

**SCHEDULE 2 TO THE MINUTES
OF THE REGULAR MEETING OF
COUNCIL FOR PUBLIC HEARINGS
HELD ON MONDAY, JULY 19,
2010.**

To Public Hearing
Date: July 19, 2010
Item # 1
Re: Bylaw 8610

Send a Submission Online (

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: July 18, 2010 3:23 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #515)

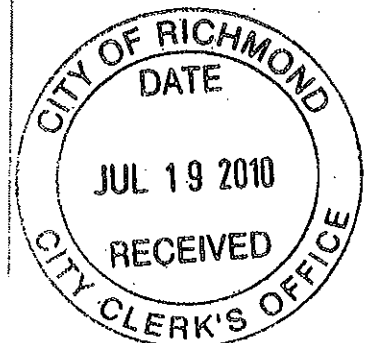
Send a Submission Online (response #515)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/Page1793.aspx
Submission Time/Date:	2010-07-18 3:21:52 PM

Survey Response

Your Name:	vj sidhu
Your Address:	9211 Odlin Rd.
Subject Property Address OR Bylaw Number:	Bylaw 8610 (RZ09-453123)
Comments:	<p>In 2005-2006, subject to numerous open houses, meetings, public hearings and at the direction of staff, mayor and councillors the West Cambie area plan encompassing "principles of Fairness and Equity" included provisions to compensate properties zoned for three (3) North-South roads. (File: 08-4045-20-11/2006-VOL 01 To Mayor and Councillors from Terry Crowe). " All development in the Alexandra area would assist with North-South road land acquisition (\$45 sq. ft./ \$3.14 buildable) and assist with road construction costs through West Cambie local area DCCs.) " To ensure sufficient funds were being collected to match market rates and anticipate increases in property values " The DCC program may be adjusted annually by the city. " The North-South Road rate has not been adjusted since 2005-2006, does not reflect current rates and contravenes West Cambie plan implementation principle of " Fairness and Equity ". Current property assessments for city taxes are higher than collected values and property sales are in the \$90 sq. ft. range while contribution collected for North-South road Dccs are still at \$45</p>



sq.ft./ \$3.14 buildable. West Cambie area plan was designed not to allow cherry picked development away from North-South roads by avoiding market value contribution to infrastructure. Soon two thousand (2000) new tax paying residents in the Alexandra block will be driving on unsafe half width alleyways. Contribution to North-South road rates should be adjusted to and higher than market rates with additional incentives and bonusing to ensure timely development of required infrastructure.