreshore, should continue to be reviewed by the Fraser River Estuary Management Program;
- Adjacent to an RMA is permitted;
- Within an RMA would require further assessment in accordance with RAR.

Within RMA designated watercourses, there has been recorded presence of various fish species including pumpkin seed fish, three-spine stickleback, northern pike minnow, brassy minnow and prickly sculpin. These watercourses are nutrient providing fish habitat under the RAR that provide downstream nutrients to fish in the Fraser River Estuary, which supports all species of Pacific salmon, sturgeon, and an abundance of other game, forage and other fish species. Vegetated riparian setbacks shade and cool water for aquatic organisms, provide nutrients, stabilize banks, control stormwater runoff and can improve water quality. The City's RMA network is part of the City's open drainage network. This green infrastructure acts as a corridor connecting hubs and sites within the City's Ecological Network to allow for the passage of fish and wildlife across the island (Attachment 2).

The City did not enact regulatory triggers as a part of the original Riparian Response Strategy. In the past, development proposed in an RMA was approved by DFO through the City's Environmental Review Committee. Following changes to the *Federal Fisheries Act* in 2012, DFO no longer engaged with local governments through Environmental Review Committees. In addition, the Fraser River Estuary Management Program, who led an inter-agency development reviews in the Fraser River foreshore, ceased to exist following regulatory changes. In a 2015 Provincial review of local government approaches to RAR, the City's approach was identified as non-compliant as it lacked regulatory triggers, and was based on a historical DFO supported approach. Based on a review of potential regulatory frameworks and informed by stakeholder input, staff propose updating the Riparian Response Strategy in two phases to achieve compliance as outlined in the analysis section.

Analysis

Updating the City's Riparian Response Strategy is expected to be completed in two phases. Phase 1 focuses on achieving compliance with RAR, formalizing a review process for single family development proposals on lots with RMAs and introducing tools to better respond to non-compliant activity in RMAs. Phase 2 focuses on integrating RMA and Environmentally Sensitive Area designations for protection of the natural environment, and aligning this with the goals and objectives of the Ecological Network Management Strategy (2015). The first phase is the focus of this report, and phase 2 is summarized below.

Riparian Response Strategy Update – Phase 1

Information collected from the development community and landowners suggests that there is opportunity to improve customer service, and communication of the requirements for riparian protection and enhancement. In addition, a more rigorous monitoring program was identified as a solution to improve compliance with RAR requirements on single family development sites with RMAs, see Attachment 3 for examples of typical non-compliance on single family sites that a more rigorous monitoring program would look to address. Concerns are also noted on larger development sites with riparian habitat that require oversight of construction monitoring schedules, and environmental enhancements established as conditions of approval. Proposed bylaw amendments in this report, summarized in Table 1, include:

- Formally define RMA setbacks, and permitted activity established in the 2006 Riparian Response Strategy within City bylaw, thereby fulfilling requirements under the *Riparian Areas Protection Act*, and RAR;
- Streamline the building permit approval process for single family development proposals on sites with an RMA, and provide a lower cost, staff led stewardship approach to protect and enhance the City's RMAs;
- Promote enhancement of the City's RMAs to support pollinators, nesting birds and fish and frogs within the network, while maintaining drainage functionality and supporting agricultural needs on adjacent lands; and
- Introduce tools to address non-compliance on sites following an inspection based enforcement model which allows for ticketing should remediation orders not be met.

Currently, applicants proposing development of industrial, residential and commercial activity on properties with an RMA setback are required to retain a qualified environmental professional. The qualified environmental professional prepares a construction environmental management plan that outlines the necessary measures to protect the RMA during development (for review by staff). Stakeholder feedback has indicated that the cost to prepare a construction environmental management plan, and undertake construction monitoring on a single family development site with an RMA can be approximately \$5,000 per site, which can be cost prohibitive, and can discourage habitat enhancements that would further increase costs.

Staff propose to replace the construction environmental management plan requirement on single family development sites with an RMA, with a permit review fee to facilitate a streamlined, stewardship approach to riparian protection and enhancement that is supported by staff. Based on feedback from the small builder community and land owners, a staff supported stewardship based approach to RMA protection and enhancement on single family development sites is expected to improve customer service through a collaborative, hands on approach to RMA management. Consistent with current practices, development proposals on larger residential, commercial and industrial sites with RMAs will continue to require a construction environmental

management plan prepared by a qualified environmental professional – this practice will be assessed in phase 2 (outlined below).

Proposed permit review fees for single family development proposals on properties with RMAs account for staff time to review applications, and undertake site inspections to monitor and support the protection and enhancement of RMAs throughout construction. Should additional site inspections be required due to non-compliant activity within the RMA, additional inspection fees and enforcement fines are also part of proposed phase 1 bylaw amendments. To support stewardship efforts, planting guidelines that support riparian habitat with a focus on fish and frogs, pollinators and nesting bird habitats are being developed. The second phase of proposed updates are summarized in the next section and will be presented for Council’s consideration at a later date.

If endorsed, the changes are expected to reduce the number of non-compliant sites, and decrease the overall cost for single family building permit applicants on properties with an RMA, and enhance the City’s Ecological Network. Permit forms, info-bulletins and permit processing procedures will be updated to fully integrate RMA requirements into the City’s systems and public communication. Consistent with current practice, farming activities are not subject to requirements under the RAR however, residential, commercial and industrial activity on farm lots need to adhere to setback requirements. While RMA setbacks do not apply to farm activity, the Environmental Farm Plan program’s drainage maintenance guide recognizes the role that these buffer areas play in managing stormwater, stabilizing banks and limiting nutrients and sediments from impacting water quality in designated watercourses used for irrigation purposes.

Table 1: Summary of Proposed Bylaw Amendments

<p>Update Zoning Bylaw No. 8500 to fulfill regulatory obligations under the <i>Riparian Area Protection Act</i> to protect and enhance Riparian Management Areas</p>	<p>Amendment Bylaw No 9871 is procedural in nature and it formalizes the 2006 Riparian Response Strategy to more effectively communicate requirements to the development community.</p> <p>In keeping with current process, RMA setbacks are defined and industrial, residential and commercial development within a setback is not permitted unless authorized by City permit, or if for the purposes of environmental enhancement.</p> <p>The bylaw amendment also permits a variance to RMA setbacks, with City approval in accordance with the <i>Riparian Area Regulation</i>. This allows the proponent to accept the City’s grandfathered RAR approach, that considers Richmond’s unique flood plain ecology; or to follow a professional reliance model defined through the Provincial RAR process.</p>
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Update Watercourse Protection and Crossing Bylaw No. 8441 facilitate a stewardship based approach to RMA protection and enhancement for single family development, and introduce enforcement measures to address ongoing non-compliance

Amendment Bylaw No. 9882 formalizes application submission and review requirements for single family building, demolition and service permits for sites with an RMA.

The current requirement for a construction environmental management plan is proposed to be replaced with a set application review fee on building permits to facilitate staff led support onsite to protect and enhance RMAs.

To address non-compliance on all active and non-active development sites, amendments will provide staff with authority to enforce RMA requirements, with the support of a qualified environmental professional, and/or defined inspection fees and fines to address remediation requirements

Update Consolidated Fees Bylaw No. 8636 to define the RMA application review fee and inspection fees to address non-compliance

Amendment Bylaw No. 9883 defines the RMA building permit review and inspection fees established in the Watercourse Protection and Crossing Bylaw No. 8441 as described above.

Update Municipal Ticket Information Authorization Bylaw No. 7321, and Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122 to define fine amounts for unauthorized development in an RMA, and failure to comply with a restoration order

Amendment Bylaw No. 9884 and No. 9885 define fine amounts for unpermitted development within an RMA, and fines for where, through inspection, it is determined that restoration orders for unauthorized impact to RMAs are not being adhered to.

**Update Boulevard
Maintenance Regulation
Bylaw No. 7141 to authorize
enhancement of a riparian
management area that
supports fish and wildlife life
processes, and limit plantings
in the boulevard that may not
support fish and wildlife life
processes**

Amendment Bylaw No. 9881 formalizes current practice to facilitate landowner stewardship of RMAs in accordance with riparian planting guidelines and best management practices.

Stakeholder Consultation

Staff engaged stakeholders and the public on the outcomes of the Riparian Response Strategy review in 2016, highlighting issues and opportunities for improvement. Presentations and discussions occurred with the Agricultural Advisory Committee, Advisory Committee on the Environment, Urban Development Institute, Richmond Home Building Group (formally Small Builders Group), and Ministry of Forest Lands Natural Resource Operations to generate preliminary feedback. As summarized in a 2017 report to Council, both the City's Agricultural Advisory Committee and Advisory Committee on the Environment supported the updates in principle. Members of the Urban Development Institute welcomed the development of guidelines to clearly define the riparian development approval process (as proposed in phase two updates) and all stakeholders acknowledged the need to achieve compliance with Provincial requirements.

Preliminary feedback informed the first phase of regulatory amendments presented herein, and staff have since re-engaged all of the stakeholders in 2018 to receive additional feedback in advance of this report. The Agricultural Advisory Committee endorsed the updates as presented and provided feedback on the RMA planting guidelines to support the needs of adjacent crops. The Advisory Committee on the Environment also endorsed the updates as presented, and demonstrated interest in the stewardship based approach to riparian enhancement. Feedback from the Richmond Home Builders Group and Urban Development Institute was also generally supportive. All stakeholders requested staff re-engage to provide feedback under phase 2 updates.

Staff hosted two public open houses in 2018 at City Center and East Richmond public facilities to share information, and responded to any public comments or concerns. The public open houses were advertised in the Richmond News and Sentinel newspapers, and promoted through the City's website, a news release, and social media. There was limited turnout to the public open houses, although feedback was supportive. Where there was concern, through conversation with attendees it was determined that measures to protect and enhance RMAs as proposed in this report would not limit landowners from undertaking required works in the area.

Development Permit Area Strategy – Phase 2

As noted in the 2016 Riparian Response Strategy Review report to Council, designation of development permit area in the Official Community Plan Bylaw No. 9000 is a useful tool to identify environmental areas and define development guidelines for protection of the natural environment. The City currently has an Environmentally Sensitive Area (ESA) development permit area. Rather than developing an additional environmental development permit area for RMAs, staff will review opportunities to integrate and streamline the existing environmental development permit area with RMA requirements and consider additional riparian protection and enhancement measures for the Fraser River foreshore in the absence of the Fraser River Estuary Management Plan review process in phase 2.

ESA types under the current designation include freshwater wetland, shoreline, intertidal, old field and shrub land, and upland forest. These ESA habitat types were assessed in 2012 following a network based approach to connect, protect and enhance semi-natural and natural areas within the City. ESA habitat types hold environmental value beyond RMA habitat value established for the protection of fish habitat. Prior to the implementation of phase 2, and consistent with current practice, properties with both RMA and ESA designations will continue to require an RMA review process and ESA development permit if development proposes to disturb the ESA.

While phase 1 updates propose a staff supported process for RMA protection and enhancement, the ESA development permit process will continue to require assessment by a qualified environmental professional on single family development sites with both RMA and ESA designations. If a qualified environmental professional assessment on single family properties with RMA and ESA determines that habitat values for the ESA is consistent with RMA values, an exemption from ESA development permit may be considered on a site by site basis. In the interim, the ESA development permit review process will remain unchanged, as will RMA review on larger residential, commercial and industrial proposals wherein protection and enhancement measures will be supported by qualified environmental professionals.

Implementation

The bylaw amendments attached to this report specify that applicable building, demolition and service permits for single family sites with RMAs filed on or after November 5, 2018, will need to follow the new RMA building permit review process. Staff will update forms, info-bulletins and permit review processes to reflect the proposed updates. All other aspects of proposed amendments under this phase are consistent with the existing RMA review process established in 2006 under the Riparian Response Strategy. The second phase of updates focused on designations for protection of the natural environment will be presented to Council at a later date for consideration.

Staff Resources

Amendments to the single family building permit process for sites with RMAs will introduce a new stewardship approach whereby planting guidelines and construction inspections will be carried out by staff. Endorsement of the proposed amendments will result in additional workload for staff at both the plan review and inspection stages, which are currently carried out by a qualified environmental professional at a cost to the proponent.

As proposed, the permit review fees defined in the amendments to the Watercourse Protection and Crossing Bylaw No. 8441 and Consolidated Fees Bylaw No. 8636, are intended to replace qualified environmental professional fees for RMA protection and enhancement on single family sites. It is recommended with this revenue source that a new Environmental Coordinator position be created to support timely reviews, onsite inspections and stewardship support. A new Environmental Coordinator position will result in approximately \$100,000 in additional salary annually and any transitional deficits experienced to recover cost for a new Environmental Coordinator position through RMA permit review fees for single family sites will be funded through the Sanitation & Recycling Utility budget.

Next Steps

Pending Council's approval of the proposed amendments in this report, staff will finalize RMA planting guidelines, update info-bulletins, forms, and building permit review and application fee processes for single family development on properties with RMAs for implementation effective November 5, 2018. In addition, and consistent with current practice, staff will update the existing RMA info-bulletin to better guide larger residential, commercial and industrial development applications, and single family properties with both ESA and RMA designations. This info bulletin will provide clarity to proponents in the interim, while opportunities to integrate and streamline the existing environmental development permit area with RMA requirements in phase 2 are reviewed.

Financial Impact

The costs for the new Environmental Coordinator position will be approximately \$100,000 which will be funded through RMA permit review fees. The position and the associated costs and funding will be included in the amended 5 Year financial Plan (2018-2022).

Conclusion

RMA's support fish and wildlife, and act as corridors connecting hubs and sites within the City's Ecological Network. Designated watercourses flow into the Fraser River providing nutrients to the diverse abundance of fish and other organisms in the estuary. Healthy riparian setbacks support the form and function of the City's open drainage network, providing green infrastructure ecosystem services. Phase 1 of regulatory updates proposed in this report, fulfills City requirements under the *Riparian Areas Protection Act* and RAR. Building permit application requirements for single family building permits on properties with RMA's, and staff led stewardship based approach to RMA protection and enhancement are also defined in phase 1. Phase 1 proposes new tools to address non-compliant activities that impact RMA's following an inspection based enforcement model. Staff will report back with a strategy to align environmental protection and enhancement measures more fully with the Ecological Network goal to connect, protect and enhance natural and semi-natural areas throughout the City.

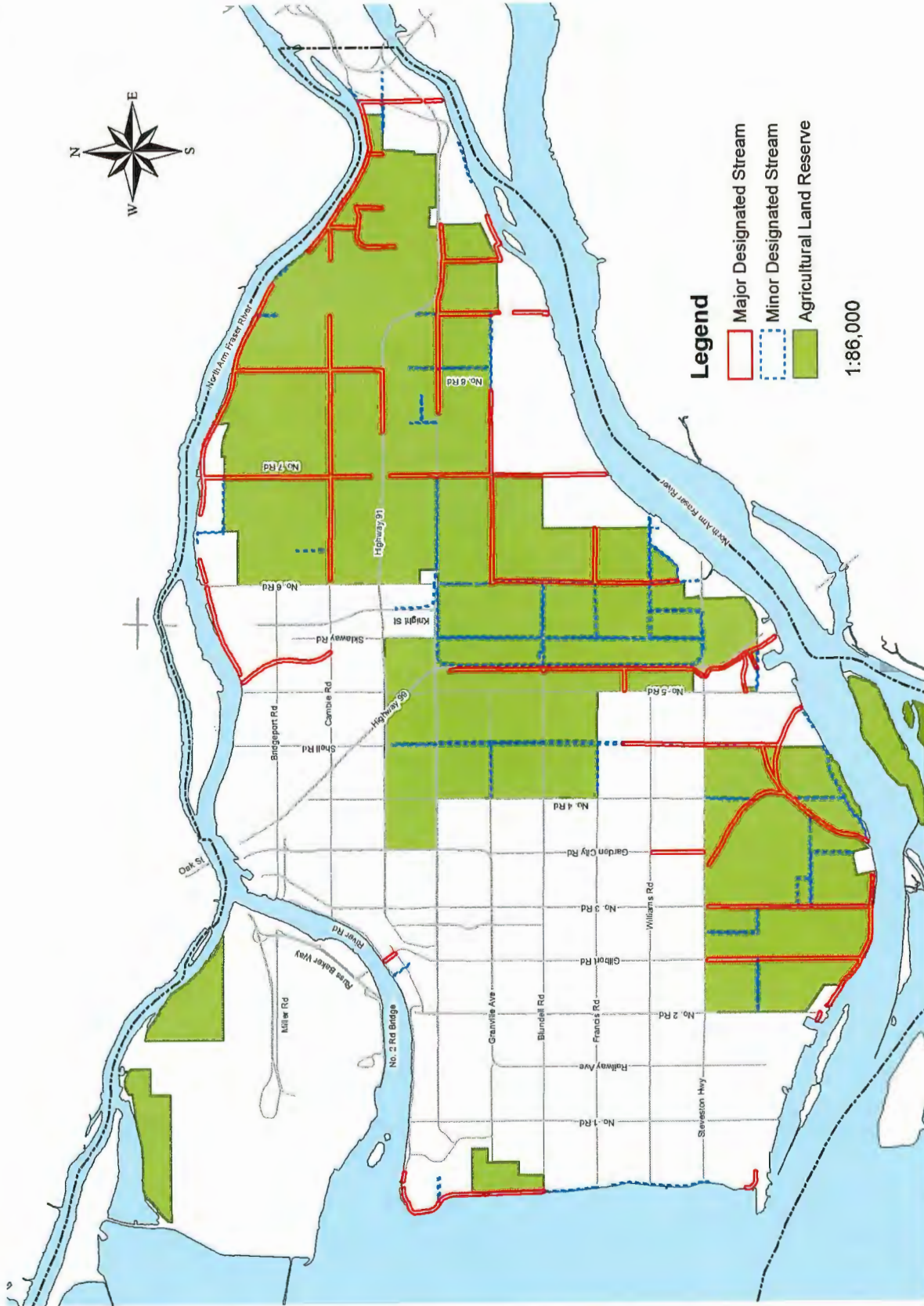


Chad Paulin
Manager, Environment
(604-247-4672)



Kimberly Armour
Environmental Coordinator
(604-247-4672)

- Att. 1 Riparian Management Area Map
- Att. 2 Illustrated example of an enhanced RMA
- Att. 3 Examples of non-compliance on single family development sites



Illustrative example of an enhanced RMA

RIPARIAN MANAGEMENT AREAS

Healthy riparian habitat

stabilizes banks and manages storm water runoff in the City's open drainage network, while providing habitat for fish, frogs, birds, pollinators and more!



Example of non-compliance on single family development sites

	<p>RMA with stored construction material</p>
	<p>RMA with retaining wall and compromised bank stabilized with cement grout</p>
	<p>Excavated RMA</p>
	<p>RMA with failed protection measures and stored materials</p>



**Richmond Zoning Bylaw No. 8500
Amendment Bylaw No. 9871
(Riparian Management Area Setbacks)**

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

1. Richmond Zoning Bylaw No. 8500, as amended, is further amended at Section 3.4 by adding the following definitions in alphabetical order:

“ACTIVE FLOOD PLAIN

means an area of land that supports **floodplain plant species** and is:

- a) adjacent to a **watercourse** that may be subject to temporary, frequent or seasonal inundation by water; or
- b) within a boundary that is indicated by the visible **high water mark**.

ENHANCEMENT

means the establishing of natural native vegetation to help restore the natural features, functions and conditions that support fish and wildlife life processes in **riparian management areas** that have been recently or historically disturbed by human activity.

FLOODPLAIN PLANT SPECIES

means plant species that are typical of an area of inundated or saturated soil conditions and that are distinct from plant species on freely drained, adjacent upland areas.

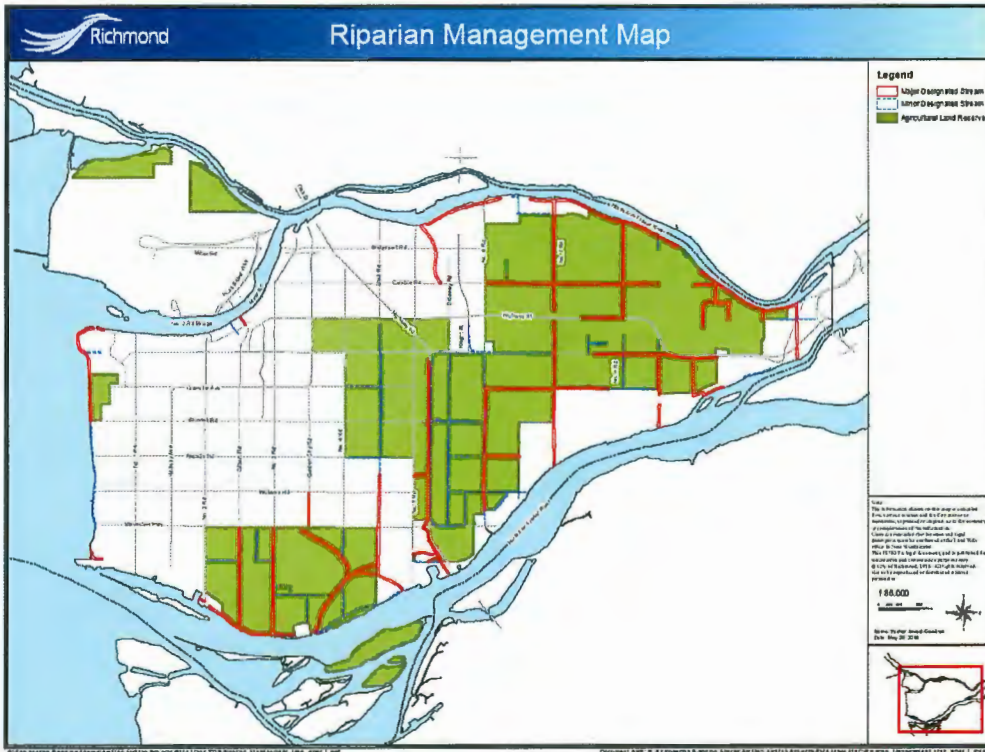
HIGH WATER MARK

means the visible high water mark of a **watercourse**, where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the **watercourse** a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself; and includes the **active floodplain**.

DESIGNATED STREAM

means a major or minor **watercourse**, that may or may not contain fish, as shown in the following map. Where this bylaw refers to a minor **designated stream** or a major **designated stream**, the

following map shall be used for reference purposes, and may be revised and updated from time to time by the Director of Engineering or his designate.



RIPARIAN MANAGEMENT AREA

means:

- a) the area on either side of a **designated stream** from **high water mark to top of bank**; and
- b) the area measured perpendicular 5 m from **top of bank** of a minor **designated stream** or 15 m from **top of bank** of a major **designated stream**.

However, where a **designated stream** is adjacent to a **road**, on the **road** side of the **designated stream** the **riparian management area** shall only extend to the crown of **road**.

RIPARIAN AREA REGULATION TOP OF BANK

means *Riparian Area Regulation*, B.C. Reg. 376/2004, as may be amended or replaced.

means:

- a) for a **designated stream** with an **active flood plain** contained in a ravine, the point closest to the boundary of the **active flood plain** of the **designated stream** where a break in the slope

of the land occurs such that the grade beyond the break is flatter than 3:1 at any point for a minimum distance of 15 m measured perpendicularly from the break; and

- b) for a **designated stream** with an **active flood plain** not contained in a ravine, the edge of the **active flood plain** of the **designated stream** where the slope of the land beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 m measured perpendicularly from the edge.”.

- 2. Richmond Zoning Bylaw No. 8500, as amended, is further at Section 4.1 by adding the following to the end of section 4.1.2:

“For **sites** containing **riparian management areas**, variance to the related to **the riparian management area setbacks** may be permitted in accordance with the **Riparian Area Regulation** and by a City issued permit.”

- 3. Richmond Zoning Bylaw No. 8500, as amended, is further at Part 4 [General Development Regulations] by adding the following as a new section 4.20:

“4.20 Riparian Management Area Protection

4.20.1 All lands, **lots** and **sites** containing all or a portion of a **riparian management area**, are subject to the regulations set out in this Section 4.20, except for:

- a) those lands and uses permitted in the **Agricultural Land Reserve** that are exempt from the **Riparian Area Regulation**;
- b) those lands within **City rights-of-way** and unopened **roads** used for the construction, maintenance or operation of municipal works and services that are not ancillary to commercial, industrial or residential **development** activity.

4.20.2 For the purposes of this Section 4.20, “**development**” is defined to mean any of the following activities associated with or resulting from residential, commercial or industrial activities or ancillary activities:

- a) removal, alteration, disruption or destruction of vegetation;
- b) disturbance of soils;
- c) construction, erection, modification, conversion, enlargement, reconstruction, **alteration**, placement, or addition of **buildings** and **structures**;
- d) creation of non-structural impervious or semi-impervious surfaces, including **hardsurfacing**;
- e) flood protection works;

- f) construction of **roads**, trails, docks, wharves and bridges;
- g) provision and maintenance of sewer and water services;
- h) development of drainage systems;
- i) development of utility corridors (including **urban services, major utilities, and minor utilities**); and/or
- j) **subdivision.**

4.20.3 No **development** is permitted within a **riparian management area**, unless:

- a) it is for the purposes of **enhancement**; or
- b) is authorized by a **City** permit and is in accordance with the **Riparian Area Regulation**, and any other applicable Federal or Provincial legislation and **City** bylaw, and

is in accordance with any applicable best management practices.

4.20.4 Notwithstanding the **setbacks** specified elsewhere in this bylaw, including any **zone**:

- a) for a **lot** containing or adjacent to a minor **designated stream**, the **setback** is 5.0 m measured perpendicular from the **top of bank**;
- b) for a **lot** containing or adjacent to a major **designated stream**, the **setback** is 15.0 m measured perpendicular from the **top of bank**; and
- c) for a **lot abutting** a **road** where a minor or major **designated stream** is adjacent to the far side of the **abutting road**, the **setback** is measured perpendicular from the crown of the **road** rather than the **top of bank**,

unless the **setbacks** applicable to that **lot** from any **lot line** would result in a larger **setback**, in which case the **zone's lot line setbacks** would apply.

4. This Bylaw is cited as "**Richmond Zoning Bylaw No. 8500, Amendment Bylaw No. 9871**" and is effective November 5, 2018.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JUL 23 2018



MAYOR

CORPORATE OFFICER



**Watercourse Protection and Crossing Bylaw No. 8441,
Amendment Bylaw No. 9882**

The Council of the City of Richmond enacts as follows:

1. Watercourse Protection and Crossing Bylaw No. 8441, as amended, is further amended by:
 - a) deleting the definition of **RIPARIAN MANAGEMENT AREA** from Section 1.1 and replacing it with the following:

**“RIPARIAN
MANAGEMENT
AREA** means “riparian management area” as defined in the
Zoning Bylaw.”

- b) adding the following definitions to section 1.1 in alphabetical order:

“DEVELOPMENT means “development” as defined in section 4.20 of the
Zoning Bylaw.

ENHANCEMENT means “enhancement” as defined in the Zoning
Bylaw.

**QUALIFIED
ENVIRONMENTAL
PROFESSIONAL** means a registered professional biologist, geoscientist,
engineer, forester and/or agrologist registered in
British Columbia, with demonstrated education,
expertise, accreditation, and knowledge relevant to
sensitive environments, ecosystems and/or riparian
management.

**RIPARIAN AREA
REGULATION** means *Riparian Area Regulation*, B.C. Reg. 376/2004, as
may be amended or replaced.

**RIPARIAN
VEGETATION
GUIDELINES** means the **Riparian Area Regulation** re-vegetation
guidelines, as amended and replaced from time to time.

ZONING BYLAW means *Richmond Zoning Bylaw 8900*, as may be
amended or replaced.”

- c) deleting subsection 4.1(f) and replacing it with the following:

“(f) only after receiving all other regulatory permits and approvals required to undertake the work, including wildlife salvage for aquatic species performed by a **Qualified Environmental Professional**.”

- d) inserting the following as a new Part 8 and renumbering subsequent sections accordingly:

“PART 8: PROTECTION OF RIPARIAN MANAGEMENT AREAS

8.0 Riparian Management Areas

- 8.1 No person shall commence or conduct, or cause to be commenced or conducted, any **development** on land situated in a **riparian management area**, unless:

- (a) it is for the purposes of **enhancement**, satisfactory to the **City representative**; or
- (b) is authorized by a **City** permit and is in accordance with the **Riparian Area Regulation**, and any other applicable Federal or Provincial legislation and **City** bylaw.

- 8.2 A person who applies, under the **City’s Building Regulation Bylaw No. 7230**, for a permit to authorize the construction of, demolition of, or addition to a single or two family dwelling, accessory building and/or structure, and/or any ancillary **development** (such as services permitted by the City) on property that contains all or a portion of a **riparian management area**, must include in, or submit with, the application:

- (a) a survey of the property and delineation of the **riparian management area** on all site plans and site surveys;
- (b) a description of how fill will be contained outside of the **riparian management area**, including but not limited to, showing the location of a retaining wall on the building site plan, and/or providing a site level grading plan showing proposed and existing elevations;
- (c) inclusion of the following **riparian management area** site note on all site plans and site surveys:

“City of Richmond Riparian Management Area (RMA)

- *The RMA must not be altered except in accordance with a City approved permit, or authorized enhancement. No tree, shrub or ground cover removal; no storage of materials; no building, structure or surface construction including retaining walls can occur in an RMA.*

- *A brightly coloured, temporary fence of a minimum height of 1.2 m must be erected at least 2 m outside of the RMA. An erosion and sediment control fence must be installed on the property side of the brightly coloured fence. All additional RMA protection measures, as defined by the City must also be installed/completed.*
- *All protective fencing and erosion and sediment control measures must be in place before development begins, and remain in place until development is complete and final approval received.*
- *The landowner is responsible to restore to the satisfaction of the City any unauthorized development within the RMA.”;*

(d) a **riparian management area** building permit application review fee above in the amount set out from time to time in the *Consolidated Fees Bylaw No. 8636*.

8.3 The **City representative** is authorized to enter on property at any time to:

- (a) determine whether or requirements of this or any applicable **City** bylaw, or Federal and Provincial statutes or regulations, are being met and
- (b) undertake an inspection to determine the work and measures required to restore the **riparian management area** affected by such contravention, in accordance with **riparian vegetation guidelines** and all applicable best management practices;

8.4 If **development** occurs in a **riparian management area** in contravention of Section 8.1 above, the **City representative**:

- (a) may order in writing the owner and/or occupant of the property to, at their sole expense, restore any portion of **riparian management area** on or adjacent to the property affected by such contravention, and may require such restoration work and measures to be overseen by a **Qualified Environmental Professional**, and may require such restoration work and measures to be completed within a specified period of time. Upon receipt, the owner and/or occupant shall take whatever action is specified in the order within the time period specified therein; and
- (b) may require additional inspections to confirm the undertaking and completion of restoration work and measures ordered pursuant to subsection (a) above, and compliance with **City** bylaws, and Federal and Provincial statutes and regulations.

8.5 The owner of the property must pay the non-refundable **riparian management area** inspection fees for the inspections referred to in sections 8.3 and 8.4 above in the amount set out from time to time in the *Consolidated Fees Bylaw No. 8636*.

- 2. This Bylaw is cited as “**Watercourse Protection and Crossing Bylaw No. 8441, Amendment Bylaw No. 9882**”, and is effective November 5, 2018.

FIRST READING

JUL 23 2018

SECOND READING

JUL 23 2018

THIRD READING

JUL 23 2018

ADOPTED



MAYOR

CORPORATE OFFICER



CONSOLIDATED FEES BYLAW NO. 8636, AMENDMENT BYLAW NO. 9883

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 - WATERCOURSE PROTECTION AND CROSSING" and replacing it with Schedule A attached to and forming part of this bylaw as a schedule to Consolidated Fees Bylaw No. 8636, in alphabetical order.
2. This Bylaw is cited as "Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9883", and is effective November 5, 2018.

FIRST READING

JUL 23 2018

SECOND READING

JUL 23 2018

THIRD READING

JUL 23 2018

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE – WATERCOURSE PROTECTION AND CROSSING**Watercourse Protection and Crossing Bylaw No. 8441****Application**

Sections 1.1 and 3.2

Fees

Description	Fee
<u>Culvert</u>	
Application Fee	\$350.00
City Design Option	\$1,154.00
Inspection Fee	\$23.50
*Per linear metre of culvert	
<u>Bridge</u>	
Application Fee	\$119.00
Inspection Fee	\$233.00

Note: There is no City Design Option for bridges.

Watercourse Protection and Crossing Bylaw No. 8441**Riparian Management Area Building Permit – Application Review Fees**

Section 8.2

Description	Fee
<u>Application Review Fees</u>	
(a) Single or two family dwelling construction	\$750.00
(b) Single or two family dwelling demolition	\$350.00
(c) Addition to and/or accessory building over 10 m ² (for single or two family dwellings) construction	\$350.00
(d) Addition to and/or accessory building over 10 m ² (for single or two family dwellings) demolition	\$350.00
(e) Retaining wall over 1.2 m in height, for single or two family dwelling	\$350.00
(f) Site services for single or two family dwelling	\$350.00
(g) Combination of three (3) or more of the following: single or two family dwelling construction and/or demolition, addition to and/or accessory building over 10m ² for single or two family dwellings construction and/or demolition, retaining wall over 1.2m in height, for single or two family dwelling, and/or site services for single or two family dwelling.	\$1,500.00

Note: Other than as set out above there are no Building Permit application review fees for activities in or adjacent to riparian management areas

Watercourse Protection and Crossing Bylaw No. 8441
Development in Riparian Management Area Inspection Fees
 Section 8.5

Description	Fee
<u>Initial Inspection Fee</u>	\$75.00
<u>Re-inspection Fees</u>	
(a) first additional inspection	\$75.00
(b) second additional inspection	\$150.00
(c) third additional inspection	\$300.00
<i>Note: the fee for each additional inspection after the third additional inspection, required as a result of prior inspection showing deficiencies, will be at double the cost of each immediately previous inspection</i>	



**Municipal Ticket Information Authorization Bylaw No. 7321,
Amendment Bylaw No. 9884**

The Council of the City of Richmond enacts as follows:

1. **Municipal Ticket Information Authorization Bylaw No. 7321**, as amended, is further amended by:
 - (a) inserting the following as new section 15A to Schedule A in numerical order:
 “15A. Watercourse Protection and Crossing Bylaw No. 8441 - **Bylaw Enforcement Officer**”
 - (b) inserting Schedule A attached hereto as new Schedule B 15A.
2. This Bylaw is cited as “**Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 9884**”, and is effective November 5, 2018.

FIRST READING

JUL 23 2018

SECOND READING

JUL 23 2018

THIRD READING

JUL 23 2018

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>[Signature]</i>
APPROVED for legality by Solicitor
<i>[Signature]</i>

MAYOR

CORPORATE OFFICER

SCHEDULE B 15A**WATERCOURSE PROTECTION AND CROSSING BYLAW NO. 8441**

Column 1	Column 2	Column 3
Offence	Bylaw Section	Fine
Failure to obtain permit	2.1(d)	\$500
Failure to maintain watercourse crossing		
First Offence	6.1	\$500
Subsequent Offences	6.1	\$1000
Failure to construct as approved	4.1	\$500
Failure to restore City Land	4.2	\$500
Unauthorized development in a riparian management area	8.1	\$500
Failure to comply with restoration order	8.4(a)	\$500



**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 9885**

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 by deleting the Schedule – Watercourse Protection and Crossing Bylaw No. 8441 and replacing it with the table in Schedule A attached to and forming part of this Bylaw.
2. This Bylaw is cited as “**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9885**”, and is effective November 5, 2018.

FIRST READING

JUL 23 2018

SECOND READING

JUL 23 2018

THIRD READING

JUL 23 2018

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor


MAYOR

CORPORATE OFFICER

SCHEDULE A to BYLAW NO. 9885

Schedule - Watercourse Protection and Crossing Bylaw No. 8441

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	
Watercourse Protection and Crossing Bylaw No. 8441	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a	
	Failure to obtain permit	2.1(d)	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a	
	Failure to maintain watercourse crossing	First Offence	6.1	No	\$ 250.00	\$ 200.00	\$ 300.00	n/a
		Subsequent Offences	6.1		\$500.00	\$450.00	\$525.00	
	Failure to construct as approved	4.1	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a	
	Failure to restore City land	4.2	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a	
	Unauthorized development in a riparian management area	8.1	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a	
	Failure to comply with restoration order	8.4(a)	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a	



**Boulevard Maintenance Regulation Bylaw No.7174,
Amendment Bylaw No. 9881**

The Council of the City of Richmond enacts as follows:

- 1. Boulevard Maintenance Bylaw No.7174, as amended, is further amended by:
 - a) adding the following definitions to Section 3.1 in alphabetical order:

“ENHANCEMENT means “enhancement” as defined in the Richmond Zoning Bylaw 8900, as may be amended or replaced.

**RIPARIAN
MANAGEMENT
AREA** means “riparian management area” as defined in the Richmond Zoning Bylaw 8900, as may be amended or replaced.”

- b) adding the following as a new Section 1.3.2:

“1.3.2 Notwithstanding Section 1.2.1 above, if a **boulevard** is situated in a **riparian management area**, a property owner may not add flower beds, plant shrubbery, and ground cover in a **boulevard** unless such work is for the purposes of **enhancement** satisfactory to the **General Manager of Engineering & Public Works** or his designate.”

- 2. This Bylaw is cited as “**Boulevard Maintenance Regulation Bylaw 7174, Amendment Bylaw 9881**”, and is effective November 5, 2018.

FIRST READING

JUL 23 2018

SECOND READING

JUL 23 2018

THIRD READING

JUL 23 2018

ADOPTED

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

MAYOR

CORPORATE OFFICER



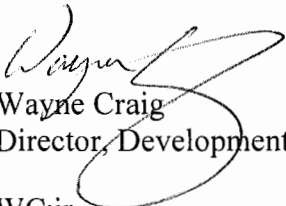
To: Planning Committee
From: Wayne Craig
Director, Development

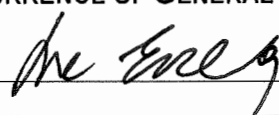
Date: July 11, 2018
File: RZ 16-754046

Re: Application by Bismark Consulting Ltd. for Rezoning at 9091 & 9111 No. 2 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9880, for the rezoning of 9091 and 9111 No. 2 Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director, Development
WC:jr
Att. 5

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

Staff Report

Origin

Bismark Consulting Ltd. has applied to the City of Richmond for permission to rezone 9091 and 9111 No. 2 Road from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone, to permit the development of 8 townhouse units with vehicle access from No. 2 Road (Attachment 1).

Project Description

The subject properties have a total combined frontage of 40.2 m (131 ft.) and are proposed to be consolidated into one development parcel. The proposal includes eight three-storey townhouse units, in four duplex buildings. The proposed floor area ratio (FAR) is 0.6. The preliminary site plan, building elevations, and landscape plan are provided in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Existing Housing Profile

There are two existing single family dwellings on the subject site, which will be demolished. One dwelling is currently tenanted, and the other is vacant due to the poor condition of the building. The applicant has confirmed that there are no existing secondary suites in either dwelling.

Surrounding Development

Development surrounding the subject site is as follows:

To the North and West: Two-storey townhouses on a lot zoned “Low Density Townhouses (RTL1),” with access from Lackner Crescent.

To the South: Three single family dwellings on lots zoned “Single Detached (RS2/B),” with access from Maple Road. The existing single family dwellings are not likely to redevelop in the near future given their development history. These three properties are the result of a rezoning application, which was given final adoption by Council on October 12, 2010 (RZ 09-497038).

To the East: A single family dwelling and a duplex dwelling on lots zoned “Single Detached (RS1/E),” with access from No. 2 Road.

Related Policies & Studies

Official Community Plan

The subject site is located in the Blundell planning area, and has an Official Community Plan (OCP) designation of “Neighbourhood Residential.” The proposed rezoning is consistent with this designation.

Arterial Road Policy

The subject site is designated for “Arterial Road Townhouses” in the Arterial Road Housing Development Map. The proposed rezoning is consistent with this designation.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

Analysis

Built Form and Architectural Character

The applicant proposes eight townhouse units arranged in four duplexes on a T-shaped drive aisle. The west coast modern architectural style informs the choice of architectural details and cladding materials.

Building massing is generally consistent with the intent of the Development Permit guidelines, with site planning and design that responds to the unique site context. Arterial Road Townhouse developments typically have a rear yard interface with single family dwellings, and a side yard interface with either single family dwellings or other townhouses. This site interfaces with the rear yard of single family dwellings to the south, with the side yard of existing townhouses to the west, and with the internal drive aisle of townhouses to the north.

The rear yards of the two southern duplexes abut the rear yards of the neighbouring single family dwellings to the south. The applicant has addressed staff concerns with overlook and shadowing by stepping back the building massing at each storey, from 4.5 m on the ground floor, 6.2 m on the second storey, and 9.2 m on the third storey. No south-facing outdoor space or windows are

proposed on the third storey, which eliminates potential overlook into the rear yards of the adjacent single family dwellings. The third storey is set back significantly and is located partially under the eaves of the roof, giving each duplex the appearance of a two-storey dwelling. This massing is consistent with the guidelines for Arterial Road Townhouses contained in the OCP, which suggest that the building height be no more than two storeys within 7.5 m of a lot line shared with a property that contains a single family dwelling.

The two northern duplexes are oriented with units fronting No. 2 Road and the internal drive aisle. The side yards of the units interface with the drive aisle of the two-storey townhouse units to the north. The rear yard of the units on the northwest of the site interface with the side yard of the adjacent townhouse units. The building is stepped back on the third storey to provide articulation and a less imposing vertical mass, and no west-facing balconies are proposed. Bumped out architectural features on the second storey of each duplex cluster provide building articulation and break up the vertical mass.

Further refinement of the site plan and architectural character of the proposed development will occur through the Development Permit process.

Existing Legal Encumbrances

There is an existing 3.0 m wide Statutory Right-of-Way (SRW) for municipal utilities across the entire rear (east) property line, which will be unaffected by the proposed rezoning and ensuing development of the site. The applicant is aware that encroachment into the SRW is not permitted.

Transportation and Site Access

Vehicle access is proposed from a driveway located in the middle of the property frontage. The proposed driveway location is approximately 100 m from the intersection of No. 2 Road and Francis Road, and approximately 48 m from the intersection of No. 2 Road and Maple Road. These distances are consistent with the Arterial Road Townhouse Development Requirements.

Parking is provided on site for the eight townhouse units, one secondary suite, and visitors, at rates consistent with Richmond Zoning Bylaw 8500. Seven of the eight townhouse units have side by side garages for two vehicles and Class 1 bicycle parking. The eighth townhouse unit has two vehicle parking spaces in a tandem arrangement and Class 1 bicycle parking located in the garage. Two visitor parking stalls and one stall for exclusive use of the secondary suite are located outside. 100% of the vehicle parking spaces for residents are to feature an energized outlet capable of providing Level 2 charging or higher.

Prior to final adoption of the rezoning bylaw, the applicant must register a statutory right of way (SRW) across the drive aisle and driveway access to No. 2 Road, to provide alternative vehicle access for future redevelopment to the north.

Staff have identified No. 2 Road for future road widening to accommodate dedicated left turn lanes. Prior to final adoption of the rezoning bylaw, the applicant is required to dedicate 2.0 m of the entire No. 2 Road frontage for future road widening. Road widening will not be completed through this application, and the dedicated area is to remain as part of the landscaped boulevard until road widening occurs.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses 29 bylaw-sized trees on the subject property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and Tree Management Plan (Attachment 4), conducted on-site visual assessment, and supports the Arborist's recommendations, with the following comments:

- One tree located in the southeast corner of the site (Tree # 1) is in good condition and is proposed to be retained and protected. It will be located in the proposed front yard. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03
- Six trees located in the southwest corner of the site (Trees # 10-15) are in good condition and proposed to be retained and protected. They will be located in the proposed shared outdoor amenity area. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- 4 trees located on site (Tree # 16-19) are in good condition, but will be negatively impacted by the proposed grade changes to outdoor amenity area. Remove and replace.
- 18 trees located on site (Tree # 2-9, 20-29) are either dead, dying (sparse canopy foliage), infected with fungal blight, or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be removed and replaced.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Tree Protection

Seven trees located on site (Tag # 1, 10-15) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 4). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to final adoption of the rezoning bylaw, submission of a \$40,000 Tree Survival Security.
- 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.

Tree Replacement

The applicant wishes to remove 22 on-site trees (Tag # 2-9, 16-29). The 2:1 replacement ratio would require a total of 44 replacement trees. The applicant has agreed to plant 19 trees in the proposed development. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
6	11 cm	6 m
6	10 cm	5.5 m
7	9 cm	5 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$12,500 to the City’s Tree Compensation Fund in lieu of the remaining 25 trees that cannot be accommodated on the subject property after redevelopment.

Variance Requested

The applicant requests to vary the provision of Richmond Zoning Bylaw 8500 to:

- Reduce the minimum lot width on a major arterial road from 50.0 m to 40.1 m.

The subject site is composed of two lots resulting from the recent redevelopment of the property at the corner of No. 2 Road and Maple Road. There is no possibility of lot consolidation with additional properties to the north or south at this time.

- Reduce the front yard setback from 6.0 m to 4.5 m.

The Arterial Road Guidelines for Townhouses in the OCP support a reduced front yard setback where a larger rear yard interface is deemed necessary, provided that there is an appropriate interface with neighbouring properties. As the rear yard of the subject site abuts the side yard of the neighbouring townhouses, the applicant has provided a deeper side yard setback between the proposed townhouses and the existing single family dwellings to the south. Additionally, until No. 2 Road is widened the proposed townhouses will be set back 9.2 m from the back of the existing curb due to the required road dedication.

- Allow one small car parking stall in each of the side-by-side garages in seven of the units, and one small car parking space for the proposed secondary suite (8 small car stalls total).

Richmond Zoning Bylaw 8500 permits small car parking spaces only when more than 31 parking spaces are proposed on site. The proposed 8-unit townhouse project will provide 17 residential and two visitor parking spaces on site. Transportation staff

support the proposed variances to allow one small car parking space in each of the seven side-by-side double car garages, and one small parking space for the proposed secondary suite. The eighth unit will have two regular car parking spaces in a tandem arrangement.

Affordable Housing Strategy

As per the City's Affordable Housing Strategy, townhouse rezoning applications received prior to July 24, 2017 are required to provide a cash-in-lieu contribution of \$4.00 per buildable square foot towards the City's Affordable Housing Reserve Fund. The applicant proposes to make a cash-in-lieu contribution of \$40,480.

In addition to the cash-in-lieu contribution, the applicant proposes to construct a secondary suite in one of the townhouse units. Prior to final adoption of the rezoning bylaw, the applicant must register three legal covenants ensuring that:

- No final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw;
- A surface parking stall is assigned to the secondary suite, and that the parking stall will be for the sole use of the secondary suite; and
- That the secondary suite cannot be stratified or otherwise held under separate title.

Townhouse Energy Efficiency and Renewable Energy/BC Energy Step Code

Council is currently considering Bylaws to implement BC Energy Step Code requirements for all new construction in Richmond. Should the Bylaws be adopted by Council, all Development Permit (DP) applications received after the date of bylaw adoption will be subject to the BC Energy Step Code requirements. Where a DP application is received before the adoption, the developer may apply for a Building Permit (BP) in compliance with the energy efficiency requirements in force at the time of the application, provided that the BP application is received prior to December 31, 2019.

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and to provide pre-ducting for solar hot water heating for the proposed development. As part of the Development Permit application review process, the applicant is required to submit an evaluation report by a Certified Energy Advisor (CEA) providing details about the specific construction requirements that are needed to achieve this rating.

Prior to final adoption of the rezoning bylaw, the applicant is required to register a restrictive covenant on Title, specifying that all units are to be built and maintained to ERS 82 or higher, as detailed in the CEA's evaluation report, and that all units are to be solar hot water-ready. The covenant is not required should the application not meet the grandfathering provisions described above, as the development will need to comply with the BC Energy Step Code requirements in place at the time of the BP application.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site. Council Policy 5041 allows applicants for rezoning applications received prior to February 28, 2018 to choose to provide a cash contribution of \$1,000 per unit for developments up to 19 units. The applicant has agreed to provide an \$8,000 cash contribution.

Shared outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements of 6 m² per unit. The proposed amenity space is located in the rear yard at the end of the drive aisle. The play and gathering areas are grade separated from the driving surface, with landscaping providing additional separation and screening. The play area features natural materials, including logs and boulders. A ramp is proposed to ensure that the shared outdoor amenity space is accessible. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meet the Development Permit Guidelines contained in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of the required site servicing and frontage improvements, as described in Attachment 5. Frontage improvements include, but may not be limited to, the following:

- 2.0 m wide road dedication across the entire No. 2 Road frontage for future road widening.
- Removal of the existing sidewalk next to the curb along No. 2 Road and replacement with a new 1.5 m wide landscaped boulevard and 1.5 m wide concrete sidewalk along the property line, with connections to the existing sidewalk north and south of the subject site. The area between the boulevard and existing curb is to be planted with grass only. A 0.3 m wide SRW for public rights-of-passage is required in order to achieve the full sidewalk and boulevard widths.
- Removal of the two existing driveways, removal and replacement of concrete curb and gutter as required, and installation of a new driveway for the proposed townhouse development.

The applicant is also required to pay DCC's (City & Metro Vancouver), School Site Acquisition Charge, Address Assignment fees, and the costs associated with the completion of the required site servicing works as described in Attachment 5.

Development Permit Application

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

- Compliance with the Development Permit Guidelines for multi-family developments and arterial road townhouses in the OCP;
- Refinement of the proposed building form and architectural features to achieve sufficient variety in design and create an interesting streetscape along No. 2 Road;
- Review of the size and species of on-site replacement trees to ensure bylaw compliance and to achieve an acceptable mix of coniferous and deciduous trees on site;
- Refinement of the shared outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction;
- Review of relevant accessibility features, including aging-in-place features in all units, and the provision of a convertible unit; and,
- Review of a sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating Systems (ERS) score of 82 or BC Energy Step Code, as required.

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

Financial Impact or Economic Impact

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

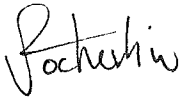
Conclusion

The purpose of this application is to rezone 9091 and 9111 No. 2 Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, to permit the development of 8 townhouse units with vehicle access from No. 2 Road.

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

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

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9880 be introduced and given first reading.



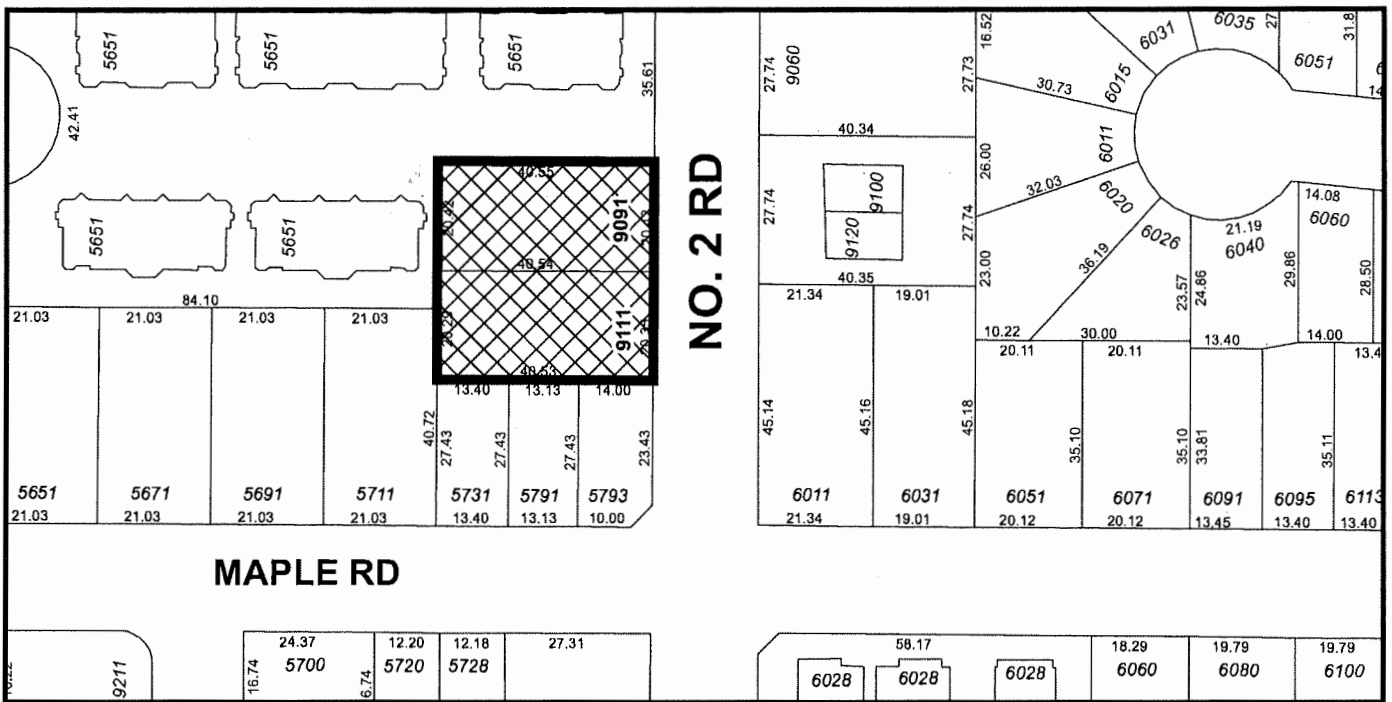
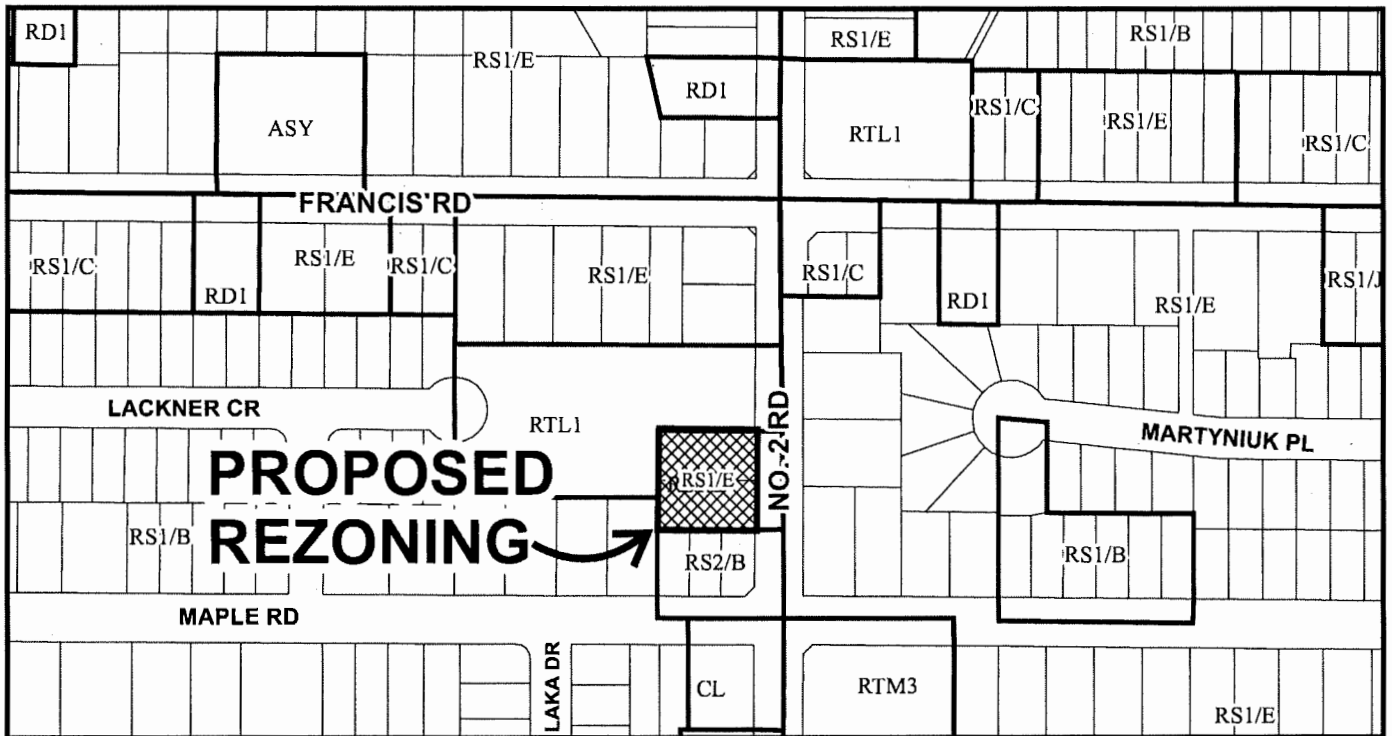
Jordan Rockerbie
Planning Technician

JR:rg

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



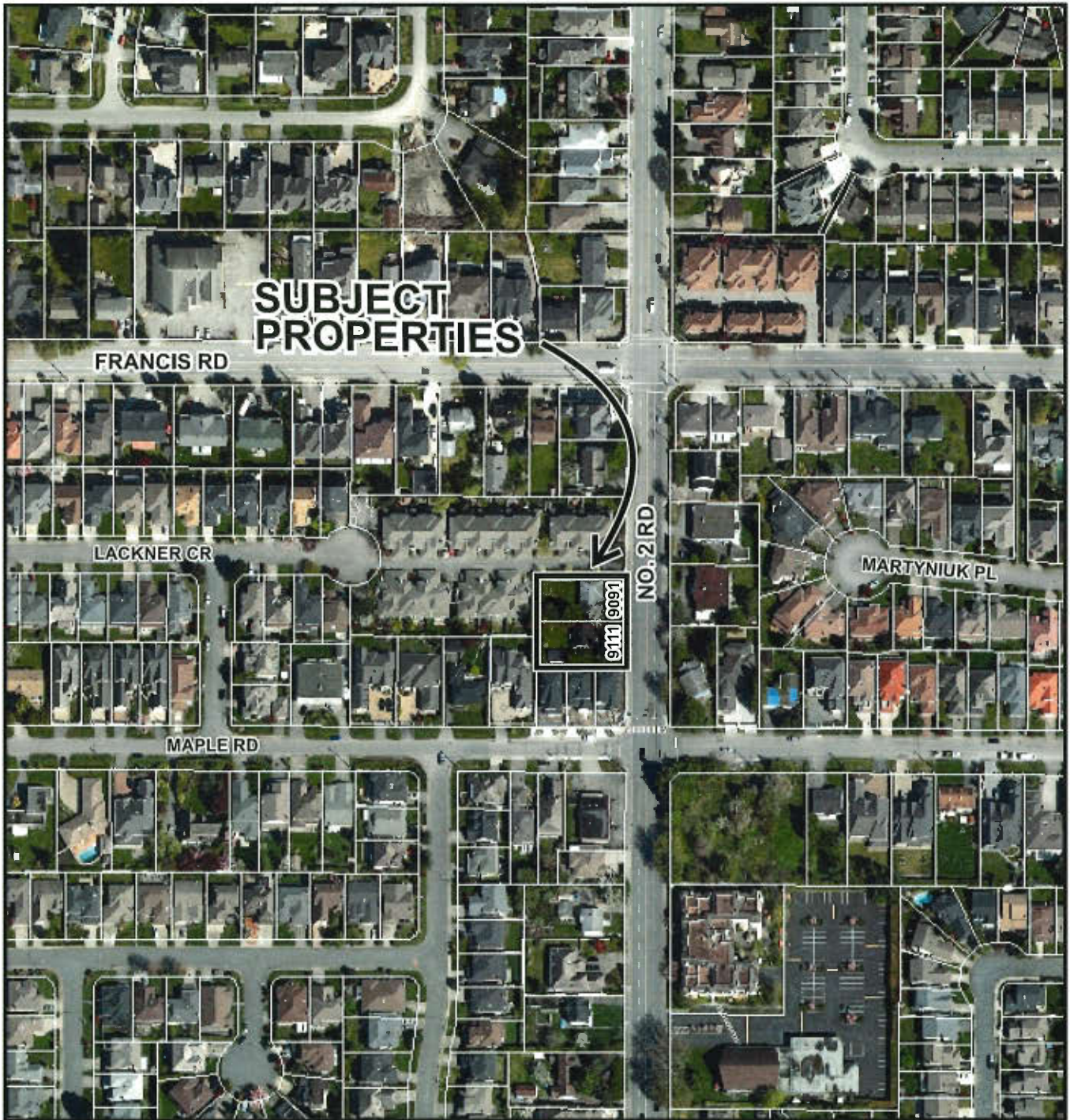
City of
Richmond



	<h1 style="margin: 0;">RZ 16-754046</h1>	<p>Original Date: 01/03/17</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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City of Richmond



RZ 16-754046

Original Date: 01/04/17

Revision Date:

Note: Dimensions are in METRES

REZONING FOR PROPOSED TOWNHOUSE DEVELOPMENT AT 9091 & 9111 NO.2 ROAD, RICHMOND, BC

DEVELOPMENT DATA

(A) CIVIC ADDRESS: 9091 & 9111 NO 2 ROAD, RICHMOND, BC
 (B) LEGAL DESCRIPTION: LOT 1 & 2, SECTION 1D, BLOCK 4 NORTH, RANGE 7 WEST, NWO PLAN 17904
 ORIGINAL 1,649.3 SM (17,752 SF) AFTER 2M ROAD DEDICATION 1567 SM (16875 SQ. FT.)
 (C) LOT AREA:
 CURRENT: RS1/E
 PROPOSED: RTL4

(D) ZONING USE:
 CURRENT ZONING (UNDER RS1/E ZONING)
 PROPOSED REZONING (RTL4)

(E) FLOOR AREA RATIO
 0.55 TO 454.5 SM
 0.3 TO REST OF SITE AREA
 0.60
 TOTAL GROSS FLOOR AREA
 D.6D X1,567 SM = 940.2 SM
 (10,120 SF)

(F) NUMBER OF UNIT:
 1 PER LOT
 MAX - 45%

PROPOSED DEVELOPMENT
 0.60
 10,123 SF GROSS FLOOR AREA
 (VARIANCE REQUIRED FOR 40M WIDE FRONTAGE)
 8 UNITS
 36.6% (6175 SQ. FT.)
 TOTAL LIVE PLANT / LAWN AREA: 4226 SQ. FT. / 16875 SQ. FT. = 25.0%
 IMPERMEABLE AREA: 10079 SQ. FT. / 16875 SQ. FT. = 59.7%

(H) BUILDING HEIGHT:
 (J) SETBACK:
 MAX HEIGHT - 9M
 FRONTYARD - 9M
 SIDERYARD - 2M
 REARYARD - 6M

MAX MAIN BUILDING HEIGHT - 12M
 FRONTYARD FACING NO. 2 - 6M
 SIDERYARD - 3M
 REAR YARD - 3M
 BUILDING HEIGHT - 10.64M
 FRONTYARD FACING NO. 2 RD - 4.5M (14'-9") (VARIANCE REQUIRED)
 NORTH SIDERYARD - 3.08M (10'-1")
 SOUTH SIDERYARD - 4.54M (14'-11") AT 1/F
 WEST REAR YARD - 6.03M (19'-10") AT 2/F
 - 4.54M (14'-11")

(K) PARKING:
 2 PER DWELLING UNIT
 1 PER LOCKOUT UNIT X1=1
 D.2 VISITOR PARKING / UNIT X 8 = 2
 TOTAL = 19 REQUIRED

RESIDENTIAL PARKING: 7 REGULAR
 8 SMALL
 (VARIANCE REQUIRED FOR SMALL PARKING)
 2 REGULAR IN TANDEM ARRANGEMENT
 VISITOR PARKING: 2 REGULAR



DRAWING LIST

- A1 - DEVELOPMENT SUMMARY
- A2 - SITE PLAN (1/1)
- A2A - PARKING PLAN
- A3 - SITE PLAN (2/2)
- A4 - SITE PLAN (3/3)
- A5 - ELEVATIONS
- A6 - ELEVATIONS
- A7 - UNIT PLANS
- A8 - OUTDOOR DIAGRAM
- A9 - SITE COVER DIAGRAM
- A10 - AREA & SHADOW DIAGRAM



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 WE ARE COMMITTED TO DIVERSITY AND INCLUSION IN OUR WORKPLACE.

SEAL
 1. 2018.04.08 (1) SITE PLAN APPLICATION
 2. 2018.04.29 FOR CITY COMMENTS
 3. 2018.05.24 FOR CITY COMMENTS
 4. 2018.07.12 FOR CITY PLANNING COMMITTEE

2. 2018.07.12 FOR CITY COMMENT ON ROAD & ACCESS
 3. 2018.07.23 AND FINANCE APPROVAL
 4. 2018.08.31 FOR CITY COMMENT AND TECH REVIEW

PROPOSED TOWNHOUSE
 9091 & 9111 NO. 2 RD
 RICHMOND BC

DEVELOPMENT SUMMARY

PROJECT NUMBER: 18-04
 ISSUED: 7/12/2018
 DRAWN BY: EL
 CHECKED BY: EL
 FILENAME: 18-04_INT_1_007124-RZ.DWG

A1

REZONE

RZ 16-754046

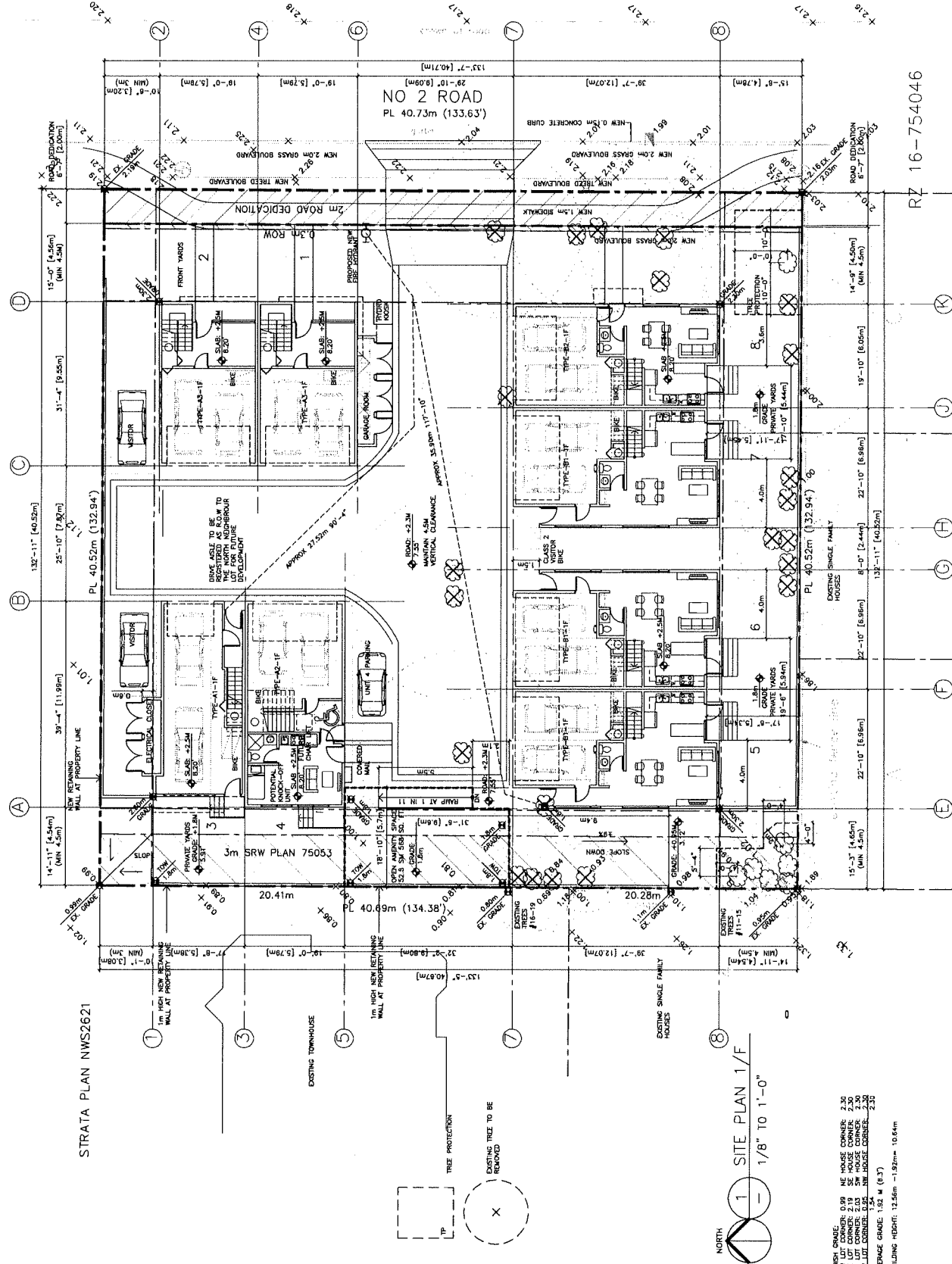
ERIC LAW ARCHITECT
 2111 W. 10TH AVENUE, SUITE 200, VANCOUVER, BC V6H 2Y6
 TEL: 604-275-2282
 FAX: 604-275-2283
 WWW.ERICLAWARCHITECT.COM

- REVISED:**
- 1. 2018/04/12: PER CITY COMMENTS ON BASE LAYOUT
 - 2. 2018/04/12: PER CITY COMMENTS ON BASE LAYOUT
 - 3. 2018/04/12: PER CITY COMMENTS ON BASE LAYOUT
 - 4. 2018/04/12: PER CITY COMMENTS ON BASE LAYOUT

PROPOSED TOWNHOUSE
 9081 & 9111 NO. 2 RD
 RICHMOND BC

SITE PLAN (1/F)
 PROJECT NUMBER: E-04
 ISSUED: 7/12/2018
 DRAWN BY: EL
 CHECKED BY: EL
 FILE NAME: 18-04-001-180729-02.DWG

A2
 REZONE



STRATA PLAN NWS2621

1
 NORTH
 1/8" TO 1'-0"

PROJ. GRADE: 2.30
 NW LOT CORNER: 0.99
 NE HOUSE CORNER: 2.30
 SE HOUSE CORNER: 2.30
 SW LOT CORNER: 0.99
 SW HOUSE CORNER: 2.30
 AVERAGE GRADE: 1.92 M (6.3')
 BUILDING HEIGHT: 13.54m - 1.92m = 10.64m

ERIC LAW ARCHITECT

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 FAX: 604 278 2887
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PROJECT: PROPOSED TOWNHOUSE
 9091 & 9111 NO. 2 RD
 RICHMOND BC

DATE: 7/12/2016
 DRAWN BY: EL
 CHECKED BY: EL
 FILENAME: 16-04-INT_10013A-PL2.DWG

REVISIONS

NO.	DATE	DESCRIPTION
1	2016.07.12	ISSUE FOR PERMIT APPLICATION
2	2016.07.14	ISSUE FOR CITY COMMENTS
3	2016.07.17	ISSUE FOR CITY PLANNING COMMITTEE

NOTES

- 2016.07.12: PERMIT COMMENTS ON BLUE C RECORD
- 2016.07.14: AND TECHNICAL AMENDMENT
- 2016.07.17: PERMIT COMMENTS AND PERMIT CONDITIONS

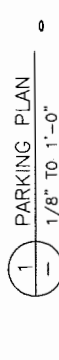
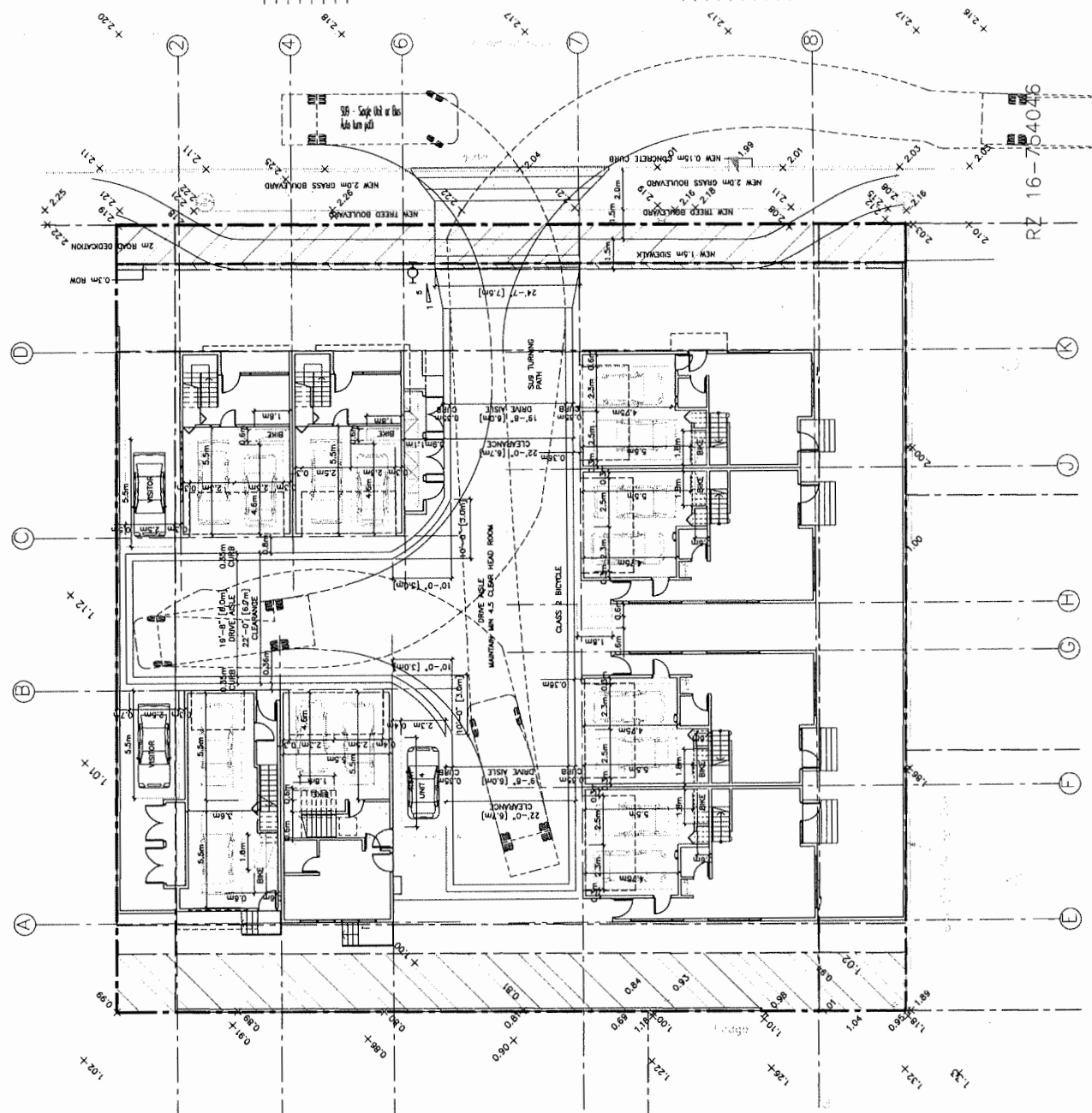
PROPOSED TOWNHOUSE
9091 & 9111 NO. 2 RD
RICHMOND BC

PARKING PLAN

PROJECT NUMBER: 16-04
 ISSUED: 7/12/2016
 DRAWN BY: EL
 CHECKED BY: EL
 FILENAME: 16-04-INT_10013A-PL2.DWG

A2A

REZONE



ALL PARKING SHALL HAVE LEVEL 2 BY CHANGING OUTLETS (SEE 2 BY CHANGING CROWN TO 240V AC AND CURRENT OF 16A TO 25A)

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 VANCOUVER, BC V6H 2Y6
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 FAX: (604) 278-2889
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PROJECT: 16-03-0001
 DRAWN BY: EL
 CHECKED BY: EL
 FILE NAME: 16-03-0001_160724-02.DWG

- REVISIONS**
1. PRELIMINARY FOR PERMITS APPLICATION
 2. PRELIMINARY FOR CITY OF VANCOUVER
 3. PRELIMINARY FOR CITY OF VANCOUVER
 4. PRELIMINARY FOR CITY OF VANCOUVER

PROPOSED TOWNHOUSE
 9091 & 9111 NO. 2 RD
 RICHMOND BC

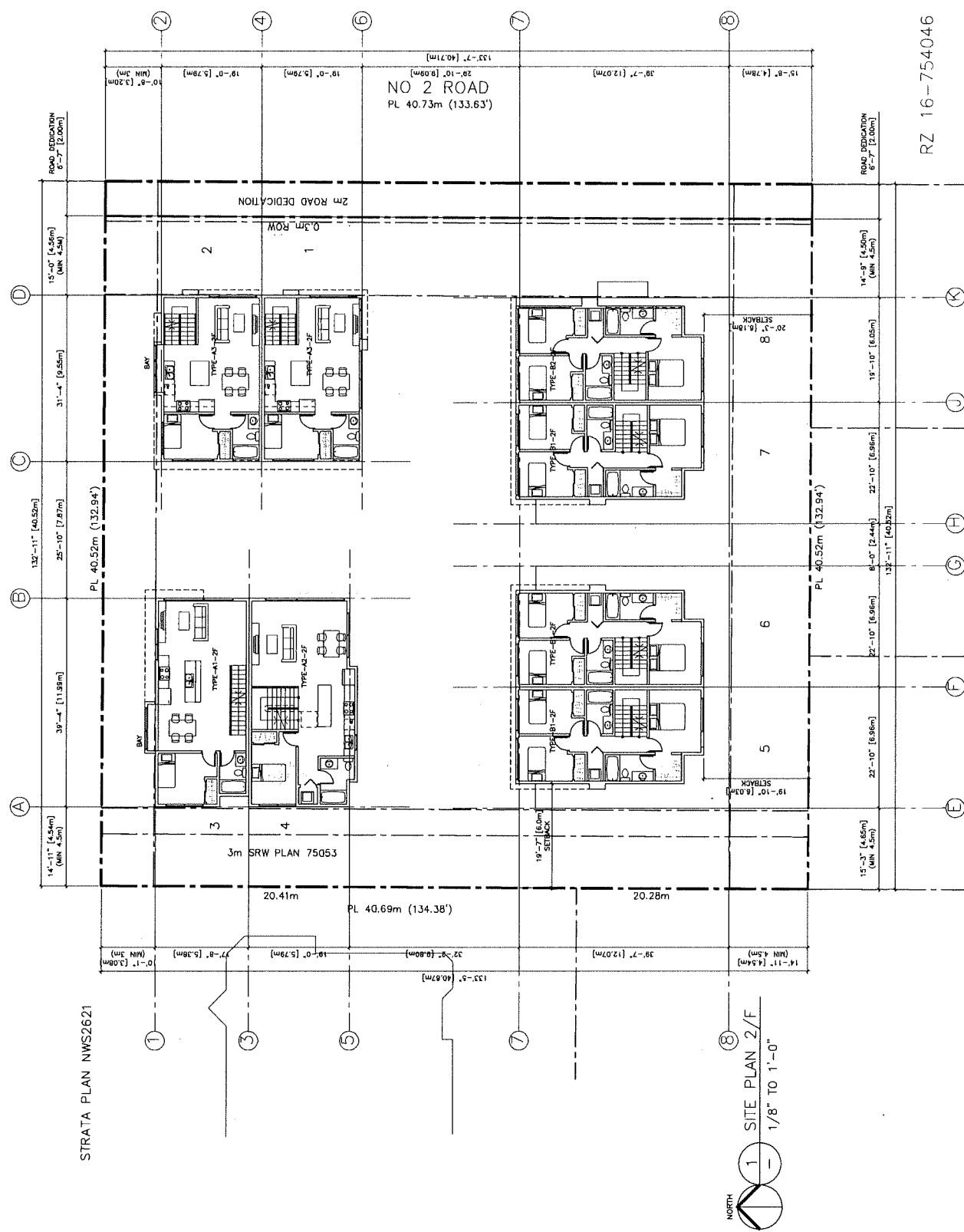
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PROJECT NUMBER: 16-04
 ISSUED: 7/12/2018
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 CHECKED BY: EL
 FILE NAME: 16-03-0001_160724-02.DWG

PROPOSED TOWNHOUSE
 9091 & 9111 NO. 2 RD
 RICHMOND BC

SITE PLAN (2F)

A3
 REZONE



STRATA PLAN NWS2621

1 SITE PLAN 2/F
 1/8" TO 1'-0"

RZ 16-754046

ERIC LAW ARCHITECT

2010-2011 ARCHITECT OF THE YEAR
 2011-2012 ARCHITECT OF THE YEAR
 2012-2013 ARCHITECT OF THE YEAR
 2013-2014 ARCHITECT OF THE YEAR
 2014-2015 ARCHITECT OF THE YEAR
 2015-2016 ARCHITECT OF THE YEAR
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 2018-2019 ARCHITECT OF THE YEAR
 2019-2020 ARCHITECT OF THE YEAR
 2020-2021 ARCHITECT OF THE YEAR
 2021-2022 ARCHITECT OF THE YEAR
 2022-2023 ARCHITECT OF THE YEAR
 2023-2024 ARCHITECT OF THE YEAR
 2024-2025 ARCHITECT OF THE YEAR

1.	PREPARE FOR PERMITS APPLICATION
2.	PREPARE FOR CITY COUNCIL
3.	PREPARE FOR CITY COUNCIL
4.	PREPARE FOR CITY COUNCIL
5.	PREPARE FOR CITY COUNCIL

1.	2018-19 ARCHITECT OF THE YEAR
2.	2019-20 ARCHITECT OF THE YEAR
3.	2020-21 ARCHITECT OF THE YEAR
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8.	2025-26 ARCHITECT OF THE YEAR
9.	2026-27 ARCHITECT OF THE YEAR
10.	2027-28 ARCHITECT OF THE YEAR
11.	2028-29 ARCHITECT OF THE YEAR
12.	2029-30 ARCHITECT OF THE YEAR
13.	2030-31 ARCHITECT OF THE YEAR
14.	2031-32 ARCHITECT OF THE YEAR
15.	2032-33 ARCHITECT OF THE YEAR
16.	2033-34 ARCHITECT OF THE YEAR
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18.	2035-36 ARCHITECT OF THE YEAR
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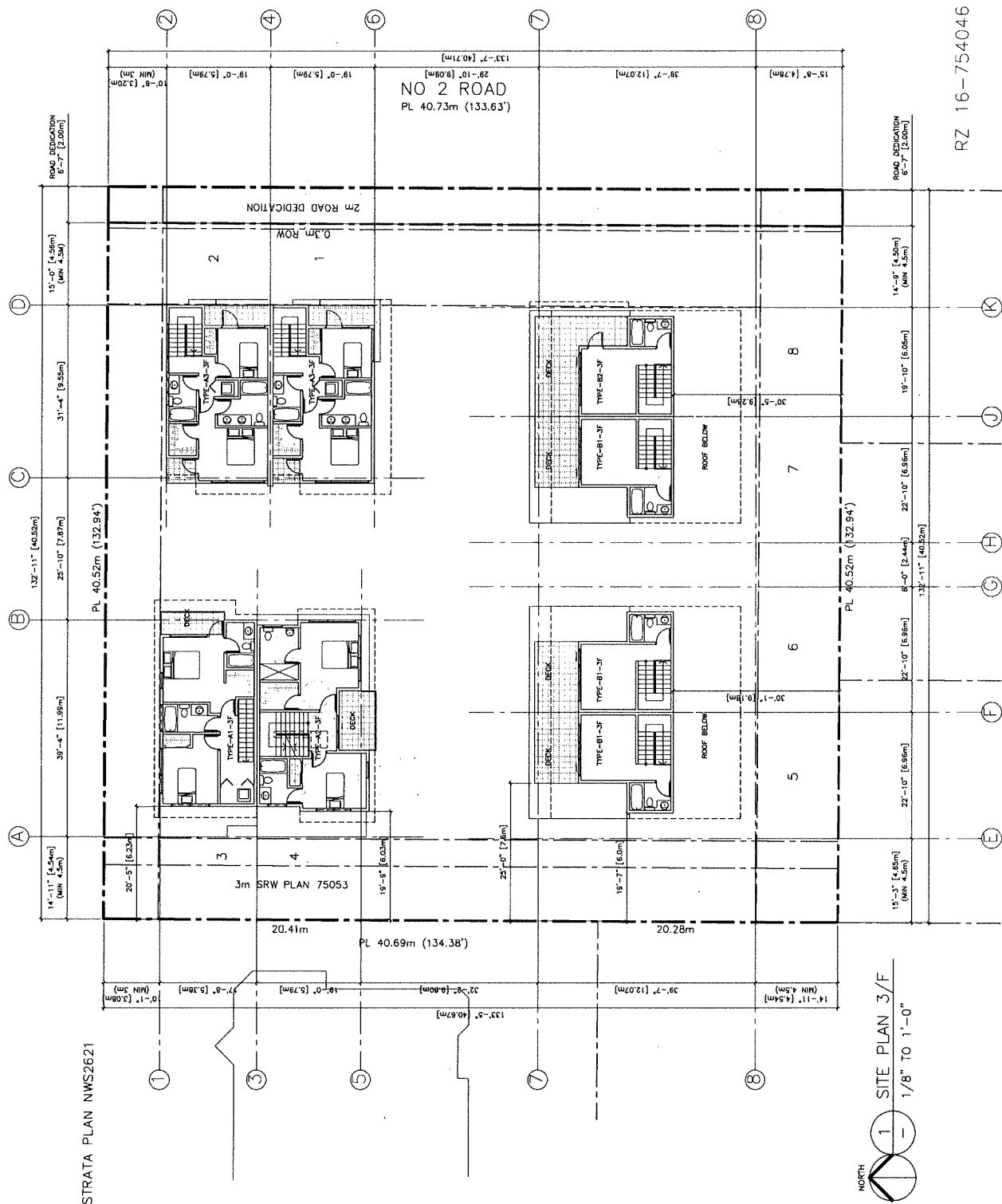
PROPOSED TOWNHOUSE
 9091 & 9111 NO. 2 RD
 RICHMOND BC

SITE PLAN (3F)

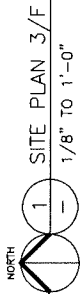
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ISSUED:	7/17/2018
DRAWN BY:	EL
CHECKED BY:	EL
TITLE/NAME:	18-04-001-187134-02.DWG

A4

REZONE



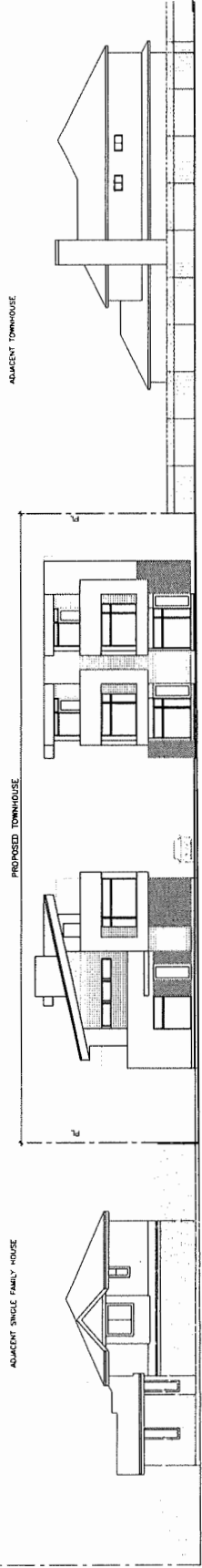
STRATA PLAN NWS2621



RZ 16-754046

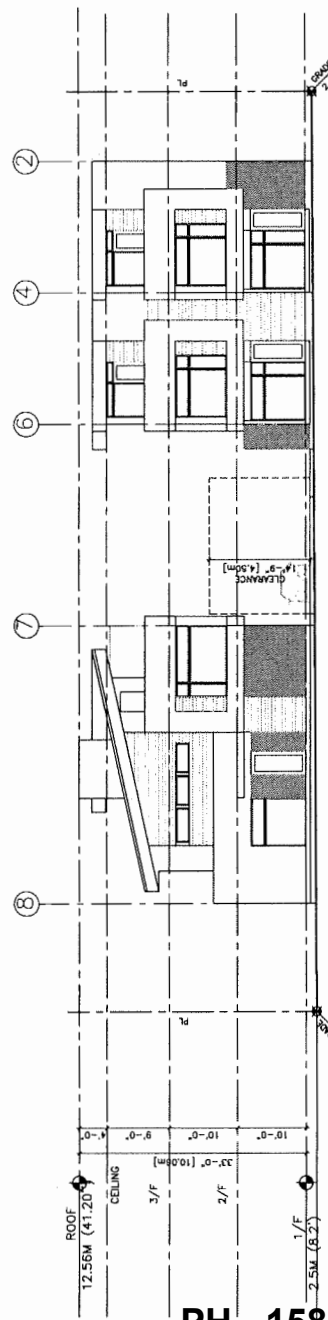
ERIC LAW ARCHITECT

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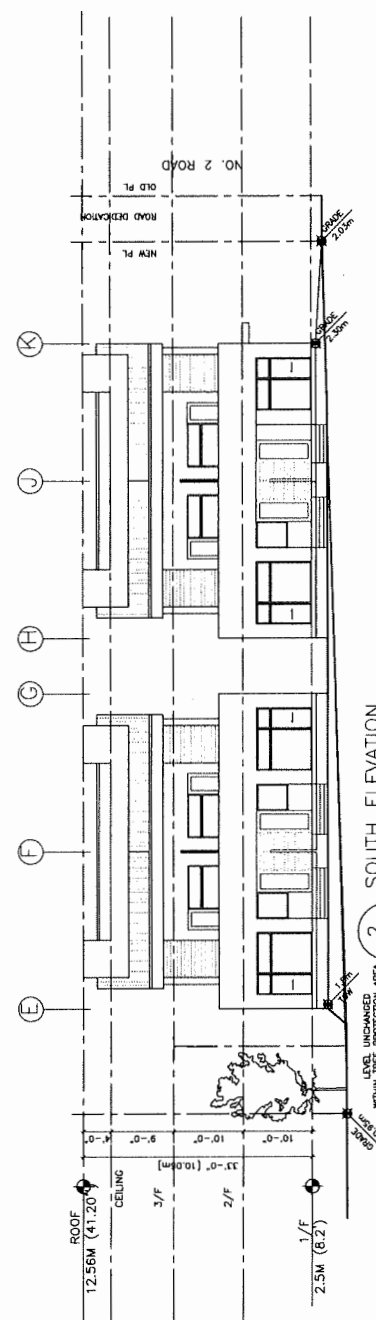
1. PREPARE FOR REVIEW APPLICATION
 2. PREPARE FOR CITY COMMENTS
 3. PREPARE FOR CITY COMMENTS
 4. PREPARE FOR CITY COMMENTS

1 CONTEXT ELEVATION (FACING NO. 2 ROAD)
 A5 3/32" TO 1'-0"



1 EAST ELEVATION (FACING NO. 2 ROAD)
 A5 1/8" TO 1'-0"

PH - 158



2 SOUTH ELEVATION
 A5 1/8" TO 1'-0"

PROPOSED TOWNHOUSE
 9091 & 9111 NO. 2 RD
 RICHMOND BC

ELEVATIONS

PROJECT NUMBER: 16-04
 ISSUED: 7/12/2018
 DRAWN BY: EL
 CHECKED BY: EL
 FILE NAME: 16-04-001-10111A-ELEV.DWG

A5

REZONE

RZ 16-754046

NO.	DESCRIPTION
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2.	2018.07.12. 100% SET COMMENTS
3.	2018.07.12. 100% SET COMMENTS
4.	2018.07.12. 100% SET COMMENTS

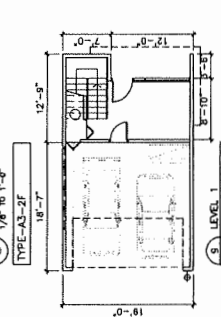
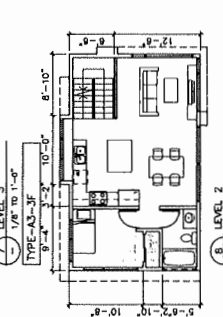
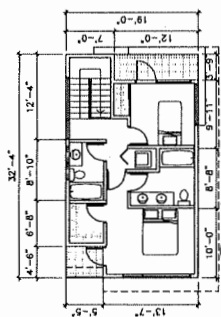
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4.	2018.07.12. 100% SET COMMENTS

UNIT PLANS

PROJECT NUMBER: 18-04
 ISSUED: 7/12/2018
 DRAWN BY: EL
 CHECKED BY: EL
 FILE NAME: 18_04_UNIT_180213A-182.DWG

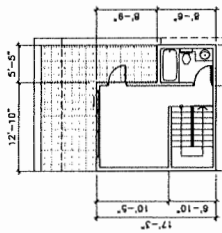
A7

REVISION



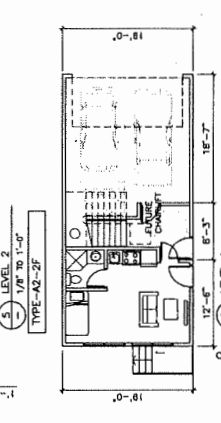
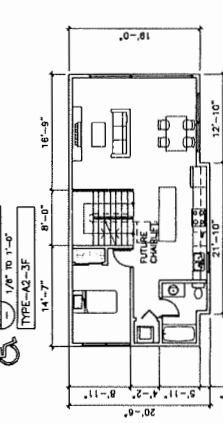
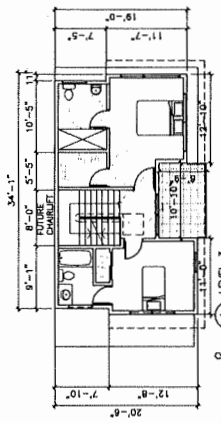
TYPE A3 UNIT PLAN

3 BEDROOM + ADA
 INCLUDING STAIR AND 6/7 ENTRY



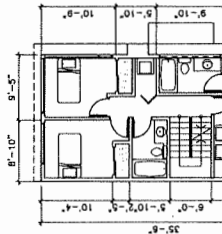
TYPE B2 UNIT PLAN

3 BEDROOM + ADA
 INCLUDING STAIR AND 6/7 ENTRY



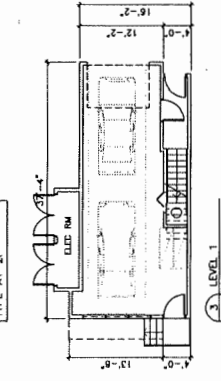
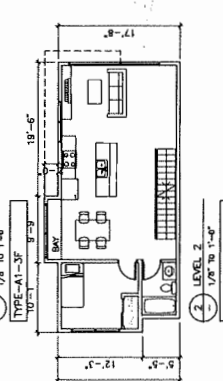
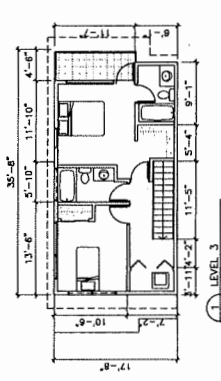
TYPE A2 UNIT PLAN

3 BEDROOM + ADA
 INCLUDING STAIR AND 6/7 ENTRY



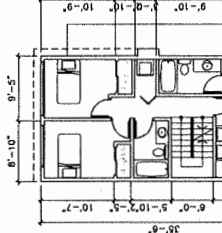
TYPE B2 UNIT PLAN

3 BEDROOM + ADA
 INCLUDING STAIR AND 6/7 ENTRY



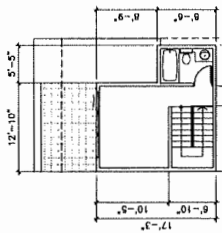
TYPE A1 UNIT PLAN

3 BEDROOM + ADA
 INCLUDING STAIR AND 6/7 ENTRY



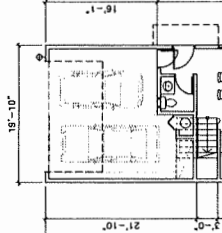
TYPE B1 UNIT PLAN

3 BEDROOM + ADA
 INCLUDING STAIR AND 6/7 ENTRY



TYPE B1 UNIT PLAN

3 BEDROOM + ADA
 INCLUDING STAIR AND 6/7 ENTRY



TYPE B2 UNIT PLAN

3 BEDROOM + ADA
 INCLUDING STAIR AND 6/7 ENTRY

RZ 16-754046

TYPE B2 UNIT PLAN

3 BEDROOM + ADA
 INCLUDING STAIR AND 6/7 ENTRY

ERIC LAW ARCHITECT

1000 WEST 10TH AVENUE, SUITE 200
 DENVER, CO 80202
 TEL: (303) 733-8877
 FAX: (303) 733-8877

OWNER: MICHIGAN STATE UNIVERSITY
 PROJECT: MICHIGAN STATE UNIVERSITY
 1000 WEST 10TH AVENUE, SUITE 200
 DENVER, CO 80202
 PROJECT NO: 1000 WEST 10TH AVENUE, SUITE 200
 DATE: 07/12/2018

NO.	DESCRIPTION
1	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
2	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
3	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
4	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200

NO.	DESCRIPTION
1	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
2	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
3	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
4	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
5	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
6	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
7	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
8	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
9	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200
10	2018.07.12 - 1000 WEST 10TH AVENUE, SUITE 200

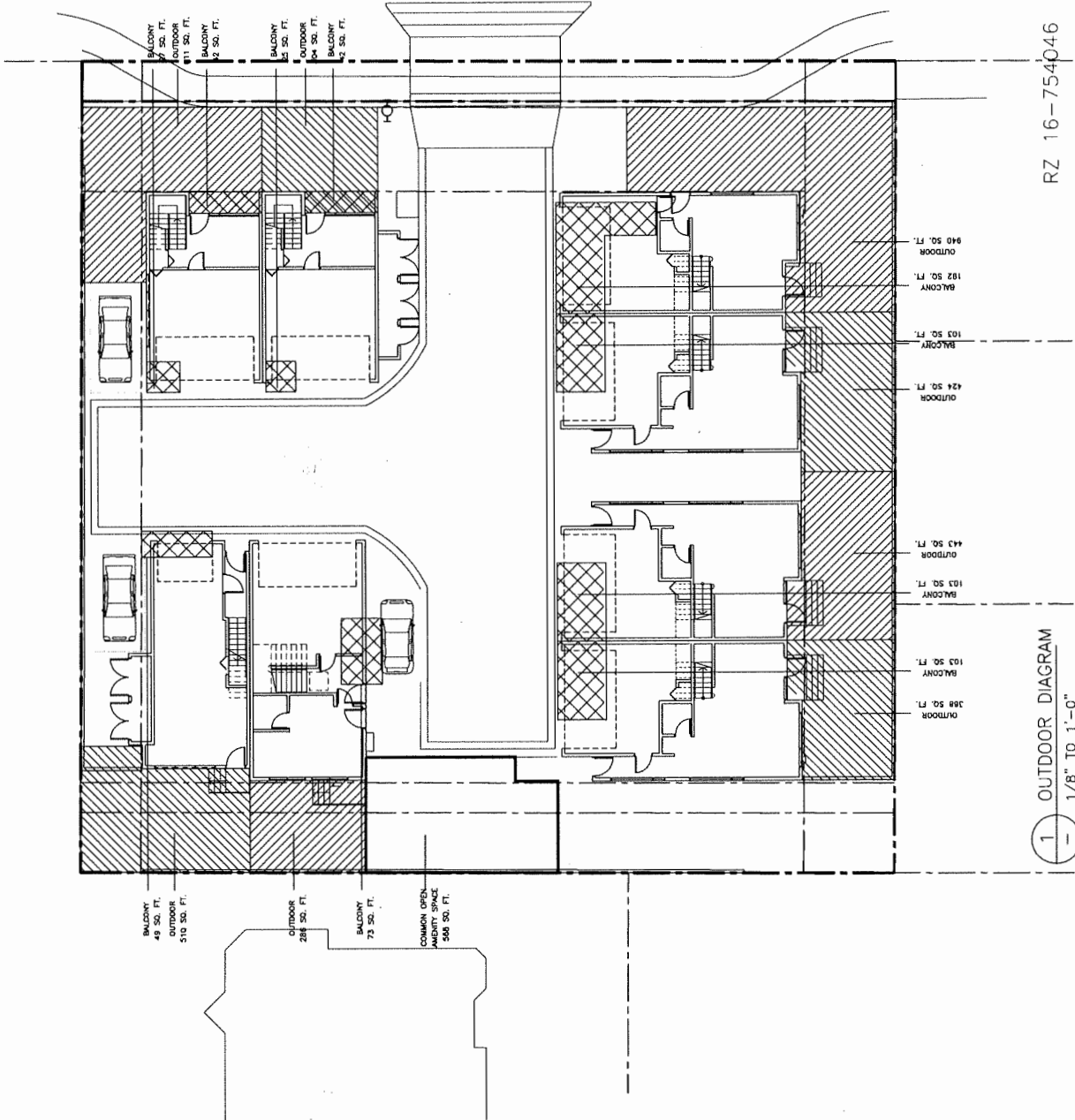
PROPOSED TOWNHOUSE
9091 & 9111 NO. 2 RD
RICHMOND BC

OUTDOOR DIAGRAM

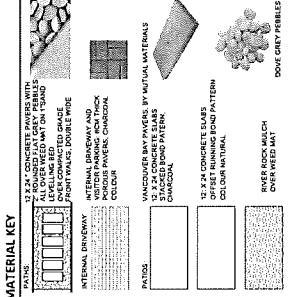
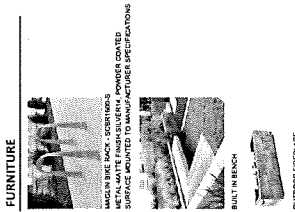
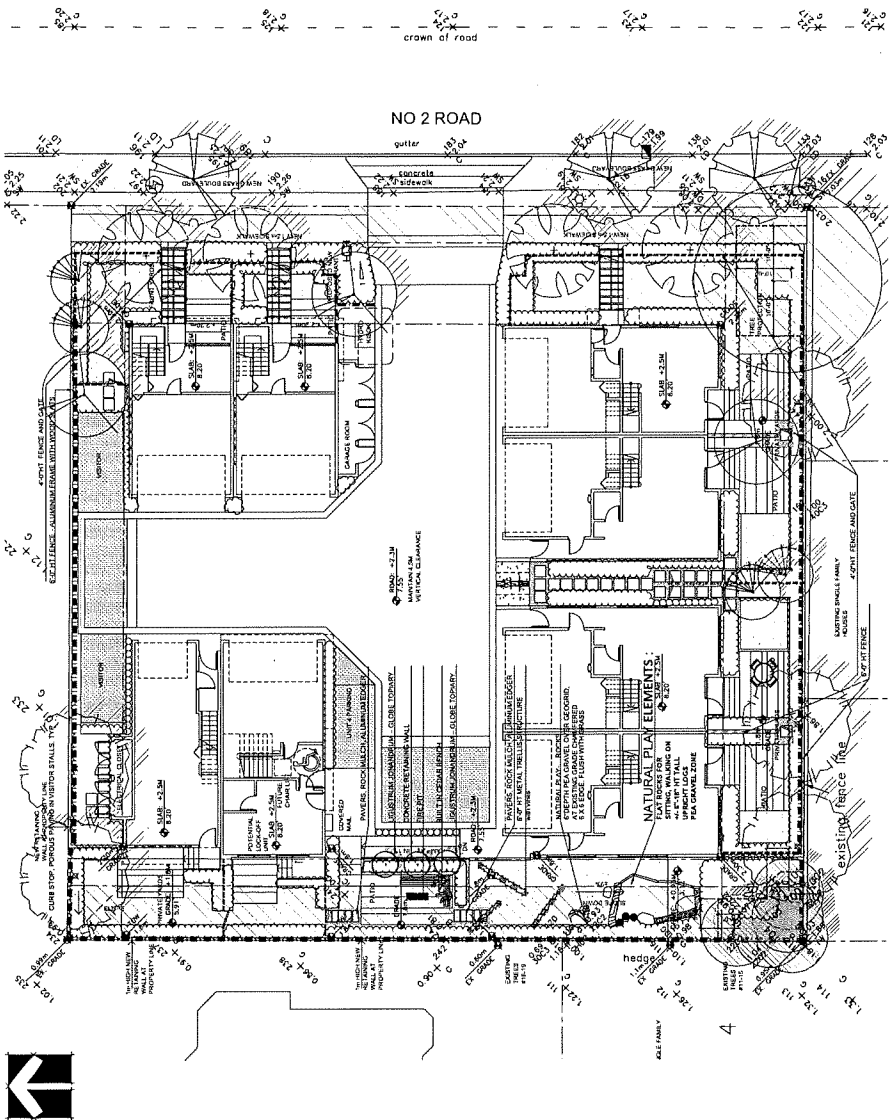
PROJECT NUMBER: 18-04
 ISSUED: 7/12/2018
 DRAWN BY: EL
 CHECKED BY: EL
 TELEPHONE: (604) 273-1400
 TELEFAX: (604) 273-1400

A8

REZONE



RZ 16-754046



PLANT SCHEDULE

NO.	SYMBOL	COMMON NAME	PLANT SPECIES	PLANT SIZE / COMMENTS
1	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
2	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
3	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
4	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
5	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
6	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
7	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
8	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
9	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
10	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
11	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
12	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
13	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
14	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
15	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
16	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
17	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
18	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
19	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
20	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
21	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
22	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
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24	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
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31	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
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38	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
39	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
40	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
41	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
42	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
43	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
44	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
45	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
46	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
47	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
48	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
49	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS
50	(Symbol)	PLANT SPECIES	PLANT SPECIES	PLANT SIZE / COMMENTS

DATE: 28 APR 19
 SCALE: 1"=10'-0"
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 CHECKED: [Name]
 PROJECT: [Name]
 DRAWING NUMBER: [Number]
 SHEET NUMBER: L1
 PROJECT NUMBER: [Number]

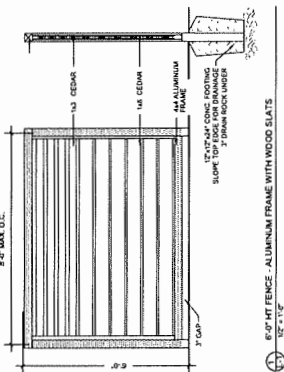
LANDSCAPE PLAN
 8 UNIT TOWNHOUSE DEVELOPMENT
 9091 NO. 2 ROAD
 RICHMOND, BC

CLIENT: 1151418 BC LTD.
 PROJECT: 8 UNIT TOWNHOUSE DEVELOPMENT
 9091 NO. 2 ROAD
 RICHMOND, BC

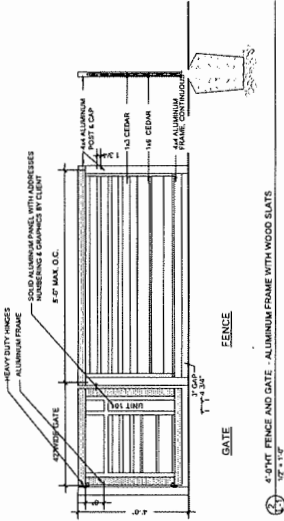
NO.	DATE	REVISION DESCRIPTION	BY
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2	2014.04.19	ISSUE FOR PERMIT	[Name]

1151418 BC LTD.
 LANDSCAPE ARCHITECTS
 1151 1/2 ST. JAMES ST. W.
 VANCOUVER, BC V6P 2K7
 P: 604-275-4811 | F: 604-275-4822

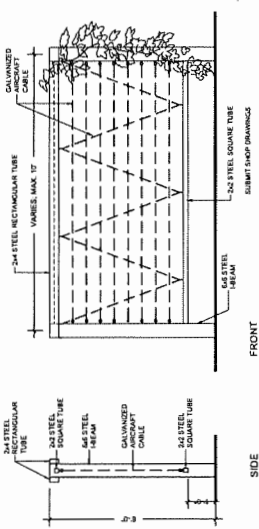
- NOTES:**
1. ALL METAL TO HAVE COAT OF POWDER COAT
 2. ALL METAL TO BE FINISHED WITH 2 COATS OF EXTENDED STAIN TO MANUFACTURERS SPECIFICATION TO MATCH EXISTING METAL TO BE REPLACED
 3. ALL MEMBERS TO BE CEDAR. (2) CONSTRUCTION GRADE ALUMINUM
 4. ALL HANDRAILS TO BE HEAVY DUTY METAL TO MATCH FRAME
 5. ALL POSTS TO BE SUPPORTED BY CONCRETE FOOTING. AVOID TREE ROOTS
 6. ALL POSTS TO BE SET IN 18" DIA. CONCRETE FOOTING. (SEE STEP 100A)
 7. ALL GATES TO FOLLOW FINISH GRADE. CAP TO BE 3/4"



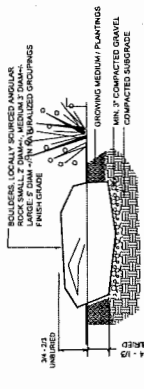
1. 6'0" FT FENCE - ALUMINUM FRAME WITH WOOD SLATS
12'0" x 24" FC



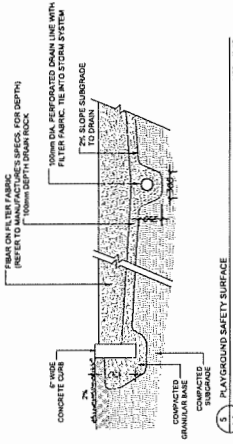
2. 6'0" FT FENCE AND GATE - ALUMINUM FRAME WITH WOOD SLATS
12'0" x 24" FC



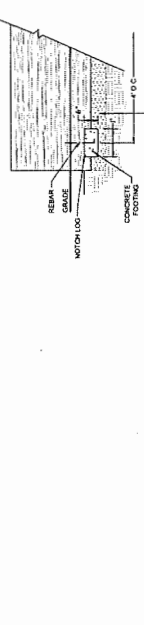
3. 6'0" FT METAL TRELLIS STRUCTURE
12'0" x 24" FC



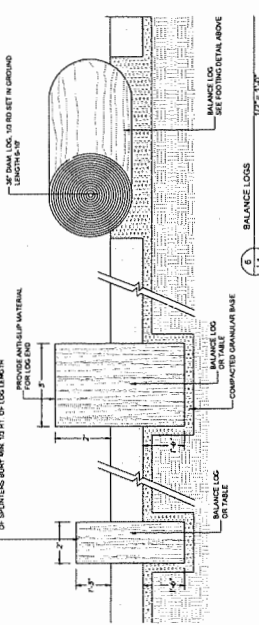
4. 6" FLAT BOULDER
12'0" x 24" FC



5. PLAYGROUND SAFETY SURFACE
12'0" x 24" FC



6. BALANCE LOG - FOOTING DETAIL
12'0" x 24" FC



7. BALANCE LOGS
12'0" x 24" FC

CLIENT:
1151418 BC LTD.

NO.	DATE	REVISION DESCRIPTION	BY
1			
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PROJECT:
8 UNIT TOWNHOUSE DEVELOPMENT
8891 NO. 2 ROAD
RICHMOND, BC

DRAWING TITLE:
LANDSCAPE
DETAILS

DATE: 31 APR 10
SCALE:
DRAWN:
DESIGN:
CHECK:
DATE:
DRAWING NUMBER:
L2
PROJECT NUMBER:
18-038



RZ 16-754046

Attachment 3

Address: 9091 & 9111 No. 2 Road

Applicant: Bismark Consulting Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	1151418 BC Ltd.	To be determined
Site Size (m²):	1,649 m ²	1,567 m ² (82 m ² road dedication)
Land Uses:	Single-family residential	Multiple-family residential
OCP Designation:	Neighbourhood Residential	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2 Single-Family Dwellings	8 Townhouses + 1 Suite

On Development Site	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	None permitted
Buildable Floor Area:	Max. 940 m ² (10,120 ft ²)*	940 m ² (10,120 ft ²)*	None permitted
Lot Coverage – Building:	Max. 40%	36.9%	None
Lot Coverage – Non-porous:	Max. 65%	59.7%	None
Lot Coverage – Landscaping:	Min. 25%	25.6%	None
Lot Area:	N/A	1,567 m ²	None
Lot Width:	50.0 m	40.2 m	Variance required
Lot Depth:	35.0 m	38.5 m	None
Setbacks – Front:	6.0 m	4.5 m	Variance required
Setbacks – Rear:	Min. 3.0 m	4.5 m	None
Setbacks – Side:	Min. 3.0 m	North Side: 3.2 m South Side: 4.5 m	None
Height:	12.0 m (3 storeys)	10.6 m	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit, plus 1 (R) for secondary suite/s	2 (R) and 0.25 (V) per unit, plus 1 (R) for secondary suite/s	None
Off-street Parking Spaces – Total:	17 (R) and 2 (V)	17 (R) and 2 (V)	None

On Development Site	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	2 (i.e. 12.5%)	None
Small Car Parking Space	None permitted when fewer than 31 spaces are provided on site	8 (i.e. 47%)	Variance required
Bicycle Parking Spaces – Class 1:	1.25 per dwelling unit	1.25 per dwelling unit	None
Bicycle Parking Spaces – Class 2:	0.2 per dwelling unit	0.2 per dwelling unit	None
Bicycle Parking Spaces – Total:	10 (Class 1) and 2 (Class 2)	10 (Class 1) and 2 (Class 2)	None
Amenity Space – Indoor:	Min.	Cash-in-lieu	None
Amenity Space – Outdoor:	6 m ² per unit (i.e. 48 m ²)	52.8 m 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.

18-038

OF 3

L3

PAGE PROJECT NUMBER

DATE: 18 APR 13
SCALE: 1"=30' 0"

DRAWN: PMA
DESIGN: PMA
CHECK: PMA
DRAWING NUMBER: L3

PROJECT TITLE: TREE MANAGEMENT PLAN

SCALE

PROJECT: 8 UNIT TOWNHOUSE DEVELOPMENT
5091 NO. 2 ROAD
RICHMOND, BC

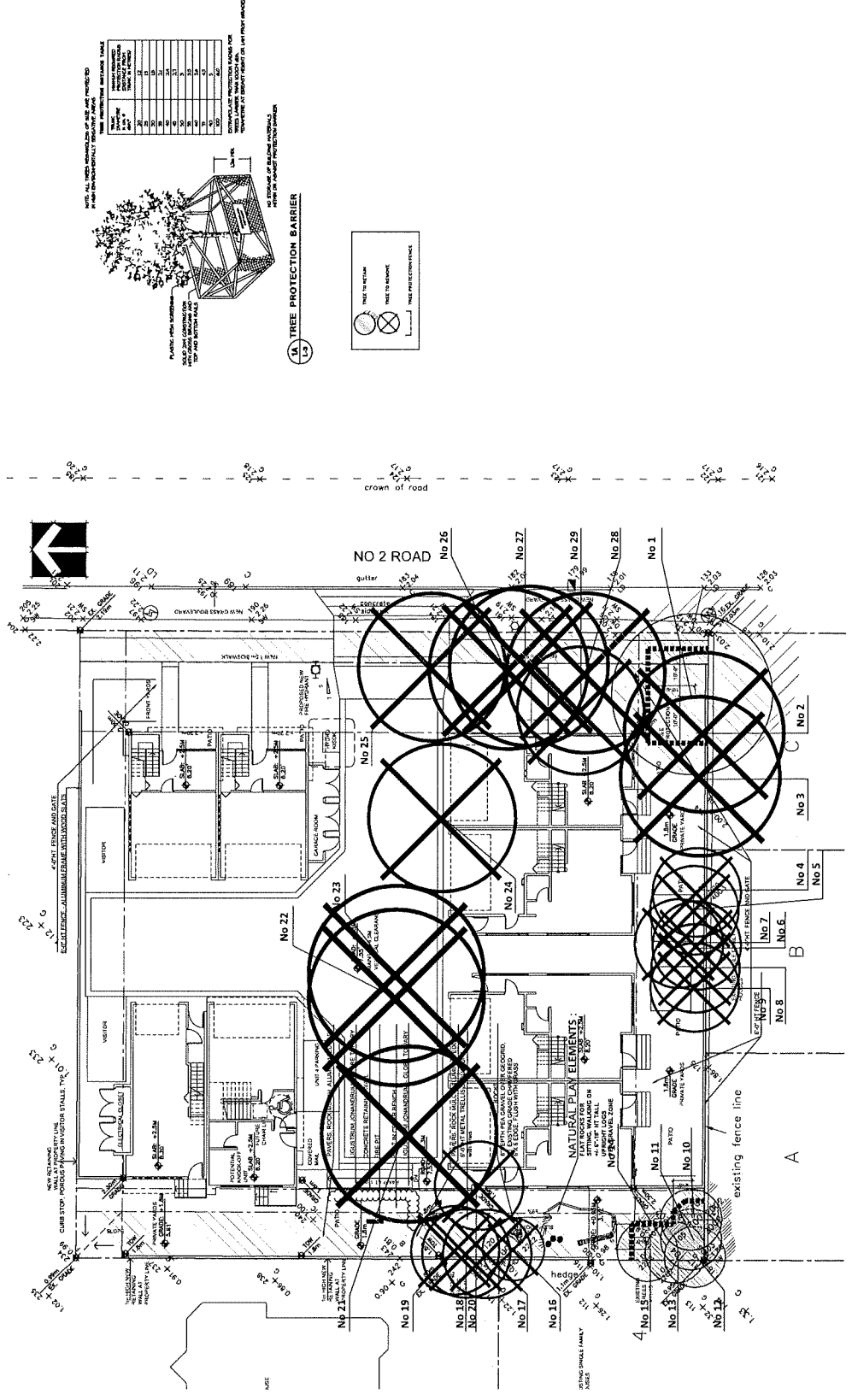
NO.	DATE	REVISION DESCRIPTION	DR.

CLIENT: 1151418 BC LTD.

pmg
LANDSCAPE ARCHITECTS
1151418 BC LTD.
5091 NO. 2 ROAD
RICHMOND, BC
P: 604 284-0222
F: 604 284-0211 ; E: 604 284-0222

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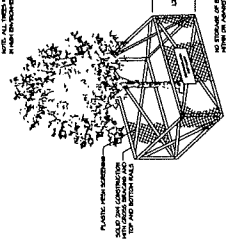
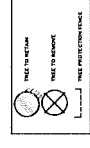
PH - 166



THE FOLLOWING TABLE IS FOR INFORMATION ONLY AND IS NOT TO BE USED FOR CONSTRUCTION PURPOSES. THE TREE PROTECTION BARRIER SHALL BE INSTALLED AS SHOWN ON THE DRAWING.

TREE NO.	TREE SPECIES	TREE HEIGHT (FT)	TREE DBH (IN)	TREE STATUS
No. 1	Red Twig Dogwood	12	4.5	To Remain
No. 2	Red Twig Dogwood	10	3.5	To Remain
No. 3	Red Twig Dogwood	15	5.5	To Remain
No. 4	Red Twig Dogwood	18	6.5	To Remain
No. 5	Red Twig Dogwood	20	7.5	To Remain
No. 6	Red Twig Dogwood	22	8.5	To Remain
No. 7	Red Twig Dogwood	25	9.5	To Remain
No. 8	Red Twig Dogwood	28	10.5	To Remain
No. 9	Red Twig Dogwood	30	11.5	To Remain
No. 10	Red Twig Dogwood	32	12.5	To Remain
No. 11	Red Twig Dogwood	35	13.5	To Remain
No. 12	Red Twig Dogwood	38	14.5	To Remain
No. 13	Red Twig Dogwood	40	15.5	To Remain
No. 14	Red Twig Dogwood	42	16.5	To Remain
No. 15	Red Twig Dogwood	45	17.5	To Remain
No. 16	Red Twig Dogwood	48	18.5	To Remain
No. 17	Red Twig Dogwood	50	19.5	To Remain
No. 18	Red Twig Dogwood	52	20.5	To Remain
No. 19	Red Twig Dogwood	55	21.5	To Remain
No. 20	Red Twig Dogwood	58	22.5	To Remain
No. 21	Red Twig Dogwood	60	23.5	To Remain
No. 22	Red Twig Dogwood	62	24.5	To Remain
No. 23	Red Twig Dogwood	65	25.5	To Remain
No. 24	Red Twig Dogwood	68	26.5	To Remain
No. 25	Red Twig Dogwood	70	27.5	To Remain
No. 26	Red Twig Dogwood	72	28.5	To Remain
No. 27	Red Twig Dogwood	75	29.5	To Remain
No. 28	Red Twig Dogwood	78	30.5	To Remain
No. 29	Red Twig Dogwood	80	31.5	To Remain

TREE PROTECTION BARRIER





Address: 9091 & 9111 No. 2 Road

File No.: RZ 16-754046

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9880, the applicant is required to complete the following:

1. 2.0 m road dedication along the entire No. 2 Road frontage.
2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
3. Submission of a Tree Survival Security to the City in the amount of \$40,000 for the 7 on-site trees (Tree # 1, 10-15) to be retained.
4. City acceptance of the developer's offer to voluntarily contribute \$12,500 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
5. 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.
6. Registration of a flood indemnity covenant on title.
7. Contribution of \$1,000 per dwelling unit (e.g. \$8,000) in-lieu of on-site indoor amenity space.
8. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (i.e. \$40,480) to the City's affordable housing fund.
9. Registration of a legal agreement on Title or other measures, as determined to the satisfaction of the Director of Development, to ensure that:
 - a) No final Building Permit inspection is granted until one secondary suite is constructed on site, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw;
 - b) One surface parking stall is assigned to the unit with a secondary suite, and that the parking stall will be for the sole use of the secondary suite of the unit; and
 - c) The secondary suite cannot be stratified or otherwise held under separate title.
10. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
11. 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, unless the development is required to achieve the BC Energy Step Code at the time a Building Permit application is received.
12. Registration of a statutory right-of-way (SRW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the entire area of the proposed driveway entry from No. 2 Road and the internal north-south manoeuvring aisle, in favour of future residential development to the north. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW.
13. The granting of a 0.3 m wide statutory right-of-way (SRW) for public rights-of-passage along the entire east property line (No. 2 Road frontage) for the proposed new sidewalk. The SRW area is to be measured from the new property line following the required road dedication.
14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

15. Enter into a Servicing Agreement* for the design and construction of required site servicing and frontage improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 386 L/s of water available at a 20 psi residual at No 2 Rd Frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - Install a new water service connection off of the existing 200mm AC watermain along No 2 Rd to service the proposed townhouse development. The meter shall be part of the onsite Mechanical design.
 - Remove the two existing water service connections at No 2 Rd Frontage.
- At the Developers cost, the City is to:
 - Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

Storm Sewer Works:

- The Developer is required to:
 - Remove existing service connections and accompanying inspection chambers and leads at No 2 Rd Frontage.
 - Install a new service connection complete with new Inspection Chamber off of existing storm box culvert on No 2 Rd to service the proposed townhouse development.
- At the Developers cost, the City is to:
 - Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

Sanitary Sewer Works:

- The Developer is required to:
 - Cut, cap and remove the two existing service connections off of existing 200mm rear-yard sanitary main.
 - Install a new sanitary service connection off of existing 200mm rear-yard sanitary main to service the proposed townhouse development.
 - Provide 1m wide Utility Statutory Right of Way extending from the existing 3m utility Statutory Right of Way along the entire west property line of the proposed site. Do not place any permanent structures or trees within the Statutory Right of Way.
 - Provide a 1.5m by 1.5m Utility Statutory Right-of-Way on the south west corner of the proposed development. Do not place any permanent structures or trees within the Statutory Right of Way.
 - Do not start onsite building construction prior to completion of rear-yard sanitary works.
- At Developer's cost, the City is to:
 - Perform tie-ins, cutting, and capping of all proposed works to existing City infrastructure.

Frontage Improvements:

- The Developer is required to:
 - Design and construct the frontage improvements including, but limited to, the following:
 - Removal of the existing sidewalk and backfill of the remaining area between the existing curb and the new sidewalk to provide a 3.5 m wide grass boulevard with street trees. The 2.0 m road dedication area is to be planted with grass only. A root barrier is to be installed between the 2.0 m grass boulevard and the 1.5 m grass and tree boulevard.
 - Construct a new 1.5 m wide concrete sidewalk behind the 3.5 m wide boulevard, with tie-in to the existing sidewalk north and south of the development site. A 0.3 m wide PROP SRW is required to achieve the full sidewalk width.

- All existing driveways along the No. 2 Road frontage are to be closed permanently. The developer is responsible for the removal of the existing driveway let-downs and replacement with barrier curb and gutter, boulevard, and concrete sidewalk per the standards described above.
- Construct a new single vehicle access to City design standards.
- Construct a concrete bus pad (2.9 m x 9.0 m) with electrical pre-ducting conduits at the No. 2 Road/Maple Road northbound bus stop. The bus pad is to be constructed to meet accessible bus stop design standards.
- Consult Parks on the requirements for tree replacements, including tree species and spacing as part of the frontage works.
- Consult engineering on lighting and other utility requirements as part of the frontage works.
- o Coordinate with BC Hydro, Telus and other private communication service providers:
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.

General Items:

- The Developer is required to:
 - o Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - o Complete Road Restoration in compliance with Bylaw 7869 due to any road cuts made in No 2 Rd.

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

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 19 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
6	11 cm	6 m
6	10 cm	5.5 m
7	9 cm	5 m

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

Prior to Development Permit* issuance, the developer must complete the following requirements:

1. Submission of a Landscape Security based on 100% of the cost estimate provided by a Landscape Architect, including all hard and soft materials, installation, and a 10% contingency.

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

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

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 energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. 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



Richmond Zoning Bylaw 8500
Amendment Bylaw 9880 (RZ 16-754046)
9091 & 9111 No. 2 Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "LOW DENSITY TOWNHOUSES (RTL4)".

P.I.D. 004-234-499

Lot 1 Section 25 Block 4 North Range 7 West New Westminster District Plan 17904

P.I.D. 004-062-477

Lot 2 Section 25 Block 4 North Range 7 West New Westminster District Plan 17904

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9880".

FIRST READING

JUL 23 2018

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

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

MAYOR

CORPORATE OFFICER

To Public Hearing
Date: <u>Sept. 4, 2018</u>
Item # <u>4</u>
Re: <u>Billaw 9880</u>

Jesson, Claudia

From: Kiki <mkiki@vip.sina.com>
Sent: Wednesday, 22 August 2018 23:19
To: CityClerk
Subject: Regarding the 9091 & 9111 No. 2 Road Rezoning Issue

From Yang Liu

5793 Maple Rd. No. 2 Road.

We strongly against the rezoning, because of 2 reasons:

1, The entrance/exit of that townhouse will both be in No. 2 road, which will highly affect the safety driving of current No.2 road vehicles, and may cause more traffic accidents.

2, It will highly affect the privacy of existing owners, since it may remove part of the current trees, and built higher/similar buildings overlooking our house. In addition, that will cause future devaluation of our houses.

Please kindly consider our concerns and reject this rezoning proposal.

Best Regards,

Kiki Liu

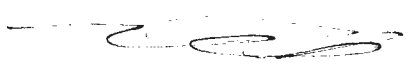


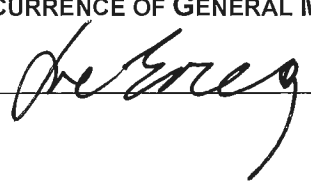




To: Public Works and Transportation Committee **Date:** July 10, 2018
From: Victor Wei, P. Eng. **File:** 08-4050-08/2018-Vol
Director, Transportation 01
Re: **Proposed Amendment to the Official Community Plan – Removal of Highway 99 Interchange at Blundell Road and Extension of Blundell Road**

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9901, to remove reference to a new interchange at Highway 99 and Blundell Road and the extension of Blundell Road west of Savage Road, be introduced and given first, second and third readings;
2. That Official Community Plan Bylaw 9000, Amendment Bylaw 9901, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043 is hereby found not to require further consultation; and
3. That the City request the Port of Vancouver to undertake at its sole cost the timely implementation of proposed interim road improvements within the Fraser Richmond Port Lands to support continued growth in the area, as outlined in Table 1 of the report, regardless of the outcome of its application for cost-share funding to the Government of Canada's National Trade Corridors Fund.


Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)
Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Intergovernmental Relations & Protocol	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

A future Highway 99-Blundell Road Interchange along with associated road improvements to Blundell Road between No. 4 Road and Savage Road are identified as part of the City's long-term transportation network in the *Official Community Plan (OCP)*, which was adopted in November 2012. As recent studies have revealed that a new interchange at Blundell Road is predicted to create community disbenefits, this report recommends that the OCP be amended to remove reference to the future implementation of these road network elements.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

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

3.3. *Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

5.1. *Advancement of City priorities through strong intergovernmental relationships.*

Analysis

Current Policy in Official Community Plan

The Mobility and Access section of the *Official Community Plan (OCP)* identifies the following policy with respect to Highway 99:

- d) *support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway and a new interchange at Blundell Road, to enhance local circulation and connectivity, increase safety and improve goods movement;*

The OCP further states that these improvements would be undertaken through:

initiatives of senior governments (e.g., external grants, improvements to the Highway 99 corridor).

Further, the Road Classification Map within the OCP (Attachment 1) identifies the extension of Blundell Road between No. 6 Road and No. 7 Road and the classification of the road segment of Blundell Road between No. 5 Road and Savage Road as a proposed major arterial. The existing segment of Blundell Road between No. 5 Road and No. 6 Road is currently

classified as a minor arterial. Note that Blundell Road does not physically exist as a road between No. 6 Road and just east of the Savage Road right-of-way.

George Massey Tunnel Replacement Project

As stated in the report titled “Update on George Massey Tunnel Replacement Project” adopted at the July 27, 2015 regular Council meeting, the George Massey Tunnel Replacement (GMTR) team modelled the effect on traffic patterns of a new interchange at Highway 99 and Blundell Road. The GMTR team subsequently concluded that a new interchange at Blundell Road was not required to support the project objectives and thus the project scope as outlined in the Project Definition Report released in December 2015 did not include this element.

Further, the modelled effect on traffic patterns of a new interchange at Blundell Road indicates there are more disbenefits than benefits to Richmond from such an interchange. As shown in Attachment 2, traffic would be diverted to several roads that would experience higher vehicle volumes including rural roads through existing lands that are being actively farmed (e.g., cranberry and blueberry farms):

- Blundell Road east and west of Highway 99 in both the AM and PM peak;
- Sidaway Road to and from Knight Street, particularly in the AM peak;
- Granville Avenue west of No. 5 Road, particularly in the AM peak; and
- Williams Road west of No. 5 Road.

These negative community impacts arising from a new interchange at Blundell Road-Highway 99 would be expected regardless of the outcome of the current independent technical review of the Massey Tunnel crossing or any future improvements to the crossing. Further, as there would be significant impacts on existing residents along the two-lane rural roads in this area, strong opposition to the road network changes from Blundell Road residents has been expressed in the past and would also be expected to continue should implementation of this road extension be pursued. Removal of the interchange would provide certainty for residents, land owners and the City regarding future road network elements based on recent studies and findings.

Development Cost Charges Bylaw 9499

At the regular Council meeting of September 26, 2016, Council endorsed proposed updated city-wide Development Cost Charges (DCC) rates as the basis for further public consultation in establishing an updated DCC Rates Bylaw. The staff report identified projects on the Master DCC Program to be deleted or deferred due to changes in program requirements including the following:

- Upgrade and extension of Blundell Road from No. 4 Road to Savage Road (\$17.3M), and
- Highway 99 Interchange at Blundell Road (\$13.0M).

The report provided the following rationale for deletion of these two projects from the Master DCC Program:

The George Massey Tunnel Replacement (GMTR) Project Definition Report (PDR) released by the Ministry of Transportation & Infrastructure (MoTI) identifies a new interchange at Steveston Highway rather than an upgrade to the existing interchange (as noted in the

existing DCC program), as well as a new overpass at Blundell Road rather than an interchange (also noted in the existing DCC program).

The updated Development Cost Charges Imposition Bylaw No. 9499 was adopted at the regular Council meeting of May 8, 2017.

Planned and Proposed Road Improvements in Fraser Richmond Port Lands

A primary reason for the inclusion of the proposed interchange and the westward extension of Blundell Road from No. 7 Road in the OCP was to serve goods movement generated by the Fraser Richmond Port Lands (the Port Lands). Since that time, a number of road improvements in the area have been implemented such as the Highway 91-Nelson Road interchange and the widening of Westminster Highway east of Nelson Road. Moreover, a traffic impact study conducted for the recently approved Ecowaste development in east Richmond concluded that the combined existing and planned road improvements associated with the ultimate build-out of the area (including Ecowaste) would provide adequate area road network capacity to accommodate traffic growth without having to extend Blundell Road to Highway 99. Hence, the widening of Blundell Road east of No. 7 Road within the Port Lands would not be required for capacity reasons but rather for improving truck turning movements at driveways serving various distribution centres east of No. 7 Road within the Port lands as well as a storage area for traffic that may queue due to railway activity at the Blundell Road-Portside Road railway crossing.

Planned and proposed interim road improvements within the Port Lands (shown in Attachment 3) are summarized in Table 1. Road improvements in this area are the responsibility of the Port of Vancouver (the Port), not the City, as the Port does not pay any Development Cost Charges (DCCs) including Roads DCCs, which is the City’s funding source for transportation capital projects. Further, the City is responsible for the maintenance of the roadways within the Port Lands with the exception of Portside Road, which is a private road.

Table 1: Planned and Proposed Road Improvements in Fraser Richmond Port Lands

Road Segment	Road Improvement	Planned or Proposed?	Within Port Lands?	Funding Agency
Blundell Road: No. 7 Road-No. 8 Road	Widen from two to four lanes with left-turn lanes to improve truck turning movements	Planned: Ultimate	Yes	Port of Vancouver (100%)
Blundell Road-Portside Road/No. 8 Road Overpass and Upgrade	Widen and provide grade separation at Blundell Road-Portside Road/No. 8 Road intersection			
Blundell Road-No. 8 Road Intersection	Widening of southbound No. 8 Road to create right-turn lane at Blundell Road	Proposed: Interim (Recommended)		
Blundell Road-No. 8 Road Intersection	Widening of eastbound Blundell Road to create right-turn lane at No. 8 Road			
Blundell Road: No. 7 Road-No. 8 Road	Widening to three lanes at select locations to accommodate truck turning			
Nelson Road-Blundell Road Intersection	Signalization of intersection and upgrade of CN Rail crossing	Planned: Ultimate	No	Port of Vancouver (52%) City of Richmond (48%)

Road Segment	Road Improvement	Planned or Proposed?	Within Port Lands?	Funding Agency
New Roadway through Ecowaste Site	New access for emergency services at the south end of Ecowaste site to connect to Williams Road-Triangle Road-No. 6 Road	Planned: Ultimate	No	Ecowaste (100%)

Note: per the 2007 Nelson Road Contribution Agreement between the City and the Port, the cost of signaling the Nelson Road-Blundell Road intersection is shared between the Port (52%) and the City (48%) as not all of the properties at the south end of Nelson Road are within the Port Lands.

In September 2017, Council considered a staff report regarding the Greater Vancouver Gateway 2030 strategy for transportation infrastructure investments to enhance gateway-related trade movements. Council endorsed the City’s collaboration with the Port to facilitate the Blundell Road widening and Portside Road overpass improvements. The City has provided a letter of support for the Vancouver Fraser Port Authority’s two-phase submission for consideration of cost-share funding from the Government of Canada’s National Trade Corridors Fund.

The recent funding announcements did not include these two projects and no further announcements are anticipated; the next call for proposals in Fall 2018 will target the Territorial North. Notwithstanding, the Port maintains that federal funding is necessary to support a business case for the improvements and remains hopeful that the funding will be secured in the future, possibly as part of the next intake of applications anticipated in 2019.

Consultation with the Port and Stakeholders within Fraser Richmond Port Lands

In April 2018, staff met with the Blundell Road Business Consortium (the Consortium), a group of stakeholders representing businesses in the Port Lands, to discuss the need for road improvements and other traffic safety concerns in the area. The Consortium acknowledged the potential negative impacts of extending Blundell Road to Highway 99 and indicated support for the planned road improvements to address traffic growth.

Staff met again with the Consortium in June 2018 to discuss the results of a traffic count survey on Blundell Road, which verified that the widening of the roadway is required to accommodate truck turning movements rather than increased capacity. Following further discussion of road improvement options, staff and the Consortium agreed to collaborate to request the Port to implement the timely widening of Blundell Road and the No. 8 Road-Blundell intersection improvements.

A follow-up meeting with the Consortium, staff and the Port was held in July 2018 to discuss road improvements and the means to advance the projects to construction. Of the five road improvements listed in Table 1 that are the Port’s sole responsibility for funding, the three proposed interim projects (i.e., selected widening of Blundell Road to three lanes and No. 8 Road-Blundell intersection improvements) could be feasibly implemented in the near-term. The parties collectively agreed that the projects would provide an interim solution until the long-term planned improvements are implemented, as the projects would materially improve truck turning movements and accommodate continued growth in the area. Port staff, with assistance from City staff, will undertake further technical analyses to confirm the scope of each of the proposed interim projects including the preparation of cost estimates.

Accordingly, regardless of whether or not the ultimate Blundell Road widening project east of No. 7 Road within the Port Lands is included in the next federal government funding announcement, staff recommend that the City formally request the Port to undertake the timely implementation of these three interim projects solely with its funding, as occurred with the construction of the eastern one-half of the existing Blundell Road within the Port Lands in 2002-2003.

Removal of Highway 99-Blundell Road Interchange and Associated Road Improvements

In light of the recent provincial study and its conclusion of the potential Blundell interchange as part of the tunnel improvement project as noted earlier, staff recommend that the *Official Community Plan* be amended to remove reference to a new interchange at Highway 99 and Blundell Road along with the extension of Blundell Road west of Savage Road based on:

- the transportation modelling analyses undertaken as part of the George Massey Tunnel Replacement Project;
- consistency with the current Master DCC Program and the updated DCC Rates Bylaw;
- the planned road improvements and capacity of the ultimate area road network for the Fraser Richmond Port Lands including a future new access for emergency services via the Ecowaste site;
- the transit and cycling routes being planned and/or secured as part of the Ecowaste development off-site works; and
- the adverse impacts of the road extension through existing active farm lands and residential neighbourhood.

The proposed specific amendments to the Mobility and Access chapter of the OCP comprise:

- Section 8.1 Road Network: deletion of text regarding a new interchange at Blundell Road from Objective 3, Policy d);
- Road Classification Map: deletion of proposed new Blundell Road interchange and the Blundell Road segment between No. 6 Road and Savage Road, and revision of the Blundell Road segment between No. 5 Road and No. 6 Road from Proposed Major Arterial to Minor Arterial (i.e., the existing road classification);
- Transit Network Map: deletion of a Local Transit Route on the Blundell Road segment between No. 6 Road and Savage Road, and addition of a new Local Transit Route through the Ecowaste site to Williams Road-Triangle Road-No. 6 Road, as described in TransLink's Southwest Area Transport Plan, which was endorsed by Council in March 2018; and
- Cycling Network Map: deletion of a Major Street Route on the Blundell Road segment between No. 6 Road and Savage Road, and addition of a new Major Street Route through the Ecowaste site to Williams Road-Triangle Road-No. 6 Road-Steveston Highway.

Staff have reviewed the proposed OCP Amendment Bylaw with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy 5043 and no further consultation is required. The public will have an opportunity to comment on the proposed amendment at the Public Hearing. Public notification of the Public Hearing will be provided as per the *Local Government Act*.

Financial Impact

None.

Conclusion

The future Highway 99-Blundell Road Interchange as well as the upgrade and extension of Blundell Road from No. 6 Road to No. 7 Road are both proposed to be removed as elements of the City's long-term transportation network as recent transportation modelling studies indicate more disbenefits than benefits to Richmond. Deletion of these elements in the *Official Community Plan* would reflect the land use and transportation changes that have occurred since 1999 when the Blundell Road improvements were incorporated into the OCP. The proposed amendment would ensure existing active farm lands (e.g., cranberry and blueberry farms on Sidaway Road and Granville Avenue) and residential neighbourhoods in Richmond would not be adversely impacted by unnecessary road network expansion and provide clarity and certainty for residents, land owners and the City regarding future road network elements based on recent studies and findings.

Staff further recommend that the City formally request the Port of Vancouver to undertake the timely implementation of three interim road improvement projects solely with its funding regardless of whether or not the ultimate Blundell Road widening project east of No. 7 Road within the Port Lands is included in the next federal government funding announcement. The interim road projects would address the immediate need to facilitate truck turning movements and accommodate continued growth in the area while opportunities for federal funding may still exist for the Port to pursue the planned major road improvements in 2019.



Donna Chan, P. Eng., PTOE
Manager, Transportation Planning
(604-276-4126)

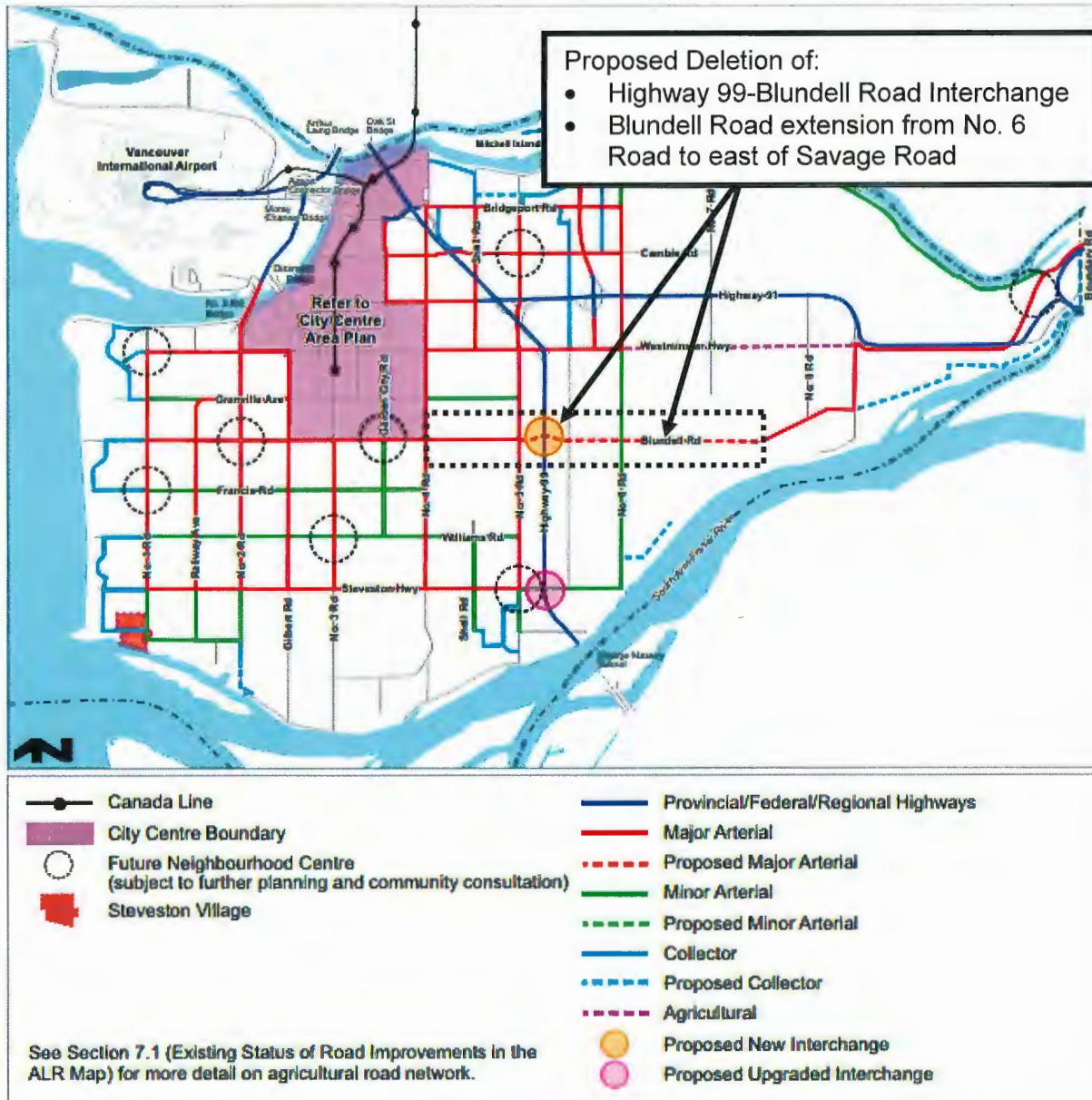


Joan Caravan
Transportation Planner
(604-276-4035)

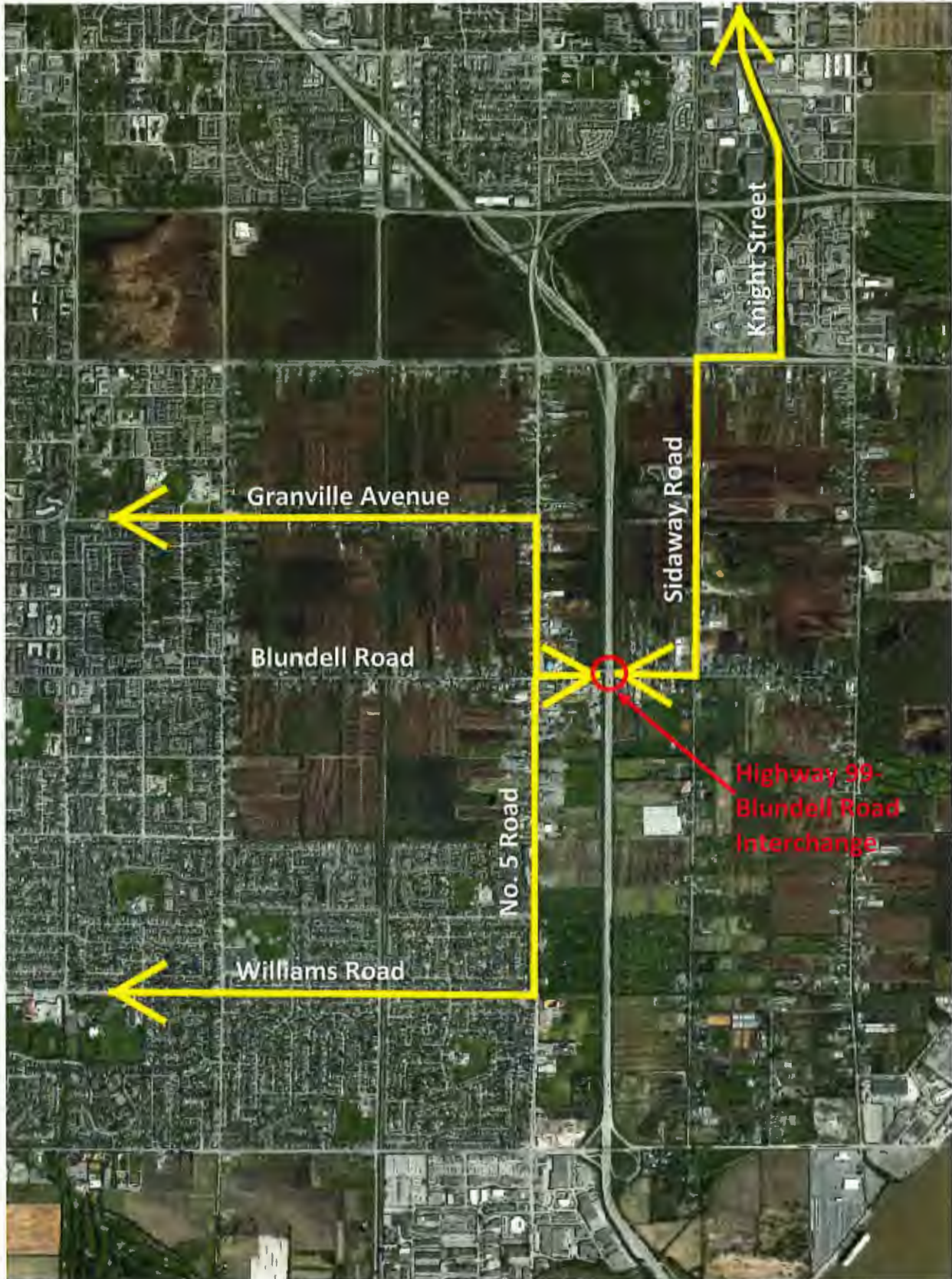
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- Att. 1: Official Community Plan – Road Classification Map
- Att. 2: Model Results of Highway 99-Blundell Road Interchange: Increased Traffic Volume Diversion
- Att. 3: Planned and Proposed Interim Road Improvements in Fraser Richmond Port Lands

Road Classification Map



**Model Results of Highway 99-Blundell Road Interchange:
Increased Traffic Volume Diversion**



PH - 181

Planned and Proposed Interim Road Improvements in Fraser Richmond Port Lands





Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 9901

The Council of the City of Richmond enacts as follows:

- 1. Richmond Official Community Plan Bylaw 9000, as amended, is amended further by replacing Chapter 8.0 Mobility and Access, Section 8.1 Road Network, Objective 3, Policy d) with the following:
d) support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway, to enhance local circulation and connectivity, increase safety and improve goods movement;
2. Richmond Official Community Plan Bylaw 9000, as amended, is amended further by deleting the Road Classification Map and replacing it with Schedule A attached hereto as the new Road Classification Map to Bylaw 9000;
3. Richmond Official Community Plan Bylaw 9000, as amended, is amended further by deleting the Transit Map and replacing it with Schedule B attached hereto as the new Transit Map to Bylaw 9000;
4. Richmond Official Community Plan Bylaw 9000, as amended, is amended further by deleting the Cycling Network Map and replacing it with Schedule C attached hereto as the new Cycling Network Map to Bylaw 9000.
5. This Bylaw is cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9901".

FIRST READING

JUL 23 2018

SECOND READING

JUL 23 2018

THIRD READING

JUL 23 2018

ADOPTED

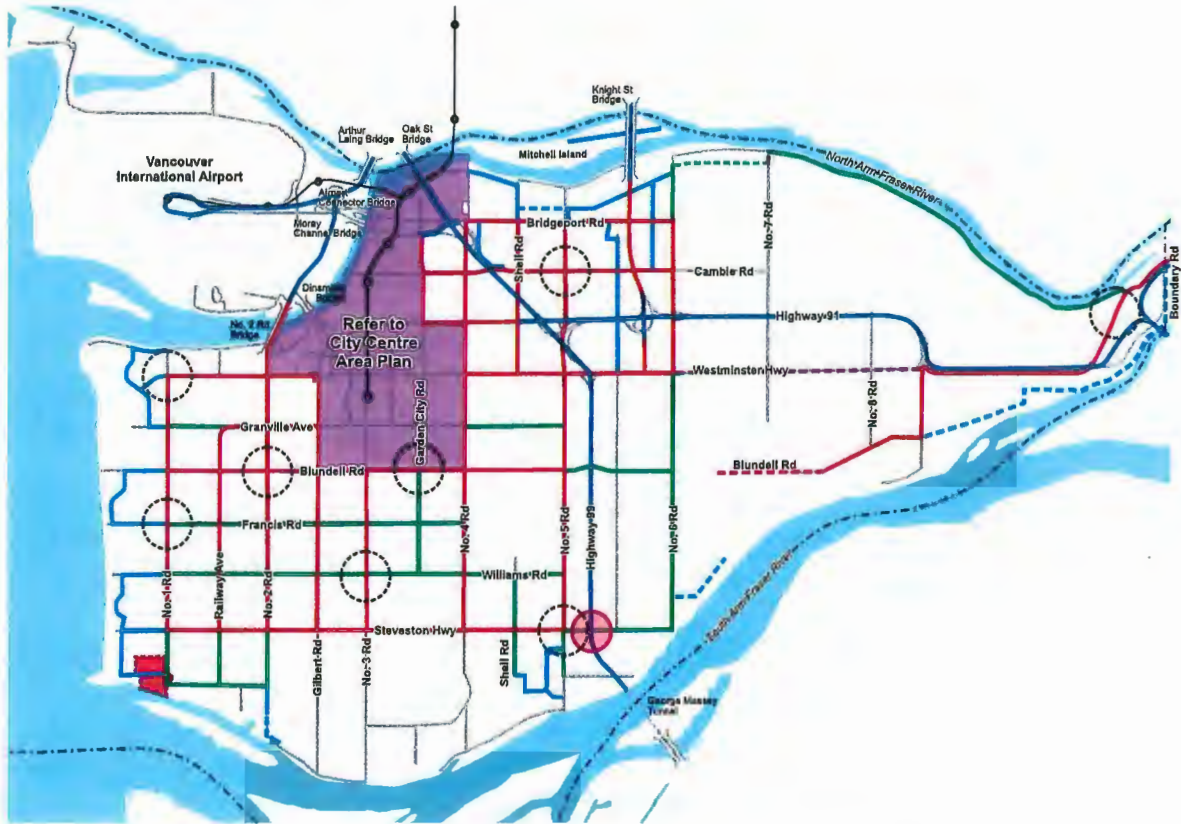
Approval stamp: CITY OF RICHMOND, APPROVED for content by originating dept. (signature), APPROVED for legality by Solicitor (signature)

MAYOR

CORPORATE OFFICER

SCHEDULE A to AMENDMENT BYLAW 9901

Road Classification

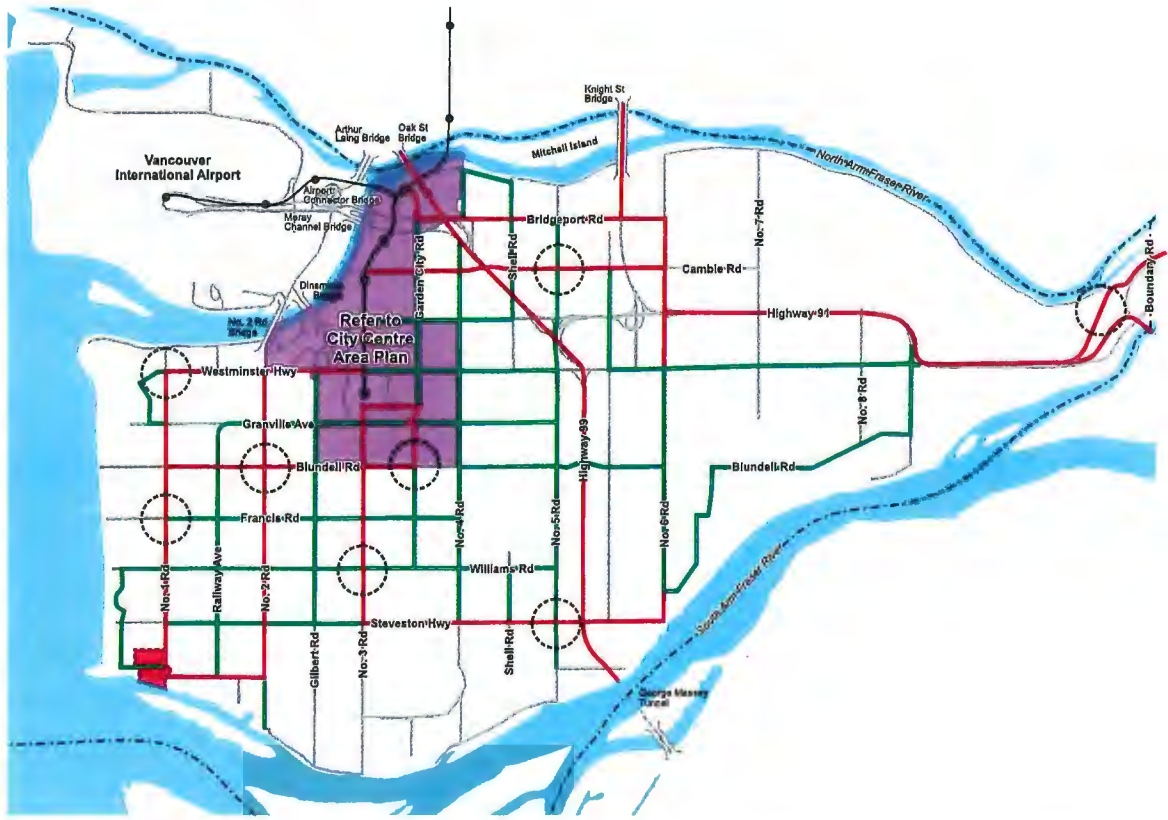


- | | |
|---|--------------------------------------|
| Canada Line | Provincial/Federal/Regional Highways |
| City Centre Boundary | Major Arterial |
| Future Neighbourhood Centre
(subject to further planning and community consultation) | Proposed Major Arterial |
| Steveston Village | Minor Arterial |
| | Proposed Minor Arterial |
| | Collector |
| | Proposed Collector |
| | Agricultural |
| | Proposed Upgraded Interchange |

See Section 7.1 (Existing Status of Road Improvements in the ALR Map) for more detail on agricultural road network.

SCHEDULE B to AMENDMENT BYLAW 9901

Transit Network

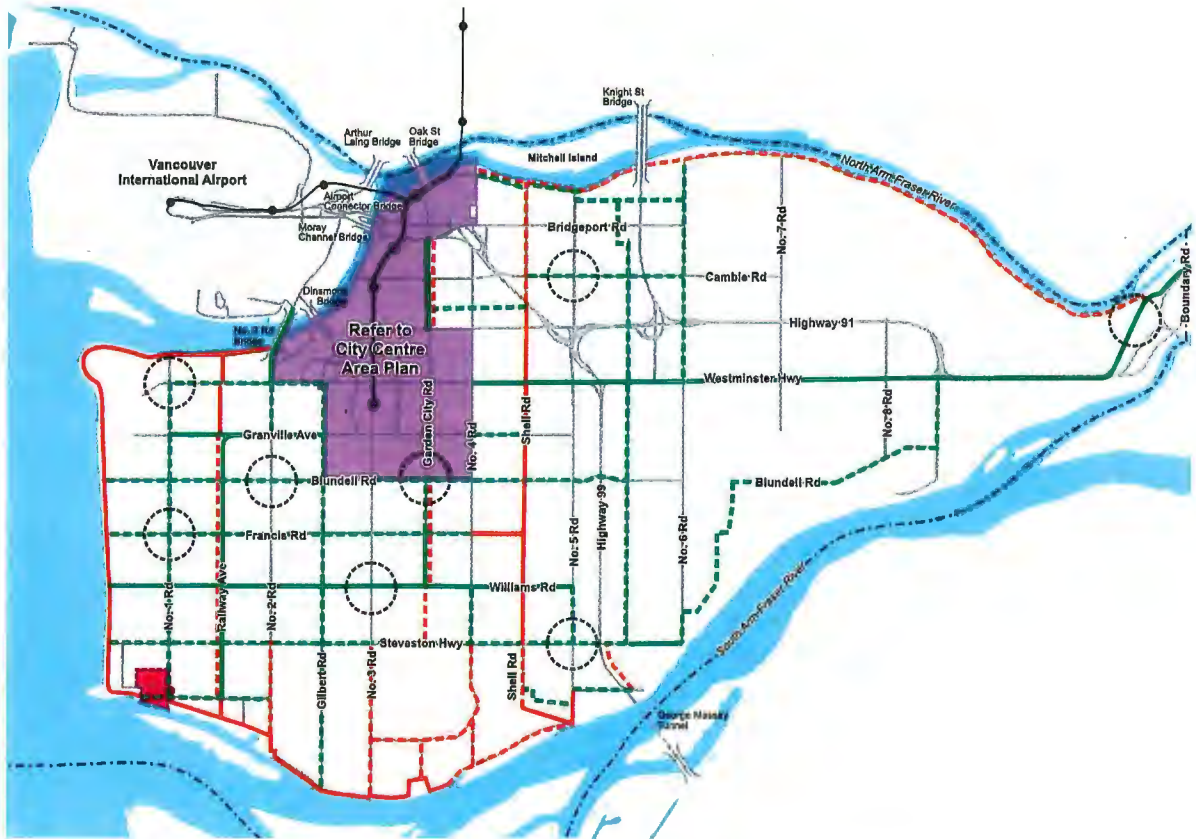


-  Canada Line
-  City Centre Boundary
-  Future Neighbourhood Centre (subject to further planning and community consultation)
-  Steveston Village
-  Frequent Transit Route (key transit corridors with higher levels of all day demand in both directions)
-  Local Transit Route (transit corridors with varying levels of demand throughout the day in each direction)

Note: the transit network is a long-term concept that will be refined in collaboration with TransLink through successive Richmond Area Transit Plan updates.

SCHEDULE C to AMENDMENT BYLAW 9901

Cycling Network



- Canada Line
- City Centre Boundary
- Future Neighbourhood Centre (subject to further planning and community consultation)
- Steveston Village
- Existing Major Street Bike Route
- - - Planned Major Street Route
- Existing Major Greenway
- - - Planned Major Greenway


See Section 3.5 (Specific Richmond Neighbourhoods) for more detail on planned cycling and rolling routes, including Neighbourhood Links.



To: Planning Committee **Date:** July 6, 2018
From: Victor Wei, P. Eng.
Director, Transportation **File:** 10-6455-03/2018-Vol
01
Re: **Proposed Amendments to Zoning Bylaw 8500 – Accessible Parking
Requirements**

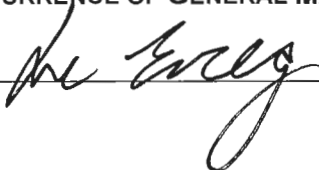
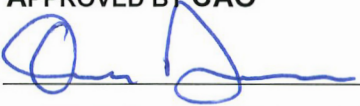
Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9902, to incorporate revised accessible parking requirements within Section 7, Parking and Loading, be introduced and given first, second and third reading; and
2. That notwithstanding the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9902:
 - a. If a Development Permit has been issued prior to the adoption of Bylaw 9902, the owner may, while the Development Permit remains valid, apply for a Building Permit in compliance with the accessible parking requirements applicable prior to the adoption of Bylaw 9902; and
 - b. If an acceptable Development Permit application has been submitted to the City prior to the adoption of Bylaw 9902, the owner may, until December 31, 2019, apply for a Building Permit in compliance with the accessible parking requirements applicable prior to the adoption of Bylaw 9902.



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

Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
Recreation Services	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: <i>CS</i>	APPROVED BY CAO 

Staff Report

Origin

Section 7 (Parking and Loading) of Zoning Bylaw 8500 identifies the requirements for off-street accessible parking spaces for residential, commercial and other uses. In collaboration with the Richmond Centre for Disability, staff have identified a need to update the City's accessible parking space dimensions and requirements. The proposed bylaw amendment will better accommodate the increased use of side-loading vans for individuals using wheelchairs. The proposed amendments to Section 7 would respond to feedback from stakeholder groups and reflect the best practices of other jurisdictions in BC and across North America.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

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

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

3.3. *Effective transportation and mobility networks.*

This report also supports the following actions of the Council-adopted *Social Development Strategy*:

- Action 3.5: Promote best practices in the assessment and upgrading of accessibility features in the City and non-City facilities (e.g. continued participation with the Rick Hansen Foundation and others on the promotion and enhancement of the Planat online venue accessibility rating tool).
- Action 3.7: Ensure that, to the extent possible, City facilities and the public realm (e.g., parks, sidewalks) are accessible.

Analysis

The current parking space specifications in Zoning Bylaw 8500 and the rationale for the proposed amendments regarding on-site accessible parking space dimensions and requirements are discussed below. In addition, the terminology used Section 7 would be updated (i.e., use "accessible" instead of "handicapped" in Section 7.5.11).

Zoning Bylaw 8500, Section 7.5.11: Accessible Parking Space Dimensions

The current bylaw specifies a clear minimum length (5.5 m) and width (3.7 m) for an accessible parking space. Both staff and the Richmond Centre for Disability (RCD) have recently identified that the use of side-loading vans is becoming more prevalent for individuals using wheelchairs; however, the current accessible parking space dimensions do not provide sufficient width to accommodate a typical side-loading ramp and adequate space for the manoeuvring of a wheelchair. Figure 1 illustrates an example of the current challenges being encountered by those

using side-loading vans where the ramp cannot be deployed even though both parking spaces are marked as accessible (note that the location shown is not in Richmond).

Based on staff’s research of best practices in BC and across North America, consistency with the BC Building Access Handbook 2014 (forms part of the 2012 BC Building Code) and input from RCD, the proposed change would revise the minimum required dimensions for an accessible parking space and introduce new dimensions for a van accessible parking space as shown in Table 1. Specification of a minimum vertical clearance is not necessary as it would remain consistent with that specified by the BC Building Code (i.e., 2.0 m), which accommodates the majority of passenger side-loading vans.



Figure 1: Side-Loading Van Unable to Deploy Ramp (photograph taken in jurisdiction outside Richmond)

Table 1: Current and Proposed Accessible Parking Space Dimensions

Type of Parking Space	Current		Proposed			
	Length	Width	Length	Width	Shared Aisle	Combined Width+Aisle
Accessible Space	5.5 m	3.7 m	5.5 m	2.5 m	1.5 m	4.0 m
Van-Accessible Space	-	-	5.5 m	3.4 m	1.5 m	4.9 m

As discussed further below, an accessible or van accessible parking space must be provided with an adjacent shared aisle. As a result, if one accessible space is to be provided, the proposed combined total width of each parking space (4.0 m and 4.9 m for accessible and van accessible spaces, respectively) would be wider than the current width dimension of 3.7 m for an accessible parking space.

With the efficient use of overlapping space of adjacent stalls, the proposed versus the current combined total widths of the accessible parking spaces would be the same if the number of stalls to be provided is in multiples of even numbers and adjacent to each other. For example, if two accessible parking spaces are required, the total combined width is 7.4 m, which is the same as the existing dimension.¹ The overall increased width of multiples of odd number of spaces would be only 1.2 m for each row of accessible parking spaces compared to the existing standard.

Zoning Bylaw 8500, Sections 7.5.14 & 7.5.15: Accessible Parking Space Requirements

Currently, for on-site parking areas that require 11 or more total spaces and for residential uses that require a minimum of three visitor parking spaces, a minimum of 2% of those parking spaces must be marked and signed as accessible spaces for the use of people with disabilities.

¹ For two accessible parking spaces, the proposed combined width of 7.4 m is comprised of a 3.4 m van accessible parking space, a 1.5 m shared aisle and a 2.5 m accessible parking space; the current combined width is two 3.7 m accessible parking spaces.

RCD has identified concerns regarding the apparent abuse of accessible parking permits as well as non-permit holders using accessible parking stalls, inconsistencies in pavement markings and the potential for motorists to hit the signs especially while backing in. To address these concerns and integrate the new van accessible parking space into the overall accessible parking space requirements, the proposed amendments would:

- revise the accessible parking space requirements to incorporate the minimum provision of the new van accessible parking space and shared aisle;
- strengthen the signage to identify the existing penalties for the misuse of an accessible parking space and to specifically identify a van accessible parking space;
- specify the location of the pavement markings to ensure that the wheelchair symbol is not fully covered when the space is occupied; and
- require provision of a wheel stop in each accessible parking space to prevent motorists from hitting the sign.

As shown in Attachment 1, if only one accessible stall is required, the space would be van accessible (3.4 m wide plus 1.5 m shared aisle for a total width of 4.9 m). If two accessible stalls are required, one stall would be van accessible and one would be the proposed standard accessible stall (2.5 m wide plus the same 1.5 m shared aisle for total width of 4.0 m). As noted above, the proposed combined width of the two accessible stalls would be 7.4 m, which is equal to the current width for two standard accessible stalls.

In cases where multiples of two accessible stalls are to be provided adjacent to each other, this paired arrangement would be repeated. In cases where there are an odd number of accessible stalls to be provided, the arrangement would be a combination of the single van accessible stall (3.4 m wide plus 1.5 m shared aisle) plus the paired arrangement of a van accessible stall and a standard accessible stall (total width of 7.4 m). The proposed accessible parking space requirements and layouts reflect staff's research of best practices in BC and across North America and are similar to those of the US Access Board and the *Americans with Disabilities Act* (ADA).

As shown in Attachment 2, accompanying signage would identify van accessible stalls and the existing penalty for misuse of an accessible parking stall. The wheelchair symbol pavement marking would be located in line with the end of the stall to improve its visibility when occupied and each stall would be required to have a wheel stop.

RCD also raised a concern that in some parking lots, individuals using mobility devices cannot access the ramp from the parking stall to the pedestrian area because the ramp is located at the head of the parking stall and thus is blocked by either their own or another vehicle. Attachment 2 specifies placing the ramp at the head of the adjacent shared aisle. With this proposed arrangement, both the aisle and ramp would accommodate those utilizing the accessible stalls as well as other pedestrians using the parking lot.

Consultation with Richmond Centre for Disability

Staff met with RCD on two occasions (some members on December 7, 2017 and the RCD Board on June 19, 2018) to discuss and develop the specifications for the van accessible parking spaces.

RCD is fully supportive of the proposed amendments and has provided a letter of support (Attachment 3). RCD also intends to engage with the City of Delta to suggest adoption of similar requirements in that municipality using Richmond's proposed initiative as an example.

As a proactive initiative at the request of RCD, staff have incorporated van accessible parking spaces into the parking requirements for the Minoru Centre for Active Living and the new Brighthouse Fire Hall No. 1 at Granville Avenue and Gilbert Road. In addition, two accessible parking spaces within the existing parkade located between the Minoru Arenas and the Cultural Centre have recently been upgraded to become van accessible via re-stripping and the installation of signage and wheel stops.

Consultation with Urban Development Institute

Staff corresponded with members of the Richmond Committee of the Urban Development Institute (UDI) to obtain feedback on the proposed Zoning Bylaw amendments. As of the time of writing, two comments were received, both of which expressed support for the proposed revised requirements.

One respondent noted that the increased total width was acceptable provided the number of accessible parking stalls required did not change. Staff confirm that the minimum number of accessible parking stalls to be provided would remain unchanged.

The other respondent also suggested that when an odd number of accessible spaces are required, the number should be rounded down rather than up (e.g., if three accessible stalls are required, one would be van accessible rather than two as proposed). Staff consider the proposed requirement as appropriate based on feedback from RCD and demographic trends that project an increasingly aging population.

Proposed Zoning Bylaw 8500 Amendments

The proposed amendments to Section 7, Parking and Loading, of Zoning Bylaw 8500 would incorporate the revised accessible parking requirements. The requirements would apply to new developments that submit building permit application after enactment of the amendment bylaw. The requirements would not apply to parking lots approved prior to adoption of the bylaw (i.e., the requirements will not apply retroactively to existing parking lots). In-stream applications would be accommodated via the following processes:

- if a Development Permit has been issued prior to adoption of the bylaw, the owner may apply for a Building Permit in compliance with the existing accessible parking requirements for the duration of the time that the Development Permit is valid; and
- if an acceptable Development Permit application has been submitted to the City prior to adoption of the bylaw, the owner will have until December 31, 2019 to apply for a Building Permit in compliance with the existing accessible parking requirements.

Upon enactment of the amendment bylaw, an information bulletin would be prepared and posted on the City's website to advise of the new parking requirements.

Financial Impact

None.

Conclusion

The proposed amendments to Section 7 (Parking and Loading) of the Zoning Bylaw respond to community feedback, reflect best practices and advance the social development and transportation goals, objectives and actions outlined in the *Official Community Plan* and related strategies (e.g., *Building our Social Future: A Social Development Strategy for Richmond*).



Donna Chan, P.Eng., PTOE
Manager, Transportation Planning
(604-276-4126)



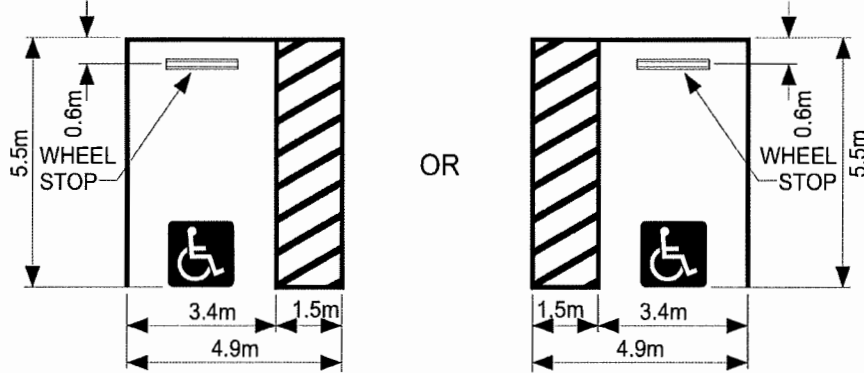
Joan Caravan
Transportation Planner
(604-276-4035)

- Att. 1: Proposed Accessible Parking Space: Dimensions and Layout
- Att. 2: Proposed Accessible Parking Space: Signage and Pavement Markings
- Att. 3: Letter of Support from Richmond Centre for Disability

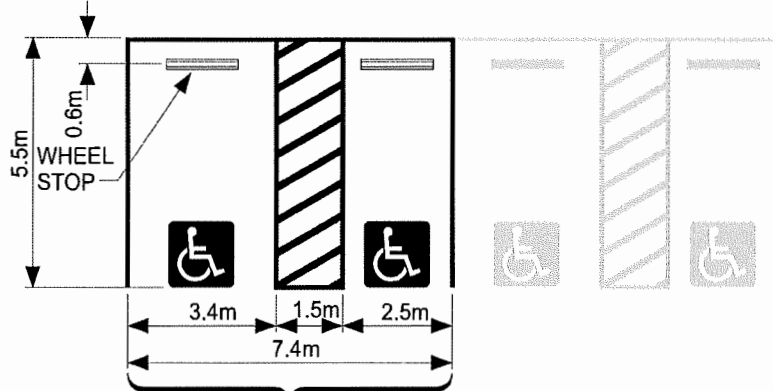
Proposed Accessible Parking Space: Dimensions and Layout

Required number of stalls: one for every two accessible stalls required, rounded up

1. For one accessible stall required, such a stall shall be van accessible and have the following dimensions:

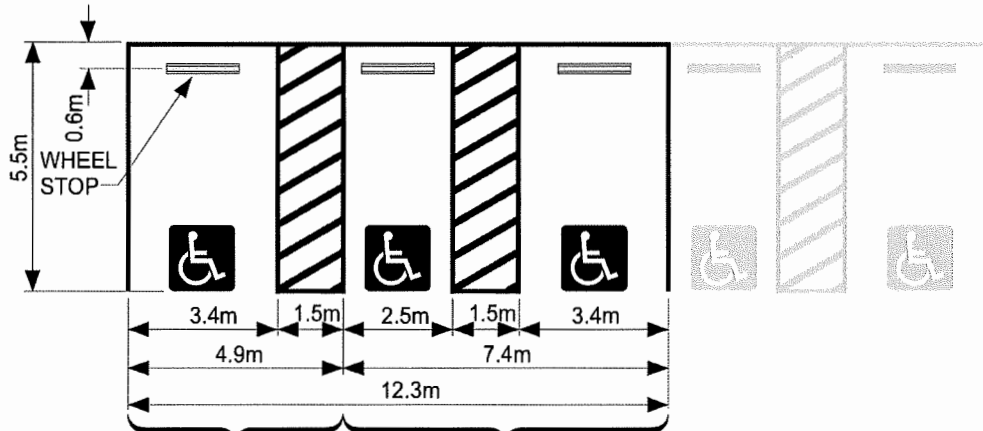


2. For two or more even number of accessible stalls required, the stalls shall be marked as:



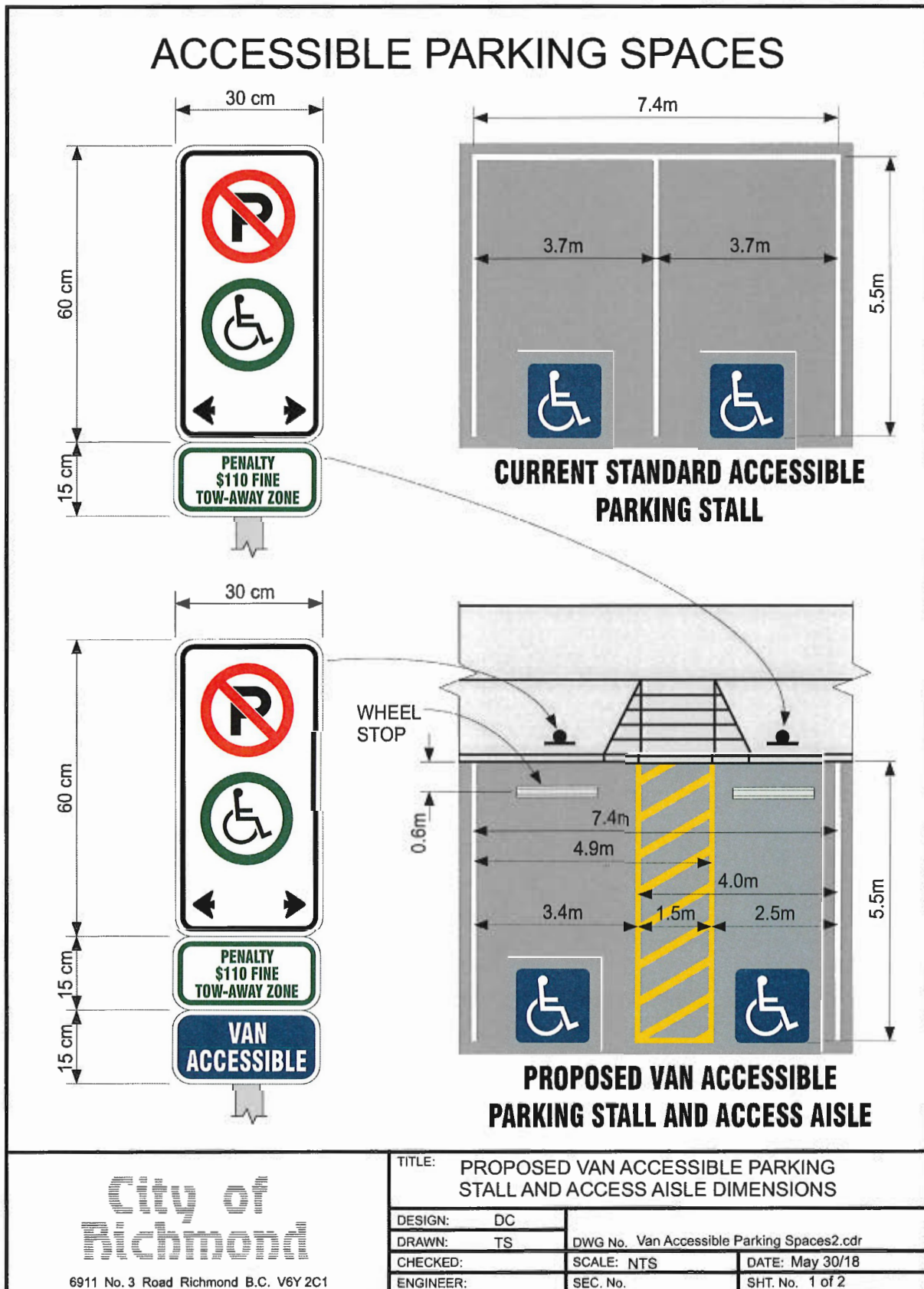
2 stall requirement (repeat for additional pairs of stalls in same row)

3. For three or more odd number of accessible stalls required, a combination of requirements 1 and 2 shall be used and marked as:



1 stall requirement plus 2 stall requirement (repeat for additional pairs of stalls in same row)

Proposed Accessible Parking Space: Signage and Pavement Markings



Letter of Support from Richmond Centre for Disability



Richmond Centre for Disability

“Promoting a new perspective on disability”

June 25, 2018

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

Dear Mayor Brodie and all City Councillors;

Re: Support Letter for Bylaws Inclusion of Van Accessible Parking Spaces

We are writing this letter, on behalf of the Richmond Centre for Disability (RCD) and its Board of Directors, to support and commend the proposed Bylaw changes to include Van Accessible Parking Spaces in the City of Richmond.

The RCD brought up the issue of Van Accessible Parking Space, or lack of it, in Richmond, during one of the Operational Issues Meetings with City Staff last year. We received very positive feedback from the Transportation Department; and Donna Chan, Manager of Transportation Planning, presented their proposed changes to Richmond Bylaws to include van accessible parking requirements at the RCD June board meeting. It has been met with overwhelming support as well as great excitement and anticipation.

We gave kudos to City Staff for listening to the diverse needs of citizens in Richmond; for undertaking thorough analysis of relevant information; and for taking timely action to bring forward a proposal of some unique designs of van accessible parking recommendations. We are excited and proud that the City of Richmond will be setting the benchmark for inclusiveness and be the champion in accessibility for all.

Thank you for your support and the RCD values the partnership with the City of Richmond to build an inclusive and accessible community that would encourage the participation of all citizens.

Respectfully Yours,

George Pope
RCD Board Chair

Ella Huang
RCD Executive Director

cc. Victor Wei, Director, Transportation, City of Richmond
Donna Chan, Manager, Transportation Planning, City of Richmond

100-5671 No. 3 Rd., Richmond, B.C. V6X 2C7
tel 604 232 2404 ♦ fax 604-232-2415 ♦ tty 604 232 2479
email: rcd@rcdrichmond.org ♦ web: www.rcdrichmond.org



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9902**

The Council of the City of Richmond enacts as follows:

- (1) **Richmond Zoning Bylaw No. 8500**, as amended, is amended further at Section 7.5 by replacing subsection 7.5.11 with the following:

7.5.11 On-site **parking spaces** shall have the following clear minimum dimensions:

Town Housing, Apartment Housing, Mixed Commercial/Residential Uses, Affordable Housing Units				All Other Uses		
	Length	Width	Shared Aisle	Length	Width	Shared Aisle
Standard Space	5.5 m	2.5 m	-	5.5 m	2.65 m	-
Small Space	4.6 m	2.3 m	-	5.0 m	2.4 m	-
Accessible Space	5.5 m	2.5 m	1.5 m	5.5 m	2.5 m	1.5 m
Van Accessible Space	5.5 m	3.4 m	1.5 m	5.5 m	3.4 m	1.5 m
No building column projection/encroachment into parking spaces or shared aisle				No encroachment of building columns into shared aisle or parking spaces if columns are on both sides of a single stall		

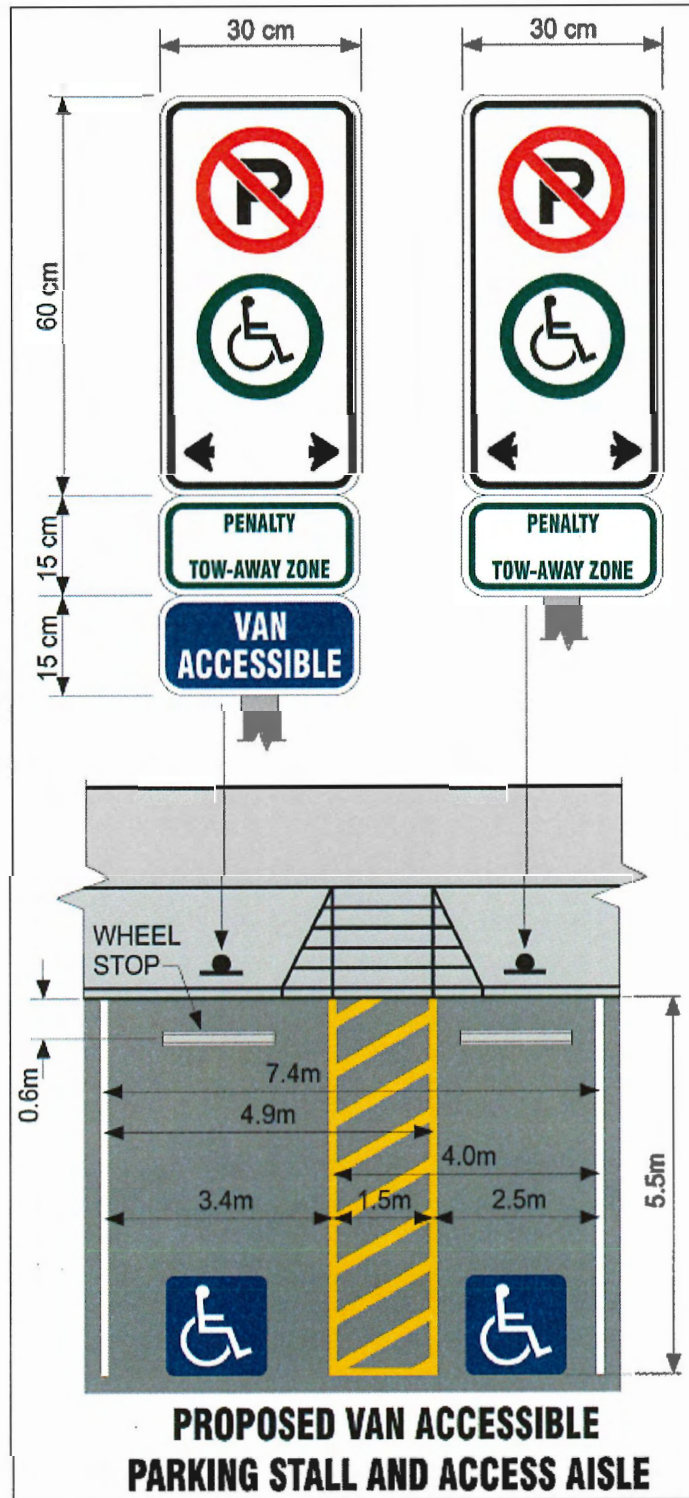
- (2) **Zoning Bylaw No. 8500**, as amended, is amended further at Section 7.5 by replacing subsection 7.5.14 with the following:

7.5.14 For on-site parking areas which contain 11 or more spaces, a minimum of 2% of the required **parking spaces**, rounded upward to the nearest whole number, shall be:

- (a) located close, and be accessible to the **building** entrance;
- (b) marked with a clearly visible sign identifying the spaces for use by disabled persons only as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14;
- (c) marked on the parking surface with the international symbol for wheelchair accessibility as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14;
- (d) provided with a ramp located at the end of the shared aisle as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14; and

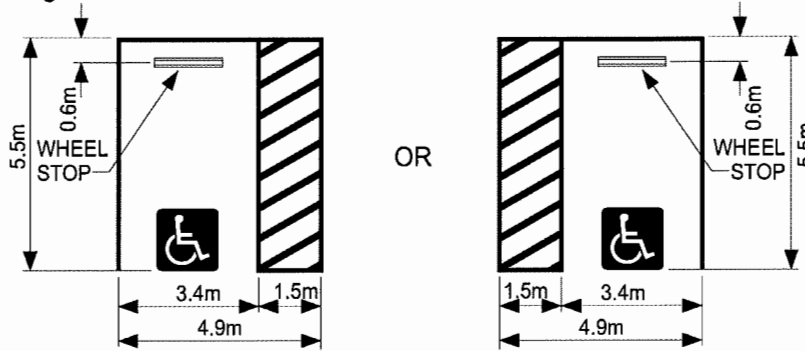
- (e) provided in the arrangement shown in Section 7.5.14.B accompanying and forming part of Section 7.5.14.

7.5.14.A

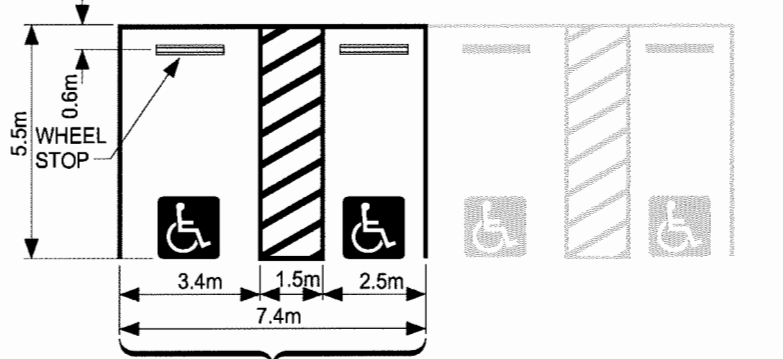


7.5.14.B

1. For one accessible stall required, such a stall shall be van accessible and have the following dimensions:

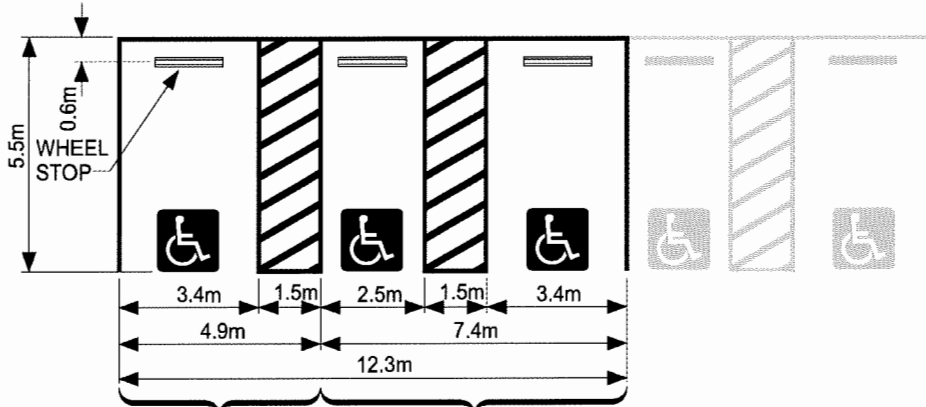


2. For two or more even number of accessible stalls required, the stalls shall be marked as:



2 stall requirement (repeat for additional pairs of stalls in same row)

3. For three or more odd number of accessible stalls required, a combination of requirements 1 and 2 shall be used and marked as:



1 stall requirement plus 2 stall requirement (repeat for additional pairs of stalls in same row)

- (3) **Zoning Bylaw No. 8500**, as amended, is amended further at Section 7.5 by replacing subsection 7.5.15 with the following:

7.5.15 For residential **uses** that require a minimum of three visitor **parking spaces**, a minimum of 2% of the total required **parking spaces**, rounded upward to the nearest whole number, shall be:

- (a) marked with a clearly visible sign identifying the spaces for use by disabled persons only as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14;
- (b) marked on the parking surface with the international symbol for wheelchair accessibility as shown in Section 7.5.14.A accompanying and forming part of Section 7.5.14; and
- (c) provided in the arrangement shown in Section 7.5.14.B accompanying and forming part of Section 7.5.14.

(4) This Bylaw is cited as “**Zoning Bylaw No. 8500, Amendment Bylaw No. 9902**”.

FIRST READING

JUL 23 2018

SECOND READING

JUL 23 2018

THIRD READING

JUL 23 2018

ADOPTED



MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: June 13, 2018

From: Barry Konkin
Manager, Policy Planning

File: 08-4057-08/2018-Vol 01

Re: Market Rental Housing Policy

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879, to incorporate the Market Rental Housing Policy into OCP Bylaw 9000 and a companion policy to ensure family-sized units are provided in all multi-family developments, be introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9889, to incorporate a Market Rental Housing Policy provision into the West Cambie Area Plan, be introduced and given first reading;
3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879, and Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9889, 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;

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

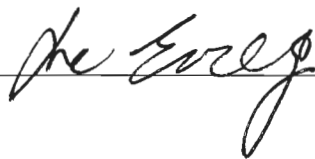

4. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879, and Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9889, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation;
5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9886, to introduce new parking rates for market rental housing and new parking rates and other provisions related to secondary suites in townhouse units, be introduced and given first reading; and

- 6. That upon adoption of Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879, existing Council Policy 5012, "Strata Title Conversion Applications – Residential" be rescinded.


 Barry Konkin
 Manager, Policy Planning

Att. 4

BK:ta

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Affordable Housing	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: CJ	APPROVED BY CAO 

Staff Report

Origin

At the November 14, 2017 Council meeting, staff presented the report titled, “Proposed Draft Market Rental Housing Policy” to set out the proposed Market Rental Housing Policy and seek authorization to consult with stakeholders and the public. Council endorsed the report and the following recommendation was adopted:

That staff be directed to seek comments and feedback from key stakeholders and the public regarding the proposed Draft Market Rental Housing Policy and report back to Planning Committee.

This report provides a summary of the Council-endorsed consultation process and presents the new Market Rental Housing Policy, incorporating the outcomes of the consultation for Council’s consideration. It is recommended that the new Market Rental Housing Policy be incorporated into Richmond’s Official Community Plan.

The Draft Market Rental Housing Policy (Attachment 1), as endorsed by Council, proposed eight policy directions that working in combination would potentially:

- protect the stock of existing market rental housing;
- support tenants of market rental housing who may be displaced by redevelopment; and
- incentivize the construction of new market rental housing.

This report supports the following Council’s 2014-2018 Term Goals:

– Goal #3: A Well-Planned Community:

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

3.4. Diversity of housing stock.

– Goal 8: A Supportive Economic Development Environment:

Review, develop and implement plans, policies, programs and practices to increase business and visitor appeal and promote local economic growth and resiliency.

8.1. Richmond’s policies, programs, and processes are business-friendly.

This report supports Affordable Housing Strategy Strategic Direction 1:

Strategic Direction #1: Use Regulatory Tools to Encourage a Diverse Mix of Housing Types and Tenures

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

Strategic Direction #1: Expand Housing Choices

Draft Market Rental Housing Policy Consultation Process and Findings

Staff conducted stakeholder consultation on the Draft Market Rental Housing Policy in January and February 2018 through workshops (Attachment 2) with targeted key stakeholders and the public. Five of the workshops were targeted to specific stakeholders including landlords, housing agencies, non-profit groups and the development industry. One general public session was also held. Over 50 individuals representing approximately 40 organizations participated in the workshops. Information about the draft policy and a feedback form was also available on LetsTalkRichmond.ca. A total of 97 people completed the feedback form between January 25 and February 18 (Attachment 3). The City also received additional correspondence about the Draft Market Rental Housing Policy (Attachment 4).

Table 1, below, provides a summary of the consultation process.

Table 1: Summary of Draft Market Rental Housing Policy Consultation Process		
Initiative	Date	Engagement
Workshop with Richmond Home Builders Group	January 18, 2018	20 participants
Workshop #1 with Urban Development Institute Sub-Committee	January 24, 2018	10 sub-committee members and staff
Workshop with a Range of Housing and Not-for-Profit Stakeholders	January 30, 2018	11 participants representing 8 agencies
Workshop with Landlord BC and Market Rental Building Owners & Managers	February 1, 2018	9 participants
Public Workshop	February 7, 2018	3 participants
Workshop #2 with Urban Development Institute Sub-Committee	February 13, 2018	5 sub-committee members and staff
LetsTalkRichmond Feedback Form	January 25 – February 18, 2018	97 responses received

Table 2, below, identifies some of the comments from the consultation process.

Table 2: Comments from Draft Market Rental Housing Policy Consultation		
Issue/Policy Direction	LetsTalkRichmond (LTR)	Workshops & Correspondence
Protect the Existing Stock of Market Rental Housing in Richmond	<ul style="list-style-type: none"> Strong support (83.5%) for this policy direction. 	<ul style="list-style-type: none"> This should be balanced with the objective of increasing the number of market rental housing units as some buildings will reach the end of their life cycle.
Strengthen Existing OCP 1:1 Rental Replacement Policy and Require "Like-For-Like" Market Rental Units (e.g. same number of bedrooms and ground oriented units)	<ul style="list-style-type: none"> Strong support (83.2%). 	<ul style="list-style-type: none"> 1:1 replacement of rental units as affordable housing (current policy) may be a disincentive to redevelopment due to lower rents that may have to be charged; Consider income and asset testing for returning tenants (e.g. those with higher

Table 2: Comments from Draft Market Rental Housing Policy Consultation

Issue/Policy Direction	LetsTalkRichmond (LTR)	Workshops & Correspondence
		incomes should not be eligible for the affordable units).
<p>Family-Sized Market Rental Units</p> <p>3 options proposed (20%; 30%; or 40% of new units to have 2 or more bedrooms)</p>	<ul style="list-style-type: none"> Higher preference for 40% of units to have 2 or more bedrooms: <ul style="list-style-type: none"> 11.6% of LTR chose 20% 37.9% of LTR chose 30% 43.2% of LTR chose 40% 	<ul style="list-style-type: none"> Supply should match demand; Should be left to the market to determine; Some support for 20% of units to have 2+BR; 3 BR units can be hard to rent.
<p>Tenant Relocation Plan</p>	<ul style="list-style-type: none"> 77.9% support for this policy direction. 	<ul style="list-style-type: none"> This could be onerous and may prevent redevelopment.
<p>Increase the Supply of Market Rental Housing</p> <p>3 options proposed (incentives; mandatory; or hybrid)</p>	<ul style="list-style-type: none"> Mixed response: <ul style="list-style-type: none"> incentives: 22.9% of LTR mandatory: 36.5% of LTR hybrid: 32.3% of LTR Comments about not being in favour of density bonus. 	<ul style="list-style-type: none"> Lack of support for a mandatory approach; could deter development; The more incentives offered, the more will be built; Density bonus has to be much higher.
<p>Fast Tracking Development Applications</p>	<ul style="list-style-type: none"> Identified as the most helpful incentive; Comment that there should be different fees for market rental. 	<ul style="list-style-type: none"> Improvements in processing time will reduce costs and improve project viability; Consider removing some processing steps; Fast tracking should not just apply to 100% market rental projects.
<p>Parking Reductions</p>	<ul style="list-style-type: none"> Concern that adding density, suites or parking reductions will exacerbate traffic & parking issues. 	<ul style="list-style-type: none"> Comment that City has taken strides to reduce parking and these proposed relaxations are a good incentive.
<p>Increasing the Supply of Secondary Suites in Townhouses and Apartments</p> <p>2 options proposed (voluntary; or mandatory)</p>	<ul style="list-style-type: none"> Strong preference (67% of LTR) for a voluntary approach; No strong preference for suites in apartments <ul style="list-style-type: none"> 35.1 % of LTR support; 29.8% of LTR don't support; 23.5% of LTR are neutral. 	<ul style="list-style-type: none"> Strong preference that this should be voluntary; Support for lock-off suites (in apartments) but this should not be mandated.
<p>What Else the City Should be Doing to Encourage Market Rental Housing</p>	<ul style="list-style-type: none"> Pre-zone for market rental housing; Don't put up too much red tape; More options to rent and potentially rent-to-own; More suites and coach houses in single family dwellings. 	<ul style="list-style-type: none"> Reduce or eliminate development cost charges (DCCs); Consider property tax reductions or waivers; Encourage non-profits to have a role in delivering market rental units; City should invest more in market rental housing and pre-zone; Partnerships with all levels of government.

Recent Housing Actions

City Action on Rental Housing

Since 2007, when the Affordable Housing Strategy (AHS) was first adopted, the AHS has been extremely successful, with approximately 2,500 rental housing units approved in Richmond. This has included:

- 320 low-end market rental (LEMR) units;
- 477 non-market, social housing units;
- over 400 new market rental housing units;
- approximately 229 secondary suites secured in single family dwellings at the time of rezoning through the Affordable Housing Strategy;
- approximately 1,018 secondary suites approved through the building permit process;
- 62 coach houses; and
- 7 secondary suites in townhouses.

Senior Government Housing Initiatives

Since the Draft Market Rental Housing Policy was received by Council in November 2017, senior governments have advanced several housing initiatives, as summarized below.

National Housing Strategy

On November 22, 2017, the Federal Government released a new National Housing Strategy (NHS). The NHS sets ambitious targets to reduce homelessness and create new and repaired or renewed housing units. The National Housing Strategy focuses on affordable housing but also includes initiatives related to rental housing (e.g. ongoing programs to support rental construction and new measures to ensure that existing rental housing is not lost to disrepair).

These programs may be available to developers and providers of market rental housing and may contribute to the construction of new market rental housing in the city over time. Staff will continue to monitor any programs or opportunities arising out of the NHS that may be available to the City.

Recent Provincial Government Action

In February 2018, the Province of BC released, “Homes for BC: A 30-Point Plan for Housing Affordability in British Columbia”. The Plan identifies measures to stabilize the housing market, increase housing supply and improve security for renters. In April 2018, a Rental Housing Task Force was formed to advise the Province on a broad range of issues including potential changes to tenancy laws. (Recent amendments to the Residential Tenancy Act in June 2018 are discussed later in this report). Staff will participate in the Task Force’s consultation process. If there are any outcomes that will be of specific benefit to Richmond, staff will report back to Council.

On May 31, 2018, amendments to the *Local Government Act* and the *Vancouver Charter* were approved to allow residential rental tenure zoning. This new power allows municipalities to limit the form of tenure in a Zoning Bylaw to residential rental tenure if they choose to do so. This includes the ability to specify the number, portion or percentage of housing in a building that must have rental tenure.

This new legislation may assist Richmond in achieving some of its market rental housing goals. Some of the potential benefits of residential rental tenure zoning are as follows:

- Opportunity to achieve a mix of housing tenures through zoning rather than through OCP policy and individual development negotiations; and
- Opportunity to define the types of rental tenure required (e.g. “market rental”, “affordable rental”, “subsidized rental”).

Staff are continuing to research the possible application of this legislation and will report back to Council when further analysis has been undertaken.

The proposed Market Rental Housing Policy, which follows, provides a new framework for protecting existing market rental housing and outlines an incentives-based approach to encouraging the development of additional market rental housing units. This policy, in tandem with Federal and Provincial initiatives, will provide a range of options for developers who may wish to pursue market rental housing projects.

Proposed Market Rental Housing Policy

Staff have reviewed the feedback received from stakeholders and have amended the policy, as presented to Council in November 2017, where appropriate. The policy detailed in this report incorporates, where possible, the outcomes of the consultation process.

The draft policy directions, key feedback from the consultation process and any recommended changes to the policy directions are provided below. It is proposed that the Market Rental Housing Policy be incorporated into the OCP so that all related housing policy is located in a single, convenient location accessible to developers, staff and the public.

The various components of the Market Rental Housing Policy may be used singly or in combination for a development proposal, depending on the particular circumstances and project details. Several components of the strategy would apply where existing market rental housing is present. This includes the 1:1 Replacement and Tenant Relocation Plan requirements, as well as policies related to maintaining buildings in good repair. Other policies would apply to proposed strata conversions and others to new development.

Staff are of the opinion that, over time, implementation of the policy will support Richmond’s renter households in finding accommodation that meets their specific needs. Market rental housing, along with affordable housing units, are important components of the city’s housing continuum.

The specific market rental housing policies are as follows:

1. Strengthen Existing Strata Conversion Policy

Summary of Draft Policy from November 2017 (Policy Direction #1)

- Strengthen intent of existing Council Policy 5012, “Strata Title Conversion Applications – Residential”, but incorporate the policy into the OCP with the new Market Rental Housing Policy. (The policy would continue to set out matters for Council to consider before deciding on a strata title or cooperative conversion application involving three or more units);
- Proposed enhancements to the policy were to:
 - set a higher vacancy rate threshold of 4% (increased from the current 2%) before a strata conversion application could be considered;
 - lower the number of affected units to four (reduced from the current 12 unit threshold) before a conversion application could be considered;
 - introduce new requirements, including granting displaced tenants the right-of-first-refusal to purchase a converted unit at 5% discount from market prices and providing financial and relocation assistance for tenants who have lived in the building for more than one year.

Feedback from LetsTalkRichmond (LTR) and Stakeholder Workshops

- Strong support (83.3% of LTR respondents) for this policy direction;
- Workshop comment that the policy direction is not really needed as the vacancy rate is so low; and
- Comment that the conversion of rental units to strata also provides affordable home ownership.

Discussion

In 2017, the residential vacancy rate in Richmond was 0.6% (down from 0.9% in 2016). In the last ten years, the vacancy rate has exceeded 2% only twice – in 2009 and 2013.

Although it may be unlikely that vacancy rates will rise to 4% in the near future, raising the threshold from 2% to 4% in the policy would provide further protection to existing rental units from conversion to strata units.

Staff recommend reducing the number of affected units from 12 to 4 before a conversion application is considered as this would prevent the conversion of smaller rental projects, even if the vacancy rate is 4% or more. Council would continue to consider applications based on these higher thresholds and the potential impacts on the rental housing stock and tenants. The policy, as proposed, would also enable displaced tenants to purchase a converted unit at a discounted price.

Recommended Policy

- Under Section 3.3 of the OCP, create a new objective (“**Limit the strata conversion of existing residential rental or cooperative units**”) with the following policies:
 - Limit the strata conversion of existing rental or cooperative units involving three or more dwelling units (duplex strata conversions are acceptable). Council will consider the following before approving a residential strata conversion:
 - The impact a proposed conversion will have on the stock of rental housing in Richmond. If the rental vacancy rate is less than 4% and the number of affected units is 4 or more, then Council should consider refusing the application until vacancy rates have risen to 4% or higher;
 - The views of existing tenants submitted to the City in writing;
 - A tenant relocation plan to protect tenants who may be displaced by the proposed strata conversion. The tenant relocation plan will incorporate the following:
 - A minimum four months’ notice to end the tenancy and otherwise as set out in the provincial *Residential Tenancy Act*;
 - A right-of-first-refusal for existing, displaced tenants to purchase a strata unit at a 5% discount from market prices;
 - For tenants who have resided in the applicable rental units longer than one year:
 - three months’ free rent or lump sum equivalent at the discretion of the tenant; and
 - assistance in finding alternative accommodation which meets the tenant’s needs, is located in Richmond, or in another location at the tenant’s discretion, where the rent does not exceed Canada Mortgage and Housing Corporation’s (CMHC) average area rents for Richmond.
 - The submission of a Building Condition Assessment Report in a form acceptable to the City from a registered architect, engineer, or another qualified professional, including an assessment of the life expectancy and the state of repair of the building, general workmanship and the degree of compliance with all City bylaws, servicing standards and requirements;
 - Provision of open space, landscaping and common facilities, in general compliance with the OCP’s Development Permit Guidelines, along with preserving all required off-street parking and loading spaces; and

– Other site-specific development conditions that might be appropriate to the specific circumstances.

2. Encourage Owners to Maintain Buildings in Good Repair

Summary of Draft Policy from November 2017 (Policy Direction #2)

- Continue to rely on the City’s Rental Premises Standards of Maintenance Bylaw 8159 which requires owners to ensure that rental premises conform to minimum livability and comfort standards;
- State the City’s expectation that market rental buildings be kept in good repair and in a safe condition for the benefit of tenants; and
- Encourage owners to undertake repairs while the tenant still lives in the unit or has temporary alternate accommodation.

Recommended Policy

- Under Section 3.3 of the OCP, create a new objective (“**Protect and enhance the existing stock of market rental housing**”) with the following policies:
 - Acknowledge that market rental housing comprises an important and substantial component of the city’s supply of affordable housing, meets the needs of a diverse population and contributes to social diversity and healthy communities;
 - Encourage property owners to maintain existing market rental buildings in good repair and in a safe condition. Maintenance, repair and renovation should be done while the tenant(s) still lives in the unit or has been provided with temporary alternate accommodation by the property owner(s) at the same rental rate before returning to the unit; and
 - Support the identification of funding sources (e.g. from senior government or other) that may be used to upgrade and extend the life span of existing market rental buildings.

3. Enhance the Current 1:1 Replacement Policy

Summary of Draft Policy from November 2017(Policy Direction #3)

- Current OCP policy requires no net loss of rental units and encourages 1:1 replacement as affordable housing at the City’s low-end market rental (LEMR) rates in appropriate circumstances. The 1:1 replacement applies to all types of rental housing;
- Proposed enhancements to the policy were to:
 - Exempt returning tenants from meeting the City of Richmond’s income thresholds. The City’s Affordable Housing Strategy identifies minimum income levels that tenants must meet in order to be eligible for LEMR units. In the case of

replacement of market rental units, only new and future tenants would be required to meet these income levels; and

- Ensure replacement market rental units have “like-for-like units” with the same number of bedrooms and ground orientation (e.g. townhouse units replaced with townhouse units);
- The draft policy also proposed that sites which have 100% of the existing units as market rental housing may only be used for market rental in the future; and
- The replacement policy would apply to properties that are included in Canada Mortgage and Housing Corporation’s (CMHC) annual Rental Market Report (including strata titled buildings or units that are identified as rental and are therefore included in the report).

Feedback from LetsTalkRichmond (LTR) and Stakeholder Workshops

- Strong support from LTR respondents on enhancing the current policy (e.g. with “like-for-like” units);
- Workshop comments that the existing OCP policy requiring 1:1 replacement units as affordable (low-end market rental) units may be a disincentive to redevelopment and that such units may not go to those who really need them;
- Comment that requiring existing market rental sites to only be redeveloped with 100% market rental housing could be onerous and undermine project feasibility in some cases;
- Workshop comment that there should be more flexibility in the number and type of replacement ground oriented units.

Discussion

Staff recommend that all replacement market rental units be provided as affordable (LEMUR) housing as this would reflect current OCP policy which has been in place since 2007. Low-end market rental (LEMUR) units would provide secure and affordable housing for returning tenants who choose to move back to the replacement units. Ensuring that replacement units are preserved and secured as LEMUR units also contributes to the stock of affordable rental housing in Richmond.

Maintaining existing market rental sites for market rental only is intended to add to the stock of market rental units over time and help meet the demand for such housing. Requiring replacement units to be ground oriented ensures family-friendly replacement units.

Recommended Policy

- Under Section 3.3 of the OCP, create a new objective (“**Protect and enhance the existing stock of market rental housing**”) with the following policies:
 - Discourage redevelopment of properties containing purpose-built market rental housing;

- Consider allowing the redevelopment of sites that have existing market rental units only if the site continues to be used for market rental housing and any existing rental units are replaced as affordable housing (e.g. low-end market rental, or LEMR) units;
- Ensure that all existing market rental units are replaced at a minimum ratio of 1:1 (one new market rental unit for each existing market rental unit) that meet the City's Affordable Housing Strategy and are secured in perpetuity as affordable housing through one or more legal agreements or other alternate approach to the satisfaction of the City. Replacement market rental units will have the same number of bedroom units and the same number of ground oriented units as originally located on site.

In addition to the OCP policies discussed above, an amendment to Richmond Zoning Bylaw is proposed to introduce a definition for "market rental unit" and "market rental agreement". The latter is a new agreement that staff propose to be used to secure market rental units. Similar to a housing agreement, the market rental agreement will require a bylaw be adopted by Council.

4. Incentives to Increase the Supply of Market Rental Housing

Summary of Draft Policy from November 2017(Policy Direction #6)

- Three options were proposed to increase supply: 1) density bonus incentive; 2) mandatory requirement; and 3) hybrid approach;
- The draft density bonus incentive approach identified a modest framework with:
 - A density bonus for sites that provide 100% market rental, varied by the built form and construction method:
 - 0.20 FAR for ground-oriented townhouses and wood frame apartments, city-wide;
 - 0.25 FAR for concrete buildings in City Centre; and
 - a density bonus of 0.10 FAR for sites that provide a mix of market rental and strata units;
- Other incentives considered:
 - reduced parking requirements for market rental housing units (based on a comprehensive parking study of existing market rental sites in Richmond);
 - waiving affordable housing requirements for the floor area of the market rental housing units;
 - waiving the public art rate (currently \$0.85 per square foot) and the community planning contribution rates (currently \$0.28 per square foot in City Centre and

Broadmoor and \$0.08 per square foot in West Cambie) for the floor area of the market rental housing units (this is consistent with the City's current practise to waive these fees for floor area dedicated to affordable housing); and

- fast tracking development applications for sites with 100% market rental housing units.

Feedback from LetsTalkRichmond (LTR) and Stakeholder Workshops

- General public support for a mandatory approach (36.5% of LTR respondents) compared to the other two options;
- Strong preference for an incentives-based approach expressed during stakeholder workshops;
- Comment that the proposed density bonus that would be available is too small and is not a sufficient incentive;
- Comment that allowing existing market rental sites to take advantage of the density bonus only if the site continues to be used for 100% market rental purposes would result in stabilized land values and an increase in rental units; and
- Comment that fast tracking should apply to projects that also include less than 100% market rental units.

Discussion

Following the consultation process, staff are recommending a density bonus incentive approach, rather than a mandatory or hybrid approach. Providing incentives would be consistent with the City's approach to securing affordable housing and is a common approach used by other jurisdictions in the region to encourage the creation of market rental housing. The proposed density bonus framework (with modest density increases) was shown by third party economic analysis to be financially viable. As such, it has the potential to encourage the development of buildings that offer 100% market rental housing. This in turn may move Richmond more quickly to meeting its demand estimate of approximately 120 market rental housing units per year. The density bonus framework, as proposed, is intended to ensure that new development aligns with the built form and character set out in Richmond's OCP.

The suite of incentives proposed, while encouraging market rental generally, also aims to highlight the importance of developments that propose providing 100% of units as market rental housing. Implementation of the Market Rental Housing Policy will be monitored over time. If revisions to the incentives package are warranted, these will be brought forward for Council's consideration at a future date.

Recommended Policy

- Under Section 3.3 of the OCP, create a new objective ("**Encourage the development of new purpose-built market rental housing units**") with the following policies:

- Support the provision of new market rental housing units and replacement market rental housing units, where relevant, and secure all rental units in perpetuity through one or more legal agreements or other alternate approach to the satisfaction of the City;
- Proposed development sites for new market rental housing must at the time of development approval be designated in the OCP as Neighbourhood Residential, Apartment Residential or Mixed Use and must permit the housing type proposed (e.g. townhouses or apartments);
- Additional density (density bonus) may be considered for new developments that provide secured market rental housing subject to the following:
 - Sites must be located with the City Centre or within the Neighbourhood Centres identified in the OCP. Other locations that are within 400 m of a Frequent Transit Network (key transit corridors with higher levels of all day demand in both directions) may also be considered;
 - Proposed developments meet or exceed the City's sustainability objectives related to building energy and emissions performance;
 - 100% of the market rental units incorporate basic universal housing features (see Section 8, below);
 - Proposed developments demonstrate that they would integrate well with the neighbourhood and comply with OCP Development Permit Guidelines;
 - Community consultation is undertaken.
- The maximum additional density that may be considered for market rental housing is:
 - For ground oriented townhouses and wood frame apartments (inside or outside City Centre) on sites that provide 100% of the residential use at the site as market rental: 0.20 FAR above the base density set out in the OCP or Area Plan;
 - For concrete buildings in City Centre only on sites that provide 100% of the residential use at the site as market rental: 0.25 FAR above the base density set out in the OCP or Area Plan; and
 - For mixed market rental and strata buildings: 0.10 FAR above the base density set out in the OCP or Area Plan, with the density bonus applying only to that portion of the new development that contains the market rental housing units;

- New developments that provide secured market rental housing units may be eligible for the following incentives:
 - reduced parking requirements;
 - exemption from all or a portion of affordable housing requirements in recognition of the significant community benefit provided by the proposed market rental housing units; and
 - exemption from all or a portion of public art and community planning contributions; and
- Amend the West Cambie Area Plan (OCP Bylaw 7100) to enable waiving of the community and engineering planning cost for new market rental housing.

In addition to the OCP policies discussed above, an amendment to Part 7 of the Richmond Zoning Bylaw 8500 (Parking and Loading) is proposed to incorporate new market rental housing parking rates (Table 3, below). Further parking reductions may be possible subject to submission of additional studies and /or measures to the satisfaction of the City.

Table 3: Proposed Market Rental Housing Parking Rates			
Market Rental Housing Type	Location of Market Rental Housing	Recommended Parking Rate (spaces per unit)	Current Multi-Family Parking Rate
Apartment	City Centre Zone 1	0.8	1.0
	City Centre Zone 2	1.0	1.2
	City Centre Zone 3	1.2	1.4
	Outside City Centre	1.2	1.5
Townhouse	City Centre Zone 1	0.9	1.0
	City Centre Zone 2	1.1	1.2
	City Centre Zone 3	1.3	1.4
	Outside City Centre	1.8	2.0

These proposed parking rates have been reviewed and accepted by Transportation staff. It is anticipated that there should be minimal impacts arising out of the proposed changes. The parking study showed, for example, that parking spaces were generally not fully utilized in the market rental sites surveyed.

5. Increase the Supply of Secondary Suites in Townhouses and Apartments

Summary of Draft Policy from November 2017 (Policy Direction #7)

- Two options were proposed: 1) incentives-based or voluntary; 2) mandatory;

- Other incentives were proposed for consideration to increase the supply of secondary suites in multi-family buildings:
 - eliminate required parking for the secondary suite under certain circumstances;
 - waive affordable housing requirements, public art and community planning contribution rates for the floor area of the secondary suite only; and
- Establish a minimum secondary suite size in townhouses and apartments and a maximum number of units in a development that may contain suites. This latter limit would be intended to minimize potential negative impacts on neighbourhoods.

Feedback from LetsTalkRichmond (LTR) and Stakeholder Workshops

- Strong preference for a voluntary approach from both LTR respondents and participants at the stakeholder workshops; and
- Some support and interest for suites in apartments as long as it is not mandatory.

Discussion

Current OCP policy encourages a variety of housing, including secondary suites in neighbourhoods in appropriate locations. Richmond Zoning Bylaw 8500 was amended in 2017 to allow secondary suites in all townhouse zones and approximately 13 secondary suites have been secured in approved projects or are pending final adoption.

An incentives-based or voluntary approach (e.g. eliminating parking requirements in certain instances and waiving some amenity requirements, as noted above), would allow for a market-based response to increasing the supply of secondary suites in multi-family developments. This approach could contribute to an increase in the supply of suites. It would also allow an opportunity to gauge the level of interest in the marketplace and provide time to assess if there are any unintended consequences of expanding this type of housing.

Based on research, a minimum secondary suite area of 25 m² in townhouses was identified as an appropriate size that would maintain comfort and livability for residents. Limiting the proportion of units in a townhouse development that could have suites to 50% was also recommended. This would help ensure that the townhouse project and the surrounding area are not unduly burdened by additional dwelling units.

Recommended Policy

- Amend Richmond Zoning Bylaw 8500 to implement the minimum size and maximum unit cap for secondary suites in townhouses; and
- Consider allowing suites in apartments through individual rezoning applications on a site-specific basis (e.g. do not implement in all apartment zones at this time).

No OCP amendment is required to support the provision of secondary suites in multi-family developments.

6. Require Family-Sized Market Rental Units

Summary of Draft Policy from November 2017 (Policy Direction #4)

- The draft policy identified three options for consultation: 1) 20%; 2) 30%; or 3) 40% of new market rental units to have two or more bedrooms.

Feedback from LetsTalkRichmond (LTR) and Stakeholder Workshops

- Support from LTR respondents for a 40% requirement; and
- Workshop comments that this should be left to the market but some support for 20%.

Discussion

Approximately 40% of Richmond's renter households are families with children. This figure is slightly higher for owner-occupied dwelling units, where approximately 42% are families with children. The updated Affordable Housing Strategy (AHS) contains a new short term action to consider implementing a 60% target for two and three bedroom units in developments providing more than 30 low-end market rental (LEMR) units. Richmond has a strong track record of obtaining family-sized units in new strata developments.

Recommended Policy

- Under Section 3.3 of the OCP, create a new objective in the OCP ("**Encourage the development of new purpose-built market rental housing units**") with the following policy:
 - New market rental housing developments will have a minimum of 40% of units with two or more bedrooms that are suitable for families with children;

Given the interest in accommodating families in Richmond, staff have continued to evaluate the number of family-friendly units provided in market condominiums. In order to accommodate families with children, it is proposed that all new multi-family developments be subject to a similar family-friendly requirement. As an associated policy, it is therefore recommended that:

- Under Section 3.3 of the OCP, Objective 1 ("**Encourage a variety of housing types, mixes and densities to accommodate the diverse needs of residents**"), the following policy be added:
 - Encourage all multiple family housing to provide a minimum of 40% of units to have two or more bedrooms that are suitable for families with children.

7. Require Tenant Relocation Plans

Summary of Draft Policy from November 2017 (Policy Direction #5)

- All existing tenants would have a right-of-first-refusal to return to replacement market rental units at affordable housing (low-end-market rental [LEMR]) rates);

- Returning tenants would not have to meet the City's income thresholds but new or future tenants would;
- Existing tenants who have resided in the building longer than one year would be eligible for:
 - three months' free rent or lump sum equivalent; and
 - assistance finding alternate accommodation that meets their specific needs, is located in Richmond (or in another location with similar amenities) and where the rent does not exceed Canada Mortgage and Housing Corporation's (CMHC) average area rents for Richmond.

Feedback from LetsTalkRichmond (LTR) and Stakeholder Workshops

- Strong support from LTR respondents on this policy direction;
- Workshop comments that assistance should go to those who need it most; and
- Workshop comment that it could be hard to meet all needs of existing tenants and that it would be more viable for developers to offer a reasonable amount of assistance (e.g. provide a list of viable alternate accommodation).

Discussion

The draft Tenant Relocation Plan requirements were identified based on a survey of other local municipalities and what was considered acceptable for Richmond. The requirements are intended to ensure tenants are provided with a reasonable amount of support and are not meant to be overly prescriptive. For example, it may be realistic in some circumstances that returning tenants are offered a different size unit if their housing needs have changed. Developers, however, would be asked to provide information regarding existing tenants and document the relocation assistance that was offered.

In June 2018, the Province made a number of amendments to the Residential Tenancy Act. Landlords are now required to give tenants four months' notice to end a tenancy for demolition, renovation or repair or conversion. A tenant is also now granted a right-of-first refusal to enter into a new tenancy agreement at a rent determined by the landlord if the landlord ends the tenancy to renovate or repair the rental unit (provided the residential property contains five or more units).

Recommended Policy

- Under Section 3.3 of the OCP, create a new objective (“**Support tenants at the time of redevelopment of existing market rental housing**”) with the following policies:
 - Protect tenants who may be displaced by the redevelopment of existing market rental units by requiring a tenant relocation plan. The tenant relocation plan will incorporate the following:

- A minimum four months’ notice to end the tenancy and otherwise as set out in the provincial *Residential Tenancy Act*;
- A right-of-first-refusal for existing, displaced tenants to rent replacement units as affordable housing, without having to meet the City’s typical (low-end market rental) income thresholds;
- For tenants who have resided in the applicable rental units longer than one year:
 - three months’ free rent or lump sum equivalent at the discretion of the tenant; and
 - assistance in finding alternative accommodation which meets the tenant’s needs, is located in Richmond, or in another location at the tenant’s discretion, and where the rent does not exceed Canada Mortgage and Housing Corporation’s (CMHC) average area rents for Richmond.

8. Encourage Accessible Market Rental Units

Summary of Draft Policy from November 2017 (Policy Direction #8)

- To be eligible for the proposed market rental housing density bonus, a developer would be required to include basic universal housing (BUH) features in new market rental housing units; and
- Richmond Zoning Bylaw 8500 currently allows a floor area exemption of 1.86 m² (20 ft²) for townhouse or apartment units that incorporate all of the BUH features (such as wider doorways and easier to grasp handles) identified in the Zoning Bylaw.

Feedback from LetsTalkRichmond (LTR) and Stakeholder Workshops

- Some concern expressed in the LTR comments that requiring 100% of units to be accessible would increase costs; also comments that ramps and convenient parking locations are important for people with disabilities; and
- Workshop comments that this should apply to 100% of units and everyone builds BUH already.

Recommended Policy

- Under the new objective in Section 3.3 of the OCP (“**Encourage the development of new purpose-built market rental housing units**”), include the following policy:
 - “Additional density (density bonus) may be considered for new developments that provide secured market rental housing subject to the following:
 - 100% of the market rental units incorporate basic universal housing features.”

(The proposed density bonus is described earlier in this report.)

Proposed Bylaws

The Market Rental Housing Policy is proposed to be implemented through OCP and associated Zoning Bylaw amendments.

It is recommended that Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879, Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9889 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9886, be introduced and given first reading.

Implementation

In order to encourage the development of new market rental housing in Richmond, it is proposed that the Market Rental Housing Policy, as presented in this report, be approved and the required bylaw amendments be adopted. In addition to the proposed OCP and Zoning Bylaw amendments, the following items are proposed to support the implementation and monitoring of the Market Rental Housing Policy:

- Prepare an explanatory bulletin about the Market Rental Housing Policy and prepare other supporting documents to support the development process (e.g. tenant relocation forms and market rental agreement templates);
- Monitor the take-up of suites in townhouses and any potential impacts on housing and neighbourhood livability; and
- Monitor market interest in providing suites in apartments and consider if Zoning Bylaw amendments are warranted to further enable this type of housing.

Future Work

A number of additional items were suggested through the Draft Market Rental Housing Policy consultation process and are recommended for future work, in conjunction with Affordable Housing Strategy implementation actions:

- Review the potential application of residential rental tenure zoning (recently enabled through amendments to the *Local Government Act*) and consider if revisions to relevant City plans, bylaws or strategies are required;
- Undertake a study on the implications of potentially waiving or reducing Development Cost Charges (DCCs) for market rental housing; and
- Undertake a study on the implications of potential property tax reductions or exemptions for market rental housing.

If so directed, staff will initiate the required studies discussed above, and report back to Council at a later date.

OCP Consultation Summary

Staff have reviewed the proposed 2041 OCP Amendment Bylaws with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements. Table 4 provides a summary of the OCP Consultation.

Table 4: OCP Consultation Summary	
Stakeholder	Referral Comment
BC Agricultural Land Reserve Commission	No referral necessary, as they are not affected.
Richmond School Board	Richmond School District was invited to the stakeholder workshop on January 30, 2018.
The Board of the Greater Vancouver Regional District (GVRD)	Metro Vancouver and Greater Vancouver Housing Corporation staff attended the stakeholder workshop on January 30, 2018.
The Councils of Adjacent Municipalities	No referral necessary, as they are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as they are not affected.
TransLink	No referral necessary, as they are not affected.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary, as they are not affected.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as they are not affected.
Vancouver Coastal Health Authority	Vancouver Coastal Health was invited to the stakeholder workshop on January 30, 2018.
Community Groups and Neighbours	Representatives of Chimo Community Services, Richmond Centre for Disability, Richmond Poverty Response Committee, VanCity and the Kwantlen Student Association attended the January 30, 2018 stakeholder workshop. The Richmond Poverty Response Committee also provided a letter dated February 18, 2018. A public workshop was held on February 7, 2018.
Utilities	No referral necessary, as they are not affected.
All relevant Federal and Provincial Government Agencies	Canada Mortgage and Housing Corporation (CMHC) staff attended the stakeholder workshop on January 30, 2018.
Urban Development Institute (UDI)	The Urban Development Institute formed a sub-committee which provided feedback on the policy at two workshops (January 24 and February 13, 2018). UDI also provided a letter dated March 16, 2018.
Richmond Home Builders Group	A workshop was held with the Richmond Home Builders Group on January 18, 2018.
Landlord BC and Richmond Market Rental Building Owners and Managers.	A workshop was held with Landlord BC and building owners/managers on February 1, 2018.

Feedback was received from several of these groups during the stakeholder consultation and considered during refinement of the Market Rental Housing Policy.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw No.9879 and Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9889, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, do not require further consultation.

Public notification for the proposed OCP and Zoning Bylaw amendments will be provided as per the *Local Government Act*.

Financial Impact

None.

Conclusion

Richmond's existing market rental housing is an important component of the city's housing stock. New measures are required to protect this stock, increase the supply of new market rental housing and to help meet the needs of Richmond's renter households.

Stakeholder consultation on a Draft Market Rental Housing Policy took place in early 2018. Results of the consultation have been incorporated into the proposed Market Rental Housing Policy for Council's consideration. The Market Rental Housing Policy aims to protect the existing supply of market rental housing, provide assistance to tenants at the time of redevelopment and incentivize the creation of new market rental housing in Richmond. It will augment the Affordable Housing Strategy's actions to provide housing options for Richmond's renter households.

It is recommended that Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879, Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9889 and Richmond Zoning Bylaw 8500, Amendment Bylaw 9886, be introduced and given first reading.



Tina Atva, MCIP
Senior Planning Coordinator

TA:cas

- Att: 1 Report to Planning Committee titled, "Proposed Draft Market Rental Housing Policy", dated November 2, 2017
- 2 Draft Market Rental Housing Policy Stakeholder Workshop Consultation Summaries
- 3 LetsTalkRichmond Draft Market Rental Housing Policy Project Report and Written Comments
- 4 Correspondence received on Draft Market Rental Housing Policy



**City of
Richmond**

Report to Committee

To: Planning Committee **Date:** November 2, 2017
From: Joe Erceg **File:** 08-4057-08/2017-Vol 01
 General Manager, Planning and Development
Re: **Proposed Draft Market Rental Housing Policy**

Staff Recommendation

1. That the report entitled, "Proposed Draft Market Rental Housing Policy", dated November 2, 2017 be received for information; and
2. That staff be directed to seek comments and feedback from key stakeholders and the public regarding the proposed Draft Market Rental Housing Policy and report back to Planning Committee.

Joe Erceg
 Joe Erceg
 General Manager, Planning and Development

Att. 8

REPORT CONCURRENCE		
ROUTED TO: Arts, Culture & Heritage Affordable Housing Building Approvals Development Applications Transportation	CONCURRENCE <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

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Staff Report

Origin

This report is in response to the Planning Committee and Council referrals described below:

(1) April 8, 2015 Planning Committee referral:

It was moved and seconded:

That staff examine strategies and incentives to encourage development of below market rental housing in the city and report back.

Below market rental housing is addressed primarily through the City's Affordable Housing Strategy (AHS). The Affordable Housing Strategy is in the process of being updated and Council recently approved new maximum rents for low-end market rental (LEMR) units. Rents are set at 10% below average market rents for Richmond, or \$811-1,480 per month depending on unit size.

Since 2007, when the Affordable Housing Strategy was adopted, Richmond Council has approved the following numbers and types of units¹:

- 320 low-end market rental (LEMR) units;
- 477 non-market, social housing units;
- over 400 market rental housing units;
- approximately 229 secondary suites secured in single family dwellings at the time of rezoning through the Affordable Housing Strategy;
- approximately 1,018 secondary suites approved through the building permit process;
- 62 coach houses; and
- 7 secondary suites in townhouses (the Zoning Bylaw was amended in 2017 to allow secondary suites in townhouses).

While the Affordable Housing Strategy responds to below market rental housing, this report addresses market rental housing. Market rental housing is provided by the private sector and rented at prevailing market rates. Encouraging the protection of existing market rental housing and increasing the supply would support and build on the City's Official Community Plan. Current OCP policy calls for a no net loss of rental housing and a 1:1 replacement of existing rental units at affordable rents, when redevelopment is approved.

¹ City of Richmond, CMHC

(2) January 19, 2016, Planning Committee referral:

It was moved and seconded:

That staff review the City's requirements for density and outdoor amenity space in new multi-family townhouse developments in order to accommodate additional units dedicated for rental housing, and report back.

(3) April 10, 2017 Council referral:

It was moved and seconded:

That staff develop a policy on market rental suites and secondary suites in multi-family developments and report back.

This report responds to the above three referrals and focusses on market rental housing. The report proposes a Draft Market Rental Housing Policy for stakeholder consultation. The draft Policy aims to:

- (1) Protect and enhance the existing market rental housing stock and protect existing tenants;
and
- (2) Encourage the development of new market rental units.

This report supports the following Council's 2014-2018 Term Goals:

- Goal #3: A Well-Planned Community:

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

3.4. Diversity of housing stock.

- Goal 8: A Supportive Economic Development Environment:

Review, develop and implement plans, policies, programs and practices to increase business and visitor appeal and promote local economic growth and resiliency.

8.1. Richmond's policies, programs, and processes are business-friendly.

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

Strategic Direction #1: Expand Housing Choices

Background

Through the 2041 Official Community Plan and other Council adopted policies, the City encourages a diverse range of housing types, tenure and affordability. The proposed Draft Market Rental Housing Policy aims to protect and increase the supply of market rental housing.

Market rental housing is an important part of Richmond's housing stock and meets the needs of many residents. Richmond has approximately 18,910 renter households (2016 Census). It is estimated that almost 18% of renter households (or approximately 3,400 households) find housing in the primary rental market. This market is comprised of units that were purposely built to be rented at prevailing market rates ("market rental housing"). (Attachment 1 provides a glossary of housing types referred to in this report.)

Approximately 82% of renter households (or approximately 15,500 households) find accommodation in the secondary rental market. The secondary rental market includes rented condominiums, single family houses, secondary suites, coach houses and subsidized rental housing. The secondary rental market is an important part of the rental market in Richmond. As such, staff are looking at ways to better understand this segment of the market and how redevelopment proposals (particularly of older housing stock) may impact it.

The 2041 OCP seeks to protect the existing rental supply by limiting the demolition or strata conversion of existing units and encouraging the replacement of rental units when redevelopment occurs. When rental units are proposed to be converted (e.g. to strata titled condominiums), Council considers a range of matters before deciding on the conversion. These matters include the impact of the proposed conversion on the housing stock and the views of tenants. These matters are set out in Council Policy 5012, "Strata Title Conversion Applications – Residential" (Attachment 2).

This report describes a range of proposed policy directions that would form part of a Draft Market Rental Housing Policy. The draft directions seek to:

- protect the supply of existing market rental housing;
- support tenants of market rental housing who may be displaced by redevelopment; and
- incentivize the construction of new market rental housing.

It is proposed that these directions would form a new "Market Rental Housing Policy" which would be incorporated into the Official Community Plan.

On July 24, 2017, Council adopted changes to the City's Affordable Housing Strategy which address low-end market rental (LEMR) and non-market, social housing units. These changes included amendments to the low-end market rental policy and cash-in-lieu contribution rates. An implementation framework for the Affordable Housing Strategy will be included in a final Council update expected in early 2018.

A significant part of the Affordable Housing Strategy is the LEMR program. This is a 'made in Richmond' approach that identifies maximum monthly rents for different sized housing units and

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a maximum annual household income limit. The City also has policies outside of Richmond's LEMR program. This includes the West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential area which has different maximum monthly rents than the LEMR program (these are referred to as the West Cambie Modest Rental Rates). Both of these programs, which are referenced in Attachment 3, would be defined as low-end market rental units as they involve the security of rental units through inclusionary zoning and target low to moderate income households with rents set at below market rates. This type of housing is not typically funded or managed through senior levels of government.

The Draft Market Rental Housing Policy seeks to encourage housing units that rent at market rates for tenants, with no restrictions on income levels. The draft Policy would protect existing market rental buildings and tenants. It would also seek to encourage developers and investors to build new market rental units as these are an important part of Richmond's housing continuum.

Changing Market Rental Housing Landscape

In 1966, the Provincial Government passed the Strata Titles Act, ushering in the condominium era by allowing developers to subdivide apartment blocks and sell individual units. Throughout the 1970s and 1980s, federal funding and tax incentive programs aimed to increase the supply of purpose built rental housing. Since then, changes to the federal tax system have discouraged the development of market rental properties. These changes include, but are not limited to:

- reducing the amount of depreciation that investors in rental housing could claim against taxable income from the property (reduced in 1972 from 10% per year on wood frame buildings to 5% and later 4%);
- eliminating “rollover” provisions where an owner who sold a rental building paid no taxes on the profits if they were re-invested in rental housing within the calendar year (eliminated in 1972 when a capital gains tax was also imposed); and
- no longer treating small rental businesses as “small businesses” (as of 1972), which were subject to lower taxes.

Due to changes such as these, the business case for building market rental housing became uncompetitive compared to the more profitable strata title market. As a result, new market rental housing development declined significantly in BC and across Canada.

While municipalities have the ability to set policy to encourage and incentivize market rental housing, direct action by other levels of government to actually provide housing, is critical to making significant advances in increasing the supply. A summary of current rental housing related initiatives undertaken by different levels of government and other agencies is provided in Attachment 4. While many of these initiatives pertain primarily to non-market, social housing, some potential changes related to the provision of market rental housing are also highlighted. It is expected, for example, that the proposed new National Housing Strategy, which will be released in late 2017, will include tax measures to support the development of market rental housing. While funding for rental housing has also been announced by the BC government, the amount that may be provided for market rental housing in particular is unclear at this time.

Indicators of Need for Market Rental Housing

Since 2007, Richmond has made significant strides in support of new rental housing in the city. Approximately 1,700 market rental housing units have been approved since 2007. As noted earlier, this includes:

- over 400 new market rental housing units;
- approximately 229 secondary suites secured in single family dwellings at the time of rezoning through the Affordable Housing Strategy;
- approximately 1,018 secondary suites approved through the building permit process;
- 62 coach houses; and
- 7 secondary suites in townhouses.

Despite these achievements, challenges remain for renter households. Metro Vancouver's Rental Housing Index labelled Richmond's rental housing situation "critical", as the third least affordable municipality for renters in BC.² Renter households may experience difficulty finding affordable accommodation in the city due to persistently low vacancy rates, high average rents and the increasing gap in income relative to housing costs.

Metro Vancouver has identified a demand for 3,200 rental units across all incomes in Richmond between 2016 and 2026 (see Attachment 4). Of this, 1,200 rental units are required for modest and higher incomes.

Feedback from consultation undertaken as part of Richmond's Affordable Housing Strategy Update highlighted the decreasing supply of rental housing in the community, the demand for purpose-built market rental units and the growing need for family-friendly rental units (2 BR+). A Draft Market Rental Housing Policy would complement the updated AHS in helping to achieve a broader mix of rental housing in the city.

Attachment 5 provides information on rental housing in Richmond, including an estimate of the total number of units in both the primary and secondary rental markets.

Attachment 6 profiles Richmond's persistently low vacancy rates, increasing average rents, and the incomes required to rent in Richmond. In 2016, the vacancy rate in Richmond was 0.9 % (source: CMHC 2016 Rental Market Report).

² The Rental Housing Index, is developed by the BC Non Profit Housing Association (BCNPHA) and Vancity and provides a detailed analysis of suitability of rental housing in over 800 municipalities across Canada. In 2015, Richmond was ranked 70 out of 72 BC municipalities in terms of affordability and suitability of rental housing. The Index measures affordability (% of household income spent on housing), overspending (households spending more than 50% on housing), income gap (additional annual household income needed to make current rent affordable), overcrowding (living in units not suitable for household size) and bedroom shortfall (additional bedrooms needed to suitably house renters).

Market Rental Housing Tools and Policies

Local governments may use a range of tools available to protect and expand the rental housing stock. Several tools, such as requiring the replacement of existing rental units and policies for strata conversion are already in place in Richmond and are proposed to be enhanced as part of the Draft Market Rental Housing Policy.

Richmond also has a Rental Premises Standards of Maintenance Bylaw 8159. This Bylaw, which was adopted in 2006, identifies minimum maintenance standards related to heat, water and light. It states that an owner of a rental premises must maintain the premises in accordance with the Bylaw and not permit its use unless the premises conforms at all times with the minimum maintenance standards set out in the Bylaw. Staff in the Buildings Approval Department note that reported violations of Bylaw 8159 are seldom received and that most landlords maintain their buildings in compliance with the Bylaw's requirements.

This report discusses additional tools, such as a tenant relocation policy and lower market rental parking rates, which could be implemented as part of Richmond's Draft Market Rental Housing Policy.

Richmond's Response to Market Rental Housing

A. Federal Responsibility

Over the past two to three decades, the Federal Government has decreased its role in the direct provision of affordable and rental housing.³ It has not directly built any new market rental housing and by 1982, eliminated incentives and tax provisions that supported new rental housing construction⁴. The key mandate of the Canada Mortgage and Housing Corporation (CMHC) includes mortgage loan insurance, policy and research (e.g. the annual Rental Market Report) and administering affordable housing.

In April 2017, the Federal Government, through CMHC, committed to spending \$11.2 billion over the next 11 years towards the creation of affordable housing. The first step of the financial commitment is to provide \$2.5 billion over five years in loans and financing for new rental housing construction across Canada. While more details are expected when CMHC releases the National Housing Strategy in late 2017, the direct construction of market rental housing units is not anticipated.

Once the National Housing Strategy has been released, staff will consider if there are any specific funding or other opportunities related to rental housing in Richmond, as well as any that may be specifically targeted to market rental housing. Staff will review the National Housing Strategy and provide an update for Council as needed.

³ Federal investment in social housing, as a percentage of Gross Domestic Product (GDP), was 40% less in 2009 than in 1989. (<https://cpi.ca/affordable-housing-federal-investments-decline>)

⁴ McClanaghan & Associates, City of Vancouver Rental Housing Strategy Research and Policy Development, Synthesis Report, Final, August 2010 <http://vancouver.ca/docs/policy/housing-rental-housing-strategy-synthesis.pdf>

B. Provincial Responsibility

During the 2017 provincial election campaign, the New Democratic Party (NDP) promised to develop 114,000 affordable housing units (including co-operative, non-market rental, and low-end market rental housing) over the next 10 years. The recent budget announcement by the new Provincial Government included \$208 million over four years for 1,700 new units of affordable rental housing for low and moderate income renters, seniors and adults with developmental disabilities or mental health challenges. While this funding announcement does not appear to address market rental housing specifically, the recent budget did include \$7 million to reduce waiting times and to establish a new compliance unit for the Residential Tenancy Branch. Staff will monitor further announcements and actions by the Province and apprise Council accordingly of any relevant developments or opportunities.

Once consultation on the Draft Market Rental Policy has been completed, staff will further identify any specific actions where senior levels of government can best help Richmond meet its overall housing demand estimates. The Province is not building or assisting in building enough market rental housing in Richmond.

Some incentives that have been proposed for senior levels of government to facilitate market rental include:

- Allowing rental building owners and developers to :
 - claim a high depreciation against the taxable income generated from rents;
 - claim losses based on accelerated depreciation;
 - get a “break” from capital gains if they are reinvesting in rental housing development within the same calendar year (“rollover provision”);
- Restoring soft cost deductibility as a direct incentive for rental construction;
- Allowing small landlords to qualify for the small business tax deduction;
- Creating a rental housing protection tax credit for property owners selling affordable assets to non-profit housing providers; and
- Allowing GST exemption for capital costs related to new affordable rental units and extending exemption eligibility to mixed market projects.

C. Proposed Richmond Draft Market Rental Housing Policy Directions

Staff recommend that Council consider strengthening existing policies that will protect and enhance the current market rental housing stock in Richmond and support tenants. Staff further recommend considering incentives such as density bonusing, waiving specific amenity contributions and reducing parking requirements, to encourage the development of new market rental units in certain locations. These policies would complement the updated Affordable Housing Strategy.

Staff recommend that the directions proposed in the Draft Market Rental Housing Policy, which are described below, form the basis of consultation with the development community, landlords and other key stakeholders. Staff would report back to Planning Committee in the second quarter of 2018.

For ease of use, staff recommend that the Final Market Rental Housing Policy be incorporated into the City's 2041 Official Community Plan (OCP). Proposed bylaw amendments would be prepared for Council's consideration following public consultation.

Objective #1: Protect the Existing Market Rental Housing Stock and Tenants

Policy Direction #1: Strengthen Existing Strata Conversion Policy

Council adopted Policy 5012, "Strata Title Conversion Applications – Residential" in 1987 (see Attachment 2). The policy sets out matters that Council shall consider before deciding on any strata title or cooperative conversion involving three or more units, including:

- Refusing the application if the vacancy rates are under 2% and the number of units affected are 12 or more; and
- Considering the written views of affected tenants.

Since Policy 5012 was adopted in 1987, no applications for the conversion of multi-family rental to strata have been received in Richmond. In the last ten years, the vacancy rate in Richmond has exceeded two percent only twice – in 2009 and 2013.

The Draft Market Rental Housing Policy proposes to maintain the intent of Policy 5012 but to incorporate it into the OCP and strengthen specific elements. The proposed changes are:

- Increase the rental vacancy rate threshold from 2% to 4% so that a strata conversion application would not be considered if the rates are below 4%. This rate increase is recommended by staff as it is close to the rental rate considered healthy by most housing professionals. As the current vacancy rate in Richmond is less than 1%, it is unlikely that vacancy rates will rise above 4% in the next few years. Strengthening this provision would effectively prohibit the conversion of rental units to ownership;
- Reduce the number of affected units from 12 to 4 to further strengthen efforts to retain existing rental units (Richmond has many smaller townhouse projects with fewer than 12 units). This would prevent the conversion of smaller rental projects, even if the vacancy rate is 4% or more;
- Require a Tenant Relocation Plan to ensure tenants are provided with various forms of assistance as described below:
 - A minimum of two months' notice to end the tenancy as required by the *BC Residential Tenancy Act*;

- Granting existing tenants a right-of-first-refusal to purchase one of the converted rental units at a 5% discount from market prices;
- For existing tenants residing in the building longer than one year:
 - three months' free rent or lump sum equivalent at the discretion of the tenant (the *BC Residential Tenancy Act* requires a landlord to provide the equivalent of one month's rent);
 - assistance in finding alternative accommodation, which should:
 - be located in Richmond, or in another location at the tenant's discretion and be located in a community with similar amenities;
 - meet the tenant's specific needs (e.g., pet friendly, accessible, close to transit); and
 - not exceed Canada Mortgage and Housing Corporation's (CMHC) average area rents for Richmond.
- Require the submission of a Building Condition Assessment Report, which would reference the life expectancy of the building, the state of repair, general workmanship and degree of compliance with all City bylaws, servicing standards and requirements; and
- Require submission of the views of affected tenants, along with landscaping, parking and other siting elements. These are currently required under the Policy 5012 and would continue to assist Council in making their decision on whether to allow the conversion of rental units to strata.

Policy Direction #2: Encourage Owners to Maintain Buildings in Good Repair

Richmond's Rental Premises Standards of Maintenance Bylaw 8159 requires owners to ensure that rental premises conform to minimum livability and comfort standards. The Draft Market Rental Housing Policy proposes an additional policy direction to emphasize the expectation that market rental buildings be kept in good repair and in a safe condition for the benefit of tenants. If repairs or renovations to rental units are required, the Policy would encourage owners to undertake such works while the tenant still lives in the unit or has temporary alternate accommodation. This is intended to help minimize the disruption and displacement of tenants.

When buildings are maintained properly, a long life span can be expected. Bylaw 8159 requires that owners maintain buildings so that livability and comfort are provided. The Draft Market Rental Housing Policy proposes to reinforce the importance of keeping buildings in good condition and provides no incentive for allowing buildings to deteriorate. If a market rental building becomes dilapidated due to a lack of adequate maintenance, this would not be considered a reasonable justification for demolition.

As noted earlier, most landlords in Richmond maintain their buildings in compliance with the requirements of the Rental Premises Standards of Maintenance Bylaw. It is further

acknowledged that most landlords act in good faith when they invest in their rental buildings and that renovations improve the quality of housing for tenants.

Objective #2: Increase the Supply of Market Rental Housing

While protecting the existing market rental stock is a critical objective of the Draft Market Rental Housing Policy, increasing the supply of new market rental housing is also important. The draft Policy identifies directions and incentives to encourage development of new market rental buildings. Over time, this is anticipated to help meet housing demand in Richmond.

Policy Direction #3: Enhance the Current 1:1 Replacement Policy

Richmond's current OCP policy calls for a no net loss of rental units and encourages a 1:1 replacement. Under this OCP policy, market rental replacement units would be secured at low-end market rental (LEMR) rates through the registration of a Housing Agreement. The Draft Market Rental Housing Policy proposes to strengthen the existing 1:1 replacement policy to ensure that the base number and type of rental units does not decrease over time. The proposed new measures are as follows:

- Require that the replacement market rental units have the same number of bedrooms, or more, as originally provided;
- Require existing ground-oriented units to be replicated in the new development; and
- Continue to require replacement units to be available at affordable rents (e.g. LEMR rates), but do not require a minimum income level for returning tenants.

Requiring market rental replacement units to be available at LEMR rates would ensure that existing tenants who choose to move back into the redeveloped units have affordable housing in the same location. While existing tenants of market rental buildings would not have to meet the LEMR income levels, new and future tenants would.

It is important to note that this 1:1 replacement policy, with its accompanying requirements, would apply to all market rental buildings, even those that may have existing strata titled tenure but are included in the annual Rental Market Report prepared by CMHC.

Policy Direction #4: Require Family-Sized Market Rental Units

The City of Richmond seeks to achieve unit sizes that are suitable for families ("family-friendly units") when considering redevelopment proposals. According to the 2016 Census, approximately 63% of the Richmond's renter households are occupied by families (couples with or without children, or a lone parent with at least one child)⁵. When these census families are further

⁵ 'Census family' is defined as a married couple and the children, if any, of either and/or both spouses; a couple living common law and the children, if any, of either and/or both partners; or a lone parent of any marital status with at least one child living in the same dwelling and that child or those children. All members of a particular census family live in the same dwelling. A couple may be of opposite or same sex. Children may be children by birth, marriage, common-law union or adoption regardless of their age or marital status as long as they live in the dwelling and do not have their own married spouse, common-law partner or child living in the dwelling. Grandchildren living with their grandparent(s) but with no parents present also constitute a census family.

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investigated, the percentage of renter families with children is reduced to approximately 30 to 40%.

The Draft Market Rental Housing Policy seeks to meet the needs of families with children by requiring a percentage of new market rental units to have two bedrooms or more. (Other families, such as couples without children, would not likely have the same space needs.) The following three options for family-friendly units in new market rental townhouses and apartments are proposed for consultation:

- 4.1 minimum 20% family friendly units (e.g. 15%- 2 bedroom and 5% -3bedroom);

(The above percentages are based on an environmental scan of local municipalities and are consistent with the relatively conservative family-friendly rates proposed as part of the Affordable Housing Strategy update.)
- 4.2 minimum 30% family-friendly units (e.g. 20% - 2 bedroom and 10%- 3bedroom); and
- 4.3 minimum 40% family-friendly units (e.g. 30% -2 bedroom and 10% 3bedroom)

Feedback during consultation will help identify an appropriate requirement for family-sized market rental units that will meet the needs of renter families with children.

Policy Direction #5: Require Tenant Relocation Plans

It is recommended that a Tenant Relocation Plan be required where existing market rental units are proposed to be replaced, either through rezoning and redevelopment or strata conversion. The proposed elements of a market rental Tenant Relocation Plan are similar to those required when strata conversion is proposed (at strata conversion, however, LEMR rents would not be required given that rental units would be converted to ownership). The following are proposed to comprise the Tenant Relocation Plan requirements for replacement market rental housing:

- For all existing tenants:
 - a minimum of two months' notice to end the tenancy as required by the BC Residential Tenancy Act;
 - a right-of-first-refusal to return to the new building;
 - Securing the replacement units at the City's established LEMR rates;
 - Returning tenants would not be required to meet income eligibility levels for the new development, but new and future tenants would;
 - Replacement unit tenure and LEMR rates will be secured through a Housing Agreement; and
 - The developer would be required to provide proof to City staff that all existing tenants were offered the right-of-first refusal and LEMR rates.

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- For existing tenants residing in the building longer than one year:
 - three months' free rent or lump sum equivalent at the discretion of the tenant (the *BC Residential Tenancy Act* requires a landlord to provide the equivalent of one month's rent);
 - assistance in finding alternative accommodation, which should:
 - be located in Richmond, or in another location at the tenant's discretion and be located in a community with similar amenities;
 - meet the tenant's specific needs (e.g., pet friendly, accessible, close to transit); and
 - not exceed CMHC's average area rents for Richmond.

This proposed tenant relocation package is similar to what is required in New Westminster, Vancouver, Burnaby and Victoria. In some instances, a third-party coordinator is retained by the property owner to manage the tenant relocation process.

As noted earlier, this tenant relocation policy, with its accompanying requirements, would apply to all market rental buildings, even those with strata title tenure that appear on the annual Rental Market Report prepared by CMHC.

Policy Direction #6: Incentives to Increase the Supply of Market Rental Housing

Four incentives areas are proposed to increase the supply of market rental housing in Richmond:

6.1 Increase supply through a:

- 6.1.a Density Bonus Incentive (where the market determines take-up);
- 6.1.b Mandatory Requirement (where the City sets targets which must be achieved within current OCP densities); or
- 6.1.c Hybrid Approach (where the City sets targets but an additional density bonus is provided beyond the current OCP densities).

6.2 Reduce parking requirements;

6.3 Provide amenity and fee waivers; and

6.4 Fast track development applications.

Each of the four incentive areas is described in more detail below.

6.1 Increase Supply through a Density Bonus Incentive, Mandatory Requirement or Hybrid Approach

To increase the overall supply of market rental housing units in Richmond, three distinct approaches are possible. One approach is to offer a density bonus as an incentive (the proposed density bonus framework is shown in Figure 1). The second approach is to require that market rental units are provided in all new multi-family buildings (subject to compliance with the OCP). The third approach is a hybrid one that combines targets with an additional density bonus incentive. Each of these approaches is described further, with pros and cons of each identified in Figure 2.

6.1.a Density Bonus Incentive (where the market determines take-up)

Density bonus zoning can be an important incentive to encourage more market rental housing development in Richmond. The framework identified in Figure 1 proposes the highest density bonus for sites that provide 100% market rental housing and a smaller density bonus for sites that provide a mix market rental and strata units:

- Density bonus for 100% market rental buildings:
 - 0.20 FAR for ground oriented townhouses and wood frame apartments (inside or outside City Centre); and
 - 0.25 FAR for concrete buildings in City Centre only;
- Density bonus for mixed market rental and strata buildings:
 - 0.10 FAR to be used exclusively for market rental units (city-wide, subject to locational requirements identified in Figure 1).

To be eligible for a market rental density bonus, buildings must meet the locational, consultation and other requirements that are described in Figure 1. The modest scale of the proposed density bonuses is intended to maintain the form of development envisioned in the OCP. This will help ensure that new buildings with market rental units fit within established neighbourhoods.

Economic analysis has shown that these proposed density bonuses, together with the other incentive areas described below, are sufficient to encourage the development of new market rental buildings in Richmond.

Strata residential construction, however, with its higher revenue stream, will likely continue to be more profitable. To make the construction of a 100% market rental building as attractive as a pure residential strata building, the allowable density bonus would have to increase to a point where the form of development would be substantially altered. It could also mean that rather than townhouses, a three to four storey apartment would be required. This could also mean that, rather than a four storey building, a six storey apartment would be required in some parts of the city.

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In order for 100% rental projects to generate the same profit margin as condominiums, the density bonus would need to potentially be greater and the form of development may need to be significantly changed. If improvements to the current taxation regimes are implemented by senior government— as are recommended in this report - it is possible that Richmond's proposed modest density bonus would provide developers with the same, or potentially even better profit margins as strata developments.

For buildings that mix market rental and strata units, the proposed 0.10 FAR density bonus is similar to the density bonus provided for low-end market rental units established as part of the Arterial Road Land Use Policy in the Official Community Plan. That policy allows for additional density along arterial roads to be considered if:

- The additional density is used solely for LEMR units secured by a Housing Agreement;
- The units comply with the requirements of the Affordable Housing Strategy related to unit size, tenant eligibility criteria and maximum rental rates; and
- The project complies with Development Guidelines related to form and character.

Some arterial road townhouse projects have provided approximately 15% of the overall density as low-end market rental housing.

The density bonus framework proposed in the Draft Market Rental Housing Policy respects the character of Richmond's existing neighbourhoods and supports the scale of development envisioned in the OCP. The proposed framework will also continue to allow for the accommodation on site of required outdoor amenity space for the use and enjoyment of residents. The relatively modest scale of the proposed density bonus framework, however, may have limited success, particularly in areas such as City Centre where construction costs are higher.

While Richmond's proposed density bonuses and other incentives are intended to encourage more market rental development, action by other levels of government is required if the city's housing demand estimates are to be met.

Figure 1: Maximum Proposed Density Bonus

Figure 1: Maximum Proposed Density Bonus			
Tenure	Housing Type	Maximum Density Bonus (above base density)	Requirements and Incentives
100% market rental	Ground-oriented townhouse and wood frame apartment	0.20 FAR	<ul style="list-style-type: none"> Sites are located within City Centre, within Neighbourhood Centres identified in the OCP, or within 400 m of the existing and future Frequent Transit Network (key transit corridors with higher levels of all day demand in both directions) Proposed development demonstrates a good fit for the neighbourhood and compliance with the existing OCP land-use designations and Development Permit Guidelines applicable to the site Family-friendly units (see Policy Direction #4) Provision of Basic Universal Housing features (see Policy Direction #8) Proposed development meets or exceeds the City's sustainability objectives related to building energy and emissions performance Substantial community consultation is undertaken A Housing Agreement is registered on title to secure the market rental tenure in perpetuity. (No restrictions on rents or tenants' incomes – except for replacement units.) Market rental parking rates (see Policy Direction #6.2) Amenity & fee waivers (see Policy Direction #6.3)
	Concrete high-rise	0.25 FAR	
Mixed market rental and strata	Ground-oriented townhouse, wood frame apartment and concrete high-rise	0.10 FAR to be used solely for market rental units	<ul style="list-style-type: none"> Sites are located within City Centre, within Neighbourhood Centres identified in the OCP, or within 400 m of the existing and future Frequent Transit Network (key transit corridors with higher levels of all day demand in both directions) Proposed development demonstrates a good fit for the neighbourhood and compliance with the existing OCP land-use designations and Development Permit Guidelines applicable to the site Family-friendly units for market rental housing (see Policy Direction #4) Provision of Basic Universal Housing features for market rental units (see Policy Direction #8) Proposed development meets or exceeds the City's sustainability objectives related to building energy and emissions performance Substantial community consultation is undertaken A Housing Agreement is registered on title to secure the market rental tenure in perpetuity. (No restrictions on rents or tenants' incomes except for replacement units.) Market rental units would be required to be retained as a block (e.g. no separate sale allowed) to facilitate management by a non-profit or management company Market rental parking rates (see Policy Direction #6.2) Amenity & fee waivers for market rental units only (see Policy Direction #6.3)

6.1.b Mandatory Requirement (where the City sets targets which must be achieved within current OCP densities)

A second approach to increasing the amount of market rental housing units in Richmond is to require that all new multi-family residential developments include a proportion of market rental units. Under this approach, the City would set targets and the development would be required to fit within current OCP densities and designations. Economic analysis has demonstrated that a mandatory requirement for market rental units would be feasible without a density bonus. (Incentives related to parking reductions and fee waivers described below, however, would be available). The economic analysis also has shown that the following percentage requirements for market rental units would be viable, even with the recently approved updates to the City's Affordable Housing Strategy:

- 15% market rental units in wood frame townhouses or apartments outside City Centre;
- 10% market rental units in wood frame apartments in City Centre; and
- 5% market rental units in City Centre concrete high rises.

Although shown to be economically viable, requiring market rentals units in new townhouses or apartments may present a number of challenges, such as:

- The potential to generate significant push back from the development community. Note that the change in the Affordable Housing Strategy to increase the proportion of built affordable housing from 5 to 10% was only recently introduced and has already generated some concerns from the development community;
- The relatively low yield of market rental units in some buildings could be harder to manage. (The difficulty of managing small numbers of low-end market rental units was raised repeatedly during the update to the Affordable Housing Strategy). This issue may be lessened, however, by requiring market rental units only in buildings above a certain size (e.g. in apartment buildings that have more than 60 units); and
- New market rental units could be secured through rezoning only. Where properties are developed for multi-family use under existing zoning and with a Development Permit only, market rental units could not be required.

6.1.c Hybrid Approach (where the City sets targets but an additional density bonus is provided beyond the current OCP densities)

The City could adopt a hybrid approach to increasing the supply of market rental units in new multi-family developments. In addition to requiring a certain amount of market rental units (as laid out above), an additional density bonus beyond current OCP densities could be provided. A hybrid approach such as this would address some of the challenges anticipated with a mandatory requirement approach.

Figure 2, below, identifies some of the pros and cons of each of three suggested approaches to increasing the supply of market rental housing in Richmond. Feedback on the approaches will be requested during the stakeholder consultation process.

Figure 2: Comparison of Three Different Approaches to Increase the Supply of Market Rental Housing in Richmond

Figure 2: Comparison of Three Different Approaches to Increase the Supply of Market Rental Housing in Richmond		
Approach/Option	Pros	Cons
A. Density Bonus	<ul style="list-style-type: none"> • Likely to be well received by the development community as it does not affect development rights • Consistent with existing approach to secure affordable housing units • Sufficient bonus could result in buildings that offer 100% of units as market rental • Proposed density bonus would maintain form of development envisioned in the City's Official Community Plan 	<ul style="list-style-type: none"> • Could get zero take up (especially in City Centre where construction costs are higher) • Strata development may continue to be more attractive
B. Mandatory Requirement	<ul style="list-style-type: none"> • Will ensure market rental units are provided in multi-family developments (amount of units to be generated would depend on the specified proportion required) • Maintains form of development envisioned in the City's Official Community Plan 	<ul style="list-style-type: none"> • Could generate significant push back from the development community • New market rental units could only be secured through rezoning (not through Development Permit) • Amount of units generated may be small and difficult to manage
C. Hybrid	<ul style="list-style-type: none"> • Likely to be better received by the development community (e.g. if an additional density bonus is provided) • Will ensure market rental units are provided in multi-family developments (amount of units to be generated would depend on the specified proportion required) • Depending on the scale of the density bonus provided, could maintain form of development envisioned in the City's Official Community Plan 	<ul style="list-style-type: none"> • New market rental units could only be secured through rezoning (not through Development Permit) • Amount of units generated may be small and difficult to manage

6.2 Reduce Parking Requirements for Market Rental Units

Lower parking requirements are considered one of the primary incentives municipalities may offer to encourage the development of more market rental housing. Structured parking spaces in particular, are expensive to construct and add significantly to development costs. Currently, Section 7 (Parking and Loading) of Richmond Zoning Bylaw 8500 identifies the requirements for off-street parking (motor vehicles and bicycles) and loading spaces for residential, commercial and other land uses. The Bylaw contains a lower parking requirement for affordable

housing compared to market housing (e.g. strata apartments or strata townhouses). There is an opportunity for Richmond to provide a separate parking rate for market rental housing.

The 2012 Apartment Parking Study by Metro Vancouver found that the supply of parking in apartment buildings generally exceeds the demand. The study also found that parking demand is lower for renters than owners. That study, however, did not take into consideration available on-street parking, which can affect on-site parking usage.

As Metro Vancouver is in the early stages of commencing an update of their Apartment Parking Study, a comprehensive parking assessment of rental sites was undertaken in Richmond. The purpose of the Richmond study was to determine if a specific market rental parking rate(s) was warranted, and if so, what the rate(s) would be. The parking study surveyed numerous market rental housing sites in different parts of the city to determine the parking demand. The Richmond study also included a review of the adjacent on-street parking conditions for each rental site as this can affect the utilization of on-site parking. (As part of the report back in 2018 on the Draft Market Rental Housing Policy stakeholder consultation, staff will also report on the findings of the Metro Vancouver updated Apartment Parking Study, should they be available.)

Overall, the Richmond market rental parking study found that the demand for parking was less than the amount of parking provided. Separate and lower parking rates therefore warrant consideration. Figure 3 shows proposed parking rates for market rental housing, as supported by the parking assessment.

Figure 3: Proposed Market Rental Housing Parking Rates

Figure 3: Proposed Market Rental Housing Parking Rates			
Market Rental Housing Type	Location of Market Rental Housing	Recommended Parking Rate (spaces per unit)	Current Multi-Family Parking Rate (as of June 2017)
Apartment	City Centre Zone 1	0.8	1.0
	City Centre Zone 2	1.0	1.2
	City Centre Zone 3	1.2	1.4
	Outside City Centre	1.2	1.5
Townhouse	City Centre Zone 1	0.9	1.0
	City Centre Zone 2	1.1	1.2
	City Centre Zone 3	1.3	1.4
	Outside City Centre	1.8	2.0

The City Centre is divided into three zones (see Attachment 7) for the purpose of determining parking requirements, with Zone 1 being the closest area to the Canada Line and Zone 3 the farthest.

As shown in Figure 3, the parking study proposes separate parking requirements for rental apartments and townhouses with rates dependent on location. The results of the study support lower parking rates for market rental housing in City Centre, close to the Canada Line. This

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recognizes the higher transit use in this area. A higher parking rate is proposed for market rental housing in other parts of the city.

It should be noted that no change in visitors' parking requirements are proposed. This should help avoid issues related to spillover of visitor parking onto nearby residential roads. If endorsed by Council, staff will seek feedback on the proposed parking rates through the stakeholder consultation process.

6.3 Provide Amenity and Fee Waivers to Incentivize New Market Rental Housing

In addition to the parking reductions recommended above, waiving specific amenity and fee contributions are proposed to incentivize the creation of new market rental housing in Richmond. These proposed waivers include:

- Waiving the affordable housing requirements for replacement and new market rental housing. Both the requirement to build affordable housing units and to provide cash-in-lieu (where applicable) would be waived for the market rental units only. This financial incentive acknowledges the significant community benefit provided by replacement and new market rental housing.
- Waiving the public art contribution rate (\$0.83 per square foot) and the community planning contribution rate (\$0.25 per square foot in City Centre and Broadmoor and \$0.07 per square foot in West Cambie) for replacement and new market rental housing. This is consistent with the City's current practice to waive these fees for affordable housing developments.

The above exemptions would not apply to areas of the city that have specific affordable and rental housing requirements.

Regarding the January 19, 2016 referral from Planning Committee, Richmond's OCP establishes a minimum amount of outdoor amenity space for multiple family developments of more than three units. No change to this requirement is proposed as part of the Draft Market Rental Housing Policy. Outdoor amenity space provides important benefits to residents, including a place for children to play, and should continue to be required in new developments, regardless of tenure.

6.4 Fast Track Development Applications for Market Rental Housing

Applications related to the redevelopment of sites with 100% market rental units are proposed to be expedited. Applications for rezoning, development permit (DP) and building permit will be fast tracked at no extra fast tracking cost and assigned to a staff member who will prioritize the project ahead of in-stream market housing applications.

Staff estimate that fast tracking will reduce processing times to get a rezoning application to Public Hearing by a minimum of two to four months. An expedited development permit process for 100% market rental projects is expected to reduce the processing time required to present a development permit to the Development Permit Panel for review also by approximately two to four months. Staff further estimate that an expedited building permit process will save

approximately one to one and a half months. Together, processing times may be reduced from approximately five to nine and half months for expedited 100% market rental projects if the applications are submitted sequentially. If the applications are run concurrently process times would be further reduced.

Treating 100% market rental projects as a priority will help reduce carrying costs for developers while also facilitating the construction of new housing units.

Policy Direction #7: Increase the Supply of Secondary Suites in Townhouses and Apartments through an Incentives-Based Approach or a Mandatory Requirement Approach

Council's referral of April 10, 2017 directed staff to develop a policy on secondary suites in multi-family developments. A first action was to amend the city's townhouse zones to permit secondary suites. Richmond's Zoning Bylaw does not currently permit secondary suites within apartment units. Several municipalities around Metro Vancouver, however, have allowed smaller suites, sometimes referred to as "lock-off" suites, in apartment buildings. These units are typically accessed through a separate entrance from the hallway, as well as through an internal entry from the main unit. While amending the townhouse zones has removed a barrier to increasing the stock of rental housing in Richmond, allowing suites in apartments could also help advance this objective.

Two different approaches may be pursued to increase the supply of suites in townhouses or apartments. One approach is to provide incentives and the other is to make the provision of suites mandatory.

7.1 Incentives-Based Approach

This approach to increasing the supply of market rental suites in townhouses and apartments would entail offering specific incentives. The proposed parking reductions and fee waivers are described below:

- Parking for secondary suites:
 - Townhouses:
 - Non-Arterial Road: Not required;
 - Arterial Road: An additional parking space would be required unless the dwelling unit has two dedicated side-by-side (non-tandem) arranged parking spaces
 - Apartments:
 - City Centre: Not required;
 - Outside City Centre, Non-Arterial Road: Not required;
 - Outside City Centre, Arterial Road: An additional parking space would be required unless the dwelling unit has two dedicated (non-tandem) arranged parking spaces

- Waive the affordable housing cash-in-lieu (based on square footage) and built requirements for the secondary suite area only. (The remainder of the unit would be required to make the applicable affordable housing contributions);
- Waive the public art and community planning contribution rates for the secondary suite area only. (The remainder of the unit would be required to make the applicable public art and community planning contributions).

7.2 Mandatory Approach

Under a mandatory approach, all new townhouse and apartment developments would be required to provide secondary suites. This would set a clear expectation and as such, may lead to a higher number of secondary suites in multi-family developments, when compared to a voluntary, incentives- based approach. It may be reasonable, however, to prescribe minimum and maximum percentages of townhouse or apartment units that are permitted to contain secondary suites. This would help to minimize any negative impacts on multi-family neighbourhoods. The following parameters are proposed:

- Require a minimum of 10% of townhouse or apartment units to contain secondary suites; and
- Allow a maximum of 50% of townhouse or apartment units to contain suites.

Regardless of which approach is pursued, a more robust set of provisions *regulating suites* in townhouses and apartments may be warranted. The following provisions are proposed to apply to both the incentives-based and mandatory approach:

- Establish a minimum secondary suite size of 25 m² in townhouses and 20m² in apartments to ensure the livability of the suites;
- Prescribing a maximum cap of 50% of units that may contain suites;
- Require a separate parking space for the secondary suite only in townhouse and apartment developments on arterial roads where the parent unit does not have a minimum of two (non-tandem) parking spaces;
- Where secondary suites are provided in an apartment building, allow flexibility in meeting family friendly requirements (e.g. require fewer units with two or more bedrooms); and
- Require a legal agreement to prohibit stratification of the secondary suite. The owner of the parent strata unit would own the suite as well.

During the consultation process for the Draft Market Rental Housing Policy, other elements related to secondary suites in multi-family developments may also be considered. These may include establishing:

- a maximum secondary suite size;
- a requirement for a connecting door from the suite to the parent unit;
- the tenure of the parent unit (e.g. should secondary suites be required in market rental, strata and affordable housing units?); and
- the size of the parent unit (e.g. should secondary suites be required in all unit sizes, or only larger ones?)

Figure 4 identifies some of the pros and cons of each approach to increasing the supply of secondary suites in townhouses and apartments. Feedback on both approaches will be requested during the stakeholder consultation process. Subject to further consultation, and Council direction, amendments to the Zoning Bylaw and the OCP would be required to implement either an incentives-based or mandatory requirement approach to allowing secondary suites in townhouses and apartments.

Figure 4: Comparison of Two Approaches to Increase the Supply of Secondary Suites in Townhouses or Apartments

Figure 4: Comparison of Two Approaches to Increase the Supply of Secondary Suites in Townhouses or Apartments		
Approach	Pros	Cons
1. Incentives-Based	<ul style="list-style-type: none"> • Allows marketplace to test and adapt to new housing type (e.g. given that the demand for, and the implications of suites in multi-family units, have not been fully tested) • May result in some secondary suites being provided in multi-family developments 	<ul style="list-style-type: none"> • Amount of secondary suites provided may be small • May need additional incentives to differentiate voluntary provision of suites from mandatory provision • No guarantee that suites will be rented
2. Mandatory Requirement	<ul style="list-style-type: none"> • Will result in secondary suites being provided in all new multi-family developments 	<ul style="list-style-type: none"> • Could generate push back from the development community • Uncertain demand & limited experience in the region with suites in multi-family developments • No guarantee that suites will be rented

Policy Direction #8: Encourage Accessible Market Rental Units

Richmond Zoning Bylaw 8500 currently allows a floor area exemption of 1.86 m² (20 ft²) for townhouse or apartment units that incorporate all of the Basic Universal Housing (BUH) features described in the Zoning Bylaw. BUH features identified in the Zoning Bylaw include wider doorways, easy to grasp handles and sufficient space in bedrooms to accommodate wheelchairs. These features facilitate universal access and use of the dwelling, particularly for people with physical disabilities.

Through the Draft Market Rental Housing Policy, developers of new market rental units would be encouraged to incorporate BUH features in all units. To be eligible for a density bonus, the provision of BUH features would be mandatory. These features help accommodate the needs of Richmond's aging population and support broader accessibility to and within rental housing units.

Incentives Not Endorsed at this Time

A number of potential incentives for new market rental housing were considered but are not endorsed for consultation at this time.

Development Cost Charges (DCC) Waivers or Reductions

A guiding principle of DCCs is that infrastructure costs should be paid by those who will use and benefit from the installation of such systems. Waiving or reducing DCCs for market rental housing would mean the cost of such housing would not be equitably born by all users.

In May 2017, Richmond Council adopted new DCC rates. The new rates seek to ensure that the infrastructure required to support anticipated growth is available. Economic analysis conducted during development of the Draft Market Rental Housing Policy indicated that the new DCC rates would not impact the viability of market rental housing. Waiving or reducing DCCs for market rental housing are not recommended at this time.

Property Tax Reductions or Exemptions

Rental buildings generally have lower assessed values than buildings with other forms of tenure. This generally means that total taxes paid will be lower. Notwithstanding the above, if market rental buildings were taxed at a lower rate, or exempted from paying property taxes, the costs needed to provide services to a growing population would need to be transferred to other taxpayers.

Development and Building Permit Fee Reductions

Richmond's development and building permit fees are determined on a cost recovery basis and are competitive with other municipalities in the region. While reducing these fees for market rental housing projects is not recommended, expedited processing is proposed.

Attachment 8 identifies various market rental housing scenarios and applicable requirements and incentives that are proposed in the Draft Market Rental Housing Policy.

Proposed Consultation

Feedback on the proposed market rental housing directions set out in this report is critical to ensuring that they are appropriate to Richmond and implementable. Staff have heard from several parties interested in building market rental units in the city. To date, discussions have been general in nature. It is recommended that staff be directed to consult with relevant stakeholders and interested residents in order to more fully explore the preliminary directions outlined in this report. Such consultation would be done prior to Council considering a revised Market Rental Housing Policy and any associated OCP and Bylaw amendments.

Building on the format used for Affordable Housing Strategy Update consultation, staff propose to convene facilitated workshops on the Draft Market Rental Housing Policy outlined in this report. The workshops would take place in early 2018. The stakeholders proposed to be consulted include:

- members of the development community (e.g., Urban Development Institute, Small Builders' Group);
- housing and not-for-profit sectors (e.g., Community Land Trust, Metro Vancouver, Greater Vancouver Housing Corporation, Richmond Centre for Disability, Richmond School District);
- market rental building owners and managers in Richmond;
- Landlord BC, an industry resource and advocacy group for the rental housing industry across the province; and
- interested members of the public.

Let's Talk Richmond.ca and other social media will also be used to encourage discussion from the public on the Draft Market Rental Housing Policy. At completion of the public engagement period, a report will be forwarded to Council which summarizes the consultation findings and any proposed revisions to the policy. This is expected to be done in the second quarter of 2018.

Staff propose that, after stakeholder consultation, a revised Market Rental Housing Policy be included in the OCP and that Council Policy 5012, "Strata Title Conversion Applications – Residential" (Attachment 2) be rescinded and also incorporated into the proposed OCP market rental housing policies.

If authorized by Council, staff will continue to refine the consultation approach and update Council of any changes.

Financial Impact

Staff are forecasting that implementation of a new Draft Market Rental Housing Policy will require additional staffing resources. As the policy moves forward, further detail on the anticipated level of additional resources will be brought forward for Council's consideration.

Conclusion

Richmond's existing market rental supply is an important component of the city's housing continuum. However, demand for market rental housing outpaces the supply. New measures are required to incentivize the creation of additional market rental housing. This will help meet the needs of Richmond residents and families and contribute to a healthy and livable community. The Draft Market Rental Housing Policy identifies recommendations that will both protect the city's existing stock of market rental housing and encourage new market rental housing.



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- Att. 1: Glossary of Housing Types
- Att. 2: Existing Council Policy 5012, "Strata Title Conversion Applications – Residential" (1987)
- Att. 3: Low-End Market Rental (LEMR) Rates
- Att. 4: Summary of Rental Housing Initiatives by Government and Related Agencies
- Att. 5: Rental Housing in Richmond
- Att. 6: Indicators of Need for Market Rental Housing
- Att. 7: City Centre Parking Zones
- Att. 8: Market Rental Scenarios and Proposed Policy Requirements and Incentives

**ATTACHMENT 1:
Glossary of Housing Types**

Housing Type	Description/Policy Mechanism
Market rental housing <i>– focus of Draft Market Rental Housing Policy</i>	<ul style="list-style-type: none"> • Market-based rental housing provided by the private sector and rented at prevailing market rates. • May also be referred to as "purpose-built market rental" which indicates that the units were built with the intention of being rented at prevailing market rents. • May also be referred to as "secured market rental housing", which indicates that the rental tenure has been secured through a legal agreement for a specified period of time or in perpetuity. • Richmond's market rental housing consists of 3,372 units (this does not include co-ops that are currently rented at market rates).
Primary rental market	<ul style="list-style-type: none"> • Approximately 18% of renter households in Richmond find rental accommodation in the "primary rental market". • "Primary rental market" includes units that were purposely built to be rented at prevailing market rates. These may include townhouses and apartments. • Units in this market do not include subsidized rental housing or rented condominiums. • Units or buildings in this market may have one or more owners and managed by a management company.
Secondary rental market	<ul style="list-style-type: none"> • Approximately 80% of renter households in Richmond find rental accommodation in the "secondary rental market". • "Secondary rental market" includes rented condominiums, single family houses, secondary suites, coach houses and subsidized rental housing. • Units in this market are not secured by legal agreement and are available for rent at the discretion of the owner. • Such units may also be provided by a non-profit organization or housing agency. In these cases, the rental tenure and rates may be secured by a legal agreement.
Low-end market rental (LEMR)	<ul style="list-style-type: none"> • Rental units secured through inclusionary housing approaches. Targets low to moderate income households with rents set at below market rates. • This may include units secured through Richmond's LEMR program in the City's Affordable Housing Strategy, or through separate programs such as the West Cambie Alexandra Neighbourhood's policy for modest rent controlled rental units.
Low-end market rental housing (LEMR) program in Richmond's Affordable Housing Strategy	<ul style="list-style-type: none"> • Affordable housing units targeted at low to moderate income households earning \$34,650-58,050 and secured through the City's inclusionary housing policy. • Maximum rents based on 10% below Canada Mortgage and Housing Corporation's (CMHC) average annual market rents. • Richmond has secured 423 LEMR units through rezoning as of April 2017.
Non-market, social housing	<ul style="list-style-type: none"> • Housing funded by senior government and managed by non-profit groups. • Provides affordable rental units for households requiring deep subsidies. (Maximum rents typically 25% below CMHC's average annual market rents.) • May also be referred to as "subsidized rental housing" or "below-market rental housing".

Housing Type	Description/Policy Mechanism
Co-operative housing	<ul style="list-style-type: none"> • Non-profit housing with a form of shared ownership which provides homes to its members who purchase a share and pay a monthly housing charge. • Established under the <u>Co-op Act</u>. Most non-profit housing co-ops receive money from the government (federal or provincial) to help house some low-income members. The housing charge for these units is adjusted to the household's income. This is often referred to as "rent-geared-to-income" or "RGI" or a subsidized housing charge. The subsidy makes up the difference between what the member pays and the co-op's normal housing charge.
Entry level homeownership	<ul style="list-style-type: none"> • Modest housing units that are affordable for first-time homebuyers. • One of three priority areas in the 2007 Richmond Affordable Housing Strategy. • Also referred to as "affordable homeownership".
Congregate Housing	<ul style="list-style-type: none"> • Housing where each individuals or family has a private bedroom but shares facilities, including a kitchen/dining room and living quarters with other residents. Congregate care is usually used when referring to seniors housing with a component of care. This type of housing is typically not included in a municipal housing continuum and is licenced through a health authority
Seniors' Housing	
Supportive Housing	<ul style="list-style-type: none"> • Generally includes at least one meal a day, emergency response system, housekeeping and social and recreational opportunities. This housing option is usually private (not subsidized), though there are a few subsidized supportive housing units available through BC Housing's Seniors Supported Housing (SSH) program
Assisted Living	<ul style="list-style-type: none"> • Housing for older adults; includes meal services, emergency response system, housekeeping, social and recreational opportunities with additional assistance with personal activities such as bathing or taking medications. Assisted Living is available with or without subsidies. Public assisted living facilities are operated by the local health authority (for example Vancouver Coastal Health), require a health assessment for admittance, and generally cost 70% of income.
Residential Care	<ul style="list-style-type: none"> • Residential Care provides care and supervision for individuals who can no longer manage in their own homes. Residential Care is available with or without subsidies.

ATTACHMENT 2:
Existing Council Policy 5012, "Strata Title Conversion Applications – Residential" (1987)

	City of Richmond	Policy Manual
Page 1 of 1	Adopted by Council: May 25/87	POLICY 5012
File Ref: 4105-00	STRATA TITLE CONVERSION APPLICATIONS - RESIDENTIAL	
<p>POLICY 5012:</p> <p>It is Council policy that:</p> <p>The following matters shall be considered before deciding on any residential strata title or cooperative conversion applications involving three or more dwelling units:</p> <ol style="list-style-type: none"> 1. The impact a proposed conversion will have on the stock of rental housing in Richmond. If rental vacancy rates are low (under 2%) and the number of affected units is significant (a dozen or more), then Council should consider refusing the application until vacancy rates have risen again. 2. The written proposals by the owner/developer for the accommodation or relocation of tenants. The application should be refused if undue hardship would result. 3. The written views of the affected tenants, both in favour and not in favour. This should be taken into account in evaluating the previous two criteria. <p style="padding-left: 40px;">A standard form prepared by Urban Development Division staff can be used to solicit tenant views.</p> <ol style="list-style-type: none"> 4. A written report in an acceptable form from a registered architect, engineer, or any other qualified person, that the building is of a reasonable quality for its age, including reference to the state of repair, general workmanship and measure of compliance with relevant City Bylaws. 5. Any proposals for open space, landscaping, common facilities, off-street parking and loading spaces. 6. Any other conditions that might be appropriate to the specific circumstances. Where additional conditions are imposed by Council, approval shall not be granted until they are met. <p>All applications for strata title and cooperative conversion will be expected to comply with all City Bylaws and servicing standards/requirements.</p> <p style="text-align: center; margin-top: 20px;">(Urban Development Division)</p> <p style="text-align: center; font-size: small;">113685</p>		

**ATTACHMENT 3:
Low-End Market Rental (LEMR) Rates**

Low-end market rental (LEMR) units are rental units secured through inclusionary zoning and targets low to moderate income households with rents set at below market rates. Council recently increased the LEMR rates and income thresholds, as well as the two bedroom unit size, as part of the City’s Affordable Housing Strategy (AHS) Update. Figure 1 below indicates the new LEMR rates per unit type, unit size and eligible tenant annual income.

Figure 1: Richmond Low End Market Rental (LEMR) Rates per Unit Type, Unit Size & Eligible Tenant Annual Income

Richmond Low End Market Rental (LEMR) Rates per Unit Type, Unit Size & Eligible Tenant Annual Income			
Unit Type	Minimum Unit Sizes	Maximum Monthly Rent*	Total Household Annual Income ¹
Bachelor	37 m ² (400 ft ²)	\$811	\$34,650 or less
One bedroom	50 m ² (535 ft ²)	\$975	\$38,250 or less
Two bedroom	69 m ² (741 ft ²)	\$1,218	\$46,800 or less
Three bedroom	91 m ² (980 ft ²)	\$1,480	\$58,050 or less

Notes:
 *Denotes 2017 amounts adopted by Council on July 24, 2017.
¹ Subject to Council approval, household income may be increased annually by the Consumer Price Index.

Council has also adopted LEMR rates for the West Cambie Alexandra Neighbourhood Mixed Use Employment- Residential area which are outside of the City’s Affordable Housing Strategy. These are referred to as Modest Rental Rates. The rates, shown in Figure 2 below, indicate the maximum monthly rental rates which are less than the AHS rental rates.

Figure 2: Modest Rental Rates for West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Area

Modest Rental Rates for West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Area		
Unit Type	Maximum Monthly Rent (May be increased periodically)	Total Household Annual Income (May be increased periodically)
Bachelor	\$700	\$34,000 or less
One bedroom	\$750	\$38,000 or less
Two bedroom	\$1,100	\$46,500 or less
Three bedroom	\$1,400	\$57,500 or less

ATTACHMENT 4:
Summary of Rental Housing Initiatives by Government and Related Agencies

Federal Government

- **Canada Mortgage and Housing Corporation (CMHC):**
When CMHC was created in 1946, it focussed on housing returning war veterans and administering the (then) National Housing Act. Later, CMHC facilitated federal-provincial public housing projects and commenced providing mortgage loan insurance. CMHC's key mandates continue to include mortgage loan insurance (e.g. for buyers who have less than 20% down payment), policy and research (e.g. annual Rental Market Report) and affordable housing (e.g. administers approximately 20% of existing social housing in Canada).
- **National Housing Strategy (NHS):**
In 2012, the Federal Government adopted a priority resolution calling for the development of a comprehensive National Housing Strategy (NHS). The purpose of the strategy was to create a national housing action plan that would produce affordable, safe housing for Canadians at all income levels. The plan would also include tax measures to support the development of market rental housing.

Managed by CMHC, the consultation process for the new National Housing Strategy took place in 2016. Richmond staff participated in the NHS' "Let's Talk Housing" survey and commented on the need for more market rental housing, more family friendly housing and more operating funding for non-market and subsidized housing.

In November 2016, CMHC released its summary report on the NHS consultation. The key themes heard from across the country were: 1) helping those in greatest need; 2) better housing outcomes for indigenous peoples; 3) eliminating homelessness; and 4) making housing more affordable.

The National Housing Strategy is expected to be released later in 2017.

Provincial Government

- **BC Housing:**
 - BC Housing is a provincial Crown Corporation that provides assistance to renters and emergency and subsidized housing for low income families and the disabled. It develops, manages and administers a wide range of subsidized housing options across BC. It provides favourable financing options for non-profit and affordable housing groups to develop or re-develop properties for affordable, rental housing (e.g. Kiwanis). Through the Provincial Investment in Affordable Housing (PIAH) program, BC Housing has committed \$255 million to create 2,000 affordable rental housing units over 5 years. BC Housing also licenses residential builders and conducts research.

- Residential Tenancy Act:
Landlord tenant relations are a provincial responsibility. The *Residential Tenancy Act* (RTA) sets out the rights and responsibilities for landlords and tenants in a tenancy situation. These include minimum notification periods to end tenancies and maximum allowable rent increases for tenants. Landlords, for example, may only increase rent once in a 12 month period. In 2017, the maximum allowable rent increase in BC was set at 3.7%.
- The new BC Provincial Government committed to several rental housing related initiatives during the 2017 election campaign. These included:
 - building 114,000 rental, social, co-op and owner-purchase homes over 10 years;
 - a \$400 annual rebate to renters; and
 - amendments to the Residential Tenancy Act to prohibit fixed-term leases and to provide fair treatment for tenants during renovations and demolitions.

Recent budget announcements in September 2017 focussed on the following specific areas:

- \$208 million over four years for 1,700 new units of affordable rental housing for low and moderate income renters, seniors and adults with developmental disabilities or mental health challenges; and
- \$7 million to reduce waiting times and to establish a new compliance unit for the Residential Tenancy Branch.

Metro Vancouver

- The Metro Vancouver Housing Corporation (MVHC) owns and operates close to 50 sites that provide market rental and subsidized rental housing for more than 10,000 people in the Lower Mainland. For subsidized units, rent is directly based on the tenant's income and is usually set at 30% of the gross monthly household income. The MVHC operates nine projects in Richmond. These projects include townhouses and apartments and were all were built between 1984 and 2005. The Metro Vancouver Housing Corporation is currently proposing to redevelop one site in Vancouver. The 83-unit Heather Place project, built in 1983, will be redeveloped with 230 units. Construction is expected to commence in early 2018 with occupancy in late 2019.
- The Metro Vancouver Regional District formulates housing policy that affects its member municipalities. This includes:
 - Metro Vancouver 2040 Shaping Our Future (2011). The Regional Growth Strategy contains a specific strategy to provide diverse and affordable housing choices. Metro Vancouver also assists municipalities in developing Housing Action Plans.
 - Regional Affordable Housing Strategy (RAHS, 2016). The RAHS includes 10 year housing demand estimates by municipality (2016-2026) for both ownership and rental units. The ten year demand estimate for all rental units in Richmond is 3,200 units (Figure 1). The demand for market rental units is 1,200 units

(moderate, above moderate and high income categories). On an annual basis, 120 market rental units per year would be required in Richmond to meet these demand estimates.

Figure 1: Ten Year Rental Housing Demand, Richmond, 2016-2026

Ten Year Rental Housing Demand, Richmond (2016-2026)	
Income Level	Number of Units
Very Low	1,300
Low Income	700
Moderate Income	600
Above Moderate	300
High Income	300
Total	3,200

Source: Metro Vancouver, 2016. Regional Affordable Housing Strategy

Metro Vancouver also advocates to senior government for incentives to stimulate private rental supply, conducts research and collects and analyzes data to support rental and municipal housing policy. Relevant recent research includes:

- *What Works: Municipal Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing* (2016);
- *Metro Vancouver's Rental Inventory and Risk Analysis* (2012), and
- *Apartment Parking Study* (2012 with update in progress).

Other Actors

- A Community Land Trust is a community-based organization that acquires land, removes it from the private market and leases it to non-profit housing providers for affordable housing purposes. The Richmond Affordable Housing Strategy Update (Policy #8) recommends a feasibility study on establishing a locally based community land trust in Richmond.
- Vancity Credit Union provides favourable financing for affordable and rental housing projects. It also coaches socially minded organizations to develop or redevelop land through the "Impact Real Estate" program.

**ATTACHMENT 5:
Rental Housing in Richmond**

In 2016, there were 18,910 renter households in Richmond (2016 Census).

Primary Rental Market

Only about 20% of renter households in Richmond found rental accommodation in the primary rental market (Metro Vancouver Housing Data Booklet, 2010). The primary rental market is comprised of townhouses and apartments that were built with the intention to be rented out at prevailing market rents.

Secondary Rental Market

Approximately 80% of Richmond's renter households find rental accommodation in the secondary rental market, which is comprised of rented condominiums or suites, as well as non-market social housing. Units in the secondary rental market may be privately-owned and rented out or provided by a housing agency or non-profit organization.

- Currently, Richmond's total stock of market rental housing is approximately 3,372 apartment and townhouse units in 76 buildings.⁶ The majority of the city's market rental housing was constructed before 1990. Newer rental buildings have been constructed in City Centre (110 replacement market rental units) and Broadmoor (68 units).
- The most recent market rental units developed in Richmond (e.g. 144 units at The Gardens) were secured through development on a voluntary basis or negotiated during the rezoning process. Housing Agreements were registered on title to secure these rental units in perpetuity.
- Figure 2 provides an estimate of the number of rental housing units in both the primary and secondary rental markets in Richmond. Protecting and augmenting the rental stock in both markets are important to meeting the needs of renter households in Richmond.

⁶ Each year, CMHC conducts a survey of market rental units in urban areas. According to the CMHC's 2016 Rental Market Report, there were 3,477 units of purpose built market rental townhouses and apartments in Richmond. This survey, however, includes co-ops that are rented at market rates. If co-op units are removed (271 units), and other newly constructed market rental units added (e.g. 166 units), Richmond's total purpose built market rental stock is 3,372 units in 76 buildings.

Figure 2: Estimate of All Rental Housing Units in Richmond

Estimate of All Rental Housing Units in Richmond		
Market	Housing Type	Number of Units¹
Primary Rental Market	Market Rental Housing Units	3,372
	Subtotal Primary Rental Market	3,372
Secondary Rental Market	Rented Private Condominiums (Apartments and Townhouses)	4,223 ²
	Secondary Suites and Coach Houses	2,600 ³
	Non-Market, Social Housing	2,165 ⁴
	Co-operative Housing Units	979
	Subtotal Secondary Rental Market	9,967
	Total Estimate of All Rental Housing Units	13,339⁵
Notes/Sources:		
1. All numbers are estimates based on best data available.		
2. Metro Vancouver Housing Data Book, updated to 2017.		
3. Metro Vancouver Housing Data Book, updated to 2017 (note there is the potential for additional unrecorded units such as unauthorized suites).		
4. Includes housing units owned/managed by BC Housing, Metro Vancouver Housing Corporation and other non-profit housing providers).		
5. Due to different data sources and dates and the potential for unrecorded units, the total number of units does not fully correlate to the estimated number of renter households (18,910 in Richmond according to the 2016 Census).		

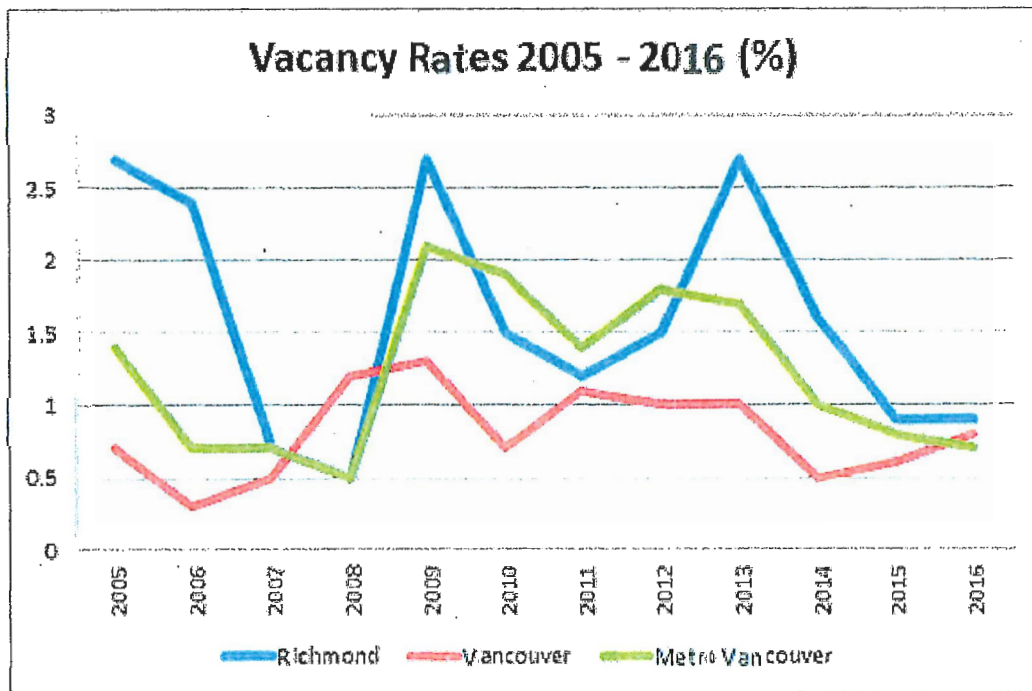
**ATTACHMENT 6:
Indicators of Need for Market Rental Housing**

Persistently Low Vacancy Rates

In 2016, the overall rental vacancy rate in Richmond was 0.9%. This is an average decrease of 25% in vacancy since 2011. (The vacancy rates for one bedroom apartments in 2016 was slightly higher at 1.4%.) According to the most recent CMHC Rental Market Report (Fall 2016), the average vacancy rate for purpose-built apartments in Canada was 3.7%, a rate that many housing professionals believe to be a healthy rental market.

Figure 1 provides a summary of how vacancy rates have changed in Richmond from 2007 to 2016 with comparisons to Vancouver and Metro Vancouver.

Figure 1: Vacancy Rates in Richmond, Vancouver and Metro Vancouver, 2007-2016



Increasing Average Rents

Between 2011 and 2016, the average rents for all sizes of purpose built rental units in Richmond have increased by 12.4%; the largest increase (24%) was for three bedroom units. Figure 2 displays the increase in rent for all unit types in Richmond from 2011 – 2016. The average rents, for all rented units in Richmond, are slightly lower than the Metro Vancouver average. However, rents throughout the region have been increasing at approximately the same rate since 2013. As rents may change any time, it is important to retain the existing rental housing stock and to increase the supply.

Figure 2: Richmond Monthly Average Market Rents, by Unit Type, 2011-2016

Richmond Monthly Average Market Rents, by Unit Type, 2011-2016				
Year	Bachelor	1 Bedroom	2 Bedroom	3 Bedroom +
2011	736	905	1,278	1,325
2012	749	947	1,365	1,417
2013	796	953	1,177	1,508
2014	808	994	1,198	1,327
2015	843	1,025	1,296	1,596
2016	901	1,083	1,353	1,644
% Change	22.4	19.7	5.9	24

Source: CMHC, 2011 – 2016 Rental Market Surveys

The Growing Income Gap

In 2011⁷, the median annual income in Richmond was as follows:

- \$42,483 for renter households;
- \$66,661 for owner households (57% higher than the median annual renter household income); and
- \$60,479 for all Richmond households.⁸

While all household incomes increased between 2006 and 2011, renter household median incomes increased at a lower rate than other Richmond households:

- 9% increase in the median annual income of renter households between 2006 and 2011;
- 12% increase in the median annual income of owner households between 2006 and 2011; and
- 13% increase in the median annual income of all households between 2006 and 2011.

Despite having similar living costs, renters' incomes, on average in Richmond, are much lower than owners'.

Figure 3 identifies the minimum annual income needed by a Richmond household in order for the household to spend 30% or less of its annual income on an average priced rental unit.

⁷ Metro Vancouver, based on 2011 Census.

⁸ Median annual income for all Richmond households from the 2016 Census was \$65,241. Income by tenure at the municipal level will not be available until approximately late 2017.

Figure 3: Annual Income Necessary to Rent in Richmond, by Unit Type

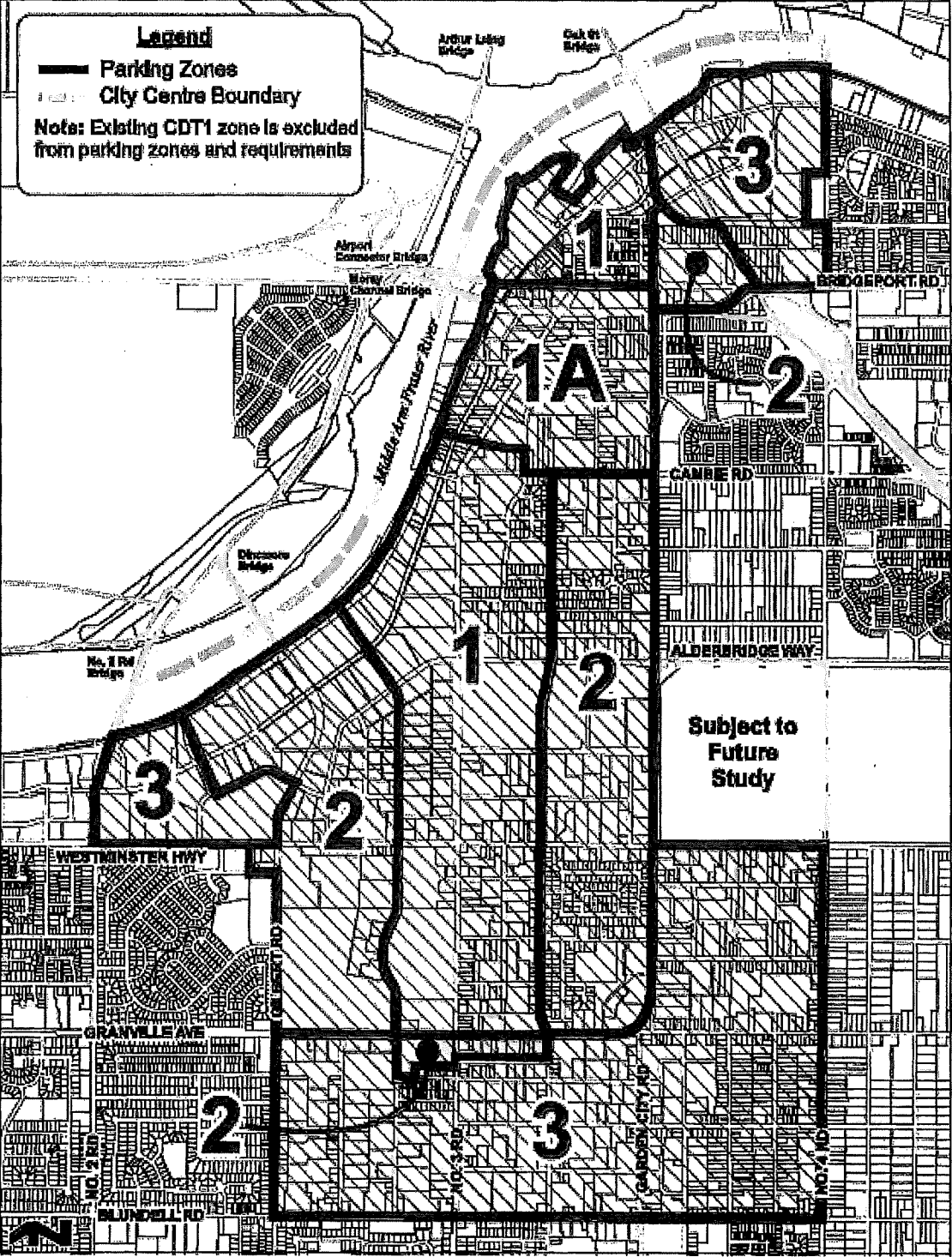
Annual Income Necessary to Rent in Richmond, by Unit Type				
Housing Type	3+ Bedroom	2 Bedroom	1 Bedroom	Bachelor
Average Monthly Rent	\$1,644	\$1,353	\$1,083	\$901
Annual Income Necessary to Rent with 30% Gross Debt Service Ratio (GDS) (GDS = annual housing costs/gross household income)	\$65,760	\$54,120	\$43,320	\$36,040
Source: Metro Vancouver, 2016. Housing Data Booklet & Community Social Development 2017				

To affordably rent an average one-bedroom in Richmond, households would need to earn \$43,320 annually. Figure 4 highlights the top five occupations in Richmond (by number of employees) for individuals who live and rent in the city. Of these, only employees in professional, scientific & technical services appear to earn enough compensation to affordably rent a one bedroom apartment in Richmond (assuming 30% of annual income spent on shelter).

Figure 4: Top Occupations for Richmond Renter Households and Average Salaries

Top Occupations for Richmond Renter Households and Average Salaries		
Occupation	Number of Renter Households Employed	Average Individual Income
Restaurant and Hospitality	2,980	\$21,655
Retail	1,985	\$28,332
Professional, Scientific & Technical Services	1,575	\$45,601
Healthcare & Social Services	1,515	\$37,140
Transportation & Warehousing	1,445	\$37,354
Source: BC Non-Profit Housing Authority (BCNPHA) Rental Housing Index, 2014		

ATTACHMENT 7:
City Centre Parking Zones



**ATTACHMENT 8:
Market Rental Scenarios and Proposed Policy Requirements and Incentives**

Scenario	Proposed Policy Requirements and Incentives
<p>1. Demolition and Replacement of Existing Market Rental Units and Rezoning to Allow Additional Market Rental Units</p>	<ul style="list-style-type: none"> • Require site to be maintained for rental only • Require a Building Condition Assessment Report (to demonstrate need for demolition) • Require a Tenant Relocation Plan which would include: <ul style="list-style-type: none"> ○ Consultation with tenants ○ Right of First Refusal for existing tenants to move back in to new units ○ Financial and relocation assistance for tenants residing longer than one year which would include 3 months' free rent or lump sum equivalent at the discretion of the tenant • Require 1:1 Replacement of existing units with: <ul style="list-style-type: none"> ○ Same number of bedrooms and ground orientation (units may be different sizes) ○ Low-End Market Rental (LEMR) rates (existing tenants do not have to meet income thresholds) ○ Housing Agreement to secure Low-End Market Rental (LEMR) rates for replacement units • New (non-replacement) units: <ul style="list-style-type: none"> ○ Require market rental tenure ○ Require a minimum % of units to be family friendly (e.g., 2+BR) • Allow a maximum density bonus: <ul style="list-style-type: none"> ○ 0.20 FAR for ground oriented townhouses and wood-frame apartments ○ 0.25 FAR for concrete high-rise apartments ○ Subject to locational requirements, DP compliance, consultation, etc. (see Figure 1 in report) • Utilize proposed new market rental parking rates (see Figure 3 in report) • Waive built affordable housing or cash-in-lieu requirements for new market rental units only • Waive public art and community planning contribution costs for market rental units only
<p>2. Rezone to Build 100% New Market Rental (no existing market rental on site)</p>	<ul style="list-style-type: none"> • A: Density Bonus Incentive Approach <ul style="list-style-type: none"> ○ Allow a maximum density bonus: <ul style="list-style-type: none"> ▪ 0.20 FAR for ground oriented townhouses and wood-frame apartments ▪ 0.25 FAR for concrete high-rise apartments ▪ Subject to locational requirements, demonstrated fit with neighbourhood, compliance with OCP land-use designations and DP guidelines applicable to the site, consultation, etc. (see Figure 1 in report) ○ Require a Housing Agreement to secure rental tenure in perpetuity ○ Require family friendly units (e.g. a minimum % of units to be 2+BR) ○ Waive built affordable housing or cash-in-lieu requirements – No Low-End Market Rental (LEMR) requirement ○ Waive public art and community planning contribution costs ○ Utilize proposed new market rental parking rates (see Figure 3 in report)

Scenario	Proposed Policy Requirements and Incentives
<p>3. Rezone to Build a Mix of Market Rental and Strata Units</p>	<ul style="list-style-type: none"> • A: Density Bonus Incentive Approach <ul style="list-style-type: none"> ○ Allow a maximum 0.10 FAR density bonus - to be used solely for market rental units - for ground oriented townhouses, wood-frame apartments, concrete high-rise apartments ○ Subject to locational requirements, demonstrated fit with neighbourhood, compliance with OCP land-use designations and DP guidelines applicable to the site, consultation, etc. (see Figure 1 in report) ○ Maintain market rental units as a block (no separate sale) ○ Require a Housing Agreement to secure rental tenure in perpetuity ○ Require family friendly units (e.g. a minimum % of units to be 2+BR) for market rental units ○ Waive public art and community planning contribution costs for market rental units only ○ Waive built affordable housing or cash-in-lieu requirements for market rental units only – No Low-End Market Rental (LEM/R) requirement for new market rental units ○ Utilize proposed new market rental parking rates for market rental only (See Figure 3 in report) • B: Mandatory Requirement Approach <ul style="list-style-type: none"> ○ Require a percentage of market rental units in all new residential developments (no additional density beyond current OCP provided): <ul style="list-style-type: none"> ▪ 15% market rental units in wood frame townhouses or apartments outside City Centre ▪ 10% market rental units in wood frame apartments in City Centre ▪ 5% market rental units in City Centre concrete high rises ○ Maintain market rental units as a block (no separate sale) ○ Require a Housing Agreement to secure rental tenure in perpetuity ○ Require family friendly units (e.g. a minimum % of units to be 2+BR) for market rental units ○ Waive public art and community planning contribution costs for market rental units only ○ Waive built affordable housing or cash-in-lieu requirements for market rental units only – No Low-End Market Rental (LEM/R) requirement for new market rental units ○ Utilize proposed new market rental parking rates for market rental only (See Figure 3 in report) • C: Hybrid Approach <ul style="list-style-type: none"> ○ Require a percentage of market rental units in all new residential developments with an additional density bonus beyond current OCP (amount of bonus to be determined): <ul style="list-style-type: none"> ▪ 15% market rental units in wood frame townhouses or apartments outside City Centre ▪ 10% market rental units in wood frame apartments in City Centre ▪ 5% market rental units in City Centre concrete high rises ○ Maintain market rental units as a block (no separate sale) ○ Require a Housing Agreement to secure rental tenure in perpetuity ○ Require family friendly units (e.g. a minimum % of units to be 2+BR) for market rental units ○ Waive public art and community planning contribution costs for market rental units only

Scenario	Proposed Policy Requirements and Incentives
<p>4. Secondary Suites in Townhouses or Apartments</p>	<ul style="list-style-type: none"> ○ Waive built affordable housing or cash-in-lieu requirements for market rental units only – No Low-End Market Rental (LEMR) requirement for new market rental units ○ Utilize proposed new market rental parking rates for market rental only (See Figure 3 in report) <p><u>Secondary Suites</u></p> <ul style="list-style-type: none"> ● A: Incentives Based Approach <ul style="list-style-type: none"> ○ Establish a minimum secondary suite size of 25 m² in townhouses and 20m² in apartments ○ Allow a maximum of 50% of townhouse or apartment units to contain secondary suites ○ Where secondary suites are provided in an apartment building, consider lowering the family friendly requirements (e.g. allow a lower % of 2 BR and 3 BR units)- to be determined in consultation with the developer ○ Parking: <ul style="list-style-type: none"> ▪ Townhouses: an additional parking space only required on Arterial Roads, <u>unless</u> the dwelling unit has two dedicated side-by-side (non-tandem) arranged parking spaces ○ Parking: <ul style="list-style-type: none"> ▪ Apartments: an additional parking space only required outside City Centre on Arterial Roads, <u>unless</u> the dwelling unit has two dedicated (non-tandem) arranged parking spaces ○ Waive affordable housing cash-in-lieu and built requirements for the secondary suite area only (Strata units would continue to be required to make affordable housing contributions) ○ Waive public art and community planning contribution rates for the market rental suite area only ○ Secondary suite may not be strata-titled ● B: Mandatory Approach <ul style="list-style-type: none"> ○ Prescribe a minimum percentage of secondary suites required in all townhouses and apartments ○ Require a minimum of 10% and a maximum of 50% of townhouse and apartment units to contain secondary suites ○ Establish a minimum secondary suite size of 25 m² in townhouses and 20m² in apartments ○ Where secondary suites are required in an apartment building, consider lowering the family friendly requirements (e.g. allow a lower % of 2 BR and 3 BR units)- to be determined in consultation with the developer ○ Parking: <ul style="list-style-type: none"> ▪ Townhouses: an additional parking space only required on Arterial Roads, <u>unless</u> the dwelling unit has two dedicated side-by-side (non-tandem) arranged parking spaces ○ Parking: <ul style="list-style-type: none"> ▪ Apartments: an additional parking space only required outside City Centre on Arterial Roads, <u>unless</u> the dwelling unit has two dedicated (non-tandem) arranged parking spaces ○ Waive affordable housing cash-in-lieu and built requirements for the secondary suite area only (Strata units would continue to be required to make affordable housing contributions)

Proposed Policy Requirements and Incentives	
Scenario	
5. Strata Conversion of Market Rental Units	<ul style="list-style-type: none"> o Waive public art and community planning contribution rates for the market rental suite area only o Secondary suite may not be strata-titled • Vacancy rates must be more than 4% and the number of affected units 4 or more • Written views of tenants required • Building Condition Assessment Report (building life expectancy, compliance with City bylaws, etc.) • Right of First Refusal for existing tenants to purchase strata units at a 5% discount to market prices • Financial and relocation assistance for tenants residing longer than one year • Provision of open space, landscaping, common facilities, off-street parking and loading spaces



City of
Richmond

Consultation Summary
Planning & Development

**Workshop with Richmond Home Builders Group
Draft Market Rental Housing Policy
Thursday, January 18, 2018
9:00 am to 12:00 noon
Richmond City Hall, 6911 No. 3 Road, Room 8.120**

Attendees:

- 20 Richmond Home Builders Group members and staff present: Ajit Thaliwal, Raman Kooner, Hollie Whitehead, Brad Dore, Jim Biniatz, Nicholas Poon, Jas Sandhu, Lynn Tan, Robert Ethier, Sam Sandhu, Gursher Randhawa, Rick Sian, Mukhtair Sian, Samuel Yau, Jeff Jiang, Matthew Cheng, Rav Bains, Satwant Atwal, two individuals who did not sign in
- City of Richmond Staff: Tina Atva, Cathy Swan, Jeanette Elmore, Cynthia Lussier, Terry Sidhu, Sonali Hingorani, Kim Sommerville

KEY FINDINGS:

- Rules for building rental housing should be clear and concise.
- Parking rates are currently too restrictive, both for costs and site planning.
- There should be some kind of protection for tenants.
- Developers know the market best and should be allowed flexibility in responding.
- Implementation of this policy must be economically viable for development.
- Builders are supportive of an incentive-based policy.
- The City should do something about housing now to prevent a worse housing crisis in future.
- Builders are not supportive of mixing market rental units with strata units in a single building; if rental housing suites become mandatory, consider a 'banking' approach to allow these to be built as part of a 100% market rental project.
- There are concerns regarding tracking tenants' incomes year to year to ensure compliance with LEMR rates, and respecting tenants' privacy.
- It is difficult to ensure people who most need rental assistance are those who receive it.
- There is concern for how density can be added without changing the form and character.
- Building market rental without any parking, or without outdoor amenity space, should be explored as these are generally wasted space.
- The City should review requirements for secondary suites and coach houses to make these more appealing to build.
- Consider different tenure models, such as a rent-to-own approach.
- Consider much more reduced parking requirements, such as zero parking requirements for studio suites near transit.
- Builders question whether comments from the workshop really going to influence revisions this policy.
- Parking rates should reflect current and future needs, which are anticipated to decrease in response to changing technology, and/or number of bedrooms.

DETAILED SUMMARY OF COMMENTS: Richmond Home Builders Group Workshop Jan, 18, 2018

#	Question	Detailed Feedback
1	Describe your experience with market rental buildings in Richmond and elsewhere in the region.	
2	One objective of the draft Market Rental Housing Policy is to protect the existing stock of market rental housing. What comments or insight does the Richmond Home Builders Group have about this objective?	
3	What is your view on the following directions proposed:	
	<p>a. Strengthen the existing Strata Conversion Policy (Policy Direction #1) (The current policy states that Council could refuse applications to convert rental units to more strata if vacancy rates are under 2% and the number of affected units is 12 or more. The proposed policy would require a 4% vacancy rate and change the number of affected units to 4.)</p> <p>b. Enhance the current 1:1 Replacement Policy (Policy Direction #3) (Current OCP policy requires the 1:1 replacement of rental units at affordable rates. The draft policy proposes requiring the same number of bedrooms & ground orientation at the time of redevelopment.)</p>	<ul style="list-style-type: none"> • It will be difficult to replace rental at lower than market rates due to the high cost of land and loans for construction. • The economics are difficult to work with in order to build market rental without restrictions, and is more difficult if rental restrictions are put in. • The City should consider requiring a declaration of income / assets so that people who really qualify for affordable housing / affordable rental can access it. • If people are found to be cheating the system, they should pay a penalty to the City. • Participants question whether landlords can legally ask for income information.
4	The Draft Market Rental Housing Policy seeks to meet the needs of families with children by requiring a certain percentage of new market rental units to have two or more bedrooms. Please comment on this direction. Does the Richmond Home Builders Group anticipate any obstacles to securing "family-friendly" units?	<ul style="list-style-type: none"> • Family-friendly requirements are feasible for market-rate developments; however: <ul style="list-style-type: none"> ○ an excess of 2-3 bedrooms is hard to build for affordable / LEMR rate units, developers will lose money in this case; ○ the City should consider more flexible use of space such as designing easily dividable rooms so renters can decide whether they want another bedroom or unit.

#	Question	Detailed Feedback
5	<p>Which of the following ratios do you believe would be most appropriate to ensuring that new market rental buildings in Richmond contain two and three bedroom (or “family-friendly”) units:</p> <p>a. minimum 20% of new market rental units to be family friendly;</p> <p>b. minimum 30% of new market rental units to be family friendly;</p> <p>c. minimum 40% of new market rental units to be family friendly; or</p> <p>d. other, please specify</p>	<ul style="list-style-type: none"> • Demand exists for 2-3 bedroom units in condos and rental buildings • Although it is reasonable to dictate a minimum number of family friendly units, developers know the market and should be able to determine case by case. • Location matters: higher number of family friendly units should be concentrated near schools (35-40%) and much fewer in City Centre, unless near schools, day-cares or parks. There is not likely to be renter families along No.3 Road / Downtown because of lack of amenities that families want. • Don’t differentiate between 2 and 3 bedrooms. • More analysis is required to determine locations and numbers. • There should be a threshold size of project where market rental is required; anything else should not be subject to requirements. • To ensure affordability, government should provide land for housing.
6	<p>Comment on the proposed Tenant Relocation Plan requirements. (The draft policy proposes that all tenants be given the right-of-first refusal to move back to the new building and that tenants living in the existing building longer than one year be provided with relocation assistance and financial compensation.)</p>	<ul style="list-style-type: none"> • Tenant relocation requirements would be very difficult to achieve, and would prevent consideration of a rental redevelopment. • The City should hire or assign an “aid” or assistant to help with tenant relocations for existing renters. • Tenant relocation requirements create uncertainty for development; developers need to prove the amount of income they will produce once the building is occupied, and promising units back to existing renters who may not be able to pay higher rents creates too much uncertainty.
7	<p>What do you think would be the most effective way for the City to increase the supply of market rental housing in Richmond:</p> <p>a. Offer incentives so it is more attractive for developers to build new market rental housing units;</p> <p>b. Make it mandatory that all new multi-family residential developments include some amount of market rental housing units;</p> <p>c. Make it mandatory that all new multi-family residential</p>	<ul style="list-style-type: none"> • Prezoning certain areas of the city for townhouses or apartments to be used for rental subject to a housing agreement, along with density bonusing, is preferred (e.g. not only within City Centre, but near schools and neighbourhood centres outside of City Centre). • 2nd preferred approach is an incentives-based approach (e.g. density bonusing, and additional incentives). • Mandatory approach not supported, however, if City Council were to decide to go that route, there must be a minimum project size (e.g. only the larger projects with many units) and reduced/waived DCCs should be considered

#	Question	Detailed Feedback
	<p>developments include some amount of market rental housing units but also offer incentives to developers; or d. Other.</p>	<p>along with fast-tracking.</p>
8	<p>What do you anticipate the outcomes of the proposed density bonus framework will be? Will it incentivize the development of new market rental housing in the city? The draft policy proposes:</p> <ul style="list-style-type: none"> • 0.20 FAR for ground oriented townhouses and wood frame apartments; • 0.25 Far for concrete buildings in City Centre; and • for mixed market rental and strata buildings, 0.10 FAR to be used exclusively for market rental units. 	<ul style="list-style-type: none"> • Zoning for the subject site has to allow for the added density to be physically accommodated on-site without compromising other factors. • The 0.1 FAR bonus proposed for projects that contain a mix of strata and rental units is not appealing due to complexity.
9	<p>Please comment on the following potential incentives to increase the supply of new market rental housing in Richmond:</p> <p>a. Adopting lower parking requirements for market rental housing units;</p> <p>b. Waiving the affordable housing requirements for market rental units;</p> <p>c. Waving the public art contribution fee for market rental units;</p> <p>d. Waiving the community planning contribution costs (where it applies) for market rental units (these fees are used to help pay for planning new services and infrastructure);and</p> <p>e. Fast tracking development applications where 100% of the new units are market rental units.</p>	<ul style="list-style-type: none"> • Yes • Yes • Yes • Yes • Yes, but not only where 100% of the units are market rental; the percentage should be lowered.
10	<p>Does the Richmond Home Builders Group believe that providing suites in townhouses and apartments should be mandatory or voluntary? Why or why not? What is the level of interest in the local marketplace for suites?</p>	<ul style="list-style-type: none"> • The footprint of townhomes is generally too small to allow suites, especially for three storey townhomes • Where tandem parking is a requirement due to lot configuration, suite is impractical not only because of the small footprint but also because an additional parking stall would be required • Small suites could be accommodated where

#	Question	Detailed Feedback
		<p>parking is side by side and facing the frontage street, but these are generally the higher end units that don't need mortgage helpers</p> <ul style="list-style-type: none"> • Parking requirements combined with height restrictions are barriers to building suites • Consider allowing reduction of parking spaces where bike parking is provided • A market exists for suites in apartments: <ul style="list-style-type: none"> ○ secondary suites are easy to accommodate in apartments, additional costs are insignificant; ○ geometry of site and building dictates whether suites are included (must allow wide units for two entrances). • Need to address housing, but bylaws should allow flexibility to address individual site constraints
11.	<p>What is your view on the following preliminary regulations for secondary suites in townhouses and apartments (these would apply if providing suites was mandatory or voluntary):</p> <p>a. Minimum secondary suite size of 25m² in townhouses and 20m² in apartments</p> <p>b. Maximum of 50% of multi-family units may contain suites.</p>	<ul style="list-style-type: none"> • For townhomes, 21 m² is the ideal size, 25 m² is too big.
12	<p>What would the Richmond Home Builders Group recommend to the City in terms of the following questions:</p> <p>a. Should there be a maximum secondary suite size (in townhouses and apartments)?</p> <p>b. Should secondary suites be required in market rental, strata and affordable housing units?</p> <p>c. Should secondary suites in townhouses or apartments be required in all unit sizes, or only larger units?</p>	<ul style="list-style-type: none"> • Generally the larger, higher end units don't need mortgage helpers.
13	<p>Do you have suggestions about how to enhance the accessibility of market rental housing units? (The draft policy recommends that all new market rental units incorporate Building Universal Housing Features (BUH), such as wider doorways and easy to grasp handles. [A floor area exemption of 1.86 m² is</p>	

#	Question	Detailed Feedback
	permitted in the Richmond Zoning Bylaw]. To be eligible for a density bonus, BUH would be mandatory.)	
14	Is there anything else the City should be doing to encourage more market rental housing?	<ul style="list-style-type: none">• Townhouses outside of City Centre should be subject to further parking reduction to make rental more viable (closer to 1.5/u)• Look at coach house / secondary suite parking requirements.• Consider potential reduction in associated visitor parking.• Consider waiving DCCs (like Vancouver) to make this viable (Rental 100 Program to be looked at).
15.	Does the Richmond Home Builders Group have any other comments, questions or concerns about development of market rental housing in Richmond?	

LIST OF PARTICIPANTS

	Name	Organization
1	Ajit Thaliwal	Sutton Group
2	Raman Kooner	Sutton Group
3	Hollie Whitehead	Balandra Development
4	Brad Dore	Reine Design
5	Jim Biniaz	White Rhino
6	Nicholas Poon	Alabaster Homes
7	Jas Sandhu	Free World Construction
8	Lynn Tan	Dual Construction
9	Robert Ethier	Reliable Value Homes
10	Sam Sandhu	P.G. Properties
11	Gursher Randhawa	Suk Binder – Stockholm Group
12	Rick Sian	Sian Group
13	Mukhtair Sian	Sian Group
14	Samuel Yau	Licon Construction
15	Jeff Jiang	JPC Services Inc.
16	Matthew Cheng	Matthew Cheng Architect
17	Rav Bains	Remax WestCoast
18	Satwant Atwal	Pavan Developments Ltd.
19	(an individual who did not sign in)	
20	(an individual who did not sign in)	



**Workshops with UDI Subcommittee
Draft Market Rental Housing Policy
Wednesday, January 24, 2018
Tuesday, February 13, 2018**

Workshop #1

Date: January 24, 2018, 2:30 -4:30 pm, Richmond City Hall, 6911 No. 3 Road, Room M.1.002

Attendees:

- 10 UDI Subcommittee members and staff present: Dana Westermarck, Chris Ho, Alexander Ray, Nicholas Standeven, McGregor Wark, Tim Yeung, Jeff Fisher, Marissa Chan-Kent, Byron Lee
- City Staff: Tina Atva, Cathy Swan, Diana Nikolic, Jeanette Elmore, Sonali Hingorani, Joyce Rautenberg

Workshop # 2

Date: February 13, 2018, 3:00 – 4:30 pm, Richmond City Hall, 6911 No. 3 Road, Room M.2.002

Attendees:

- 5 UDI Subcommittee members and staff present: Dana Westermarck, Alexander Ray, McGregor Wark, Jeff Fisher, Byron Lee
- City Staff: Tina Atva, Cathy Swan, Suzanne Carter-Huffman, Wayne Craig, Jeanette Elmore, Sonali Hingorani, Terry Sidhu

KEY FINDINGS:

- The restrictions that Richmond places on constructing rental buildings are prohibitive and unless sweeping changes are made no one will be building these any time soon.
- The objectives of protecting existing rental and building more market rental can be at odds with each other.
- Many of the proposed policies, especially strata conversion and tenant relocation are issues for Landlord BC to address, not UDI or the municipality.
- If the City wants to create more market rental housing it will need to be bolder with its plan.
- Consider tax breaks, reducing or eliminating DCCs, waiving amenities.
- The City needs to be much more aggressive in what is offered to developers (e.g. FAR).
- The City should really take advantage of existing rental sites that are low density and encourage them to densify.
- Developers prefer to have fewer restrictions and requirements, with more flexibility to respond to the market.
- Even where land is free, it is challenging to make the economics of rental housing feasible.

**DETAILED SUMMARY OF COMMENTS:
 Subcommittee Workshops (January 24, 2018 and February 13, 2018)**

#	Question	Detailed Feedback
1	Describe your experience with market rental buildings in Richmond and elsewhere in the region.	
2	One objective of the draft Market Rental Housing Policy is to protect the existing stock of market rental housing. What comments or insight do you have about this objective?	<ul style="list-style-type: none"> • A dilapidated old building is not equal to a new building with new technology and new appliances.
3	<p>What is the view of UDI’s subcommittee on Policy Direction #1: Strengthen the existing Strata Conversion Policy. (The current policy states that Council could refuse applications to convert rental units to more strata if vacancy rates are under 2% and the number of affected units is 12 or more. The proposed policy would require a 4% vacancy rate and change the number of affected units to 4.)</p>	<ul style="list-style-type: none"> • The existing policy is working (if it’s not broken, don’t fix it). • This applies also to Policy Direction #2 (encourage owners to keep buildings in good repair). • The policy should fall away after 2-4% vacancy is achieved. • It is difficult to know what actual vacancy is. • Strata conversion is key to creating affordable housing ownership. • Increasing the vacancy rate is a political statement as there have been no applications even at the 2% vacancy rate. • The City shouldn’t force landlords to keep buildings past their lifespans; it puts landlords in difficult position of being forced to maintain dilapidated building.
4	<p>Please comment on Policy Direction #3: Enhance the current 1:1 Replacement Policy. (Current OCP policy requires the 1:1 replacement of rental units at affordable rates. The draft policy proposes requiring the same number of bedrooms & ground orientation at the time of redevelopment.)</p>	<ul style="list-style-type: none"> • Requiring exact 1:1 replacement ignores the fact that people can live better in smaller, better designed buildings. • A 1:1 replacement policy is difficult to achieve and it may be more realistic to tailor units to actual tenants needs (e.g., elderly tenant living in 3 bedroom, using only one, should not be moved back into a 3 bedroom). <ul style="list-style-type: none"> ○ See Kiwanis development as an example: ground-oriented units were replaced with a tower, and seniors moved into smaller units • Too many restrictions affect costs for developers, and rental is already difficult to build. • LEMR rates are too low and will be the biggest limited factor for developers and will take away from revenue that makes a project feasible. • Replacing at LEMR rates would be difficult.
5	<p>It is suggested in the staff report to Council that existing market rental sites may be considered for additional density only if the site continues to be used for 100% market rental purposes. What does the UDI subcommittee anticipate the outcomes</p>	<ul style="list-style-type: none"> • 100% rental replacement seems onerous. It is restrictive. • It would be nice if they could replace the market rentals on a site but build other types of housing (e.g.

#	Question	Detailed Feedback
	would be with this proposed approach?	<p>market condos).</p> <ul style="list-style-type: none"> • CoR needs to be aggressive in what it is offering builders and developers if they really want more purpose built market rental.
6	The Draft Market Rental Housing Policy seeks to meet the needs of families with children by requiring a certain percentage of new market rental units to have two or more bedrooms. Please comment on this direction. Do you anticipate any obstacles to securing “family-friendly” units?	<ul style="list-style-type: none"> • The economic viability of market rental is already hard (even without a possible # of bedroom requirement). • More restrictions make it even harder. • 3 bedroom units are not viable; consider making the third bedroom FAR exempt. • Consider in-board bedrooms (note this is a BCBC issue).
7	<p>Which of the following ratios do you believe would be most appropriate to ensuring that new market rental buildings in Richmond contain two and three bedroom (or “family-friendly”) units:</p> <p>a. minimum 20% of new market rental units to be family friendly;</p> <p>b. minimum 30% of new market rental units to be family friendly;</p> <p>c. minimum 40% of new market rental units to be family friendly; or</p> <p>d. other, please specify</p>	<ul style="list-style-type: none"> • Do not want to be made to build a certain number of 3 bedroom units. • In market rental, a tenant cannot be made to move if they are “overhoused”, which does happen to people who live in subsidized Co-ops. • Three bedroom units are hard to rent; they tend to sit empty for a long time because of the cost. • If a % is required, leave it at 2BR plus (don’t specify a % of 2 and 3 bedrooms separately. • In Hamilton, 2 bedroom + den was very popular.
8	Do you have any experience with tenant relocation policies in other jurisdictions? If so, please describe how this worked for tenants and any challenges you may have encountered.	<ul style="list-style-type: none"> • During the relocation of Kiwanis tenants, the developer paid the difference between previous rents and interim rents for a period of two years.
9	<p>Please comment on the proposed Tenant Relocation Plan requirements that would apply when an existing market rental building is redeveloped (e.g. rezoning).</p> <p>(The draft policy proposes that all tenants be given the right-of-first refusal to move back to the new building and that tenants living in the existing building longer than one year be provided with relocation assistance and financial compensation.)</p>	<ul style="list-style-type: none"> • Tenant relocation is very difficult when vacancy rates are so low, especially with considerations for pets and unit sizes. • Criteria can become too onerous for developers. • A Needs Assessment could help to determine various types of assistance required. • Some people could afford to move to a new place on their own. • Help those who really need it. • The Tenant Relocation Plan for Kiwanis worked because it was tailor-made for the project; tenants were subsidized for two years until the new building was constructed.
10	<p>What do you think would be the most effective way for the City to increase the supply of market rental housing in Richmond:</p> <p>a. Offer incentives so it is more attractive for developers to build new market rental housing units;</p> <p>b. Make it mandatory that all new multi-family</p>	<ul style="list-style-type: none"> • Do not like mandatory approach (e.g. requirements). • Because of limitations on height, water table, form and character, density bonusing for rental housing is not a great incentive in many areas.

#	Question	Detailed Feedback
	<p>residential developments include some amount of market rental housing units;</p> <p>c. Make it mandatory that all new multi-family residential developments include some amount of market rental housing units but also offer incentives to developers; or</p> <p>d. Other.</p>	
<p>11</p>	<p>What do you anticipate the outcomes of the proposed density bonus framework will be? Will it incentivize the development of new market rental housing in the city? The draft policy proposes:</p> <ul style="list-style-type: none"> • 0.20 FAR for ground oriented townhouses and wood frame apartments; • 0.25 Far for concrete buildings in City Centre; and • for mixed market rental and strata buildings, 0.10 FAR to be used exclusively for market rental units. 	<ul style="list-style-type: none"> • The density bonuses proposed are too low to encourage rental instead of strata-titled. • Density should be reviewed on a site by site basis to make it profitable. • Other municipalities are doing better at being flexible with densities: City of Kelowna has bonuses for units with more bedrooms, the entire downtown core has gone to 9 FAR, and there are 10-year tax breaks for rental housing. • Density bonusing is difficult in the City Centre because of height and depth restrictions; many developments are not even able to meet the density already allowed. • Setbacks could be reviewed. • Density bonusing might be more appropriate outside of the City Centre, where density bonus could potentially be increased. • Some older, poorly designed and low density sites (e.g. near the shopping centre at 2 & Blundell) may have innovative opportunities. These sites may be the answer to being able to increase density enough to make the numbers work for a developer/builder. • Are there sites where the density is low and the City could provide more density bonus than what is currently offered? • If areas were designated for purpose-built market rental housing and put in the OCP that could encourage developers to build. • Spires Road is another area that could be looked into. • Garden City & Granville (Citation Drive) would be a good place to explore this kind of initiative. There is not currently market rental on the site, but there are many units that are being rented out. • It was asked if the shopping centre redevelopments included only the shopping centre site or on neighbouring properties? Staff responded that it can be both depending on the site. • There are many sites that are outside of the City Centre that are ripe for redevelopment. Fifty year old buildings that are upside down on their depreciation report, wondering what they're going to do. • Richmond is too fixated on FAR.

#	Question	Detailed Feedback
		<ul style="list-style-type: none"> • 0.10 to 0.15 could be enough. Or 0.20?
12	<p>Please comment on the following potential incentives to increase the supply of new market rental housing in Richmond:</p> <p>a. Adopting lower parking requirements for market rental housing units;</p>	<ul style="list-style-type: none"> • Yes. Many parking stalls are not used, particularly visitor spots. • Visitors' parking rates are too high in Richmond. • Parking rates are too high in Richmond. • Cost savings are going to be undermined when EV charging requirements are implemented. • Prohibiting cars in the City Centre could be explored with one benefit being lower levels of car ownership and residential parking rate reductions as a result. • Shared-use parking should be better explored as well as maximum parking rates. • Costs for below-grade parking are prohibitive. • Could market rental have a EV parking requirement? • Perhaps every 2nd parking stall could be EV. People that rent would not be able to afford the \$40,000 that it costs now to purchase an EV. • Market rental parking stalls are not assigned like they are in strata. This should make it easier to provide spaces to people based on the type of vehicle that they own. • Secondary suites in townhouses or apartments: Do people who live in small units own cars? Younger people are not getting their drivers' licenses at all or are waiting until they are in their 20's. Providing a parking spot for a secondary suite can be a deal breaker. Tandem parking is especially difficult to work in extra parking for suites. • Has the City explored "Resident Only" parking on streets near the Canada Line as a way to reduce the amount of parking that is required to be provided? • (There is no resident only parking in City Centre. Complaints are directed to the RCMP.) • Is commercial parking an issue? (e.g. units not being able to provide enough parking if the parking was changed to resident only.) • If parking reduction is the only benefit that the City could provide, would that be a consideration to be "on the table" to entice more market rental units.
	<p>b. Waiving the affordable housing requirements for market rental units;</p>	
	<p>c. Waving the public art contribution fee for market rental units;</p>	
	<p>d. Waiving the community planning contribution costs (where it applies) for market rental units (these fees are used to help pay for planning</p>	

#	Question	Detailed Feedback
	<p>new services and infrastructure);and</p> <p>e. Fast tracking development applications where 100% of the new units are market rental units.</p>	<ul style="list-style-type: none"> • Fast track process would need to really move projects in a meaningful way, • Every City has a fast track process, but many of these are not much faster than the usual approval process. • Could take out a step in the review process (e.g. Advisory Design Panel?) • Interest rates are high and the longer it takes a project to be complete, the more it costs.
13	<p>Do you believe that providing suites in townhouses and apartments should be mandatory or voluntary? Why or why not? What is the level of interest in the local marketplace for suites?</p>	<ul style="list-style-type: none"> • Ability to build lock-off suites is a good compromise and allows flexibility. • Prefer voluntary approach.
14	<p>What is your view on the following preliminary regulations for secondary suites in townhouses and apartments (these would apply if providing suites was mandatory or voluntary):</p> <ul style="list-style-type: none"> • Minimum secondary suite size of 25m² in townhouses and 20m² in apartments • Maximum of 50% of multi-family units may contain suites. 	
15	<p>What would you recommend to the City in terms of the following questions:</p> <p>a. Should there be a maximum secondary suite size (in townhouses and apartments)?</p> <p>b. Should secondary suites be required in market rental, strata and affordable housing units?</p> <p>c. Should secondary suites in townhouses or apartments be required in all unit sizes, or only larger units?</p>	
16	<p>Do you have suggestions about how to enhance the accessibility of market rental housing units? (The draft policy recommends that all new market rental units incorporate Building Universal Housing Features (BUH), such as wider doorways and easy to grasp handles. [A floor area exemption of 1.86 m² is permitted in the Richmond Zoning Bylaw]. To be eligible for a density bonus, BUH would be mandatory.)</p>	<ul style="list-style-type: none"> • Everyone builds BUH already.
17	<p>Is there anything else the City should be doing to encourage more market rental housing?</p>	<ul style="list-style-type: none"> • Property tax and provincial tax reductions are needed to encourage more rentals. • The City should lobby other levels of government for assistance.

#	Question	Detailed Feedback
		<ul style="list-style-type: none"> • Consider tax breaks, reducing or eliminating DCCs, waiving amenities. • The City needs to be much more aggressive in what we are offering (FAR) to developers. • The City should really take advantage of the sites that are low density (around shopping centres) and really encourage densifying them. • Aggressively upzoning these properties could help. • The “one size fits all” approach doesn’t really work in Richmond. • Aggregating market rental units that the developer has to provide as a condition of rezoning to one site would be very helpful. • Other municipalities in BC have offered DCC rebates based on unit type or size (e.g. 3 bedrooms). • Ten year tax holidays. • CAC waivers. • Not much room for more density in City Centre.
18	Do you have any other comments, questions or concerns about development of market rental housing in Richmond?	<ul style="list-style-type: none"> • Subcommittee would like to meet again to continue the discussion. • Members wonder if the policy will fix a problem or only create more bureaucracy. • A UDI member was interested in who came to the other stakeholder workshops. • The owners of older, poorly designed and low density sites (e.g. near the shopping centre at 2 & Blundell) may have innovative opportunities. These sites may be the answer to being able to increase density enough to make the numbers work for a developer/builder. • A member felt that the City’s timeline should be a little longer in order to hear what senior levels of government are getting ready to release. • Would be happier if the final report went forward to Council in the summer, rather than the spring. • A member has been looking to build a market rental project in the lower mainland for the past 4 to 5 years and there is very little out there. • In today’s market it is much more lucrative to build condos. • It was felt that the current economy would have to crash before anything changes. • Would 120 market rental units per year be enough to fill the demand? 400 have been built in the last 10 years in Richmond. • YVR and others have employment needs to be met (and staff who need housing).

Comments made on Draft Market Rental Housing Policy at UDI/Richmond Liaison Committee – January 31, 2018:

- Family-friendly units:
 - Hasn't been an issue with Affordable Housing unit requirements;
 - Fewer units could mean less revenue;
 - If push envelope on density, could open more doors.
- 1:1 Replacement – clarified that like for like means same orientation (not necessarily that a townhouse must be replaced with a townhouse – but must maintain door to ground level);
- Density Bonus :
 - Where could more density go? Outside City Centre?
 - Could be on a case-by-case basis; not in broad policy but allow wiggle room
 - Could Area Plans identify higher market rental density?
- Tenant Relocation:
 - Where would the “existing” status apply? Rezoning or DP? Currently varies across the region.
- Parking:
 - Drive reductions down further, especially with transit or with car share;
 - Will be fewer cars in future.
- Property Tax Waivers: does City have ability to waive for 5-10 years?

LIST OF UDI SUBCOMMITTEE MEMBERS

	Name	Organization
1	Dana Westermarck	Oris Consulting
2	Chris Ho	Polygon
3	Alexander Ray	Mosaic
4	Nicholas Standeven	Mosaic
5	McGregor Wark	Headwater Projects
6	Tim Yeung	Peterson
7	Jeff Fisher	UDI Staff
8	Marissa Chan-Kent	UDI Staff
9	Byron Lee	UDI Staff
10	Blaire Chisholm	Brook Pooni
11	Charan Sethi	Tien Sher



Stakeholder Workshop
Draft Market Rental Housing Policy
Tuesday, January 30, 2018
8:30 to 10:30 am
Richmond City Hall, 6911 No. 3 Road, Room M.2.004

Attendees:

- 11 stakeholders present: Jag Gill (Greater Vancouver Housing Corporation), Neil Spicer (Metro Vancouver), Diane Sugars and Ian Johnson (Chimo Community Services), Jeremy McElroy, Caitlin McCutcheon, and Nicki Simpson (Kwantlen Student Association), Kira Gerwing (VanCity), Mandy Luong (CMHC), Ella Huang (Richmond Centre for Disability), and De Whalen (Richmond Poverty Response Committee)
- City Staff: Tina Atva, Cathy Swan, Jeanette Elmore, Sonali Hingorani, Monica Bennington, Jordan Rockerbie

KEY FINDINGS:

- Attendees felt that it was important to consider any market rental policy within the context of other City housing policies (e.g. Affordable Housing Strategy, Arterial Road Land Use Policy)
- Concern that the development market is not delivering the number of rental units required based on the actual population growth in Richmond, in terms of both the number of units built and the types of units built.
- Although a significant proportion of rental units are provided by the “secondary” market (e.g. secondary suites, rented condos, rented single-detached or semi-detached homes), single-detached homes are the most volatile stock of rental housing due to development pressures, so the proposed policy should consider the impact that losing “family friendly” ground-oriented housing stock will have on the primary rental market.
- Significant concern that the “market rate” for rentals does not match local incomes, which places additional pressure on the affordable rental units and may displace vulnerable populations.
- Affordable housing providers should be supported and incentivized to operate market rental units as a way to complement their existing assets and provide additional cash flow
- Although family friendly units are important, there is an increasing need for single bedroom units to facilitate ageing in place, for both seniors downsizing and for young people moving out of the family home.
- Support for Building Universal Housing features in 100% of units, as minor renovations are less expensive for tenants and landlords than complete retrofits.
- Incentives should not be to the detriment of the community that is being created (e.g. waived public art or affordable housing contributions).

DETAILED SUMMARY OF COMMENTS: Stakeholder Workshop: January 30, 2018

#	Question	Detailed Feedback
1	Describe your experience with market rental buildings in Richmond and elsewhere in the region.	
2	One objective of the draft Market Rental Housing Policy is to protect the existing stock of market rental housing. What comments or insight do you have about this objective?	
3	What is your view subcommittee on Policy Direction #1: Strengthen the existing Strata Conversion Policy. (The current policy states that Council could refuse applications to convert rental units to more strata if vacancy rates are under 2% and the number of affected units is 12 or more. The proposed policy would require a 4% vacancy rate and change the number of affected units to 4.)	<ul style="list-style-type: none"> • Align with other municipalities that have similar pressures. • Changing the parameters of this Policy may affect other City policies. • Strata conversion may provide affordable home ownership (e.g. If tenant is offered right of first refusal of a unit in an older building).
4	Please comment on Policy Direction #3: Enhance the current 1:1 Replacement Policy. (Current OCP policy requires the 1:1 replacement of rental units at affordable rates. The draft policy proposes requiring the same number of bedrooms & ground orientation at the time of redevelopment.)	<ul style="list-style-type: none"> • Disagree with requirement to replace 1:1 with same number of bedrooms in unit, as affordability may enable a change to living arrangements (e.g. co-habitation). • Consider 1:1 replacement based on identified needs, not necessarily what is being demolished. • Consider income testing for returning tenants if using LEMR rates. • Refer to Vancouver Rental 100, which sets rates for 1st year of rent. • Secondary rental units are the most at risk... is there a way to capture these lost units? • Ratio higher than 1:1 should be considered. • Replacement LEMR units and market rental units should continue to be in the same building.
5	It is suggested in the staff report to Council that existing market rental sites may be considered for additional density only if the site continues to be used for 100% market rental purposes. What do you anticipate the outcomes would be with this proposed approach?	<ul style="list-style-type: none"> • Outcome could be stabilized land value and potential increase in the number of rental units on the property.
6	The Draft Market Rental Housing Policy seeks to meet the needs of families with children by requiring a certain percentage of new market rental units to have two or more bedrooms. Please comment on this direction. Do you anticipate any obstacles to securing "family-friendly" units?	<ul style="list-style-type: none"> • No obstacle to securing "family friendly" units, but intended occupants may be out-competed by other populations. • "Family friendly" unit requirements may have a financial disincentive, so need to compensate for the reduced ROI on larger units.

#	Question	Detailed Feedback
7	<p>Which of the following ratios do you believe would be most appropriate to ensuring that new market rental buildings in Richmond contain two and three bedroom (or “family-friendly”) units:</p> <ul style="list-style-type: none"> e. minimum 20% of new market rental units to be family friendly; f. minimum 30% of new market rental units to be family friendly; g. minimum 40% of new market rental units to be family friendly; or h. other, please specify 	<ul style="list-style-type: none"> • Research is needed on the number of people co-habiting who would otherwise occupy a single bedroom unit. • Supply should match the demand in Richmond, i.e. if 40% of renters are families, then 40% of units should be family friendly. • Bedrooms are important, but unit size is also important. • Family friendly is more than just number of bedrooms, also need to consider on-site and neighbourhood amenities. • Metro Vancouver Housing Corporation has waitlist for one bedroom units due to ageing population, so consideration should be given to all unit sizes.
8	<p>Please comment on the proposed Tenant Relocation Plan requirements that would apply at the time of redevelopment (e.g. rezoning). (The draft policy proposes that all tenants be given the right-of-first refusal to move back to the building and that tenants living in the existing building longer than one year be provided with relocation assistance and financial compensation.)</p>	<ul style="list-style-type: none"> • Would be good to align Richmond’s policy with other municipalities (typ. 3 months’ rent plus relocation assistance). • Temporary housing as a temporary solution.
9	<p>What do you think would be the most effective way for the City to increase the supply of market rental housing in Richmond:</p> <ul style="list-style-type: none"> e. Offer incentives so it is more attractive for developers to build new market rental housing units; f. Make it mandatory that all new multi-family residential developments include some amount of market rental housing units; g. Make it mandatory that all new multi-family residential developments include some amount of market rental housing units but also offer incentives to developers; or h. Other. 	<ul style="list-style-type: none"> • “No” to mandatory inclusion of rental units; City should incentivize development of rental units, or explore option for developers to invest in other rental sites.
10	<p>What do you anticipate the outcomes of the proposed density bonus framework will be? Will it incentivize the development of new market rental housing in the city? The draft policy proposes:</p> <ul style="list-style-type: none"> • 0.20 FAR for ground oriented townhouses and wood frame apartments; • 0.25 Far for concrete buildings in City Centre; and 	<ul style="list-style-type: none"> • Look at Transit Oriented Affordable Housing study economic analysis • Agree that concrete and wood frame buildings should have different bonus amounts, due to difference in construction costs. • Bonus FAR in mixed rental and strata buildings needs to bump the economic value level past critical \$.

#	Question	Detailed Feedback
	<ul style="list-style-type: none"> for mixed market rental and strata buildings, 0.10 FAR to be used exclusively for market rental units. 	
11	Please comment on the following potential incentives to increase the supply of new market rental housing in Richmond: f. Adopting lower parking requirements for market rental housing units;	<ul style="list-style-type: none"> Car-share and ride-hail pick-up areas should be considered when relaxing parking requirements.
	g. Waiving the affordable housing requirements for market rental units;	<ul style="list-style-type: none"> No, because this has negative impacts on City objectives identified in other policies.
	h. Waving the public art contribution fee for market rental units;	<ul style="list-style-type: none"> Should only be considered for below-market rental units. Disagree, as the public realm is just as important in rental buildings as condo buildings... mental health and happiness should not be casualties of the market.
	i. Waiving the community planning contribution costs (where it applies) for market rental units (these fees are used to help pay for planning new services and infrastructure);and	
	j. Fast tracking development applications where 100% of the new units are market rental units.	<ul style="list-style-type: none"> Support for fast tracking, but other unit mixes should be considered; why not 50% market rental?
	General comments	<ul style="list-style-type: none"> Is the incentive brush too broad? Who delivers rental housing, and who is their target market? Who ultimately benefits from incentives and subsidies? Eg. Is the lower cost of development being passed on to tenants through lower rental rates?
12	Do you believe that providing suites in townhouses and apartments should be mandatory or voluntary? Why or why not? What is the level of interest in the local marketplace for suites?	<ul style="list-style-type: none"> No, suites should be voluntary
13	What is your view on the following preliminary regulations for secondary suites in townhouses and apartments (these would apply if providing suites was mandatory or voluntary): <ul style="list-style-type: none"> Minimum secondary suite size of 25m² in townhouses and 20m² in apartments 	<ul style="list-style-type: none"> Need to review the intent of secondary suites in townhouses and apartments; are these for family members? Students? May address a different population/need than secondary suites in single-family homes.
	<ul style="list-style-type: none"> Maximum of 50% of multi-family units may contain suites. 	
14	What would you recommend to the City in terms	<ul style="list-style-type: none"> Yes, 40% of unit size. Maintain that suites are

#	Question	Detailed Feedback
	of the following questions: d. Should there be a maximum secondary suite size (in townhouses and apartments)? e. Should secondary suites be required in market rental, strata and affordable housing units? f. Should secondary suites in townhouses or apartments be required in all unit sizes, or only larger units?	secondary to the primary unit, not an informal duplex. • No, never require a suite. • If in townhouses, only in 3+ bedroom units.
15	Do you have suggestions about how to enhance the accessibility of market rental housing units? (The draft policy recommends that all new market rental units incorporate Building Universal Housing Features (BUH), such as wider doorways and easy to grasp handles. [A floor area exemption of 1.86 m ² is permitted in the Richmond Zoning Bylaw]. To be eligible for a density bonus, BUH would be mandatory.)	<ul style="list-style-type: none"> • Check City of North Vancouver examples of adaptable design. • Should be 100% at build, as it is cheaper than a complete retrofit later. • Adaptable units and features important as tenants' needs change with age/ability. • How can the City provide support to access the available grants and resources?
16	Is there anything else the City should be doing to encourage more market rental housing?	<ul style="list-style-type: none"> • Redefine who and what the "market" is; non-profits and affordable housing operators should be encouraged and empowered to have a role in the delivery of more forms of housing, including market-rate units. •
17	Do you have any other comments, questions or concerns about development of market rental housing in Richmond?	<ul style="list-style-type: none"> • Pet-friendly units are difficult to come by in purpose-built rental buildings. • Can more forms of housing be allowed in residential neighbourhoods (e.g. coach house and secondary suites in combination). • Suites should be required to be rented. • Market rentals are not currently meeting the needs of seniors or students in Richmond. • Can this policy be applied to secondary rental market, i.e. condos and units in houses? • Do new market rental buildings actually serve the average Richmond resident, or are there affordability issues just as with home ownership? (e.g. Half of renters make more than \$70,000, but other half also needs to be considered). • Concern that an emphasis on market rental buildings will displace affordable rental development. • City should get data on vacant units. • As a committed, life longer renter, disappointed. Policy should be more aggressive.

Discussion points recorded from workshop groups:

Group 1

Family-friendly (2 – 3 bedroom) buildings.

- Compensate for financial disincentive?
- Match supply with demand (i.e. 40% 2 – 3 Bedrooms)
- Non purpose built rentals often most at risk
- Minimum unit size: not just number of bedrooms
- Amenities need to be in place

Universal Design & Accessibility

- Require 100% at build (cheaper than a renovation by renter)
- Needs change through life (tenants)
- Support to access grants and resources

- PETS!!
- REDEFINE "MARKET"
 - Private only?
 - Non-profits have role?

Incentives

- Brush too broad?
 - Who delivers rental housing?
 - Who benefits from the subsidy, ultimately?
- Grow market supply through support of Non-profits
- Waiving contributions may damage community

Group 2

Secondary Suites

- Consider combining secondary suites and coach house development
- Consider making suites be mandatory rental units

1:1 Replacement (Q #4)

- Consider 1:1 replacement with needs based for bedroom/size requirements
- Also consider minimum percentage of multi-bedroom units
- For 1:1 replacement, consider rent linked to income for existing tenants moving back in.
- Vancouver Rental 100 – set rates for 1st year of rent.
- Identify context between income and rents
- Temporary housing as temporary solution.

LIST OF STAKEHOLDERS IN ATTENDANCE

	Name	Organization
1	Jag Gill	Greater Vancouver Housing Corporation
2	Neil Spicer	Metro Vancouver
3	Diane Sugars	Chimo Community Services
4	Ian Johnson	Chimo Community Services
5	Jeremy McElroy	Kwantlen Student Association
6	Caitlin McCutcheon	Kwantlen Student Association
7	Nicki Simpson	Kwantlen Student Association
8	Kira Gerwing	VanCity
9	Mandy Luong	Canada Mortgage and Housing Corporation (CMHC)
10	Ella Huang	Richmond Centre for Disability
11	De Whalen	Richmond Poverty Response Committee



**Workshop with Landlord BC and Richmond Market Rental Building Owners & Managers
Draft Market Rental Housing Policy
Thursday, February 1, 2018
8:30-10:30 am
City Hall, 8th Floor**

Attendees:

- *9 stakeholders present: David Chung (Dava Developments), Madeline Clement, Amanda Payne and Fabian Leinter (Wesgroup), David Hutniak (Landlord BC), Aly Jiwan (Redbrick Properties), Rory Moss (South Street), Kim Schuss (Dorset Realty Group), Gordon Walker (RCG Group)*
- *City Staff: Tina Atva, Cathy Swan, Jeanette Elmore, Steven De Sousa, Joyce Rautenberg, Jordan Rockerbie, Sonali Hingorani*

KEY FINDINGS:

- Based on the proposed policies, the objectives of protecting existing market rental and increasing the supply of market rental can be conflicting.
- Requiring market rental replacement units to be secured at a lower rent is a major obstacle for redevelopment.
- In order to support the objective of increasing the supply of market rental, much more needs to be done in order to level the playing field with market ownership development (e.g. significantly higher density than proposed).
- Proposed Tenant Relocation Plan requirements will be very difficult to achieve, a lump sum payment option is preferred.
- The number of family-friendly units should be determined by the market. If a certain percentage is required, the same requirement should apply to all types of development.

DETAILED SUMMARY OF COMMENTS: Workshop February 1, 2018

#	Question	Detailed Feedback
1	Describe your experience with market rental buildings in Richmond and elsewhere in the region.	<ul style="list-style-type: none"> •
2	One objective of the draft Market Rental Housing Policy is to protect the existing stock of market rental housing. What comments or insight do you have about this objective?	<ul style="list-style-type: none"> •
3a	<p>What is your view on Policy Direction #1: Strengthen the existing Strata Conversion Policy.</p> <p>(The current policy states that Council could refuse applications to convert rental units to more strata if vacancy rates are under 2% and the number of affected units is 12 or more. The proposed policy would require a 4% vacancy rate and change the number of affected units to 4.)</p>	<ul style="list-style-type: none"> • Landlord BC feels that it's a useless policy and it isn't really needed. • The vacancy rate is too low to even think about doing this (converting rental to strata) • Many people feel that it is a redundant policy.
3b	<p>Please comment on Policy Direction #3: Enhance the current 1:1 Replacement Policy.</p> <p>(Current OCP policy requires the 1:1 replacement of rental units at affordable rates. The draft policy proposes requiring the same number of bedrooms & ground orientation at the time of redevelopment.)</p>	<ul style="list-style-type: none"> • Agree with the 1:1 replacement policy but could build 3:1. • But if replacement units are required to be LEMR units, then it can be a disincentive to redevelop your building. • The City should be more progressive about it. A lot of rental buildings are coming to the end of their life, so this is very important to get right. • The Landlords do not seem to like this Policy Direction. • In the broader picture when there are rent controls, high income earners are the winners in the scenario. • The West end in Vancouver is a prime example of this. People at the lower end of the spectrum will be supported in a much more meaningful way if people are income tested, so we are not subsidizing everyone regardless of income. • The money has to come from somewhere.
4	Should properties with existing market rental buildings be maintained for rental in the future?	<ul style="list-style-type: none"> •
5	The Draft Market Rental Housing Policy seeks to meet the needs of families with children by requiring a certain percentage of new market rental units to have two or more bedrooms. Please comment on this direction. Do you anticipate any obstacles to securing "family-friendly" units?	<ul style="list-style-type: none"> • If there is no restriction in stratas, this shouldn't be forced on market rental. • Two and one bedrooms are more attractive. A number of landlords have 3 bedrooms that are sitting empty. If 3 bedrooms are required then they are going to be stuck with too many units that they can't rent. The price per square foot is too much for them as much as it is for the development

#	Question	Detailed Feedback
		community. They are just not financially viable.
6	<p>Which of the following ratios do you believe would be most appropriate to ensuring that new market rental buildings in Richmond contain two and three bedroom (or "family-friendly") units:</p> <ul style="list-style-type: none"> i. minimum 20% of new market rental units to be family friendly; j. minimum 30% of new market rental units to be family friendly; k. minimum 40% of new market rental units to be family friendly; or l. other, please specify 	<ul style="list-style-type: none"> • Leave it to the market place. • A person felt that politically this will happen so 20% or lower is a 'reasonable' number. • From an economic standpoint it is unworkable. • Question asked if staff knew what percentage of the new market rental units had 2 or more bedrooms. • (Subsequent review of data showed approximately 6-23% of new market rental units built since 2007 had 2 or more bedrooms; average of approximately 12%.)
7	<p>Please comment on the proposed Tenant Relocation Plan requirements that would apply when an existing market rental building is redeveloped (e.g. rezoning).</p> <p>(The draft policy proposes that all tenants be given the right-of-first refusal to move back to the new building and that tenants living in the existing building longer than one year be provided with relocation assistance and financial compensation.)</p>	<ul style="list-style-type: none"> • A cash only incentive may work better. • This is extremely onerous and unreasonable. • Meeting the tenants needs: Not every person is reasonable to deal with; there are people who could ask for too much or find everything not worthy. It is like asking to guarantee the tenant's happiness. • A lump sum and some help with finding a new place should be enough. Do not want to get personal with everyone. • Income testing could be used with this as well. • A pet friendly three bedroom apartment in Richmond is impossible to find. • It just ends up being a disincentive to redevelop rental housing. • In a building of 30 to 40 units, that is a lot of responsibility to put onto people who aren't experts in this area. The pet side of it makes it very difficult and a location near transit is also tough. • An entire class of people are being ignored with the replacement policy. The working class that make a reasonable living are being completely left out of the picture. Where do these people go when all the market rental is converted into LEMR units?
8	<p>What do you think would be the most effective way for the City to increase the supply of market rental housing in Richmond:</p> <ul style="list-style-type: none"> i. Offer incentives so it is more attractive for developers to build new market rental housing units; j. Make it mandatory that all new multi-family residential developments include some amount of market rental housing units; k. Make it mandatory that all new multi-family residential developments include some amount of market rental housing units but also offer 	<ul style="list-style-type: none"> • It's contradictory to call something an incentive and then say that it's mandatory.

#	Question	Detailed Feedback
	<p>incentives to developers; or l. Other.</p>	
9	<p>What do you anticipate the outcomes of the proposed density bonus framework will be? Will it incentivize the development of new market rental housing in the city? The draft policy proposes:</p> <ul style="list-style-type: none"> • 0.20 FAR for ground oriented townhouses and wood frame apartments; • 0.25 Far for concrete buildings in City Centre; and • for mixed market rental and strata buildings, 0.10 FAR to be used exclusively for market rental units. 	<ul style="list-style-type: none"> • The main issue is that the proforma on the building just doesn't work out. • A huge increase in density would have to be given to make it profitable. • The density bonus needs to be much higher than what Richmond currently offers and even what is proposing. • An idea about land transfer, getting density on a different site than where they are building market rental. The bonusing has to be much more attractive. • Many municipalities offer more density bonusing than Richmond does. Richmond's numbers are too low. There are a lot of sites in Richmond that you can't achieve the density. • Richmond is trying to get people to build more rentals, but they are throwing forks in the road. • The real estate market is down and the costs to build have gone way up. Even with a federal grant and density bonusing, it's not enough. They are competing with condo builders for land and contractors. Rental buildings are already not as financially attractive. • Planning departments need to update their plans to be able to react to the rapidly changing housing market. They feel that the character of neighbourhoods will need to change to make it work. • Single family neighbourhoods will have to change to keep up with the demand. A large shift in how people think needs to happen.
10	<p>Please comment on the following potential incentives to increase the supply of new market rental housing in Richmond:</p> <p>k. Allowing a modest density bonus (e.g. additional floor area;</p>	<ul style="list-style-type: none"> • The more incentives that are offered, the more that Richmond will have built. Have a couple of Pilot Projects. Look to other Cities for good examples of how they are encouraging market rental being built. • The politicians have to give a little to get market housing.
	<p>l. Adopting lower parking requirements for market rental housing units;</p>	<ul style="list-style-type: none"> • The visitor parking rates are too high for large complexes. The visitor spots are wasted on high density buildings. It should be on a scale depending on the size of the building. • Renters don't tend to own cars. The blanket rules don't work for every building. They end up with a lot of unused parking.

#	Question	Detailed Feedback
		<ul style="list-style-type: none"> • This is very important for the delivery of market rental, the world is changing and the City needs to adapt quickly to the changes. • Lots of buildings in the West End of Vancouver are leasing their parking spots. • A property manager in Richmond found that the use of their customer parking was drastically reduced when the Canada Line was completed. He has ended up leasing a large portion of their parking to people that live in the City Centre and don't want to 'purchase' another spot in their own building, but they have somewhere to leave their car.
	m. Waiving the affordable housing requirements for market rental units;	
	n. Waving the public art contribution fee for market rental units;	
	o. Waiving the community planning contribution costs (where it applies) for market rental units (these fees are used to help pay for planning new services and infrastructure);and	
	p. Fast tracking development applications where 100% of the new units are market rental units.	
11	Do you believe that providing suites in townhouses and apartments should be mandatory or voluntary? Why or why not? What is the level of interest in the local marketplace for suites?	<ul style="list-style-type: none"> • Making this mandatory is a mistake. Let the market drive it. • Leave it voluntary
12	What is your view on the following preliminary regulations for secondary suites in townhouses and apartments (these would apply if providing suites was mandatory or voluntary):	
	<ul style="list-style-type: none"> • Minimum secondary suite size of 25m² in townhouses and 20m² in apartments 	
	<ul style="list-style-type: none"> • Maximum of 50% of multi-family units may contain suites. 	
13	What would you recommend to the City in terms of the following questions:	
	g. Should there be a maximum secondary suite size (in townhouses and apartments)?	
	h. Should secondary suites be required in market rental, strata and affordable housing units?	
	i. Should secondary suites in townhouses or apartments be required in all unit sizes, or only larger units?	

#	Question	Detailed Feedback
14	Do you have suggestions about how to enhance the accessibility of market rental housing units? (The draft policy recommends that all new market rental units incorporate Building Universal Housing Features (BUH), such as wider doorways and easy to grasp handles. [A floor area exemption of 1.86 m2 is permitted in the Richmond Zoning Bylaw]. To be eligible for a density bonus, BUH would be mandatory.)	
15	Is there anything else the City should be doing to encourage more market rental housing?	<ul style="list-style-type: none"> • There has been very little market rental built in the last three decades. • There should be a transitional strategy to help get market rental caught up so that it can get back on the continuum. • As an affluent municipality Richmond should invest more in market rental themselves. • Partnerships are needed with all levels of government to help encourage the building of more market rental housing. • The City has focussed too much on building condos downtown, despite many attempts to get them to build purpose built market rental. • Need to know how many people per year are moving to Richmond. Start with that number and work back to be building enough housing. • Four percent growth was mentioned & demand estimate for 1,200 market rental units over 10 years. • It was asked if the City had explored market rental housing on any of the land that they own. The City does not own a lot of sites anymore.
16	Do you have any other comments, questions or concerns about development of market rental housing in Richmond?	<ul style="list-style-type: none"> • (Policy Direction #1): Residential Tenancy Act (RTA) has stipulations that are similar and landlords tend to keep their buildings in good repair. Yes, occasionally there are a few horror stories, but that's what the RTA is for.

LIST OF ATTENDEES

	Name	Organization
1	David Chung	Dava Developments
2	Madeline Clement	Wesgroup
3	David Hutniak	Landlord BC
4	Aly Jiwan	Redbrick Properties
5	Fabian Leitner	Wesgroup
6	Rory Moss	South Street
7	Amanda Payne	Wesgroup
8	Kim Schuss	Dorset Realty Group
9	Gordon Walker	RCG Group



**Public Workshop
Draft Market Rental Housing Policy
Wednesday, February 7, 2018
7:00-9:00 pm
City Centre Community Centre
5900 Minoru Boulevard, Multi-Purpose Room 4**

Attendees:

- 3 community members

KEY FINDINGS:

- Increased amount of family-friendly units may only be appropriate in certain types of buildings.
- Meeting specific relocation needs of tenants may be difficult (e.g. relocating a tenant near frequent transit can be difficult because prices are quite high). Lump sum payment may be a more effective option.
- City should consider providing wood frame rental buildings with the same density bonus as concrete.
- The City should be more aggressive in encouraging alternative parking arrangements that could further reduce the amount of parking required for market rental buildings.

DETAILED SUMMARY OF COMMENTS: Public Workshop: February 7th, 2018

#	Question	Detailed Feedback
1	Describe your experience with market rental buildings in Richmond and elsewhere in the region.	
2	One objective of the draft Market Rental Housing Policy is to protect the existing stock of market rental housing. What comments or insight do you have about this objective?	<ul style="list-style-type: none"> •
3	What is your view on Policy Direction #1: Strengthen the existing Strata Conversion Policy. (The current policy states that Council could refuse applications to convert rental units to more strata if vacancy rates are under 2% and the number of affected units is 12 or more. The proposed policy would require a 4% vacancy rate and change the number of affected units to 4.)	<ul style="list-style-type: none"> •
4	Please comment on Policy Direction #3: Enhance the current 1:1 Replacement Policy. (Current OCP policy requires the 1:1 replacement of rental units at affordable rates. The draft policy proposes requiring the same number of bedrooms & ground orientation at the time of redevelopment.)	<ul style="list-style-type: none"> •
5	It is suggested in the staff report to Council that existing market rental sites may be considered for additional density only if the site continues to be used for 100% market rental purposes. What do you anticipate the outcomes would be with this proposed approach?	<ul style="list-style-type: none"> •
6	The Draft Market Rental Housing Policy seeks to meet the needs of families with children by requiring a certain percentage of new market rental units to have two or more bedrooms. Please comment on this direction. Do you anticipate any obstacles to securing "family-friendly" units?	<ul style="list-style-type: none"> • City should consider greater usage of Co-Housing Model where people share common uses such as a kitchen. More families can live in a space this way • Other comments included Co-housing to be a good model for Seniors.
7	Which of the following ratios do you believe would be most appropriate to ensuring that new market rental buildings in Richmond contain two and three bedroom (or "family-friendly") units: m. minimum 20% of new market rental units to be family friendly; n. minimum 30% of new market rental units to be family friendly; o. minimum 40% of new market rental units to be family friendly; or p. other, please specify	<ul style="list-style-type: none"> • Increased amount of family-friendly units may only be appropriate in certain types of buildings.
8	Please comment on the proposed Tenant Relocation	<ul style="list-style-type: none"> • Will be very hard to find a specific relocation for a

#	Question	Detailed Feedback
	<p>Plan requirements that would apply when an existing market rental building is redeveloped (e.g. rezoning). (The draft policy proposes that all tenants be given the right-of-first refusal to move back to the new building and that tenants living in the existing building longer than one year be provided with relocation assistance and financial compensation.)</p>	<p>tenant (e.g. relocating a tenant near frequent transit can be difficult because prices are quite high).</p> <ul style="list-style-type: none"> • Lump sum payment may be a more effective option.
<p>9</p>	<p>What do you think would be the most effective way for the City to increase the supply of market rental housing in Richmond:</p> <ul style="list-style-type: none"> m. Offer incentives so it is more attractive for developers to build new market rental housing units; n. Make it mandatory that all new multi-family residential developments include some amount of market rental housing units; o. Make it mandatory that all new multi-family residential developments include some amount of market rental housing units but also offer incentives to developers; or p. Other. 	
<p>10</p>	<p>What do you anticipate the outcomes of the proposed density bonus framework will be? Will it incentivize the development of new market rental housing in the city? The draft policy proposes:</p> <ul style="list-style-type: none"> • 0.20 FAR for ground oriented townhouses and wood frame apartments; • 0.25 Far for concrete buildings in City Centre; and • for mixed market rental and strata buildings, 0.10 FAR to be used exclusively for market rental units. 	<ul style="list-style-type: none"> • City should consider not penalizing wood frame rental buildings, by giving lower density (than for concrete). • Wood frame buildings have increased in technology (Cross Laminated Timber) and can support taller buildings now. • Possible Policy change could be to give 0.25 FAR bonus for any building 6 stories and above
<p>11</p>	<p>Please comment on the following potential incentives to increase the supply of new market rental housing in Richmond:</p> <ul style="list-style-type: none"> q. Allowing a modest density bonus (e.g. additional floor area; r. Adopting lower parking requirements for market rental housing units; s. Waiving the affordable housing requirements for market rental units; t. Waving the public art contribution fee for market rental units; 	<ul style="list-style-type: none"> • The City should be more aggressive in finding alternative parking arrangements (e.g. Transportation Demand Management (TDM) measures in order to reduce parking requirements, which can be very expensive).

#	Question	Detailed Feedback
	u. Waiving the community planning contribution costs (where it applies) for market rental units (these fees are used to help pay for planning new services and infrastructure);and	
	v. Fast tracking development applications where 100% of the new units are market rental units.	
12	Do you believe that providing suites in townhouses and apartments should be mandatory or voluntary? Why or why not? What is the level of interest in the local marketplace for suites?	
13	What is your view on the following preliminary regulations for secondary suites in townhouses and apartments (these would apply if providing suites was mandatory or voluntary): <ul style="list-style-type: none"> • Minimum secondary suite size of 25m² in townhouses and 20m² in apartments 	
	<ul style="list-style-type: none"> • Maximum of 50% of multi-family units may contain suites. 	
15	What would you recommend to the City in terms of the following questions: j. Should there be a maximum secondary suite size (in townhouses and apartments)?	
	k. Should secondary suites be required in market rental, strata and affordable housing units?	
	l. Should secondary suites in townhouses or apartments be required in all unit sizes, or only larger units?	
16	Do you have suggestions about how to enhance the accessibility of market rental housing units? (The draft policy recommends that all new market rental units incorporate Building Universal Housing Features (BUH), such as wider doorways and easy to grasp handles. [A floor area exemption of 1.86 m2 is permitted in the Richmond Zoning Bylaw]. To be eligible for a density bonus, BUH would be mandatory.)	
17	Is there anything else the City should be doing to encourage more market rental housing?	
18	Do you have any other comments, questions or concerns about development of market rental housing in Richmond?	

LIST OF ATTENDEES

	Name	Organization
1	Vincent Chiu	
2	Ingrid Tan	
3	(an individual who did not sign in)	

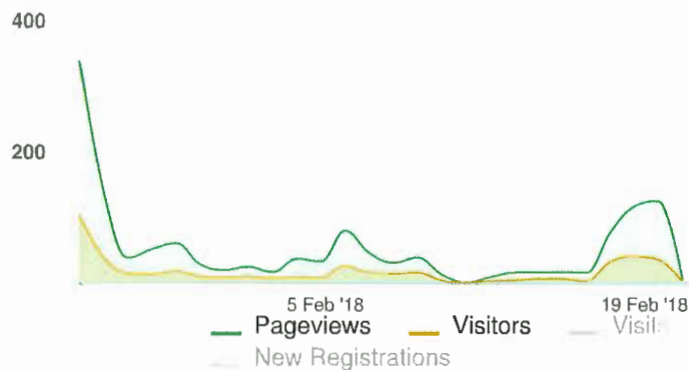
Project Report

25 January 2018 - 19 February 2018

Lets Talk Richmond Draft Market Rental Housing Policy



Visitors Summary



Highlights

TOTAL VISITS	474	MAX VISITORS PER DAY	101
NEW REGISTRATIONS	13	ENGAGED VISITORS	97
		INFORMED VISITORS	301
		AWARE VISITORS	389

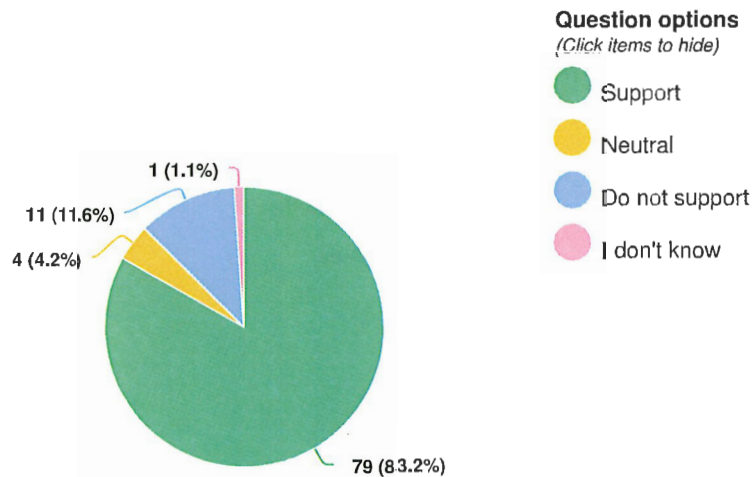
Aware Participants	389	Engaged	97		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	389	Contributed on Forums	0	0	0
Informed Participants	301	Participated in Surveys	97	0	0
Informed Actions Performed	Participants	Contributed 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	141	Contributed to Stories	0	0	0
Visited the Key Dates page	26	Asked Questions	0	0	0
Visited an FAQ list Page	0	Placed Pins on Maps	0	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	222				
Contributed to a tool (engaged)	97	PH - 301			

INFORMATION WIDGET SUMMARY



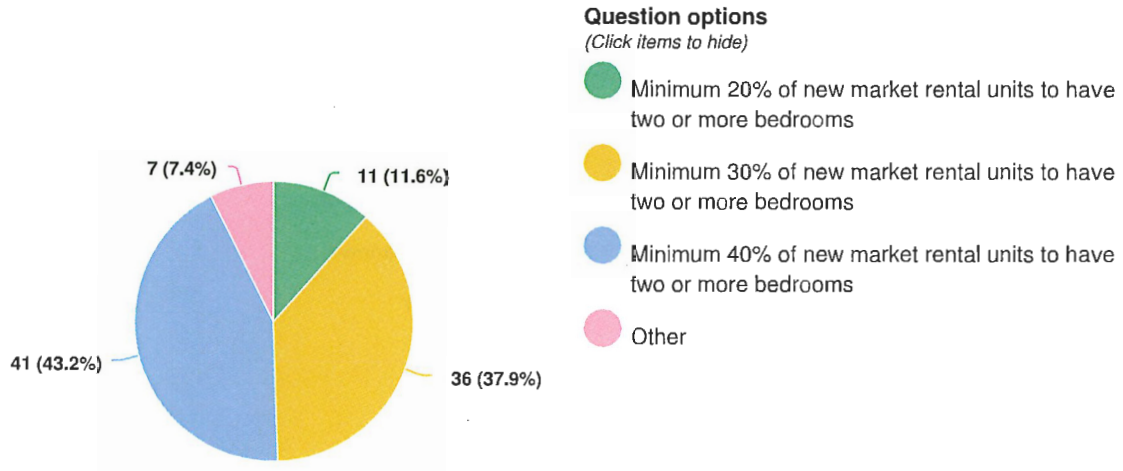
Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Staff Report: Proposed Draft Market Rental Housing Policy	132	139
Document	Draft_Market_Rental_Housing_Policy_Power Point Presentation	35	37
Key Dates	Key Date	26	27

2. Here is how I feel about strengthening the existing strata conversion policy, as described above, when existing market rental housing is proposed to be converted to strata titled:



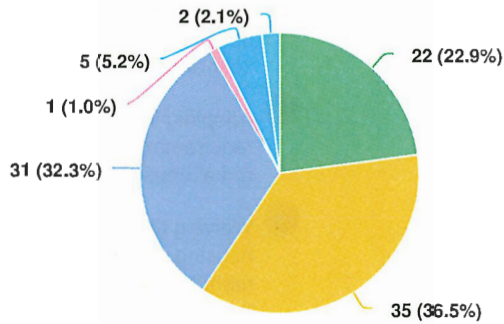
Optional question (95 responses, 2 skipped)

4. I believe the following requirement is most appropriate to ensure that new market rental buildings in Richmond are suitable for families with children:



Optional question (95 responses, 2 skipped)

6. I think the following would be the most effective way for the City to increase the supply of market rental housing in Richmond: (pick one)



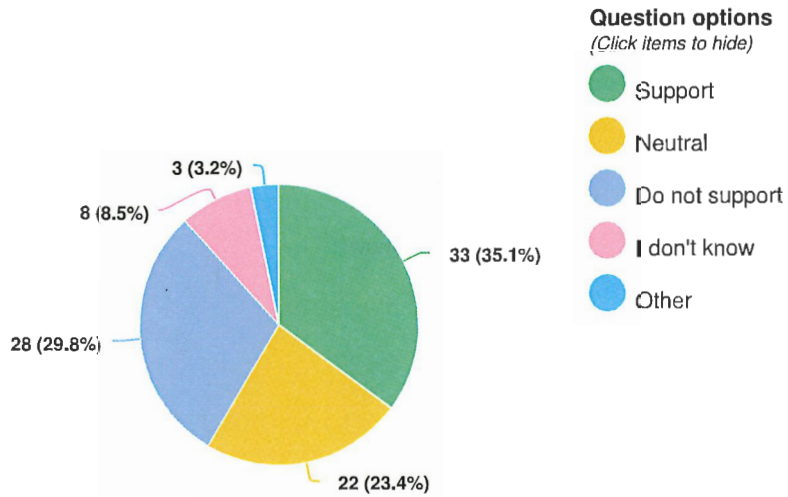
Question options

(Click items to hide)

- Offer incentives so it is more attractive for developers to build new market rental housing units
- Make it mandatory that all new multi-family residential developments include some amount of market rental housing units
- Make it mandatory that all new multi-family residential developments include some amount of market rental housing units but also offer incentives to developers
- Neutral
- I don't know
- Other

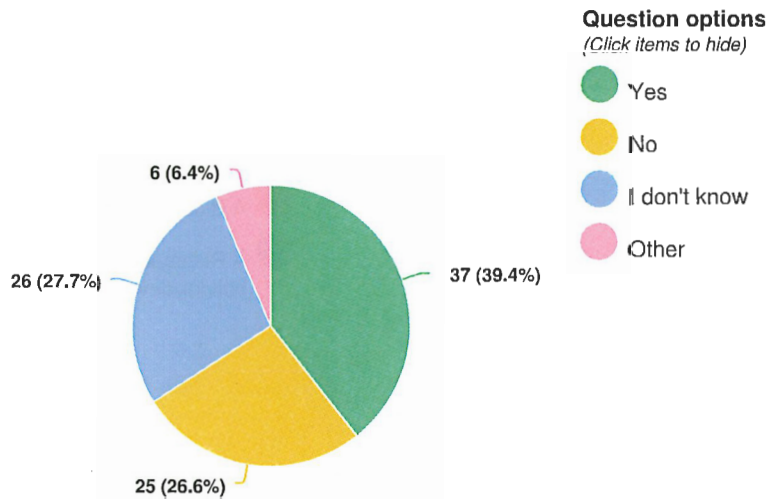
Optional question (96 responses, 1 skipped)

8. My level of support for allowing secondary suites in apartments is:



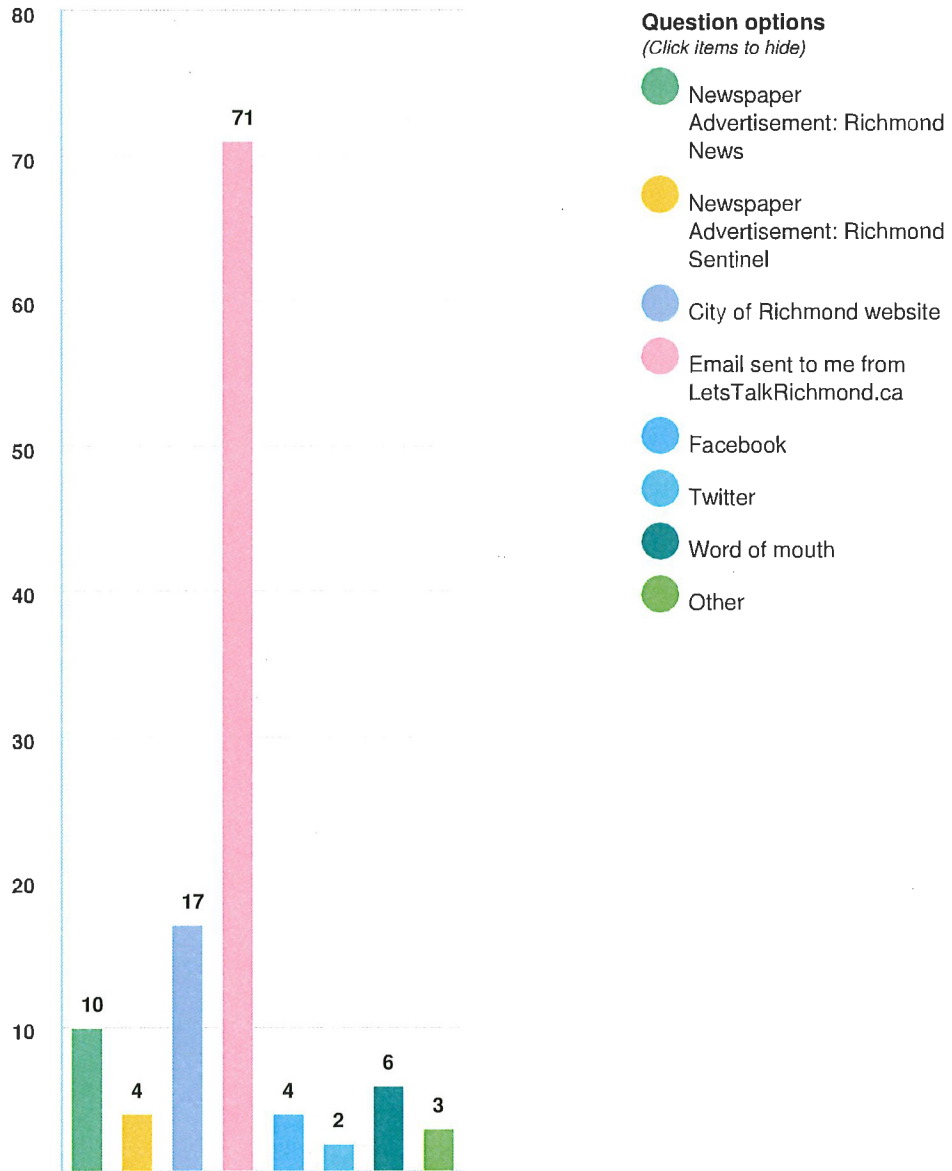
Optional question (94 responses, 3 skipped)

10. In general, I believe that the proposed secondary suite regulations for townhouses and apartments, as shown above, seem appropriate:



Optional question (94 responses, 3 skipped)

I heard about this public consultation opportunity via (check all that apply):



Optional question (97 responses, 0 skipped)

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4. I believe the following requirement is most appropriate to ensure that new market rental buildings in Richmond are suitable for families with children:

Min. 20%	11.6%
Min. 30%	37.9%
Min. 40%	43.2%
Other (comments below)	7.4%

- Possible 41-50% suitable for families with children (or pets)? With "empty" condo and Airbnb scenarios within Lower mainland in previous years creating schools/neighbourhood small business store closures, ensuring more family renting should equate turnaround with "Alzheimer" or zombie graveyard movie set empty neighbourhood syndrome.
- I would agree with 40% should have at least 2 bedrooms but there should be a certain percentage have at least 3 bedrooms (half of those units). 2 bedrooms are not appropriately sized or big enough for most families.
- 50%: There is existing and new demand for family friendly units. To increase family friendly units (upwards of 2 bedrooms per unit). A proportion of this should also include 3 bedroom units.
- 0% subsidy
- Maximum 10%
- Minimum of 70% to have two or more bedrooms. And ... Minimum of 25% to have three or more bedrooms
- Don't need change

5. Here is how I feel about the City requiring a Tenant Relocation Plan, as described above, when existing market rental housing sites are proposed to be redeveloped:

Support	77.9%
Neutral	9.5%
Do not support	10.5%
I don't know	1.1%
Other (comments below)	1.1%

- The perspective tenant should be allowed to do viewings if the property is suitable for their needs. I have recently face a racism issue where a Chinese landlady on property manager ask me too many questions before viewing. The advert was placed last night I called the lady 8am next morning she asked me too many questions about my family members etc. It was two bedroom flat perfect for my small family 2 adults 2 small kids.

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With in five minutes of talking to her she texted me saying this is not available for viewing. She is still posting the same property ad on Craigslist. I have asked round my friends and they told me they have faced similar issues of racial discrimination for securing a property. This is a developing problem in Richmond and Council really needs to tackle this by law in some way or another and final solution. I will also make sure that this gets heard by the right people on right platforms.

6. I think the following would be the most effective way for the City to increase the supply of market rental housing in Richmond: (pick one)

Offer incentives	22.9%
Mandatory provision of rental units	36.5%
Hybrid approach	32.3%
Neutral	1.0%
I don't know	5.2%
Other (comments below)	2.1%

- Establish a clear and supportive process for older strata buildings (40+years) to redevelop and therefore add density to housing supply while gaining new inventory of rental housing (ie. percentage of redevelopment in exchange for increased density).
- small pockets of zoned rental only apartments interspersed in currently multifamily(condo) zoned areas to achieve 30% minimum rental units going forward. Do not permit additional floor area i.e. increased density for rental housing.

7. I believe the following potential incentives would help increase the supply of new market rental housing in Richmond: (you may choose more than one)

Modest density bonus	47/97 (48.4%)
Lower parking requirements	31/97 (31.9%)
Waive affordable housing requirements	15/97 (15.5%)
Waive public art contribution	53/97 (54.6%)
Waive community	17/97 (17.5%)

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planning contribution	
Fast track	62/97 (63.9%)
Neutral	4/97 (4.1%)
I don't know	7/97 (7.2%)
Other (comments below)	7/97 (7.2%)
<ul style="list-style-type: none"> • Hoped for example of definition "public amenity" , also find the "waiving" checkbox examples (example of public art definition - museum piece or garden fountain, playground etc?) bit misleading, making uncertain to mark them or not • Provide increased density for redevelopment of old strata complexes that are nearing end of life. • I don't support density bonuses • Since these are market rental units I am not in favor of added density bonus or waiving community contributions. I feel the city should be looking at policies that encourage long term renting and home ownership for those who live and work locally and first time homeowners. I feel that these policies can be used as loopholes to park overseas capital in a housing market where it is hard for local residents/ families to buy or rent a home long term. • Truthfully, I don't think anything is going to help with getting developers to build affordable rental units while the real estate industry is so overinflated. There are thousands of empty apartments in Richmond. But they are purchased, not rented. And no one here can afford to buy them. I'm a teacher and could never afford to buy anything here. • small pockets of rental only zoning. Do not increase density allowance • I feel that developers already make large profits and that we should not have to offer incentives which in effect is giving them our tax dollars. If a density bonus were to be offered I think that it should be less than the draft policy suggests. 	

8. My level of support for allowing secondary suites in apartments is:	
Support	35.1%
Neutral	23.4%
Do not support	29.8%
I don't know	8.5%
Other (comments below)	3.2%
<ul style="list-style-type: none"> • I agree with them in townhouses but not apartments. • I do not support this because secondary suites in townhomes and apartments can be used 	

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for short term rentals and unless the city is able to stop this, this will make the town homes and apartments more prone to being used for short term rentals and speculation and that does not provide sufficient community value and takes away the housing stock from long term rentals

- I do not support this suggestion

9. In general, I believe providing suites in townhouses and apartments should be: (pick one)

Mandatory	11.7%
Voluntary	67.0%
I don't know	8.5%
Other (comments below)	12.8%

- I'm against providing secondary suites in townhouse and apartments period
- I don't support secondary suites in townhouses or apartments
- I think townhouses should have a certain percentage with secondary suites (50%), I don't think apartments should have the same requirement.
- I do not think it is practical to include secondary suites in apartments. They are not designed for such separation. The reality is that secondary suites in single family homes occurred in large part because of the size of the homes (e.g. the ability to separate an entire floor, or portion of a floor in a two-storey home). Such space and separate really does not exist in a typical apartment.
- Not allowed unless there can be some municipal policy to make the secondary suite mandatory to be a long term rental unit. I would say the same for secondary suites in single family homes.
- No do not support
- I don't think stuffing renters in closets in apartments is a viable solution to the housing crisis.
- Not allowed. Am concerned that additional density will add to already high traffic congestion in central Richmond
- I do not agree with this idea
- Parking of vehicles becomes a real issue when additional "units" are allowed into areas already limited to the number of parking spaces available.
- This will be a bag of problems. You make no mention of existing strata buildings. Are they included in this change?
- Secondary suites in townhouses/apartments should not be allowed

10. In general, I believe that the proposed secondary suite regulations for townhouses and

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apartments, as shown above, seem appropriate:	
Yes	39.4%
No	26.6%
I don't know	27.7%
Other (comments below)	6.4%
<ul style="list-style-type: none"> • I'm against secondary suites in townhouses and apartments • 20m2 is 215 square feet- isn't that quite small for a self-contained suite? • I don't think apartments should have secondary suites. • I do not encourage the city to incentivize short term rentals and this policy can make the town homes and apartments more expensive to begin with and more lucrative for speculation and incoming earning rather than being used by people as a home. I would be more supportive of this policy if there was a way to guarantee that the secondary suites can only be directed to the long term rental market . Aslo since none of these suites are likely to be family sized units (2 bedrooms and up), i feel they are not a good policy for the city to adopt in order to make sure there is a stable and adequate rental housing stock. • Should not be permitted • I do not believe secondary units should be allowed in townhouses and apartments. 	

11. Here are my additional suggestions about secondary suites in townhouses or apartments:
<ul style="list-style-type: none"> • none, I'm neutral on this • Not allowed period. • It seems to me that secondary suites should be limited to strata buildings. Otherwise, you create a situation where a renter is subletting to another renter. This takes away a building owner's right to decide whether or not the second person would be a suitable tenant. On the other hand, a secondary suite in a rental building would let a person take in a roomer to help with the rent but not have to actually share his/her personal space with the roomer. This decision requires some thought, plus research on how this works in other cities. • Do not force this on people. There's enough regulation in our lives already • I would need more detailed information on how this would actually work, before providing input i.e. the logistics and possible problems of a 'secondary' suite in an apartment such as parking/ how small the units would be/ strata issues/ density issues/ access issues/ who regulating/ capacity of building structure to handle this etc • Re-consider size of secondary suites. • Developing secondary suites seems counterintuitive in a multi-family building, where you could simply create smaller suites / units. For townhouses, stacked units (like Manoah Village) might be a better solution than a secondary suite.

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- I do not support the idea of allowing or requiring "lock-off" units within apartments. The proposed size of the units is too small and would be very difficult for the city to monitor and enforce. It also sounds like a formula for creating tenement (slum) housing in apartments. I support the concept of allowing secondary suites in townhouses.
- let's get creative, let's let the market guide us (good developers, not bad ones) and let's make some progress!
- I don't like the idea of secondary suites, which will undoubtedly be small spaces, being rented out for high rent in desirable neighbourhoods. I think that everyone has the right to adequate housing, and secondary suites in apartment buildings in particular could lead to very undesirable spaces being rented for a lot of money.
- I think that there should be secondary suites for almost all townhouse developments, regardless of number of units. I think the size of suites should be larger.
- In my opinion it is foolish to try and squeeze in appropriate and safe access/separation/life safety considerations into apartments/townhouses which by current design are already - on average - very small and tight to begin with. How do you even begin to address the reality that in the majority of such units, there is only one door out to a common access way?
- I might agree to secondary suites in townhouses but not apartments.
- For the reasons listed above in my answers to the previous questions, I do not support building secondary suites in town homes and apartments as they would make these kinds of homes more expensive and more prone to being used for parking one's capital in the market rather than fulfilling the need for a safe long term home(rental or otherwise).
- I do not agree with secondary suites as it is not dealing with the issues of no stand alone proper rental units for everyone who needs it.
- These supply small living spaces and help somewhat. The big need is for larger two and three bedroom accommodations in both the rental and strata markets. We aren't building accommodation to house families.
- no coach or laneway houses
- The issue is not about renting, or even secondary suites. It's that people have no choice to rent because they can't afford to live otherwise. There wouldn't be this many people looking to rent if they could actually buy a place of their own.
- Plan for more affordable housing in all areas of Richmond and not just central richmond as there is barely any affordable housing in west or north richmond!!
- size must be reasonable for livability to be achieved. measurements suggested are too small.
- Do not allow. Impose heavy fines if done
- I do not support secondary suites in townhouses or apartments.
- Limited
- If lower parking requirements are adopted, then the townhouse or apartment needs to have provision for secure bicycle storage for alternate transportation.
- How can you ensure these new secondary suites aren't just used for AirBnB or other illegal hotels

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- there should be a limited number of secondary suites if it will impact parking in the area. ie not many when the street already is full of parked cars.
- Mandatory suite requirements would be outrageous.

12. Here are my suggestions about how to enhance the accessibility of market rental housing units:

- Ensure accessible "joint" visitor parking space (optional disabled/family friendly/motorbike parking - example cul-de-sac parking nearby rental building), wheelchair accessible entrance/exit ramp (handy for moving in furniture/courier delivery services to access entrance), specific "no parking zone" unless it's for taxi/food delivery/courier truck/mail services (ie. 3-5 min max parking). Electric car charging stations for mobi users. Bicycle/motorbike parking. Specific private entrance "lobby" zone for secure delivery for courier/mail deliver services.
- All new apartment buildings should have elevators. Townhouse units designated for those with disabilities should have ramps. Bldgs with disability accessible units should have wide enough handicapped parking spaces and loading areas nearest the entrance. Such bldgs should also be given preference to be nearer bus routes.
- follow city of vancouver's lead re accessibility. It doesn't cost and extraordinary amount more to create a unit that will remain accessible to those many more in the long run (which could include the current tenant!)
- Build accessible secondary suites on the ground floor.
- Support the concept of Building Universal Housing Features in all new market rental units.
- Perhaps a percentage of new market rental units could incorporate the universal housing features.
- Explore other potential challenges including colour schemes and patterns used, lighting, heights of counters, etc. Other challenges might include lips on floor joins, arrangement of laundry hookups, and so on.
- I agree with this.
- you will not get more accessibility by trying to shoe-horn people into secondary suites in small apartments in townhouses, you will only exacerbate the problem. Much of the current apartment stock in Richmond likely does not even meet current accessibility guidelines for single owners/renters.
- Currently in Richmond and in all cities, 80% of Mega Homes have some sort of suite or suites in them for rental. These suites are not legal nor does the homeowner claim them and pays taxes on single family. Tax these home owners accordingly as multiple and use those monies to build affordable housing unitsl.
- Would agree to a portion of the suites be built to this requirement but not all.
- Provide rental only zoning;
- I hesitate to put the additional costs of accessibility into every unit when only a limited number of people need them. This increases costs across the board. Perhaps we could

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require developers to put these features into say 20% of the units. People with three kids cannot buy one bedroom units and have to look for appropriate accommodation. perhaps those needing accessible units should have to search for units with those features instead of building them into every unit.

- Allow single family homes to have up too two legal rental unit if they have enough parking and space
- Include building universal housing features for all rental units.
- small pockets zoned as rental only
- Make affordable housing close to translink such as bus routes or skytrain!!
- overall size of an adapted suite matters most to individuals who use large power wheelchairs. consultation with that group must take place to ensure that the floor area exemption above does not restrict their use of these suites. "one size fits all" does not work for all groups.
- Allow a lower tax rate for 100% rental complex's.
- no experience
- Bathrooms that have rails and other features for the disabled.
- I support this
- I agree with this
- Do not interfere with market, socialist elements not required in Canada.
- I do not feel that all new market rental units should incorporate these features if it makes building the units a lot more expensive. Maybe a percentage of units could have them.
- All new market rental housing on the ground floor should be accessible.
- Allow more co-op housing to be put in place. It works well for everyone no matter what the income.
- Minimum sqft space for family-friendly place shouldn't be less that 900 to 950 sqft by Law. Developers look for profit and try to cut corners to squeeze in more flats and hallways are made shorter which is big hazard for fire if hallway is small and too many people try to run out it can be stampede. I am from London and we all need to learn a lesson from the London Grenfell tower incident. We really need to define a line now to until which extent a developer can make some profit and to which extent human safety is important.
- Reduce the number of townhouses, increase well constructed apartments with appropriate soundproofing.
- -- Are ramps / elevators already included?

13. My comments on if the City should be doing anything else to encourage the development of more market rental housing:

- ALL short term rentals (hotels, airbnb, etc.) should all be required to get a licence and be subject to taxes. Failure to get a licence should result in substantial fines.
- Reduce zoning restrictions outside of city centre. Market rental housing should be pre-zoned along all arterial roads. Exclusionary zoning (single family homes only) should be

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relaxed around existing amenities like community centres and schools.

- Think City should actually do more random checks if current rental housing are legitimately occupied (no "ghost" dual citizenships, airbnb/illegal rentals) - promote more crackdown excuses by doing random "neighbourhood checks" (ie. neighbourhood tsunami-earthquake evacuation drills twice a year, random hydro/electricity/police watch check notices) with 15-30 day reply notice deadlines. If provided enough evidence rental housing used illegally, penalty option of waiving 6-12 month free rent for low-income person/ families (or refugee status people since empty anyways).
- Suggestions to increase stock sound good. What can we do to help keep rental prices in the affordable range. Rentals are generally held by lower income people who are not able to afford higher rental rates. We should also ensure that renters who say they are low income really are, not just because their income tax form says they have no or low income, as there is too much exploitation of low income rules by those who use their income tax forms to their advantage and so occupy both owned and rental units that should be going to more deserving residents.
- Bring in bylaws to limit the number of units in any development that are sold to absentee owners. What good is having 200 hundred units if only 25 are occupied and we have hundreds of homeless people?
- Encourage a secondary suite in every new house, especially those that are built for the foreign investor market. We see lots of big empty houses that could have a renter in a suite: at least that would give us more people in our neighbourhoods.
- Do nothing, let the market adapt
- Having developers provide more of this in a development, and not get out of it with cash in lieu. This doesn't create a diverse neighbourhood
- -are there measures to limit or even prohibit "luxury" market rental housing (we're seeing these sorts of developments built as part of the 'density along arterial' policy but these rental units cater to an extremely small segment of the population.
- Consider changing zoning so that most single family dwellings are permitted coach houses or secondary suites, without having to worry about a building permit being declined based on neighbour feedback, etc.
- dont put up too much red tape, that will make it harder to get the rental housing
- I think that, with the cost of buying properties continuing to grow, there need to be more options to rent for families, and potentially to rent-to-own. While there are a number of opportunities being created for low-income families, families who earn more than the identified median income are facing a growing number challenges with affordability, particularly in regards to housing, which is resulting in a number of families choosing to move away instead of living in limbo and fearing any changes to their current situations.
- Housing affordability in this city is a mess and our communities do suffer as a result of poor planning, empty dwellings and massive homes that drive affordability out of reach for most citizens. I think the city should be doing everything it can to encourage more market rental housing - these proposed changes are only a start. Developers have come first in this town for too long and they should not be offered incentives to do what good

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community planning requires - it should simple be required.

- The "monster home" issue and development is out of control (ALR, etc.) and taking up valuable land
- Should be encouraging co-ops in the city with money from the federal government.
- Just make it mandatory.
- Get real - the problem should not be solved by restricting owners with what they can do with their private property (IE conversion from rental to strata) or proposing to stuff more people into already-small apartments and townhouses with secondary suites in such dwellings. The City needs to make it more attractive for developers of rental property to choose Richmond. There are many developers and investment companies that own and operate rentals, realizing the long-term strength and predictability of that business model (as opposed to the voracious but short-term appetite of the typical strata developer). In my opinion, this City has for far too long catered to the desires of the strata developer and sought to extract an increasing amount of dollars from them. These short term partners make a profit and run, and in our rapidly expanding ownership market, perhaps the City has done well to extract as much fees as possible. However you cannot apply the same fee regime to a rental building - the financial model for that investor is entirely different. Implement an incentive model strictly for developers who want to build rental properties and operate in Richmond for the long term. Reduce fees and over-the-top 'contributions' for public art and other Council whims that do not address the rental problem. These developers exist and are building in other cities. Why not Richmond?
- See above. (Text from respondent's previous comment: "Currently in Richmond and in all cities, 80% of Mega Homes have some sort of suite or suites in them for rental. These suites are not legal nor does the homeowner claim them and pays taxes on single family. Tax these home owners accordingly as multiple and use those monies to build affordable housing unitsl.")
- Developers should not be allowed to circumvent building market rental housing through donations, contributions or loopholes. Have a sliding scale for building affordable housing units depending upon total number of residential units; More units, larger the percentage
- There should be more zoning on which only rentals can be built. The rules should require a certain percentage of 2 and 3 bedroom units. Most of us grew up in 1,200 to 1,500 SF houses with two and three bedrooms. All those bathrooms and extra rooms are nice, but they make units unaffordable. Perhaps we should limited house sizes on these rental zoned properties to ensure lower cost family units.
- Allow there to be units made on ALR land 5 acres and smaller
- Create more Co Ops.
- As stated above, the majority of the issue has nothing to do with rentals. I'd love to buy but as a working single professional there's no way I could ever afford to buy a condo in Richmond. However, developers should not be allowed to demolish rented homes and build one that will just stand empty. Also, they should not be allowed to demolish buildings and rebuild with a massive cost increase. I am a full time teacher in the public

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school system. But if I ever got evicted from my crappy, mouldy, leaky apartment for a demo-viction, I wouldn't be able to afford to live anywhere else.

- Increase the number of rental units available and make the price more affordable for all ages since no one can afford a \$1500- \$2000 one bedroom apartment!
- Necessary
- Prioritize permit process so that market rental housing is processed quicker (after affordable housing and before regular housing).
- Do not encourage or discourage, let the free market decide.
- The City of Richmond needs to do everything in its power to encourage developers to build rental stock in their community. In order for a purpose built rental project to be financially viable at today's land prices and hard cost prices, there will have to be massive incentive programs created. Modest incentives will not create a big enough spread for developers to decide to build rental product over market house product. In order for there to be a consideration for growth in this sector reduction in CAC's, DCC's, parking reduction, density bonusing and even property taxes will need to be considered.
- I think that mandating them is the only way to get the units and not allowing developers to pay a small fee to avoid having to comply.
- Any fee charged to allow a developer to build without market rental units should be enough to buy land and build units ... and the amount of that fee should not be closed until market rental units have been built, in order to ensure that the fee is adequate.
- Relax planning permission, get rid of old school way of long and lengthy processes, reduce bureaucracy, reduce departmental politics, expedite the development process. Learn some kind of lessons from neighbours next door Seattle for example. Learn and adopt practices from countries.
- Allow laneway/carriage houses! They afford greater privacy and are quieter. Richmond's restrictions on them are nonsensical.

14. My comments, questions or concerns about the development of market rental housing in Richmond:

- Not experienced with renting, but concerned with certain "ghost desert" town syndrome news. Seen several "empty" Richmond neighbourhood buildings in past that give unwelcome vibe of zero interaction (likely "investor" rent buildings). Hope for more rowdy crowded neighbours that come and stay and do daily interactions (school/shop/community events/neighbour watch) as actual Canadian Richmond citizens - hope new rental housing proposal more or less works.
- Richmond appears to be slow in shifting to public transit away from the city centre so, as the plan suggests, we need to keep that in mind at the present. We don't need property parking being offloaded on to the street.
- My concern is that our politicians are too unwilling to stand up to developers and mandate affordable housing options.
- Richmond is in a "affordable housing crisis" which impacts all long-term and I would

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like to remain hopeful that our politicians will act promptly and responsibly.

- Given my admittedly strong comments above, it begs the questions - is anyone at the City of Richmond seriously talking to developers/managers/investors of rental property in other cities or jurisdictions? I am quite sure they could provide better insight into what would make it attractive to choose Richmond for more rental development.
- There is not enough rental housing to accommodate the working population - lower income earners. Richmond only supports the wealthy foreign market
- We need more rental so we can lessen the need to commute which is going to become an even costlier issue.
- I think the proposals above is too late and insufficient.
- They need to be affordable for seniors and the young families. Not rents that are out of reach!!!!
- Parking
- See above (Text from respondent's previous comment: "As stated above, the majority of the issue has nothing to do with rentals. I'd love to buy but as a working single professional there's no way I could ever afford to buy a condo in Richmond. However, developers should not be allowed to demolish rented homes and build one that will just stand empty. Also, they should not be allowed to demolish buildings and rebuild with a massive cost increase. I am a full time teacher in the public school system. But if I ever got evicted from my crappy, mouldy, leaky apartment for a demo-viction, I wouldn't be able to afford to live anywhere else.")
- Adding additional rental units into areas already established can cause problems with traffic and parking which can cause problems of access by Emergency Vehicles. Many current streets completely parked up on both sides allow for one vehicle at a time traveling in one direction as there is no place for opposing traffic to move over to pass.
- necessary and soon
- Having affordable and market rental housing in Richmond is necessary to keep the inclusive, accessible housing for people who want to live, work, study here. Both older single adults and young adults, couples and families need to be able to find affordable and adequate rental homes. They are our workforce and our family support systems and they are more important than the amount of profit a developer makes on a project -- their job is to create housing that people can live in and afford!
- Demolishing older building should be very carefully considered and not allowed in many cases
- Any subsidies or mandate to developers to provide low end units for certain groups is rejected.
- We must have places that people, especially families can afford to live in!!!! We need to keep our community diverse. We need people to work in a wide variety of jobs, we need a wide range of kids in our schools.
- 2017 my last year 2bed 2bath 980 Sqft rent was 1700 dollars are month.
Cook/GardenCity 2018 I have been asked to move out of the property (due to property sales) and I can't find anything below 2200 in Richmond Let me do the maths for you in

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case if its too hard to get it. 2200-1700= 500 Dollar Where I am going to find this Money in just a period of 1 year. Do you guys thiink its a fair amount increase in just a period of one year.Is there any check and balance by the council. Is there someone sitting in the corridors of power noticing these uncapped increases in rent. By the way these rents are matching Vancouver rents and some Downtown rental apartments. I really need to know how are you controlling these rents in Richmond and what's regulating measures Richmond Council is taking for them. As Tax payers I believe I am subsidising Richmond Council's Social housing while I struggle with these ridiculous rent hikes of 500 / month 6000 extra year.Is this the price I am supposed to pay as tax payer and used like a cash cow for council subsidies.I really need to know what's council policy at the moment for people like me who wants to stay in Richmond but current setup is not allowing them to. It looks like the system is working very well for social housing but not for the people who are supporting pillars of it.

- Would like to see more two-bed suites in adult/senior buildings. Older friends share homes too, not just Youth.
- I think the market rent is too high -- focusing on more affordable housing / rent control rather than maintaining enough rental housing at market rental rates seems like it should be a top priority. I really appreciate the fact that the City is trying to help / protect renters (it's important), and it seems like there are some good ideas here, however I don't know enough about the maintenance of rental housing and how it affects the balance of critical issues -- such as access to affordable housing -- to comment on it. It seems like a good thing, but I don't have a lot of knowledge on this subject. (For example, are condos generally rented for higher rates? Are there market rental units of similar quality to condos?) Creating housing that's both healthy/aesthetically pleasing (not necessarily really fancy, but a positive, quality, beautiful environment) and affordable is what I would like to be prioritized. (The philosophy of "bread and roses.") That and a "housing first" strategy for homeless people in Richmond -- I've heard others cities/towns have done it: <http://www.cbc.ca/radio/asithappens/as-it-happens-thursday-edition-1.3074402/medicine-hat-becomes-the-first-city-in-canada-to-eliminate-homelessness-1.3074742>. Chimo also had a good project in the past finding alternative ways of providing housing

Additional comments:

- We need to do more to ensure that bldg owners who rent are registered as such. There seems to be too much uncontrolled renting going on, and this also puts pressure on street parking, not to mention raises issues of safety and health.
- Please ensure bold strategies in order to retain/ attract millennials to rent in Richmond. As Figure 4 in the Staff Report highlights (p. 38), households would need to earn \$43,320 annually to afford a one bedroom rental unit in Richmond (according to CMHC's standard of 30% of income spent on shelter). These sorts of figures eliminate a large portion of the millenial population who want to rent on their own. Is the unaffordability of the housing market prohibiting this generation from living in Richmond? Certainly for

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those seeking home ownership. Let's not do the same for those seeking rental units.

- Landlords are having problems with tenants who use and abuse the property causing severe damage and need more legal avenues to correct problem tenants.
- Lower the rental price to \$900 for 2 bedroom and \$1200 for 3 bedroom
- Richmond Council should seriously re-evaluate implementing an "Empty Homes Tax" similar to what Vancouver has instituted. There are far too many empty homes of all sizes in our City. This tax would encourage the owners of empty homes to rent out their houses, townhouses and condos, therefore increasing the supply of market rental housing in Richmond and bring in revenue to support City programs.
- The survey questions are poorly written and badly presented. For e.g. Q2 refers to text that appears to be part of Q1.
- Discourage "Investment housing" that just sit empty to gather wealth and increase costs for the population.
- provide a process where if a development is becoming run down the public can notify the city and the city can require owners to bring it back to good repair.
- Please don't reduce the number of parking spots required. I view this suggestion as being pushed by developers in order to reduce their costs, but in my experience (I live in multi-family townhouse), parking is always an issue and it can be difficult to even find street parking. Even when a tenant may not have a car or drive, they inevitably have visitors that require parking, or can lend their space to another tenant that requires the additional spot. I have seen stories on the news about how many parking spots are left empty but this is extremely misleading because most people work during the day and that is why their parking spot is left empty at that time. Please don't take developers' words about what tenants and owners want or need, ask the owners and tenants! We need parking. In my townhouse not every occupant has a car but EVERY parking spot is accounted for because many of the families have two, or even three or more cars (my household has three) and there are no spots available for visitors at all.
- Builder/owners should be encouraged to upgrade existing apt buildings and not tear them down for more expensive condos - that are all marketed off shore anyway!
- Use the city land for infrastructure not for socialist subsidized housing, road systems are currently choked from volume. We need left and right turn bays. New developments should be giving up at least 1 lane width to the city where on an arterial road. Bus bays need to be full width not the current half width since yield to a bus is required by law, vehicles should be permitted to move past while the bus is loading/unloading.
- Another issue that I mentioned about is Racism issue in Richmond I faced while arranging a recent viewing. The perspective tenant should be allowed to do viewings if the property is suitable for their needs. I have recently face a racism issue where a Chinese landlady on property manager ask me too many questions before viewing. The advert was placed last night I called the lady 8am next morning she asked me too many questions about my family members etc. It was two bedroom flat perfect for my small family 2 adults 2 small kids. With in five minutes of talking to her she texted me saying this is not available for viewing. She is still posting the same property ad on Craiglist. I

Draft Market Rental Housing Policy

LetsTalkRichmond Feedback Form

Written Comments

January 25-February 18, 2018

have asked round my friends and they told me they have faced similar issues of racial discrimination for securing a property. This is a developing problem in Richmond and Council really needs to tackle this by law in some way or another and final solution. I will also make sure that this gets heard by the right people on right platforms. I have solution to suggest to tackle this issue. All listing should be put on Richmond centralized website and monitored Tenant should file in property viewing request by reveal some information about family and job.If Landlord still deny viewings by not giving a reasonable explanation. They should be give explanation to council that why they denied the viewing and on which ground. This is a growing issue and it needs to be tackled in its roots right now. If anyone wants to discuss this matter with me they can discuss this at [REDACTED]

- With the general unaffordability of real estate in Richmond, it is critical we have high quality rental housing available at affordable rates. Would highly encourage putting in restrictions on vacation rentals like Air BnB as they are proven to reduce long term rental availability, drive up rental costs, hurt community attachment and reduce PST revenues (less than 4 units and they don't have to charge PST)
- I really like the city's initiative to create artist studios. I also like the idea of there being a requirement for a certain amount of green space / trees for new/renovated buildings.

Draft Market Rental Housing Policy
 LetsTalkRichmond Feedback Form
 Written Comments
 January 25-February 18, 2018

Theme	Notes
Family Friendly units	<ul style="list-style-type: none"> • Significant majority prefer at least 30% “family friendly” units • Comments argue for separate 2BR and 3BR quotas • Size of units also mentioned (ex. increase min. sq. ft. of secondary suites, include size range for 2BR and 3BR units) • Suggestions ranged from 10% to 70% • Family-friendly units will have positive impact on schools
Improve the process	<ul style="list-style-type: none"> • Streamline application procedure • Fast track applications • Reduce bureaucracy and regulations • Different fee structure for rental versus strata
Secondary Suites	<ul style="list-style-type: none"> • Mixed support for suites in townhouses • Generally not in favour of suites in apartments • Desire to increase the number of suites in SF neighbourhoods (ex. allow laneway houses and coach houses in more zones) • Fear that small suites further fragment already small townhouses and apartments • Concern with the size of suites, especially if allowed in apartments • Concern that secondary suites are being used for boarding and lodging • Desire to see regulation requiring rental of secondary suites
Development areas	<ul style="list-style-type: none"> • Important to consider transit access • Consider increasing density close to school and neighbourhood centres (ex. single-family to duplex, triplex, or townhouses) • Expand coach house and laneway house zone to more areas
Senior government partners	<ul style="list-style-type: none"> • Zone for rental only • Increasing the number of housing co-ops (non-profit co-ops have received funding from the Federal and Provincial governments in the past) • “Empty Home Tax” (note: the City of Richmond does not have the legislative authority to levy this tax, which would require Provincial involvement) • Levy “Hotel Tax” on short term rentals (note: operators with four or less units are currently exempt from the hotel tax, which typically only includes licensed B&Bs)
Housing for homes	<ul style="list-style-type: none"> • Strong feeling that the market is not currently addressing the need for housing, just the need for real estate investment • Need to build what is needed, not what is most profitable • “Locals First” housing strategy

Draft Market Rental Housing Policy
 LetsTalkRichmond Feedback Form
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 January 25-February 18, 2018

Appropriate density	<ul style="list-style-type: none"> • Mixed support for modest density bonus incentive • Concern that adding units, whether through increased density or secondary suites, will have negative impacts on traffic and street parking • Unit density (not FAR) of SF should be increased (i.e. allow both secondary suite in home and coach house or laneway house in rear yard) • Consider small apartment buildings in lieu of townhouses
Accessibility	<ul style="list-style-type: none"> • Ground floor suites should be accessible • Concern that 100% accessible will increase costs
Parking and traffic	<ul style="list-style-type: none"> • Concern that parking requirements are already too low, so reductions will only exacerbate parking issues • Concern that allowing or requiring secondary suites will add to parking issues • Concern that upgrades to transportation infrastructure not keeping up with pace of development (ex. road widening, turn lanes, transit service outside City Centre) • Suggestion that any parking reductions should be balanced with car share, cycling, and other TDM measures
Affordability	<ul style="list-style-type: none"> • Concern that middle class renters are being squeezed out and left behind • Concern that rents are rising across the region • Possibly some confusion over the difference between “market rental housing” and the LEMR housing, with several comments about lowering LEMR rates • Concern that the various fees associated with development are passed on to the consumer and fuel high cost of ownership/renting (ex. DCCs) • Concern that the market is flooded with high-end units



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March 16, 2018

Tina Atva, MCIP, RPP
 Senior Planning Coordinator
 Policy Planning Department
 City of Richmond
 6911 No. 3 Road
 Richmond, BC, V6Y 2C1

Dear Ms. Atva:

Re: Draft Market Rental Housing Policy

I would like to thank you and Richmond staff for meeting with the Urban Development Institute (UDI) several times at our Liaison Committee meetings and hosting two consultation workshops regarding Richmond's *Draft Market Rental Housing Policy*. We are very supportive of Richmond's efforts to improve housing affordability and to increase the number of rental housing units throughout the City. Rental housing is critical for many of Richmond's businesses if they are going to attract the employees they need.

A key point raised by UDI members is the challenging economic viability of developing purpose built rental projects in Metro Vancouver. This is even truer in Richmond, where there are constraints on building heights. Adding restrictive policies could undermine the City's efforts in increasing the number of rental units in Richmond. A more flexible approach would be preferred. During our meetings, staff raised several questions and issues to which we would like to formally respond.

Protection of Rental Housing Stock

UDI understands the City's desire to protect the current rental housing stock in Richmond. However, this should be balanced with the City's other objective which is to increase the number of the rental housing units available to current and future residents. It would be a waste of the City's very limited land resources to preserve under-zoned buildings reaching the end of their life cycle. The costs of maintenance, seismic upgrades, and improving energy efficiency will be high and will most likely undermine the buildings' affordability for tenants. In many cases, it would likely be preferable to redevelop the sites to increase the number of rental units; in buildings that comply with current Building Code and energy standards. This is especially true in areas where there is close proximity to good transit.

Strengthening the Strata Conversion Policy

This is not a UDI issue.

Enhancing 1:1 Replacement by Maintaining Affordable Rents & Requiring Similar Units

We would prefer if the redevelopment/replacement policy was flexible. Rental projects are already challenging to build in the Metro Vancouver. Applying Richmond's Low End Market Rental (LEMR) Program rental rates to replacement units would undermine the feasibility of projects; developments, which could provide an increase number of rental units to the City. There may be some sites where density can be increased to the point where the replacement project is a purpose built building(s) and the affordability of the units is maintained. In cases where significant increases in density are not possible, some strata may be needed to maintain the affordability of the rental units; while in other circumstances, a purpose built rental building(s) with 100% market units would be the best option.

In terms of the replacing the size of the units, it is important to understand that the buildings being replaced are much older and less space efficient than new developments with modern and better designed units. New units will also be equipped with the latest appliances/technologies to enhance livability. The unit mix in a fifty-year-old building that is being redeveloped may not be appropriate for today.

We would also be concerned if ground-oriented units had to be maintained because this may limit the density of projects. Townhouse sites being replaced by apartment buildings would rapidly increase the number of rental units in the City. The Kiwanis projects demonstrates the advantages of replacing ground-oriented units with apartments to increase the number of affordable units. It is true that ground-oriented units are generally utilized by families, Richmond is also considering a family housing policy for rental projects (see below), so this will be addressed.

Requiring that Rental Building Redevelopment Projects be 100% Rental Building(s)

This could be an onerous policy that undermines project feasibility, for select sites. This will reduce opportunities to increase the number of market rental units in the City. As noted in the previous section, allowing flexibility in the policy would be preferred, as there are several potential options, including:

- Reducing the required affordability of units to ensure that 100% of the units are market rental;
- To maintain the affordability of units, allowing some stratified units to be built; or
- Increasing densities to the point where the replacement project is a purpose built rental building(s) and the affordability of the units is maintained.

Family Units (two to three bedrooms) in New Purpose Built Rental Buildings

UDI would not oppose a 20% requirement for 2-bedroom units. We understand that there is a market for these units. However, we ask that the policy allow staff to waive the requirement if

circumstances warrant this. Some projects may be focusing on a market segment (e.g. micro-suites for students).

UDI would not want the City to establish a 3-bedroom percentage requirement, which would generally be more difficult for the market to service. Instead, we suggest the City review possible incentives, such as making the third bedroom FAR and DCC exempt. UDI has also asked municipalities to remove obstacles such as restrictions on in-board bedrooms. This has been an impediment to developing three-bedroom units in other local municipalities.

Tenant Relocation Policy

We recommend that the City defer developing a policy on this issue because the Province in its *Homes of B.C.: A 30-Point Plan for Housing Affordability in British Columbia* has committed to address this issue. As an industry, we would prefer a consistent regulatory framework.

As discussed in our meeting, tenant relocation policies that are too onerous and inflexible may undermine Richmond's opportunities to increase its rental stock. Establishing a right-of-first refusal may be difficult for projects where having a 1:1 replacement of affordable units is not possible (please see above). Any policy being considered by government should include a needs assessment, so we can focus on those in need of assistance. Some renters are wealthy enough to secure appropriate housing. Others are currently over-housed. It would not be appropriate in a region with such low vacancy rates to require a developer to relocate a senior into a 3-bedroom family rental unit because they currently reside in a 3-bedroom unit.

One area in which Richmond may be able to assist in tenant relocation is through the LEMR Program. The City recently doubled its inclusionary zoning requirement on developers to provide LEMR housing in their projects. Perhaps, some of these units could be utilized on a temporary or permanent basis to assist in tenant relocations; thereby increasing the number of rental units in the City by allowing redevelopment projects to proceed. UDI would be pleased to discuss this option further with you and your staff.

Mandating and/or Incentivising Rental Units

UDI would oppose a mandatory approach (even with incentives) for rental housing. The industry is already facing substantial cost impediments, which are or will impact housing affordability, including

- 50% increases in Richmond's Development Cost Charges (DCCs);
- Doubling the developer inclusionary zoning requirement under the LEMR;
- Increasing Electric Vehicle (EV) charging requirements in the City;
- Upcoming Richmond *Energy Step Code* requirements in new construction;
- 100% increases in Metro's Sewerage DCC rates;
- A new TransLink DCC; and
- Increases in provincial taxes (School Property Tax & Property Transfer Tax) from *Budget 2018*, which are being applied to development land.

We do not know what the cumulative impact of these cost pressures will be, and recommend that the City not consider additional mandates that could deter development, or add costs for homebuyers and tenants.

Proposed Density Bonuses

As the City's analysis indicates, the proposed density bonusing incentives will likely assist only a few rental housing projects because they are so modest (between 0.1 FAR increases for mixed-use projects to 0.25 FAR for concrete buildings). In some cases, the bonuses may not be able to be used because of setback requirements; which the City may wish to consider waiving to incent rental housing projects.

Richmond needs to be much more aggressive with the density bonusing to meaningfully increase market new rental housing projects in the City. UDI recommends reviewing density on a site-by-site basis. There are several sites in Richmond where densities could substantially be increased; for example, older shopping centres (and adjacent properties), older strata projects that are facing high maintenance costs, and sites along Spires Road and Citation Drive. The density bonuses in these cases would be high enough for the City to incent a substantial number purpose-built rental units. Richmond would need to make it clear to the land market that new density increases (or a percentage of them) on these sites are for rental housing, or land prices will escalate, and make building rental difficult.

Parking Relaxation Incentives

Parking relaxations are a good incentive for rental housing units, as stalls can cost between \$25,000 and \$40,000. While the City has taken great strides to reduce its parking requirements, we believe further steps can be taken to lower the per unit parking requirements. In addition, visitor parking requirements in the City are high and could be reduced. In mixed use projects, shared-use parking could further reduce parking requirements. Changes such as these could result in additional rental units being built in new projects.

Some of the savings from reduced parking rates will be offset by the new EV charging requirements. The EV charging standards could be reduced for rental buildings, so that the conduit is in place but the outlets are not energized until they are needed. The City could stipulate that tenants with EVs must be allowed access to charging. It is much easier for landlords to shift the parking stalls of tenants in rental buildings than it is to move the stalls of owners in strata buildings.

Waiving Affordable Housing Requirements and City Art/Planning Fees

UDI would support waiving of the affordable housing requirement for purpose built rental projects. Given the recent doubling of the requirement, this would be a very positive incentive for market rental housing projects. We ask that this waiver also apply to projects in which there is an affordable housing charge. The waiving public art contribution and community planning contribution fees may not result in more rental housing projects, but the waivers could lead to increasing the number of rental units in projects.

Fast Tracking Development Approvals

In the development industry time is money, so improvements in processing times will reduce the costs of projects and improve their viability. However, there would need to be real and meaningful processing improvements. We have found in other local governments that the approval times for fast track projects are not necessarily reduced by much. Fast tracking processes can take longer because more people are reviewing those developments to ensure the municipality is accruing the benefit from the incentive being provided. To ensure reduced processing times, the City could look at removing processing steps. An example would be pre-zoning rental projects, so rezoning processes do not have to occur.

Lock-off Suites in Townhouses and Apartments

UDI is supportive of allowing lock-off suites in multi-residential projects. However, we would advise against mandating them, as it is not clear what the market reaction will be. The proposed minimum sizes (25 m² in townhouses and 20 m² in apartments) are adequate. One issue we hope the City can address is parking. The lock-off suites will not be viable in many instances if parking is required for them.

Universal Housing Features

UDI is not opposed to the policy mandating the Building Universal Housing features (wider doorways and easy to grasp handles) with the 1.86 m² floor area exemption discussed at our meeting. It is our understanding that this is standard construction practice in the City.

Other Policies to Incent New Rental Housing

There is one financial incentive that we discussed that **we request the City will seriously consider – waiving property taxes for a set period of time (e.g. five to ten years)**. This incentive has been identified by our members as one of the key incentives that local governments can offer. It is even more impactful now, since the Province announced in *Budget 2018* that it would mirror municipal property tax waivers for rental housing for their portion of the property tax. We ask the City to review this incentive for new rental housing again, in light of the recent change in Provincial policy. In addition, we recommend that Richmond consider waiving DCCs and daycare contributions for new purpose-built rental housing.

We note that Kelowna has been successful in attracting new rental housing through an aggressive incentive program. We have appended the details of their program. UDI asks that Richmond consider such steps for its *Market Rental Housing Policy*.

Richmond cannot do this alone. It needs the support of senior governments. Ideally, industry and the City can partner with each other to access potential Federal and Provincial incentives for rental housing in the *National Housing Strategy*, the *2018 Provincial Budget*, and *30-Point Plan for Housing Affordability in British Columbia*.

UDI would also like to work with the City and other local governments to seek additional Federal and Provincial Incentives for rental housing. I have attached a joint submission UDI prepared with LandLordBC regarding provincial tax incentives for new rental housing, including Property Transfer Tax rebate and PST rebates for new rental construction. We also continue to request key Federal tax incentives for purpose-built rental housing, including:

- A full rebate or exemption of the GST on new rental housing;
- Inclusion of GST Input Tax Credits on the ongoing operation of Rental Housing;
- Deferral of Capital Gains Tax and recaptured Capital Cost Allowance (CCA) upon sale of a property and re-investment in new rental housing;
- Increase in CCA to 5% for all new rental housing including mixed-use buildings;
- The extension of eligibility for use of CCA losses to all investors in new rental housing; and
- Not moving forward with increases in the CGIR from to 66.67% or 75% as has been contemplated in the past.

I would like to thank you again for meeting with UDI to discuss Richmond's *Draft Market Rental Housing Policy* on several occasions. You have raised a number of important issues in your comprehensive policy review, and we would be pleased to review further with you the responses and recommendations that we have put forward. UDI looks forward to working with you and Richmond staff as this important initiative moves forward.

Yours sincerely,



Anne McMullin
President and CEO

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COR on Market Rental Housing Strategy.docx

Background

LandlordBC in partnership with the Urban Development Institute (UDI) is pleased to provide the Minister of Finance and the Minister of Municipal Affairs and Housing with a joint proposal on policy tools to spur new purpose-built rental construction in British Columbia.

The Province of British Columbia has committed to delivering 114,000 new rental, co-op and social housing units over 10 years. As the Province's comprehensive housing strategy takes form, our industry would like to be key partners in delivering this housing supply to help relieve some of the burden on government. Our members have the capacity to provide a variety of housing types to market, given the proper incentives.

A major impediment to building affordable purpose-built rental is ensuring that projects are economically feasible for developers. Recent rezoning and tax incentives by a handful of municipalities have generated a modest supply of private sector purpose-built rental housing. In most cases, these changes did not require public funding, rather forgoing a portion of revenues from development in exchange for the creation of purpose-built rental.

Another important consideration for incentivizing developers is to establish a stable regulatory environment for investment. Unlike strata developers who have three to five year time horizons, rental investors require certainty that the regulatory environment they operate in will be stable for decades. If the Province were to introduce further amendments to the Residential Tenancy Act that could add risk to these developers (e.g. reductions to the annual inflationary increases, eliminating the ability to adjust rents on tenant turnover), the wrong signals would be sent to purpose-built rental investors and would significantly jeopardize rental projects currently in the development pipeline.

In order to ensure the viability of the rental housing industry, continued investment in the maintenance and enhancement of existing buildings must be encouraged, in addition to prioritizing the development of critical new supply. As we struggle with aging rental housing and low vacancy rates, these priorities must be equally protected. While not specifically addressed in this submission, we are committed to ensuring the equitable treatment of displaced tenants, in particular, the most vulnerable. We are also supportive of the Government's proposed \$400 renter rebate as a component of a broader renter support strategy.

The following are policy tools that LandlordBC and UDI propose to incentivize purpose-built rental construction in British Columbia. Please note that our recommendations include substantial renovated and/or expanded purpose-built rental buildings:

Policy Tools

Policy Tools 1-4 address mechanisms to incent investment capital from condominiums to purpose built rental.

1. Property Transfer Tax (PTT) Exemption

Currently, the PTT is at 3% for all properties over \$2 million. Any increase in PTT would further undermine the economic feasibility for developers to invest in purpose built rental. By exempting purpose-built rental from the PTT, all other things being equal, ensures these projects are more attractive to invest relative to other real estate asset classes. An exemption of the PTT paid on land used to develop a new purpose-built rentals would help reduce costs significantly and thus narrow the disadvantage of rental as compared to condominiums. In the City of Vancouver, land sales are routinely at \$200 a buildable square foot or more. Three percent of this price equates to \$6 per buildable foot, which could serve as an important inducement to building rental as compared to building condominium housing.

Recommendation:

A complete exemption from the PTT for any purpose-built rental building which, at time of sale, is subject to GST. The rebate would be provided to the developer at occupancy when it is demonstrated that the project is a purpose-built rental building.

2. Provincial Sales Tax (PST) Rebate

Currently, PST rates are at 7% on all materials purchased for use in construction. Construction costs excluding soft costs and land are approaching \$300 a square foot for wood frame and over \$400 for concrete in Metro Vancouver. Approximately 40%, or \$120 for wood frame and \$160 for concrete, of these costs pertain to materials - where PST is included in this latter cost. By providing a PST rebate on materials purchased for the construction of purpose-built rental, developers will be able to save approximately \$8 a foot on wood frame construction and \$10 a foot on concrete construction.

A PST rebate for materials used in the construction of a purpose-built rental building would narrow the disadvantages which purpose-built rental faces over market condominiums.

Recommendation:

A rebate of the PST on all construction materials used in the construction of a new or substantially renovated purpose-built rental project. As with the PTT exemption, the rebate would occur at occupancy.

3. Property Tax Exemptions or Designating a Dedicated Property Tax Class for Purpose-Built Rentals

Property taxes are paid on an annual basis. Reducing this burden over a number of years would attract long-term investors to purpose-built rental. Unfortunately, some of our members have been informed by the City of Vancouver that these exemptions cannot be applied by the City to private sector entities. This process could be clarified or enabled by the Province. Private sector property tax exemptions for Heritage Restoration are already commonplace in many municipalities.

There is also an opportunity for the Province to lead by example. In addition to providing legislative support for municipal property tax exemptions or reductions, the Province could offer a joint tax incentive program with local governments. The Province would offer exemptions or abatements for its portion of the property tax if municipalities agree to offer the same incentive for their portion.

Another approach could be to develop a separate mill rate for purpose-built rental housing projects. The mill rate would apply to both the municipal and provincial portions of the property tax and would be lower than the rate for residential ownership units.

Recommendation:

The Province provide rental housing investors with reductions in property taxes for new projects and ensure that municipalities can do the same. Reducing the property tax burden on these projects would provide a key incentive for long term investors to consider purpose built rental as an economically feasible opportunity.

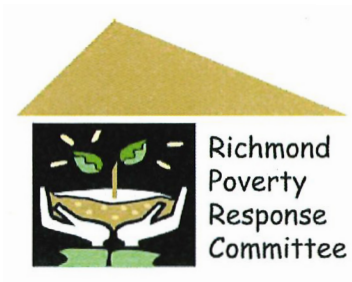
4. Pilot Funding Program to Incentivize Municipality Processing Times

Currently, average processing times for purpose-built rental projects in larger municipalities can be many years. Processing times have beleaguered development projects to the point where there is currently little incentive for developers to consider designing purpose-built rental because of the measurable cost associated with waiting for approvals. Many of our members have advised us of proposed rental projects that were eventually cancelled and converted to market condominiums due to extraordinary processing times.

To ease the burden of resourcing, the Province could create a funding program to incent municipalities to fast track approvals of purpose-built rental projects. For example, municipalities could pre-zone sites, increase resources (e.g. staffing or I.T.) or create a separate stream for processing rental projects. This pilot funding program would consist of a one-time provincial grant for municipalities at the time of approval to use at their discretion to boost processing capacity.

Recommendation:

*The Province create a funded pilot program for municipalities specifically to expedite processing times.
Funding would be provided to those municipalities meeting provincially established metrics for approving purpose built rental.*



February 18, 2018

Mayor and Councillors
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

SUBMITTED BY EMAIL

To Mayor and Councillors:

Re: Draft Market Rental Housing Policy

Thank you for the opportunity to make a submission to the market rental housing policy. As chair of the Richmond Poverty Response Committee's Housing Task Force (HTF) I am writing to you today to urge Richmond City Council to adopt the following recommendations. The City should:

- Decrease parking requirements in new developments, especially in areas with rapid transit;
- Provide density bonuses for wood frame apartments, equal to those of concrete buildings in city center;
- Allow a limited number of micro-suites with the same minimum floor-space as secondary suites (20m²);
- Allow developers to appeal to the City, on a project-specific basis, to convert parking space requirements into additional bike parking spaces; and
- Appeal to the Provincial government to allow rental-only zoning.

For your interest, members of the Richmond PRC include the Richmond Food Bank Society, Richmond Women's Resource Centre, Richmond Food Security Society, Richmond Family Place, Chimo Community Services, Richmond Centre for Disability, Richmond Health Services, Family Services of Greater Vancouver, Turning Point Recovery Society, ISS of BC and representatives of various Faith Groups, among others.

A response from City Hall on these recommendations would be greatly appreciated. Thank you for your consideration.

c/o Richmond Food Bank Society, #100-5800 Cedarbridge Way, Richmond, BC V6X 2A7
www.richmondprc.ca

Swan, Cathy

From: Dr. S. Y. Liu <s.y.liu@lsymanagement.com>
Sent: Saturday, 6 January 2018 2:01 AM
To: Atva,Tina
Subject: RE: Market Rental Housing Policy

Dear Tina,

Thank you for your email.

We went through Report to Committee. We believe all major points are considered for the regulation of existing market rental stock and incentive for market rental development.

It will be of interest to Federal decision on tax incentive, deduction for market rental possible consideration for small business tax. For our family operation, the Recent Tax reform in US offer great incentive for real estate investment. 1031 exchange promote continued investment.

We do not have additional input to the Report. It covers all points.

Thank You & Best Regards,
Yuen

From: Atva,Tina [mailto:TAtva@richmond.ca]
Sent: Saturday, 6 January 2018 2:11 AM
To: 'Dr. S. Y. Liu' <s.y.liu@lsymanagement.com>
Subject: RE: Market Rental Housing Policy

Dear Mr. Liu,

Thank you for your reply. If you do have comments about the Draft Market Rental Housing Policy that you would like Richmond City Council to consider, please let me know. We would consider your feedback as we revise the Policy and forward your comments to Council with a subsequent report. Any information you would like considered should ideally be received by February 18, 2018.

If you have any questions, please let me know.

Thank you,

Kind regards,

Tina

Tina Atva, MCIP, RPP
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tatva@richmond.ca

👤 People 🏆 Excellence 🏆 Leadership 🤝 Team 🚀 Innovation

From: Dr. S. Y. Liu [<mailto:s.y.liu@lsymanagement.com>]
Sent: Thursday, 4 January 2018 23:44
To: Atva,Tina
Subject: RE: Market Rental Housing Policy

Dear Tina,

Thank you for your email and enclosure Report to Planning Committee dated November 2, 2017.

We will not be able to attend the workshop on February 1, 2018 as we have to be in Singapore to complete target acquisition prior to Chinese Lunar New Year. If we knew the date earlier we could make alternative adjustment.

We are leaving for Vancouver early tomorrow morning (January 6, Singapore time). We will go through the report in detail during our flight from Singapore to Vancouver. We will forward you query, if any. Our view will be based on "investment" angle. Enclosed, for your information, please find our visit itinerary.

Have a good weekend.

Thank You & Best Regards,
Yuen

From: Atva,Tina [<mailto:TAtva@richmond.ca>]
Sent: Friday, 5 January, 2018 1:16 AM
To: 'Dr. S. Y. Liu' <s.y.liu@bennettholding.com>; 'Dr. S. Y. Liu' <s.y.liu@lsymanagement.com>
Subject: Market Rental Housing Policy

Dear Mr. Liu,

Happy New Year.

We met earlier at Richmond City Hall to discuss some of the rental properties you have in Richmond. I want to let you know about an upcoming workshop we are having on February 1, 2018 to discuss a Draft Market Rental Housing Policy. A copy of the Report to Council from November 2017 is attached. I realize that you are out of the country but wanted to ensure you are aware of this work. If you would like to discuss this draft policy, or have questions, please let me know. The invitation and details about the workshop are below.

Thank you,

Tina

Dear Landlords of Market Rental Buildings in Richmond and members of Landlord BC,

Richmond City Council recently authorized consultation on a Proposed Draft Market Rental Housing Policy. The draft policy seeks to protect the existing supply of market rental housing, support tenants and incentivize the construction of new market rental housing in Richmond. A pdf copy of the staff report to Council is attached. A link to the Council meeting agenda where this was considered is below (please see item #15), along with the minutes from that meeting.

- Link to November 14, 2017 Council Meeting Agenda & Reports (item #15)
https://www.richmond.ca/agendafiles/Open_Council_11-14-2017.pdf
- Link to November 14, 2017 Council Meeting Notes (see item #6: Committee Minutes from the November 7, 2017 Planning Committee)
https://www.richmond.ca/cityhall/council/agendas/council/2017/111417_minutes.htm

We would like to invite owners and managers of market rental buildings in Richmond, and members of Landlord BC to participate in a workshop on the Draft Market Rental Housing Policy. We would like your feedback on the policy directions proposed in the report.

An agenda will be distributed approximately one week before the meeting. If you have specific questions or items you would like to have discussed at the workshop, please let us know in advance.

Workshop Topic: City of Richmond Draft Market Rental Housing Policy
Date: Thursday, February 1, 2018
Time: 8:30 am to 10:30 am
Location: Richmond City Hall 8th floor
RSVP: tatva@richmond.ca or 604-276-4164 with name, company, email address & phone number.
Please RSVP on or before Monday January 29, 2018 (space is limited).

Coffee and refreshments will be served during the workshop.

Please feel free to contact us with any questions or comments you may have.

Thank you and kind regards,

Tina Atva

Tina Atva, MCIP, RPP
Senior Planning Coordinator
Policy Planning Department
City of Richmond
6911 No. 3 Road
Richmond, BC, V6Y 2C1
Ph: 604-276-4164
Cell: 604-315-5072
tatva@richmond.ca

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**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9879
(Market Rental Housing Policy)**

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

1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at section 3.3 [Diverse Range of Housing Types, Tenure and Affordability] by adding a new policy c) in Objective 1 [Encourage a variety of housing types, mixes and densities to accommodate the diverse needs of residents] and renumber accordingly:

“c) encourage all multiple family housing to provide a minimum of 40% of units with two or more bedrooms that are suitable for families with children;”

2. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at section 3.3 [Diverse Range of Housing Types, Tenure and Affordability] by adding a new Objective 2 and accompanying policies as follows:

“OBJECTIVE 2:

Protect and enhance the existing stock of market rental housing.

POLICIES:

- a) acknowledge that market rental housing comprises an important and substantial component of the city’s supply of affordable housing, meets the needs of a diverse population and contributes to social diversity and healthy communities;
- b) encourage property owners to maintain existing market rental buildings in good repair and in a safe condition. Maintenance, repair and renovation should be done while the tenant(s) still lives in the unit or has been provided with temporary alternate accommodation by the property owner(s) at the same rental rate before returning to the unit;
- c) support the identification of funding sources (e.g., from senior government or other) that may be used to upgrade and extend the life span of existing market rental buildings;
- d) discourage redevelopment of properties containing purpose-built market rental housing;

- e) consider allowing the redevelopment of sites that have existing market rental units only if the site continues to be used for rental housing and any existing rental units are replaced as affordable housing (e.g. low-end market rental, or LEMR) units; and
 - f) ensure that all existing market rental units are replaced at a minimum ratio of 1:1 (one new market rental unit for each existing market rental unit) that meet the City's Affordable Housing Strategy and are secured in perpetuity as affordable housing through one or more legal agreements or other alternate approach to the satisfaction of the City. Replacement market rental units will have the same number of bedroom units and the same number of ground oriented units as originally located on site."
3. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at section 3.3 [Diverse Range of Housing Types, Tenure and Affordability] adding a new Objective 3 and accompanying policies as follows:

“OBJECTIVE 3:

Support tenants at the time of redevelopment of existing market rental housing.

POLICIES:

- a) protect tenants who may be displaced by the redevelopment of existing market rental units by requiring a tenant relocation plan. The tenant relocation plan will incorporate the following:
 - A minimum four months' notice to end the tenancy, and otherwise as set out in the provincial *Residential Tenancy Act*;
 - A right-of-first-refusal for existing, displaced tenants to rent replacement units as affordable housing, without having to meet the City's typical (low-end market rental) income thresholds;
 - For tenants who have resided in the applicable rental units longer than one year:
 - three months' free rent or lump sum equivalent at the discretion of the tenant; and
 - assistance in finding alternative accommodation which meets the tenant's needs, is located in Richmond, or in another location at the tenant's discretion, and where the rent does not exceed Canada Mortgage and Housing Corporation's (CMHC) average area rents for Richmond."
4. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at section 3.3 [Diverse Range of Housing Types, Tenure and Affordability] by adding a new Objective 4 and accompanying policies as follows:

“OBJECTIVE 4:**Encourage the development of new purpose-built market rental housing units.****POLICIES:**

- a) support the provision of new market rental housing units and replacement market rental housing units, where relevant, and secure all rental units in perpetuity through one or more legal agreements or other alternative approach to the satisfaction of the City;
- b) proposed development sites for new market rental housing must at the time of development approval be designated in the OCP as Neighbourhood Residential, Apartment Residential or Mixed Use and must permit the housing type proposed (e.g. townhouses or apartments);
- c) new market rental housing developments will have a minimum of 40% of units with two or more bedrooms that are suitable for families with children;
- d) additional density (density bonus) may be considered for new developments that provide secured market rental housing subject to the following:
 - sites must be located with the City Centre or within the Neighbourhood Centres identified in the OCP. Other locations that are within 400 m of a Frequent Transit Network (key transit corridors with higher levels of all day demand in both directions) may also be considered;
 - proposed developments meet or exceed the City’s sustainability objectives related to building energy and emissions performance;
 - 100% of the market rental units incorporate basic universal housing features;
 - proposed developments demonstrate that they would integrate well with the neighbourhood and comply with OCP Development Permit Guidelines; and
 - community consultation is undertaken.
- e) the maximum density bonus that may be considered for market rental housing is:
 - for ground oriented townhouses and wood frame apartments (inside or outside City Centre) on sites that provide 100% of the residential use at the site as market rental: 0.20 FAR above the base density set out in the OCP or Area Plan;
 - for concrete buildings in City Centre only on sites that provide 100% of the residential use at the site as market rental: 0.25 FAR above the base density set out in the OCP or Area Plan; and

- for mixed market rental and strata buildings: 0.10 FAR above the base density set out in the OCP or Area Plan, with the density bonus applying only to that portion of the new development that contains the market rental housing units;
- f) new developments that provide secured market rental housing units may be eligible for the following incentives:
- reduced parking requirements;
 - exemption from all or a portion of affordable housing requirements in recognition of the significant community benefit provided by the proposed market rental housing units; and
 - exemption from all or a portion of public art and community planning contributions.”
5. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at section 3.3 [Diverse Range of Housing Types, Tenure and Affordability] by adding a new Objective 5 and accompanying policies as follows:

“OBJECTIVE 5:

Limit the strata conversion of existing residential rental or cooperative units.

POLICIES:

- a) limit the strata conversion of existing rental or cooperative buildings involving three or more dwelling units (duplex strata conversions are acceptable). Council will consider the following before approving a residential strata conversion:
- the impact that a proposed conversion will have on the stock of rental housing in Richmond. If the rental vacancy rate is less than 4% and the number of affected units is 4 or more, then Council should consider refusing the application until vacancy rates have risen to 4% or higher;
 - the views of existing tenants submitted to the City in writing;
 - a tenant relocation plan to protect tenants who may be displaced by the proposed strata conversion. The tenant relocation plan will incorporate the following:
 - a minimum four months’ notice to end the tenancy and otherwise as set out in the provincial *Residential Tenancy Act*;
 - a right-of-first-refusal for existing, displaced tenants to purchase a strata unit at a 5% discount from market prices;
 - for tenants who have resided in the applicable rental units longer than one year:

- three months' free rent or lump sum equivalent at the discretion of the tenant; and
- assistance in finding alternative accommodation which meets the tenant's needs, is located in Richmond, or in another location at the tenant's discretion, and where the rent does not exceed Canada Mortgage and Housing Corporation's (CMHC) average area rents for Richmond.

- the submission of a Building Condition Assessment Report in a form acceptable to the City from a registered architect, engineer, or another qualified professional, including an assessment of the life expectancy and the state of repair of the building, general workmanship and the degree of compliance with all City bylaws, servicing standards and requirements;
- provision of open space, landscaping and common facilities, in general compliance with the OCP's Development Permit Guidelines, along with preserving all required off-street parking and loading spaces; and
- other site-specific development conditions that might be appropriate to the specific circumstances."

6. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9879"**.

FIRST READING

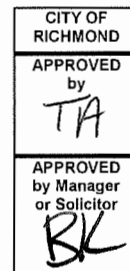
PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JUL 09 2016



MAYOR

CORPORATE OFFICER



Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 9889 (West Cambie Area Plan – Exemption of Market Rental Housing from Community and Engineering Planning Costs)

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

- 1. Richmond Official Community Plan Bylaw 7100, as amended, is further amended at Schedule 2.11 A – West Cambie Area Plan, Section 9.3.2 [Alexandra Development Framework], Objective 3, by deleting the last bullet [Community and Engineering Planning Costs] under policy f) [Developer Contributions – Public Amenities) in its entirety and replacing it with the following:

“Developer Contributions – Public Amenities

f) For rezoning applications for sites depicted on the ‘Alexandra Neighbourhood Land Use Map’, the City will accept developer/applicant contributions as follows:

- Community and Engineering Planning Costs: The City will accept a developer’s contribution of \$0.86 per m² (\$0.08 per ft²) on the total net floor area (based on the proposed FAR) to assist in paying for community planning and engineering costs to plan community land use, services and infrastructure. The City may reduce or eliminate this contribution for new rezonings which provide secured market rental housing.”

- 2. This Bylaw may be cited as “Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9889”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JUL 09 2018

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CITY OF RICHMOND APPROVED by TA APPROVED by Manager or Solicitor BK

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9886
(Market Rental Housing)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 3.4 [Use and Term Definitions] by adding the following definitions, in alphabetical order:

“Market rental unit means a **dwelling unit** that is rented at prevailing market rates and is subject to a **market rental agreement**”; and

“Market rental agreement means an agreement in a form satisfactory to the **City** that limits the tenure of a **dwelling unit** to rental only, and at prevailing market rental rates.”

2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 5.4 [Secondary Suites] by:

adding the following after subsection 5.4.1 e), and renumbering as required:

f) “the **secondary suite** must have a minimum **floor area** of at least 25.0 m² in **town housing**”; and

g) “a **secondary suite** is permitted in a maximum of 50% of the total units in **town housing**”; and

adding the following after subsection l), and renumbering as required:

o) “where the required on-site **parking spaces** for the **principal dwelling unit** in **town housing** are provided in a side-by-side, non-**tandem arrangement**, an additional on-site **parking space** for a **secondary suite** is not required.”

3. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 7.7 [Parking Spaces Required] by removing Table 7.7.2.1 “Residential Use Parking Requirements” in its entirety and replacing it with the following:

Table 7.7.2.1 Residential Use Parking Requirements

Residential Use	Minimum number of Parking Spaces Required per Dwelling unit	
	Basic Requirement	Visitor Parking Requirement
Single Detached Housing	2.0	Not applicable
Two-Unit Housing	2.0	Not applicable
Coach Houses	1.0	Not applicable
Town Housing	2.0	0.2
Town Housing in RAM, RCL Zones	1.5	0.2
Apartment Housing	1.5	0.2
Mixed Commercial/ Residential Uses	1.5	0.2
Affordable Housing Unit	1.0	0.2
Market Rental Unit	1.8 for town housing 1.2 for apartment housing	0.2
Congregate Housing	0.3 space for each bed plus 1 per staff member	
Secondary Suite	See Section 5.4.1 n) & o) for conditions where an 1.0 additional parking space on arterial roads is required	
Bed and Breakfast	One space for each guest room. <small>[Bylaw 8672, Jan 24/11]</small>	
Granny Flat <small>[Bylaw 8922, Nov 19/12]</small>	1.0	Not applicable

4. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 7.9 [Provision of Parking in City Centre] by removing Table 7.9.3.1 “Residential Use City Centre Parking Requirements” in its entirety and replacing it with the following:

Table 7.9.3.1 Residential Use City Centre Parking Requirements

Residential Uses	Zone 1	Zone 2 <small>[Bylaw 8839, Mar 12/12]</small>	Zone 3
Town Housing	1.0 space for residents per dwelling unit ; plus	1.2 spaces for residents per dwelling unit ; plus	1.4 spaces for residents per dwelling unit ; plus
Apartment Housing			
Mixed Commercial/ Residential Uses	0.2 spaces for visitors per dwelling unit	0.2 spaces for visitors per dwelling unit	0.2 spaces for visitors per dwelling unit
Affordable Housing Unit	0.9 spaces for residents per affordable housing unit ; plus 0.2 spaces for visitors per affordable housing unit		
Market Rental Unit	0.9 for town housing 0.8 for apartment housing 0.2 spaces for visitors per dwelling unit	1.1 for town housing 1.0 for apartment housing 0.2 spaces for visitors per dwelling unit	1.3 for town housing 1.2 for apartment housing 0.2 spaces for visitors per dwelling unit
All Other Residential Uses	The minimum parking requirements identified in Section 7.7"		

5. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9886”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JUL 09 2018



MAYOR

CORPORATE OFFICER

MayorandCouncillors

To Public Hearing
Date: Sept. 4, 2018
Item # 7
No. Market Rental Housing

From: MayorandCouncillors
Sent: Tuesday, 10 July 2018 09:49
To: 'niti sharma'
Subject: RE: Market rental hosing policy: 9th July, 2018

Hello Ms. Sharma,

This is to acknowledge and thank you for your email. Please be advised that copies of your email will be forwarded to the Mayor and each Councillor, and will be included as part of the September 4, 2018 Public Hearing Agenda materials. In addition, your email has been forwarded to staff in the Planning and Development Division.

Thank you again for taking the time to share your views with Richmond City Council.

Hanieh Berg | Acting Manager, Legislative Services
City Clerk's Office | City of Richmond
6911 No. 3 Road, Richmond, BC V6Y 2C1



From: niti sharma [mailto:niti.tana@gmail.com]

Sent: Monday, 9 July 2018 18:17

To: MayorandCouncillors; CityClerk; Steves,Harold; McPhail,Linda; Day,Carol; Au,Chak; Johnston,Ken; Dang,Derek; Loo,Alexa; Brodie,Malcolm; McNulty,Bill

Subject: Market rental hosing policy: 9th July, 2018

Honorable Mayor and Council,

Thank you for taking the time to consult with all stakeholders (residents, developers, landlords, non-profit providers) to draft new policy directions and mechanisms for the market rental policy.

The three positive features that stood out for me as I tried to understand the staff report were:

1. Strengthening the 1:1 rental replacement policy by requiring like for like market rental units with the same number of bedrooms and accessibility features. Staff recommendation that all replacement market rental units be provided as affordable LEMR units will help ensure that residents' needs for housing are met and displacement of existing residents does not become the new norm in Richmond.
2. The other positive that stood out was the "requirement for tenant relocation plans and assistance in providing alternative accommodation that meets the tenant's needs in Richmond or another municipality (at the tenant's discretion)." (PLN 144) However, there is no mention of the tenure/length of time for which this relocation needs to be provided and I think it may be wise to define a tenure. This is especially important as the only affordable accommodation that seems available today is from the older housing stock and this is true for all kinds of dwelling types.
3. Creating a new objective under the OCP for protecting and enhancing the existing stock of rental market housing will ensure older buildings continue to be in a state of good repair and role of housing as shelter is not usurped by rampant speculation in real estate.

The one thing I was not very clear about as I read the report is how this policy will encourage new market rental stock to not get diverted into short term rentals?

At Richmond's low rental vacancy rate there need to be dis-incentives for directing rental options into short term rentals because short term rentals are often in direct competition with long term rental options .

I hope your incentives based approach for encouraging the development of new market rental housing will encourage more mindful development practices and make both residents and developers realize that they are on the same team: A team that will support and build a city not just for tourists and visitors but also for those who live and work here.

Sincerely,

Niti Sharma