City of Richmond

REVISED
Agenda

City Council
Electronic Meeting

Council Chambers, City Hall
6911 No. 3 Road

Monday, January 24, 2022
7:00 p.m.

Pg. #	ITEM	
		MINUTES
	1.	***Motion to:***
CNCL-8	***(1)***	***adopt the minutes of the Regular Council meeting held on January 10, 2022; and***
ADDED **CNCL-200**	***(2)***	***adopt the minutes of the Regular Council meeting for Public Hearings held on January 17, 2022.***
		AGENDA ADDITIONS & DELETIONS
		COMMITTEE OF THE WHOLE
	2.	***Motion to resolve into Committee of the Whole to hear delegations on agenda items.***

3. Delegations from the floor on Agenda items.

   PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 15.

4. ***Motion to rise and report.***

RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

PLEASE NOTE THAT ITEMS APPEARING ON THE CONSENT AGENDA WHICH PRESENT A CONFLICT OF INTEREST FOR COUNCIL MEMBERS MUST BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED SEPARATELY.

RECOMMENDATIONS FROM COMMITTEE WILL APPEAR ON THE REVISED COUNCIL AGENDA, EITHER ON THE CONSENT AGENDA OR NON-CONSENT AGENDA DEPENDING ON THE OUTCOME AT COMMITTEE.

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Capstan Station Integration Strategy -Recommendation to Award Contract for Development of Conceptual Designs
- 2021 Richmond Bee City Canada Certification Application
- Land use applications for first reading (to be further considered at the Public Hearing on February 22, 2022):
  - 8720/8740 Rosemary Avenue – Rezone from "Single Detached (RS1/E)" Zone to "Single Detached (RS2/B)" Zone (Pakland Properties – applicant)
- Referral Response: Review of Office Stratification Regulations
- Traffic Safety Advisory Committee - Proposed 2022 Initiatives
- Richmond Active Transportation Committee – Proposed 2022 Initiatives
- Water Use Restriction Amendment Bylaws
- Corporate Electric Vehicle Charging Station Installation Scope Increase

5. ***Motion to adopt Items No. 6 through No. 14 by general consent.***

Consent Agenda Item

6. **COMMITTEE MINUTES**

That the minutes of:

CNCL-14 ***(1) the Community Safety Committee meeting held on January 11, 2022;***

CNCL-46 ***(2) the General Purposes Committee meeting held on January 17, 2022;***

CNCL-48 ***(3) the Planning Committee meeting held on January 18, 2022; and***

ADDED
CNCL-259 ***(4) the Public Works and Transportation Committee meeting held on January 19, 2022;***

be received for information.

Consent Agenda Item

7. **CAPSTAN STATION INTEGRATION STRATEGY - RECOMMENDATION TO AWARD CONTRACT FOR DEVELOPMENT OF CONCEPTUAL DESIGNS**
(File Ref. No. 02-0775-50-7237) (REDMS No. 6773242)

CNCL-50 See Page **CNCL-50** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

(1) That Contract 7237P Capstan Station Integration - Development of Conceptual Designs estimated at $482,340.00 be awarded to Dialog Design;

(2) That the City enter into an agreement with Dialog Design based on the terms as outlined in the staff report titled "Capstan Station Integration Strategy - Recommendation to Award Contract for Development of Conceptual Designs" dated December 13, 2021 from the Director, Transportation; and

(3) That the Chief Administrative Officer and General Manager, Planning and Development, be authorized to execute the above agreement on behalf of the City.

Pg. # ITEM

Consent Agenda Item

8. **2021 RICHMOND BEE CITY CANADA CERTIFICATION APPLICATION**
(File Ref. No. 10-6160-06) (REDMS No. 6595699)

CNCL-58

See Page **CNCL-58** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the application, as described in the report titled '2021 Richmond Bee City Canada Certification Application,' from the Director, Sustainability and District Energy, dated December 14, 2021, be endorsed and submitted to Pollinator Partnership Canada.

Consent Agenda Item

9. **APPLICATION BY PAKLAND PROPERTIES FOR REZONING AT 8720/8740 ROSEMARY AVENUE FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE**
(File Ref. No. RZ 21-934283; 12-8060-20-010340) (REDMS No. 6803636)

CNCL-70

See Page **CNCL-70** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10340, for the rezoning of 8720/8740 Rosemary Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

Consent Agenda Item

10. **REFERRAL RESPONSE: REVIEW OF OFFICE STRATIFICATION REGULATIONS**
(File Ref. No. 08-4050-22) (REDMS NO. 6690831)

CNCL-88

See Page **CNCL-88** for full report

PLANNING COMMITTEE RECOMMENDATION

(1) That no further restrictions on the stratification and airspace subdivision of office space be considered at this time; and

(2) That staff continue to monitor the effectiveness of the existing office stratification policy and report back in two years.

Pg. # ITEM

Consent Agenda Item

11. **TRAFFIC SAFETY ADVISORY COMMITTEE - PROPOSED 2022 INITIATIVES**
(File Ref. No. 01-0100-30-TSAD1-01) (REDMS No. 6791243)

CNCL-107 See Page **CNCL-107** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

ADDED

(1) That the proposed 2022 initiatives for the Traffic Safety Advisory Committee, as outlined in the staff report titled "Traffic Safety Advisory Committee - Proposed 2022 Initiatives" dated December 1, 2021 from the Director, Transportation, be endorsed; and

(2) That a copy of the staff report titled "Traffic Safety Advisory Committee - Proposed 2022 Initiatives" be forwarded to the Richmond Council-School Board Liaison Committee for information.

Consent Agenda Item

12. **RICHMOND ACTIVE TRANSPORTATION COMMITTEE – PROPOSED 2022 INITIATIVES**
(File Ref. No. 01-0100-20-RCYC1) (REDMS No. 6790224)

CNCL-115 See Page **CNCL-115** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

ADDED

(1) That the proposed 2022 initiatives of the Richmond Active Transportation Committee, as outlined in the staff report titled "Richmond Active Transportation Committee – Proposed 2022 Initiatives" dated November 29, 2021 from the Director, Transportation, be endorsed; and

(2) That a copy of the report titled "Richmond Active Transportation Committee – Proposed 2022 Initiatives" be forwarded to the Richmond Council-School Board Liaison Committee for information.

Consent Agenda Item

13. **CORPORATE ELECTRIC VEHICLE CHARGING STATION INSTALLATION SCOPE INCREASE**
(File Ref. No. 10-6370-01) (REDMS No. 6796888)

CNCL-170 See Page **CNCL-170** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

ADDED ***That the Consolidated 5 Year Financial Plan (2022-2026) be amended accordingly for the scope change as identified in the staff report titled, "Corporate Electric Vehicle Charging Station Installation Scope Increase", dated December 8, 2021, from the Director, Public Works Operations.***

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CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

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NON-CONSENT AGENDA ITEMS

14. **WATER USE RESTRICTION AMENDMENT BYLAWS**
(File Ref. No. 10-6060-01) (REDMS No. 6762151)

CNCL-127 See Page **CNCL-127** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

Opposed: Cllr. Hobbs

ADDED ***That each of the following bylaws be introduced and given first, second, and third readings.***

(a) Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 10329;

(b) Municipal Ticket information Authorization Bylaw No. 7321, Amendment Bylaw No. 10337; and,

(c) Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10338.

Pg. # ITEM

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-174 Consolidated 5 Year Financial Plan (2022-2026) **Bylaw No. 10327**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-180 Parking (Off-Street) Regulation Bylaw No. 7403 Amendment **Bylaw No. 10341**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-182 Consolidated Fees Bylaw No. 8636, Amendment **Bylaw No. 10342**
Opposed at 1st/2nd/3rd Readings – None.

DEVELOPMENT PERMIT PANEL

15. RECOMMENDATION

See DPP Plan Package (distributed separately) for full hardcopy plans

CNCL-185 ***(1) That the minutes of the Development Permit Panel meeting held on January 12, 2022, and the Chair's report for the Development Permit Panel meetings held on May 13, 2020 and August 25, 2021, be received for information; and***

CNCL-195 ***(2) That the recommendations of the Panel to authorize the issuance of:***

(a) Development Permit (DP 18-821292) for the properties at 3208 Carscallen Road and 3200 No. 3 Road (formerly 3208 and 3211 Carscallen Road); and

(b) a Development Variance Permit (DV 21-934707) for the property at PID 013-082-434;

be endorsed, and the Permits so issued.

ADJOURNMENT

City of Richmond

Minutes

Regular Council

Monday, January 10, 2022

Place:	Council Chambers Richmond City Hall
Present:	Mayor Malcolm D. Brodie Councillor Chak Au Councillor Carol Day Councillor Andy Hobbs Councillor Alexa Loo Councillor Bill McNulty Councillor Linda McPhail (by teleconference) Councillor Harold Steves (by teleconference) Councillor Michael Wolfe (by teleconference) Corporate Officer – Claudia Jesson
Call to Order:	Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

R22/1-1 1. It was moved and seconded
That the minutes of the Regular Council meeting held on December 15, 2022, be adopted as circulated.

CARRIED

Regular Council
Monday, January 10, 2022

COMMITTEE OF THE WHOLE

Mayor Brodie noted that since no members of the public were present at the meeting, a motion to resolve into Committee of the Whole to hear delegations from the floor on Agenda items and to rise and report (Items No. 2 to 4) would not be necessary.

CONSENT AGENDA

R22/1-2 5. It was moved and seconded
That Items No. 6 through No. 8 be adopted by general consent.

CARRIED

6. **COMMITTEE MINUTES**

That the minutes of:

(1) the General Purposes Committee meeting held on January 5, 2022;

(2) the Finance Committee meeting held on January 5, 2022; and

(3) the Planning Committee meeting held on January 6, 2022;

be received for information.

ADOPTED ON CONSENT

7. **HOUSEKEEPING AMENDMENTS FOR PARKING (OFF-STREET) REGULATION BYLAW NO. 7403 AND CONSOLIDATED FEES BYLAW NO. 8636**
(File Ref. No. 12-8060-20-010341/10342) (REDMS No. 6804655; 6805726; 6805681)

That the following amendment bylaws are introduced and given first, second and third readings:

(1) Parking (Off Street) Regulation Bylaw No. 7403, Amendment Bylaw No. 10341; and

(2) Consolidated Fees Bylaw 8636, Amendment Bylaw No. 10342.

ADOPTED ON CONSENT

8. **APPLICATION BY HABIB SAMARI FOR REZONING AT 11320 WILLIAMS ROAD FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "COMPACT SINGLE DETACHED (RC2)" ZONE**
(File Ref. No. RZ 21-930446; 12-8060-20-010303) (REDMS No. 6762896; 2243859; 6786507)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10303, for the rezoning of 11320 Williams Road from the "Single Detached (RSl/E)" zone to the "Compact Single Detached (RC2)" zone, be introduced and given first reading.

ADOPTED ON CONSENT

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CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

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9. **APPLICATION OF RESIDENTIAL RENTAL TENURE ZONING TO PRESERVE AND PROTECT 60 EXISTING, PURPOSE-BUILT RENTAL HOUSING SITES**
(File Ref. No. 08-4057-08; 12-8060-20-010014; xR: 08-4057-08) (REDMS No. 6762046; 6817569)

R22/1-3 It was moved and seconded
That Richmond Zoning Bylaw No. 8500 Amendment Bylaw No. 10014 (Residential Rental Tenure to Preserve and Protect Existing, Purpose-Built Rental Housing Sites) be introduced and given first reading.

The question on the motion was not called as staff reviewed the proposed bylaw, noting that recent Provincial legislation has allowed municipalities to specify housing tenure and that the proposed bylaw would ensure 60 rental sites in the city would remain rental housing. Staff added that the proposed bylaw would codify existing City rental policies and would provide certainty for residents and clarity for developers. Furthermore, staff noted that should the bylaw proceed, it will be considered at an upcoming Public Hearing and the current rental property owners will be able to provide input on the matter.

Discussion ensued with regard to (i) preserving current rental housing in the city, (ii) incentivizing rental housing development, (iii) reviewing opportunities to add additional density to rental sites, and (iv) historical incentives and development process for affordable and rental housing in Richmond.

The question on the motion was then called and it was **CARRIED**.

Discussion then ensued with regard to advocating senior levels of government to support affordable housing and market rental housing initiatives, and as a result, the following **motion** was introduced:

R22/1-4 It was moved and seconded
That a letter to be sent to Richmond Members of Parliament and Richmond Members of the Legislative Assembly, advising of the City's decisions regarding residential rental tenure zoning.

The question on the motion was not called as discussion ensued with regard to pension plan real estate investments in Richmond and development of Co-op housing.

As a result of the discussion, staff were directed to use Co-op housing development as an example where senior levels of government can support affordable housing.

The question on the motion was then called, and it was **CARRIED**.

NON-CONSENT AGENDA ITEMS

PLANNING COMMITTEE –
Councillor Bill McNulty, Chair

10. **APPLICATION BY CAO CONSTRUCTION FOR REZONING AT 6531 FRANCIS ROAD FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "ARTERIAL ROAD TWO-UNIT DWELLINGS (RDA)" ZONE**
(File Ref. No. RZ 19-878165; 12-8060-20-010332) (REDMS No. 6789491; 6789498)

R22/1-5 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10332, for the rezoning of 6531 Francis Road from the "Single Detached (RS 1/E)" zone to the "Arterial Road Two-Unit Dwellings (RDA)" zone, be introduced and given first reading.

The question on the motion was not called as discussion ensued with regard to (i) allocating additional parking space and green space on-site, (ii) redesigning the proposed sundecks to minimize overlook, (iii) reviewing options to densify developments along arterial roads, (iv) incentivizing energy efficiency in developments, and (v) developing various types of housing.

The question on the motion was then called, and it was **CARRIED** with Cllrs. Day and Wolfe opposed.

BYLAWS FOR ADOPTION

R22/1-6 It was moved and seconded
That the following bylaws be adopted:

Housing Agreement (3208 Carscallen Road) Bylaw No. 10036

Council Procedure Bylaw No. 7560, Amendment Bylaw No. 10335

CARRIED

ADJOURNMENT

R22/1-7 It was moved and seconded
That the meeting adjourn (8:05 p.m.).

CARRIED

City of Richmond

Minutes

Regular Council
Monday, January 10, 2022

Certified a true and correct copy of the Minutes of the Regular meeting of the Council of the City of Richmond held on Monday, January 10, 2022.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)

City of Richmond

Minutes

Community Safety Committee

Date:	Tuesday, January 11, 2022
Place:	Council Chambers Richmond City Hall
Present:	Councillor Linda McPhail, Chair Councillor Carol Day Councillor Andy Hobbs Councillor Alexa Loo (by teleconference) Councillor Bill McNulty Councillor Harold Steves (by teleconference)
Also Present:	Councillor Chak Au (by teleconference) Councillor Michael Wolfe (by teleconference)
Call to Order:	The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Community Safety Committee held on December 7, 2022, be adopted.

CARRIED

NEXT COMMITTEE MEETING DATE

February 15, 2022, (tentative date) at 4:00 p.m. in the Council Chambers

AGENDA ADDITION

It was moved and seconded
That Temporary Patios be added to the agenda as Item No. 7A.

CARRIED

DELEGATIONS

1. Oliver Grüter-Andrew, President and CEO, and Stephen Thatcher, Vice President, Operations, E-Comm 9-1-1 (E-Comm), were in attendance to provide a presentation on police communication operations and 9-1-1 update. A PowerPoint presentation was given (attached to and forming part of these minutes as Schedule 1), providing an overview of E-Comm operations, including service challenges, review processes, statistics and proposed recommendations, together with an introduction to Next Generation 9-1-1.

   Discussion ensued with respect to the increased 9-1-1 call volume and subsequent delay in response times, noting that historical weather events, simultaneous with the considerable staffing vacancy of BC Ambulance, were drivers for the historical call volume increase late spring 2021. Mr. Thatcher noted that recruiting and vacancy challenges are North America wide and that the more complex the operation, the more challenging it is to retain employees. Mr. Thatcher further noted that, in an effort to reduce wait times, E-Comm worked with BC Ambulance to build capacity and implement a system to triage calls (cross-train staff, etc.). However, without the required increase in BC Ambulance staffing to meet the call volume targets (approximately 125 additional staff), the increase in service was limited and not sustainable for E-Comm.

   The delegation advised they are in conversation with City staff with respect to E-Comm's community safety initiatives, and that a further update will be provided to the Committee later in the year.

COMMUNITY SAFETY DIVISION

2. **PROPERTY USE MONTHLY ACTIVITY REPORT – NOVEMBER 2021**
   (File Ref. No. 12-8375-03) (REDMS No. 6793753)

   A brief discussion ensued with respect to illegal ride-hailing. Staff noted they are aware of three illegal ride-hailing companies operating in the Lower Mainland, including Richmond, and that the number of drivers working for these companies is unknown. Staff further noted they will continue to work with partner law enforcement agencies in a pro-active manner for ongoing enforcement and to seek additional opportunities to address.

With respect to snow removal enforcement, staff noted there were no fines or warnings issued during the recent snow storm, adopting the strategy to gain compliance through education (e.g. pamphlets, social media, etc.) and that, going forward, fines will be issued as it will be a reoccurrence. Staff further noted in cases where the residence is empty, snow removal can be done on an emergency basis, with a fine issued to the property owner.

It was moved and seconded
That the staff report titled "Property Use Monthly Activity Report – November 2021", dated December 10, 2021, from the General Manager, Community Safety, be received for information.

CARRIED

3. **COMMUNITY BYLAWS PARKING ENFORCEMENT AND ANIMAL SERVICES MONTHLY ACTIVITY REPORT – NOVEMBER 2021**
(File Ref. No. 12-8060-01) (REDMS No. 6786539)

Discussion ensued with respect to non-compliance and ticketing regarding off-leash dogs on school grounds and City parks. Staff noted that compliance is generally sought through education, with Bylaw Officers providing information and a warning when non-compliant. Staff further noted that Bylaw Officers have access to previous warnings and will move forward with a ticket for any reoccurrence.

It was moved and seconded
That the staff report titled "Community Bylaws Parking Enforcement and Animal Services Monthly Activity Report – November 2021", dated December 8, 2021, from the General Manager, Community Safety, be received for information.

CARRIED

4. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – NOVEMBER 2021**
(File Ref. No. 99-Fire Rescue/) (REDMS No. 6794970)

It was moved and seconded
That the staff report titled "Richmond Fire-Rescue Monthly Activity Report – November 2021", dated December 6, 2021, from the Acting Fire Chief, be received for information.

CARRIED

5. **FIRE CHIEF BRIEFING**
(Verbal Report)

Items for discussion:

None.

6. **RCMP MONTHLY ACTIVITY REPORT – NOVEMBER 2021**
(File Ref. No. 09-5000-01) (REDMS No. 6787436)

It was moved and seconded
That the staff report titled "RCMP Monthly Activity Report - November 2021 ", dated December 7, 2021, from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

7. **RCMP/OIC BRIEFING**
(Verbal Report)

Items for discussion:

None.

7A. **TEMPORARY PATIOS**

Item 7A was withdrawn.

8. **MANAGER'S REPORT**

None.

ADJOURNMENT

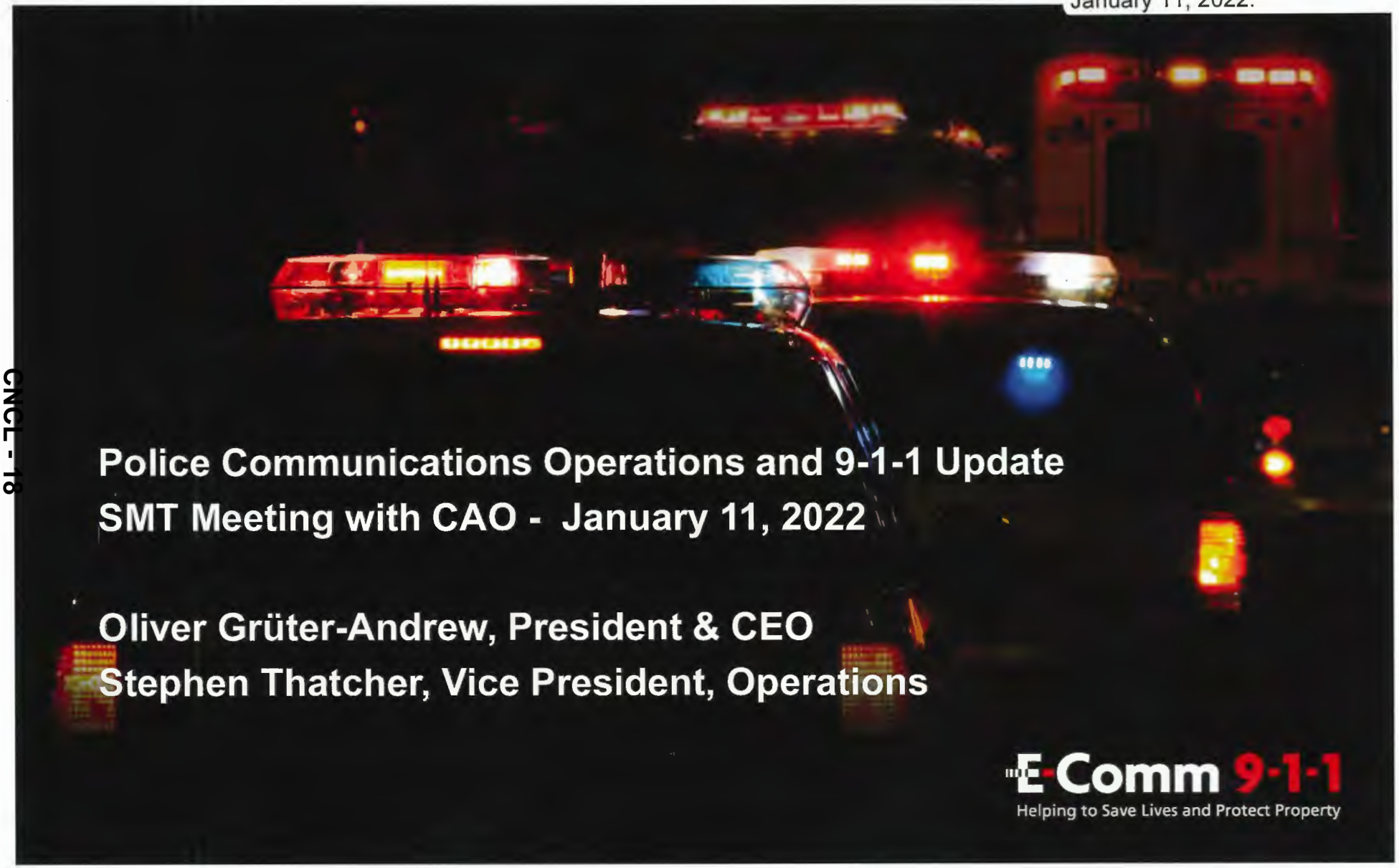
It was moved and seconded
That the meeting adjourn (5:18 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Tuesday, January 11, 2022.

Councillor Linda McPhail
Chair

Lorraine Anderson
Legislative Services Associate


Police Communications Operations and 9-1-1 Update
SMT Meeting with CAO - January 11, 2022
Oliver Grüter-Andrew, President & CEO
Stephen Thatcher, Vice President, Operations
E-Comm 9-1-1
Helping to Save Lives and Protect Property

Agenda

- Police Communications Operations
  - 2021 Pressures
  - Police Communications Operations Review
  - 2022 Levy
- NG9-1-1

E-Comm Background

- E-Comm has been providing 9-1-1, police emergency/non-emergency call taking and dispatch services since 1999.
- An initial base of agency partners (e.g. MetroVan RD for 9-1-1 call-taking, VPD and Highway Patrol) dispatch was expanded on substantially between 2011 and 2019 to include 9 out of 10 independent police departments as well as four large RCMP detachments.
- Critically, E-Comm's 9-1-1 call-taking responsibilities grew to answering 99% of all 9-1-1 calls made in B.C, making E-Comm a province-wide business.
- In 2020 E-Comm received and down-streamed 1.85M 9-1-1 calls, and we answered 564K police emergency calls and 668K police non-emergency calls on behalf of its agency partners.
- Since 2019, E-Comm supports all independent municipal police departments in B.C. with communication services, except the Nelson Police Department.

Two Major Service Challenges

1. Non-emergency call taking answer delays

- ❑ Started to miss service targets periodically in 2017
- ❑ Significant answer delays experienced in 2018/19, but less in 2020 due to COVID
- ❑ Conducted fulsome Operations Review to understand root causes
- ❑ Working with police leadership on re-structuring and re-funding of service
- ❑ Short-term improvements will require significant investment in the next few years

Two Major Service Challenges

2. Delays to 9-1-1 answering
   - ❑ New problem starting in later spring 2021
   - ❑ Rooted in increased calls for Ambulance service and staffing shortage at BCEHS
   - ❑ Working with BCEHS to address impact on 9-1-1 service

Service Delivery Challenges

- In the summer of 2018 E-Comm started to exhibit difficulties meeting its service level objectives for non-emergency call taking, leading to periodic excessive wait times for callers.
- E-Comm last updated agencies (and in some cases their Board) in late 2019 on its assessment of the issues and its plans to address them, including an analysis of call-taker capacity shortfall in communication centre.
- In the autumn of 2019 E-Comm first presented a high-level capacity remediation plan to police chiefs and committed to a more robust analysis ("Operations Review") to ensure a solid understanding of all underlying issues and proposed measures.
- E-Comm requested additional call-taker funding from all its police partner agencies for 2020 and made plans to conduct the Operations Review that year, but both objectives were deferred largely due to the COVID-19 pandemic.
- E-Comm re-grouped to launch the Operations Review in late 2020 in multiple stages.

Operations Review Purpose and Scope

Purpose

- Present a comprehensive information set concerning E-Comm's operational performance challenges
- Present the data for key indicators over several years (trending)
- Identify root causes for service performance challenges
- Demonstrate and quantify E-Comm's need for additional funding
- Show that the full range of issues has been explored and that there will be no further "catch up" funding requests as a result of areas of work not reviewed

Scope

- Police call-taking, dispatch and CPIC reporting activities in the Lower Mainland and on Vancouver Island
- Direct support activities such as supervisory/management, workforce planning/scheduling, training and mentoring, policy and application support services

Operations Review Approach

Phase 1: September – December 2020:

E-Comm operations self-study and internal operations review report. Delivered internally by E-Comm, with guidance on content and structure from our police partner agencies.

Phase 2: January – April 2021:

External validation of internal review findings. Conducted by PricewaterhouseCoopers "PwC" with representatives of E-Comm police partner agencies and qualified external contributors.

Phase 3: April – September 2021:

Engagement with municipal finance departments in 2022 pre-budgeting process. Funding proposals focused on addressing staffing and capability gaps identified in Phase 2 report.

Phase 4: June – December 2021:

Develop and present multi-year plan to deliver services to expectations through review of public service needs, changes to our traditional operations practices and further funding

Operations Review Process – Phase 2

- Independent analysis of data by PwC; applied expertise in call centre management by using established tools and process evaluation techniques to determine needs as defined by our unique environment.
- Generated a “Current State Report”.
- PwC engaged with a Steering Committee comprised of senior police representatives on behalf of the agencies served by E-Comm and two of E-Comm’s board members.
- PwC finalized, across six broad categories, a series of recommendations that are designed to drive greater operational efficiency and maturity.
- PwC facilitated discussions with the E-Comm Executive Leadership Team to prioritize these recommendations.
- PwC’s final draft review and report delivered to E-Comm April 9, 2021.
- E-Comm shared outcomes with BC Association of Chiefs of Municipal Police and RCMP senior leadership.

Recommendations are summarised in 6 core groups

1. Rightsize

E-Comm is significantly understaffed. To hit service level and occupancy targets (while factoring in shrinkage) the ECC needs to significantly increase FTE in Call Taking and recruitment into Dispatch. Specifics of the increase and initiatives which could reduce the delta are outlined in Section 1.

Also, to support the recommendations in Section 2, E-Comm needs to allocate dedicated resources to manage change in the ECC. Resource 'rightsizing' should be considered on a 'per-project' basis depending on size and complexity.

2. Build enterprise capabilities

E-Comm does not have the ability to evolve in its current structure. To drive change and optimise successfully, E-Comm needs to:

- Build foundational enterprise capabilities that will support operational planning, change and project management.
- Develop interactive governance frameworks with functional level Agency resources to collaboratively solve issues and build confidence.

We are recommending a 'start-small', 'finish-big' approach to developing critical enterprise capabilities and operational maturity.

3. Build core capabilities

Core capabilities of Workforce, Reporting, Training, and Quality Assurance are not evolved to support ECC needs.

E-Comm needs to:

- Configure NICE WFM.
- Enable Real-time Adherence.
- Start gaining efficiency from NICE WFM.
- Enhance Reporting.
- Modify and improve existing training.
- Design and deliver additional training.
- Develop proactive Quality assurance.
- Build soft-skills and competencies with Supervisors, Team Leads, Mentors and Managers.

4. Operational realignment

There is a gap between the core services the ECC is designed to support and the services agencies expect the ECC to deliver.

E-Comm needs to reset service expectations by:

- Developing service catalogues and analysing service ability based on current funding.
- Re-baselining services with agencies.
- Developing data and reporting capabilities to track and forecast future shifts in demand.

5. Optimise efficiencies

Once resources are right-sized, the ECC will be in a position to leverage capacity and begin to optimise efficiencies across operations.

E-Comm should focus on:

- Review of Dispatch and strategies to reduce Dispatch demand.
- Review Call Taking for staffing and channel optimisations.
- Review technology for near and long term call deflection and self-serve techniques to lower the volume of contacts connecting to live Agents.
- Review future-state tech options for optimisation (inc. NG9-1-1).

6. NG9-1-1 readiness

Next Generation 9-1-1 (NG9-1-1) will become a reality over the coming few years. While E-Comm is developing its operational maturity model it is crucial that NG9-1-1 readiness is a fundamental, line-of-sight consideration.

E-Comm should prepare for the transition by:

- Developing operational requirements that drive technical solution design.
- Creating a business readiness roadmap to support effective transition.
- Reviewing 'future-state' operating model options to drive optimisation efficiencies.

While ramping up, innovations can drive significant FTE reductions

**FTE requirements will change over time based on evolving demand & changing needs.*

ILLUSTRATIVE

E-Comm
- 16 FTE
Alter shifts to 10-10

Agencies
- 16 FTE
ECLMD and ECVI both handle calls from **ALL** Agencies

Agencies
-15 FTE
Re-Direct Non-Emergency calls**

Legend

93 FTE TARGET INCREASE*

EFFICIENCY GAINS REDUCE FTE REQUIREMENTS

CAPACITY FOR 93 FTE INCREASE OVER CURRENT FUNDING

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*** Current topic of E-Comm Board discussion as the main opportunity to ensure emergency service targets are maintained.*

Key Considerations for E-Comm and its Partners

- **Ability To Fund:** all cities and police agencies are under pressure to maintain or even reduce current funding levels – are the levels of additional funding calculated by the Operations Review team realistically obtainable?
- **E-Comm's Core Business**: E-Comm's mission is to deliver exceptional emergency communication services. We need an active discussion about the place of non-emergency call-taking, as this is the source of greatest inefficiencies and new funding needs.
- **It's not just about call taker FTEs:** E-Comm has a multi-year deficit of staff support investments, such as in mental health support, recruiting, training, mentoring and development. Before funding increases are reflected in additional call-takers and service level improvements, we need to invest in these support structures to sustain the change.
- **Radical Transformation / NG911**: to make the scope of services successful and support our employees' well-being we need to drastically re-think our service delivery model.

Next Steps

- E-Comm will complete the Phase 4 deliverables and report on a multi-year plan for investment and transformation to return service levels to current targets.
- We will also demonstrate scenarios of investment need if some current key assumptions are changed, e.g. about service targets and service scope.
- E-Comm's Board of Directors will discuss the options at a strategic retreat in late December and provide guidance to management about the preferred future scenario of scope, service model and funding need.
- The Executive Team will subsequently be in touch with agencies and cities to discuss the Board's direction and work on a mutual multi-year implementation plan.
- E-Comm's Board of Directors has approved a 2022 funding increase to allow us to begin our foundational build-out.
- We are happy to come back later in the year or early 2022 to continue the discussion.

E-Comm 9-1-1

Dispatch Levies Summary

LMD Police

Call-Taking Increase based on Call Volume Allocation

Agency	2021 Approved Budget	2022 Forecast per SFP	2022 Allocate CT Increase %	2022 Allocate CT Increase$	2022 BUDGET APPROVED	2022 vs 2021 $ Increase vs PY	2022 vs 2021 % Increase vs PY
		6.5%			*TOTAL*		
[1] Richmond RCMP	2,646,320	2,818,330	8.4%	320,550	3,138,880	492,560	18.6%

CNCL - 34

[1] *Allocation is based on pro-rata of current total dispatch levy for Richmond RCMP, R43, Squamish and Ridge Meadows as consolidated queue representing 21.2% of the total. Additional work to be done that may result in the % allocation for these 4 agencies shifting between themselves.*

Next Generation 9-1-1

E-Comm 9-1-1

Helping to Save Lives and Protect Property

NG9-1-1 Summary

- A federally-mandated (CRTC) requirement for 9-1-1.
- Modern, resilient technology that will enable the 9-1-1 system to adapt to new technologies including voice, Real Time Text, images and video, as well as enhanced location information.
- Phased implementation, beginning in 2022 and ending in 2025.
- Requires telecommunications carriers as well as Primary and Secondary Public Safety Answer Points (PSAPs), like E-Comm, to update technology.
- Will require changes to call-handling procedures, dispatch and possibly police operating procedures.
- Costs to regional districts and municipalities is being developed – will be levied in 2023.
- Argument for provincial government role, including standards and funding.

What is NG9-1-1?

- A federally-mandated, complete modernisation of Canada's 30-year-old 9-1-1 telecommunications technology network, as operated by the telcos and used by E-Comm and other PSAPs.
- A set of functional improvements such as exact location determination, ability to transfer emergency calls across Canada, and sending texts to 9-1-1 operators.
- A platform for a wide range of further possible emergency response functionalities, which over time can improve:
  - diversity-specific responses;
  - health condition-specific responses (e.g. for mental health); and
  - greater service equity for rural and remote communities, including Indigenous communities.

Key NG9-1-1 Technology Milestones

- NG 9-1-1 voice service launch – March 1, 2022
- Ability to send texts to 9-1-1 made available by telcos – July 1, 2023
- Decommissioning of old 9-1-1 networks – March 4, 2025

NG9-1-1 Service Cost Impacts

- E-Comm incurring costs of technological change, not yet assessing operations impact
- Starting levy increase in 2023, more detailed numbers in mid-2022
- NG9-1-1 will impact 9-1-1 call downstreaming to municipal police and fire departments

Opportunities from NG9-1-1

- Improved public safety:

- Enhanced coordination between PSAPS
- Enhanced coordination between PSAPS and downstream agencies
- Richer information for 9-1-1 operators and downstream agencies
- New options for mental health and social emergency services
- Improved support for Indigenous communities and diverse populations
- Improved provincial management information opportunities

Risks to Successful NG9-1-1 Rollout in B.C.

Time is of the essence:

- The tight timelines for change recently announced by CRTC will require quick action by multiple stakeholders.

It's difficult:

- The technologies are new and require provincially-consistent practice standards, information formats, system integrations and operational process changes to be agreed, developed, tested and rolled out.

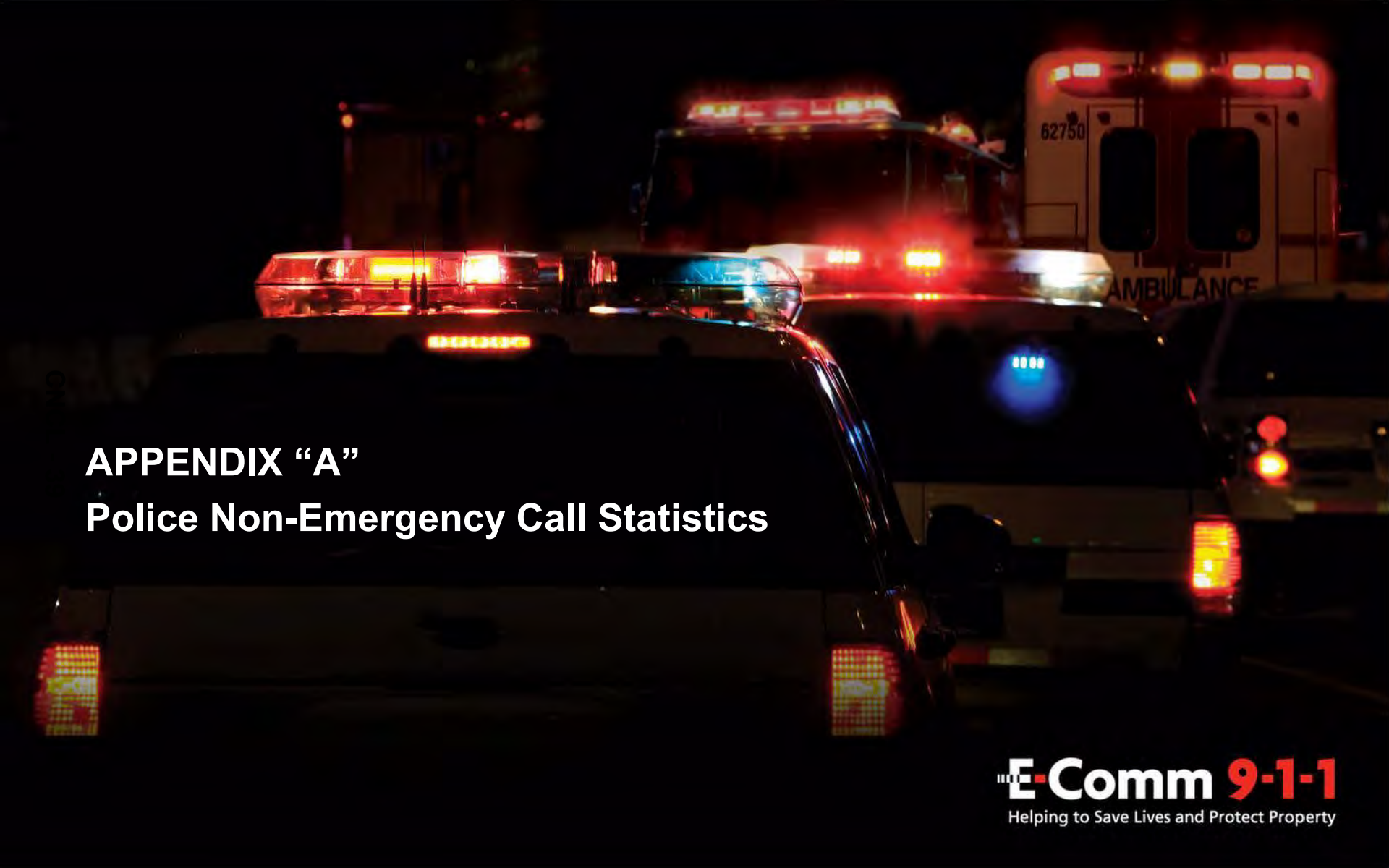
B.C. is complicated:

- Policies and standards are legally owned by over 100 regional districts, independent municipalities and indigenous nations.
- Service providers such as TELUS, E-Comm and the RCMP must reach agreements for service with all of them in very limited time.

Recommended Action

Establish a provincial-level 9-1-1 authority for policy and standards of service:

- Relieve all 27 regional districts, which are currently responsible for policy setting, to create more a consistent service and provide more equitable support for communities;
- Include consistent guidelines to ECC operators in police, fire and ambulance to help ensure a safe technical change-over to NG9-1-1; and,
- Develop and steward a provincial roadmap to take full advantage of NG9-1-1 opportunities that can improve emergency communication services for all British Columbians.
- Similar to Technical Safety B.C. in terms of mandate and governance.
- Additional funding to establish the NG9-1-1 service and integrate additional responder options.



APPENDIX “A”
Police Non-Emergency Call Statistics

E-Comm 9-1-1
Helping to Save Lives and Protect Property

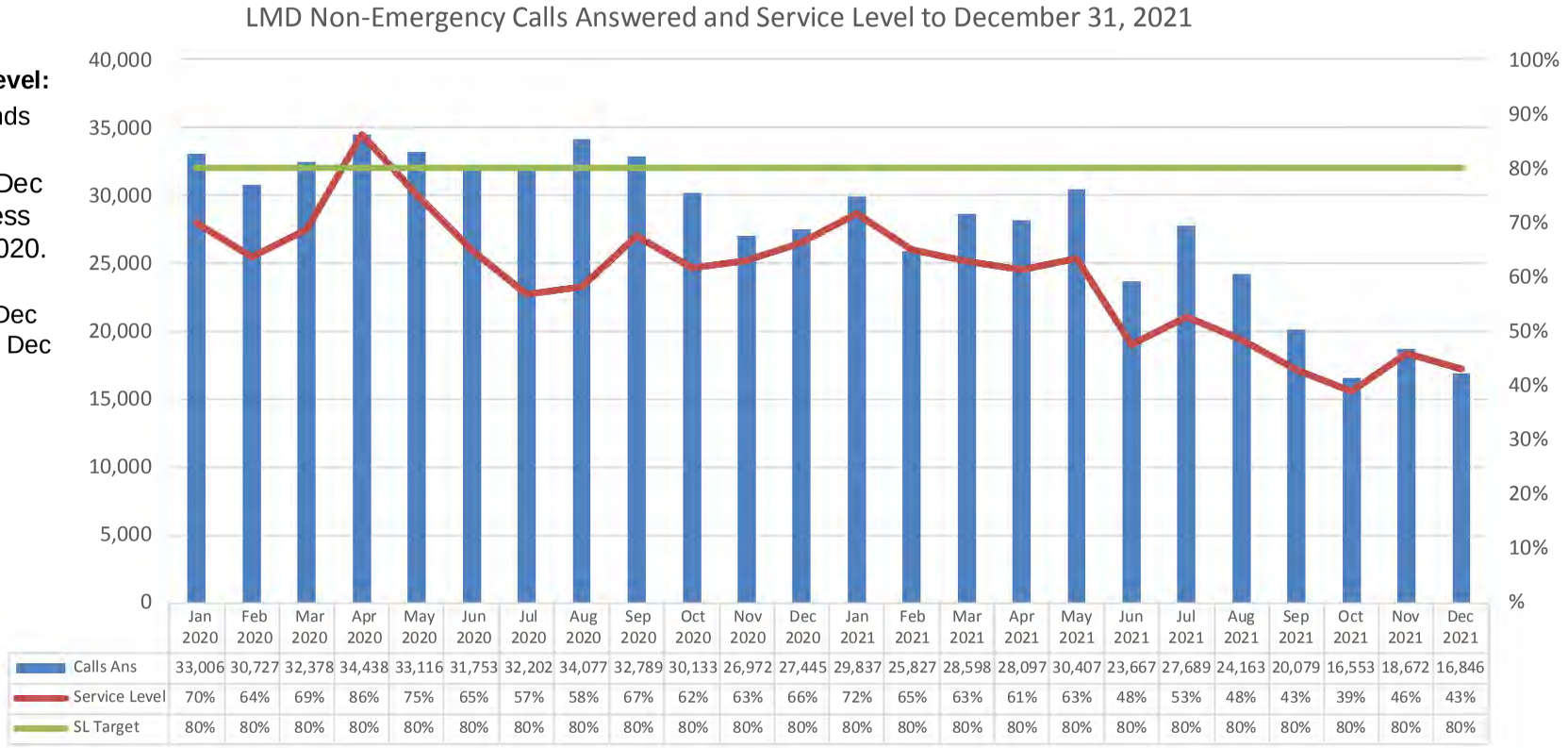
LMD Non-Emergency Service Levels – 53.5% YTD Dec 2021 (66.5% YTD Dec 2020)

Target Service Level:
80% / 180 seconds

Calls offered in Dec 2021 is 8.4% less than from Dec 2020.

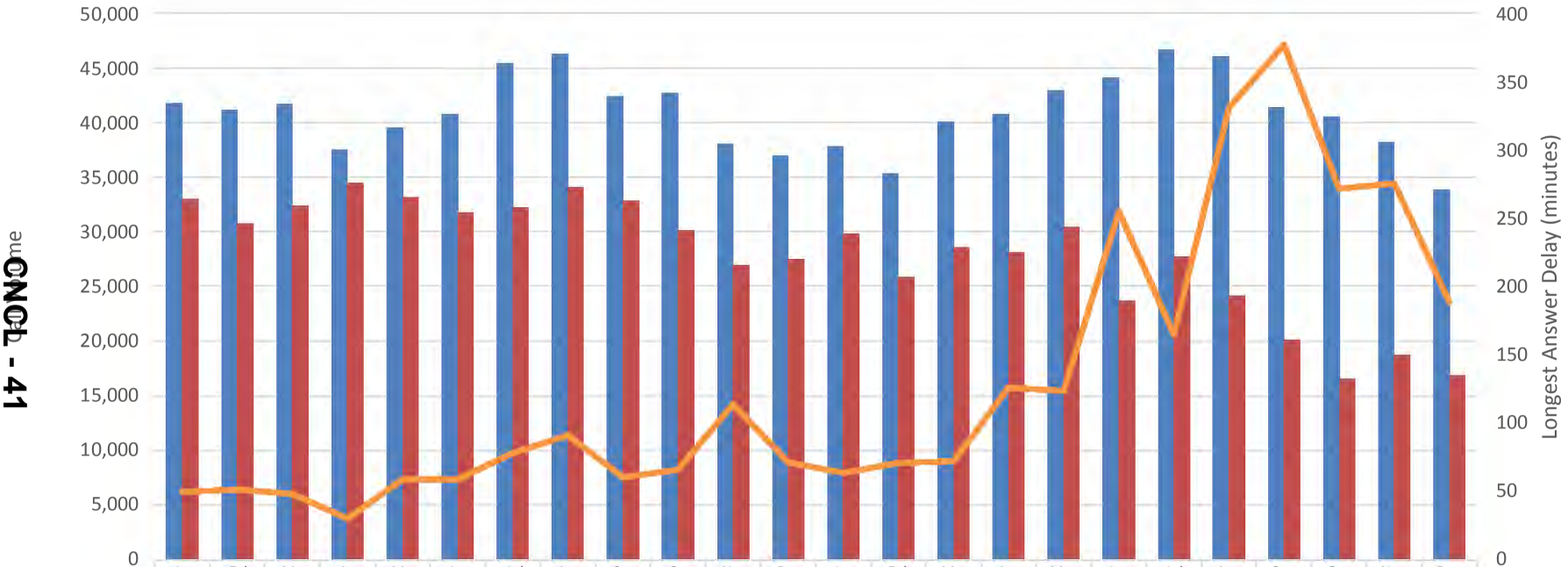
ATT: 474.3s in Dec 2021 vs. 436.7s in Dec 2020

CNEI - 40



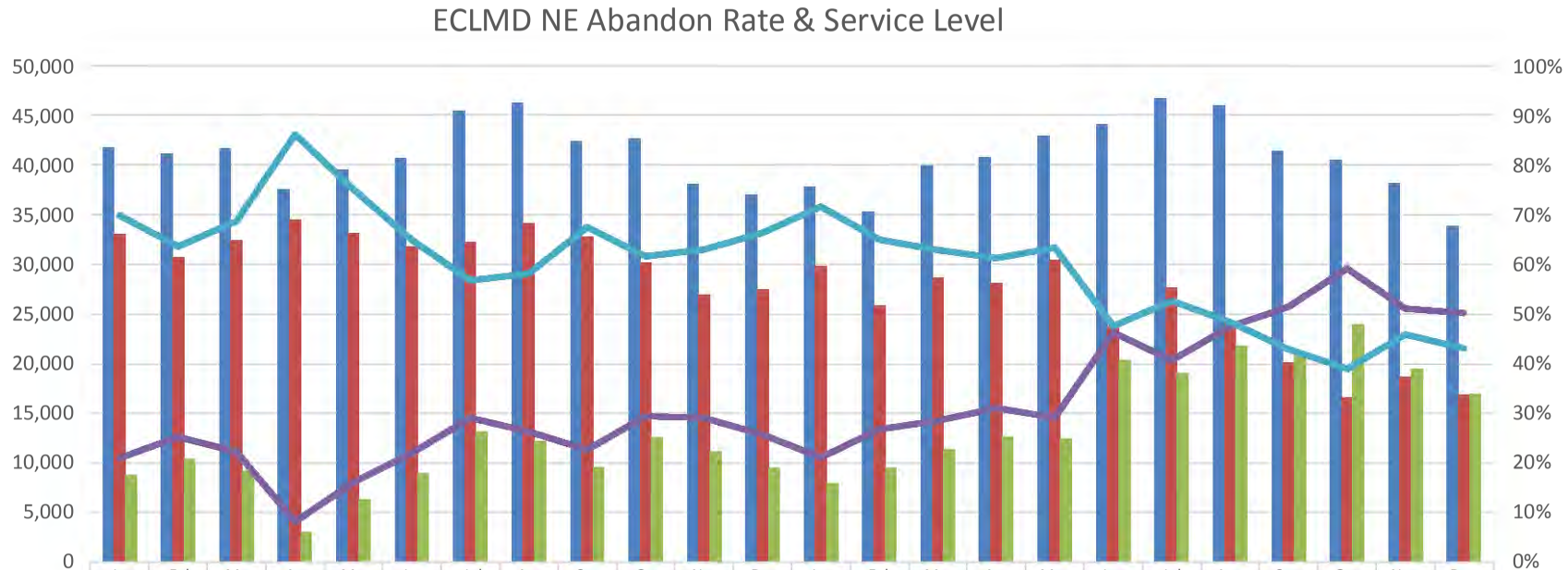
	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	Jul 2020	Aug 2020	Sep 2020	Oct 2020	Nov 2020	Dec 2020	Jan 2021	Feb 2021	Mar 2021	Apr 2021	May 2021	Jun 2021	Jul 2021	Aug 2021	Sep 2021	Oct 2021	Nov 2021	Dec 2021
Calls Ans	33,006	30,727	32,378	34,438	33,116	31,753	32,202	34,077	32,789	30,133	26,972	27,445	29,837	25,827	28,598	28,097	30,407	23,667	27,689	24,163	20,079	16,553	18,672	16,846
Service Level	70%	64%	69%	86%	75%	65%	57%	58%	67%	62%	63%	66%	72%	65%	63%	61%	63%	48%	53%	48%	43%	39%	46%	43%
SL Target	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%

LMD NE Longest Call Waiting – 2021 YTD trend



	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	Jul 2020	Aug 2020	Sep 2020	Oct 2020	Nov 2020	Dec 2020	Jan 2021	Feb 2021	Mar 2021	Apr 2021	May 2021	Jun 2021	Jul 2021	Aug 2021	Sep 2021	Oct 2021	Nov 2021	Dec 2021
Calls Offered	41,782	41,099	41,650	37,507	39,480	40,714	45,406	46,243	42,389	42,705	38,042	36,939	37,819	35,285	40,013	40,739	42,898	44,064	46,663	45,990	41,365	40,507	38,155	33,829
Calls Ans	33,006	30,727	32,378	34,438	33,116	31,753	32,202	34,077	32,789	30,133	26,972	27,445	29,837	25,827	28,598	28,097	30,407	23,667	27,689	24,163	20,079	16,553	18,672	16,846
LCW (min)	50	52	48	30	59	59	78	91	60	66	114	71	64	71	72	126	123	255	165	331	377	272	275	189

LMD NE Volume/Abandonment/SL – 2021 YTD trend



	Jan 2020	Feb 2020	Mar 2020	Apr 2020	May 2020	Jun 2020	Jul 2020	Aug 2020	Sep 2020	Oct 2020	Nov 2020	Dec 2020	Jan 2021	Feb 2021	Mar 2021	Apr 2021	May 2021	Jun 2021	Jul 2021	Aug 2021	Sep 2021	Oct 2021	Nov 2021	Dec 2021
Calls Offered	41,782	41,099	41,650	37,507	39,480	40,714	45,406	46,243	42,389	42,705	38,042	36,939	37,819	35,285	40,013	40,739	42,898	44,064	46,663	45,990	41,365	40,507	38,155	33,829
Calls Ans	33,006	30,727	32,378	34,438	33,116	31,753	32,202	34,077	32,789	30,133	26,972	27,445	29,837	25,827	28,598	28,097	30,407	23,667	27,689	24,163	20,079	16,553	18,672	16,846
Abandons	8,776	10,372	9,272	3,069	6,364	8,961	13,204	12,166	9,600	12,572	11,070	9,494	7,982	9,458	11,415	12,642	12,491	20,397	18,974	21,827	21,286	23,954	19,483	16,983
Abandon Rate	21%	25%	22%	8%	16%	22%	29%	26%	23%	29%	29%	26%	21%	27%	29%	31%	29%	46%	41%	47%	51%	59%	51%	50%
Service Level	70%	64%	69%	86%	75%	65%	57%	58%	67%	62%	63%	66%	72%	65%	63%	61%	63%	48%	53%	48%	43%	39%	46%	43%

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APPENDIX “B”

9-1-1 Call Volumes and Downstream Wait Times

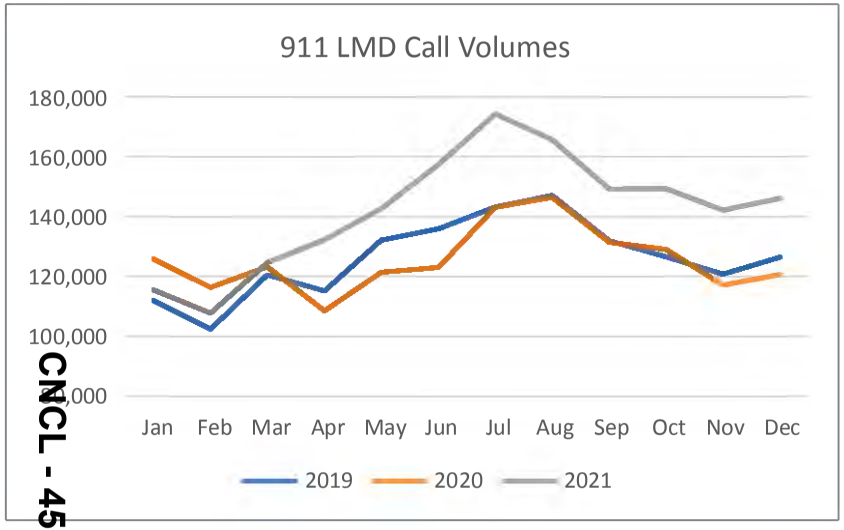
E-Comm 9-1-1

Helping to Save Lives and Protect Property

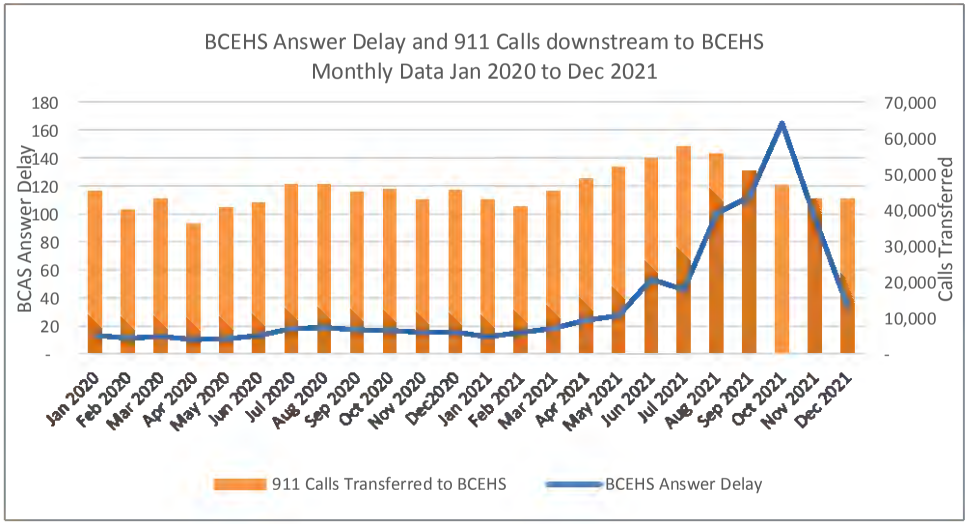
9-1-1 Volumes and Downstream Wait Times

2. Delays to 9-1-1 answering
   - ❑ New problem starting in later spring 2021
   - ❑ Rooted in increased calls for Ambulance service and staffing shortage at BCEHS
   - ❑ Working with BCEHS to address impact on 9-1-1 service

911 Volumes and Downstream Wait Times Increased



- All regions 9-1-1 call volumes have increased 13.3% over 2020 from 2021 Jan-Dec
- BCEHS volume has been significantly increasing over the last 2 years, 11.7% higher (Jan-Dec) when compared to 2020 and 27.7% higher when compared to 2019.



- 2019 avg. answer delay was 15 secs
- Since Apr 2021, answer delay has exceeded 20 secs with Oct 2021 at 165 secs; The frequency and duration of long delays have reduced in December.

2 new processes implemented: Priority queue and abandoned calls form to reduce 9-1-1 backlog or impact to the public and E-comm call takers. If call volumes and wait time persist, 9-1-1 Service level performance will be at risk without additional 9-1-1 resources or a revision in policy or target. Further efforts underway with BCEHS to identify efficiencies.

City of Richmond

Minutes

General Purposes Committee

Date: Monday, January 17, 2022

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves (by teleconference)
Councillor Michael Wolfe (by teleconference)

Call to Order: The Chair called the meeting to order at 4:01 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the General Purposes Committee held on January 5, 2022, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **CAPSTAN STATION INTEGRATION STRATEGY - RECOMMENDATION TO AWARD CONTRACT FOR DEVELOPMENT OF CONCEPTUAL DESIGNS**
(File Ref. No. 02-0775-50-7237) (REDMS No. 6773242)

It was moved and seconded
(1) That Contract 7237P Capstan Station Integration - Development of Conceptual Designs estimated at $482,340.00 be awarded to Dialog Design;

(2) That the City enter into an agreement with Dialog Design based on the terms as outlined in the staff report titled "Capstan Station Integration Strategy - Recommendation to Award Contract for Development of Conceptual Designs" dated December 13, 2021 from the Director, Transportation; and

(3) That the Chief Administrative Officer and General Manager, Planning and Development, be authorized to execute the above agreement on behalf of the City.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

2. **2021 RICHMOND BEE CITY CANADA CERTIFICATION APPLICATION**
(File Ref. No. 10-6160-06) (REDMS No. 6595699)

It was moved and seconded
That the application, as described in the report titled '2021 Richmond Bee City Canada Certification Application, from the Director, Sustainability and District Energy, dated December 14, 2021, be endorsed and submitted to Pollinator Partnership Canada.

CARRIED

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:03 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, January 17, 2022.

Mayor Malcolm D. Brodie
Chair

Evangel Biason
Legislative Services Associate

City of Richmond

Minutes

Planning Committee

Date:	Tuesday January 18, 2022
Place:	Council Chambers Richmond City Hall
Present:	Councillor Bill McNulty, Chair Councillor Alexa Loo Councillor Chak Au Councillor Carol Day Councillor Andy Hobbs Councillor Harold Steves (by teleconference)
Also Present:	Councillor Linda McPhail (by teleconference) Councillor Michael Wolfe (by teleconference)
Call to Order:	The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on January 6, 2022, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY PAKLAND PROPERTIES FOR REZONING AT 8720/8740 ROSEMARY AVENUE FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE**
(File Ref. No. RZ 21-934283; 12-8060-20-010340) (REDMS No. 6803636)

It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10340, for the rezoning of 8720/8740 Rosemary Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

CARRIED

2. **REFERRAL RESPONSE: REVIEW OF OFFICE STRATIFICATION REGULATIONS**
(File Ref. No. 08-4050-22) (REDMS No. 6690831)

It was moved and seconded

(1) That no further restrictions on the stratification and airspace subdivision of office space be considered at this time; and

(2) That staff continue to monitor the effectiveness of the existing office stratification policy and report back in two years.

CARRIED

3. **MANAGER'S REPORT**

Lulu Awards for Urban Design

Staff advised that a Press Release was issued today to encourage submissions for the Lulu Design Awards. A call for submissions is also being made through social media.

Smith Street Supportive Housing

Staff advised that excavation has started on the property and that the Modular Supportive housing units should be ready for occupancy sometime in June 2022.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:06 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on January 18, 2022.

Councillor Bill McNulty
Chair

Raman Grewal
Legislative Services Associate

City of Richmond

Report to Committee

To:	General Purposes Committee	**Date:**	December 13, 2021
From:	Lloyd Bie, P.Eng. Director, Transportation	**File:**	02-0775-50-7237/Vol 01
Re:	**Capstan Station Integration Strategy - Recommendation to Award Contract for Development of Conceptual Designs**		

Staff Recommendation

1. That Contract 7237P Capstan Station Integration - Development of Conceptual Designs estimated at $482,340.00 be awarded to Dialog Design;
2. That the City enter into an agreement with Dialog Design based on the terms as outlined in the staff report titled "Capstan Station Integration Strategy - Recommendation to Award Contract for Development of Conceptual Designs" dated December 13, 2021 from the Director, Transportation; and
3. That the Chief Administrative Officer and General Manager, Planning and Development, be authorized to execute the above agreement on behalf of the City.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Finance	☑	for Erceg
Arts, Culture & Heritage	☑	
Parks Services	☑	
Purchasing	☑	
Development Applications	☑	
Policy Planning	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:** LB	**APPROVED BY CAO**

6773242

Staff Report

Origin

The approved 2020 Capital Plan includes the development of conceptual, preliminary and detailed designs for the Capstan Station Integration Strategy based on four general directions: Mobility Belt, Signature Elements, Supportive Infrastructure, and Coordinated Activation Zones. Following completion of a competitive bid process, this report recommends the award of a contract to Dialog Design for the development of the designs.

This report supports Council's Strategic Plan 2018-2022 Strategy #3 One Community Together:

> *Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.*
>
> *3.1 Foster community resiliency, neighbourhood identity, sense of belonging, and intercultural harmony.*
>
> *3.2 Enhance arts and cultural programs and activities.*

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

> *An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.*
>
> *4.3 Encourage wellness and connection to nature through a network of open spaces.*

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

> *Leadership in effective and sustainable growth that supports Richmond's physical and social needs.*
>
> *6.1 Ensure an effective OCP and ensure development aligns with it.*
>
> *6.3 Build on transportation and active mobility networks.*

Background

Capstan Station Integration Strategy

The City Centre Area Plan envisions the Capstan Canada Line Station as an integral part of the Capstan Village Centre: a distinct and identifiable mixed use high-amenity multi-modal mobility hub and the village's principal focus for civic life, commercial activity, and community celebration. The concept of ground level integration of the station with adjacent developments (similar to Marine-Gateway Canada Line Station) was developed in consultation with TransLink in 2017 to enhance transit passenger experience and contribute to a vibrant downtown urban space.

There are prominent and diverse features in the vicinity of Capstan Station and the transit plaza that are dispersed and stand-alone, thereby lacking synergy with each other:

- Multiple mixed used and commercial developments at various stages
- Existing and future parks and trails, which provide opportunities for integration with the pedestrian and cycling network
- Waterfront and dike trail network
- Future community amenities including a new City Centre North Community Centre, Early Childhood Development Hub (completed and leased to operator), and a non-profit privately-owned youth/child arts facility (approved and under construction)
- Village Centre focused around the intersection of No. 3 Road and Capstan Way

The Capstan Station Integration Strategy (the Strategy) will involve a multi-stakeholder process to develop the connectivity, wayfinding, safety, convenience, identifiable landmarks, and programming to integrate the key elements of the area to create a cohesive and vibrant urban community. The engagement process will include the public, community groups, representatives of TransLink, and pending development applications in proximity to Capstan Station to ensure an integrated and coordinated approach.

Through voluntary developer contributions to date, the City has raised approximately $38 million in the Capstan Station Reserve Fund (the Fund) towards the design and construction of Capstan Station and the Strategy. Of this amount, $32.2 million has been transferred to TransLink for the design and construction of the station. The design was substantially completed in September 2021 and construction of the new station is underway with completion anticipated in 2023. The Capstan Station funding agreement was designed to deliver the funds to TransLink for station construction at approximately 50% build out with additional funds collected being used to fund other mobility improvements to support the City's transportation and modal split objectives through the Strategy.

The total budget to support the Strategy is estimated at $24 million at full build-out through additional voluntary contributions to the Fund. The approved 2020 Capital Plan allocates $500,000 for the development of the conceptual design of the Strategy features, which represents two percent of the estimated value of the project. As funding for the Strategy will accrue over time in addition to the current balance of $6.1 million, a key component of the Strategy will be to develop an implementation, prioritization and phasing plan for the proposed design as funds become available.

Expenditure of the funds in the approved Capital Plan project for the Strategy with the recommended contract award for its development will allow the City to achieve:

- A cohesive public realm, including the transit plaza, City-owned park and public open space, with Capstan Station and the surrounding private development and public amenities including the City Centre North Community Centre
- Expansion of the use of active transportation city-wide to more destinations, including Talmey Elementary School that is within the neighbourhood's catchment, by facilitating connections to existing walking, cycling and rolling facilities
- Integration and support of city-wide strategies for trail and cycling networks

- A vision and an implementation plan to activate the public realm with community building programs focusing on the Capstan Neighbourhood
- Creation of a key community focal point for Capstan Village and the City Centre area
- A clear and distinct Capstan Village identity
- Wayfinding infrastructure (i.e., digitally-enabled and traditional signage)
- First-to-last kilometre connectivity through innovative and proven methods, including provision of flexible secured public bike storage, weather protected connections between travel modes and a multi-modal mobility hub. Multi-modal mobility hubs are key transportation network nodes designed to seamlessly integrate multiple travel modes, supportive infrastructure, and place making strategies with the aim of creating pedestrian-oriented centres.

Analysis

Procurement Process

Pre-qualified bidders were invited to respond to a Request for Proposals (RFP) solicitation that was issued August 11, 2021 and closed on September 14, 2021. Three submissions were received by the closing date from the following proponents:

- Dialog BC Architecture Engineering Interior Design Planning Inc. (Dialog Design)
- Happy City
- PFS Studio

Evaluation Process

The proposals were evaluated by a staff team from Transportation, Parks, Development Applications, and Arts, Culture & Heritage based on the following evaluation criteria identified in the RFP:

- proponent's team structure
- qualifications and past projects
- detailed methodology and schedule
- scope of services
- financial performance
- value added services
- sustainability and circular economy

Table 1 is a summary of the financial proposals received and the scores awarded by the evaluation team.

Table 1: Summary of RFP Evaluation Results

Score	Dialog Design	Happy City	PFS Studio
Financial Proposal	$482,340.00	$473,500.00	$784,894.00
Total Score	76.0%	63.2%	54.4%

The evaluation process resulted in Dialog Design being identified as the highest scoring proponent. Staff also conducted an interview with key project team members to further clarify

aspects of their proposal and confirm the proposed methodology that will be undertaken to complete the scope of work described in the RFP.

Although the proposal received from Happy City was the lowest priced submission, the past projects referenced by Dialog Design more closely match the scale and complexity of the Capstan Station Integration Study. The evaluation team also scored the project approach, methodology and overall coordination and management aspects higher for Dialog Design than Happy City.

The proposal from PFS Studio was not selected as the responses to the project methodology and project engagement have less detail than the other submissions, and higher financial cost was judged disproportionate to the deliverables.

Proposed Project Design Approach

For this project, Dialog Design has proposed a team with diverse skill sets that complement each other. Daily tous les jours, an art and design studio, specializing in urban interactive installations that stimulate human connections in public spaces, is part of the core team. This company will provide a lens towards urban animation and the use of technology in the design of the public realm to create interventions that catalyze activity in the station area and entice ongoing and future animation driven by the community.

Dialog Design's proposed team of professionals will help the community define and envision a place that meets the Strategy's objectives based on four directions: mobility belt, signature elements, supportive infrastructure, and coordinated activation zones. Dialog Design will analyze the site and the site context from the perspective of subject matter experts, including urban design, transportation, streetscape design, ecology, wayfinding, public art and more. The firm also proposes to meaningfully integrate important Indigenous voices and values into the design process. Dialog Design proposes an iterative design and engagement process to capture community ideas and set a path forward for implementation, operations, financial sustainability, and further refinement as needed.

Dialog Design has experience in large scale public realm projects that require programming and has identified the appropriate consideration of programming, marketing and branding will allow Capstan Station to achieve its full potential as a lively and vibrant destination public place. The team's experience developing programming strategies for public spaces, such as Bryant Park in New York City and Churchill Square in Edmonton, provides them the knowledge to realize year-round destinations from design to operation. Any proposed activation strategies are not to rely on City resources (staff, equipment and financial resources) to activate the space.

Specific to the requirements of the Strategy, Dialog Design has expertise in station design and integration, and has undertaken creative research into how the design of the public realm influences the experience of transit. The team also includes engagement specialists, registered landscape architects, planners, and architects to create a memorable and experiential public realm that will set the stage and the bar for community-led initiatives and activation in the future. Additional expertise in their team includes specialized support with last-kilometre solutions in transportation and Richmond-specific expertise in transportation, public art, and costing.

Dialog Designs will also work closely with staff to identify appropriate circular economy strategies, including ways to upcycle existing waste materials, minimize energy and water use, and strategic interventions that could support local small businesses.

Recommendation

Following the proposal evaluation (Table 1), staff recommend that Dialog Design be awarded a contract to develop conceptual designs as part of the Strategy. Dialog Design will:

- Provide a multi-disciplinary urban design team to develop a comprehensive site integration plan for the Canada Line Capstan Station and its immediate surroundings
- Provide a comprehensive stakeholder and public engagement process. Dialog Designs will utilize a variety of traditional and digital engagement tools including stakeholder interviews, small focus-groups, online engagement and programming based outreach. Subject to provincial health guidelines, event opportunities to imagine unique ways to engage with the public in real-life situations will be pursued, including through pop-up engagement events.
- Develop and deliver three conceptual design options with cost estimates and the preferred conceptual design and cost
- Submit reports including a Quality Management plan, critical success factors, thesis, project goals and Community Wellbeing Framework metrics document and Risk Management Plan
- Develop and deliver activation, event programming, costing, phasing, and implementation strategies to activate the Capstan Station area
- Propose a suite of programs and site activation strategies that, together with the physical design features, will contribute towards a successful and vibrant downtown urban space
- Propose activation strategies considering how the space could be activated by community groups
- Create a Transportation Innovation Zone to maximize first-to-last kilometre connectivity

Proposed Project Timeline

To properly plan for an inclusive Capstan Station Integration Strategy, Dialog Designs proposes a comprehensive design process that incorporates the unique features of the Capstan Village neighbourhood and involves stakeholder and public input as critical milestones in the delivery of the project. The proposed design development process includes engagement during three phases of the Strategy over a one year time frame to inform and create:

(1) An initial understanding of site and context,
(2) Three conceptual design options, and
(3) A preferred option.

Table 2 provides a general timeline of the anticipated key milestones and tasks by Dialog Design for the development of the Strategy.

Table 2: Estimated Timeline and Tasks for Development of Strategy

Phase	Estimated Timing	Key Tasks by Dialog Design
Project Initiation	Q1 2022	• Background Review + Data Inventory • Site Reconnaissance • Mobility Evaluation • Utilities Technical Evaluation • Opportunities + Constraints Analysis • Precedent Studies: Animation
Stakeholder Consultation and Workshops	Q1 2022	• Develop Tactical/ Community Engagement Plan • Identify Strategic Leadership Stakeholders • Identify Potential In-Situ Engagement Opportunities • Prepare Engagement Materials
Conceptual Design Options	Q2 2022	• Develop Concept Plan Options • Develop Draft Public Realm Plan • Outline Preliminary Implementation + Prioritization Strategy • Prepare Cost Estimate • Cost-Benefit Evaluation • Prepare Presentation Materials
Report to Council	Q3 2022	• Input to City staff
Public Consultation and Open Houses		• Prepare Presentation Materials
Report to Council (3 options)	Q1 2023	• Input to City staff
Report to Council (preferred option and implementation plan)	Q2 2023	• Finalize Preferred Concept • Finalize Implementation Plan • Prioritization Strategy + Action Plan • Prepare Final Conceptual Design Presentation Materials

The Report to Council anticipated in the second quarter of 2023 will provide additional information on the phasing and implementation plan of the preferred integration strategy including construction costs and funding. A separate Capital Plan submission seeking Council approval for use of the Capstan Station Reserve Fund and the Public Art Reserve Fund for the future implementation of the Integration Strategy will be brought forward as part of the 2024 Capital Program. Currently, TransLink anticipates substantial completion of the Capstan Station in spring 2023, which will allow implementation of the Integration Strategy to commence after the station construction is completed.

Financial Impact

Dialog Design's financial proposal is $482,340. The approved 2020 Capital Plan allocates $500,000 for the Capstan Station Integration Strategy with funding from the Capstan Station Reserve Fund.

Conclusion

This report presents the summary results for Contract 7237P - Capstan Station Integration - Development of Conceptual Designs. Based on staff's review and evaluation, Dialog Design can

best deliver the scope of work described in the RFP. Staff recommend awarding a contract to Dialog Design.

Sonali Hingorani, P. Eng.
Transportation Engineer
(604-276-4049)

SH:jc

City of Richmond

Report to Committee

To:	General Purposes Committee	**Date:**	December 14, 2021
From:	Peter Russell Director, Sustainability and District Energy	**File:**	10-6160-06/2021-Vol 01
Re:	**2021 Richmond Bee City Canada Certification Application**		

Staff Recommendation

That the application, as described in the report titled '*2021 Richmond Bee City Canada Certification Application,*' from the Director, Sustainability and District Energy, dated December 14, 2021, be endorsed and submitted to Pollinator Partnership Canada.

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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Parks Services	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

Staff Report

Origin

Pollinator Partnership Canada is a registered charity that is dedicated to the protection and promotion of pollinators and their ecosystems through conservation, education, and research. Bee City Canada is a voluntary membership program that is delivered by Pollinator Partnership Canada. The Bee City Program seeks membership, through certification, for organizations that are committed to promoting pollinator conservation.

The City has a long history of promoting pollinator conservation in the community. Many historical and existing community initiatives such as the Enhanced Pesticide Management Program, endorsed in 2009, align with the Bee City Canada program. This report outlines the program requirements, and recommends that an application to the program be endorsed and submitted to Pollinator Partnership Canada to achieve formal Bee City status.

This report supports Council's Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

> *1.4 Foster a safe, caring and resilient environment.*

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

> *2.4 Increase opportunities that encourage daily access to nature and open spaces and that allow the community to make more sustainable choices.*

Analysis

Pollinators are paramount for a stable and thriving natural environment, which is known to improve the physical and mental health of residents. Pollinators can connect people with nature and encourage healthy, clean food consumption and support local agriculture sectors. There is growing evidence that pollinator species such as bees and butterflies are in decline globally due to the pressures of human development.

Bee City Canada Designation

Pollinator Partnership Canada's mission is to inspire organizations, including Local Governments, to take action to protect pollinators. The Bee City Partner program was launched in 2017 and currently recognizes six Bee City members in BC and a total of 57 Bee City members in Canada working to protect pollinators. Through the program, all participants commit to:

1. Creating, maintaining and/or improving pollinator habitat;
2. Educating their community, employees and/or customers about the importance of pollinators; and
3. Celebrating pollinators during National Pollinator Week or at other times.

Council has long recognized the environmental and economic benefits of pollinators through the commitments above and has endorsed a variety of initiatives aimed at protecting Richmond's biodiversity, community wellness, and economic well-being. Staff are seeking endorsement to prepare and submit an application to Pollinator Partnership Canada to become designated as the seventh Bee City in BC. Participation in the Bee City program can further highlight the City's work to promote and develop habitat suitable for our local pollinators.

A detailed list of initiatives that align with the Bee City Partner program and make Richmond an ideal candidate for certification are provided in Attachment 1. A highlight of these pollinator-focused initiatives include:

- **Enhanced Pesticide Management Program** – Council adopted the Enhanced Pesticide Management Program and the *Pesticide Use Control Bylaw No. 8514* in 2009 to reduce the use of traditional pesticides for cosmetic purposes and reduce the potential impacts to various pollinating insects.
- **Ecological Network Management Strategy** – Council adopted the Ecological Network Management Strategy in September 2015 to manage and enhance Richmond's ecological assets including encouraging many opportunities to protect and/or enhance pollinator habitat.
- **Invasive Species Action Plan** – The Invasive Species Action Plan was adopted in 2015, and outlines strategic goals and objectives to prioritize pesticide-free management of invasive species that pose threats to community safety, civil infrastructure, and the local ecosystem.
- **Bees in the Bog** – A school program for children in kindergarten through Grade 3 that explores the behaviour, lifecycle, and some of the products of bees and pollinators in the Richmond Nature Park bog habitat.
- **Bridgeport Industrial Park Pollinator Pasture** – Council endorsed a partnership with Border Free Bees and Emily Carr University of Art and Design in 2015 to convert a 10,500 m^2 area of industrial land, into an artistic display of wildflowers to support local pollinator species.
- **Terra Nova Public Art Pollinator Meadow** – Council endorsed another partnership with Border Free Bees in 2018 to transform 2,200 m^2 of underutilized land space at the Terra Nova Rural Park into habitat for Pollinators.
- **Railway Greenway** – An ecological corridor, providing a link between the Middle and South Arm riparian areas of the Fraser River. The City planted 16,600 native tree and plant species along 5 kilometres of trail to restore natural habitat.
- **Riparian Response Strategy** – Council endorsed the Riparian Response Strategy in 2006 to protect local riparian habitat areas in Richmond. Council endorsed additional changes to the City's Riparian Response strategy in 2018 to promote community stewardship of Riparian Management Areas and to enhance these areas with native riparian species, including a pollinator seed blend.
- **Richmond Nectar Trail** – Council endorsed the development of the Richmond Nectar Trail in 2019. The Nectar Trail serves as a series of 'stepping stones', bridging the Bridgeport Pollinator Pasture and Terra Nova Pollinator Meadow to one another, and allowing pollinator species stopover points throughout the community.

Next Steps

With Council endorsement, staff will prepare and submit the Bee City Canada application for Pollinator Partnership Canada's consideration, which will include the Bee City Canada application forms, a copy of this report and Council's resolution on this matter. If the application is approved by Pollinator Partnership Canada, Richmond will become a designated Bee City and commit to: celebrating the Bee City Status through public awareness activities such as signage in the community, website and social media highlights, and taking part in International Pollinator Week; continuing to support local pollinators through established and new City programs, and; submitting an annual report of pollinator related activities to Bee City Canada, as well as renewing the City's commitments to the program.

If endorsed, staff will provide regular updates to Council on this and other wildlife-related programs biannually through the Sustainability Progress Report, Ecological Network Management Strategy and the Invasive Species Action Plan updates.

Financial Impact

None.

Conclusion

Staff are seeking endorsement to prepare and submit an application to Pollinator Partnership Canada for Richmond to become designated as a Bee City. Certification in the program acknowledges Richmond's continued dedication to protect pollinators and pollinator habitat in the community. If endorsed, staff will prepare and submit the application to Pollinator Partnership Canada for their consideration and provide updates, as appropriate, when a decision is determined.

Chad Paulin, M.Sc., P.Ag.
Manager, Environment
(604-247-4672)

Att.1 – City of Richmond - Bee City Canada Application 2021

Attachment 1

City of Richmond

Bee City Canada Application

2021

Richmond

Terra Nova Pollinator Meadow apiary and pollinator education structure

BECOMING A CANADIAN BEE CITY

The City of Richmond has long recognized the environmental and economic benefits of a healthy ecological network and Council has endorsed a variety of initiatives that protect and promote Richmond's biodiversity including pollinators and pollinator habitat. The City is pleased to submit a formal application, herein, to be officially declared a 'Bee City' by Bee City Canada.

This application was prepared to summarize Richmond's community initiatives to promote and protect pollinators under two focus areas:

1. **The protection, creation, and enhancement of pollinator habitat in Richmond; and**
2. **Providing important information, public awareness, and promoting local learning opportunities regarding pollinators to the Community.**

Minoru Park

PROTECTION, CREATION, AND ENHANCEMENT OF POLLINATOR HABITAT

POLICIES

Ecological Network Management Strategy

Council adopted the Ecological Network Management Strategy in 2015 to provide a framework for managing and guiding decisions regarding the city-wide system of natural areas and the ecosystem services they provide. Richmond's Ecological Network encompasses the whole city, but emphasizes the importance of large natural areas such as provincial Wildlife Management Areas, regional parks, and private lands with significant natural areas such as large wetlands or old fields.

Enhanced Pesticide Management Program

The City's Enhanced Pesticide Management Program and the *Pesticide Use Control Bylaw No. 8514* were endorsed by Council in 2009 to reduce the use of traditional pesticides for cosmetic purposes. The program was a leading initiative in BC at that time, and continues to provide broad-based educational programming, support, and training to the community regarding the benefits of pesticide-free gardening techniques.

72 Pesticide Free Gardening Workshops were attended by **1084** Richmond residents in between 2018 and 2021

Riparian Response Strategy

Council endorsed the Riparian Response Strategy in 2006 to protect local fish and fish habitat in Richmond. Riparian Management Area setbacks were assigned on minor (5 meter) and major (15 meter) 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. Council endorsed additional changes to the City's Riparian Response Strategy in 2018 to promote community stewardship of Riparian Management Areas and to enhance these areas with native riparian species.

KEY ACHIEVEMENTS

Bridgeport Industrial Park Pollinator Pasture

Council endorsed a partnership with Border Free Bees and Emily Carr University of Art and Design in 2015 to convert a 10,500 square meter area of industrial land into an artistic display of wildflowers to support local pollinator species. Border Free Bees is a long-term public art initiative with the mission to create aesthetically pleasing and scientifically viable pollinator pastures in under-utilized urban areas. An apiary was also erected to educate community members about the significance of pollinators. The Bridgeport Pollinator Pasture has received the following recognition:

- The Pollinator Advocate Award was presented to Border Free Bees for increasing awareness of the importance of pollinators and pollination following the installation of the Pasture in 2017;
- The City of Richmond and Border Free Bees were jointly awarded the British Columbia Recreation and Parks Association Award for Program Excellence for the Pasture in 2018; and
- The City received a nomination for a UBCM Community Excellence Award in Sustainability in 2018.

Bumblebee basket nest woven by a volunteer at the Bridgeport Pollinator Picnic, 2018

Railway Greenway

The Railway Greenway is an ecological corridor that provides an important link between the Middle arm and South Arm riparian areas of the Fraser River. It facilitates the movement of wildlife, water, and nutrients. Over 16,600 native trees and shrubs were planted along this 5 kilometer trail in 2016 and 2017. The majority of the tree and plant species that were planted produce flowers and berries that support local bird and pollinator species. Wildflower seeds are also added every year along the greenway, providing further support for pollinators.

450 species of bees have been identified in BC

Sharing Farm Apiary

Located within Terra Nova Park, The Sharing Farm is an energetic advocate for both honey bee and native pollinator populations in Richmond. The Sharing Farm opened an apiary in 2013, with grant funding from Vancity Community Projects and TD Friends of the Environment. The apiary is a site for education and public tours, as well as a summer Bee Camp for kids. The on-site hives annually produce honey, and salves, wax cloths, and lip balms are made from the beeswax. In partnership with TD Friends of the Environment, extensive and rotating forage crops have been planted, to enhance the health and nutrition of native pollinators as well as honey bees. The Sharing Farm has also conducted a baseline population study of native pollinators within Terra Nova Park.

Terra Nova Pollinator Corridor

The Terra Nova Pollinator Corridor is comprised of native flowering trees and shrubs and is expanded every year by 150+ volunteers as part of TD Tree Days. The corridor is almost half way complete and, upon completion, will extend approximately 525 meters in length along the entire east edge of Terra Nova Rural Park. The tree and plant species have been carefully selected to suit existing site conditions and to support and attract pollinators to the adjacent Sharing Farm agricultural fields. The corridor will provide an important wildlife connection between the Terra Nova Natural Area and the Middle Arm riparian area of the Fraser River.

Terra Nova Public Art Pollinator Meadow

Council endorsed another ongoing partnership with Border Free Bees in 2018 to transform 2,200 square meters of underutilized land space at the Terra Nova Rural Park into habitat for pollinators. City staff prepare the site for planting, and Border Free Bees and local Master Gardeners re-seed the site with a mix of wildflowers for pollinators yearly. The project has created new opportunities for the public and students to learn about pollinators at the Terra Nova Nature School and at local events such as the Works on Wheels Tours.

Richmond Nectar Trail

The City piloted the Richmond Nectar Trail Project in 2020. In response to the positive response from the community, the program continued into 2021. Partnering once more with Border Free Bees, this project aims to promote community awareness and increase and connect habitats with a series of 'stepping stone' garden plots for insects to rest and forage while en route between isolated habitat hubs. Properties volunteering to participate along the trail including businesses, institutions and residential homes will plant and maintain a (minimum) one-square metre garden with drought-tolerant species that bloom from spring to fall and avoid the use of pesticides.

Bumble bee collecting pollen, bugwood.org

Richmond Ecological Network outreach table at REaDY Summit 2019

PROVIDING INFORMATION, PUBLIC AWARENESS, AND PROMOTING LEARNING OPPORTUNITIES TO THE COMMUNITY

KEY ACHIEVEMENTS

Bees in the Bog

Bees in the Bog is a school program for children in kindergarten through grade 3 that explores the behaviour, lifecycle, and some of the products of bees and pollinators in the Richmond Nature Park bog habitat. In the program, students get the opportunity to observe the inside of an active bee hive.

Richmond Earth Day Youth (REaDY) Summit

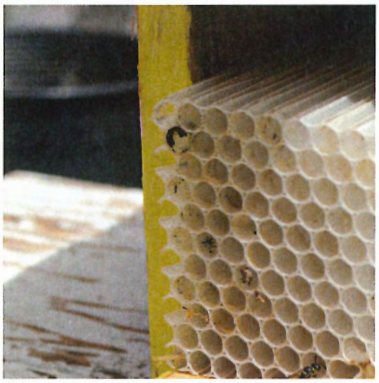
The REaDY Summit is an annual youth-led, youth-oriented event that promotes sustainability and action through inspirational speakers, interactive workshops, exhibits, and mentorship opportunities. The youth involved are also connected with many community activities throughout the year including pollinator-friendly gardening, waste diversion, and other environmental stewardship programs.

Richmond Butterflyway Project

A citizen-led movement coordinated by the David Suzuki Foundation, the Butterflyway Project is growing highways of habitat for bees and butterflies across Canada with pollinator plantings in parks, community gardens, and homeowner's yards. Groups of "Butterflyway Rangers" are required to plant and maintain at least a dozen pollinator patches in their neighbourhood, increasing pollinator forage and habitat in the urban landscape.

Sustainability Workshops

The City hosts a series of workshops throughout the year to look at ways to reduce pesticide use and create a more sustainable community. Workshops cover topics such as small scale vegetable gardening, mason bee keeping, planting gardens for pollinators, and decreasing reliance on pesticides through proper lawn care and organic planting practices. They are part of the City's enhanced pesticides management program, sustainability, waste reduction, and water conservation initiatives.



Mason bee house made by volunteers at the Bridgeport Pollinator Picnic, 2018

FUTURE ACTIONS

In coming years, the City expects to take part in many events with a focus on pollinators, including but not limited to, Earth Day, Invasive Species Action Month, the Richmond Garlic Festival, and the Richmond Public Works Open House.

Bee specimens and identification resources at the Bridgeport Pollinator Picnic 2018

CONCLUSION

The City is proud to submit this application to Bee City Canada to become a 'Canadian Bee City'. If you require any additional information regarding this application, please contact Graham Watson at 604 276 4216 or gwatson2@richmond.ca.

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	January 4, 2022
From:	Wayne Craig Director, Development	**File:**	RZ 21-934283

Re: **Application by Pakland Properties for Rezoning at 8720/8740 Rosemary Avenue from the "Single Detached (RS1/E)" Zone to the "Single Detached (RS2/B)" Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10340, for the rezoning of 8720/8740 Rosemary Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

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

WC:jr
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Affordable Housing	☑	

6803636

Staff Report

Origin

Pakland Properties (Director: Khalid Hasan) has applied to rezone 8720/8740 Rosemary Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two single detached lots, both with vehicle access from Rosemary Avenue. A location map and aerial photo are provided in Attachment 1. The proposed subdivision plan is provided in Attachment 2.

Findings of Fact

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

Subject Site Existing Housing Profile

There is an existing legal non-conforming duplex on the property, which would be demolished. The duplex contains two secondary suites. The applicant has indicated that each of the duplex units and secondary suites are currently rented.

Surrounding Development

Development immediately surrounding the subject site is as follows:

- To the North, across Rosemary Avenue: Single detached dwellings on properties zoned "Single Detached (RS1/E)".
- To the South, across Steveston Highway: A farm on a property zoned "Agriculture (AG1)" and located within the Agricultural Land Reserve.
- To the East: A single detached dwelling on a property zoned "Single Detached (RS2/B)," which was created through rezoning and subdivision in 2015 (RZ 14-662478).
- To the West: A duplex on a property zoned "Two-Unit Dwellings (RD1)".

Related Policies & Studies

Official Community Plan

The subject site is located in the Broadmoor planning area, and is designated "Neighbourhood Residential" on the Official Community Plan (OCP) land use map (Attachment 4). The proposed rezoning and subdivision are consistent with this designation.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy

The subject site is located in an area without an established Single-Family Lot Size Policy. Section 2.3 of Richmond Zoning Bylaw 8500 allows consideration of rezoning applications to facilitate the subdivision of a property containing a legally constructed duplex into no more than two lots. The proposed rezoning and subdivision meet these criteria and may be considered on its own merits.

Agricultural Land Reserve (ALR) Buffer Zone

The subject site is located across Steveston Highway from a property in the ALR. A minimum 4.5 m wide landscape buffer is required along the south property line of the subject site consistent with the OCP. A Landscape Plan and Landscape Security will be required prior to final adoption of the rezoning bylaw to ensure that the proposed planting is consistent with the OCP landscape guidelines and the Ministry of Agriculture's Guide to Edge Planting.

Prior to final adoption of the rezoning bylaw, the applicant will be required to register a legal agreement on title to identify the ALR buffer zone, ensure that the landscaping is not removed, and address public awareness of the potential impacts of agricultural activities such as noise, dust, and odour on the property.

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.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has proposed a two bedroom secondary suite in each of the new dwellings. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on title to ensure that no final Building Permit inspection is granted 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.

Public Consultation

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

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

Analysis

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right-of-way (SRW) for the municipal sewer along the south property line. The applicant is aware that building encroachments into this SRW are not permitted. This SRW overlaps with the required ALR buffer and contains several existing trees proposed to be retained. New low impact landscaping, such as shrubs and groundcovers, may be planted within the SRW area as part of the landscaped ALR buffer. New trees may only be planted outside of the SRW.

Transportation and Site Access

The subject site currently has two driveway crossings to Rosemary Avenue, which would be retained to serve the subdivided lots. Vehicle access to Steveston Highway is not permitted in accordance with Richmond Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

Tree Retention and Replacement

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

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

- Nine trees located on the development site are proposed to be retained. Two trees (Tag #63 & 64) are located in the front yard while seven trees (Tag #66 [three trees], 70 [2 trees] and 71 [two trees]) are located in the rear yard. The seven trees in the rear yard will be retained as part of the ALR buffer.
- Four trees (Tag # 67, 68 [2 trees] and 69) are located on adjacent neighbouring property to the west and one tree (Tag #65) is located on the adjacent property to the east. All these trees are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.

Tree Replacement

The applicant does not propose to remove any on-site trees, so no replacement trees are required. However, one new tree is required to be planted on each of the two properties consistent with the landscaping requirements for residential properties contained in Richmond Zoning Bylaw 8500. The trees should be indicated on the required Landscape Plan and secured by the required Landscape Security.

Tree Protection

Nine trees on the subject site and five trees on neighbouring properties are proposed to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

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

- Prior to final adoption of the rezoning bylaw, submission to the City of a Tree Survival Security in the amount of $45,000 to ensure the trees are retained and protected.
- 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.

Site Servicing and Frontage Improvements

At the subdivision stage, the applicant is also required to pay the current year's taxes, Development Cost Charges (City, Metro Vancouver and TransLink), School Site Acquisition Charges, Address Assignment Fees, and the costs associated with the completion of the site servicing and other improvements as described in Attachment 6. A City Work Order will be required to upgrade the Rosemary Avenue frontage, including:

- Removal of the existing sidewalk on Rosemary Avenue and replacement with minimum 1.5 m landscaped boulevard behind existing curb, and 1.5 m concrete sidewalk. Sidewalk must be designed to accommodate tree retention in the front yard.
- Reconstruction of driveway crossings as per current Engineering Design Specifications.

Financial Impact

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

Conclusion

The purpose of this application is to rezone 8720/8740 Rosemary Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create two single detached lots with vehicle access from Rosemary Avenue.

The proposed rezoning and subdivision are consistent with the applicable plans and policies affecting the subject site.

The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

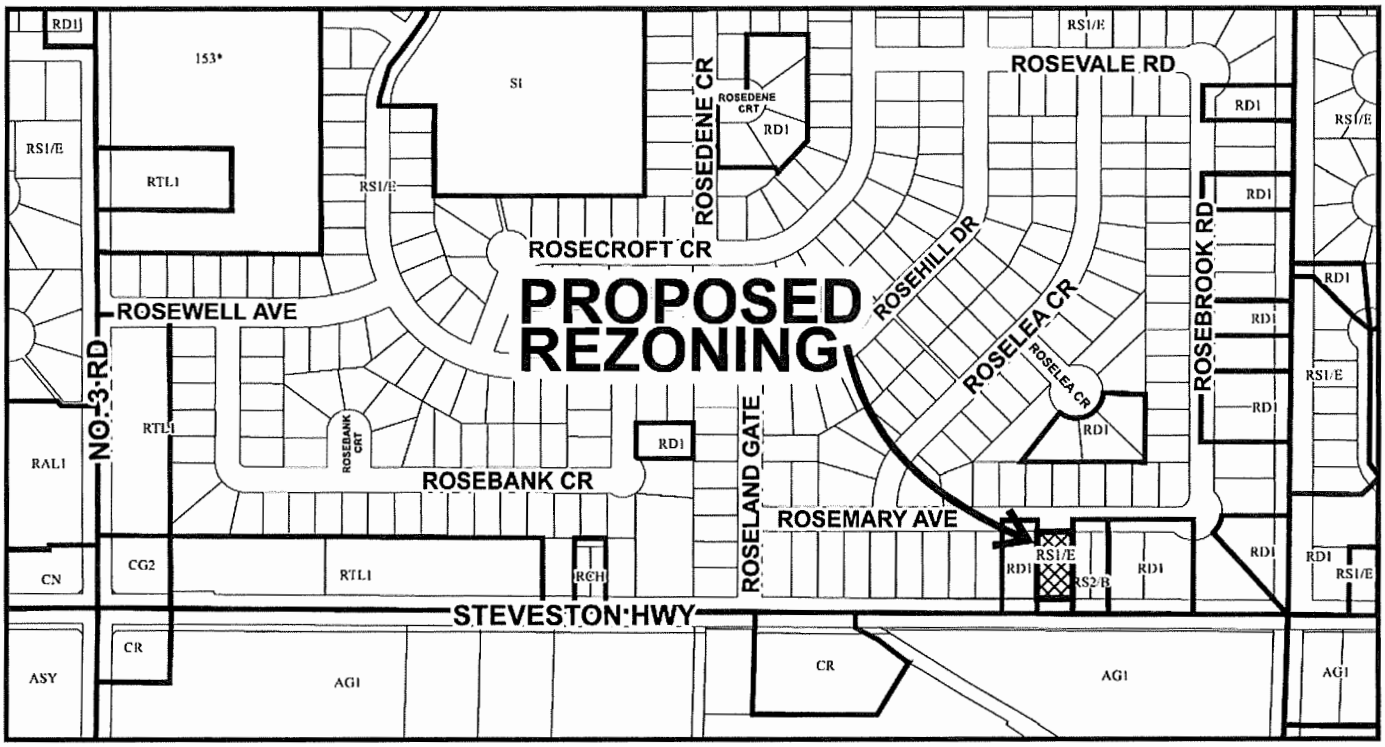
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10340 be introduced and given first reading.

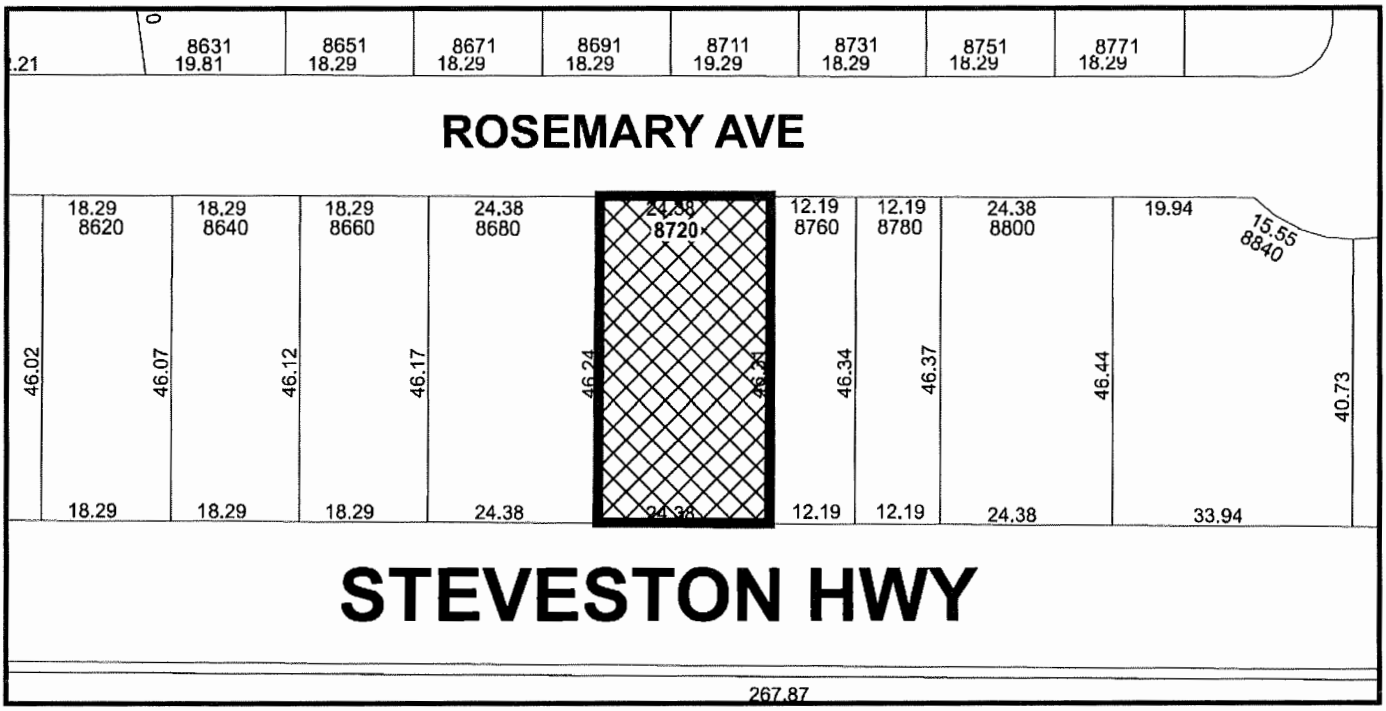
Jordan Rockerbie
Planner 1
(604-276-4092)

JR:blg

Attachments:
Attachment 1: Location Map and Aerial Photo
Attachment 2: Proposed Subdivision Plan
Attachment 3: Development Application Data Sheet
Attachment 4: Broadmoor Area Land Use Map
Attachment 5: Tree Retention Plan
Attachment 6: Rezoning Considerations

City of Richmond





RZ 21-934283

Original Date: 06/22/21

Revision Date:

Note: Dimensions are in METRES

City of Richmond

RZ 21-934283

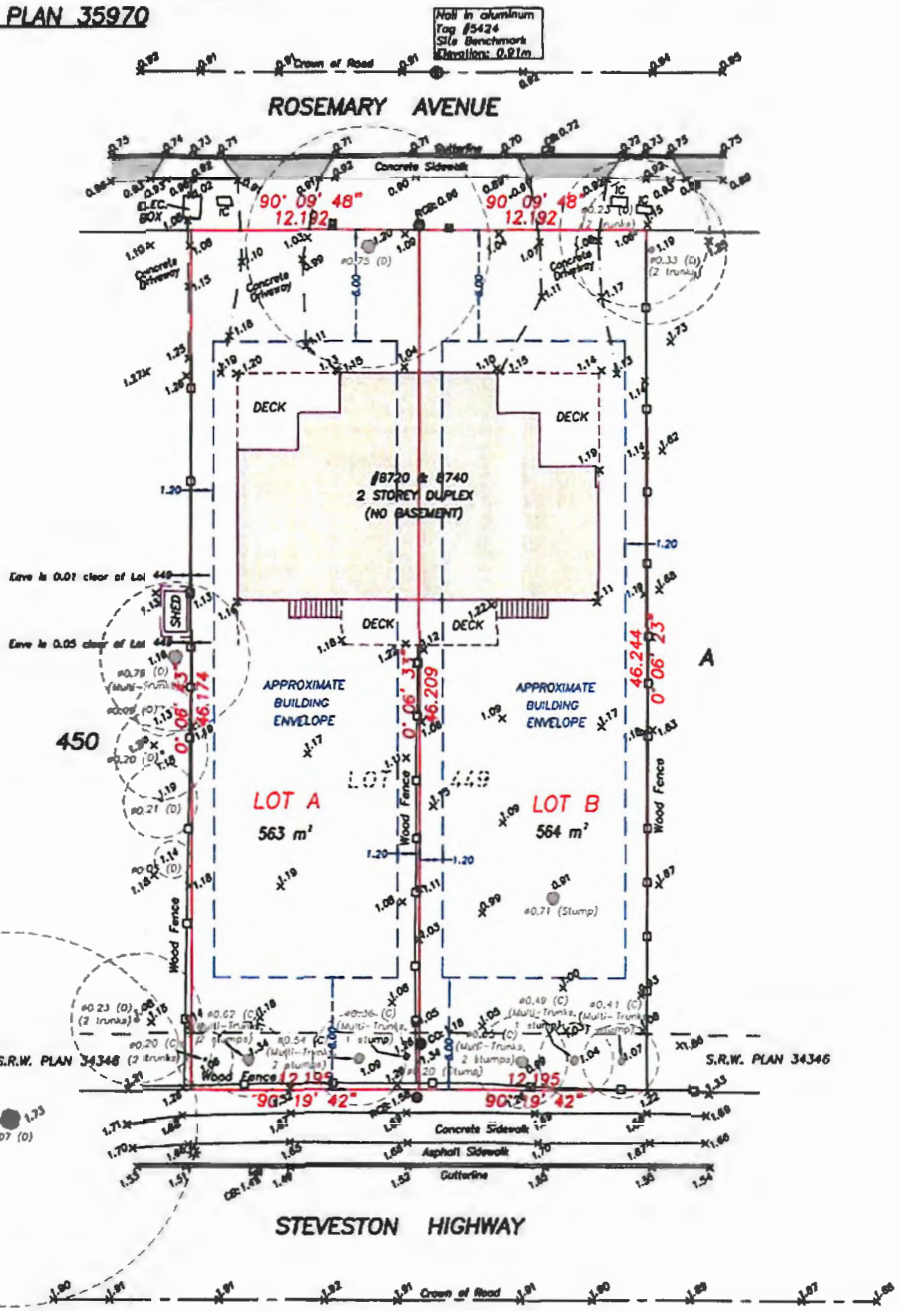
Original Date: 06/22/21

Revision Date:

Note: Dimensions are in METRES

TOPOGRAPHIC SURVEY OF LOT 449 SECTION 33 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 35970

#8720 & 8740 ROSEMARY AVENUE,
RICHMOND, B.C.
P.I.D. 001-665-928



SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

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LEGEND:
- denotes inspection chamber
- denotes lamp standard
- denotes cleanout
- (c) denotes conifer
- (o) denotes deciduous
- denotes catch basin
- denotes round catch basin
- denotes water meter

115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 7661
FB-397 P148-153
Drawn By: KA

DWG No. 7661-TOPO

NOTE:
Elevations shown are based on City of Richmond HPN Benchmark network.
Benchmark: HPN #190
Control Monument 94H1624
Elevation: 2.353m
Benchmark: HPN #191
Control Monument 02H2453
Elevation: 1.664m

NOTE:
Use site Benchmark Tag #5424 for construction elevation control.

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO FIELD SURVEY.
Johnson Tam U8I4B9
Digitally signed by Johnson Tam U8I4B9
Date: 2021.03.25 12:08:08 -07'00'
JOHNSON C. TAM, B.C.L.S., C.L.S.
MARCH 16th, 2021.

ATTACHMENT 2

City of Richmond

Development Application Data Sheet

Development Applications Department

RZ 21-934283 **Attachment 3**

Address: 8720/8740 Rosemary Avenue

Applicant: Pakland Properties

Planning Area(s): Broadmoor

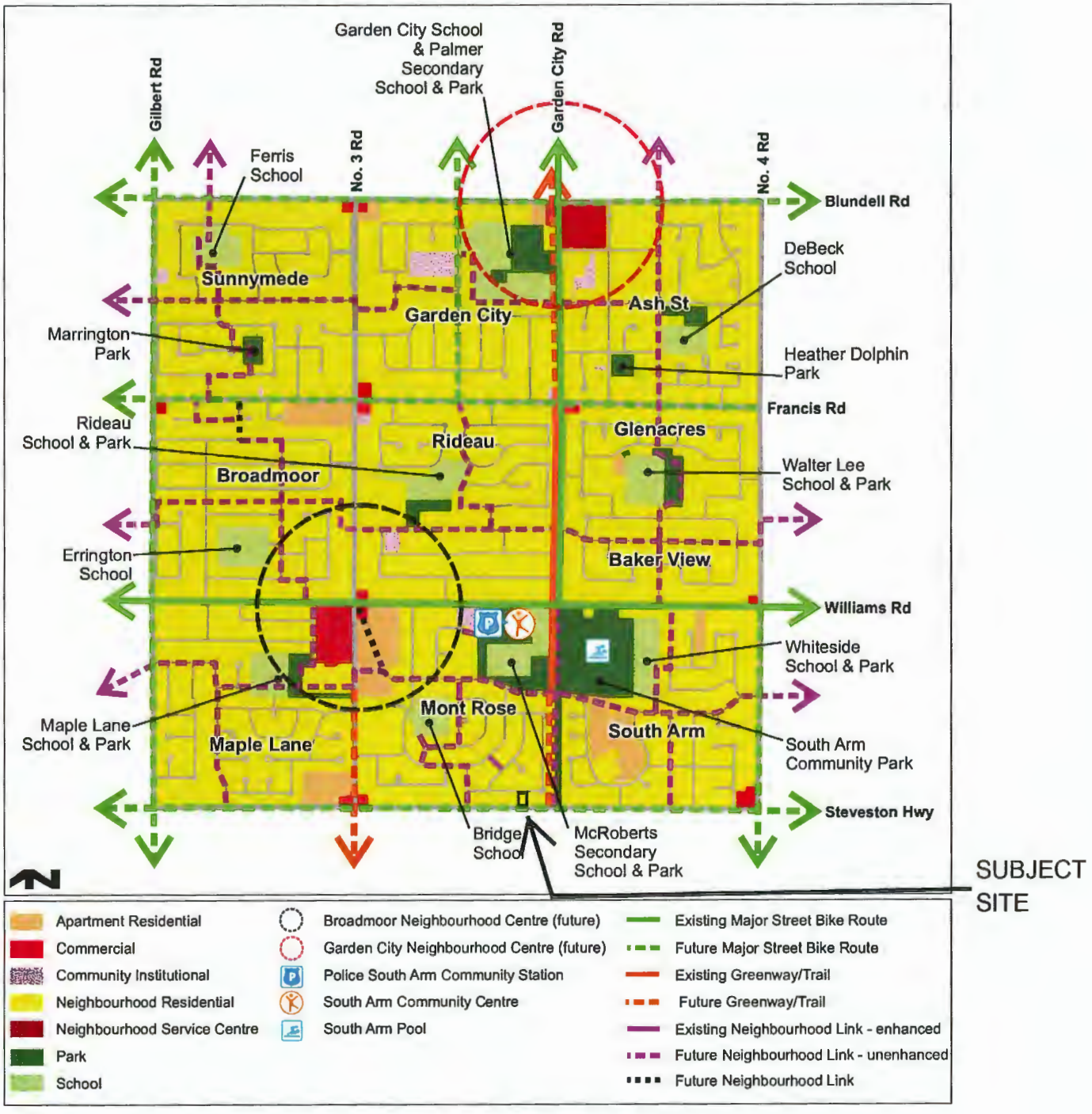
	Existing	Proposed
Owner:	Kulwant Singh Purewal Jaswant Singh Phangura Parminder Singh Phangura Baldev Singh Purewal	To be determined
Site Size (m^2):	1,127 m^2	Lot A: 563 m^2 Lot B: 564 m^2
Land Uses:	Two-unit dwellings (i.e., Duplex)	Single detached dwellings
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units:	Two duplex dwellings and two secondary suites	Two single detached dwellings and two secondary suites

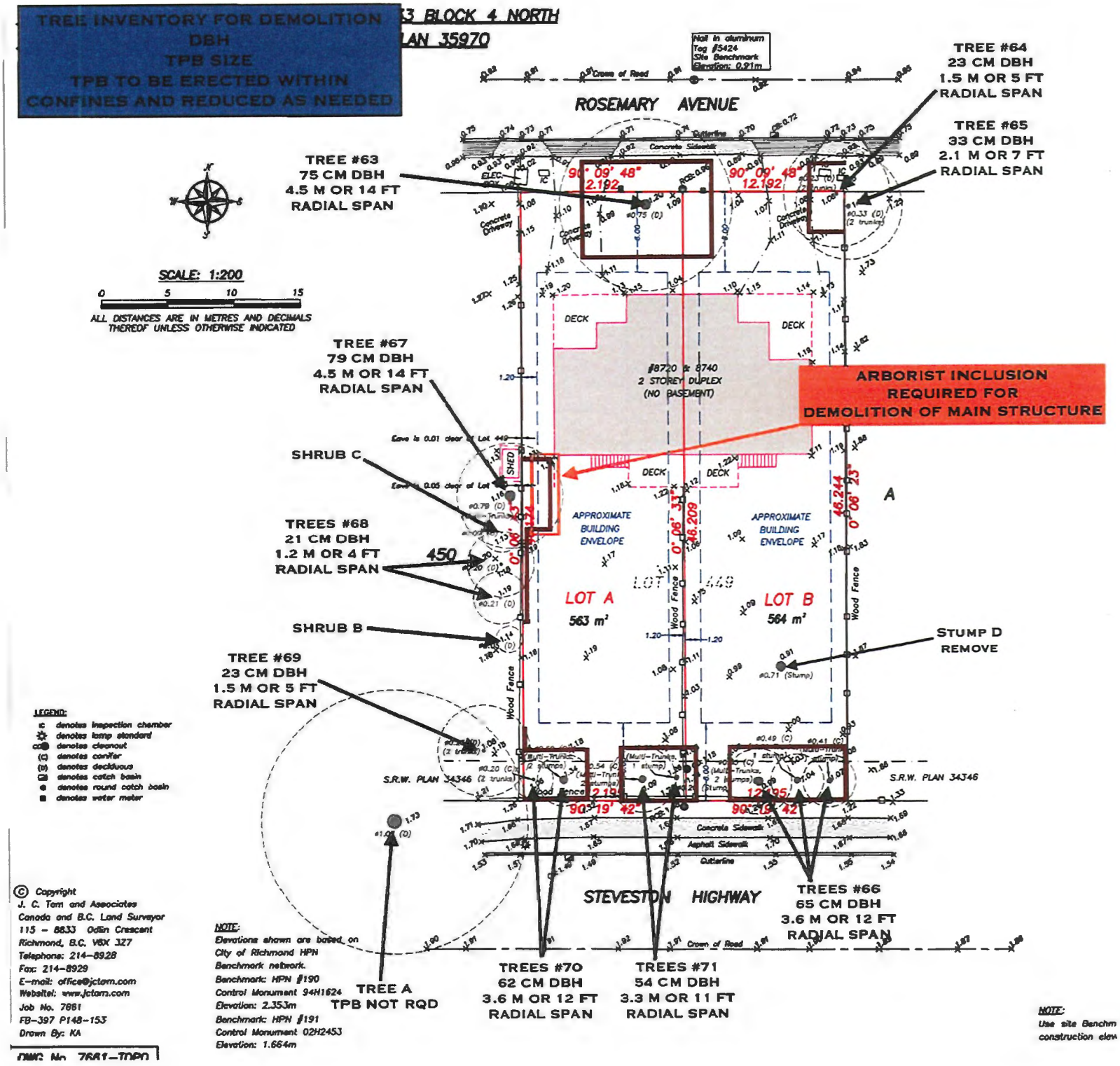
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m^2 plus 0.3 for area in excess of 464.5 m^2	Max. 0.55 for lot area up to 464.5 m^2 plus 0.3 for area in excess of 464.5 m^2	none permitted
Buildable Floor Area (m^2):*	Lot A: Max. 285.03 m^2 (3,068 ft^2) Lot B: Max. 285.33 m^2 (3,071 ft^2)	Lot A: Max. 285.03 m^2 (3,068 ft^2) Lot B: Max. 285.33 m^2 (3,071 ft^2)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping with live plant material: Min. 25%	Building: Max. 45% Non-porous Surfaces: Max. 70% Landscaping with live plant material: Min. 25%	none
Lot Size:	360 m^2	Lot A: 563 m^2 Lot B: 564 m^2	none
Lot Dimensions (m):	Width: 12.0 m Depth: 24.0 m	Width: 12.2 m Depth: 46.2 m	none
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 20% of lot depth for up to 60% of the principal dwelling, 25% of lot depth for the remainder, up to 10.7 m	Front: Min. 6.0 m Side: Min. 1.2 m Rear: Min. 9.24 m for up to 60% of the principal dwelling, 10.7 m for the remainder	none
Height (m):	Max. 9.0 m	Max. 9.0 m	none

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

ATTACHMENT 4

6. Broadmoor





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ATTACHMENT 5

City of Richmond

ATTACHMENT 6

Rezoning Considerations

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

Address: 8720/8740 Rosemary Avenue **File No.:** RZ 21-934283

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10340, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs plus a 10% contingency. Up to 90% of the Landscape Security will be returned after a landscape inspection, with the remainder held for up to one year to ensure that the agreed upon planting survives. The Landscape Plan should:
   - comply with the OCP guidelines for Agricultural Land Reserve (ALR) Landscape Buffers;
   - comply with the Ministry of Agriculture's Guide to Edge Planting; and
   - include the two required new trees with minimum size of 6 cm caliper.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of $45,000 for the nine trees to be retained on site (Tag # 63, 64, 66 [3 trees], 70 [2 trees], and 71 [2 trees]). Up to 90% of the Tree Survival Security will be returned after receipt of a post-construction assessment by the Certified Arborist, with the remainder held for up to one year to ensure the trees survive.
4. 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.
5. Registration of a legal agreement on title to ensure that landscaping planted along a 4.5 m wide ALR buffer (as measured from the south property line) not be abandoned or removed. The legal agreement is to identify the ALR buffer area and indicate that the property is potentially subject to impacts of noise, dust, and odour resulting from agricultural operations since it is located across from a lot which is in the ALR.
6. Registration of a flood indemnity covenant on title (Area A).
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a two-bedroom secondary suite is constructed on each of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Prior to a Demolition Permit* issuance, the developer is required to:

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.

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

1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application, if applicable.
2. Site servicing and frontage works to be done at the developer's sole cost via City Work Order. Works shall include, but may not be limited to:

Initial: _____

Water Works:

1) Using the OCP Model, there is 179 L/s of water available at a 20 psi residual at the 8720 Rosemary Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.

2) No water main upgrade is required.

3) City to retain existing 25mm diameter water connection and water meter. City to install a new 25mm diameter water connection for the new lot to be created. Complete with meter on the city boulevard adjacent to the North PL. Meter boxes must be placed on the grass boulevard outside of private fence at minimum 1m away from driveways and paved walkways.

4) At Developer's cost, the Developer is required to:

   a) 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.

   b) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.

   c) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).

5) At Developer's cost, the City will:

   a) Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

1) No storm sewer upgrade is required.

2) Existing storm IC and service connections fronting Stevenson Hwy to be reused by the east and west lot. First, video inspect the existing storm connection to confirm its condition and if it is appropriate for reuse. If the existing connection is in poor condition, replace the storm sewer service connection and complete with inspection chamber.

3) On-site storm runoff must be directed towards Rosemary Avenue. The boulevard must be graded towards the existing IC and MH to prevent storm water from ponding on the boulevard, road and driveways.

4) At Developer's cost, the Developer is required to:

   a) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.

5) At Developer's cost, the City will:

   a) Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

1) No sanitary sewer upgrade is required.

2) For servicing the east and west lots, reuse the existing sanitary IC and service connections fronting Steveston Highway.

3) At Developer's cost, the City will:

   a) Complete all tie-ins for the proposed works to existing City infrastructure.

Frontage Works:

1) At Developer's cost, the Developer is required to:

   a) Review street lighting levels along all road frontages, and upgrade as required.

   b) Removal of the existing sidewalk on Rosemary Avenue and replace with min. 1.5 m landscaped boulevard behind existing curb, and 1.5 m concrete sidewalk. Sidewalk must be designed to accommodate tree retention in the front yard.

   c) Reconstruct driveway crossings as per current Engineering Design Specifications.

General Items:

1) At Developer's cost, the Developer is required to:

   a) 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 overhead service lines.

   b) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, 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

   c) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.

Initial: _____

d) Provide a video inspection report of the existing utilities along the road frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.

e) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.

f) 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.

g) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.

h) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.

i) 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.

Note:

* This requires a separate application.

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

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

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

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

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance

of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date

City of Richmond

Bylaw 10340

Richmond Zoning Bylaw 8500
Amendment Bylaw 10340 (RZ 21-934283)
8720/8740 Rosemary Avenue

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

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

   P.I.D. 001-665-928
   Lot 449 Section 33 Block 4 North Range 6 West New Westminster District
   Plan 35970

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10340".**

FIRST READING	
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER CONDITIONS SATISFIED	
ADOPTED	

CITY OF RICHMOND
APPROVED by
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER

6803967

City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	December 18, 2021
From:	John Hopkins Director, Policy Planning	**File:**	08-4050-22/2021-Vol 01
Re:	**Referral Response: Review of Office Stratification Regulations**		

Staff Recommendation

1. That no further restrictions on the stratification and airspace subdivision of office space be considered at this time; and

2. That staff continue to monitor the effectiveness of the existing office stratification policy and report back in two years.

John Hopkins
Director, Policy Planning

(604-276-4279)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Economic Development	☑	
Development Applications	☑	
Transportation	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

6690831

Staff Report

Origin

At the May 13, 2019 Council meeting, the following referral was made:

> *That staff be directed to conduct public consultation with property owners, the development community and general public regarding whether potential restrictions on stratification and airspace subdivision of office space should be considered, and report back.*

This report supports the following strategic focus areas in Council's Strategic Plan 2018-2022:

Strategy #6 Strategic and Well-Planned Growth:

> *6.0 Leadership in effective and sustainable growth that supports Richmond's physical and social needs.*
>
> *6.1 Ensure an effective OCP and ensure development aligns with it.*

Strategy #7 A Supported Economic Sector:

> *7.3 Attract businesses to locate in Richmond and support employment and training opportunities in Richmond as we grow.*

Strategy #8 An Engaged and Informed Community:

> *8.2 Ensure citizens are well-informed with timely, accurate and easily accessible communication using a variety of methods and tools.*

Findings of Fact

History of City Office Strata Policy and the Referral

In 2018, an application for a mixed industrial/commercial development containing strata offices at 9520 Beckwith Road (just northeast of Highway 99 and Bridgeport) led to consideration of a City Centre Area Plan (CCAP) policy that restricts stratification of offices in exchange for a density bonus. The CCAP policy was adopted by Council on June 17, 2019.

The purpose of the policy passed by Council in 2019 was to encourage the creation of more leasable large floorplate office space close to rapid transit and amenities. It applies within the Village Centre Bonus (VCB) area and the Industrial Reserve (Limited Commercial) and provides a density bonus as an incentive for a developer to restrict the size of strata lots or airspace parcels to a minimum size of 20,000 sq. ft. or an entire floorplate (See Attachment 1 for the policy and a map showing where it applies). The policy is intended to encourage the following types of developments:

- Large floorplate buildings with more than one strata lot per floor of office, as long as each strata lot is at least 20,000 sq. ft.;
- Buildings with either one strata lot or one airspace parcel per floor of office[1]; or
- Buildings divided into airspace parcel(s) consisting of more than one floor – including a single airspace parcel for the whole building.

The tenure of office development is not otherwise regulated in Richmond.

Scope of Work

The Council referral in 2019 requested staff to consider whether further restrictions on stratification and airspace subdivision of office space should be considered, and then to consult with property owners, the development community and general public. In response to this, staff undertook background research, and then conducted consultation to gather insights about the office market and the potential for strata restrictions. Consultation consisted of:

- Interviews with experts in the office market in 2020 and 2021;
- A May 12, 2021 workshop to which potentially affected property owners, potential tenants and the development community were invited;
- A presentation and discussion with the City's Economic Advisory Committee on May 13, 2021;
- A Let's Talk Richmond Survey conducted May 12 to May 24, 2021;
- Market research in summer 2020 and fall 2021; and
- Email correspondence initiated by workshop invitees.

Analysis

Results

The goal of any strata restrictions should be to accommodate businesses needing leased space while ensuring that the needs of all Richmond businesses are met across the city.

Restricting strata implies a desire to enable or encourage leased space, which is assumed to meet important market needs not met by strata space. Indeed, strata and leased offices meet different but overlapping needs:

- Leased offices vary widely in size, so they are well-suited to the needs of both large and small businesses; they are most attractive to firms looking to minimize capital investment and accommodate future growth. Firms in key City economic development targets in sectors like Information Technology, Clean Tech, and Digital Creatives are examples.

[1] An airspace parcel is a three dimensional space owned in fee simple under the Land Title Act. A strata lot is a three dimensional space, often a unit in a building, defined under the Strata Property Act. Strata owners own an individual strata lot and share ownership of common property as a strata corporation.

- On the other hand, the size of most strata offices is between 500 and 1,500 square feet and expansion requires that properties be bought and sold, so strata office offers less flexibility than leased offices. It also requires up-front capital expenditure. This makes strata office well-suited to the needs of smaller businesses, particularly those that prefer long-term security of tenure, anticipate relatively slow growth, have access to capital and/or want to own an asset.

A possible concern with strata office is investors holding vacant units while awaiting rising sales values. To assess this possible concern, staff conducted site reviews in 2020 and 2021 and reviewed sales and lease listings and market vacancy rates. Existing strata office buildings appear to be well-used, with vacancy levels in the same range as other buildings in the City Centre. In addition, interviewees indicated that buying and holding vacant strata office is not financially attractive because of property tax rates and commercial property management costs, and because commercial property is not appreciating as quickly as residential property. These results suggest that this concern need not be a goal of potential strata restrictions.

The purpose of office strata restrictions was confirmed as meeting the needs of large, growing businesses, while ensuring that the needs of businesses that prefer strata can still be met.

Outside the City Centre, there is no need for additional restrictions to achieve this goal.

Across Richmond, there is about 3.8 million square feet of office space[2]. Strata makes up about 33% of 1.6 million square feet of office space in the City Centre. Industry estimates suggest that the strata office share is expected to increase by 25% to 50% in the City Centre and to 25% for the whole city. Outside the City Centre, leased office vacancy rates outside the City Centre have varied from 6% to 20% (average 18%) over the last ten years, indicating ample capacity and a tenants' market.

Table 1: Richmond Office Space, 2020

Description	Floorspace (sq. ft.)
Richmond, existing	3.8 Million
City Centre, existing	1.6 Million
for lease	1.0 Million
strata	0.6 Million
City Centre, anticipated development	
for lease	~100,000
strata	~500,000
unconfirmed	~650,000

Therefore, if the City of Richmond were to consider further restrictions on strata office, the restrictions should be structured to support development of leased space in the City Centre.

Within the City Centre, entire buildings close to the Canada Line provide attractive and viable opportunities for leased office space.

Firms in economic development target sectors are particularly interested in high-amenity, transit-oriented locations. These are most attractive to their employees, and avoiding costly employee turn-over is a critical driver of their locational decisions.

In Canadian commercial real estate, large property managers lease a lot of the available space and can provide the flexibility needed by large, growing companies. These property managers

[2] Based on data from the City of Richmond and Colliers International

prefer to manage entire commercial buildings, giving them control over tenant mix, repairs and maintenance, brand, etc.

To meet the needs of firms in target sectors, development of entire leased office buildings close to amenities and rapid transit is important.

It is not clear if there is a need for further restrictions because of COVID-related uncertainty, varied market signals and lack of experience with the current policy.

The long-term impacts of COVID-19 on the office market continue to be unknown. Interviews, industry discussions and news articles throughout the last two years have suggested anything from a need for more office space, driven by safety-related space requirements to a need for less space, driven by remote work. Possibilities such as more demand for suburban space in satellite offices and increased flex space have also been noted. No consensus has emerged, with brokers describing the office market as "confusing."

The policy restricting strata in exchange for a density bonus is aimed to encourage strata developers to bring large, flexible office space to the market, suited to the needs of large, growing tenants that the City is looking to attract. One possibility is that large strata units and floor-by-floor airspace parcels may be sold to investors who can then lease them to large tenants. Alternatively, an entire airspace parcel may be developed as a leased building within a mixed use development. In the two years since the policy was adopted, three developments have come forward, all of which proposed to stratify each building floor as a separate strata unit:

- A project at 9520 Beckwith Road (RZ-18 821103), which has pre-sold about 15% of the space to date.
- A project at 4700 No. 3 Road, which has received third reading of a rezoning application (RZ-14 672055) and is awaiting completion of associated considerations. The developer has advised staff that due to COVID-related uncertainty over the office market and their challenge securing perspective purchasers they will ask that the strata title/airspace parcel subdivision restriction be removed. This request is under staff review and a separate staff report will be brought to Council for consideration.
- A project at 5740/5760/5800 Minoru, which has received third reading for a rezoning and OCP amendment (RZ-18 807640). The OCP amendment allows the project to secure the Village Centre Bonus on condition that all commercial space be office, that additional amenity contributions be made, and that all office space be restricted to the same strata lots / airspace parcel minimum sizes as in the 2019 policy.

The review of market conditions showed that recent experience with strata office in general is very mixed, with higher but widely varied prices, vacancy that differs building to building, and diverse absorption rates (pace of sales).

In summary, experience with the incentive-based restrictions adopted two years ago is limited, showing development activity but with no conclusive results yet, and there is considerable uncertainty in the office market in general as a result of COVID-19 and in the strata market in particular.

Consultation results were clear: restrictions on their own will threaten project viability, putting a halt to all office development. Restrictions coupled with incentives (as in the current policy) would be acceptable.

In May 2021, staff consulted with property owners, the general public and the development community through an on-line workshop and survey. The potential for strata restrictions was also presented and discussed with the Economic Advisory Committee. The purpose of consultation was to gather further insights about office market dynamics in Richmond and consider the potential for strata restrictions. Sixty-six people responded to the survey and 17 people participated in the workshop. Participants included at least 60 Richmond residents, three property owners, seven potential office tenants and 10 developers.

Key insights included:

- varied opinions about the impacts of COVID;
- emphasis on the importance of amenities for commuters and residents as well as tenants, higher profile post-secondary education, and housing costs;
- the value of a critical mass of tenants to drive further demand;
- a cultural preference for ownership in Richmond;
- the value of leased offices for start-ups and young entrepreneurs; and
- the importance of meeting the needs of both small and large businesses.

Ideas related to incentives included:

- parking reductions;
- streamlined development application processes;
- development corporations or public-private partnerships to finance leased office development;
- tax incentives; and
- improved transit access to eastern parts of the region.

When asked about the potential for strata restrictions, participants generally agreed that the focus of any restrictions should be on large, flexible (easy to adjust layout and size) office spaces close to the Canada Line. While a preference for regulatory certainty was expressed by some, there was a concern that if projects were not viable (i.e. competitive with strata), a firm restriction could slow or halt office development. To ensure that office projects are viable and help maintain Richmond's competitiveness in the region, participants emphasised the need for financial incentives should the City of Richmond consider strata restrictions.

More details may be found in the Consultation Results Report (Attachment 2).

Consistent with staff's technical analysis, the consultation found that potential restrictions on strata office are not needed outside the City Centre. If the City of Richmond were to consider restrictions on strata office in the City Centre, the restrictions should:

- Focus on providing large, flexible space, specifically in amenity-rich locations close to the Canada Line; and

- Be coupled with incentives that can support more viable development.

Summary of Consultation and Research

Consultation and research show that:

- There is considerable uncertainty in the local strata office market in terms of price, absorption, and pace of sales, and COVID remains a major source of uncertainty in the whole office market, affecting demand for and cost of leased and strata space.
- A mix of strata and leased offices is expected from anticipated development City-wide, meeting the needs of Richmond's diverse businesses. Strata offices are well-suited to small businesses, who are buying and using them.
- Strata restrictions are not needed outside the City Centre. Within the City Centre, market signals are unclear, adding to COVID-related uncertainty.
- If further restrictions on strata office in the City Centre were to be considered, the restrictions should target entire office buildings, be applied close to the Canada Line, and be coupled with incentives that support the viability of resulting development.
- Experience with the current policy is limited so far and its implementation has been affected by COVID-19, so more time is needed to understand its effects.

Consideration of Financial Incentives

Staff did explore financial incentives such as density bonuses and parking reductions to determine what would be needed to offset a restriction of strata and support development of the desired large, leasable spaces near the Canada Line. The analysis conducted by an external land economist indicated that substantial increases in density and reductions in parking would be required to create an attractive incentive under current market conditions. The necessary density increases may be feasible for commercial buildings, but not for mixed-use buildings, due to height and massing constraints. Significant compromises to urban design principles would also be required without any certainty that this type of incentive would attract large leasable office space near the Canada Line.

Based on a review of relevant local and North American precedents, it would be possible to consider some parking reductions as part of future development, subject to a site specific parking study. The purpose of such study would be to substantiate the appropriate parking needs and any associated opportunities and transportation demand management measures to reduce parking for this use. A separate report on potential parking reductions for projects that include transportation demand management measures in the City Centre will be brought forward in the first quarter of the New Year.

Based on market research, technical analysis, and consultation results, staff do not recommend further restrictions on the stratification and airspace subdivision of office space at this time. The current office strata policy which utilizes a density bonus approach has not had enough time to determine if the policy is successful in attracting large office space in the City Centre. In the

context of an uncertain and dynamic office market, a review of the potential to refine restrictions is recommended in two years.

Financial Impact

None.

Conclusion

Research and consultation with property owners, the general public and the development community was conducted on the potential for office strata restrictions. The results were that:

- there is considerable uncertainty in the local strata office market;
- there is limited experience with the current incentive-based office strata policy; and
- any further restrictions should be matched with incentives, as in the current policy approach.

It is recommended that no further restrictions on the stratification and airspace subdivision of office space be considered at this time and that staff review the potential to refine restrictions again in two years.

Peter Whitelaw, MCIP, RPP
Planner 3
(604-204-8639)

PW:cas

Att.

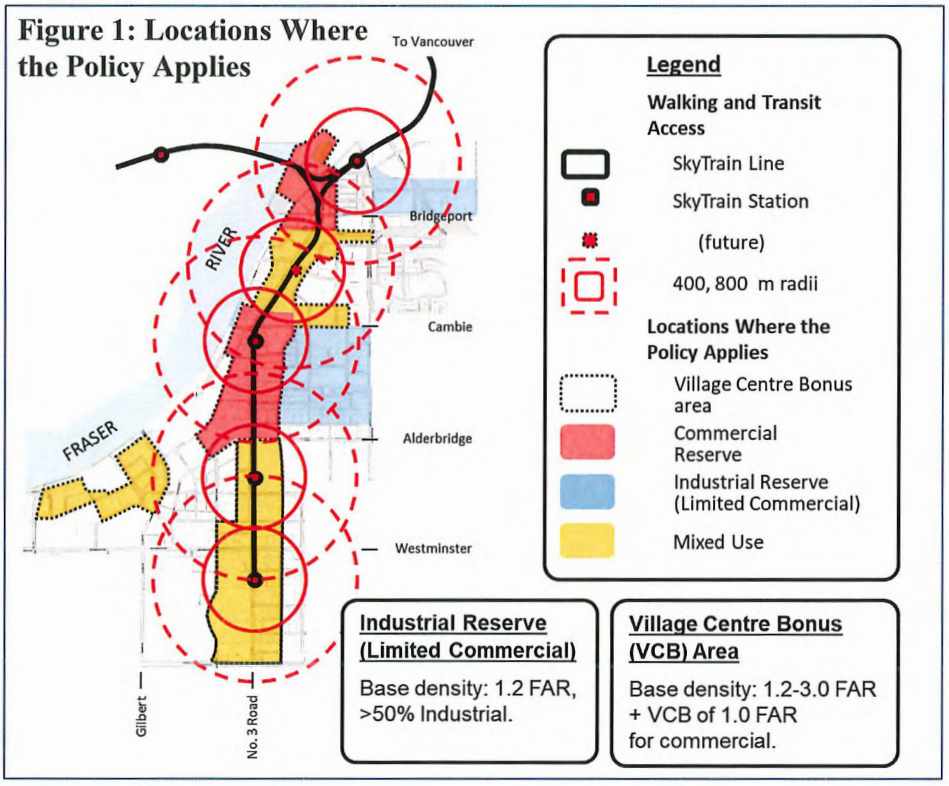
1: City Centre Area Plan Policy Adopted in June 2019
2: Consultation Results Report

City Centre Area Plan Policy Adopted in June 2019

CCAP policy is located in Appendix 1 – Definitions (pages A-2 and A-3), as follows:

- The Industrial Reserve – Limited Commercial overlay "provides for additional density over and above that permitted by the underlying Transect, provided that …
  b) the floor area of non-industrial uses on the development site does not exceed that of industrial uses, unless otherwise determined to the satisfaction of Council; …
  e) the subdivision of any floor area within a building (including floor area over and above that permitted by the underlying Transect) that is used for office shall be limited to one strata lot or air space parcel per storey of the building or per 1,858 m^2 (20,000 ft^2) of office floor area, unless otherwise determined to the satisfaction of Council."
- The Village Centre Bonus (VCB) overlay "provides for additional density for non-residential uses over and above that permitted by the underlying Transect, provided that …
  for development sites where the Village Centre Bonus permits additional density for non-residential uses to exceed 1.0 FAR, the subdivision of any Village Centre Bonus floor area within a building (including floor area over and above that density permitted by the underlying Transect) that is used for office shall be limited to one strata lot or air space parcel per storey of the building or per 1,858 m^2 (20,000 ft^2) of office floor area, unless otherwise determined to the satisfaction of Council."

Figure 1 shows where the policy applies.



City of Richmond

Consultation Results Report

This document provides results of formal consultation on office strata policy completed in May 2021. The consultation consisted of:

- Results of a Let's Talk Richmond Survey conducted May 12 to May 24, 2021. Notifications were sent to all LTR users and via City Facebook and Twitter channels.
- A May 12th workshop to which potentially affected property owners, potential tenants and the development community were invited;
- Email correspondence initiated by workshop invitees.
- The City's Economic Advisory Committee, to whom a presentation was given on May 13, 2021

In each consultation, staff presented information and requested input on the following topics:

- Context for office development and policy
- Current office stratification policy
- Alternatives to the current approach

Summary of Results

In response to the overview of the office market presented to them, participants shared a number of additional insights about the market. These included:

- Widely varied opinions about the impacts of COVID-19.
- Amenities in the City Centre are critical, including diverse retail and services serving residents and commuters as well as tenants.
- Key factors affecting tenant decisions include certainty about when they can take possession of their space, the presence of higher profile post-secondary education and high housing costs.
- A critical mass of office users will help to drive further demand for office space and help Richmond compete with other hubs of office activity in the region.
- Strata restrictions are oriented to the needs of large businesses, but small businesses are also an economic engine.
- Chinese culture and business connections influence the market in Richmond, including a general preference for ownership.
- There have been some sales of large strata offices; however these have been very slow.
- Bonus density (at the levels discussed/assumed by participants) may not be an adequate incentive for leased offices.

In their responses, participants also suggested ideas for the City's consideration, if the City were to further restrict strata:

- Two ideas highlighted by the development industry:
  - Further reduce minimum parking requirements close to the Canada Line.
  - Streamline the process of considering development applications to improve certainty and reduce project timelines, including possibly pre-zoning commercial sites for offices.
- Other ideas mentioned by participants:
  - More narrowly define office/commercial areas to help create a more attractive area for office users, e.g., only in commercial "villages" in the City Centre.
  - Set up a development corporation to buy space and then operate as a landlord. This would enable the City to support non-profits that need affordable office space as well, e.g., through a shared services model.
  - Set up P3 partnership to finance leased office buildings.
  - Focus on factors influencing tenant location decisions and giving Richmond a competitive edge, e.g., through analysis and/or consultation.
  - Provide property tax incentives.
  - Improve transit access to offices to the eastern part of the region, where lower cost housing is located.

In general, participants appeared to hold a range of overarching views that informed their comments, including that the City:

- should not get involved in shaping the private market;
- has a critical role in shaping the private market to deliver community benefits; and
- should not pursue growth unless it benefits existing residents.

A shift to focus on large leased office spaces close to the Canada Line was generally supported in both workshops and survey results. Although the importance of ownership was acknowledged as a driver of interest in strata in Richmond, the importance of more flexible leased space was also emphasised as an important factor for tenants from young entrepreneurs and start-ups to larger users.

Participants were split on whether a voluntary, flexible approach or specifying a requirement is better. For either approach, the most common rationale was support for the City's objectives or vision. The most common trade-off was between flexibility and effectiveness: too much flexibility could make the policy an ineffective tool to encourage leased offices, but if leased offices are not viable (or competitive with other options), a firm requirement could slow office development.

Participants acknowledged the City's dilemma of trying to support leased space while also supporting viable development.

Appendix: Detailed Consultation Results

To inform policy development, the City consulted the public, property owners, potential tenants and the development industry via:

- A Let's Talk Richmond survey, from May 12 to May 24;
- An on-line workshop, held May 12th; and
- A presentation to the City's Economic Advisory Committee on May 13th.

In addition, email correspondence was received from individuals who were invited to the workshop but were unable to attend.

This Appendix provides detailed results from this consultation.

Survey

A Let's Talk Richmond survey was available to the public between May 12 and May 24, 2021. Its content and results are summarized in this section.

Survey Content

The survey consisted of background information about office stratification policy, coupled with the following questions:

1. Please add any insights [about the current situation] that will help the City understand the situation fully.
2. Please offer any additional insights about what has happened under the current policy.
3. Do you have any comments on the preliminary [policy] directions?
4. What do you think of the first alternative: shift the policy to require leased offices and maintain the current voluntary, flexible approach? [permitted responses: Definitely agree; Somewhat agree; Neutral; Somewhat disagree; Definitely disagree; Not sure]
5. Tell us why. This is critical to help us understand the situation and help shape policy.
6. What do you think of the second alternative: Strengthen the policy by requiring all office developments receiving the VCB be for lease? [permitted responses: Definitely agree; Somewhat agree; Neutral; Somewhat disagree; Definitely disagree; Not sure]
7. Tell us why. This is critical to help us understand the situation and help shape policy.
8. Please let us know if you have any other comments, questions or suggestions.

Respondents were also asked what perspective(s) made them interested in office policy, and how they heard about the consultation.

Survey Results

Respondents are almost all Richmond residents who heard about the survey directly through Let's Talk Richmond.

- Sixty-six people completed the survey. Of respondents, 60 are Richmond residents. Seven consider themselves potential tenants, two own property in the City Centre and one is a real estate professional.
- All but one respondent heard about the survey through the Let's Talk Richmond email notification.

A thematic analysis was completed for responses to questions asking for insights about the current office market context and the impact of the current policy (questions 1 and 2), and the final question requesting general comments (question 8). Themes from responses to these questions overlapped, so they are presented together. They capture commonly mentioned responses.

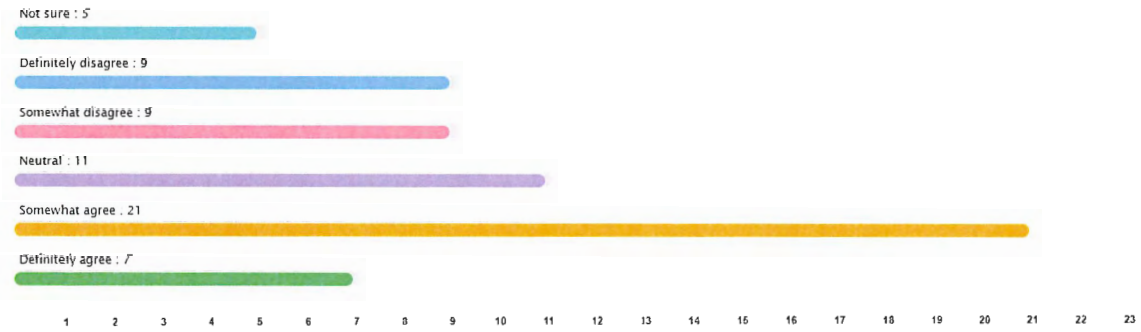
- Insights about the current situation and policy
    - There were widely varied opinions about COVID impacts and how to respond.
    - The importance of amenities in the City Centre was reinforced, including diverse retail and services serving residents and commuters as well as tenants.
    - High profile post-secondary education was mentioned as an important draw for new businesses.
    - Some respondents prefer a laissez-faire approach, while others strongly support government action.
    - Some respondents see no benefit from growth and would prefer that the City work to benefit existing residents and businesses, not new ones.
    - High housing costs are a deterrent to employees.
    - More narrowly defining office/commercial areas may help create an area more attractive to new tenants.
    - A critical mass of office users will help to drive further demand for office space and help Richmond compete with other hubs of office activity in the region.
    - The policy is oriented to the needs of large businesses over small businesses, but small businesses are also an economic engine.
- Ideas for possible solutions
    - City could set up a development corporation to buy space and then operate as a landlord. This would enable the City to support non-profits that need affordable office space as well, e.g., through a shared services model.
    - P3 partnership to finance office buildings.
    - Focus on factors influencing tenant location decisions and giving Richmond a competitive edge, e.g., through analysis and/or consultation.
    - Consider tax incentives.
    - City needs to carefully guard its reputation in relation to fair and consistent treatment of businesses.
    - Pre-zone commercial sites for offices.
    - Improve transit access to the east, where lower cost housing is located.
- Other
    - Development, including office development, should benefit the community.

A thematic analysis was also completed for responses about focusing on large leased office spaces within five minutes walk of the Canada Line (question 3):

- Ten responses were supportive, but most did not provide reasons why. Related comments included that despite uncertainty, there is enough information to warrant a shift in policy; that density should be pursued to reduce pressure on farmland and green space; that mixed use is supported and that leased space could be made a requirement.
- Four responses were not supportive. Two respondents generally do not believe the City should attempt to influence the market; one believes vehicular access is most important for offices and cannot be provided adequately in the City Centre; and the other did not provide a rationale.
- Consider focusing only in commercial areas within 10-15 min walk of Canada Line and not in mixed use areas.
- Be flexible in zoning, especially for mixed industrial/office areas.
- Support for bricks-and-mortar retail is key in context of on-line competition.
- Transit access is critical, especially with competitive advantage near the casino and the airport as well as employment in the southern part of the region.

Respondents were asked their opinions on two alternative approaches for the Village Centre Bonus (VCB) area: to shift the policy to focus on leased office but maintain a voluntary approach; or to require all office developments receiving the VCB to be for lease (questions 4-7). Responses to both alternatives were spread across the range from definite disagreement to definite agreement, with about 60% agreeing and 40% disagreeing with each direction. People who agreed with one did not necessarily disagree with the other.

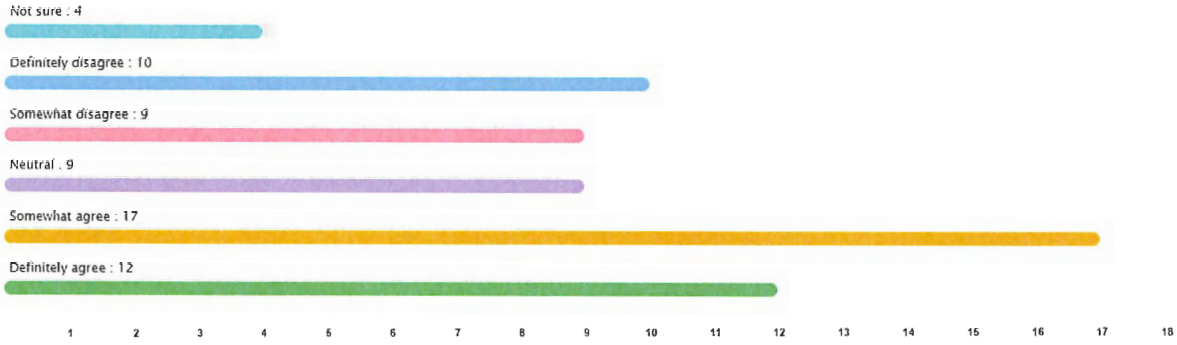
1. Alternative 1: Shift the policy to require leased offices and maintain the current voluntary, flexible approach



Respondents noted the following reasons for their response:

- Too much flexibility may make policy ineffective (8 responses)
- Prefer a flexible/voluntary approach (7)
- Too cumbersome (1)
- Helps achieve the goal of attracting target businesses (5)
- Constraints on business will not be successful, are not an appropriate City role, or may be counter-productive (3)
- Leased space is good for young entrepreneurs or smaller businesses (2)

2. Alternative 2: Strengthen the policy by requiring all office developments receiving the VCB be for lease



Respondents noted the following reasons for their response:

- Certainty is preferred (5 responses)
- Too restrictive, would be a disincentive to developers and make Richmond less competitive for development (4)
- Support City action in support of long-term vision (3)
- Flexibility would be better (2)
- Density bonus is ineffective (2)
- Not attractive to potential large users (1)
- Simple formula and fast permitting will encourage development you want (1)
- Less flexibility coupled with less financial incentive is not an attractive combination (1)
- Should be room for user/owned development (1)

On-line Workshop

An on-line workshop was held by invitation to property owners in the City Centre and representatives from the development industry. Metro Vancouver was invited as an observer. A presentation covering the following items was made, with Q&A at points throughout:

- Context for office development and policy
- Current office stratification policy
- Alternatives to the current approach

Attendees (17): Eric Aderneck (Metro Vancouver), Dan Roche, Wilson Chang, Toby Chu (CIBT), Jeff Fisher (UDI), Grace Lam (Fairchild Development), Rob Hall (Keltic Development), Paul Williams, Don Mussenden (Real Estate Board of Greater Vancouver), Colleen Arndt (DigiBC), Pedro Tavares (NAIOP), Jaz & Nigel (Costco), David Chung (Dava Development), Jun Nan (Keltic Development), Max Gordichuk (Wesgroup Properties), Peter Martin, Danny Chu (Dacosa Properties)

City Staff: Peter Whitelaw, John Hopkins, Steve Gauley, Cathy Swan

General Questions:

When is the report going to Council? Will the slides be available?

- The report is scheduled to go to Council in the late summer/early fall. The slides will be sent to attendees via email. Most of the information that is shared today can be found on Let's Talk Richmond.

Comments and Questions – Context

- If there is low vacancy in downtown (which indicates good demand be it for owners or tenants), why is there concern about strata development?
- The problem is the length of time to develop and construct a viable project in Richmond. Not about strata or with developers. Greater efficiency would help.
    - In today's environment, tenants want a level of certainty to take possession, not a MAYBE five year, six years or ten years.
    - To attract the right type of development, with the right type of the future tenants, the planning system needs to be attractive for developers.
    - The current state of investment sentiments, more policies will only reduce investment interest, causing less ownership, and more strata units.

Comments and Questions – Current Policy

- How many projects that are being built that are strata took advantage of the Density Bonus (DB) for larger spaces?

Comments and Questions – Alternatives

- Is the focus on sky train station within 400 m radius only? What about main crossroads within Richmond like No. 5 Road and Cambie?
- As a Richmond Resident, traffic density along the No. 3 Road corridor is an issue as well as the Sky Train being crowded at the best of times, especially during rush hours.
- Parking could be a useful incentive
    - Parking is a difficult issue. How to balance the needs of everyone.
    - A parking study would be really worthwhile – parking cost is perhaps the greatest hindrance for development.
    - Parking regulations are high for IT, education uses – can they be reduced.
    - Metro Vancouver parking review found 30-35% oversupply for residential. Not sure about commercial rates. Worth a look.
    - Many of the younger workers in the fields that we are trying to attract do not drive, or even own a vehicle. Does this impact parking need?
- Development review processes
    - Pre-zoning would speed up the process.

  - There is too much uncertainty and long timelines associated with the City development review processes and that creates risk for developers, making it hard to offer tenants certainty as to when their space will be available. It is especially challenging to attract international tenants in this context. Would like to see the City improve efficiency and timelines for development review.
  - There seems to be a disconnect between City Council and staff. Staff will support a proposal but Council rejects it and sends it back to staff for more work. A project that the speaker is involved with has taken 5 years to get approval and it is still not built. This is for a project that is close to the Canada Line.
- With the current state of investment sentiment, more policies will only reduce any interest in investment causing less ownership and more strata units.

Alternative approaches within the Village Centre Bonus area

Two polls were run to gauge participants' opinions about two alternative approaches presented: a flexible, voluntary approach or a defined density bonus in the Village Centre Bonus area.

- Poll # 1 – level of support for maintaining an incentive-based approach
  - About ¾ of respondents were neutral or had no opinion.
  - Other respondents were split.
- Poll # 2 – level of support for strengthening the approach to make leased office a requirement to obtain the VCB bonus.
  - About ¾ of respondents were neutral or had no opinion.
  - Opinions expressed by respondents were spread from strongly disagree to strongly agree, but on balance were slightly more in agreement with the stronger approach.

These results suggest participants do not have a strong preference for either a negotiated incentive-based policy (as in the 2019 policy) or a more defined bonus requirement in the VCB.

Email correspondence from workshop invitees

Email correspondence was received from three individuals who were invited to the on-line workshop but were unable to attend it. This correspondence has been anonymized to protect the privacy of these individuals.

- Sales of our large strata office units have been very slow, but we have sold 15% of the space to date.
- Richmond has a very high percentage of ethnic Chinese population. A lot of the businesses done in Richmond is Chinese related and at this point most of those businesses are far from being substantial in size. By the same token a lot of the Chinese strata office buyers are interested to purchase smaller units to conduct their business.
- As a smaller city with limited amenities, Richmond is not expecting to draw a lot of interest from international corporations. A lot of the developers end up selling small strata office units because this is their best proforma scenario.

- Chinese people like to own instead of leasing and they would pay more to own.
- Timing is important to leasing to big corporate entities. It is a very risky proposition to build and wait for a large, one-floor tenant to lease up all the space in one floor in a small city like Richmond. To get that kind of tenant for Richmond we need significant incentives from the City to lure them. Just having the office space available is far from being enough. Lowering their portion of property taxes could be a useful incentive.
- As a developer, I find that incentives such as bonus floor area ratio (FAR) often do not really work. You really do not want to build anything to have it vacant even if the cost appears to be cheaper.
- The best way is to leave to the developer to make the decision to do what is best for them and most of them are savvy enough to know the market. The best the City can do is to provide the bonus/incentives (big or small depending on its perceived significance). If there is a demand for big rental space there will be developers building it for the need. It is always a supply/demand relationship. The more the control the less will be the supply and higher the price and less the choice.
- A focus on leased office is a huge positive for the City. Strata office almost always ends up ballooning the price of office development sites, as it has downtown Vancouver, and causes major property managers (e.g., pensions / lifecos) to not participate in purchasing office development sites. This can result in not just fragmented office suites, but substandard buildings and landlords, as the best in class developers chose not to chase the low yields the strata investors seem OK with.
- The same capital scrutiny that exists on residential purchases does not exist on office strata purchases, so there is a lot of potential hot money with little concern for economic returns in this sector.
- Thinking about the whole market, the office market is as low as 10%, so maybe wait to make changes, e.g., to 2022, 2023.
- If you build a leased building, government or a big investor would need to be the landlord. Government needs to lead, and other tenants will follow.
- Don't spread the area out so much: start at the centre of the city centre, e.g., No. 3 and Westminster, and work outwards.

Economic Advisory Committee (EAC)

A presentation was made to the EAC on May 13th providing context for office stratification policy and outlining preliminary directions and the consultation program. The following comments and questions were discussed following the presentation:

- There is an inability to have large continuous space as a result of land values being bid up by land developers. The City is on the right track keeping it near transportation arterials.
- Investors don't want companies to buy buildings, they want the flexibility of leasing. Important for us to challenge how to drive more lease space so we can attract more nimble, fast growing, tech and software companies that do not want to buy buildings.
- Regarding shared work spaces:
    - Q: Where does WeWork fit in to all of this?

- A: We have smaller coworking spaces in Richmond. We have spoken with WeWork, who are in a wait and see approach, wanting to assess demand in Richmond.
- WeWork's vision was to buy the buildings they were in, but do not appear to be doing so now.
- CBRE and Oxford have seen the opportunity to adopt a similar business model, and are doing shared office spaces using the same model. This inflates the price of space.
- A key issue for the City is how to keep a cap on lease rates and therefore land values.

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	December 1, 2021
From:	Lloyd Bie, P.Eng. Director, Transportation	**File:**	01-0100-30-TSAD1-01/2021-Vol 01
Re:	**Traffic Safety Advisory Committee - Proposed 2022 Initiatives**		

Staff Recommendation

1. That the proposed 2022 initiatives for the Traffic Safety Advisory Committee, as outlined in the staff report titled "Traffic Safety Advisory Committee - Proposed 2022 Initiatives" dated December 1, 2021 from the Director, Transportation, be endorsed; and

2. That a copy of the staff report titled "Traffic Safety Advisory Committee - Proposed 2022 Initiatives" be forwarded to the Richmond Council-School Board Liaison Committee for information.

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Community Bylaws	☑	
Fire Rescue	☑	
RCMP	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

Staff Report

Origin

Council endorsed the establishment of the Traffic Safety Advisory Committee (TSAC) in 1997 to create a co-operative partnership between City staff, community groups and other agencies that seek to improve traffic and pedestrian safety in Richmond.[1] The Committee provides input and on a wide range of traffic safety issues such as school zone concerns and neighbourhood traffic calming requests, and collaborates on traffic safety-related education initiatives. This report summarizes the Committee's activities in 2021 and identifies proposed initiatives for 2022.

This report supports Council's Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

Enhance and protect the safety and well-being of Richmond.

1.1 Enhance safety services and strategies to meet community needs.

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

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

6.3 Build on transportation and active mobility networks.

Analysis

Road and School Zone Safety Initiatives in 2021

The member agencies collectively participated in the following measures in 2021 aimed at improving the safety of Richmond roads for all users.

- *School Zone Traffic Safety*: Development of an inventory for each elementary and secondary school that identifies the existing condition of all pathways connecting to each school and adjacent park in order to identify any needed improvements to encourage walking, improve road safety and provide consistency at all sites across the city (e.g., new curb ramps for walkways). To date, the mapping of all elementary schools is complete along with site visits to confirm current conditions. The work will continue in 2022 with the mapping of secondary schools and the development of an implementation strategy for both elementary and secondary schools.

  In addition, on-going traffic safety concerns at various schools across the city were reviewed and addressed. These concerns are typically related to motorist speeding and illegal parking/stopping in school zones, driver behaviour within school sites (e.g., making prohibited turns when exiting parking lots) and pedestrian crosswalks near schools. The

[1] TSAC has representation from the following groups: Insurance Corporation of BC (ICBC), Richmond School District, Richmond RCMP, Richmond Fire-Rescue, Richmond District Parents Association, Vancouver Coastal Health, and the City's Transportation and Community Bylaws Departments.

issues were addressed by a variety of measures, each tailored to the specific site conditions at the school. Community Bylaws and Richmond RCMP regularly provide coordinated enforcement in school zones. Other continuing measures include the deployment of Speed Watch volunteers and clearing of vegetation to improve sightlines at crosswalks.

- *Community Requests for Traffic Calming*: Assessment of and consultation with local residents regarding potential traffic calming measures to address speed-related concerns followed by implementation where warranted and supported. Through this process, Table 1 identifies the traffic safety improvements that were installed in 2021.

Table 1: Traffic Calming Measures Implemented in 2021

Roadway	Date	Traffic Safety Improvements
Monteith Road	Spring	• two speed humps
Shell Road East	Spring	• three speed humps, two of which are raised crosswalks
Fundy Drive	Summer	• reduced speed limit of 30 km/h along frontage of the park between dawn and dusk • three speed humps • three crosswalks • in-pavement markers at two of the crosswalks

In addition, traffic studies and consultation with residents of three neighbourhoods were undertaken in 2021:

  - Barnard Drive-Lam Drive/Robson Drive: Survey responses indicated support for the installation of a traffic circle at this location, which is consistent with the suite of other traffic calming measures already established along Barnard Drive. Installation is anticipated to be complete by spring 2022.
  - Barnes Drive and Flury Drive. Consultation held in summer 2021 indicated support for a reduced speed limit of 30 km/h that is enforceable. Further consultation will occur in early 2022 to confirm the traffic safety improvements to be implemented.
  - Kittiwake Drive: Initial consultation to discuss perceived issues and potential measures to address concerns.

- *Traffic and Signal Operations*: Several new and upgraded signals were activated in association with the opening of River Parkway in March 2021. Eight signalized intersections were upgraded with UPS (uninterrupted power supply) to provide continuous power in the event of an outage. A special crosswalk was activated on Shell Road at Kidd Elementary School in April 2021 (Figure 1).

Figure 1: Special Crosswalk on Shell Road at Kidd Elementary School

- *Traffic Camera Program*: Traffic cameras were added at six City-owned signalized intersections (for a total of 116 intersections). The cameras help to optimize traffic operations and provide real-time photos to the public via the City's website.

In April 2021, the City launched a program to allow the public and businesses to apply to purchase video footage from the cameras at City-owned intersections to assist in legal or other matters such as evidence of collisions.

- *Network Screening Study*: Completion of the recommended short-term improvements to improve traffic safety at 18 of the top 20 collision prone intersections. Detailed design is underway for the remaining two intersections (Cambie Road-No. 5 Road and Cambie Road-No. 4 Road) that will incorporate both short- and long-term recommended improvements.

Traffic and Pedestrian Safety Campaigns in 2021

The Committee participated in the following ICBC- and Richmond RCMP-led road and pedestrian safety campaigns in 2021.

- *School Zone Safety*: In March 2021, ICBC installed temporary signage at four elementary schools (Westwind, Homma, McKinney, and Wowk) to help address concerns regarding speeding in school zones. The signage has children featured with the caption 'Thank you for thinking of me' and is a reminder for drivers in school zones to pay attention to the road and slow down (Figure 2). The signage was present during the morning drop off period and Richmond RCMP were present to monitor activities. An additional Speed Watch event was held in May 2021 at Bridge Elementary School.

Figure 2. Temporary Signage in School Zones

- *Pedestrian Safety*: In January 2021 and during mid-October to mid-November 2021, ICBC and Richmond RCMP worked together as part of a provincial pedestrian safety campaign to urge pedestrians and drivers to stay safe as crashes involving pedestrians nearly double at during the fall and winter periods.[2] Along with community policing volunteers, 13 outreach pedestrian safety outreach events were held in Richmond where nearly 5,200 reflectors were handed out in high pedestrian traffic areas across the city (Figure 3). A further 12 pedestrian safety presentations were made to the following audiences during the fall event:
  - SUCCESS for newcomers
  - Seniors outreach at Cambie Community Centre and Minoru Centre for Active Living

Figure 3: Pedestrian Safety Event at Canada Line Station

[2] Based on ICBC data from 2016 to 2020, an average of 1,080 pedestrians are injured in crashes between October and January compared to 570 pedestrians who are injured between May and August.

- Walk Richmond participants (Dover Park, Richmond Nature Park and Thompson Community Centre)
- Hugh Boyd Secondary (Grade 10 Career Education classes)

- *Distracted Driving*: Richmond RCMP officers and community police volunteers conducted four "Cell Watch" blitz days in March that involved RCMP officers and volunteers who collectively checked 2,400 motorists. Targeted locations were Westminster Highway-Buswell Street and Westminster Highway-No. 3 Road. A total of 21 warnings and violation tickets were issued during the March event.

  During summer 2021, ICBC and Richmond RCMP reached out to City's Summer Day Camp staff at community centres (City Centre, Cambie, South Arm, Steveston, Thompson, and West Richmond) and ice centres. The children in the summer day camps created over 120 unique "Think of Me" cards that have an illustration of what children think drivers should think about when they are driving in school zones and in the community. On the back of the cards is education around distracted driving.

  During September 2021, the Richmond RCMP Community Engagement team and volunteers distributed these illustrations to drivers during two back-to-school Speed Watch events (held at McNeely and Cook Elementary Schools) and two distracted driving outreach events (targeted at No. 3 Road-Alderbridge Way and No. 3 Road-Ackroyd Road) (Figure 3). Instead of getting a ticket, the driver is reminded why it is important to focus on the road. Nearly 2,100 vehicles were checked and a total of 73 cards and 43 warnings were given out at the two back-to-school events. The remaining cards were distributed through various outreach events across the city by Richmond RCMP.

Figure 3: Distracted Driving and Back-to-School Campaigns

Proposed Traffic Safety Activities for 2022

In addition to developing and providing input on corrective measures to address identified traffic safety concerns, the Committee will undertake a number of proactive initiatives to enhance traffic safety in 2022.

- *School Zone Traffic Safety*: Review and provide comment on the mapped inventory of elementary and secondary schools, and any improvements identified as needed. The Committee will also provide on-going review and improvement of traffic and pedestrian safety in school zones through improving vehicle parking and circulation layout at schools, supporting the enforcement of school zone traffic violations, and introducing new walkways and crosswalks as well as upgrading crosswalks to improve pedestrian safety.

- *Traffic Calming*: The assessment, community consultation, implementation, and monitoring of road safety and traffic calming measures where warranted in local neighbourhoods, together with consultation with Richmond RCMP and Richmond Fire-Rescue prior to the implementation of any traffic calming measures.

- *Pedestrian and Traffic Safety Projects and Campaigns*: Continue to collaborate, support and participate in on-going multi-agency efforts to increase the level of pedestrian and traffic safety, and discourage motorist speeding and distracted driving, such as the annual campaigns held by ICBC and Richmond RCMP in various locations.

- *Network Screening Study*: Review and provide comment on the recommended medium- and long-term improvement measures to enhance road safety at the top 20 collision prone intersections in Richmond (Attachment 1).

- *E-Scooter Pilot Project*: Monitor and provide feedback on user behaviour and the operation of the devices from road and pedestrian safety perspectives.

Costs associated with the implementation of road and traffic safety improvements are normally accommodated in the City's annual capital budget and considered as part of the annual budget review process. Some of these projects are eligible for financial contribution from external agencies (e.g., ICBC and TransLink). If successful, staff will report back on the amount of financial contribution obtained from these external agencies through the annual staff reports on ICBC and TransLink cost-sharing programs respectively.

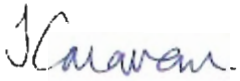
Financial Impact

None.

Conclusion

The Traffic Safety Advisory Committee is one of the few multi-agency forums in the region dedicated to enhancing pedestrian and traffic safety within its home municipality. Since its inception in 1997, the Committee has provided input on and support of various traffic safety improvements and programs and initiated a range of successful measures encompassing engineering, education and enforcement activities. Staff recommend that the proposed 2022

initiatives of the Committee be endorsed and this staff report forwarded to the Richmond Council-School Board Liaison Committee for information.



Bill Dhaliwal
Supervisor, Traffic Operations
(604-276-4210)

Joan Caravan
Transportation Planner
(604-276-4035)

JC:lce

Att. 1: Top 20 Collision-Prone Intersections in Richmond

Top 20 Collision-Prone Intersections in Richmond

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	November 29, 2021
From:	Lloyd Bie, P. Eng. Director, Transportation	**File:**	01-0100-20- RCYC1/2021-Vol 01
Re:	**Richmond Active Transportation Committee – Proposed 2022 Initiatives**		

Staff Recommendation

1. That the proposed 2022 initiatives of the Richmond Active Transportation Committee, as outlined in the staff report titled "Richmond Active Transportation Committee - Proposed 2022 Initiatives" dated November 29, 2021 from the Director, Transportation, be endorsed; and

2. That a copy of the report titled "Richmond Active Transportation Committee – Proposed 2022 Initiatives" be forwarded to the Richmond Council-School Board Liaison Committee for information.

Lloyd Bie, P. Eng.
Director, Transportation
(604-276-4131)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Parks Services	☑	
Recreation Services	☑	
Engineering	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

Staff Report

Origin

The Richmond Community Cycling Committee was formed in 1993 to allow City staff to work in partnership with the community to promote commuter and recreational cycling in Richmond. In 2013, Council approved the evolution of the Committee into the Richmond Active Transportation Committee (RATC) to reflect a broader mandate that includes other micro mobility devices such as e-scooters. The Committee provides input and feedback to the City on infrastructure projects designed for these modes and undertakes various activities in co-operation with the City that encourage, educate and raise awareness of active transportation. Committee members are local residents and/or employees who reflect a diverse range of ages and cycling skills. Several members, including a co-Chair, are also members of HUB Cycling's local Richmond-YVR Committee, which enables direct and on-going communication with the agency.[1]

This report reviews the 2021 activities of the RATC and identifies a number of initiatives for 2022 that would support its mandate to provide input and advice to the City on issues in the planning, development, improvement, and promotion of an active transportation network that supports a greater number of trips by cycling, walking and rolling. The Committee's activities contribute towards the City's sustainability goals articulated in Richmond's *Official Community Plan* and *Community Energy and Emissions Plan* to reduce greenhouse gas emissions by prioritizing and funding walking, rolling and cycling infrastructure. The Committee's initiatives also support the goals and actions of the City's *Community Wellness Strategy* and, in turn, Richmond's long-term health, liveability and vibrancy.

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

> *An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.*
>
> *4.1 Robust, affordable, and accessible sport, recreation, wellness and social programs for people of all ages and abilities.*
>
> *4.2 Ensure infrastructure meets changing community needs, current trends and best practices.*

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

> *Leadership in effective and sustainable growth that supports Richmond's physical and social needs.*
>
> *6.3 Build on transportation and active mobility networks.*

[1] HUB Cycling is a regional non-profit organization that works to improve cycling conditions in Metro Vancouver.

Analysis

While planned in-person events remained impacted in 2021 due to the COVID-19 pandemic, the Committee participated in a number of activities that contributed to enhanced cycling and rolling opportunities, and increased education and awareness of active transportation in Richmond.

Expansion, Improvement and Planning of Active Transportation Network in 2021

The City continued to expand and improve Richmond's active transportation network in 2021, which now comprises 87.2 km of on- and off-street bike and rolling routes (excluding dyke trails). The Committee provided feedback on the planning, design, construction, and/or improvement of the following facilities.

Construction of New Facilities

- *Charles Street (Sexsmith Road-Bridgeport Station Entrance)*: Substantial progress of an off-street multi-use path (MUP) with pedestrian lighting along the north side of Charles Street that provides safe walking and cycling access to/from Bridgeport Canada Line Station (Figure 1). This MUP extended the existing MUP on Sexsmith Road between Beckwith Road and Charles Street that was completed in 2020.

- *Alderbridge Way (Fisher Gate-Shell Road)*: Substantial progress on Phase 2 of an off-street MUP with pedestrian lighting along the north side of Alderbridge Way that provides a safe walking and cycling access where none previously existed (Figure 2). Phase 1 of the MUP between No. 4 Road and Fisher Gate was completed in 2020.

Figure 1: Charles Street MUP

Figure 2: Alderbridge Way MUP (Phase 1)

- *Crosstown Neighbourhood Bike Route*: Completion of upgrades at the No. 3 Road-Lucas Road off-set intersections that included curb bulges to facilitate cyclists to cross No. 3 Road. With this work, the Crosstown Neighbourhood Bike Route is now complete. The east-west route is aligned between Blundell Road and Francis Road, and connects Railway Avenue to Garden City Road using local streets and off-street pathways. Wayfinding signage has been installed and pavement markings (bike stencils with chevrons known as "sharrows") will be added in spring 2022.

- *Woodwards-Saunders Neighbourhood Bike Route*: Completion of upgrades on Woodwards Road mid-point between No. 2 Road and Gilbert Road to facilitate the through movement of cyclists and pedestrians. With this work, the Woodwards-Saunders Neighbourhood Bike Route is substantially complete. The east-west route is aligned between Francis Road and Williams Road, and connects Railway Avenue to the Parkside Neighbourhood Bike Route (Ash Street) using local streets and off-street pathways. Wayfinding signage will be installed in winter 2021 and "sharrow" pavement markings will be added in spring 2022. The planned upgrade of the special crosswalk on No. 3 Road at Saunders Road to a pedestrian signal is anticipated in 2022.

Improvement of Existing Facilities

- *West Side of Garden City Road (Lansdowne Road-Westminster Highway)*: Substantial completion of the upgrade of the existing paved shoulder on the west side between Lansdowne Road and Westminster Highway to provide a wider facility delineated between southbound cyclists and two-way pedestrians that is protected from vehicle traffic by an extruded curb (Figure 3). The project is anticipated to be completed in spring 2022 with the upgrade of the southbound bike lane immediately south of Lansdowne Road to an off-street MUP realigned behind the bus stop to eliminate conflicts with transit service. In addition, a 75m section of the existing southbound on-street bike lane north of Lansdowne Road was upgraded to an off-street bike path.

- *Granville Avenue (Garden City Road-Gilbert Road)*: Installation of delineators between the existing bike lane and the adjacent vehicle lane as a pilot project to mitigate motorists parking in the bike lane. The project scope will be extended west to Railway Avenue in 2022 (Figure 4).

Figure 3: West Side of Garden City Road (Lansdowne Road-Westminster Hwy)

Figure 4: Granville Ave Delineators

- *Railway Avenue (Steveston Highway-Williams Road)*: Re-striping of the bike and vehicle lane lines to widen the bike lanes, typically by 0.5m in the northbound direction to provide greater separation between cyclists and parked vehicles.

- *Westminster Highway (No. 6 Road-No. 7 Road)*: Reconstruction of the existing MUP on the south side to address extensive damage due to tree roots plus the addition of wooden bollards between the path and the road to address motorists parking on the path (Figure 5).

- *West Side of Garden City Road at Williams Road*: New pavement markings (bike stencils) and delineators were installed at the southern terminus of the off-street MUP on the west side to better define, for both motorists and cyclists, the transition of cyclists to an on-street facility when approaching Williams Road (Figure 6).

Figure 5: Westminster Hwy MUP

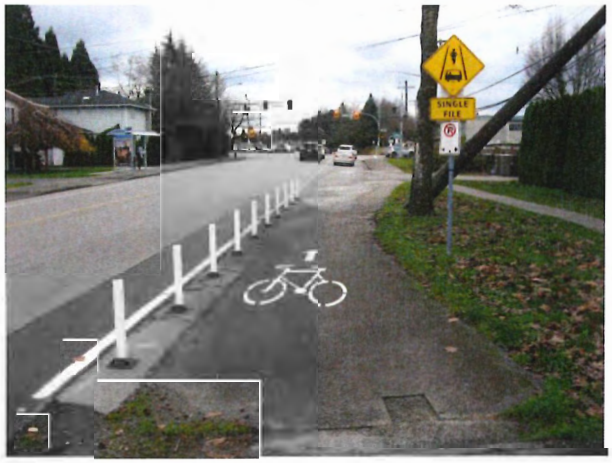


Figure 6: Garden City Road to Williams Road

Design Review of Planned Facilities

- *Gilbert Road (Granville Avenue-Elmbridge Way)*: Provision of directional cycling facilities on each side of the road comprising protected on-street bike lanes, off-street bike path adjacent to the sidewalk, and off-street MUP. When completed, the project will establish continuous cycling facilities on Gilbert Road between Granville Avenue and the Dinsmore Bridge.

- *Browngate Road (Hazelbridge Way-No. 3 Road)*: Provision of on-street two-way bike paths protected from the adjacent vehicle lane by a concrete median on the south side between No. 3 Road and Hazelbridge Way. When completed, the project will link the Odlin Road Neighbourhood Bike Route from the east to No. 3 Road and Aberdeen Station.

- *Lansdowne Road Multi-Use Pathway*: Westward extension of a two-way off-street MUP for pedestrians and cyclists on the north side of Lansdowne Road between Gilbert Road and Pearson Way. Upon completion, this project will provide a westward extension of the existing pedestrian-cycling facility along Lansdowne Road from Minoru Blvd to Gilbert Road and a direct link from the Canada Line Lansdowne Station to the Richmond Olympic Oval once proposed/future development-related road improvements are implemented along the remaining sections of Lansdowne Road and Hollybridge Way.

Participation in City Active Transportation Initiatives in 2021

The Committee participated in the following City initiatives in 2021 related to cycling and other active transportation modes in Richmond.

- *Update of Cycling Network Plan*: The Committee is a key stakeholder providing feedback in the Phase 1 and Phase 2 engagement sessions held by the City in June and November 2021 respectively to support the update of the plan. The plan is anticipated to be finalized in spring 2022 and will identify what the future cycling network will look like, and guide the prioritization of future investments.

- *Cycling-Related Signage in Construction Zones*: Members reviewed and provided feedback on potential improvements to current signage plans for scenarios where cyclists must transition out of the bike lane and into the adjacent vehicle lane to bypass a work zone.

- *E-Scooter Pilot Project*: The Committee provided input into the City's development of bylaw amendments to support an e-scooter pilot project as well as the planned provision of a public shared e-scooter system as part of the pilot project.

- *Bicycle-Pedestrian Counters*: Installation of six counters that record pedestrian and cyclists counts by direction on various facilities across the city (Table 1). The data will track usage and help inform the need for and timing of future improvements. Further expansion of the network of monitors is planned in 2022.

Table 1: Bike-Pedestrian Counters Installed in 2021

Bike Route	Location
Railway Greenway	South of Westminster Hwy
Cambie Road MUP	West of No. 3 Road
Alderbridge Way MUP	East of No. 4 Road
Garden City Road MUP	South of Beckwith Road
No. 6 Road MUP	South of Bridgeport Road
Sea Island Way Bike Path	West of Corvette Way

Promotion of Active Transportation Network in 2021

The Committee participated in the following activities in 2021 to promote cycling and other active transportation modes in Richmond.

- *Recreational Trails and Cycling Map*: Update of the map in partnership with Tourism Richmond that includes information on Richmond attractions and suggested itineraries for exploring Richmond by bike. The new edition was posted to the City's website and distributed in summer 2021 to community centres, libraries and other civic facilities. The project included an update of the large format sign of the map installed at the south end of the Canada Line Bridge, which is a major cycling gateway to Richmond (Figure 7).

Figure 7: Sign of Trails and Cycling Map

- *Go by Week (May and September 2021)*: The May 2021 event of this region-wide annual initiative organized by HUB Cycling was held online due to the COVID-19 pandemic. In September 2021, the Committee worked with HUB Cycling to support one "Knowledge Hub" in Richmond (outside in front of Thompson Community Centre) that was carefully supervised to comply with existing public health guidelines. Collectively, a total of 21 organizations based in Richmond comprising 63 riders registered online for the September event. These riders collectively logged 244 trips for a total distance of nearly 4,000 km thereby avoiding the emission of 820 kilograms of greenhouse gases within the community.

- *HUB Cycling Bike to Shop Week (August 7-20, 2021)*: HUB Cycling stages this annual event to encourage people to ride to and shop at local businesses. Bike to Shop is both a 'support local' and tourism campaign, designed to bring people directly to local stores as well as travel to new areas. The event in Richmond was focused in Steveston and included nine participating businesses that offered promotions and discounts to participants.

Active Transportation Education in 2021

The City provides funding to HUB Cycling to deliver cycling education courses for the community and elementary school students. The City's support for cycling education generates multiple benefits including increased safety, encouragement of a life-long healthy activity and sustainable mode of travel, and potential to reduce traffic congestion around schools as more students choose to ride a bike, all of which align with the City's Official Community Plan goals.

- *Bike to School Education for Students*: Beginning in 2020, the City has funded cycling education courses for all Grade 6 and 7 public school students over a two-year period (i.e., approximately 19 schools per year). In 2021, with revised delivery methods to comply with existing public health guidelines, a total of 1,600 students from 18 elementary schools learned the rules and responsibilities of riding on city streets and bike paths, and received hands-on practice with fundamental cycling skills on school grounds and local neighbourhood streets in co-operation with Richmond School District. HUB's fleet of bikes includes a range of specialized adaptive bikes that are available to children with physical and cognitive differences to help achieve a goal of 100% participation.

- *Cycling Education for Adults*: A Learn to Ride Course for 24 new immigrant adults and their families was held in partnership with Richmond Multi-cultural Community services. A Basic Bike Maintenance course with 11 attendees was held in partnership with Cambie Community Centre.

Proposed Active Transportation Initiatives in 2022

The Committee will provide input at the earliest conceptual stage on the prioritization, planning, design, and implementation of the following projects that expand and/or improve the network of infrastructure that can be used by active transportation modes.

- *Update of Cycling Network Plan*: Finalization of an updated city-wide cycling master plan that supports long-term mobility objectives, reflects best practices in cycling infrastructure design and current community needs, and includes a prioritized implementation strategy. This work is anticipated to be completed in spring 2022.

- *Planned Active Transportation Network Expansion*: Planned City capital projects include new or upgraded cycling facilities along the following corridors (see Attachment 1 for project locations):
    - Sexsmith Road-Brown Road: new protected bike lanes between Bridgeport Canada Line Station and the recently completed Odlin Road Neighbourhood Bike Route
    - Garden City Road (Granville Ave-Sea Island Way): addition of delineators between the bike lane and vehicle lane
    - Garden City Road (Francis Road-Williams Road): reconstruction of off-street MUP on the west side

- *E-Scooter and E-Bike Pilot Project*: The Committee will continue to provide input and feedback on the City's pilot project, particularly regarding the operation of the public shared e-scooter and e-bike system and its impact on existing cycling infrastructure and users.

- *Active Transportation Network Spot Improvements*: Potential projects include localized improvements to existing on-street cycling facilities such as improved pavement markings (e.g., green painted bike lanes at potential conflict areas), additional signage, new ramps to facilitate access to off-street pathways, and installation of delineators to prevent motorists from encroaching into bike lanes.

- *Planned Park, Road and Development Projects*: The Committee will review additional City and external agency projects that impact existing or would incorporate new active transportation infrastructure as part of the overall project such as the Province's Steveston Interchange Project and the George Massey Tunnel Crossing Improvement.

Project costs associated with the expansion and improvement of the active transportation network for 2022 are accommodated in the City's annual capital budget and considered as part of the annual budget review process. Some of these projects are eligible for financial contribution from external agencies (e.g., ICBC and TransLink). If successful, staff will report back on the amount of financial contribution obtained from these external agencies through the annual staff reports on ICBC and TransLink cost-sharing programs respectively.

Proposed Education and Promotion of Active Transportation in 2022

The Committee will encourage and promote active transportation as sustainable travel modes that also have significant health benefits via the following activities, which will be funded from existing departmental budgets.

- *20th "Island City, by Bike" Tour*: Pending public health orders and guidelines, assist in the planning, promotion and staging of the twentieth bike tour of Richmond, which is tentatively set for Sunday, June 13th at the Minoru Centre for Active Living. Both the long and short routes will seek to feature recent improvements to the active transportation network to raise community awareness of the neighbourhood facilities that support walking, cycling and rolling activities.

- *Go by Bike Week and Bike to Shop*: Assist in the planning, promotion and staging of these region-wide events, which include the provision of Knowledge Hubs in Richmond for cyclists.

- *Bicycle Education for Students and Adults*: The Committee will support the contractor, the Richmond School District and a variety of community agencies in the expansion of cycling education courses to all Grade 6 and 7 elementary school students (over a two-year period) and, pending public health protocols, similar courses for adults including seniors and new immigrants.

- *Promotion of Active Transportation Network*: Continue to participate in City events related to health and transportation to raise the awareness of new active transportation facilities both locally and regionally. The Committee will also continue to provide feedback to enhance active transportation information on the City's website and Facebook site.

Financial Impact

None.

Conclusion

The Richmond Active Transportation Committee continues to build its diversity of users' experience to support its broader mandate that includes other rolling transportation modes. The Committee's proposed 2022 initiatives would continue efforts to further encourage greater and safer use of active transportation modes in Richmond, which in turn will support progress towards meeting the City's target for the reduction of greenhouse gas emissions as well as the travel mode share targets of the City's *Official Community Plan*. Active transportation also promotes and/or increases physical activity and overall health and wellness outcomes in line with the City's *Community Wellness Strategy*.

As the Richmond School District is an essential partner in the delivery of the cycling education courses for students, staff recommend that the report be forwarded to the Richmond Council-School Board Liaison Committee for information.

Joan Caravan
Transportation Planner
(Staff Liaison to Richmond Active Transportation Committee)
(604-276-4035)

Att. 1: Location of Selected Planned Active Transportation Network Projects for 2022

Location of Selected Planned Active Transportation Network Projects for 2022

Sexsmith Road-Brown Road (Beckwith Road-Browngate Road): Protected Bike Lanes

New Cycling Facilities

Existing cycling facilities

Planned cycling facilities (City project)

Planned cycling facilities (secured via development application process)

Location of Planned Active Transportation Network Projects for 2022

Garden City Road (Granville Ave-Sea Island Way):
Addition of Delineators between Bike Lane and Vehicle Lane

Location of Planned Active Transportation Network Projects for 2022

Garden City Road (Francis Road-Williams Road): Reconstruction of Multi-Use Pathway

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	December 9, 2021
From:	Milton Chan, P.Eng. Director, Engineering	**File:**	10-6060-01/2021-Vol 01
Re:	**Water Use Restriction Amendment Bylaws**		

Staff Recommendation

That each of the following bylaws be introduced and given first, second, and third readings.

a) Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 10329;

b) Municipal Ticket information Authorization Bylaw No. 7321, Amendment Bylaw No. 10337; and,

c) Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10338.

Milton Chan, P.Eng.
Director, Engineering
(604-276-4377)

Att. 4

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Corporate Communications	☑	
Law	☑	
Water Services	☑	
Parks Services	☑	
Community Bylaws	☑	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	**INITIALS:**	**APPROVED BY CAO**

Staff Report

Origin

Metro Vancouver treats and supplies potable water to the City of Richmond and other member municipalities, who then distribute the water to residents and businesses. Metro Vancouver's *Drinking Water Conservation Plan* (DWCP) identifies staged water use restrictions to manage discretionary use of potable water during periods of high demand, water shortages, and emergencies, while minimizing impacts on residents and businesses. The City originally adopted the DWCP in 2004 through Water Use Restriction Bylaw No. 7784. The DWCP and Bylaw No. 7884 are updated periodically to reflect the current needs of the region.

In October 2021, the Metro Vancouver Board approved amendments to the DWCP, reducing lawn watering to one day a week during Stage 1 Restrictions and banning lawn watering during Stage 2 Restrictions. The amendments were initiated by Metro Vancouver staff with the objective of reducing peak water demands to allow for the deferral or elimination of costly infrastructure upgrades.

This report discusses proposed amendments to Bylaw No. 7784 (Attachment 1) to make the City's bylaw consistent with Metro Vancouver's amended DWCP (Attachment 2). Amendments to Bylaw No.'s 7321 and 8122 (Attachments 3 and 4) are also proposed to cite the appropriate section numbers in the amended Bylaw No. 7784. The proposed bylaw amendments support the following strategies in Council's 2018-2022 Strategic Plan:

Strategy #1. A Safe and Resilient City:

> *Enhance and protect the safety and well-being of Richmond.*
>
> *1.2 Future-proof and maintain city infrastructure to keep the community safe.*
> *1.3 Ensure Richmond is prepared for emergencies, both human-made and natural disasters.*

Strategy #4. An Active and Thriving Richmond:

> *An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.*
>
> *4.2 Ensure infrastructure meets changing community needs, current trends, and best practices.*

Strategy # 5. Sound Financial Management

> *Accountable, transparent, and responsible financial management that supports the needs of the community into the future.*
>
> *5.3 Decision-making focuses on sustainability and considers circular economic principles.*
> *5.4 Work cooperatively and respectfully with all levels of government and stakeholders while advocating for the best interests of Richmond.*

Analysis

Regional Water Demand

In June 2021, a record-breaking heat dome was followed by weeks of warm and dry weather, leading to an unprecedented sustained water demand in Metro Vancouver. Demand for potable water in the region is expected to continue rising due to population growth and extreme weather. As a result, Metro Vancouver has identified the need for significant infrastructure upgrades to supply peak water demands to the growing regional population. The estimated infrastructure costs would result in substantial increases to Metro Vancouver's water rate charged to municipalities.

Metro Vancouver is exploring options to defer or eliminate these infrastructure upgrades by reducing per capita water demand. One of the water conservation measures proposed by Metro Vancouver is amendment of the DWCP to reduce authorized lawn watering and other discretionary water usage, which accounts for over half the potable water used during peak demand periods.

Metro Vancouver's Drinking Water Conservation Plan

The DWCP is a regional policy developed by Metro Vancouver, with input from member municipalities and other stakeholders. The following principles were used to develop the DWCP:

1. Recognize drinking water as a precious resource that must be conserved.
2. Maintain the environmental, economic vitality and health and safety of the region to the extent possible in the face of a water shortage.
3. Optimize available water supplies and reduce water use.
4. Minimize adverse impacts to public activity and quality of life for the region's residents.

The DWCP identifies four stages of watering restrictions to limit discretionary water use. Stage 1 is activated each year during the summer months. Higher stages, each with more stringent restrictions for outdoor water use, are activated by Metro Vancouver in response to more critical water supply conditions. Stages 2 and 3 are likely to be activated during unusually hot and dry conditions, while Stage 4 may be activated during an emergency to limit water use to essential needs only.

The amended DWCP is intended to further reduce water use while continuing to minimize impacts to residents and businesses. Amendments include reducing lawn watering to one day a week during Stage 1 Restrictions and banning lawn watering during Stage 2 Restrictions. The amended DWCP (Attachment 2) was approved by the Metro Vancouver Board in October 2021 and took effect in November 2021.

Proposed Changes to City Bylaws

The City's Water Use Restriction Bylaw No. 7784 requires changes to align with Metro Vancouver's amended DWCP. Amendments to Bylaw No.'s 7321 and 8122 are also proposed to cite the appropriate section numbers in the amended Bylaw No. 7784. The proposed changes are

presented in Amendment Bylaw No.'s 10329, 10337, and 10338 (Attachments 1, 3, and 4) and summarized below:

- Lawn watering is reduced from two days per week to one day per week during Stage 1 restrictions, and prohibited during Stage 2 restrictions. The days during which watering is permitted is listed in Schedule A of Amendment Bylaw No. 10329 (Attachment 1);
- Lawn watering periods are now differentiated for automatic and manual watering. The times during which watering is permitted is listed in Schedule A of Amendment Bylaw No. 10329 (Attachment 1);
- City deployment of misting stations during periods of extreme heat is identified as a health and safety measure that is exempt from any restriction stage;
- Applications for permits and requests to extend permits to water new lawns or lawns being treated for European Chafer Beetles can be submitted during Stage 1 Restrictions only, and can no longer be submitted during Stage 2 Restrictions. These permits are only valid during Stage 1 and Stage 2 Restrictions, and are no longer valid during Stage 3 Restrictions;
- Applications for permits and requests to extend permits to water over-seeded soil-based playing fields or sand-based playing fields can be submitted during Stage 1 Restrictions only, and can no longer be submitted during Stage 2 Restrictions. These permits continue to be valid during Stage 1, Stage 2, and Stage 3 Restrictions;
- Addition or amendment of definitions as required to clarify bylaw intent;
- Increase of the maximum prosecution fine from $10,000 to $50,000, the full amount permissible under the latest version of the *Offence Act* (BC), to provide the City with the ability to pursue the full amount permissible under the current legislation if enforcement action is ever required; and,
- Update of citations to Bylaw No. 7784 in Bylaw No.'s 7321 and 8122.

The DWCP restricts watering of City lawns and grass boulevards to specific days and times during Stage 1 restrictions and prohibits watering of City lawns and grass boulevards during Stage 2 restrictions. These restricted watering times create operational issues for large parks and remotely controlled sprinkling systems throughout the City. These systems were exempt from restrictions in versions of the DWCP prior to 2018.

The staff report titled "Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9774", dated February 23, 2018, from the Director, Engineering and adopted on April 9, 2018, recommended permitting the watering of City lawns and grass boulevards outside of prescribed hours when operating under an approved water management plan during Stages 1 and 2, similar to provisions provided for golf courses and playing fields. Water management plans ensure that watering operations align with key principles of the DWCP by optimizing available water supplies, reducing water use, and minimizing adverse impacts to public activity. This recommendation is still supported by staff and is reflected in Amendment Bylaw No. 10329.

Public Communication and Next Steps

If Amendment Bylaw No.'s 10329, 10337, and 10338 are adopted, Stage 1 watering restrictions will take effect on May 1, 2022. Staff will develop and implement a comprehensive communication strategy prior to May 2022 to notify residents and business owners of the proposed changes. The communication strategy will include social media posts, news releases, and postings on the City's website.

Metro Vancouver will support the City and other member municipalities with communicating water restriction changes to the general public by:

- Hiring temporary staff to disseminate information to the public and support municipal enforcement of the watering restrictions;
- Running a communications campaign to promote DWCP updates, encourage good water use habits, and educate residents on how to prepare their lawn prior to the start of the 2022 restriction stages;
- Updating Metro Vancouver's DWCP webpage with the new DWCP and other communication materials reflecting the new DWCP;
- Updating education/enforcement communication materials to share with member municipalities; and
- Emailing landscape, irrigation, and turf farm industry groups to notify them of the changes and offering to answer any questions.

Financial Impact

None.

Conclusion

A sustained reduction in per capita water consumption may allow Metro Vancouver to defer or eliminate costly infrastructure upgrades. Metro Vancouver has amended the DWCP with the objective of reducing water demands in the region. Staff recommend that the City's Water Use Restriction Bylaw No. 7784, Municipal Ticket information Authorization Bylaw No. 7321, and Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122 be amended to be consistent with the regional DWCP.

Jason Ho, P.Eng.
Manager, Engineering Planning
(604-244-1281)

Stephenie Wong, P.Eng.
Project Manager
(604-204-8516)

JH:sw

6762151

Att. 1: Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 10329
2: Drinking Water Conservation Plan (Amended November 1, 2021, Metro Vancouver)
3: Municipal Ticket information Authorization Bylaw No. 7321, Amendment Bylaw No. 10337; and,
4: Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10338.

City of Richmond

Bylaw 10329

Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 10329

The Council of the City of Richmond enacts as follows:

1. The **Water Use Restriction Bylaw No. 7784**, as amended, is further amended by deleting the word "and" from the end of Subsection 2.3.1(c), by deleting the period "." from the end of Subsection 2.3.1(d) and replacing it with a semicolon and the word "; and", and by adding the following as new Subsection 2.3.1(e):

   "e) deploying misting stations in periods of extreme heat to protect human health and/or safety."

2. The **Water Use Restriction Bylaw No. 7784**, as amended, is further amended by deleting Sections 3.1.1 and 3.1.2 in their entirety and replacing them with the following:

   "3.1.1 A **person** may, when **Stage 1 Restrictions** are in force, apply to the **General Manager, Engineering & Public Works** for a permit authorizing the **person** to **water** if:

   (a) the **person** has installed a **new lawn**, either by placing sod or turf or by seeding, or new landscaping on a substantial part of the outdoor portion of a property; or

   (b) the **person** is applying nematodes to a **lawn** to control the growth of **European Chafer Beetle**.

   3.1.2 The owner or operator of a newly **over-seeded soil-based playing field** or **sand-based playing field** may, when **Stage 1 Restrictions** are in force, apply to the **General Manager, Engineering & Public Works** for a **permit** to **water** in accordance with the terms and conditions of the **permit**;"

3. The **Water Use Restriction Bylaw No. 7784**, as amended, is further amended by deleting Sections 3.1.5 and 3.1.6 in their entirety and replacing them with the following:

   "3.1.5 Holders of a valid **permit** issued under subsection 3.1.1:

   (a) are authorized to **water** in accordance with the terms and conditions of the **permit**, notwithstanding **Stage 1 Restrictions** or **Stage 2 Restrictions**; and

   (b) are not exempt from **Stage 3 Restrictions** or **Stage 4 Restrictions.**

3.1.6 Holders of a valid **permit** issued under subsection 3.1.2:

(a) are authorized to **water** in accordance with the terms and conditions of the **permit**, notwithstanding **Stage 1 Restrictions**, **Stage 2 Restrictions,** or **Stage 3 Restrictions**; and

(b) are not exempt from **Stage 4 Restrictions**."

4 The **Water Use Restriction Bylaw No. 7784**, as amended, is further amended by deleting Section 3.1.9 in its entirety and replacing it with the following:

"3.1.9 When **Stage 1 Restrictions** are in force, a **permit** holder may apply for an extension of a **permit** issued under subsection 3.1.1(a) or 3.1.2, but such extension must end on or before 42 days from the original date of issue of that **permit** under Section 3.1. A **permit** issued under subsection 3.1.1(b) cannot be extended. When **Stage 2 Restrictions**, **Stage 3 Restrictions** or **Stage 4 Restrictions** are in force, a **permit** holder may not apply for an extension."

5 The **Water Use Restriction Bylaw No. 7784**, as amended, is further amended by adding the following definitions to Section 5.1 in appropriate alphabetical order and reordering the remaining definitions, and by bolding such terms where they appear in **Water Use Restriction Bylaw No. 7784**:

"**AUTOMATIC WATERING**	means applying **water** using an automated **water** delivery system that requires only minimal human intervention or supervision and typically employs mechanical, electronic, or other components and devices, including but not limited to timers, sensors, computers or mechanical appliances.
COMMERCIAL CLEANING OPERATION	means a company, partnership, or **person** that offers commercial cleaning services, including pressure washing, window cleaning, and other similar building cleaning services, to the public for a fee.
COMMERCIAL VEHICLE WASHING	means commercial vehicle washing services offered to the public for a fee, but excludes car dealerships, fleet vehicle washing facilities, and charity car washes.
EUROPEAN CHAFER BEETLE	means an invasive insect pest whose larvae feed on the roots of grasses, causing serious damage to **lawns**. The Chafer Beetle larvae can be treated naturally using nematodes, which typically requires a moist **lawn** for a period of 2 to 3 weeks from the day of application.

FLUSHING WATER MAIN	means discharging **water** from a water main for routine maintenance such as water quality management and measurement of firefighting flow capacity.
HEALTH OR SAFETY REASON	means a precaution necessary to protect health and/ or safety of any **person** or **persons**, including the removal of contaminants, bodily fluids, and slip and fall hazards, the provision of cooling mist in circumstances of extreme heat, controlling pests, and the suppressing and controlling dust.
IMPERMEABLE SURFACE	means a material added to the surface of the ground, or on the exterior of a building or structure that is impermeable to **water**, including but not limited to glass, wood, concrete, asphalt, paving stones, and other similar materials.
LAWN	means a cultivated area surrounding or adjacent to a building that is covered by grass, turf, or a ground cover plant such as clover, including areas such as boulevards, parks, school yards and cemeteries, but excluding **golf courses**, **soil-based playing fields**, and **sand-based playing fields**.
MANUAL WATERING	means applying **water** using a device or tool that is manually held or operated by a **person**, without **automatic watering**.
NEW LAWN	means a **lawn** that is newly established either by seeding or the laying of new sod or turf.
ODD-NUMBERED CIVIC ADDRESS or **EVEN-NUMBERED CIVIC ADDRESS**	means the numerical portion of the street address of a property, and in the case of multi-unit commercial or residential complex such as townhouses, condominiums or other strata-titled properties, means the numerical portion of the street address that is assigned to the entire complex, and not the individual unit number.
OVER-SEEDED	means the application of grass seed on existing turf, typically in early fall or spring and may also include associated processes such as aeration, weeding, dethatching and fertilization, for the purpose of mitigating against grass thinning."

6 The **Water Use Restriction Bylaw No. 7784**, as amended, is further amended by deleting the definitions for **aesthetic cleaning**, **drip irrigation**, **non-residential lot**, **public lot**,

water management plan, and **water or watering** from Section 5.1 and replacing them with the following definitions in the appropriate alphabetic order in which they appear:

"**AESTHETIC CLEANING**	means the use of **water** for cleaning when it is not for a **health or safety reason**.
DRIP IRRIGATION	means an irrigation system that delivers **water** directly to the root zone of the plant at a low flow rate through individual emission points (emitters) using droplets of **water** and excludes **sprinkler** irrigation systems, micro-spray systems, misting systems, and **soaker hoses**.
NON-RESIDENTIAL LOT	means property zoned for a permitted use other than a residential use, including, but not limited to, commercial, industrial, and institutional uses, and including a property zoned for mixed residential and non-residential uses, but excluding **public lots**.
PUBLIC LOT	means property zoned for municipal, regional district, provincial, or federal uses including, but not limited to, dedicated roads and highways, rights of way for road, public walkway, sidewalk and/or public plaza purposes, and school, college, university, and park uses.
WATER MANAGEMENT PLAN	means a plan proposed by the owner or operator of a **golf course**, **soil-based playing field**, and/or **sand-based playing field**, and approved by the **General Manager, Engineering & Public Works**. The plan sets out terms such as **water** use targets during the different **restriction stages** to reduce **water** use, and reporting requirements for the owner or operator.
WATER or **WATERING**	means applying **water** to lands or plants with any device or tool including but not limited to a sprinkler, hose, mister, or **drip irrigation**."

7 The **Water Use Restriction Bylaw No. 7784**, as amended, is further amended at subsection 6.2(a) and 6.2(b) by deleting the number $10,000 where it appears and replacing it with the number $50,000.

8 The **Water Use Restriction Bylaw No. 7784**, as amended, is further amended by deleting Schedules A through D and replacing them with Schedule A attached to and forming part of this Bylaw as new Schedules A through D of Bylaw 7784.

9 This Bylaw is cited as "**Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 10329**".

FIRST READING	
SECOND READING	
THIRD READING	
ADOPTED	

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

MAYOR

CORPORATE OFFICER

SCHEDULE A to BYLAW NO. 10329

SCHEDULE A to BYLAW NO. 7784

STAGE 1 RESTRICTIONS

Lot	Water Use	Restriction
Residential Lots	**Watering lawns**	A **person** may only **water** at the following times: - **Even-numbered civic addresses**: on Saturdays from 5 am to 7 am if **automatic watering**, on Saturdays from 6 am to 9 am if **manual watering.** - **Odd-numbered civic addresses**: on Sundays from 5 am to 7 am if **automatic watering**, on Sundays from 6 am to 9 am if **manual watering.**
	Watering new lawns or **lawns** being treated for the **European Chafer Beetle**	A **permit** holder may **water** outside restricted **lawn watering** days if in compliance with a **permit.**
	Watering trees, shrubs, decorative planters, and flowers, excluding **edible plants**	A **person** may only **water** from 5 am to 9 am on any day if using a **sprinkler.** A **person** may **water** on any day at any time if using a handheld hose, **soaker hose**, **water** container, or **drip irrigation**.
Non-Residential Lots	**Watering lawns**	A **person** may only **water** at the following times: - **Even-numbered civic addresses**: on Mondays from 4 am to 6 am if **automatic watering**, on Mondays from 6 am to 9 am if **manual watering.** - **Odd-numbered civic addresses**: on Tuesday from 4 am to 6 am if **automatic watering**, on Mondays from 6 am to 9 am if **manual watering.**
	Watering new lawns or **lawns** being treated for **European Chafer Beetle**	A **permit** holder may **water** outside restricted **lawn watering** days if in compliance with a **permit.**
	Watering trees, shrubs, decorative planters, and flowers (excluding **edible plants** and turf at turf farms)	A **person** may only **water** from 4 am to 9 am on any day if using a **sprinkler.** A **person** may **water** on any day at any time if using a handheld hose, **soaker hose**, **water** container, or **drip irrigation.**

Public Lots	**Watering lawns** and grass boulevards	**Watering** is only allowed at the following times, except when **watering** in accordance with an approved **water management plan**: - **Even-numbered civic addresses**: on Mondays from 4 am to 6 am if **automatic watering**, on Mondays from 6 am to 9 am if **manual watering.** - **Odd-numbered civic addresses**: on Tuesday from 4 am to 6 am if **automatic watering**, on Tuesday from 6 am to 9 am if **manual watering.**
	Watering new lawns or **lawns** being treated for the **European Chafer Beetle**	A **permit** holder may **water** outside restricted **lawn watering** days if in compliance with a **permit.**
	Watering trees, shrubs, decorative planters, and flowers, excluding **edible plants**	**Watering** is only allowed from 4 am to 9 am on any day if using a **sprinkler.** **Watering** is allowed on any day at any time if using a handheld hose, **soaker hose**, **water** container, or **drip irrigation.**
	Watering soil-based playing fields	**Watering** is only allowed from 7 pm to 9 am on any day, except if: - **watering** newly **over-seeded** fields in compliance with a **permit**; or - **watering** in accordance with an approved **water management plan.**
	Watering sand-based playing fields	**Watering** is only allowed from 7 pm to 9 am on any day, except if: - **watering** newly **over-seeded fields** in compliance with a **permit**; or - **watering** in accordance with an approved **water management plan.**
	Flushing water mains	Prohibited

SCHEDULE B to BYLAW NO. 7784

STAGE 2 RESTRICTIONS

Lot	Water Use	Restriction
Residential Lots	**Watering lawns**	Prohibited
	Watering new lawns or **lawns** being treated for the **European Chafer Beetle**	A **permit** holder may **water** outside restricted **lawn watering** days if in compliance with a **permit** issued when **Stage 1 Restrictions** were in force, until the **permit** expires. No new **permits** issued or renewed.
	Watering trees, shrubs, decorative planters, and flowers, excluding **edible plants**	A **person** may only **water** from 5 am to 9 am on any day if using a **sprinkler.** A **person** may **water** on any day at any time if using a handheld hose, **soaker hose**, **water** container, or **drip irrigation.**
	Washing **impermeable surfaces** (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if: - for a **health or safety reason**; - to prepare the surface for painting, sealing, or similar treatment; - to prevent or control fires; or - for **aesthetic cleaning** by a **commercial cleaning operation**.
	Topping up or filling **aesthetic water features**	Prohibited
Non-Residential Lots	**Watering lawns**	Prohibited
	Watering new lawns or **lawns** being treated for **European Chafer Beetle**	A **permit** holder may **water** outside restricted **lawn watering** days if in compliance with a **permit** issued when **Stage 1 Restrictions** were in force, until the **permit** expires. No new **permits** issued or renewed.
	Watering trees, shrubs, decorative planters, and flowers, excluding **edible plants** and turf at turf farms	A **person** may only **water** from 4 am to 9 am on any day if using a **sprinkler.** A **person** may **water** on any day at any time if using a handheld hose, **soaker hose**, **water** container, or **drip irrigation.**
	Watering golf courses	**Watering** of **fairways** is allowed on no more than one day in a seven-day period, except if operating under an

		approved **water management plan.**
	Washing **impermeable surfaces** (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if: - for a **health or safety reason;** - to prepare the surface for painting, sealing, or similar treatment; - to prevent or control fires; or - for **aesthetic cleaning** by a **commercial cleaning operation.**
	Topping up or filling **aesthetic water features**	Prohibited.
Public Lots	**Watering lawns** and grass boulevards	Prohibited except when **watering** in accordance with an approved **water management plan.**
	Watering new lawns or **lawns** being treated for the **European Chafer Beetle**	A **permit** holder may **water** outside restricted **lawn watering** days if in compliance with a **permit** issued when **Stage 1 Restrictions** were in force, until the **permit** expires. No new **permits** issued or renewed.
	Watering trees, shrubs, decorative planters, and flowers, excluding **edible plants**	**Watering** is only allowed from 4 am to 9 am on any day if using a **sprinkler.** **Watering** is allowed on any day at any time if using a handheld hose, **soaker hose**, **water** container, or **drip irrigation.**
	Watering soil-based playing fields	**Watering** is allowed on no more than four days in a seven-day period and only from 7 pm to 9 am, except if: - **watering** newly **over-seeded** fields if in compliance with a **permit**; or - **watering** in accordance with an approved **water management plan.**
	Watering sand-based playing fields	**Watering** is only allowed from 7 pm to 9 am on any day, except if: - **watering** newly **over-seeded** fields if in compliance with a **permit**; or - **watering** in accordance with an approved **water management plan.**
	Flushing water mains	Prohibited.
	Operating **water play parks** and pools	Prohibited except **water play parks** with user-activated switches.
	Topping up or filling **aesthetic water features**	Prohibited.

SCHEDULE C to BYLAW NO. 7784

STAGE 3 RESTRICTIONS

Lot	Water Use	Restriction
Residential Lots	**Watering lawns**	Prohibited.
	Watering new lawns or **lawns** being treated for the **European Chafer Beetle**	Prohibited. All **permits** issued for **lawn watering** are revoked.
	Watering trees, shrubs, decorative planters, and flowers, excluding **edible plants**	Prohibited if using a **sprinkler** or **soaker hose.** A **person** may **water** on any day at any time if using a handheld hose, **water** container, or **drip irrigation.**
	Washing **impermeable surfaces** (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if: - for a **health or safety reason**; - to prepare the surface for painting, sealing, or similar treatment; or - to prevent or control fires.
	Topping up or filling **aesthetic water features**	Prohibited.
	Topping up or filling pools and hot tubs	Prohibited.
	Washing vehicles, boats, trailers and other motive equipment	Prohibited, except to clean windows, lights, mirrors, licence plates, and boat engines for safety.
Non-Residential Lots	**Watering lawns**	Prohibited.
	Watering new lawns or **lawns** being treated for **European Chafer Beetle**	Prohibited. All **permits** issued for **lawn watering** are revoked.
	Watering trees, shrubs, decorative planters, and flowers, excluding **edible plants** and turf at turf farms	Prohibited if using a **sprinkler** or **soaker hose.** A **person** may **water** on any day at any time if using a handheld hose, **water** container, or **drip irrigation.**
	Watering golf courses	**Watering** of **fairways** is prohibited except if operating under an approved **water management plan.**
	Washing **impermeable surfaces** (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if: - for a **health or safety reason**; - to prepare the surface for painting, sealing, or similar treatment; or - to prevent or control fires.

	Topping up or filling **aesthetic water features**	Prohibited.
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs operating in accordance with written permission issued by an authorized **health authority.**
	Washing vehicles, boats, trailers and other motive equipment	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety.
	Commercial vehicle washing	Prohibited except if operating under the following conditions: - facilities that installed an **automatic vehicle wash system** before November 1, 2017: operating on a **basic wash and rinse cycle** only; - facilities that installed an **automatic vehicle wash system** after November 1, 2017: operating using a **water** recycling system that achieves a minimum 60% **water** recovery rate over the full wash cycle; or - **hand wash and self-service facilities**: operating using high-pressure wands or brushes that achieve a maximum flow rate of 11.4 litres per minute.
Public Lots	**Watering lawns** and grass boulevards	Prohibited.
	Watering new lawns or **lawns** being treated for the **European Chafer Beetle**	Prohibited. All **permits** issued for **lawn watering** are revoked.
	Watering trees, shrubs, decorative planters, and flowers, excluding **edible plants**	Prohibited if using a **sprinkler** or a **soaker hose.** **Watering** is allowed on any day at any time if using a handheld hose, **water** container, or **drip irrigation.**
	Watering soil-based playing fields	**Watering** is allowed on no more than 3 days in a 7-day period and only from 7 pm to 9 am, except if: - **Watering** newly **over-seeded** fields if in compliance with a **permit; or** - Operating under an approved **water management plan.**
	Watering sand-based playing fields	**Watering** is allowed on no more than 5 days in a 7-day period and only from 7 pm to 9 am, except if: - **Watering** newly **over-seeded** fields if in compliance with a **permit; or** - Operating under an approved **water management plan.**
	Flushing water mains	Prohibited.

	Operating **water play parks** and pools	Prohibited except **water play parks** with user-activated switches.
	Topping up or filling **aesthetic water features**	Prohibited.
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs operating in accordance with written permission issued by an authorized **health authority.**
	Washing vehicles, boats, trailers and other motive equipment	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety.

SCHEDULE D to BYLAW NO. 7784

STAGE 4 RESTRICTIONS

Lot	Water Use	Restriction
Residential Lots	**Watering lawns**	Prohibited.
	Watering new lawns or **lawns** being treated for the **European Chafer Beetle**	Prohibited. All **permits** issued for **lawn watering** are revoked.
	Watering trees, shrubs, decorative planters, flowers, and **edible plants**	Prohibited.
	Washing **impermeable surfaces** (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if ordered by a regulatory authority having jurisdiction, for a **health or safety reason**.
	Topping up or filling **aesthetic water features**	Prohibited.
	Topping up or filling pools and hot tubs	Prohibited.
	Washing vehicles, boats, trailers and other motive equipment	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety.
Non-Residential Lots	**Watering lawns**	Prohibited.
	Watering new lawns or **lawns** being treated for **European Chafer Beetle**	Prohibited. All **permits** issued for **lawn watering** are revoked.
	Watering trees, shrubs, decorative planters, flowers, and **edible plants**	Prohibited.
	Watering golf courses	Prohibited.
	Washing **impermeable surfaces** (sidewalks, driveways, fences, walls, roofs, or other outdoor surfaces)	Prohibited except if ordered by a regulatory authority having jurisdiction, for a **health or safety reason**.
	Topping up or filling **aesthetic water features**	Prohibited.
	Topping up or filling pools and hot tubs	Prohibited.
	Washing vehicles, boats, trailers	Prohibited except to clean windows, lights, mirrors,

	and other motive equipment	licence plates, and boat engines for safety.
	Commercial vehicle washing	Prohibited.
	Watering turf at turf farms	Prohibited.
Public Lots	**Watering lawns** and grass boulevards	Prohibited.
	Watering new lawns or **lawns** being treated for the **European Chafer Beetle**	Prohibited. All **permits** issued for **lawn watering** are revoked.
	Watering trees, shrubs, decorative planters, flowers, and **edible plants**	Prohibited.
	Watering soil-based playing fields	Prohibited.
	Watering sand-based playing fields	Prohibited.
	Watering artificial turf and outdoor race tracks	Prohibited.
	Flushing water mains	Prohibited.
	Operating **water play parks** and pools	Prohibited.
	Topping up or filling **aesthetic water features**	Prohibited.
	Topping up or filling pools and hot tubs	Prohibited.
	Washing vehicles, boats, trailers and other motive equipment	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety.

Drinking Water Conservation Plan

November 2021

Published date: This Plan is to come into force and take effect on November 1, 2017

Plan amended on November 1, 2021.

Metrotower III, 4515 Central Boulevard, Burnaby, BC, V5H 0C6
www.metrovancouver.org

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1 Overview of the Drinking Water Conservation Plan

The Greater Vancouver Water District (GVWD) was created and constituted under the provincial statute the *Greater Vancouver Water District Act*, to supply drinking water to the Metro Vancouver region. The GVWD is governed by an Administration Board (the Board) consisting of representatives from the member jurisdictions of the GVWD. The Board appoints a Commissioner (the GVWD Commissioner) who provides management and oversight of the activities of the GVWD. The GVWD operates under the name "Metro Vancouver".

Metro Vancouver, working together with the member jurisdictions of the GVWD, provides clean, safe drinking water to the region's population of 2.7 million. Metro Vancouver's *Drinking Water Conservation Plan* (DWCP) is a regional policy developed with member jurisdictions and other stakeholders to manage the use of drinking water during periods of high demand, mostly during late spring to early fall, and during periods of water shortages and emergencies. The DWCP helps ensure our collective needs for drinking water are met affordably and sustainably now, and in the future.

There are two complementary documents to the DWCP. One is the Board's *Drinking Water Conservation Policy* which describes: 1) the GVWD Commissioner's decision-making process for activating and deactivating Stages of the DWCP; and 2) the implementation process for member jurisdictions.

The second complementary document is Metro Vancouver's *Drinking Water Management Plan*, which sets out the following three goals:

1. Provide clean, safe drinking water.
2. Ensure the sustainable use of water resources.
3. Ensure the efficient supply of water.

The water restrictions, as outlined in the DWCP, provide regional direction for meeting Goal 2 – Ensuring the sustainable use of water resources.

The DWCP applies only to member jurisdictions of the GVWD and the use of drinking water from the GVWD's water system. Jurisdictions that are not members of the GVWD are encouraged to follow the restrictions in the plan to help conserve drinking water and demonstrate leadership and consistency to water users across the region. The DWCP restrictions do not apply to the use of rain water, grey water, any forms of recycled water, or water from sources outside the GVWD water system. If water is supplied from an alternative source other than the GVWD water system, such users are encouraged to display signs indicating the alternative water source.

Underlying the development and implementation of the DWCP are the following four principles:

1. Recognize drinking water as a precious resource that must be conserved.
2. Maintain the environmental, economic vitality and health and safety of the region to the extent possible in the face of a water shortage.
3. Optimize available water supplies and reduce water use.
4. Minimize adverse impacts to public activity and quality of life for the region's residents.

2 Metro Vancouver's role in ensuring the sustainable use of water resources

2.1 Managing the region's drinking water responsibly

Metro Vancouver is responsible for storing, treating, and delivering clean, safe drinking water through its member jurisdictions to over 2.7 million people in the Metro Vancouver region of British Columbia.

Metro Vancouver's water system includes three watersheds and associated dams and reservoirs, treatment facilities, an extensive transmission system, plus the performance of related operational and maintenance tasks to manage this infrastructure.

Metro Vancouver distributes water to member jurisdictions on a cost recovery basis.

Member jurisdictions then deliver drinking water, through their infrastructure, directly to individual properties. All individual billing and enforcement of water use restrictions is undertaken by each respective member jurisdiction.

Metro Vancouver manages the region's water system in accordance with Provincial regulations and Federal guidelines. In addition to meeting those regulations and guidelines, Metro Vancouver is responsible for developing long-range plans for managing the region's drinking water and operating the water system. The system is operated in alignment with priorities identified in Metro Vancouver's *Board Strategic Plan*, under the region's *Drinking Water Management Plan* and in consideration of the principles of sustainability through decision making that considers social, economic, and environmental values.

2.2 Water conservation in Metro Vancouver

Water conservation is a major component of Metro Vancouver's planning to ensure the sustainable use of water resources. Helping water users such as residents, businesses, schools, and member jurisdictions to use only what they need helps ensure an efficient and relatively cost effective water system.

Most precipitation in Metro Vancouver occurs between November and April. Dry summer months lead to an increase in water use, particularly for the outdoor uses described in the DWCP. Assisting water users to develop sustainable water use habits year round makes a significant difference in reducing daily demand and sustaining reservoir levels during dry months. Reducing demand through water conservation practices also defers the need to invest in expanding the infrastructure, even as the region's population grows by approximately 35,000 residents annually.

The DWCP describes the staged restrictions related to outdoor water use that water users should follow to:

- Prevent water from being wasted;
- Prepare for and respond to drought and emergency conditions;
- Ensure drinking water can be delivered to all users during the summer when rainfall levels are lowest and the demand for water is highest;
- Adapt to a changing climate;
- Support fish habitat and ecosystems;
- Minimize the costly expansion of the water system infrastructure; and
- Maintain adequate water pressure to keep the system operating safely and effectively.

More information on Metro Vancouver's water conservation initiatives, improvements and expansion to the delivery system, and planning for future water supply can be found at www.metrovancouver.org.

CAPILANO RESERVOIR

3 Drinking Water Conservation Plan – Stages 1 through 4

Each stage of the DWCP is designed to reduce demand for drinking water through specific water restrictions which become more restrictive with higher stages. The following general restrictions apply to all stages of the plan in addition to the specific water restrictions contained in each stage:

- All hoses must have an automatic shut-off device;
- Water must not unnecessarily run off on impermeable surfaces such as driveways, curbs, pathways, or gutters when watering lawns and plants;
- Artificial playing turf and outdoor tracks must not be watered except for a health or safety reason
- Hoses and taps must not run unnecessarily; and
- Irrigation systems must not be faulty, leaking, or misdirected.

In most cases, the stages of the plan will be activated in successive order, but they can also be activated immediately in any order.

Stage 1 reduces demand in summer months, and is automatically in effect on May 1 until October 15.

Stages 2 and 3, activated and deactivated by the GVWD Commissioner, are likely to be activated during unusually hot and dry conditions to maximize conservation.

Stage 4, activated and deactivated by the GVWD Commissioner during an emergency to immediately limit water use to essential needs only.

The decision to activate more restrictive stages of the DWCP is based on measured facts, reasoned predictions, and historical patterns, with a goal of ensuring the sufficient supply of water until the concerns that caused the more restrictive stages are over, typically in the early fall with the return of seasonal rainfall.

3.1 Stage 1 Water Restrictions

Stage 1 comes into effect automatically each year – on May 1 until October 15 – to prevent drinking water wastage and ensure water users employ efficient and effective watering practices.

User	Water Use	Restriction
RESIDENTIAL	Watering lawns	Even-numbered civic addresses on Saturdays: - Automatic watering from 5 am to 7 am - Manual watering from 6 am to 9 am Odd-numbered civic addresses on Sundays: - Automatic watering from 5 am to 7 am - Manual watering from 6 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	Outside restricted lawn watering times if in compliance with a member jurisdiction permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 5 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
NON-RESIDENTIAL	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Even-numbered civic addresses on Mondays: - Automatic watering from 4 am to 6 am - Manual watering from 6 am to 9 am Odd-numbered civic addresses on Tuesdays: - Automatic watering from 4 am to 6 am - Manual waterin– from 6 am to 9 am
	Watering new lawns or lawns being treated for European Chafer Beetle	Outside restricted lawn watering times if in compliance with a member jurisdiction permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 4 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
GOVERNMENTS/ SCHOOLS/PARKS	Watering lawns and grass boulevards	Even-numbered civic addresses on Mondays: - Automatic watering from 4 am to 6 am - Manual watering from 6 am to 9 am Odd-numbered civic addresses on Tuesdays: - Automatic watering from 4 am to 6 am - Manual watering from 6 am to 9 am
	Watering new lawns or lawns being treated for the European Chafer Beetle	Outside restricted lawn watering times if in compliance with a member jurisdiction permit
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 4 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering soil-based playing fields	On any day from 7 pm to 9 am, except if: - Watering newly over-seeded fields if in compliance with a member jurisdiction permit - Operating under an approved member jurisdiction water management plan
	Watering sand-based playing fields	On any day from 7 pm to 9 am, except if: - Watering newly over-seeded fields if in compliance with a member jurisdiction permit - Operating under an approved member jurisdiction water management plan
	Flushing water mains	Prohibited

3.2 Stage 2 Water Restrictions

Stage 2 restrictions conserve drinking water to ensure the existing supply will last until the return of seasonal rainfall or until the water shortage situation is over. These restrictions are designed to conserve enough drinking water to avoid or delay moving to Stage 3 as long as possible.

User	Water Use	Restriction
RESIDENTIAL	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	Member jurisdiction permit issued in Stage 1 remain in effect until permit expires No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 5 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Washing impermeable surfaces	Prohibited except if: - For a health or safety reason - Preparing a surface for painting or similar treatment - Aesthetic cleaning by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited
NON-RESIDENTIAL	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	Member jurisdiction permit issued in Stage 1 remain in effect until permit expires No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 4 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering golf courses	Fairways watering anytime on any one day in a 7-day period, except if operating under an approved member jurisdiction water management plan
	Washing impermeable surfaces	Prohibited except if: - For a health or safety reason - Preparing a surface for painting or similar treatment - Aesthetic cleaning by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited

TABLE CONTINUES ON NEXT PAGE

User	Water Use	Restriction
GOVERNMENTS/SCHOOLS/PARKS	Watering lawns and grass boulevards	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	Member jurisdiction permit issued in Stage 1 remain in effect until permit expires No new permits issued or renewed
	Watering trees, shrubs, and flowers excluding edible plants	On any day from 4 am to 9 am if using a sprinkler On any day at any time if using a handheld hose, soaker hose, water container, or drip irrigation
	Watering soil-based playing fields	No more than 4 days in a 7-day period from 7 pm to 9 am, except if: - Watering newly over-seeded fields if in compliance with a member jurisdiction permit - Operating under an approved member jurisdiction water management plan
	Watering sand-based playing fields	On any day from 7 pm to 9 am, except if: - Watering newly over-seeded fields if in compliance with a member jurisdiction permit - Operating under an approved member jurisdiction water management plan
	Flushing water mains	Prohibited
	Operating water play parks and pools	Prohibited except water play parks with user-activated switches
	Topping up or filling aesthetic water features	Prohibited

3.3 Stage 3 Water Restrictions

Stage 3 restrictions respond to serious drought conditions, or other water shortage, and achieve further reductions in drinking water use by implementing a lawn watering ban and additional stricter measures.

User	Water Use	Restriction
RESIDENTIAL	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All member jurisdiction permits issued for lawn watering are invalidated
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Washing impermeable surfaces	Prohibited except if: - For a health or safety reason - Preparing a surface for painting or similar treatment by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
NON-RESIDENTIAL	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All member jurisdiction permits issued for lawn watering are invalidated
	Watering trees, shrubs, and flowers excluding edible plants	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Watering golf courses	Fairways watering prohibited except if operating under an approved member jurisdiction water management plan
	Washing impermeable surfaces	Prohibited except if: - For a health or safety reason - Preparing a surface for painting or similar treatment by a commercial cleaning operation
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs with a permit to operate in accordance with health authorities having jurisdiction over pool and hot tub regulation
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
	Commercial vehicle washing	Prohibited except if: - A facility that installed an automatic vehicle wash system before November 1, 2017, is operating on a basic wash and rinse cycle only - A facility that installed an automatic vehicle wash system after November 1, 2017, is operating using a water recycling system that achieves a minimum 60% water recovery rate over the full wash cycle - A hand wash and self-service facility, is operating using high-pressure wands or brushes that achieve a maximum flow rate of 11.4 litres per minute

TABLE CONTINUES ON NEXT PAGE

User	Water Use	Restriction
GOVERNMENTS/SCHOOLS/PARKS	Watering lawns and grass boulevards	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All member jurisdiction permits issued for lawn watering are invalidated
	Watering trees, shrubs, and flowers	Prohibited if using a sprinkler or soaker hose On any day at any time if using a handheld hose, water container, or drip irrigation
	Watering soil-based playing fields	No more than 3 days in a 7-day period from 7 pm to 9 am except if: - Watering newly over-seeded fields if in compliance with a member jurisdiction permit - Operating under an approved member jurisdiction water management plan
	Watering sand-based playing fields	No more than 5 days in a 7-day period from 7 pm to 9 am, except if: - Watering newly over-seeded fields if in compliance with a member jurisdiction permit - Operating under an approved member jurisdiction water management plan
	Flushing water mains	Prohibited
	Operating water play parks	Prohibited except water play parks with user-activated switches
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited except for pools and hot tubs with a permit to operate in accordance with health authorities having jurisdiction over pool and hot tub regulation
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety

3.4 Stage 4 Water Restrictions

Stage 4 is an emergency stage that limits both indoor and outdoor water uses as much as possible to ensure an adequate supply of drinking water for human consumption, use in firefighting and to protect the quality of drinking water within the water system for public health.

Stage 4 is activated based on the rare occurrence of a significant emergency, such as an earthquake, flood, wild land and interface fire, severe weather, or a prolonged regional power outage that causes significant impacts to the water system infrastructure (e.g. damage to major water transmission lines, pump stations, or treatment plants).

In addition to the following outdoor water restrictions, Metro Vancouver could request that industrial water users implement voluntary reductions or reschedule production processes that consume large amounts of water until Stage 4 is deactivated.

User	Water Use	Restriction
RESIDENTIAL	Watering lawns	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All member jurisdiction permits issued for lawn watering are invalidated
	Watering trees, shrubs, flowers and edible plants	Prohibited
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing impermeable surfaces	Prohibited except if ordered by a regulatory authority having jurisdiction for a health or safety reason
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety
NON-RESIDENTIAL	Watering lawns (mixed-use buildings e.g. residential and commercial should follow Non-residential watering times)	Prohibited
	Watering new lawns or lawns being treated for the European Chafer Beetle	All member jurisdiction permits issued for lawn watering are invalidated
	Watering trees, shrubs, flowers and edible plants	Prohibited
	Watering golf courses	Prohibited
	Washing impermeable surfaces	Prohibited except if ordered by a regulatory authority having jurisdiction for health or safety reason
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles and boats	
	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety	
	Commercial vehicle washing	Prohibited

TABLE CONTINUES ON NEXT PAGE

User	Water Use	Restriction
GOVERNMENTS/SCHOOLS/PARKS	Watering lawns and grass boulevards	Prohibited
	Watering new lawns or lawns being treated for European Chafer Beetle	All member jurisdiction permits issued for lawn watering are invalidated
	Watering trees, shrubs, flowers and edible plants	Prohibited
	Watering soil-based playing fields	Prohibited
	Watering sand-based playing fields	Prohibited
	Flushing water mains	Prohibited
	Operating water play parks	Prohibited
	Topping up or filling aesthetic water features	Prohibited
	Topping up or filling pools and hot tubs	Prohibited
	Washing vehicles and boats	Prohibited except to clean windows, lights, mirrors, licence plates, and boat engines for safety

3.5 Stage activation

Stage 1 comes into effect automatically on May 1 until October 15 each year.

Stages 2, 3 and 4 are activated and deactivated by the GVWD Commissioner.

The following factors guide the GVWD Commissioner's decision to activate or deactivate stages of the DWCP:

- Available storage capacity of the Capilano and Seymour Reservoirs and alpine lakes;
- Water allocated to Metro Vancouver by BC Hydro from the Coquitlam Reservoir;
- Hydrologic forecasting parameters including temperature, rainfall, snowpack, and snowmelt;
- Seasonal water demand trends (measured and charted daily);
- User compliance with the restrictions; and
- Water transmission system performance and ability to deliver water during periods of high demand.

Once the GVWD Commissioner makes the decision to activate or deactivate a stage, all member jurisdictions are alerted within 24 hours, which triggers public notification and enforcement.

The GVWD Commissioner has the authority to activate, extend or deactivate stages at any time.

3.6 Public notification

Metro Vancouver and member jurisdictions are responsible for communicating information to water users about the restrictions in clear and plain language including:

- Providing public access to the restrictions in both a full and abbreviated version;
- Distributing communications materials;
- Promoting the annual start date of the restrictions;
- Notification of activation or deactivation of stages;
- Responding to queries; and
- Recording feedback for consideration in future reviews.

3.7 Monitoring and enforcement

Member jurisdictions incorporate the DWCP restrictions into their bylaws, where each member jurisdiction is responsible for monitoring and enforcing the restrictions in their communities. Member jurisdictions will ensure that their respective enforcement and penalties for violations of the water restrictions increase with each successive stage of the DWCP to reflect the severity of the situation requiring the activation of an advanced stage.

Member jurisdictions may use a variety of tools to promote and ensure bylaw compliance including educational materials, using verbal and written warnings, issuing tickets and imposing fines.

3.8 Updating the Drinking Water Conservation Plan

The DWCP is reviewed periodically to reflect population growth, climate change, new technologies and changes in water system infrastructure. Proposed changes are discussed with member jurisdictions responsible for plan implementation and enforcement, and with stakeholders. All updates are reviewed and approved by the Board.

COQUITLAM WATERSHED

4 Exemption for member jurisdictions for health and safety reasons

Metro Vancouver encourages all member jurisdictions to follow the watering restrictions in the DWCP to conserve water and demonstrate leadership. However, Metro Vancouver recognizes that member jurisdictions have important decisions to make regarding protecting public health and safety, and that certain circumstances may require the use of drinking water in a manner that is not consistent with the DWCP restrictions. Therefore, member jurisdictions have the authority to use water during any stage and are exempt from the restrictions in the DWCP for activities that are necessary for the purpose of protecting public health and safety. Examples include:

- Flushing water mains where a significant health or safety concern is identified;
- Washing down public spaces where significant health concerns are raised, or on the recommendation of the local health authority;
- Wetting forest and park perimeters or boulevards as part of a fire prevention strategy during extreme hot and dry weather, or on the recommendation of the local fire authority; and
- Protecting publicly-funded infrastructure such as community playing fields or swimming facilities, on the recommendation of the city manager of the GVWD member having jurisdiction.
- Deploying misting stations in periods of extreme heat to protect human health and safety.

SEYMOUR WATERSHED

5 GVWD Member Jurisdictions

The following jurisdictions are the members of the GVWD:

- Village of Anmore
- Village of Belcarra
- City of Burnaby
- City of Coquitlam
- Corporation of Delta
- City of Langley
- Township of Langley
- City of Maple Ridge
- City of New Westminster
- City of North Vancouver
- District of North Vancouver
- City of Pitt Meadows
- City of Port Coquitlam
- City of Port Moody
- City of Richmond
- City of Surrey
- Tsawwassen First Nation
- City of Vancouver
- District of West Vancouver

The Director representing Electoral Area A on the Metro Vancouver Regional District is a member of the GVWD Administration Board.

6 Glossary and terms

Aesthetic cleaning – means the use of water for cleaning when it is not for a health or safety reason.

Aesthetic water feature – means a fountain, pond, or other water feature that primarily serves an aesthetic purpose. It does not include ponds that contain fish.

Automatic watering – means applying water using an automated water delivery system that requires only minimal human intervention or supervision and typically employs mechanical, electronic, or other components and devices, including but not limited to timers, sensors, computers, or mechanical appliances.

Automatic shut-off device – means a device attached to a water hose that shuts off the supply of water automatically unless hand pressure is applied to operate the device.

Automatic vehicle wash system – includes:

- **Conveyor vehicle wash** – a commercial vehicle washing facility where the customer's vehicle moves through an enclosed conveyance mechanism during the wash.

- **In-bay vehicle wash** – a commercial vehicle washing facility where the customer parks the vehicle inside a bay, and the vehicle remains stationary while a spray mechanism moves over the vehicle to clean it.

Basic wash and rinse cycle – means a process sequence in an automatic vehicle wash system that consists of a single wash stage followed by a single rinse stage and no additional processes or optional stages; typically, this is the minimum level of service that a customer can select, where total water usage is less than 200 litres per vehicle.

Board – means the Administration Board of the GVWD.

Commercial cleaning operation – means a company, partnership, or person that offers commercial cleaning services, including pressure washing, window cleaning, and other similar building cleaning services, to the public for a fee.

Commercial vehicle washing – means commercial vehicle washing services offered to the public for a fee, but excludes car dealerships, fleet vehicle washing facilities, and charity car washes.

Drip Irrigation – means an irrigation system that delivers water directly to the root zone of the plant at a low flow rate through individual emission points (emitters) using droplets of water and excludes sprinkler irrigation systems, micro-spray systems, misting systems, and soaker hoses.

Edible plant – means a plant grown for the purpose of human consumption.

European Chafer Beetle – means an invasive insect pest whose larvae feed on the roots of grasses, causing serious damage to lawns. The Chafer Beetle larvae can be treated naturally using nematodes, which typically requires a moist lawn for a period of 2 to 3 weeks from the day of application.

Flushing water main – discharging water from a water main for routine maintenance such as water quality management and measurement of firefighting flow capacity.

Golf course – means the greens, tee areas, and fairways that are designed and maintained as playing surfaces for golf, but does not include rough areas or lawns that are not maintained as playing surfaces.

Governments/Schools/Parks – includes property zoned for member jurisdiction, provincial, or federal uses including road rights of way, and school, college, and university uses.

GVWD – means the Greater Vancouver Water District.

GVWD Commissioner – the person that the Administration Board of the GVWD appoints as its Commissioner.

Hand wash and self-service facility – a commercial vehicle washing facility where the facility's staff wash the customer's vehicle, or the customer washes their own vehicles with spray wands and brushes.

Health and safety reason – means a precaution necessary to protect health and safety, including the removal of contaminants, bodily fluids, slip and fall hazards, controlling pests, and suppressing and controlling dust.

Impermeable surface – means a material added to the surface of the ground, or on the exterior of a building or structure that is impermeable to water, including but not limited to glass, wood, concrete, asphalt, paving stones, and other similar materials.

Lawn – means a cultivated area surrounding or adjacent to a building that is covered by grass, turf, or a ground cover plant such as clover, including areas such as boulevards, parks, school yards and cemeteries, but excluding golf courses, soil-based playing fields, and sand-based playing fields.

Manual watering – means applying water using a device or tool that is manually held or operated by a human being, without automatic watering.

Member jurisdiction – means member jurisdiction of the GVWD.

New lawn – means a lawn that is newly established either by seeding or the laying of new sod or turf.

Non-residential – includes properties zoned for a permitted use other than a residential use, including commercial, industrial, and institutional uses, and including a property zoned for mixed residential and non-residential uses, but excluding governments/ schools/parks.

Non-residential pool and hot tub – means a pool or hot tub permitted to be operated in accordance with health authorities having jurisdiction over pool and hot tub regulation, including pools and hot tubs operated by government agencies, hotels, multi-family strata corporations, and private clubs.

Odd-numbered civic address or Even-numbered civic address – means the numerical portion of the street address of a property, and in the case of multi-unit commercial or residential complex such as townhouses, condominiums or other strata-titled properties, means the numerical portion of the street address that is assigned to the entire complex, and not the individual unit number.

Over-seeded – means the application of grass seed on existing turf, typically in early fall or spring and may also include associated processes such as aeration, weeding, dethatching and fertilization, for the purpose of mitigating against grass thinning.

Residential – means a property zoned for single-family or multi-family residential use.

Residential pool and hot tub – means a residential pool or hot tub installed for the use of the occupants and guests of one single family dwelling or duplex and does not require a permit in accordance with health authorities having jurisdiction over pool and hot tub regulation.

Sand-based playing field – means a playing field that is constructed with a highly permeable sand-based root zone typically 30 to 40 centimetres deep over a drainage system with drain pipes bedded in gravel, and is designed and maintained to be playable year-round.

Soaker hose – means a garden hose or pipe with small holes that allow water to seep into the ground, to the roots of plants, discharging water through the entire length of its porous surface.

Soil-based playing field – means a playing field that is covered with grass, sod or turf that is designed and maintained to be played upon, or that is used for sporting or other community events and activities, but does not include lawns, golf courses, or sand-based playing fields.

Vehicle – a device in, on or by which a person or item is or may be transported or drawn on a highway or other roadway.

Water management plan – a plan proposed by the owner or operator of a golf course, soil-based playing field, and sand-based playing field operators and approved by the GVWD member having jurisdiction. The plan sets out terms such as water use targets during the different stages of the DWCP, restrictions to reduce water use, and reporting requirements for the owner or operator.

Water play park – a recreational facility that is primarily outdoors, including spray pools and wading pools, spray parks, splash pads, and water slides.

Watering lawn – means applying water to a lawn with any device or tool including but not limited to a sprinkler, hose, mister, or drip irrigation.


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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

City of Richmond

Bylaw 10337

Municipal Ticket information Authorization Bylaw No. 7321, Amendment Bylaw No. 10337

The Council of the City of Richmond enacts as follows:

1. The **Municipal Ticket Information Authorization Bylaw No. 7321**, as amended, is further amended at Schedule B16 by deleting the section number "2.4.1" and replacing it with "2.2.4".

FIRST READING	
SECOND READING	
THIRD READING	
ADOPTED	

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

MAYOR

CORPORATE OFFICER

City of Richmond

Bylaw 10338

Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10338

The Council of the City of Richmond enacts as follows:

1. The **Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122**, as amended, is further amended by deleting "Schedule – Water Use Restriction Bylaw No. 7784" from Schedule A to Bylaw No. 8122 and replacing it with Schedule A attached to and forming part of this Bylaw.

FIRST READING	
SECOND READING	
THIRD READING	
ADOPTED	

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

MAYOR

CORPORATE OFFICER

SCHEDULE A to BYLAW NO. 10338

Schedule – Water Use Restriction Bylaw No. 7784 (2004) 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**
Water Use Restriction Bylaw No. 7784 (2004)	**Period of Time from Receipt (inclusive)**		**n/a**	**29 to 60 days**	**1 to 28 days**	**61 days or more**	**n/a**
	Watering contrary to Stage 1 Restrictions	2.2.1	No	$ 100.00	$ 75.00	$ 125.00	n/a
	Watering contrary to Stage 2 Restrictions	2.2.2	No	$ 200.00	$ 175.00	$ 225.00	n/a
	Watering contrary to Stage 3 Restrictions	2.2.3	No	$ 500.00	$ 450.00	$ 525.00	n/a
	Watering contrary to the terms of a permit	3.1	No	$ 100.00	$ 75.00	$ 125.00	n/a
	Failure to display a permit	3.1.7	No	$ 100.00	$ 75.00	$ 125.00	n/a

City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	**Date:**	December 8, 2021
From:	Suzanne Bycraft Director, Public Works Operations	**File:**	10-6370-01/2021-Vol 01
Re:	**Corporate Electric Vehicle Charging Station Installation Scope Increase**		

Staff Recommendation

That the Consolidated 5 Year Financial Plan (2022-2026) be amended accordingly for the scope change as identified in the staff report titled, "Corporate Electric Vehicle Charging Station Installation Scope Increase", dated December 8, 2021, from the Director, Public Works Operations.

Suzanne Bycraft
Director, Public Works Operations
(604-233-3338)

REPORT CONCURRENCE		
ROUTED TO:	**CONCURRENCE**	**CONCURRENCE OF GENERAL MANAGER**
Finance Department	☑	
SENIOR STAFF REPORT REVIEW	**INITIALS:**	**APPROVED BY CAO**

Staff Report

Origin

In June 2020, the City applied for $495,000 in grant funding through Natural Resources Canada's (NRCan) *Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative Grant Program*. The City's application was initially denied, but was subsequently approved in August, 2021 under NRCan contract ZP-138 for a total amount of $420,000. In order to take advantage of the short notice given by NRCan for the subsequent funding consideration, the City leveraged two Council approved capital projects, namely the "Fleet Electrical Charging Infrastructure Installations" and "Works Yard Electrical Service Upgrade and EV Infrastructure". The capital project budgets for these two projects were increased by the approved grant funding as revised in the Amendments to the Consolidated 5 Year Financial Plan (2021-2025) Bylaw No. 10239.

These Council-approved capital projects are limited to the City Hall Annex and the Works Yard. Therefore, this report seeks approval to expand the original project scopes to include the installation of 12 level 2 and 3 level 3 additional charging ports at various City facilities for corporate fleet vehicles. This approach aligns with the planned expansion of the City's electric vehicle (EV) fleet and is in accordance with the terms of the NRCan contract ZP-138.

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

> *Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.*
>
> *2.1 Continued leadership in addressing climate change and promoting circular economic principles.*
>
> *2.2 Policies and practices support Richmond's sustainability goals.*

Analysis

The City of Richmond is proud to be a leader in sustainable, zero emissions transportation. The City's Green Fleet Action Plan and Sustainable Green Fleet Policy 2020 identify strategies and new technologies to improve fleet fuel efficiencies. Additionally, Council further reflected the City's commitment to expand its corporate passenger fleet vehicle by adopting the staff recommendation to join the West Coast Electric Fleets Diamond Lane pledge at the September 27, 2021 Council meeting. This commits the City to replace more than 10% of all new corporate fleet passenger vehicle procurements with zero emission vehicles each year. The funding application under NRCan contract ZP-138 supports this commitment by enabling the installation of more charging infrastructure to ensure charging capacity for the City's expanding EV fleet.

As detailed in Table 1 below, the two capital projects that are leveraged for this grant funding application increases the total capital project budget by $420,000, or from $2,209,700 to $2,629,700.

Table 1: Council Approved Capital Projects

Year	Capital Project	Amount Approved
2019	CV00012 – Fleet Electrical Charging Infrastructure Installations	$521,700
2020	CB00083 – Works Yard Electrical Service Upgrade and EV Infrastructure	$1,688,000
	Subtotal Available Funding Amount	$2,209,700
2021	ZP-138 – Additional NRCan Grant Funding	$420,000
	Total Available Budget with Grant Funding Included	**$2,629,700**

Project Scope Expansion

Staff have undertaken an analysis of the planned deployment of the vehicles to be replaced under the Council approved Vehicle and Equipment Reserve Purchases (Public Works and Corporate Fleet). Table 2 identifies the additional charging infrastructure which will expand the project scopes to incorporate those locations best suited for corporate EV fleet expansion. This includes 12 (level 2) and 3 (level 3) charging ports for the City's corporate fleet.

Table 2: Additional Charging Infrastructure

Location	Address	Charging Station
Fire Hall No. 1	6960 Gilbert Rd.	4 x Level 2 charging ports
Fire Hall No. 2	11011 No. 2 Rd.	2 x Level 2 charging ports
Fire Hall No. 3	9660 Cambie Rd.	4 x Level 2 charging ports
RCMP Headquarters	11411 No. 5 Rd.	2 x Level 2 charging ports
Works Yard	5599 Lynas Ln.	2 x Level 3 charging ports
City Hall	6911 No. 3 Rd.	1 x Level 3 charging ports

The NRCan grant funding offsets the capital costs to install the stations at the locations noted in Table 2. In accordance with standard practise, any ongoing maintenance and operating costs will be charged to the Fleet Operations budget, and recovered via internal fleet charges.

Overview of the NRCan Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative Grant Program

The Government of Canada's Zero Emission Vehicle Infrastructure Program (ZEVIP) is a 5-year, $280 million program developed to address the lack of charging and refuelling stations across Canada. Lack of infrastructure has been identified as one of the key barriers to zero emission vehicle adoption. Increasing the availability of localized charging and hydrogen refuelling opportunities where Canadians live, work, and play will increase the overall adoption of EVs. This grant funding will be delivered through cost-sharing contribution agreements (ZP-138) that will help Canada continue to encourage the switch to green vehicles.

Financial Impact

None.

Conclusion

The City has received grant funding approval though NRCan Contract ZP-138 which allows the City the ability to add 15 charging ports (12 level 2 and 3 level 3) for corporate fleet vehicles. The capital project budgets for these two projects have already been increased by the approved grant funding as revised in the Amendments to the Consolidated 5 Year Financial Plan (2021-2025) Bylaw No. 10239.

This report seeks Council approval to expand the project scope to include specified locations at various City facilities to support accelerated fleet EV replacements. This aligns with Council's commitment under the West Coast Electric Fleets Diamond Lane pledge and Green Fleet Action Plan strategies.

Kristina Nishi
Acting Manager, Fleet and Environmental Programs
(604-233-3301)

KN:kn

City of Richmond

Bylaw 10327

Consolidated 5 Year Financial Plan (2022-2026) Bylaw No. 10327

The Council of the City of Richmond enacts as follows:

1. Schedule "A", Schedule "B" and Schedule "C" which are attached and form part of this bylaw, are adopted as the Consolidated 5 Year Financial Plan (2022-2026).

2. Consolidated 5 Year Financial Plan (2021-2025) Bylaw No. 10239 and all associated amendments are repealed.

3. This Bylaw is cited as **"Consolidated 5 Year Financial Plan (2022-2026) Bylaw No. 10327".**

FIRST READING	DEC 15 2021
SECOND READING	DEC 15 2021
THIRD READING	DEC 15 2021
ADOPTED	

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

MAYOR

CORPORATE OFFICER

SCHEDULE A:

CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2022-2026)
REVENUE AND EXPENSES
(In $000's)

	2022 Budget	2023 Plan	2024 Plan	2025 Plan	2026 Plan
Revenue:					
Taxation and Levies	268,044	281,090	294,869	306,579	318,350
Utility Fees	124,190	128,053	134,252	141,335	149,022
Sales of Services	44,600	46,180	47,552	48,868	49,963
Investment Income	13,165	12,767	12,507	12,208	11,869
Payments In Lieu Of Taxes	14,650	15,105	15,558	16,024	16,505
Gaming Revenue	14,500	14,500	14,500	14,500	14,500
Other Revenue	14,629	14,773	16,142	17,232	18,100
Licenses And Permits	11,358	11,591	11,818	12,049	12,285
Provincial and Federal Grants	10,683	10,045	10,191	10,340	10,491
Developer Contributed Assets	54,782	54,782	54,782	54,782	54,782
Development Cost Charges	17,749	19,641	22,259	15,083	13,091
Other Capital Funding Sources	16,380	17,779	21,365	19,575	14,125
	604,730	**626,306**	**655,795**	**668,575**	**683,083**
Expenses:					
Community Safety	135,999	137,593	141,686	145,853	150,194
Engineering and Public Works	81,335	81,166	82,302	83,534	84,796
Community Services	71,522	68,110	69,725	71,346	73,012
Finance and Corporate Services	26,065	25,706	26,400	27,096	27,813
Planning and Development Services	25,874	25,819	26,381	26,946	27,526
Fiscal	22,383	21,057	22,579	24,226	25,336
Corporate Administration	10,628	10,897	11,216	11,537	11,867
Legal and Legislative Services	5,305	4,163	4,296	4,429	4,566
Debt Interest	1,677	1,677	1,677	-	-
Utility Budget					
Water Utility	49,606	51,150	54,137	57,564	61,291
Sanitary Sewer Utility	41,306	42,969	45,782	49,030	52,571
Sanitation and Recycling	23,494	22,889	23,371	23,864	24,367
Richmond Public Library	11,130	11,099	11,363	11,634	11,913
Richmond Olympic Oval Corporation	16,290	16,770	17,142	17,424	17,650
	522,614	**521,065**	**538,057**	**554,483**	**572,902**
Annual Surplus	**82,116**	**105,241**	**117,738**	**114,092**	**110,181**

SCHEDULE A (CONT'D):

CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2022-2026)
TRANSFERS
(In $000's)

	2022 Budget	2023 Plan	2024 Plan	2025 Plan	2026 Plan
Transfers:					
Debt Principal	5,570	5,792	6,025	-	-
Transfer To (From) Reserves	78,319	80,638	83,449	86,397	89,462
Transfer To (From) Surplus	(8,388)	8,140	11,390	19,787	20,252
Capital Expenditures - Current Year	107,762	106,482	144,544	130,463	114,453
Capital Expenditures - Prior Years	142,324	104,168	67,577	38,486	19,300
Capital Expenditures - Developer Contributed Assets	54,782	54,782	54,782	54,782	54,782
Capital Expenditures - Richmond Public Library	1,217	742	742	742	742
Capital Expenditures - Richmond Olympic Oval Corporation	4,072	1,408	1,531	1,459	1,724
Capital Funding	(303,542)	(256,911)	(252,302)	(218,024)	(190,534)
Transfers/Amortization offset:	**82,116**	**105,241**	**117,738**	**114,092**	**110,181**
Balanced Budget	**$-**	**$-**	**$-**	**$-**	**$-**
Tax Increase	**3.86%**	**3.88%**	**3.92%**	**2.99%**	**2.87%**

SCHEDULE B:

CITY OF RICHMOND
5 YEAR FINANCIAL PLAN
CAPITAL FUNDING SOURCES (2022-2026)
(In $000's)

DCC Reserves	2022	2023	2024	2025	2026
Drainage DCC	-	990	990	-	-
Park Development DCC	1,845	2,977	1,599	1,693	1,872
Park Land Acquisition DCC	6,457	5,964	5,964	3,762	3,762
Roads DCC	9,446	9,710	11,060	8,910	7,457
Sanitary DCC	-	-	1,436	103	-
Water DCC	-	-	1,210	616	-
Total DCC	**$ 17,748**	**$ 19,641**	**$ 22,259**	**$ 15,084**	**$ 13,091**
Statutory Reserves					
Affordable Housing	925	925	925	925	925
Capital Building and Infrastructure	18,070	16,715	18,080	18,160	17,500
Capital Reserve	9,842	10,140	14,998	14,670	13,179
Child Care	260	260	260	260	260
Drainage Improvement	13,340	15,281	41,905	33,374	30,650
Equipment Replacement	4,649	4,718	3,467	3,510	3,095
Public Art Program	200	150	150	150	150
Sanitary Sewer	5,463	5,910	5,650	9,307	5,790
Waterfront Improvement	150	-	-	-	-
Watermain Replacement	9,190	9,024	9,301	9,217	9,649
Total Statutory Reserves	**$ 62,089**	**$ 63,123**	**$ 94,736**	**$ 89,573**	**$ 81,198**
Other Sources					
Enterprise Fund	720	550	550	550	205
Grant and Developer Contribution	13,480	14,879	18,465	16,675	11,225
Other Sources	11,534	6,061	6,076	6,091	6,487
Sewer Levy	260	207	272	375	33
Solid Waste and Recycling	450	300	300	300	300
Water Levy	1,481	1,721	1,886	1,815	1,914
Total Other Sources	**$ 27,925**	**$ 23,718**	**$ 27,549**	**$ 25,806**	**$ 20,164**
Total Capital Program	**$ 107,762**	**$ 106,482**	**$ 144,544**	**$ 130,463**	**$ 114,453**

SCHEDULE C:

CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2022-2026)
STATEMENT OF POLICIES AND OBJECTIVES

Revenue Proportions By Funding Source

Property taxes are the largest portion of revenue for any municipality. Taxes provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. These include services such as community safety, general government, libraries and park maintenance.

Objective:

- Maintain revenue proportion from property taxes at current level or lower

Policies:

- Tax increases will be at CPI + 1% for transfers to reserves
- Annually, review and increase user fee levels by consumer price index (CPI).
- Any increase in alternative revenues and economic development beyond all financial strategy targets can be utilized for increased levels of service or to reduce the tax rate.

Table 1 shows the proportion of total revenue proposed to be raised from each funding source in 2022.

Table 1:

Funding Source	% of Total Revenue
Property Taxes	52.0%
User Fees	24.1%
Sales of Services	8.6%
Investment Income	2.6%
Payments in Lieu of Taxes	2.8%
Gaming Revenue	2.8%
Licenses and Permits	2.2%
Provincial and Federal Grants	2.1%
Other	2.8%
Total Operating and Utility Funding Sources	100.0%

SCHEDULE C (CONT'D):

CITY OF RICHMOND
CONSOLIDATED 5 YEAR FINANCIAL PLAN (2022-2026)
STATEMENT OF POLICIES AND OBJECTIVES

Distribution of Property Taxes

Table 2 provides the 2021 distribution of property tax revenue among the property classes. 2022 Revised Roll figures will be received in late March 2022.

Objective:

- Maintain the City's business to residential tax ratio in the middle in comparison to other municipalities. This will ensure that the City will remain competitive with other municipalities in attracting and retaining businesses.

Policies:

- Regularly review and compare the City's tax ratio between residential property owners and business property owners relative to other municipalities in Metro Vancouver.

Table 2: (Based on the 2021 Revised Roll figures)

Property Class	% of Tax Burden
Residential (1)	56.85%
Business (6)	33.50%
Light Industry (5)	7.62%
Others (2,3,4,8 & 9)	2.03%
Total	100.00%

Permissive Tax Exemptions

Objective:

- Council passes the annual permissive exemption bylaw to exempt certain properties from property tax in accordance with guidelines set out by Council Policy and the Community Charter. There is no legal obligation to grant exemptions.
- Permissive exemptions are evaluated with consideration to minimizing the tax burden to be shifted to the general taxpayer.

Policy:

- Exemptions are reviewed on an annual basis and are granted to those organizations meeting the requirements as set out under Council Policy 3561 and Sections 220 and 224 of the *Community Charter*.

City of Richmond

Bylaw No. 10341

Parking (Off-Street) Regulation Bylaw No. 7403 Amendment Bylaw No. 10341

The Council of the City of Richmond enacts as follows:

1. **Parking (Off-Street) Regulation Bylaw No. 7403**, as amended, is further amended by deleting Schedule C thereto and replacing it with Schedule A attached to this bylaw.

2. This Bylaw is cited as "**Parking (Off-Street) Regulation Bylaw No. 7403, Amendment Bylaw No. 10341**".

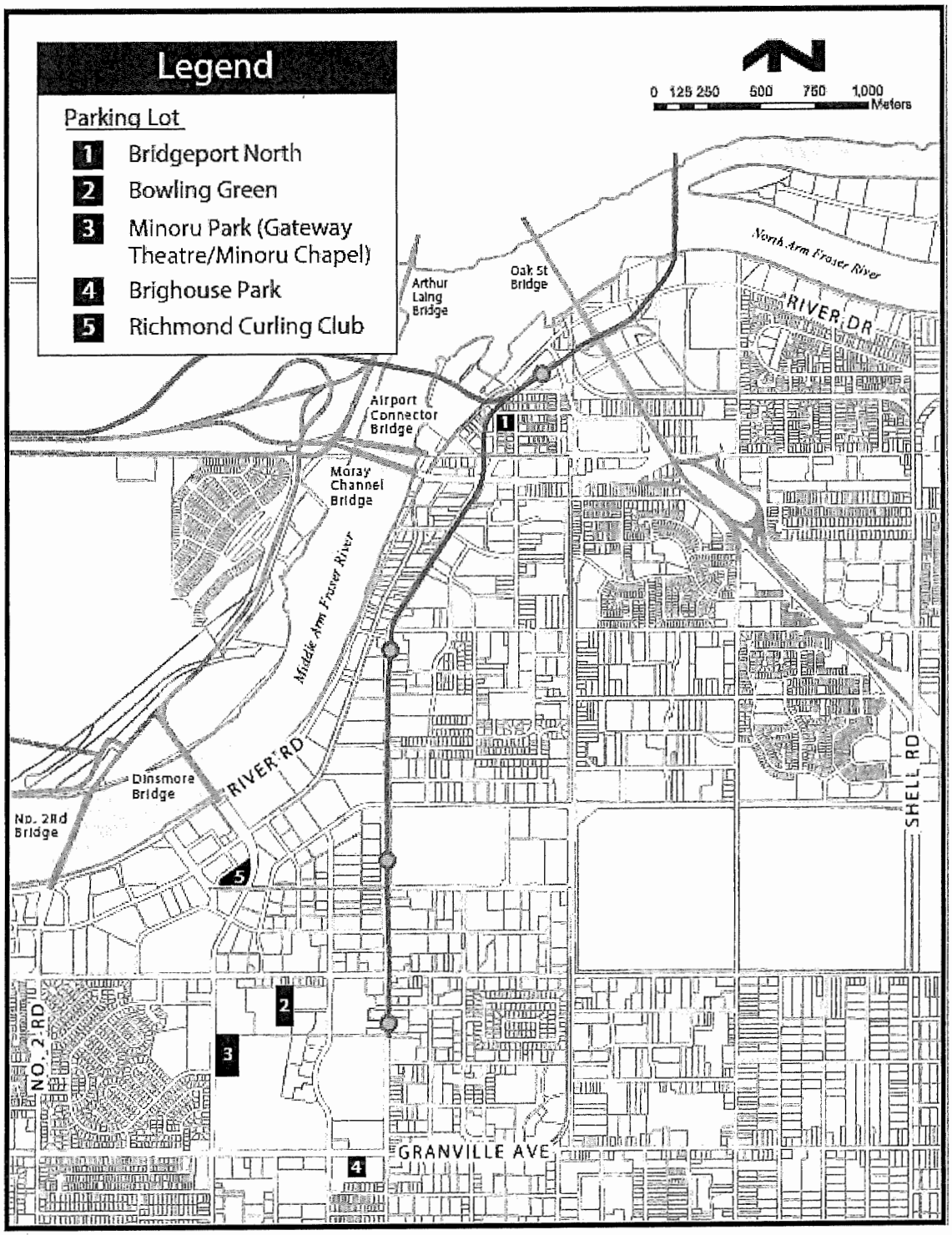
FIRST READING	JAN 10 2022
SECOND READING	JAN 10 2022
THIRD READING	JAN 10 2022
ADOPTED	

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

MAYOR

CORPORATE OFFICER

SCHEDULE C to BYLAW NO. 7403
PAY PARKING LOTS



City of Richmond

Bylaw No. 10342

CONSOLIDATED FEES BYLAW NO. 8636, AMENDMENT BYLAW NO. 10342

The Council of the City of Richmond enacts as follows:

1. The **Consolidated Fees Bylaw No. 8636**, as amended, is further amended by deleting the second table from SCHEDULE – PARKING (OFF-STREET) REGULATION to Consolidated Fees Bylaw No. 8636 and replacing it with Schedule A attached to and forming part of this bylaw.

2. This Bylaw is cited as **"Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10342".**

FIRST READING	JAN 10 2022
SECOND READING	JAN 10 2022
THIRD READING	JAN 10 2022
ADOPTED	

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

MAYOR

CORPORATE OFFICER

PARKING (OFF-STREET) REGULATION Bylaw No. 7403
Section 5.1.3, 6.1.2

Description	Fee
Pay Parking Fees:	All rates include applicable taxes.
All Off-Street City Property Locations, other than those set out below.	$2.75 per hour – 7:00 am to 9:00 pm
6131 Bowling Green Road	$2.75 per hour – 7:00 am to 9:00 pm
65000 Gilbert Road	$2.75 per hour – 7:00 am to 9:00 pm Gateway Theater Productions – $5.50 for maximum stay
7840 Granville Avenue	$2.25 per hour – 7:00 am to 4:00 pm
5540 Hollybridge Way	$2.25 per hour – 7:00 am to 9:00 pm $9.00 per day
Parking Permit / Decal Fees:	
All Off-Street City Property Locations, other than those set out below.	$42.00 per calendar month plus applicable taxes, subject to discounts of: 10% for groups of 11 to 25 permit decals 15% for groups of 26 to 50 permit decals 25% for groups of 51 or more permit decals
Gateway Theater Staff Parking (6500 Gilbert Road)	$5.50 per calendar year, plus applicable taxes
Richmond Lawn Bowling Club Members Parking (6131 Bowling Green Road)	$5.50 per calendar year, plus applicable taxes
Richmond Seniors' Centre Members Parking (Minoru Park)	$8.50 per calendar year, plus applicable taxes
Richmond Tennis Club Members Parking (Minoru Park)	$5.50 per calendar year, plus applicable taxes
Richmond Winter Club Members Parking (5540 Hollybridge Way)	$5.50 per calendar year, plus applicable taxes

Comparative Parking Lot Rates in the City

Parking Lot	Hourly Rate				
	1 hour	1.5 hours	3 hours	4.5 hours	Daily
Gateway Theatre	$2.75 (Maximum 2 hours)	N/A	N/A	N/A	N/A
Richmond Olympic Oval (members free)	$2.00	N/A	N/A	N/A	$18.00
Impark Lot 5555 Gilbert Road	N/A	$3.50	$4.50	$6.00	$9.00
City Centre Community Centre	$2.50	$3.75	$7.50	N/A	N/A
Proposed Richmond Curling Club (members *)	$2.25	N/A	N/A	N/A	$9.00

*Richmond Curling Club members will pay a nominal annual fee of $5.50 (2021 rate) for their permit/decal.

City of Richmond

Minutes

Development Permit Panel
Wednesday, January 12, 2022

Time: 3:30 p.m.

Place: Remote (Zoom) Meeting

Present: John Irving, General Manager, Engineering and Public Works, Acting Chair
Cecilia Achiam, General Manager, Community Safety
Milton Chan, Director, Engineering

The meeting was called to order at 3:30 p.m.

Minutes

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on November 24, 2021 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 20-910008
(REDMS No. 6784725)

APPLICANT: 1058085 BC Ltd.

PROPERTY LOCATION: 10431 No. 5 Road

INTENT OF DEVELOPMENT PERMIT:

Permit the construction of two duplexes at 10431 No. 5 Road on a site zoned "Arterial Road Compact Two-Unit Dwellings (RCD)".

Applicant's Comments

Eric Law, Eric Law Architect, with the aid of a visual presentation (attached to and forming part of these Minutes as Schedule 1), provided background information on the proposed development, including its site context, site layout, floor plan, and architectural form and character, highlighting the following:

- the proposed development consists of two two-storey front-to-back duplexes on a lot subdivided into two for a total of 4 dwelling units overall;
- a landscaped central pedestrian pathway is proposed between the two duplex buildings and provides access to all the units;
- the form and character of the proposed development is consistent with the low-rise residential character of the surrounding neighbourhood;
- the proposal includes two convertible units located at the rear;
- each unit will be provided with a single-car garage and one outdoor parking stall in tandem configuration which are accessed from the rear laneway; and
- the project has been designed to achieve Step 3 of the BC Energy Step Code.

Donald Duncan, Donald V.S. Duncan Landscape Architect, provided an overview of the main landscaping features of the project, noting that (i) a diverse selection of plant materials are proposed along the frontage to provide visual interest, screening and privacy, with preference given to native species, (ii) the central pedestrian pathway will be treated with permeable pavers and planting along the edges to soften its character, (iii) hard and soft landscaping is proposed for the private outdoor space of the rear units, (iv) the permeable paving surface treatment for the outdoor private space of convertible units would enhance the accessibility of users, (v) planting is proposed at the rear to soften the look of the garages and the rear lane, and (vi) the retention of two existing City trees at the rear of the subject site and the reconfiguration of the driveway had been considered; however, the retention of these trees is not possible due to vehicles accessing/exiting the driveway.

Staff Comments

Wayne Craig, Director, Development, noted that (i) the applicant's efforts to retain one on-site tree along the No. 5 Road frontage and undertake special mitigation measures for tree retention are appreciated, (ii) laneway improvements including driveway orientation and landscaping opportunities will be further reviewed through the Servicing Agreement associated with the project, and (iii) opportunities for tree planting will be considered in addition to the proposed lawns between the drive aisles.

Panel Discussion

In reply to queries from the Panel, Mr. Duncan acknowledged that (i) the project's tree replacement ratio meets the City's requirement, (ii) the quality and survivability of trees were considered in the choice of tree species proposed to be planted on the site, (iii) majority of proposed paving materials on the site are pervious, (iv) the driveway adjacent to the rear lane will be treated with asphalt, (v) permeable paving treatment is proposed for the resident outdoor parking space at the back of the single car garage for each unit, and (vi) hard and soft landscape elements are proposed for the private outdoor space for each unit.

Discussion ensued regarding the possibility of retaining the two existing City trees at the rear of the site and the proposed configuration of the driveway that results in significant concrete paving on the driveway.

As a result of the discussion, staff were directed to work with the applicant to investigate opportunities to reconfigure the proposed driveway in order to preserve the existing trees or provide new tree planting and maximize opportunities for soft landscaping.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project, noting that (i) the project has some good landscape elements, (ii) the project fits well into the character of the neighbourhood, and (iii) the driveway access from the rear lane would result in an enhanced pedestrian experience along the No. 5 Road frontage.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of two duplexes at 10431 No. 5 Road on a site zoned "Arterial Road Compact Two-Unit Dwellings (RCD)"

CARRIED

2. New Business

It was moved and seconded
That the Development Permit Panel meeting tentatively scheduled on Wednesday, January 26, 2022 be cancelled.

CARRIED

3. Adjournment

It was moved and seconded
That the meeting be adjourned at 3:52 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, January 12, 2022.

John Irving
Acting Chair

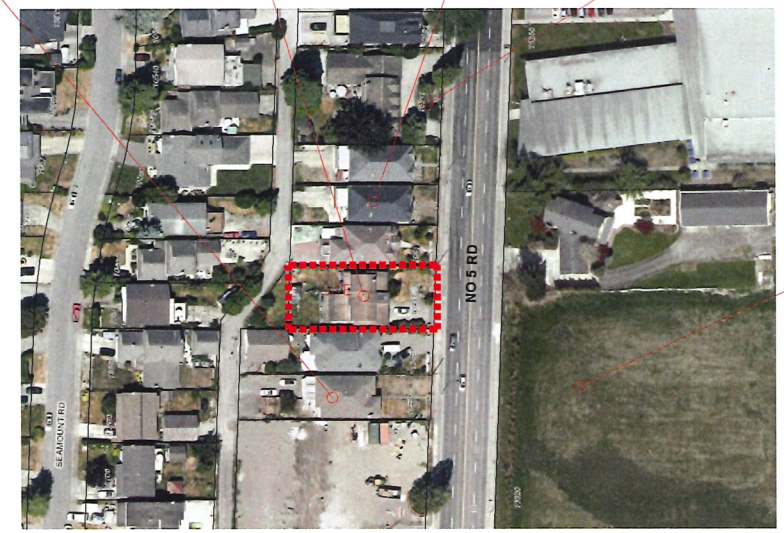
Rustico Agawin
Committee Clerk

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, January 12, 2022.

PANORAMIC SITE VIEW NO. 5 ROAD

ADJACENT HOUSE

ADJACENT HOUSE



AERIAL CONTEXT VIEW

VIEW ACROSS NO. 5 ROAD

NORTH

ERIC LAW ARCHITECT

ericlaw.architect@gmail.com
216 258 W8TH AVENUE VANCOUVER BC V5Y1N5

TEL: (604) 505-2099

	ISSUED
1.	2020.07.29 FOR CITY DP APPLICATION
2.	2021.05.07 FOR CITY ADP PRESENTATION
3.	2021.05.11 FOR CITY ADP PRESENTATION
4.	2021.06.09 FOR CITY ADP PRESENTATION
5.	2021.08.23 FOR CITY DP REVIEW
6.	2021.12.08 FOR CITY DPP REVIEW
7.	2021.12.13 FOR CITY DPP REVIEW
8.	2022.01.09 FOR CITY DPP PRESENTATION

	REVISION
5.	2021.12.13 SPECIFY EXTERIOR DOWNLIGHT
4.	2021.12.08 ADDED EXTERIOR LIGHT
3.	2021.08.23 REVISED PER ADP COMMENTS
2.	2021.05.27 GARAGE ELEVATION ADDED
1.	2021.05.11 BLDG ELEVATION ADDED

PROPOSED
COMPACT DUPLEX
10431 NO. 5 RD
RICHMOND BC

CONTEXT

PROJECT NUMBER:	18-08
ISSUED:	1/10/2022
DRAWN BY:	EL
CHECKED BY:	EL
FILENAME:	18-08_ONF_220110-DPP-PRESNTAT

DP 20-910008

CONTEXT

DEVELOPMENT PERMIT

CNCL - 189

AERIAL IMAGE

IMAGE ALONG NO. 5 ROAD

IMAGE ALONG NO. 5 ROAD

DP 20-910008

ERIC LAW ARCHITECT

ericlaw.architect@gmail.com
216 288 16TH AVENUE VANCOUVER BC V5Y1N5

TEL: (604) 505-2099

	ISSUED
1.	2020.07.29 FOR CITY DP APPLICATION
2.	2021.05.07 FOR CITY ADP PRESENTATION
3.	2021.05.11 FOR CITY ADP PRESENTATION
4.	2021.06.09 FOR CITY ADP PRESENTATION
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	REVISION
5.	2021.12.13 SPECIFY EXTERIOR DOWNLIGHT
4.	2021.12.08 ADDED EXTERIOR LIGHT
3.	2021.08.23 REVISED PER ADP COMMENTS
2.	2021.05.27 GARAGE ELEVATION ADDED
1.	2021.05.11 BLDG ELEVATION ADDED

PROPOSED
COMPACT DUPLEX
10431 NO. 5 RD
RICHMOND BC

IMAGES

PROJECT NUMBER:	18-08
ISSUED:	1/10/2022
DRAWN BY:	EL
CHECKED BY:	EL
FILENAME:	18-08_ONF_220110-DPP-PRESNTAT

IMAGE

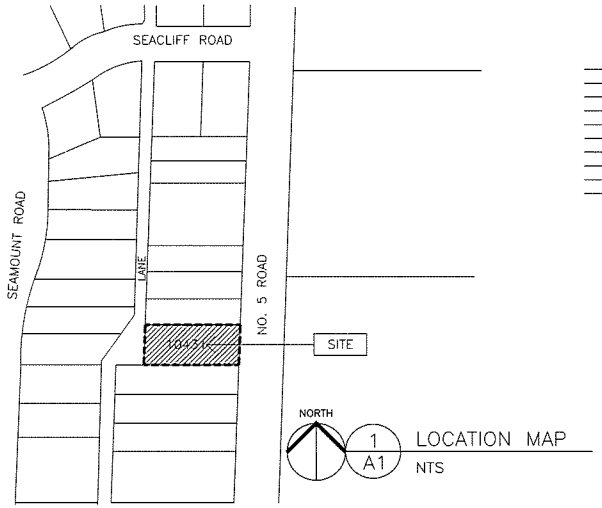
DEVELOPMENT PERMIT

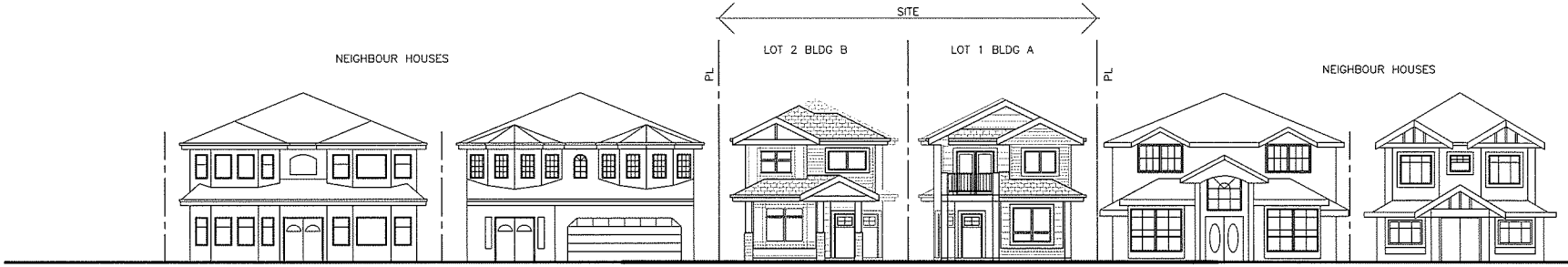
PROPOSED DUPLEX AT 10431 NO. 5 ROAD, RICHMOND, BC

DEVELOPMENT DATA

(A) CIVIC ADDRESS: 10431 NO 5 ROAD, RICHMOND, BC
(B) LEGAL DESCRIPTION: "A" LOT 356 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST, NWD 44778
(C) LOT AREA: 390.5 SM (4,203 SF) FOR EACH LOT AFTER SUBDIVISION INTO 2 LOTS. ORIGINAL LOT SIZE 781 SM
(D) ZONING USE CURRENT: RS1/F, PROPOSED: RCD

	CURRENT ZONING (UNDER RS1/E ZONING)	PROPOSED REZONING (RCD)	PROPOSED
(E) FLOOR AREA RATIO	0.55 TO 454.5 SM	0.6 PER LOT (WITH AFFORDABLE HOUSING CONTRIBUTION)	0.6
	0.3 TO REST OF SITE AREA	TOTAL FAR FLOOR AREA PER LOT 0.60 X390.5 SM = 234.3 SM (2,521 SF) (TOTAL FAR AREA = 468.6 SM FOR 2 LOTS)	234.2SM (2521 SQ. FT.) PER LOT TOTAL FAR AREA 468.4SM (5042 SQ. FT) FOR 2 LOTS
		COVERED PORCH 10% = 23.4 SM (252 SF) GARAGE 25 SM PER UNIT (269 SF)	15.8SM (170.5 SQ. FT.) 7% COVERED PORCH 19.4 SM (209 SQ. FT.) GARAGE PER UNIT
(F) NUMBER OF UNIT:	1 PER LOT	2 PER LOT	2 UNITS PER LOT
(G) BUILDING COVERAGE:	MAX – 45%	SITE COVER – MAX 50% (2101 SF) POROUS AREA–MIN 30% LIVE PLANT–MIN 20% LIVE PLANT AT FRONTYARD – MIN 50%	46% (1935 SQ. FT. / 4203 SQ. FT PER LOT) 47% REFER TO LANDSCAPE 25% REFER TO LANDSCAPE 66% REFER TO LANDSCAPE
(H) BUILDING HEIGHT:	MAX HEIGHT – 9M	MAX MAIN BUILDING HEIGHT – 9M MAX GARAGE HEIGHT – 4M	BUILDING HEIGHT – 8.05M GARAGE HEIGHT – 3.97M
(I) SETBACK:	FRONT YARD – 6M SIDE YARD – 2M REAR YARD – 6M	FRONT YARD – 6M SIDE YARD – 1.2M REAR YARD – 10M GARAGE BETWEEN 1.2 TO 12.5M FROM REAR YARD GARAGE SIDE YARD – 1.2M	FRONT YARD – 6.3M (20'6") NORTH SIDE YARD – 1.27M (4'2") SOUTH SIDE YARD – 1.27M (4'2") REAR YARD – 14.8M (48'8") GARAGE – BETWEEN 5.5M TO 11.6M FROM REAR YARD GARAGE – 1.2M SIDE YARD
(J) PARKING:	2 PER DWELLING UNIT	2 PER DWELLING UNITS VISITOR – NO REQUIREMENT	2 REGULAR PARKING IN TANDEM ARRANGEMENT PER UNIT





1/A1 CONTEXT ELEVATION ALONG NO. 5 ROAD
1/8" TO 1'–0"

ERIC LAW ARCHITECT

ericlaw.architect@gmail.com
216 -288 W8TH AVENUE VANCOUVER BC V5Y1N5

TEL: (604) 565–2099

ISSUED

1. 2020.07.29 FOR CITY DP APPLICATION
2. 2021.05.07 FOR CITY ADP PRESENTATION
3. 2021.05.11 FOR CITY ADP PRESENTATION
4. 2021.06.09 FOR CITY ADP PRESENTATION
5. 2021.08.23 FOR CITY DP REVIEW
6. 2021.12.08 FOR CITY DPP REVIEW
7. 2021.12.13 FOR CITY DPP REVIEW
8. 2022.01.09 FOR CITY DPP PRESENTATION

CNCL - 191

5. 2021.12.13 SPECIFY EXTERIOR DOWNLIGHT
4. 2021.12.08 ADDED EXTERIOR LIGHT
3. 2021.08.23 REVISED PER ADP COMMENTS
2. 2021.05.27 GARAGE ELEVATION ADDED
1. 2021.05.11 BLDG ELEVATION ADDED

REVISION

PROPOSED COMPACT DUPLEX 10431 NO. 5 RD RICHMOND BC

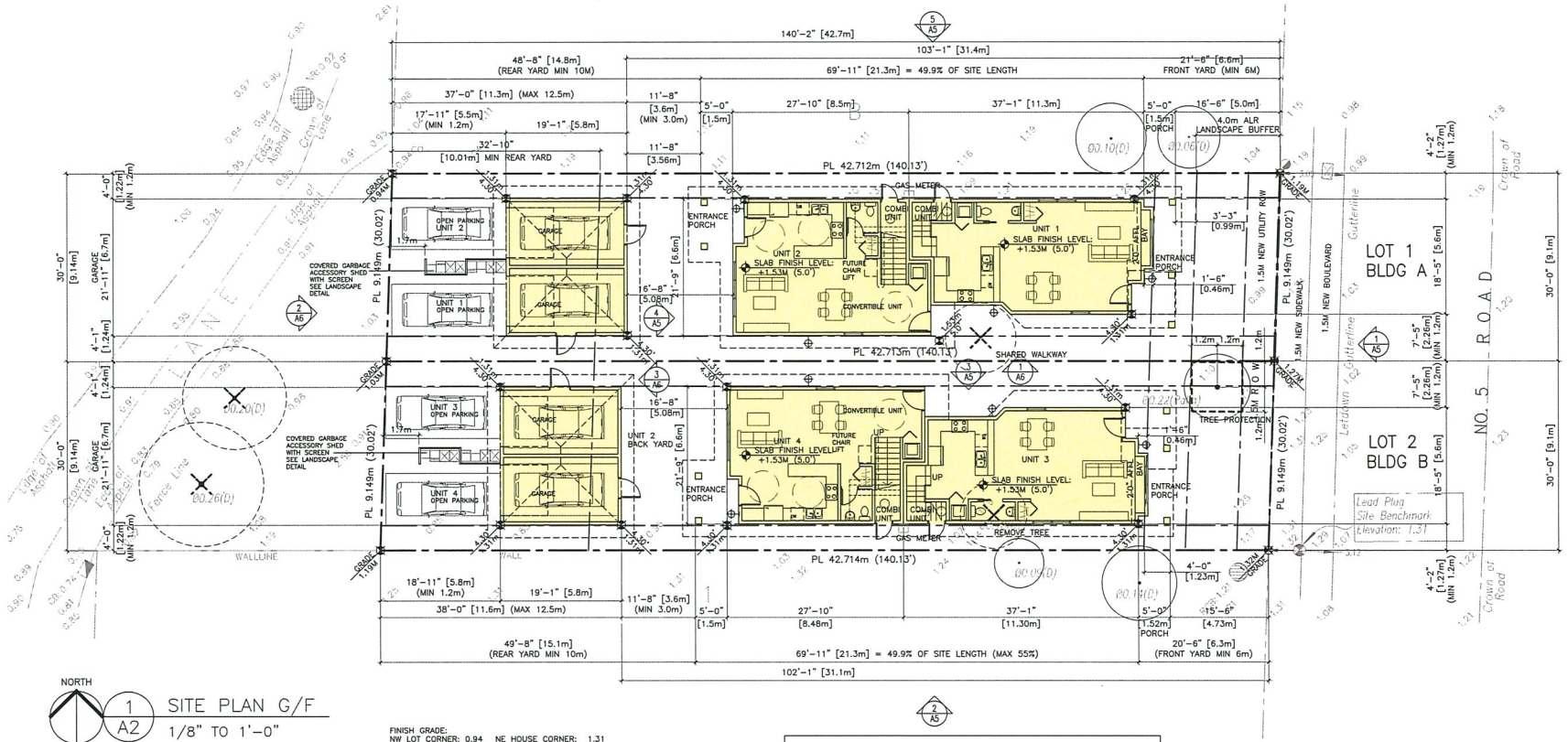
DEVELOPMENT SUMMARY

PROJECT NUMBER:18–08
ISSUED: 1/10/2022
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 18–08_ONF_220110–DPP–PRESNTAT

DP 20–910008

A1

DEVELOPMENT PERMIT



NORTH

1 / A2 SITE PLAN G/F

1/8" TO 1'-0"

COMBO UNIT: COMBINED CONDESNING HOT WATER AND RADIANT FLOOR HEAT BOILER TO BE USED

TREES TO BE REMOVED

EXTERIOR LIGHT WITH DIMMABLE LED LIGHT BULB

FINISH GRADE:

NW LOT CORNER:	0.94	NE HOUSE CORNER:	1.31
NE LOT CORNER:	1.19	SE HOUSE CORNER:	1.31
SE LOT CORNER:	1.32	SW HOUSE CORNER:	1.31
SW LOT CORNER:	1.19	NW HOUSE CORNER:	1.31
	1.16		1.31

AVERAGE GRADE: 1.23 M (4.04')
MAX CROWN OF THE ROAD: 1.23M
SLAB LEVEL OF HOUSE: 1.53M

BUILDING HEIGHT: 9.27M -1.23= 8.04M

ALL THE UNITS IN THIS PROJECT SHALL INCORPORATE THE FOLLOWING FEATURES IN THE UNITS

(1) AGING IN PLACE FEATURES SHALL BE PROVIDED TO ALL UNITS:
(a) STAIRWELL HANDRAILS
(b) LEVER TYPE HANDLES FOR PLUMBING FIXTURE AND DOOR HANDLES
(c) SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION BESIDE TOILETS, BATHTUBS AND SHOWERS

DUPLEX SHALL MEET CITY'S ENGERY CODE STEP 3 REQUIREMENTS

DP 20-910008

ERIC LAW ARCHITECT

ericlaw.architect@gmail.com
216 258 W8TH AVENUE VANCOUVER BC V5Y1N5

TEL: (604) 505-2099

ISSUED
1. 2020.07.29 FOR CITY DP APPLICATION
2. 2021.05.07 FOR CITY ADP PRESENTATION
3. 2021.05.11 FOR CITY ADP PRESENTATION
4. 2021.06.09 FOR CITY ADP PRESENTATION
5. 2021.08.23 FOR CITY DP REVIEW
6. 2021.12.08 FOR CITY DPP REVIEW
7. 2021.12.13 FOR CITY DPP REVIEW
8. 2022.01.09 FOR CITY DPP PRESENTATION

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CNCL - 192

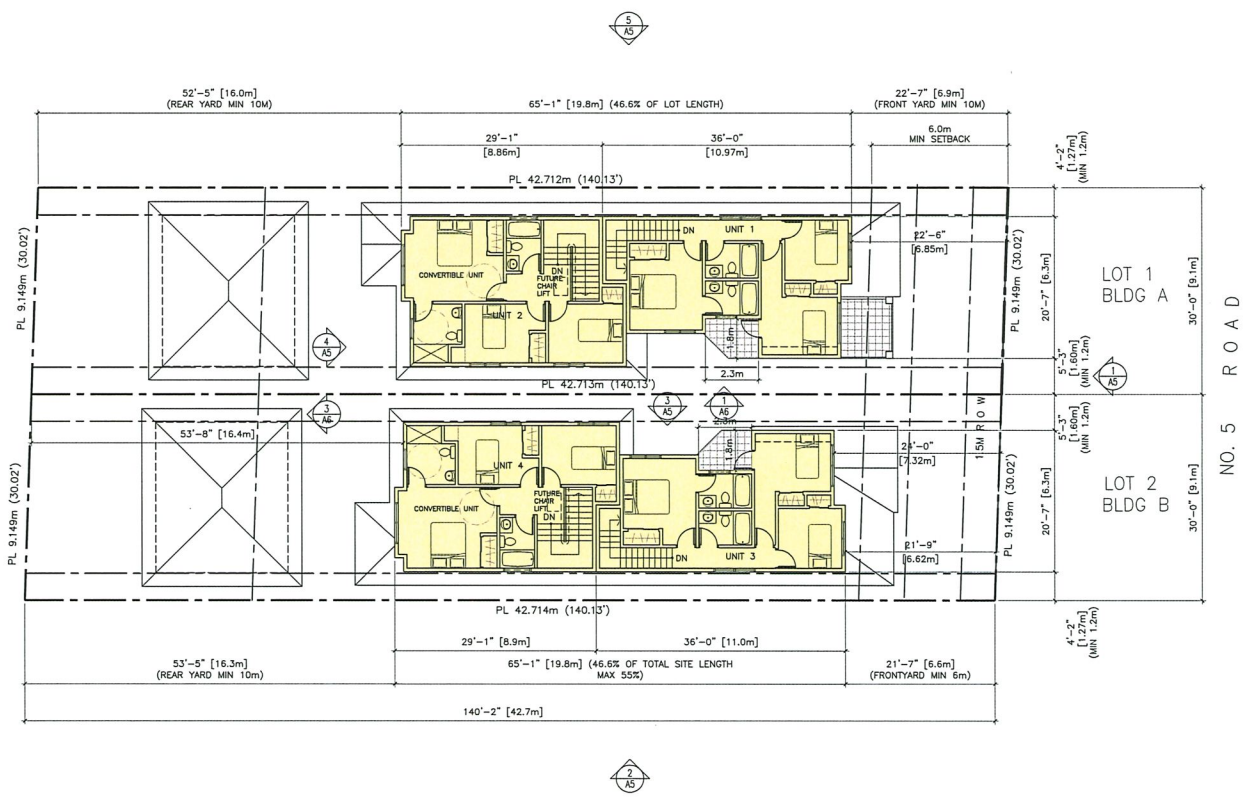
PROPOSED COMPACT DUPLEX
10431 NO. 5 RD
RICHMOND BC

SITE PLAN-1F

PROJECT NUMBER:	18-08
ISSUED:	1/10/2022
DRAWN BY:	EL
CHECKED BY:	EL
FILENAME:	18-08_ONF_220110-DPP-PRESNTA1

A2

DEVELOPMENT PERMIT



NORTH

1 / A3 SITE PLAN 2/F

1/8" TO 1'-0"

DP 20-910008

ERIC LAW ARCHITECT

ericlaw.architect@gmail.com
216 258 18TH AVENUE VANCOUVER BC V5Y1H3

TEL: (604) 505-2099

ISSUED
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2. 2021.05.07 FOR CITY ADP PRESENTATION
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CNCL - 193

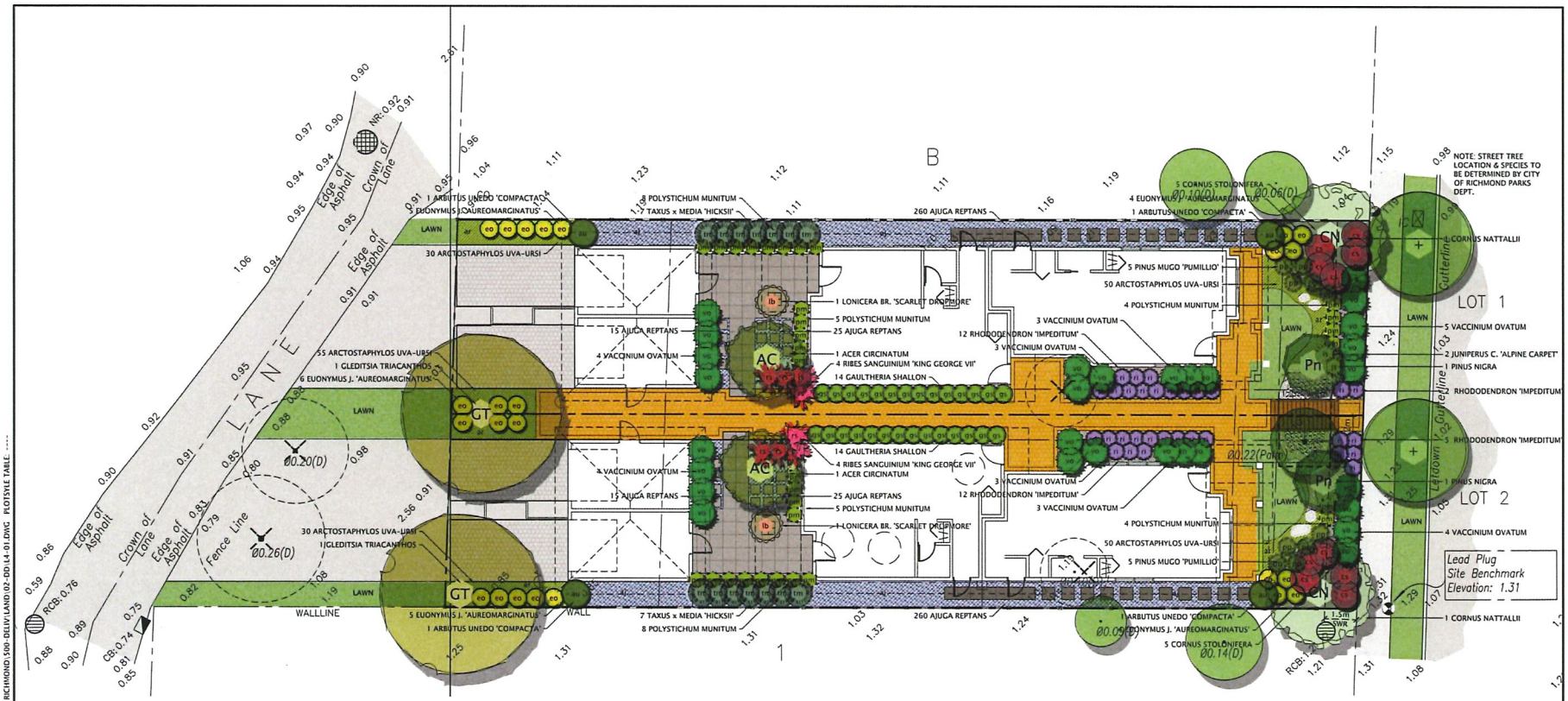
PROPOSED
COMPACT DUPLEX
10431 NO. 5 RD
RICHMOND BC

SITE PLAN-2F

PROJECT NUMBER:	18-08
ISSUED:	1/10/2022
DRAWN BY:	EL
CHECKED BY:	EL
FILENAME:	18-08_ONF_220110-DPP-PRESNTAT

A3

DEVELOPMENT PERMIT



01 L4-01 **SOFT LANDSCAPE PLAN** 1:100

DECIDUOUS TREES

AC — Acer circinatum

GT — Gleditsia triacanthos

CN — Cornus nuttallii

CONIFEROUS TREES

PN — Pinus nigra

CONIFEROUS SHRUBS

tm — Taxus x media 'Hicksii'

pp — Pinus mugo 'Pumillio'

js — Juniperus comm. 'Alpine Carpet'

BROADLEAF EVERGREEN SHRUBS

au — Arbutus unedo

ri — Rhododendron 'Impeditum'

gs — Gaultheria shallon

eo — Euonymus j. 'Aureomarginatus'

vo — Vaccinium ovatum

DECIDUOUS SHRUBS

cs — Cornus stolonifera

rs — Ribes sanguineum 'King Edward VII'

FERNS

pm — Polystichum munitum

GROUND COVER

ar — Arctostaphylos uva-ursi

ar — Ajuga reptans

VINES

lb — Lonicera brownii 'Scarlet Dropmore'

DATE	ISSUED FOR	REV
2018-07-15	REZONING	A
2020-07-22	DP	B
2021-05-11	DP	C
2021-08-18	BP	D

Consultants

Architectural:	Eric Law Architect
Arborist:	-
Civil:	-
Structural:	-
Mechanical:	-
Electrical:	-

CNCL - 194

Donald V. S. Duncan
DEVELOPMENT CONSULTANT
LAND CAPE ARCHITECT
603 - 220 Eleventh Street
New Westminster BC
Canada V3M 6N9
778-791-4323
dvsduncan@gmail.com

D Revision

Project Leader: D.Duncan
Drawn: D.Duncan

RESIDENTIAL DEV.
10431 No. 5 Road
Richmond BC
prepared for:
1058085 BC LTD.
6411 Blundell Road
Richmond BC

Drawing Title: SOFT LANDSCAPE PLAN

Check Scale (may be photo reduced) 0 1inch 0 10mm

Project No. 18-0041

Drawing No. L4-01

PLOT DATE: August 18, 2021 TIME: 11:45 AM FULL PATH AND FILENAME: D:\PROJECTS\18-0041 10431 - 5 RD RICHMOND\500-DELIV\LAND\02-DD\L4-01.DWG PLOTSTYLE TABLE: ----

City of Richmond

Report to Council

To:	Richmond City Council	**Date:**	January 11, 2022
From:	Joe Erceg Chair, Development Permit Panel	**File:**	01-0100-20-DPER1-01/2022-Vol 01
Re:	**Development Permit Panel Meeting Held on May 13, 2020**		

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 18-821292) for the properties at 3208 Carscallen Road and 3200 No. 3 Road (formerly 3208 and 3211 Carscallen Road) be endorsed and the Permit so issued.

Joe Erceg

Joe Erceg
Chair, Development Permit Panel
(604-276-4083)

WC/SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on May 13, 2020.

DP 18-821292 – PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC. – 3208 CARSCALLEN ROAD AND 3200 NO. 3 ROAD (FORMERLY 3208 AND 3211 CARSCALLEN ROAD)
(May 13, 2020)

The Panel considered a Development Permit (DP) application to permit the construction of a single-tower high-density residential building, consisting of 207 dwelling units, including 41 affordable housing units, and a two-tower, mixed-use, high-density building including retail and café/restaurant space, 131 hotel rooms and 115 residential units in the south tower, and retail and office space in the north tower, on a lot zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)". Variances are included in the proposal for increased maximum permitted projections for balconies and architectural features.

Architect, John Bingham, of Bingham Hill Architects, and Landscape Architect, Peter Kreuk, of Durante Kreuk Landscape Architects, provided a brief presentation, including:

- The subject development represents Phases 3 and 4 of the four-phase high-rise mixed-use development.
- The new westerly private road [Cst. Thomas Agar Road] along the south side of Building K (Phase 4) provides, among others, a passenger pick- up and drop-off area for the hotel in Building K and a Kiss and Ride facility for the future Canada Line Capstan Station.
- A weather-protected pedestrian arcade is proposed along the north side of the westerly private road.
- The proposed auto-court on Phase 4 provides loading spaces, a garbage and recycling collection area, access to the underground parkade for Phases 3 and 4, and an alternate drop-off and pick-up area for the hotel.
- The new easterly private road to the south of Building J (Phase 3) provides connection to Sexsmith Road.
- Ground level townhouses in Building J front onto the new easterly private road and Sexsmith Road.
- 41 Affordable housing units are distributed throughout Building J.
- The red vertical fins on the face of Building L located at the corner of No. 3 Road and Sea Island Way provide a strong corner treatment and help make the building a landmark in the area.
- A linear park is proposed underneath the Canada Line guideway along No. 3 Road fronting the proposed development and extends around the corner to the Sea Island Way frontage. The linear park is proposed to include an outdoor exercise area and weather-protected support facilities are provided within the building immediately adjacent to the park.
- The buildings in the proposed development have been sited and designed to allow solar access to the common outdoor amenity areas.
- Inaccessible green roofs are provided on Phase 3 and Phase 4 buildings.

In reply to Panel queries, the design team acknowledged that: (i) there is adequate maneuvering space for trucks in the auto-court including those used for garbage and recycling collection; (ii) planting along the No. 3 Road frontage is part of a bioswale system; and (iii) the green space on the roof decks of buildings help mitigate heat island effect.

Staff noted that: (i) 41 affordable housing units will be provided in Building J (Phase 3); (ii) 65 Basic Universal Housing (BUH) units are proposed, including all 41 affordable housing units; (iii) there are extensive Servicing Agreements associated with the proposed development for frontage works along No. 3 Road and Sea Island Way and for the construction of the Kiss and Ride facility for the future Canada Line Capstan Station; (iv) the project has been designed to achieve the City's Aircraft Noise Sensitive development standards; (v) the proposed development will be District Energy Utility (DEU) ready; (vi) the two proposed variances associated with the project are similar to variances granted on previous phases of the overall development; and (vii) the proposed variances contribute to greater articulation of the building façade and are located well above grade, which will not impact pedestrian circulation and vehicle sightlines.

In reply to a Panel query, staff advised that the provision of affordable housing is a requirement of the project through rezoning.

Correspondence was submitted to the Development Permit Panel regarding the application by Richmond resident, Stanley Liu, to the Development Permit Panel meeting regarding the application. Staff noted that the email correspondence asked questions related to: (i) the impact of affordable housing to the neighbourhood and its effect on market prices; (ii) the height of the buildings; and (iii) whether off-site traffic improvements associated with the project along Sea Island were considered. Staff added that staff have responded to Mr. Liu and provided detailed answers to his queries.

The Panel expressed support for the project, noting that it is consistent with the master plan for the overall project at rezoning.

The Panel recommends the Permit be issued.

City of Richmond

Report to Council

To:	Richmond City Council	**Date:**	January 11, 2022
From:	John Irving Chair, Development Permit Panel	**File:**	DV 21-934707
Re:	**Development Permit Panel Meeting Held on August 25, 2021**		

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Variance Permit (DV 21-934707) for the property at PID 013-082-434 be endorsed and the Permit so issued.

John Irving
Chair, Development Permit Panel
(604-276-4140)

WC/SB:js

Panel Report

The Development Permit Panel considered the following item at its meeting held on August 25, 2021.

DV 21-934707 – MAYBOG FARMS LTD. – PID 013-082-434
(August 25, 2021)

The Panel considered a Development Variance Permit (DV) to vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum cumulative lot coverage for agricultural buildings with an impermeable surface floor at or below the natural grade of the site from 750 m^2 to 2,842 m^2 to permit the construction of a cranberry processing facility on a site zoned "Agriculture (AG1)".

Applicant Todd May, of Maybog Farms, provided a brief presentation, including:

- The proposal is for the construction of a cranberry production facility to process fresh cranberries locally and vary the maximum lot coverage for agricultural buildings with concrete floor construction.
- The applicant is a fifth generation farmer in the City and their existing farm is focused on cranberry production.
- The applicant intends to increase their supply of high quality fresh cranberries to the local market and communities which could be achieved through the proposed production facility.

Staff noted that (i) the proposal was reviewed and endorsed by the City's Food Security and Agricultural Advisory Committee (FSAAC), (ii) the associated soil fill application was endorsed and referred by the Richmond City Council to the Agricultural Land Commission (ALC) for the ALC's review and decision, and (iii) a confirmation of the soil permit application approval from the ALC is required prior to the subject Development Variance Permit application moving forward for Council consideration. Subsequent to the Panel meeting, staff received confirmation on January 4, 2022 that the ALC has approved the soil fill application.

No correspondence was submitted to the Development Permit Panel regarding the application.

The Panel recommends the Permit be issued.

City of Richmond

Minutes

Regular Council meeting for Public Hearings
Monday, January 17, 2022

Place:	Council Chambers Richmond City Hall
Present:	Mayor Malcolm D. Brodie, Chair Councillor Chak Au Councillor Carol Day Councillor Andy Hobbs Councillor Alexa Loo Councillor Bill McNulty Councillor Linda McPhail Councillor Harold Steves (by teleconference) Councillor Michael Wolfe (by teleconference) Matthew O'Halloran, Acting Corporate Officer
Call to Order:	Mayor Brodie opened the proceedings at 7:00 p.m.

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10308 (RZ 20-908348)**
(Location: 8211 No. 3 Road; Applicant: Richard Zhang)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH22/1-1 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10308 be given second and third readings.

CARRIED

2. **OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 10235 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10198 (RZ 18-836123)**
(Location: 8671, 8731, 8771, 8831/8851 Cambie Road, 8791 Cambie Road/3600 Sexsmith Road, and 3480, 3500, 3520, and 3540/3560 Sexsmith Road; Applicant: Polygon Talisman Park Ltd.)

Applicant's Comments:

Robin Glover, Polygon, reviewed the application and commented on its proposed design, features and amenities, including (i) the proposed allocation of affordable housing and market rental units, (ii) park development and tree retention, (iii) the proposed roof top demonstration garden, (iv) accessibility to site amenities, and (v) voluntary contributions to the City's public art and child care reserve funds.

In reply to queries, Mr. Glover noted that the completion of the development will take approximately three years and that there were no international marketing of the development. He added that buyers can occupy or rent out their unit.

Written Submissions:

(a) *Alex Atkinson (Schedule 1)*

(b) *Diane Bell, Richmond resident (Schedule 2)*

(c) *Yvonne Bell, Loraine Bell, Joan Larden, Richmond resident (Schedule 3)*

(d) *Sam Chen, Richmond resident (Schedule 4)*

(e) *Kelly Chang Shu, Richmond resident (Schedule 5)*

(f) *Frank Chiu, Richmond resident (Schedule 6)*

(g) *Donna Colpitts (Schedule 7)*

(h) *Jack Guo, Richmond resident (Schedule 8)*

(i) *Chris Ho, Richmond resident (Schedule 9)*

(j) *Susan Johnsen, Richmond resident (Schedule 10)*

(k) *Hanson Lau, Richmond resident (Schedule 11)*

(l) *Adam Lee (Schedule 12)*

(m) *Harvey Li, Richmond resident (Schedule 13)*

(n) *Sharon MacGougan, Garden City Conservation Society (Schedule 14)*

(o) *Stuart Nagel, Richmond resident (Schedule 15)*

(p) *Gurprit Nahal, Richmond resident (Schedule 16)*

(q) *Ken Nakadomari, Richmond resident (Schedule 17)*

(r) *John Roston, Richmond resident (Schedule 18)*

(s) *Kerry Starchuk, Richmond resident (Schedule 19)*

(t) *Ken Takeuchi (Schedule 20)*

(u) *De Whalen, Richmond resident (Schedule 21)*

(v) *Casey Wickham, More than a Roof Mennonite Housing Society (Schedule 22)*

(w) *Henry Wong and Brandy Chan, Richmond resident (Schedule 23)*

(x) *Peter Wong, Richmond resident (Schedule 24)*

(y) *Jim Wright, Richmond resident (Schedule 25)*

(z) *Vlad Zachata, Richmond resident (Schedule 26)*

Submissions from the floor:

Evan Chan Ip, Richmond resident, expressed her support for the proposed development, and highlighted the proximity of the site to transit and other amenities.

Jack Guo, Richmond resident, referenced his submission (Schedule 8) and spoke in favour of the proposed project.

Lerlen Teves, Richmond resident, spoke in favour of the project, expressing that the proposed development has a good mix of housing.

Ahmed Omran, representing SUCCESS, expressed support for the proposed development and was encouraged by the proposal of the Low End Market Rental (LEMR) units.

John Roston, Richmond resident, referenced his submission (Schedule 18) and commented on the site's land value and suggested development of a higher mix of rental units.

Vivien Louie, Richmond resident, expressed support for the proposed development and commented on the subject's site proximity to transit and amenities.

Bonnie Lee, Richmond resident, noted her support for the project, and spoke on the need for family housing and the site's proximity to transit, parks and other amenities.

Michelle Li, Richmond resident, expressed opposition to the project and commented on the need for more affordable housing and rental units in the city.

Deidre Whalen, Richmond resident, referenced her submission (Schedule 21) and noted her opposition to the proposed development. She expressed that additional affordable housing units should be included and was concerned with the proposed development's impact on the city's urban forest.

Ula Teicher, Richmond resident, expressed support for the proposed development and commented on the need for more housing options in the city.

Jack Mulleny, Richmond resident, expressed support for the project, noting that there is high demand for the housing types proposed in the development.

Jerome Dickey, Richmond resident, spoke in opposition to the proposed development, and expressed that more affordable housing units should have been incorporated into the project and that Richmond needs more affordable housing.

Katherine Van Vlack, representing Trail Appliances Richmond, spoke in favour of the proposed development and noted that workers in Richmond need housing options in the city.

Katherine McCreary, Richmond resident, expressed concerned with regard to the proposed development, noting that the proposed affordable housing portion is not adequate and that additional LEMR units should be included.

Karina Reid, Richmond resident, expressed opposition to the proposed development, citing that additional affordable housing units should be included. Also, she noted that there is a demand for seniors housing and alternative housing options, such as co-op housing, should be explored.

Cohen Nagel, Richmond resident, expressed support for the project, noting that there is demand for a variety of housing in Richmond and the proposed affordable housing and market rental units will benefit the community.

Peggy Johnson, Richmond resident, noted her support for the proposed development, and commented on the proposed development's optimal location and the need for more housing developments in Richmond.

Yvonne Bell, Richmond resident, referred to her submission (Schedule 3), noted her opposition to the proposed development. Also, she commented on the potentially negative effect of development in the urban forest.

Evan Dunfee, Richmond resident, expressed his support of the proposed development, noting that more housing is needed in Richmond and that densification will aid in housing supply. Also, he suggested advocating senior levels of government to support affordable housing.

Denise Aitken, Richmond resident, expressed concern with regard to the lack of affordable options proposed in the project and encouraged development of more affordable housing in the city.

PH22/1-2 It was moved and seconded
That Official Community Plan Bylaw 7100, Amendment Bylaw 10235 be given second and third readings.

The question on the motion was not called as discussion ensued with regard to (i) the proposed tree retention plan, (ii) future purchase price of the units, (iii) the proposed housing mix, and (iv) the proposed demonstration garden.

The question on the motion was then called, and it was **CARRIED** with Cllrs. Au, Day and Wolfe opposed.

PH22/1-3 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10198 be given third reading.

The question on the motion was not called as discussion ensued with regard to (i) housing affordability in the city, (ii) advocating for more affordable housing and market rental housing, (iii) advocating for senior government support of affordable housing developments, such as co-op housing, (iv) the proposed amenities included in the project and the subject site's optimal location, and (v) increasing the housing supply and the housing mix in Richmond.

The question on the motion was then called, and it was **CARRIED** with Cllrs. Au, Day and Wolfe opposed.

ADJOURNMENT

PH22/1-4 It was moved and seconded
That the meeting adjourn (9:43 p.m.).

CARRIED

City of Richmond

Minutes

Regular Council meeting for Public Hearings
Monday, January 17, 2022

Certified a true and correct copy of the Minutes of the Regular meeting for Public Hearings of the City of Richmond held on Monday, January 17, 2022.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
(Matthew O'Halloran)

Schedule 1 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, January 17, 2022.

MayorandCouncillors

From: MayorandCouncillors
Sent: January 17, 2022 10:49 AM
To: 'Alex Atkinson'
Subject: RE: Written submission for Public Hearing Jan 17, 2022

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Good Morning,

Thank you for your email and letter. Please note that copies will be provided to Council in advance of the Jan 17, 2022 Public Hearing. In addition, your comments will be received by Wayne Craig, Director, Development.

Sincerely,

Claudia

Claudia Jesson
Director, City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: Alex Atkinson <atkinsonalex00@gmail.com>
Sent: January 17, 2022 10:35 AM
To: CityClerk <CityClerk@richmond.ca>; MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Written submission for Public Hearing Jan 17, 2022

To the members of the Richmond City Council,

I am writing to express my opposition to the Polygon re-zoning proposal. As a young adult, I'm keenly aware of the urgent need to elect leaders that recognize the importance of protecting green spaces and promoting biodiversity in cities whenever possible - especially when there is so little of it left. I believe it was this mode of thinking that first encouraged the Councils' endorsement of the Garden City Lands Legacy Landscape Plan in 2014. I earnestly ask you to reflect on the social responsibility you have to continue to preserve this area, and the legacy you will be choosing to be remembered by should you not.

I understand that cities across Canada are grappling with a housing and rental crisis. The need to shift priorities from conservation to using available space to provide better housing options in light of these compounding problems would be acceptable from my view. However, the LEMR units that would be built as is outlined in your "Affordable" Housing Strategy are not affordable for the slew of your constituents who are teetering on, or living below the poverty line. Inflation, economic disruption from the pandemic and rising food prices will continue to push many more Richmondites into this financial reality.

And so, I'm left to wonder who this project benefit. Surely the developers are poised to gain but I struggle to see what that would accomplish for Richmond in the long run. This proposal does not help to meaningfully address any of the challenges the public faces as we move through the 21st century. Going forward with it would signal to me a concerning set of mis-aligned priorities and puts into question the decision making model of the current leadership.

Thank you for allowing me to voice my opposition. I hope you consider the concerns being brought to your decision making table.

Sincerely,
Alex Atkinson

From: dianne bell <dbpacificwest@gmail.com>
Sent: January 12, 2022 10:59 PM
To: MayorandCouncillors; Brodie, Malcolm; Au,Chak; haroldsteves.savefarmland@gmail.com; McNulty,Bill; bogberry@gmail.com; carol@carolday.net; CityClerk
Subject: rezoning the Cambie, Garden City, Capstan Way, Sexsmith area.

To Richmond City Council,

As a collective you make decisions that will impact Richmond forever. Your decision regarding the Cambie, Garden City, Capstan Way, and Sexsmith area will impact all who are living now and all who will come after us; children, grandchildren, great grandchildren, and so on, all our relations if you will. What momentous decision will you make on behalf of us and our progeny? Will it be a concrete jungle or a verdant urban forest? It literally is in your collective hands. It pains me to think that such an important environmental decision is going to be made by a council who habitually does not save trees, urban forests, farmland, etc. in the City of Richmond. The Garden City Lands wouldn't even exist if it had not been for a small group of Richmond citizens that fought tirelessly to save it. You hold the power to do right for the environment and for our future generations.
Saving the whole area as a park for the densely populated "Capstan Village" - City Centre area would be the best possible use for this urban forest and long grass organic field. Those trees and the field in that area have been stopping climate change and providing much needed wildlife habitat in that part of Richmond since the city was called Lulu Island. Please, for the sake of all you hold sacred, do not approve the current Polygon Talisman Park Ltd application.

Sincerely,
Dianne Bell

MayorandCouncillors

From: MayorandCouncillors
Sent: January 17, 2022 9:52 AM
To: 'Erik Frebold'
Subject: RE: Rezoning application and zoning amendment bylaws for RZ 18-836123 for locations 8671, 8731, 8771,8831, 8851, and 8791 Cambie Road and 3480, 3500, 3520, 3540 and 3560 Sexsmith Road

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Good Morning,

Thank you for your email and letter. Please note that copies will be provided to Council in advance of the Jan 17, 2022 Public Hearing. In addition, your comments will be received by Wayne Craig, Director, Development.

Sincerely,

Claudia

Claudia Jesson
Director, City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: Erik Frebold <efrebold@vcn.bc.ca>
Sent: January 16, 2022 9:06 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Cc: haroldsteves.savefarmland@gmail.com; bogberry@gmail.com; carol@carolday.net
Subject: Rezoning application and zoning amendment bylaws for RZ 18-836123 for locations 8671, 8731, 8771,8831, 8851, and 8791 Cambie Road and 3480, 3500, 3520, 3540 and 3560 Sexsmith Road

Dear Mayor, City Councillors, and City Clerk,
I strongly oppose this rezoning application. City council and the planning department have rezoned and changed the area bordered by Sea Island Way, Garden City Road, Cambie Road and Three Road from urban forest to mid-rise and high-rise developments. City Planners have called this area "Capstan Village". The definition of village is "a group of houses and associated buildings, larger than a hamlet and smaller than a town, situated in a rural area"; rural meaning "relating to or characteristic of the countryside". The land in question for rezoning is the last urban forest and farm fields in the Capstan Village area. All the other forests and fields have been developed into high-rises, mid-rises, and inner-city parks with no mature trees for shade but a lot of cement paths. Repeatedly in the news, I hear how important it is for cities to save local food sources (farm fields) and local forests as one of the ways to combat climate change. Last year, BC experienced the catastrophic effects of

climate change first hand: forest fires burning throughout the province, the town of Lytton burning to the ground, a heat dome in the lower mainland responsible for hundreds of deaths, province-wide flooding causing millions of dollars in damage and creating widespread destruction of highways, dykes, water treatment plants and other very important infrastructure. CLIMATE CHANGE IS HERE. Scientists, economists, indigenous elders, and academics all say we have to stop cutting down our forests, including our urban forests, and that we have to save every bit of arable land that we have for local food security. They say that all governments and individuals must be part of the solution to stop climate change just as we are all part of the solution to stop the spread of COVID19.

Please do not allow the last of the Cambie Urban Forest and Capstan Fields to be rezoned into mid-rises and high-rises. The birds need the forest and fields, the people need the forest and fields, and the planet needs the forest and fields. Thank you very much for your time.

Sincerely,
Yvonne Bell and Lorraine Bell; lifelong Richmond residents (ages 55 and 87 respectively)
10431 Mortfield Road
Richmond, BC
V7A 2W1

Joan Larden, lifelong Richmond resident
9440 Dolphin Avenue,
Richmond, BC
V6Y1C8

MayorandCouncillors

From: CityClerk
Sent: January 17, 2022 11:06 AM
To: MayorandCouncillors
Subject: FW: Talisman Park
Attachments: January 15, 2022.pdf

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

From: Chan Sam <hatasir@hotmail.com>
Sent: January 14, 2022 3:34 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Talisman Park

Hi,
Here is a letter expressing my support at the Public Hearing for Talisman Park

Thank you
Sam Chen

January 15, 2022

Mayor and Council
City of Richmond
6911 No.3 Rd
Richmond, BC V6Y 2C1

Dear Mayor and Council,

I live in Richmond and am a big fan of the Talisman Park project. The application has all the pieces needed to make it a walkable and sustainable community, which we need more of in our city. During COVID I, along with many others, have been working from home. With the shops, restaurants, parks, and green spaces included in the community I imagine I'll be able to get everything I need without getting in my car. Even the grocery store is close by. In terms of connecting to Vancouver the new skytrain station can also be reached with a short walk.

There is already an influx of people looking to make Richmond home and I think that is only going to continue. These new residents need to live somewhere, and with single family house prices being out of reach for most, it's important we get more apartments built, and fast.

I support this project and I would consider purchasing a home in it.

Yours truly,

Sam Chen
#4-6511 No.2 Road, Richmond BC
V7C 3L4

Schedule 5 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, January 17, 2022.

MayorandCouncillors

From: MayorandCouncillors
Sent: January 17, 2022 11:30 AM
To: 'kellycshu@gmail.com'
Subject: RE: Support for Item 2 Talisman Park

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Good Morning,

Thank you for your email and letter. Please note that copies will be provided to Council in advance of the Jan 17, 2022 Public Hearing. In addition, your comments will be received by Wayne Craig, Director, Development.

Sincerely,

Claudia

Claudia Jesson
Director, City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: Kelly Shu <kellycshu@gmail.com>
Sent: January 17, 2022 6:15 AM
To: CityClerk <CityClerk@richmond.ca>
Subject: Support for Item 2 Talisman Park

Dear sir or madam,

I am a nearby resident of the Talisman project. I am in support urge council and mayor to vote in favour of this project as we need more housing of all types including rental and condos as I would like my children to one day purchase a unit and stay a resident of not only Richmond but the area.

Thank you,
Kelly Chang Shu

January 13, 2022

To City Clerk
City of Richmond
cityclerk@richmond.ca

I am writing to express my thoughts on this project by Polygon.

I believe strata homes should be built with bigger bedrooms. Most recently built condos offer small size bedrooms that can barely fit a queen bed.

I believe strata homes with 3BR should be supplied with two parking - one with level II EV parking and the others just plain parking.

Irregardless of market, affordable or rental homes, there should be a good percentage of large 2BR units with 2BA (>900 sq ft) that comes with 1 EV parking. This would allow a family of 3 to 4 to live comfortably in the unit for a long while, and be environmentally responsible.

All homes should come with a good size balcony so that the occupants can enjoy the outdoors supernatural beauty that Richmond has to offer.

I hope Polygon will note my comments and will be able to accommodate most lower/middle class purchasers.

I suggest the City of Richmond build an elementary +/- secondary school for this Capstan neighborhood, using the donated land from Polygon.

I am in favour of Polygon's development at Talisman Park, with the above considerations

Frank Chiu
for Dr. Frank K.K. Chiu Inc.
Owner
1805-3333 Brown Road, Richmond
1603-8688 Hazelbridge Way, Richmond.

MayorandCouncillors

From: MayorandCouncillors
Sent: January 17, 2022 10:18 AM
To: 'donna@colpitts.org'
Subject: RE: Polygon proposal

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Good Morning,

Thank you for your email and letter. Please note that copies will be provided to Council in advance of the Jan 17, 2022 Public Hearing. In addition, your comments will be received by Wayne Craig, Director, Development.

Sincerely,

Claudia

Claudia Jesson
Director, City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: donna@colpitts.org <donna@colpitts.org>
Sent: January 14, 2022 6:14 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Polygon proposal

Thank you for the opportunity to voice my opposition to the Polygon proposal for the Garden City and Cambie area. For many years I was proud of Richmond and the amount of green space that was maintained but lately I have become more and more distressed by the direction the city is taking. The current administration seems to have prioritized catering to developers over retaining what made Richmond so special. The green space this proposal would destroy is the only large parcel in the area. Over the past decade or two it seems we are turning into a concrete jungle.

We are losing the very identity that Richmond has always had. I know many people who have come here from other municipalities to purchase the farm fresh produce that used to be abundant. We've been losing these farms and/or markets over the years and instead we have new development or mega-houses built on farm land (and that land is *not* being actively farmed).

I've heard a lot of people say the City of Richmond is driven by greed only. I hate to think that but if it's true, who actually is benefiting from it? We have a lack of affordable housing, a lack of social services and, if we're trying to be a major "urban centre", we should have those resources in place. There are

advantages to living in a major urban centre and we don't have those, we're just losing the beauty of the city and gaining nothing. On paper it seems the city has been making some progress but it's on paper only, there is no concrete evidence of even making a dent in the housing crisis. LEMR units aren't "affordable housing" in reality for many, but even the LEMR units don't seem to be actually built. Having these listed as "secured" might make the city feel good but unless they are actually built and tenanted they mean nothing. I read about the Caring Place proposal and that seems to make sense, it would help the city and make a difference in the crisis we face. I don't understand why the city seems to be resistant to that but open to another large development that won't add any real benefit and will instead create another loss of green space.

The situation at No. 3 Road and Alderbridge is an example of an approved development going terribly wrong. The city needs to be less ready to approve large developments and instead should turn their focus to projects that will benefit the *actual residents* of the city.

Small businesses don't seem to be benefiting either, so many have closed over the past decade or so. Local businesses are increasingly becoming replaced by big chain stores and our choices of where to shop are shrinking every year. So, apart from the developers, who exactly is benefiting from destroying what used to be a great place to live?

I have been following the stories and letters in local papers and it doesn't seem our current council is listening to its residents at all. With municipal elections coming up, maybe it's time for a change.

Sincerely,

Donna Colpitts

MayorandCouncillors

From: CityClerk
Sent: January 17, 2022 11:05 AM
To: MayorandCouncillors
Subject: FW: Item 2 on January 17 public hearing
Attachments: Talisman Park - Jack Guo.docx

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

From: Jack Guo <jackguo@outlook.com>
Sent: January 16, 2022 1:32 AM
To: CityClerk <CityClerk@richmond.ca>
Subject: RE: Item 2 on January 17 public hearing

Hi,

I would like to submit the attached written submission.

Thanks,

Jack Guo

Sent from Mail for Windows

From: CityClerk
Sent: January 13, 2022 8:57 AM
Subject: RE: Item 2 on January 17 public hearing

Good morning,

Further to your delegation request, we have registered you to participate in the Public Hearing meeting on January 17, 2022, at 7:00 pm. Information on connecting to the meeting from your computer or device is as follows. On January 17th we request that you connect to the meeting at 6:30 pm so that staff can quickly test your audio connection.

We are confirming you will be using the Zoom app to join the meeting.

****

Join Zoom Meeting
https://richmond-ca.zoom.us/j/98322730410?pwd=ZlBkYU9mdERjY0ExOTNSd2Q2SXN4Zz09

Meeting ID: 983 2273 0410

Passcode: 022288
One tap mobile
8557038985,,98322730410#,,,,*022288# Canada Toll-free

Dial by your location
855 703 8985 Canada Toll-free
Meeting ID: 983 2273 0410
Passcode: 022288
Find your local number: https://richmond-ca.zoom.us/u/asOG2YcBI

Regards,

City Clerk's Office
City of Richmond | 6911 No. 3 Road, Richmond, BC V6Y 2C1
P (604) 276-4007 | F (604) 278-5139 | E cityclerk@richmond.ca
People | Excellence | Leadership | Team | Innovation

From: Jack Guo <jackguo@outlook.com>
Sent: Tuesday, 11 January 2022 14:54
To: CityClerk <CityClerk@richmond.ca>
Subject: Item 2 on January 17 public hearing

Hi,

I would like to speak on Item 2 on the January 17th Public Hearing.

Jack Guo

Get Outlook for Android

Thank you for giving me the chance to speak today. As a Richmond resident for over 15 years it's exciting to see how our city is growing along the Canada Line stations. I'm here today to speak on my support for the Talisman Park project at Capstan Village.

As the result of the pandemic more people are moving away from the City of Vancouver to surrounding areas where housing cost is much lower in comparison. Even though a lot of us are currently working at home full-time, we will likely transition back to a hybrid model where we still need to go to the office a few times a week. Talisman Park will further maximize the value of the public transit infrastructure in Richmond to allow residents to conveniently commute to the airport, Vancouver, or Downtown for work without relying on a personal vehicle.

The Talisman Park location is also close to shops, restaurants and grocery stores, so residents can carry on with their lives on foot. I can see my younger sister living here during university while working part time at a restaurant or shop nearby. I can also see my parents downsizing from their townhome and getting everything they need within walking distance. Local businesses in this area will greatly benefit from the increase in residents.

My impression of Richmond is that we're a very practical city and there are many tangible values that this project will bring. The inclusion of affordable housing and market rentals will accommodate for a wide range of residents to share this space. New park and outdoor space will also benefit residents from the surrounding areas while preserving some of the existing biodiversity. This is an opportunity for more people to discover how comfortable and convenient it is to live here.

At this time more housing supplies is desperately needed in our city. Condos are the typical entry points for first-time home buyers so projects like this will be very attractive to my friends that are still working towards owning their first home. I hope we can move forward quickly with the development to meet the immediate demand for rental and strata units in Richmond. I know many people that have purchased homes built by Polygon so I'm confident that they will be able to deliver on their commitments to our community.

Thank you.

Schedule 9 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, January 17, 2022.

MayorandCouncillors

From: CityClerk
Sent: January 17, 2022 11:05 AM
To: MayorandCouncillors
Subject: FW: Talisman Park: Public Hearing Support
Attachments: Talisman - Chris Ho - Support.pdf

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

From: R G <g2studio@hotmail.com>
Sent: January 15, 2022 9:15 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Talisman Park: Public Hearing Support

Good Evening - Please find attached a letter of support for the Talisman Park project submitted on behalf of Richmond resident Chris Ho.

Sincerely,
Bernadette

January 15, 2022

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

Submissions to the City of Richmond

As a long-term resident of Richmond and a neighbor to the Talisman project, I like to voice my opinion towards this project.

Most people probably would not know why the project is named Talisman. I venture to guess that the developer is so proud of the development and intends to build a condo project that is a representation and also inspiring to others. Indeed, when a city like Richmond which is flooded with condo projects, Talisman project is a breath of fresh air! I moved to BC from Toronto, Ontario thirty years ago and I never looked back. I have been staying in Richmond since. My wife and I love Richmond and we bought our first house in Richmond, in the Odlin area, which interestingly enough is around the corner to the Talisman project. Since then, we have moved from house to house in Richmond until I retired and moved to the present condo on Hazelbridge Way recently which once again very close to the Talisman project.

I always recommend my friends to live in Richmond. The City of Richmond is a self-contained City with all the amenities you can ask for and yet it's 15 minutes to wherever you need to go to, at least it used to be. The City is growing leaps and bounds in its normal course. I witnessed the growing pain when the City toyed with the idea of the B-line along No. 3 Road and now a two car platform for the sky train. Nonetheless, the City is growing as it attracts many newcomers and the City is learning as it grows.

Richmond has lots of land although zoned as agricultural uses. The City is however doing its best in balancing different interests in the midst of the urgent housing need of all types! Looking at the percentage of affordable and rental homes combined to the total of the units built, I believe a project like Talisman serves this purpose.

Location:
Condo projects along Garden City Road is long overdue. One can only shake one's head and asks why did the City approve so many condo projects along No. 3 Road as if that road is not busy enough? I understand that it makes sense to have condos along the skytrain stations, but a five to ten minute walk to a sky train station is a luxury in any parts of the world! Garden City Road should be a major route for future condo developments in order to alleviate the traffic problems along No. 3 Road and I think Talisman sets an example for this!

Give and take:
I am sure that the City staff has bargained with the developer for the best options in the interests of the Richmond residents. A dedicated city park is almost a given. But looking at what is also offered by the developer, I am astounded by the negotiation skills of our City staff: Just to name a few, transit passes to be given to affordable homeowners and rental home tenants; EV charging stations for 100% of visitor parking spaces....

One has to realize that developers are not charities, in fact, they are instrumental in providing all kinds of employment to our Richmond community. Not to mention the property taxes to be collected by the City in the years to come.

Not only do I live in this neighborhood, I used to operate a small business (a staff of 15 employees) for over 15 years at the corner of Cambie Road and Sexsmith Road which again is only a block away from the Talisman project. I appreciate very much of why the City is very cautious about approving any kind of big scale condo project.

In my experience, a lot of my friends are retiring and are looking into switching from house to condo living. This will be a definite trend and condos also serve as an entry to homeownership for young couples who cannot afford a house.
I think each project should be determined by its own uniqueness. You will not be able to find one set of rules that can apply to all condo projects. As a matter of fact, it will be unfair and arbitrary to try to set in stone any sort of affordable and rental percentage rule to a condo project.
Each project should be as dynamic as it can be to fit the community.

Respectfully,
chris ho

Ste 705 - 8688 Hazelbridge Way, Richmond, BC,
V6X 0R6

Schedule 10 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, January 17, 2022.

Susan Johnsen
5131 Hummingbird Drive
Richmond, V7E 5T7

January 16, 2022

Dear Mayor and Councillors

Thank you for this opportunity to respond to the current proposal by Polygon which would require rezoning the Cambie, Garden City, Capstan Way, Sexsmith areas.

My concern is that this project continues with the trajectory of densification, offering a great deal more housing, but very limited to no truly affordable housing. Densification will NOT solve the affordable housing crisis in Richmond.

I take encouragement from the City's own document which states:

"While the entire Housing Continuum is referenced in the Affordable Housing Strategy, the strategic directions and associated policies and actions for implementation, specifically focus on transitional and supportive housing, non-market rental housing, and low-end market rental units targeted to the priority groups in need.

The priority groups in need were identified in the Housing Affordability Profile and endorsed by City Council in November 2016:

- Families (including lone-parent families, families with children, and multi- generational families);
- Low and moderate income earners;
- Low and moderate income seniors;
- Persons with disabilities; and
- Vulnerable populations (including households on fixed incomes, persons experiencing homelessness, women and children experiencing family violence, individuals with mental health and addictions issues, and indigenous people)."

This project would see 156 LEMR units added to the city's supply. However, the time has long passed for us to acknowledge that LEMR units at 15% below market level in Richmond are simply not affordable, particularly for the priority groups mentioned above.

We as citizens, and councillors as our representatives, have a duty to advocate for and support the rights of all of our fellow residents of Richmond to have a reasonable chance at decent quality of life. Affordable Housing is the first step in stabilizing an individual's position in society. Please do not move forward with this or any other redevelopment plan until a truly affordable housing provision is in place.

Sincerely,

Susan Johnsen
5131 Hummingbird Drive
Richmond, V7E 5T7

Susan E. Johnsen
susan.johnsen@gmail.com

MayorandCouncillors

From: MayorandCouncillors
Sent: January 17, 2022 9:54 AM
To: MayorandCouncillors
Subject: FW: letter re rezoning
Attachments: rmd.lttr.housing.docx

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

From: MayorandCouncillors
Sent: January 17, 2022 9:53 AM
To: 'Susan Johnsen' <susan.johnsen@gmail.com>
Subject: RE: letter re rezoning

Good Morning,

Thank you for your email and letter. Please note that copies will be provided to Council in advance of the Jan 17, 2022 Public Hearing. In addition, your comments will be received by Wayne Craig, Director, Development Approvals.

Sincerely,

Claudia

Claudia Jesson
Director, City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: Susan Johnsen <susan.johnsen@gmail.com>
Sent: January 16, 2022 3:02 PM
To: CityClerk <CityClerk@richmond.ca>; MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Fwd: letter re rezoning

---------- Forwarded message ---------
From: **Susan Johnsen** <susan.johnsen@gmail.com>
Date: Sun, 16 Jan 2022 at 14:55

Subject: letter re rezoning
To: Susan Johnsen <susan.johnsen@gmail.com>

January 13, 2022

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

Dear Mayor and Council,

RE: Polygon Talisman Park Ltd. Application at Garden City Rd. & Cambie Rd.

My name is Hanson Lau and I am reaching out to you to express my support for the Polygon Talisman Park rezoning application.

I have lived in Richmond for more than 20 years and my office is just across the street from the proposed development site. I recently noticed that the project had applied for Council's approval for more than three years; considering the size of the proposed development and the impact of COVID19 pandemic, I must commend the City staff in bringing the project to this public hearing.

In my opinion, the proposal for Talisman Park includes all the pieces necessary to create a truly friendly neighbourhood with a community feel; city park, public open spaces, amenities, commercial space, and proximity to the future Capstan SkyTrain station. These ingredients are a recipe for success. All that being said, car use is still a necessity in Richmond and I would not want to see Council drastically reduce the parking ratio.

In addition, the proposal includes a roof top garden. While this may be an innovative initiative, it may not be a practical option after a few years, as the root system of the plants WILL eventually damage the envelope of the building. This exact problem has been ongoing at Pacific Plaza on Cambie Road for more than 15 years; having experienced the issue myself, I certainly do not wish that upon any future property owners.

In conclusion, it is my opinion that Polygon has established itself as a respectable and responsible builder of residential and commercial units in Richmond, and I believe the City of Richmond would consider this project favorably going forward.

Thank you for your attention.

Sincerely,

Hanson Lau
3571 Pleasant St.
Richmond, BC V7E 2P7

From: Adam Lee <adamslee51@gmail.com>
Sent: January 13, 2022 8:08 PM
To: MayorandCouncillors; CityClerk
Subject: Re: Capstan village green space

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello,
I'm sorry for the confusion in my last email. What I meant to say was please do not approve the current Polygon Talisman Park application for the Cambie, Garden City, Capstan Way, and Sexsmith area. Again, as I said in my original email more green space equals more mental well-being space.
Regards,
Adam Lee

> On Jan 13, 2022, at 12:57 PM, MayorandCouncillors <MayorandCouncillors@richmond.ca> wrote:
> Good Afternoon,
>
> Thank you for your email. For clarification can you please specify or provide a copy of the statements by Ms. Bell in relation to your email below?
>
> Thank you,
>
> Matt O'Halloran | Manager, Legislative Services City of Richmond |
> 6911 No.3 Road, Richmond, BC V6Y 2C1
> Phone: 604-276-4098 | Fax: 604-278-5139
> Email: mohalloran@richmond.ca
>
>
>
> -----Original Message-----
> From: Adam Lee <adamslee51@gmail.com>
> Sent: January 12, 2022 7:24 PM
> To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
> Subject: Capstan village green space
>
>
> City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.
>
>
>
> Hello there, I support Ms Bell's proposal of keep that area for more
> green space. More green space equals more mental well-being space.
> Everyone would benefit not just the developers. Regards Adam
> Lee-resident of Richmond

>
> Sent from my iPhone

January 12, 2022

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

Dear Mayor and Council,

My name is Harvey Li and I wish to speak in support of the Polygon Talisman Park application. I have been operating a business in Richmond for more than 20 years. I have raised my family here, and my two sons who were born in Richmond, are going to raise their families here soon. It's important to me that they stay close.

We all know there is a housing crisis in Greater Vancouver and one of the primary causes is a lack of housing supply. As a community we need more housing approved so we can have enough supply to keep our Richmond families in Richmond. There isn't enough choice right now and Richmond residents are being forced out.

I understand that the Talisman Park project will produce 1,341 much needed multi-family homes as affordable homes, rental homes, and condos. These can't come quickly enough. Please help tackle the affordability crisis by approving this project.

Sincerely,

Harvey Li
10251 Leonard Road
Richmond, BC V7A 2T3

From: MayorandCouncillors
Sent: January 17, 2022 3:57 PM
To: 'Sharon MacGougan'; MayorandCouncillors
Subject: RE: Talisman, item 2
Attachments: Talisman 2022.pdf

Good Afternoon,

Thank you for your email and letter. Please note that copies will be provided to Council in advance of the Public Hearing this evening. In addition, your comments will be received by Wayne Craig, Director, Development Applications.

Sincerely,

Matt O'Halloran | Manager, Legislative Services
City of Richmond | 6911 No.3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4098 | Fax: 604-278-5139
Email: *mohalloran@richmond.ca*

Richmond

From: Sharon MacGougan <sharonmacg@telus.net>
Sent: January 17, 2022 3:12 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Talisman, item 2

Dear Mayor and Councillors,

Please read my letter submitted for tonight's meeting.

Thank you!
Sharon MacGougan

To: Mayor and Council, Richmond
From: Sharon MacGougan, President, Garden City Conservation Society
Re: Public Hearing item 2, Talisman Park
Date: January 17, 2022

The Garden City Conservation Society is grateful that mature trees in a forest ecosystem have been saved on the Talisman development site through park relocation. Currently the Talisman natural park area is biodiverse and alive with birds. Let's keep it that way.

Natural parks attract birds. It's as simple as that because biodiversity provides them with nesting opportunities and food sources. Terra Nova, Garden City Community and Paulik Parks are great examples. If we want to continue having birds in our lives, we need to give them places to live. If we don't want extinction of species under our stewardship, we need to protect and restore biodiversity.

Another aspect is that climate change and loss of biodiversity are linked and need to be worked on at every level, including the local one. It's not too late to make a difference. A fairly recent UN report on nature's unprecedented decline and species extinction puts it this way:

> In a two-way process, climate change is one of the main drivers of biodiversity loss, but destruction of ecosystems undermines nature's ability to regulate greenhouse gas (GHG) emissions and protect against extreme weather, thus accelerating climate change and increasing vulnerability to it. This explains why the two crises must be tackled together with holistic policies that address both issues simultaneously and not in silos."

The Talisman natural park has excellent potential as a way to make positive change with both local and global significance.

MayorandCouncillors

From: CityClerk
Sent: January 17, 2022 11:03 AM
To: MayorandCouncillors
Subject: FW: Talisman Park
Attachments: Talisman Park.docx

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

From: stuart nagel <nagel.stuart@outlook.com>
Sent: January 16, 2022 9:20 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Talisman Park

Please find attached a letter to the city council in regard to Talisman Park by Polygon.

Stuart Nagel

January 12, 2022
Mayor and Council
City of Richmond
6911 No.3 Road
Richmond, BC
V6Y 2C1

Dear Richmond Mayor and Council,

I would like to voice my opinion in favour of Polygon's Talisman Park project for the following reasons.

My name is Stuart Nagel and I am a 27-year-old who has been living in Richmond my entire life. I grew up in the Steveston neighbourhood and still live relatively close by in the Seafair neighbourhood. I love being close to the water and having some of the best fresh seafood available in my backyard. Growing up I took part in many different sports and played for various different teams all within Richmond. The sports community in Richmond was incredibly important to me as it allowed me to make a ton of friends, many of which I still am close with to this day. I work in Vancouver but prefer living in Richmond as it is more affordable and a less congested.

I like that Richmond is less congested than Vancouver, but there is still a need for more housing in the city as many people I know are trying to purchase their first real estate property and would love to do so in Richmond. I too am always looking to see what is available for purchase and rent within the city, and I think there needs to be more supply to help meet the demands. I believe that Polygon's Talisman Park would be a beneficial project for Richmond's community.

There is definitely an urgent need for more housing and a large-scale master planned community like Talisman Park is a step in the right direction to help solve this problem. The location is great because it is close to the malls, shopping districts, parks, and grocery stores, and yet is close enough to the sky train station as well. I am a big fan of making Richmond a more bike friendly city, so the fact that Talisman Park has a heavy emphasis on bike repair and maintenance facilities, as well as bike-sharing programs sounds great to me. Lastly, a project like Talisman Park allows people like myself who grew up here, to be able to stay within the city they love and remain close enough to their families. My parents still live in Steveston, and I would like to remain in the Richmond community so that I can still see them on a weekly basis without having to commute too far. I know that many of my friends who grew up in Richmond feel the same way.

Thank you for taking the time to read through my opinion.

Sincerely,

Stuart Nagel

Schedule 16 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, January 17, 2022.

MayorandCouncillors

From: CityClerk
Sent: January 17, 2022 1:10 PM
To: MayorandCouncillors
Subject: FW: Talisman Park: Public Hearing January 17th 2022
Attachments: Talisman Park - Gurprit Nahal - Mayor and Council.pdf

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

From: Adam Kossack <akossack@trailappliances.com>
Sent: January 17, 2022 12:57 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Talisman Park: Public Hearing January 17th 2022

Dear City Clerk

Please see attached letter of support for item #2 on January 17th 2022 Public Hearing Agenda.

Thanks,
Gurprit

Adam Kossack | Key Account Manager, Multi Family Division | **Trail Appliances Ltd.** | **P.**604-434-8711 | **F.**604-412-6753 | **Direct.** 604-412-6755 | **Mobile.** 604-992-7159 | www.trailappliances.com

January 14th, 2022

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

Dear Mayor Brodie and Council,

My name is Gurprit Nahal and our family has been living in Richmond for over 25 years now. When we emigrated from India, we started to love Richmond the second we stepped out of the airplane. I just recently got married and we are excited to continue living in Richmond.

I think that the Talisman Park Project is a great idea for the City of Richmond. I've seen this space empty for a long time, and I think this project will help preserve the greenery while integrating a new housing development. This opens doors for other young families to come into Richmond who might have not been able to afford it otherwise. We love how the Garden City block has brought many families into Richmond. The average single family home in Richmond has increased to approximately 1.7 million dollars. This new project will help increase affordable housing. With easy access to the SkyTrain station, we will need less cars on the road. Also, this is very close to Aberdeen shopping mall and this will help small businesses be more successful because of the increased in population from the new development.

Yours Truly,
Gurprit Nahal
4100 Danforth Drive, Richmond BC V6X 2X2

MayorandCouncillors

From: CityClerk
Sent: January 17, 2022 11:04 AM
To: MayorandCouncillors
Subject: FW: Public Hearing meeting comments for Application by Polygon Talisman Park Ltd. - File: RZ 18-836123
Attachments: City Letter.docx

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

From: ken nakadomari <k_nak84@hotmail.com>
Sent: January 16, 2022 12:50 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: Public Hearing meeting comments for Application by Polygon Talisman Park Ltd. - File: RZ 18-836123

To Mayor and Councillors,

Please find attached Public Hearing meeting comments for Application by Polygon Talisman Park.

Thank you,

Ken Nakadomari
#1801 - 3333 Brown Road,
Richmond, British Columbia
V6X 0P6

Date: January 14, 2022
File: RZ 18-836123

From: Ken Nakadomari
1801 – 3333 Brown Road,
Richmond, British Columbia
V6X 0P6

Re: Public Hearing meeting comments for Application by Polygon Talisman Park Ltd. to Create the "Residential / Limited Commercial (ZMU47) – Capstan Village (City Centre)" Zone, and to Rezone the Site at 8671, 8731, 8771, 8831/8851 Cambie Road, 8791 Cambie Road/3600 Sexsmith Road, and 3480, 3500, 3520, 3540/3560 Sexsmith Road from the"Single Detached (RS1/F)" Zone to the "Residential / Limited Commercial (ZMU47) –Capstan Village (City Centre)" Zone

To: Mayor and Councillors,
I am writing this letter to describe my opinion regarding the development application by Polygon Talisman Park Ltd. I believe it is a great idea to increase more home buying options in central Richmond. This convenient location provides many transit options, so residents do not have to own vehicles for commuting to work/school and shopping. Many of my family and friends who drive and are looking for a primary residence also prefer the central Richmond location, as bridges and highways are close by, and provide easy access to neighboring cities.

My family and I enjoy going to many new public parks and children's playgrounds that are built by developers. It allows my young children to play outdoors in the middle of the city safely. Furthermore, the parks are all within walking distance, so I look forward to having more public parks and public playgrounds that come along with the new community.

For the reasons above, I support a well-designed new community like Talisman Park coming to my neighborhood.

From: John Roston, Mr <john.roston@mcgill.ca>
Sent: January 13, 2022 4:22 PM
To: Brodie, Malcolm; McNulty,Bill; Steves,Harold; Day,Carol; Au,Chak; Loo,Alexa; Hobbs,Andy; McPhail,Linda; Wolfe,Michael
Cc: CityClerk; Michelle Li (michelleli@shaw.ca); Laura Gillanders (lauragillanders@gmail.com); Maria Rantanen
Subject: Public Hearing January 17, 2022 - Polygon Talisman Park Ltd.
Attachments: Polygon Talisman Park Public Hearing January 2022 Richmond Rental Housing Advocacy Group.pdf

Dear Mayor & Councillors,
Attached is a brief submission on the Polygon Talisman project by the Richmond Rental Housing Advocacy Group to the Public Hearing on January 17.

Our views have changed since the discussion at recent Council meetings indicated that Polygon paid a very high price for the land as if it were already zoned for strata condos. If so, that was a major costly mistake on their part and should not prevent a scarce major tract of land in the City Centre from being used for the rental housing that is so desperately needed. This is a rare opportunity to turn the rental housing crisis around. We present a way forward that requires bold action on your part while providing substantial incentives for Polygon.

I am copying the City Clerk to indicate that I would like to delegate on this proposal, agenda Item 2, at the Public Hearing on Jan. 17.

Many thanks for your careful consideration of this very important issue.

Richmond Rental Housing Advocacy Group
John Roston, Coordinator
---
john.roston@mcgill.ca
12262 Ewen Avenue
Richmond, BC V7E 6S8
Phone: 604-274-2726

Richmond Rental Housing Advocacy Group Submission to the Public Hearing, January 17, 2022, Agenda Item 2: Polygon Talisman Park Ltd.

Backing Up Your Words with Action Requires Rezoning the Property for 100% Rental Housing
Most of you have spoken publicly about the urgent need for large amounts of new rental housing in the City Centre. Polygon Talisman is one of the few large tracts of land where that is possible. It is a rare opportunity for immediate action on market rental housing. An excellent plan is in place and ready to go. Change the tenure from strata condos to market rental and with one stroke, you have changed the rental marketplace in Richmond.

It's All About the Cost of Land
Your consultants have explained that market rental is all about the cost of land. The land in this case is currently zoned for single family housing. Adding a premium for creating a land assembly would result in a land value that allows for market rental to be profitable. From what has been said at Council meetings, it appears that Polygon paid far above that level as if the land were already zoned for more profitable strata condos. If so, their gamble on strata condo rezoning seems to have taken for granted that you would vote for it. That was a major mistake on their part.

The Billionaire Bailout
If you instead rezone the land for 100% rental, the project will be profitable, but they are not going to recover what they paid for the land. The billionaire is going to take a substantial loss on the land unless you bail him out by rezoning it for mostly strata condos. It's unfortunate, but it won't bankrupt him. Mistakes have consequences.

It Isn't Fair to Do This to an Excellent Developer Who Has Been Very Cooperative
They moved the park. They added green roofs. They have made other modifications when requested and have been strung along for years. Council should have told them at the very beginning that this land is needed for rental housing. These are all reasons for providing them with significant incentives to switch to rental housing, but not to reimburse them for paying too much for the land by allowing them to build mostly strata condos.

The Way Forward
Rezone the land for 100% rental. Otherwise, the hope remains that it can be rezoned for strata condos by a future Council and Polygon will let the land sit vacant. Rezoned for rental, they will take a loss on the land and either build rental or sell to someone who will, most likely a pension plan or insurance company that will reimburse them for their development costs to date. If Polygon builds rental, CMHC will loan them almost the entire cost at a low rate locked in for 10 years on a 50-year amortization.

How About 50% Rental
It will not have sufficient impact on the supply of rental housing. Rents will be higher due to lower economies of scale. Pension plans are not interested in projects with less than 100% rental.

Significant Incentives That the City Can Easily Afford
Remove the required $12 million contribution to the Capstan Station. The station is already fully funded. Use the Revitalization Tax Exemption to delay collecting the municipal tax on the value of the new construction (improvements) for ten years as has been done by the City of Kelowna. This will substantially increase the value of the property. They will continue to pay the property tax on the land so there is no reduction in the City's revenue.

From: MayorandCouncillors
Sent: January 17, 2022 5:32 PM
To: 'Kerry Starchuk'; MayorandCouncillors
Subject: RE: Public Hearing - Polygon Development

Schedule 19 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, January 17, 2022.

Good Afternoon,

Thank you for your email and letter. Please note that copies will be provided to Council in advance of the Public Hearing this evening. In addition, your comments will be received by Wayne Craig, Director, Development Applications.

Sincerely,

Matt O'Halloran | Manager, Legislative Services
City of Richmond | 6911 No.3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4098 | Fax: 604-278-5139
Email: *mohalloran@richmond.ca*

Richmond

From: Kerry Starchuk <kerrystarchuk@hotmail.com>
Sent: January 17, 2022 4:44 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Public Hearing - Polygon Development

Date: January 17, 2022

Mayor and council,

I understand there will be a public hearing held tonight on the Polygon 1300-unit development in Richmond. I am writing to say I disapprove of the proposal and don't believe it should be approved. It's been turned down 2 times and can be turned down a third time.

There are ordinary families that are struggling in every way to have a roof over their head. The majority of council members are privileged to have purchased a property in a fair real estate market before 2010 and really should be doing everything in their power to help the rental crisis in Richmond.

When do we say enough is enough!

We don't have an empty tax and investors have come in and have taken advantage of Richmond knowing our council is weak and has allowed greed to take over the city. Thank goodness for Carol Day, Michael Wolfe and Chak Au for seeing the light and saying no. Especially, Carol Day for her taking the issue to social media and bringing awareness to the public on the proposal.

Has anyone on council driven around Richmond and seen all the condo's that have been built since 2010 and are empty? When are you going to open your eyes and stop the madness!

A quote from the Richmond News "The proposed redevelopment has been on council's agenda twice before and Polygon has made changes, for example, agreeing to move a greenspace in order to save several dozen mature trees on the property."

It's long overdue we save what is left of Richmond for affordable housing for local families. Trees are important but so is a safe affordable place to lay one's head down at night.

The Vancouver west end is a good example on what a concentre jungle looks like, and Richmond is starting to look the same. Another example is China and seeing all the stories on the 64 million empty dwellings.

Is this project not a golden opportunity to establish an affordability policy that we can use in the future or do we lose the opportunity to use this as an example as a template for the future for affordability housing.

Kerry Starchuk
7611 Lancing Place
Richmond, B.C.

Schedule 20 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, January 17, 2022.

From: Ken Takeuchi <kentakeuchi@telus.net>
Sent: January 14, 2022 11:09 AM
To: MayorandCouncillors; haroldsteves.savefarmland@gmail.com; McNulty,Bill
Subject: Polygon Development proposals

I have been a resident of Richmond since 1985 and moved to this municipality because of the suburban nature of the area and during the time since then, I have seen our city change to one that is becoming increasingly densified to the point that it has become so much less liveable and enjoyable. I understand that we cannot stand in the way of the changing times and progress is inevitable but it seems that we have grown in a way that is so much more skewed toward massive developments and loss of greenspace. The other side of development in as much as I grudgingly believe is part of progress, is that there are often promises made to make parts of the developments accessible to low income families but invariably the definition of affordable housing is only something to gain development approvals as the end result is that the so called affordable units which are usually end up in smaller numbers than the original proposal are still way out of the reach of those that need this housing the most. It is difficult to rationalize that this is the cost of progress as we are making this city unaffordable to so many long time residents.

In addition I feel that we are changing the whole ambience of the city and its liveability by eliminating so many of the wetlands and greenspaces that made this place so attractive to come and live. Also the erosion of farmland with extravagant mansions popping up all over the ALR land is not just a breach of trust but are also an eyesor to most.

While this is just the opinion of one Richmond resident, I am sure if more people are brought into the decision making process or at least given the opportunity of being heard, we might see a Richmond that we can all be proud of and enjoy to the fullest.

Respectfully

Ken Takeuchi
concerned resident

--
Ken

MayorandCouncillors

From: MayorandCouncillors
Sent: January 17, 2022 10:15 AM
To: 'De Whalen'
Subject: RE: Written submission for Public Hearing Jan 17, 2022

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Good Morning,

Thank you for your email and letter. Please note that copies will be provided to Council in advance of the Jan 17, 2022 Public Hearing. In addition, your comments will be received by Wayne Craig, Director, Development Approvals.

Sincerely,

Claudia

Claudia Jesson
Director, City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: De Whalen <de_whalen@hotmail.com>
Sent: January 16, 2022 12:33 PM
To: CityClerk <CityClerk@richmond.ca>; MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Written submission for Public Hearing Jan 17, 2022

City of Richmond
6911 No. 3 Road
Richmond, BC

January 16, 2022

SENT BY EMAIL ONLY

Dear City Clerk's office and Mayor & Councillors:

Please accept this written submission (below and attached) for the Public Hearing on January 17, 2022, regarding the proposed rezoning of the area bordered by Sexsmith, Capstan, Garden City and Cambie, the "Polygon" proposal. I would like to attend Council Chambers in-person. Please advise, thank you. De Whalen

Submission to January 17, 2022 City of Richmond Public Hearing on Polygon Rezoning proposal

My name is Deirdre Whalen, and I am a long-time resident of Richmond. I would like to express my opposition to the proposal of Polygon to rezone the area around the Garden City urban forest. It is one of the last urban forests in Metro Vancouver, and the last farmed field remaining in this densely populated neighourhood of Capstan Station.

Back in the old days, City Hall elected officials and their planners decided how the city would grow and were not hampered by the needs of developers. They were influenced by the **garden city movement**, a method of urban planning in which self-contained communities are surrounded by greenbelts, containing proportionate areas of residences, industry, and agriculture. Garden city planning aimed to capture the primary benefits of a countryside environment and a city environment while avoiding the disadvantages presented by both.

In recognition of the fact that Richmond or Lulu Island was primarily a farming community, elected City officials back in the day used the 'garden city planning' concept throughout Richmond. This is witnessed by looking at some older neighbourhood hubs – for example, Steveston, Seafair, Shellmont, Cambie, and Broadmoor - which used the garden city concept to develop town-like hubs where one could get from their residence to services, amenities, and nature equally.

Garden City Road was meant to be the urban boundary that opened into nature. Beyond the perimeter, city residents could escape the busy-ness of city life and enjoy nature. Farmers were close to the markets they served, and city dwellers were close to forests and the flora and fauna within. As a living example, if you go out to the Garden City urban forest at night, you may see owls and coyotes out hunting for mice. They keep the vermin population down in densely peopled areas and they deserve a place to live too.

Capstan Station is already crowded with thousands of condos and thousands of residents. What is done is done, but why would the City allow developers to build more condos on the only space of natural respite these residents have? Why are you considering paving over fields and bulldozing trees to build housing (including the LEMR units that are not truly affordable) that does not serve people who wish to 'live, work and play' in Richmond?

By the way, the motto of Richmond of *'live, work and play'* comes directly from the **garden city movement.** To think the City has moved so far away from its roots of creating garden cities on this small island, is sad, and especially sad when you are contemplating destroying the last urban forest in Richmond during a climate crisis.

I needn't remind you that this is an election year. I will be joining others who will want to hear from incumbent Councillors and 2022 municipal candidates, on how they championed the preservation of the Garden City urban forest.

Thank you,

Deirdre Whalen
13631 Blundell Road
Richmond, BC
V6W1B6

De Whalen
604.230.3158

"We are all in this world together, and the only test of our character that matters is how we look after the least fortunate among us. How we look after each other, not how we look after ourselves. That's all that really matters, I think." Tommy Douglas

"You can't undo the past. You don't have to feel guilty about the past. You don't even have to apologize for the past. All you have to do is say YES. Yes, this happened. We can start there." Richard Wagamese on Reconciliation.

Schedule 22 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, January 17, 2022.

Since 1986

January 11, 2022

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

Dear Mayor Brodie and Council,

I am writing with respect to Item 2 on the January 17th Public Hearing agenda, Polygon Talisman Park .

More Than A Roof is a 35 year , 12 site , 1800 tenant BC not for profit (including operating 40 affordable housing units at Dockside Village in Steveston since 1992) that has recently partnered with Polygon to manage - through ownership - the affordable units in the new Fiorella north Richmond development . Cody Spencer - Richmond City Program Manager was kind enough to provide a funding support letter to BC Housing helping us to secure needed funding and for that we are deeply appreciative.

Recognizing the continued urgent need for LEMR and rental housing in Richmond and respecting the ongoing council evaluation of percentages of each, we desire that discussion to continue but want to go on the record **in full support of approving the 171 market rental and 156 LEMR homes..**

KInd regards

Casey Wickham
Chief Operating Officer
morethanaroof.org

More Than A Roof Mennonite Housing Society
#100-1515 Charles Street, Vancouver, B.C. V5L 2T2
PHONE 604-215-4648 **FAX** 604-215-4678 **EMAIL** info@morethanaroof.org **WEB** morethanaroof.org

Schedule 23 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, January 17, 2022.

MayorandCouncillors

From: CityClerk
Sent: January 17, 2022 11:06 AM
To: MayorandCouncillors
Subject: FW: Polygon Talisman Park - Public Hearing
Attachments: Polygon Talisman Park Public Hearing.pdf

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

From: Brandy Chan <Brandy.Chan@pbiactuarial.ca>
Sent: January 14, 2022 5:54 PM
To: CityClerk <CityClerk@richmond.ca>
Cc: rglover@polyhomes.com
Subject: Polygon Talisman Park - Public Hearing

Please find attached my letter for supporting the above project. Unfortunately, I am not available to attend the public hearing.

Thank you and best regards,

Brandy

Henry Wong/Brandy Chan
5157 Hollyfield Avenue, Richmond, BC V7E 4T7

January 14, 2022

City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Sir/Madam,

Subject: **Polygon Talisman Park**
Public Hearing

I am writing to support the above in view of the following:

1. **More Housing**
    a. I think there is an urgent need for more multi-family housing of all types;
    b. As a long-time Richmond resident, I can say that it is a wonderful community attracting new residents and they need housing options.
2. **Sustainability**
    a. I might consider purchasing a home close to amenities and the future skytrain so I do not need a car;
    b. I think the inclusion of a car-sharing program will allow me to live car-free;
    c. I love the location of the proposed City Park and the number of trees that will be retained. Many new parks are for soccer and other active uses and I think a more reflective use will be great.
3. **Family Purchase**
    a. I may wish to purchase a home for my kids so they can remain in Richmond and close to us;
    b. I want to help my kids on the property ownership ladder;
    c. I might be down-sizing in the next few years and want to stay in the community;
    d. My family and I play to raise a family in the community and this development has a variation of unit sized and types that could allow us to grow into a larger home and remain in the community as our family grows.
4. **Retail/Commercial**
    a. I live in the neighbourhood and would like to see more options for stores so I can walk to collect groceries, get coffee, etc. This project offers that.

Sincerely yours,

Brandy

From: MayorandCouncillors
Sent: January 17, 2022 4:06 PM
To: 'peteryvr2015@hotmail.com'
Cc: MayorandCouncillors
Subject: RE: comment/concern for public hearing January 17th 2022
Attachments: Capstan Village Comments on the Polygon Talisman Public Hearing Jan 17th.pdf

Good Afternoon,

Thank you for your email and letter. Please note that copies will be provided to Council in advance of the Public Hearing this evening. In addition, your comments will be received by Wayne Craig, Director, Development Applications.

Sincerely,

Matt O'Halloran | Manager, Legislative Services
City of Richmond | 6911 No.3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4098 | Fax: 604-278-5139
Email: *mohalloran@richmond.ca*

From: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Sent: January 17, 2022 4:05 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: comment/concern for public hearing January 17th 2022

From: Peter YVR <peteryvr2015@hotmail.com>
Sent: January 17, 2022 3:58 PM
To: Badyal,Sara <SBadyal@richmond.ca>
Subject: Fw: comment/concern for public hearing January 17th 2022

Good afternoon Sara,

attached is Capstan Village comment/concern for public hearing January 17th 2022 on Polygon Talisman

please forward to Council for the public hearing.
Can I still attend the meeting ?

Thank you.

warm regards,

Peter

Dear Council Members, Polygon Development and others

RE: Public Hearing January 17th 2022 on Polygon Talisman Project

Thank you for the opportunity to present our concern. I am the Strata president of Capstan Village, representing 200 units in our Strata.

Our buildings at 8677 and 8633 Capstan Way are located across the street on the NW of the Polygon Talisman development.

Our main concern are the effect of shadows on our buildings caused by the Talisman NW 42meter tall tower at the intersection of Capstan Way and Sexsmith.

Talisman NW tower 42meter tall will be positioned very close to our 8677 building, and in the morning could significantly form a large shadow on our buildings affecting our residents and way of life. 8677 building is about the same height as Talisman NW tower.

Given Polygon has a huge area for the development and Talisman project's other tall buildings have set back from the sidewalks and other tall buildings, why is this tower does not have set back to minimize the building shadows of this Polygon NW tower's impact on 8677 and 8633 Capstan Way.

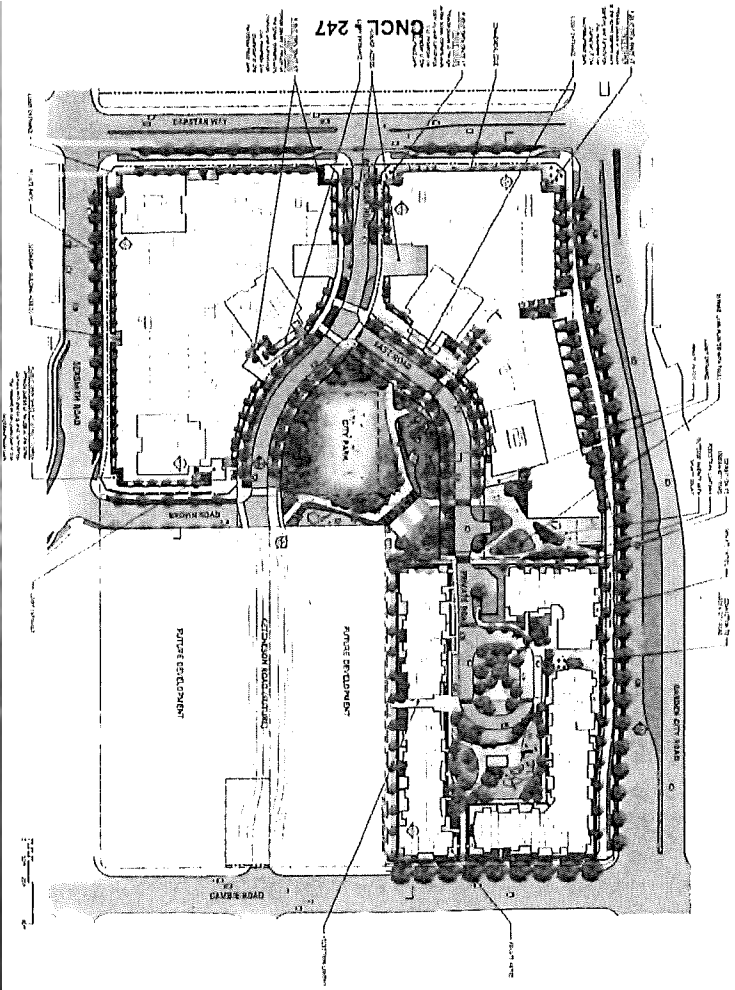
We really appreciate Polygon 42m tall building has sufficient setback from the NW property corner to minimize their sunlight shadows caused on our buildings and our residents. Has Polygon done a shadow analysis ?

Attached on page 2 is the arial view showing the 8633 and 8677 Capstan Way relative to the proposed Polygon NW 42m tall tower.

Thank you for the Council Members.

Your truly
Peter Wong
Capstan Village
Strata President


Extra set back from
the current intersection ?
or wrong drawing not to scale ?
Talisman


CNCL - 247
CAMBIE ROAD

Schedule 25 to the Minutes of the Public Hearing meeting of Richmond City Council held on Monday, January 17, 2022.

MayorandCouncillors

From: MayorandCouncillors
Sent: January 17, 2022 10:50 AM
To: 'Jim Wright'
Subject: RE: Talisman (Item 2) in Jan 17 public hearing

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

Good Morning,

Thank you for your email and letter. Please note that copies will be provided to Council in advance of the Jan 17, 2022 Public Hearing. In addition, your comments will be received by Wayne Craig, Director, Development.

Sincerely,

Claudia

Claudia Jesson
Director, City Clerk's Office
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: cjesson@richmond.ca

From: Jim Wright <jamesw8300@shaw.ca>
Sent: January 17, 2022 10:19 AM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Talisman (Item 2) in Jan 17 public hearing

Good morning, Mayor and Councillors,

Before this evening's public hearing, please consider my attached one-page PDF memo re continuing your good work with the Talisman development, especially the the Talisman forest parkland.

With best wishes,
Jim Wright

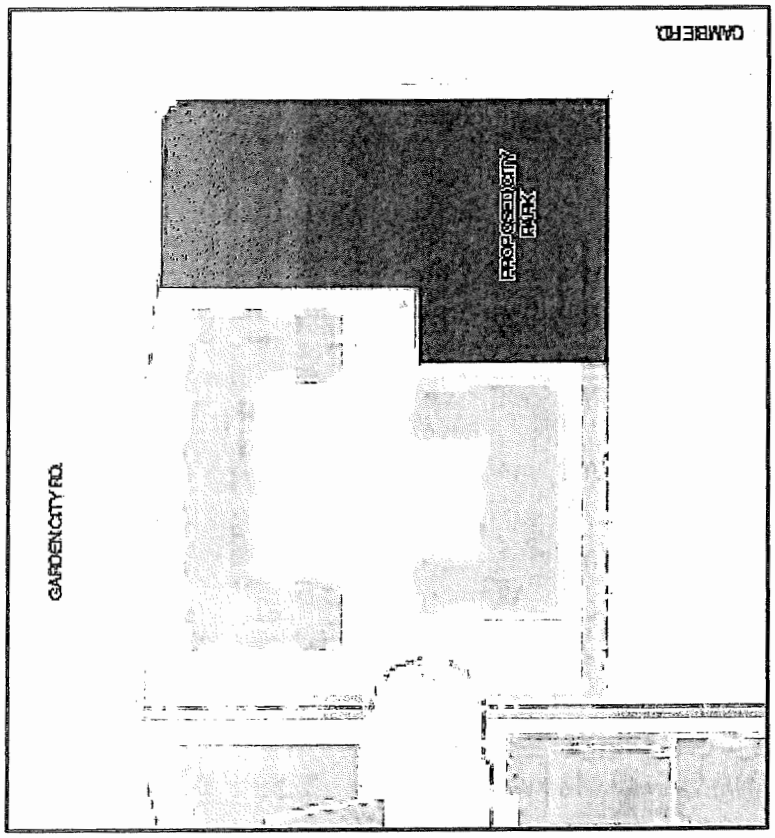
P.S. A timely post has just popped into my inbox. In effect, it shows the value of a walk in the future Talisman parkland. You can click on the one-minute video to virtually experience it. A key insight is the ***economic*** value of a walk in the woods, which a recent study has documented. (Second attachment.)

To: Richmond Mayor and Council
From: Jim Wright, Richmond
Re: Item 2 of today's public hearing, Monday, January 17, 2022

Thank you very much, Richmond Council! Along with our Richmond staff, Polygon and citizens, you have put so much effort—for several years—into improving the Talisman Park development proposal.

A big change is the designating of the Talisman forest as public parkland (**dark green, at the south end in the map below**). I support that as part of a commitment to retain and enhance the Talisman forest as an ecosystem, a natural area that exemplifies the City of Richmond's related aims. They include:

- Relevant aims in Richmond's Ecological Network Management Strategy, including the ones I identified in a booklet I prepared for you (PH-242 & 243 in the public hearing agenda package)
- Commitment to addressing the climate emergency by adapting to it and limiting it.
- Respectful empowering of the ecosystem of the Talisman forest as brought out by Sharon MacGougan, Yvonne Bell and others (in and around October 2020), with Council, CoR staff and Polygon staff heeding the input and furthering it.
- Providing interpretation features that enable & strengthen public buy-in.



The Talisman forest parkland would remain a natural area, with related park values. It might be most like the Terra Nova Natural Area, although all of the City of Richmond's natural areas, including ones that are local parks, have unique characteristics worth drawing on.

I encourage that the protection and enhancement of the natural area begin as soon as the ownership transition allows it. That would include protection from damage by the development equipment. However, a development step like the removal of invasive species could best occur in the Talisman forest at while it's being done in the rest of Talisman Park. For example, the forest includes a large patch of invasive weed that will need to be excavated, and some of the Talisman farm soil that would mainly be taken to the Garden City Lands could be appropriately used there and in a few other parts of the Talisman forest that need it. I have gone into a detailed example on this point because I believe that *promptly* starting well is a crucial way to ensure, enable and empower success.

As I envision it, the Talisman forest parkland will be great. However, it does depend on Council, CoR staff, Polygon and informed citizens remaining committed to bringing it about in a whole-hearted way.

MayorandCouncillors

From: CityClerk
Sent: January 17, 2022 11:06 AM
To: MayorandCouncillors
Subject: FW: Talisman Park Project - Public Hearing January 17 2022 - Letter
Attachments: Letter Talisman Park Project - Richmond Elevator.pdf

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

From: Scott Barrett <Scott.Barrett@richmond-elevator.com>
Sent: January 14, 2022 1:12 PM
To: CityClerk <CityClerk@richmond.ca>
Cc: Vlad Zachata <vlad@richmond-elevator.com>
Subject: Talisman Park Project - Public Hearing January 17 2022 - Letter

Good Afternoon

In reference to the Public Hearing on Monday January 17 2022 - please accept the attached letter in regards to the Talisman Park Project by Polygon Construction.

Please feel free to contact us if you require anything else.

Thank you

Regards,

Scott Barrett
New Construction | Project Sales Representative
Mobile:604-360-9567 | Office: 604-274-8440 Ext 140
Email: Scott.Barrett@Richmond-Elevator.com
Website: Richmond Elevator Maintenance Ltd.
Address: 12091 No 5 Rd, Richmond, BC, V7A 4E9

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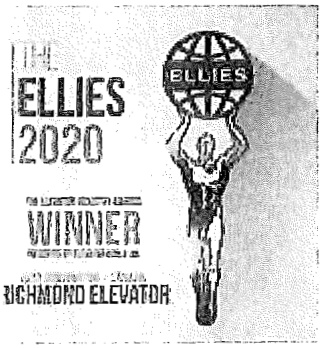

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Date: January 14 2022

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

Public Hearing Agenda – Monday January 17 2022
Applicant: Polygon Talisman Park Ltd.
Location: 8671, 8731, 8771, 8831/8851 Cambie Road
3600 Sexsmith Road and 3480, 3500, 3520 and 3540
3560 Sexsmith Road

Dear Mayor and City Council,

I would like to express my support for the Talisman Park rezoning application.

My name is Vlad Zachata; President of Richmond Elevator Maintenance Ltd. I have lived in Richmond with my family for over 30 years. It is a fantastic city, and an amazing community. I have three children that grew up in Richmond and they enjoyed growing up in our elementary and high schools. The parks and recreational facilities that the City of Richmond operates are fantastic for a child's mental health, and we all have used them many times.

Our company started out of a garage that's located less than 5 km away from where our head office is currently located in Richmond. We employ hundreds of people that go in and out of our office and our shop every single day. We believe in the efforts that the Mayor and City Council of Richmond have taken to make our city a better place to live in; the effort is large but the benefit is huge. What we need is to continue this, and that's why we have to look at people who require subsidized housing or social housing.

This new development will provide smaller families a chance to own their own home. Younger families are at a disadvantage and as this is going to be a good option for them, I think we should support it. What's going to happen is more people will start to buy into Richmond, and more people will start to use everything that the city is offering for public amenities but also at the same time increasing our very diverse communities. The close Sky Train station will be very beneficial; people will not need to operate vehicles and simply use public transit. There are also a number of bus stops in close proximity.

I fully support this rezoning application, and I hope that it will be approved. The future citizens of the City of Richmond require places to live, and I think this is a very good option.

Yours Truly,

Vlad Zachata
President, Richmond Elevator Maintenance Ltd.
Vlad@Richmond-Elevator.com
604-274-8440 Extension 115

P. 604-274-8440
F. 604-274-0099
A. 12091 No. 5 Road, Richmond, BC V7A 4E9
W. www.richmond-elevator.com

City of Richmond

Minutes

Public Works and Transportation Committee

Date:	Wednesday, January 19, 2022
Place:	Council Chambers Richmond City Hall
Present:	Councillor Chak Au, Chair Councillor Alexa Loo (by teleconference) Councillor Andy Hobbs Councillor Linda McPhail (by teleconference) Councillor Michael Wolfe (by teleconference)
Also Present:	Councillor Carol Day (by teleconference)
Call to Order:	The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Public Works and Transportation Committee held on December 14, 2021, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

February 23, 2022, (tentative date) at 4:00 p.m. in the Council Chambers

PLANNING AND DEVELOPMENT DIVISION

1. **TRAFFIC SAFETY ADVISORY COMMITTEE - PROPOSED 2022 INITIATIVES**
(File Ref. No. 01-0100-30-TSAD1-01) (REDMS No. 6791243)

A brief discussion ensued with respect to pedestrian safety and traffic calming, particularly within school zones.

It was moved and seconded

(1) That the proposed 2022 initiatives for the Traffic Safety Advisory Committee, as outlined in the staff report titled "Traffic Safety Advisory Committee - Proposed 2022 Initiatives", dated December 1, 2021 from the Director, Transportation, be endorsed; and

(2) That a copy of the staff report titled "Traffic Safety Advisory Committee - Proposed 2022 Initiatives" be forwarded to the Richmond Council-School Board Liaison Committee for information.

CARRIED

2. **RICHMOND ACTIVE TRANSPORTATION COMMITTEE – PROPOSED 2022 INITIATIVES**
(File Ref. No. 01-0100-20-RCYC1) (REDMS No. 6790224)

Discussion ensued regarding multi-use pathways and messaging with respect to cycling safety and the shared obligations to the other users of multi-use pathways.

A brief discussion ensued regarding snow removal for bike lanes.

It was moved and seconded

(1) That the proposed 2022 initiatives of the Richmond Active Transportation Committee, as outlined in the staff report titled "Richmond Active Transportation Committee – Proposed 2022 Initiatives" dated November 29, 2021 from the Director, Transportation, be endorsed; and

(2) That a copy of the report titled "Richmond Active Transportation Committee – Proposed 2022 Initiatives" be forwarded to the Richmond Council-School Board Liaison Committee for information.

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

3. **WATER USE RESTRICTION AMENDMENT BYLAWS**
(File Ref. No. 10-6060-01) (REDMS No. 6762151)

Discussion ensued with respect to Metro Vancouver's proposed reduction of watering days during Stage 1, from two days to one day per week, noting that the region typically stays within Stage 1 throughout the summer months. Staff noted Metro Vancouver's objective for the regional restriction is to reduce peak water demands, allowing for the deferral or elimination of costly infrastructure upgrades.

The requirement for the proposed increase of the maximum fine from $10,000 to the $50,000 was noted. Staff reported that water restrictions have generally been adhered to through education and communication, with very few instances of tickets issued.

It was moved and seconded
That each of the following bylaws be introduced and given first, second, and third readings.

(a) ***Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 10329;***

(b) ***Municipal Ticket information Authorization Bylaw No. 7321, Amendment Bylaw No. 10337; and,***

(c) ***Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 10338.***

CARRIED
Opposed: Cllr. Hobbs

4. **CORPORATE ELECTRIC VEHICLE CHARGING STATION INSTALLATION SCOPE INCREASE**
(File Ref. No. 10-6370-01) (REDMS No. 6796888)

It was moved and seconded
That the Consolidated 5 Year Financial Plan (2022-2026) be amended accordingly for the scope change as identified in the staff report titled, "Corporate Electric Vehicle Charging Station Installation Scope Increase", dated December 8, 2021, from the Director, Public Works Operations.

CARRIED

5. **MANAGER'S REPORT**

(i) Dyking and Drainage

Staff provided a brief update on the region's recent atmospheric river event, January 11 and 12, noting Richmond received a total rainfall of 31-60mm over a 24 hour period, compared to the November event with 138mm. Staff further reported 26 service calls were received, all of which were minor in nature and have been addressed, and that the City's drainage system performed well.

With respect to the recent King tide event, staff noted water levels rose higher than usual, and that the water system worked well with no notable failures to the system. Staff further reported that continuous inspections on the dyke, together with annual drone inspections, drives the overall maintenance program of the 49kms of earth dike.

(ii) TransLink Capstan Station Construction Update

Staff noted TransLink construction crews have completed the necessary work at Capstan Station two weeks ahead of schedule, and that no further single tracking will be necessary for this phase of the work. Staff further reported the public have been informed through signage at Canada Line stations and TransLink's website and social media, and that YVR has also been informed. The City's website has also been updated to reflect the completion date of January 18.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:46 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, January 19, 2022.

Councillor Chak Au
Chair

Lorraine Anderson
Legislative Services Associate