



City Council

**Council Chambers, City Hall
6911 No. 3 Road**

**Tuesday, November 13, 2012
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- CNCL-15 (1) *adopt the minutes of the Regular Council Meeting held on Monday, October 22, 2012 (distributed previously); and*
- (2) *receive for information the Metro Vancouver 'Board in Brief' dated October 26, 2012.*



AGENDA ADDITIONS & DELETIONS

PRESENTATION

Jane Fernyhough, Director, Arts, Culture & Heritage, and Kim Somerville, Manager, Arts Services, to present the Richmond Arts Strategy.

COMMITTEE OF THE WHOLE

3. *Motion to resolve into Committee of the Whole to hear delegations on agenda items.*



4. 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. 23.)

5. *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.)

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Appointment of Auditor
- 2013 Capital Budget
- 2013 Council and Committee Meeting Schedule
- Millennium Karaoke Ltd. Unit 201 – 4451 No. 3 Road Liquor Primary Application
- Community Charging Infrastructure Funding Agreement
- Dirt Bike Terrain Park Consultation Process
- Sun Life Assurance Company of Canada Field Use Agreement
- Terms of Reference for Site Building Committees
- Heritage Buildings Information Session
- Land use applications for first reading (to be further considered at the Public Hearing on Monday, December 17, 2012):
 - 9111 Williams Road – Rezone from RS1/E to RTL4 (Yamamoto Architecture Inc. – applicant)
 - 2420 McKessock Avenue and a portion of 2400 McKessock Avenue – Rezone from RS1/D to RS2/B (Benn Panesar – applicant)
 - 9020 Bridgeport Road – Rezone from CA to HC (TL Housing Solutions Ltd. – applicant)

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- 8280 and 8300 Granville Avenue – Rezone from CA to ZHR13 (Ventures Granville Avenue Ltd. – applicant)

6. *Motion to adopt Items 6 through 20 by general consent.*

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Consent
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7. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-21 (1) *the Finance Committee meeting held on Monday, November 5, 2012;*
- CNCL-23 (2) *the Special General Purposes Committee meeting held on Monday,*
- CNCL-25 *October 22, 2012 and the General Purposes Committee meeting held*
- on Monday, November 5, 2012;*
- CNCL-31 (3) *the Parks, Recreation & Cultural Services Committee meeting held*
- on Tuesday, October 23, 2012;*
- CNCL-37 (4) *the Planning Committee meeting held on Tuesday, November 6,*
- 2012;*

be received for information.

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Consent
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Item

8. **APPOINTMENT OF AUDITOR**

(File Ref. No.) (REDMS No. 3688766)

CNCL-43

See Page **CNCL-43** for full report

FINANCE COMMITTEE RECOMMENDATION

That Council re-appoint KPMG, LLP as the City's auditor for the years 2012 – 2017.

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9. **2013 CAPITAL BUDGET**
(File Ref. No.) (REDMS No. 3683184)

CNCL-47

See Page **CNCL-47** for full report
Appendix 1 – Summary of Recommended Projects
Appendix 2 – Summary of Unfunded Projects
Appendix 3 - 2013 Summary of Projects Funded by the Revolving Fund
Appendix 4 - 2013 Project Details by Program
Appendix 5 - 2013 Unfunded Project Details

FINANCE COMMITTEE RECOMMENDATION

That:

- (1) *the 2013 Capital Budget be approved as the basis for preparing the 5–Year Financial Plan (2013-2017) Bylaw; and*
- (2) *staff be authorized to commence the 2013 capital projects effective January 1, 2013.*



Consent
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10. **2013 COUNCIL AND COMMITTEE MEETING SCHEDULE**
(File Ref. No. 01-0105-00/Vol01) (REDMS No. 3632263)

CNCL-179

See Page **CNCL-179** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the 2013 Council and Committee meeting schedule, attached to the staff report dated October 3, 2012, from the Director, City Clerk's Office, be approved, including the following revisions as part of the regular August meeting break and December holiday season:

- (1) *That the Regular Council Meetings (open and closed) of August 12, August 26, and December 23, 2013 be cancelled;*
- (2) *That the August 19, 2013 Public Hearing be re-scheduled to Tuesday, September 3, 2013 at 7:00 pm in the Council Chambers at Richmond City Hall.*



1. **MILLENNIUM KARAOKE LTD. UNIT 201 – 4451 NO. 3 ROAD
LIQUOR PRIMARY APPLICATION**

(File Ref. No. 12-8275-05/2012) (REDMS No. 3684558)

CNCL-183

See Page CNCL-183 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the application by Millennium Karaoke Ltd., for a Liquor Primary Licence at 4451 No. 3 Road Unit 201, in order to offer liquor service, be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

- (1) *Council recommends the issuance of the proposed licence based on the lack of community responses received and that the operation will not have a significant negative impact on the community.*
- (2) *Council's comments on the prescribed criteria (set out in section 10(3) of the Liquor Control and Licensing Act Regulations) are as follows:*
 - (a) *The location of the establishment is zoned Auto-Oriented Commercial (CA) and the proposed use was reviewed and conforms to the regulations for the area;*
 - (b) *The proximity of the proposed location to other social or recreational and public buildings was considered. There are no public schools or parks within a 50 metre radius of the proposed liquor primary location;*
 - (c) *That a LCLB application for a 100 person capacity operation, with liquor service hours of 2:00 p.m. to 2:00 a.m. Monday to Sunday, be supported. Support for a 150 person capacity operation is not given;*
 - (d) *The number and market focus or clientele of liquor primary license establishments within a reasonable distance of the proposed location was considered;*
 - (e) *The potential for additional noise in the area if the application is approved was considered;*
- (3) *As the operation of the establishment as a liquor licensed establishment might affect nearby residents, the City gathered the view of the residents as follows:*
 - (a) *As per City Policy, residents, property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and were provided with instruction on how comments or concerns could be submitted;*
 - (b) *In addition, signage was posted at the subject property and three public notices were published in a local newspaper. This*

signage and notice provided information on the application and instruction on how community comments or concerns could be submitted.

- (4) *Council's comments and recommendations respecting the views of the residents are as follows:*
- (a) *There were no responses to all public notifications and based on the lack of any responses received from the community, Council considers that the application is acceptable to the majority of the community and residents and businesses in the nearby area.*



Consent
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11. **COMMUNITY CHARGING INFRASTRUCTURE FUNDING AGREEMENT**

(File Ref. No. 10-6000-01/2012-Vol 01) (REDMS No. 3683961)

CNCL-191

See Page **CNCL-191** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the City enter into an agreement with the Fraser Basin Council in respect to funding for the installation of ten community charging stations as described in the staff report titled Community Charging Infrastructure Funding Agreement, from the Director – Public Works Operations and on the terms and conditions set out in the staff report, including specifically that the City grant an indemnity to Fraser Basin Council for any losses that the Fraser Basin Council may suffer in relation to their connection with this project.



Consent
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12. **DIRT BIKE TERRAIN PARK CONSULTATION PROCESS**

(File Ref. No. 06-2345-01) (REDMS No. 3671130 v.2)

CNCL-233

See Page **CNCL-233** for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

That staff begin the public consultation process regarding the selection of Garden City Community Park and Railway Avenue Corridor Greenway/Granville Avenue as potential dirt bike terrain park sites, as detailed in the staff report titled Dirt Bike Terrain Park Consultation Process dated October 1, 2012 from the Senior Manager, Parks.



Consent
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13. **SUN LIFE ASSURANCE COMPANY OF CANADA FIELD USE AGREEMENT**

(File Ref. No. 06-2345-20-HDEL1) (REDMS No. 3682551 v.2)

CNCL-245

See Page **CNCL-245** for full report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

That the City enter into a license with Sun Life Assurance Company of Canada (“Sun Life”) whereby Sun Life licenses to the City a portion of the lands legally known and described as Lot 8, Section 32, Block 5 North, Range 5 West, New Westminster District, Plan 64718 as described in the staff report titled Sun Life Assurance Company of Canada Field Use Agreement, from the Senior Manager, Parks and on the terms and conditions set out in the staff report, including, specifically, that the City grant to Sun Life an indemnity for any losses that Sun Life may suffer in relation to the City’s use of the lands.



Consent
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14. **TERMS OF REFERENCE FOR SITE BUILDING COMMITTEES**

(File Ref. No.)

CNCL-33

See Page **CNCL-33** for Details

(Parks, Recreation & Cultural Services Committee minutes of October 23, 2012)

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

That the terms of reference for Site Building Committees for heritage projects include the following:

- (a) Review the tender package prior to the tender process;*
- (b) Review any subsequent changes that affect heritage conservation outside of the Council approved project scope; and*
- (c) Appropriate heritage documents be included in the orientation package.*



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15. **HERITAGE BUILDINGS INFORMATION SESSION**
(File Ref. No.)

CNCL-33

See Page **CNCL-33** for Details

(Parks, Recreation & Cultural Services Committee minutes of October 23, 2012)

**PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE
RECOMMENDATION**

That staff host a workshop for key City staff including heritage conservation, preservation, restoration, heritage standards, building codes and alternatives when dealing with heritage buildings.



Consent
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16. **APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR
REZONING AT 9111 WILLIAMS ROAD FROM SINGLE DETACHED
(RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**
(File Ref. No. 12-8060-20-8963 Xr: RZ 12-613927) (REDMS No. 3654722)

CNCL-249

See Page **CNCL-249** for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8963, for the rezoning of 9111 Williams Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.



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17. **APPLICATION BY BENN PANESAR FOR REZONING AT 2420
MCKESSOCK AVENUE AND A PORTION OF 2400 MCKESSOCK
AVENUE FROM SINGLE DETACHED (RS1/D) TO SINGLE
DETACHED (RS2/B)**
(File Ref. No. 12-8060-20-8943 Xr.: RZ 12-610919) (REDMS No. 3627209)

CNCL-269

See Page **CNCL-269** for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Bylaw No. 8943, for the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from “Single Detached (RS1/D)” to “Single Detached (RS2/B)”, be introduced and given first reading; and*

- (2) *That staff be directed to conduct public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on Attachment 6 to the staff report dated October 9, 2012, from the Director of Development), for the purpose of exploring:*
- (a) *land use options for future redevelopment of those properties shown hatched on Attachment 6; and*
 - (b) *road alignment options for the extension of McKessock Place.*



Consent
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18. **APPLICATION BY TL HOUSING SOLUTIONS LTD., FOR REZONING AT 9020 BRIDGEPORT ROAD FROM AUTO-ORIENTED COMMERCIAL (CA) TO HEALTH CARE (HC)**

(File Ref. No. 12-8060-20-8960, RZ 12-620766) (REDMS No. 3671911 v.7)

CNCL-295

See Page CNCL-295 for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8960 to amend the Health Care (HC) Zoning District and for the rezoning of 9020 Bridgeport Road from “Auto-Oriented Commercial (CA)” to “Health Care (HC)”, be introduced and given first reading.



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19. **APPLICATION BY TOWNLINE VENTURES GRANVILLE AVENUE LTD. FOR REZONING AT 8280 AND 8300 GRANVILLE AVENUE FROM AUTO-ORIENTED COMMERCIAL (CA) TO HIGH RISE APARTMENT (ZHR13) - ST ALBANS (CITY CENTRE)**

(File Ref. No. 12-8060-20-8958, RZ 12-615705) (REDMS No. 3658617 v.5)

CNCL-319

See Page CNCL-319 for full report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8958, to create a new zoning district “High Rise Apartment (ZHR13) – St Albans (City Centre)” and to rezone 8280 and 8300 Granville Avenue from “Auto-Oriented Commercial (CA)” to “High Rise Apartment (ZHR13) - St Albans (City Centre)”, be introduced and given first reading.



**CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA**

NON-CONSENT AGENDA ITEMS

GENERAL PURPOSES COMMITTEE
Mayor Malcolm D. Brodie, Chair

20. **SPONSORSHIP ARRANGEMENTS AT CITY SUBSIDIZED EVENTS
POLICY**

(File Ref. No.) (REDMS No. 3441015)

CNCL-361

See Page **CNCL-361** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

(Opposed: Cllr. McNulty)

That the proposed Sponsorship Arrangements at City Subsidized Events Policy as presented in Attachment One of the staff report dated October 16, 2012 from the Senior Manager, Recreation, be approved.



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

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CNCL-365	Consolidated Fees No. 8636, Amendment Bylaw No. 8940 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-397	Traffic Bylaw No. 5870, Amendment Bylaw No. 8952 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-399	Parking (Off-Street) Regulation Bylaw No. 7403, Amendment Bylaw No. 8953 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-401	Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8954 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-403	Traffic Bylaw No. 5870, Amendment Bylaw No. 8955 Opposed at 1 st /2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-405	Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8756 (11951/11971 Montego Street, RZ 10-549144) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-407 CNCL-409	Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8874 and Zoning Bylaw 8500, Amendment Bylaw No. 8875 (6011 and 6031 No. 1 Road, RZ 11-586705) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>

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CNCL-413	Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8884 (7731 and 7771 Alderbridge Way, RZ 11-585209) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-417	Termination of Housing Agreements (Mayfair Place and Cambridge Park) Bylaw No. 8911 Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-419	Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8912 (9399 Odlin Road and 9500 Odlin Road, ZT 12-605555 and ZT 12-605556) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>
CNCL-421	Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8913 (9566 Tomicki Avenue, ZT 12-605577) Opposed at 1 st Reading – None. Opposed at 2 nd /3 rd Readings – None.	<input type="checkbox"/>

DEVELOPMENT PERMIT PANEL

21. RECOMMENDATION

	See DPP Plan Package (distributed separately) for full plans
CNCL-423 CNCL-427 CNCL-431	(1) <i>That the minutes of the Development Permit Panel meeting held on Wednesday, October 24, 2012, and the Chair's reports for the Development Permit Panel meetings held on August 22, 2012, October 10, 2012, and September 26, 2012, be received for information; and</i> (2) <i>That the recommendations of the Panel to authorize the issuance of:</i> (a) <i>a Development Permit (DP 11-588094) for the property at 6011 and 6031 No. 1 Road;</i>

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(b) a Development Permit (DP 12-615424) for the property at 7731 and 7771 Alderbridge Way; and

(c) a Development Permit (DP 12-613789) for the property at 11300 Steveston Highway;

be endorsed, and the Permits so issued.

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ADJOURNMENT

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Board in Brief

For Metro Vancouver meetings on Friday, October 26, 2012

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver.

For more information, please contact either:

Bill Morrell, 604-451-6107, Bill.Morrell@metrovanancouver.org or

Glenn Bohn, 604-451-6697, Glenn.Bohn@metrovanancouver.org

Greater Vancouver Regional District

Draft Metro Vancouver Districts' 2013 Budget

Approved

Metro Vancouver's Board of Directors approved an operational budget of \$635.6 million for the coming year, an increase of 2.5 percent over 2012.

Costs to the average household for drinking water, wastewater treatment and management of solid waste, as well as the Regional Parks system, Air Quality Management, Regional Planning and other services provided by Metro Vancouver, will rise by 1.35 percent, or approximately \$6 per average single-family household, to \$450 in 2013. Growth in the region accounts for the difference between the overall increase and average household impact. Impact per household is based on a \$714,000 region-wide average assessed value for a single family house.

Core utility services represent the majority of both operating and capital budgets, and are financed through utility fees. Property taxes account for a small portion of the regional budget, primarily supporting the Regional Parks system, but also Air Quality management and the 9-1-1 emergency service.

The costs for Greater Vancouver Regional District functions, including managing Regional Park, Air Quality Management, the 9-1-1 emergency service and general government, are recovered primarily through property taxes. The total cost of these GVRD programs on the average property tax bill is about \$40, which is up \$3 from 2012.

A summary of the 2013 operating and capital budget is posted on Metro Vancouver's website, www.metrovanancouver.org in the "About Us" section. Click on [2013 Budget in Brief](#) to see the web page where the Budget in Brief and more detailed budget-related information is posted.

2013 Funding to External Organizations

Approved

As part of its GVRD budget, the Board approved the following contributions to external organizations for 2013:

Fraser Basin Council - \$300,000

The Burrard Inlet Environmental Action Program - \$27,500



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Fraser River Estuary Management Program - \$27,500
 Seymour Salmonid Society - \$125,000
 Agricultural Agencies - \$40,000
 Parks Partnerships - \$38,500
 Kanaka Educational and Environmental Partnership Society - \$45,000
 Pacific Parklands Foundation - \$175,000
 Catching the Spirit Youth Society - \$65,000
 Federation of Canadian Municipalities - \$100,000
 Recycling Council of BC - \$60,000
 BC Search & Rescue - \$5,000
 Coquitlam River Watershed Roundtable - \$20,000

Metro Vancouver Cultural Grants: Regional Projects

Approved

The Board awarded a total of \$100,000 in 2012 cultural grants, to the following arts groups:

Arts Club of Vancouver Theatre Society - \$5,000
 Axis Theatre Society - \$5,000
 Chor Leoní Men's Choir - \$5,000
 Documentary Media Society (DOXA) - \$5,000
 Dream Rider Theatre - \$7,000
 Elektra Women's Choir - \$2,500
 Firehall Theatre Society - \$5,000
 First Pacific Theatre Society - \$7,000
 Full Circle First Nations Performance - \$7,500
 Gallery Gachet - \$5,000
 Green Thumb Society - \$5,000
 Musart Cultural Society - \$2,500
 Nikkei National Museum and Cultural Centre - \$5,000
 Pacific Cinematheque Pacific Society - \$5,000
 Turning Point Ensemble Society - \$3,000
 Vancouver Asian Canadian Centre - \$7,500
 Vancouver Cherry Blossom Festival Society - \$5,000
 Vancouver International Children's Festival - \$3,000
 Vancouver International Dance Festival - \$5,000
 Vancouver Opera Association - \$5,000

**An Analysis of the Lornie Report in Relation to Local Government
 Interests of the Outstanding Issues in Treaty Negotiations**

Received

The Board received a staff analysis of the Lornie Report, which makes nine recommendations for responding to the seven Common Table issues and accelerating the BC Treaty Process.

**Membership in E-Comm Emergency Communications for Southwest
 British Columbia Incorporated ("E-Comm")**

Approved

The Board directed staff to:

- apply to have the Greater Vancouver Regional District ("Metro Vancouver") become a member (shareholder) of E-Comm by acquiring a Class B Share of E-Comm;
- prepare a bylaw authorizing Metro Vancouver to enter into the members' agreement governing E-Comm; and
- designate a member (or alternate) of the Metro Vancouver Board as a nominee to the E-Comm Board of Directors.

Future of the Region Sustainability Dialogues and Post-Dialogue Forum: Building Community – Social Connections Matter **Approved**

The Board directed staff to explore collaboration with the Vancouver Foundation to facilitate expansion of the Neighbourhood Small Grants program throughout the Metro Vancouver region. It also directed staff to forward the report, dated September 19, 2012 and titled "Future of the Region Sustainability Dialogues and Post-Dialogue Forum: Building Community: Social Connections Matter," to member municipalities and other related agencies for their information and comment.

Metro Vancouver External Appointments – Status Report October 2012 **Received**

The Board received the following reports from Metro Vancouver representatives to external organizations:

- a) Report on Recent Activities of Fraser Basin Council, from Director Richard Walton
- b) Report on Lower Mainland Local Government Association Flood Control and River Management Committee, from Councillor Moe Gill
- c) Report on the Fraser Valley Regional Library Board, from Director Gayle Martin
- d) Report on the Municipal Finance Authority of British Columbia, from Directors Malcolm Brodie, Derek Corrigan, Richard Walton, Wayne Wright
- e) A Year of Firsts for the Pacific Parklands Foundation, from Director Linda Hepner
- f) Report on the UBCM First Nations Relations Committee, from Director Ralph Drew
- g) Report on the International Centre for Sustainable Cities, from Director Derek Corrigan

Proposed Increase in Oil Tanker Traffic **Approved**

The Board approved a motion to write a letter to the provincial and federal Ministers of the Environment and informed them of concerns expressed by the Port Cities Committee at its meeting of July 26, 2012 regarding emergency response plans for oil spills in Metro Vancouver. The motion also requests that the provincial and federal governments actively participate in further discussions with all parties. A copy of the Board's letter will be forwarded to the B.C. Solicitor General for information.

GVRD Financial Plan Bylaw No. 1175, 2012 **Approved**

The Board adopted "Greater Vancouver Regional District Financial Plan Bylaw No. 1175, 2012.

GVRD Geospatial Reference System Fees and Charges Bylaw No. 1174, 2012 **Approved**

The Board approved a bylaw for Regional Geospatial Reference System (GPS) services. The bylaw outlines the allocation of net service costs and the fees charged for private sector usage.

GVRD Temporary Borrowing Authority – Bylaw No. 1176, 2012 **Approved**

The Board authorized the borrowing, from the district's banker or others, of a sum that shall not exceed \$12 million at any one time.

Greater Vancouver Sewerage and Drainage District

Draft Metro Vancouver Districts' 2013 Budget

Approved

The solid waste tipping fee, charged at regional garbage transfer stations, is unchanged at \$107 per tonne for 2013. Expenditures will increase by 5.9 per cent, to \$104.7 million.

New Waste-to-Energy Procurement Process

Approved

That the Board directed staff to proceed with the recommended procurement process, commencing with a technology-only request for qualifications (RFQ1), with an operational date for new waste-to-energy capacity no later than mid-2018. Proponents must demonstrate that at a minimum the proposed technology solution has operated continuously for one year in the last five years processing a minimum of 25,000 tonnes per year of municipal solid waste.

New Waste-to-Energy Capacity: Proposed Engagement and Consultation Program

Approved

The Board approved the proposed engagement and consultation program for new waste-to-energy capacity, as described in the report titled "New Waste-to-Energy Capacity: Proposed Engagement and Consultation Program" dated October 2, 2012. The Board Chair will write the Minister of Environment asking for confirmation that Board approval of the procurement process for new WTE capacity will trigger the requirement to initiate consultation with the FVRD, and send a copy of the correspondence to the FVRD.

New Waste-to-Energy Capacity – Third Party Expert Panel

Received

A third-party expert panel will advise staff on the various WTE technologies being considered; their associated potential health, sustainability and environmental impacts; and the overall objectivity and comprehensiveness of the procurement process.

Metro Vancouver Waste Composition and Energy Content Projections

Received

A staff report concludes that achieving Metro Vancouver's aspirational targets for waste diversion will result in significant changes to the region's waste quantity, but only a marginal increase to the heating value of the waste. Based on the relatively small change in anticipated energy value, the most significant factor in determining new WTE capacity is total waste quantities rather than future composition.

Sample Municipal Bylaw for the Management of Waste and Recyclable Materials from Demolition Work

Approved

In 2011, the demolition, land clearing, and construction sector disposed of about 307,000 tonnes of material, which represents about 22 per cent of the disposed waste from the region. The Board approved a municipal permit approach to encourage demolition material recycling and referred a sample municipal bylaw to member municipalities for consideration in their demolition permit processes.

Metro Vancouver 2012 Zero Waste Conference

Received

Metro Vancouver's second annual Zero Waste Conference was held at the Vancouver Convention Centre on Friday, September 14th. It was attended by over 600 people. There were

an additional 600 livestream viewers.

The theme of the conference was, "Rethinking waste management... the design difference." The objectives were to energize a movement in support of waste reduction and recycling, encourage action to implement Goals 1 and 2 of the Integrated Solid Waste and Resource Management Plan, and to engage the public, businesses and government officials in the need to reduce the generation of waste by improving product and packaging design.

National Zero Waste Marketing Council – Inaugural Roundtable

Approved

Metro Vancouver has been collaborating with the Federation of Canadian Municipalities on the development of a National Zero Waste Marketing Council. The goal of the council would be to provide "a national, unified voice on waste prevention and reduction where collaborative action and communication among municipalities, businesses and others encourages behaviour change and influences the design of products and packaging."

The Board received a Sept. 20 report and directed staff to continue efforts to establish a National Zero Waste Marketing Council.

GVS&DD Food Sector Grease Interceptor Bylaw No. 268, 2012

Approved

Grease discharged from commercial kitchens may accumulate in sewer lines resulting in blockages and sewer overflows with associated public health concerns. Metro Vancouver estimates that the annual cost to Metro Vancouver and its member municipalities to deal with grease accumulations in the sewer system is over \$2 million. The proposed bylaw will improve the enforceability of the requirements as well as set out standards to better manage fats, oils and grease ("FOG") from commercial kitchens.

The Board approved a bylaw that includes:

- discharge limits from the grease interceptor to sewer;
- minimum standards for grease interceptors installed after the adoption of the bylaw;
- requirements to clean the interceptor when the accumulation of grease and solids exceeds 25% of the wastewater depth or every 90 days, whichever occurs first;
- re-inspection and sampling/analysis fees for kitchens not in compliance with the bylaw; and
- Minimum fines for specific contraventions of the bylaw.

2013 Tipping Fee Bylaw

Approved

The Board approved a 2013 tipping fee of \$107 disposal fee that Metro Vancouver charges for every tonne of garbage taken to waste transfer stations and disposal sites will not go up in 2013.

On January 1, 2013, the "tipping fee" for municipal solid waste or garbage will continue to be \$107 per tonne, which is the same as the 2012 tipping fee.

The disposal fee for "green waste" – which includes food scraps, yard trimmings and unpainted wood – will remain unchanged, at \$63 per tonne, except at one transfer station. At the North Shore Transfer Station, the green waste fee will be \$71 per tonne, to pay for a new storage depot for green waste.

**Greater Vancouver Sewerage and Drainage District (GVS&DD) Amending
Bylaw No. 272, 2012**

Approved

The Board approved bylaw amendments that include the expansion of the type of facilities regulated as well as changes to fees, primarily disposal fees. These changes may increase the amount of material recovered at these private licensed facilities and improve record keeping for monitoring progress in achieving Metro Vancouver's Integrated Solid Waste and Resource Management Plan (the Plan) goals.

**Greater Vancouver Sewerage and Drainage District 2013 Cost
Apportionment Bylaw 274, 2012**

Approved

The Board approved a bylaw that allocates the sewer costs in an approved budget out to member municipalities, primarily using sewer flows.

Questions about Cost Proportionate Bylaw

Referred

The Board referred the following questions to the Utilities Committee and requested that answers and recommendations be brought back to the Board when appropriate:

1. What changes would be required to next year's bylaw to provide flow allocation information for the coming year to the member municipalities by mid July instead of October and November?
2. Who reviews and verifies the flow measurements and allocations to the member municipality?
3. Has Metro Vancouver staff ever conducted an independent audit of the flow allocations to each municipality and the flow allocation changes over the past 10 years and if not, would it be possible for staff to do so?
4. Could Metro Vancouver staff provide the next year's sewer cost to each municipality by mid September?



Finance Committee

Date: Monday, November 5, 2012

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Linda Barnes
Councillor Derek Dang
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Absent: Councillor Evelina Halsey-Brandt

Call to Order: The Chair called the meeting to order at 4:32 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on Monday, October 1, 2012, be adopted as circulated.

CARRIED

FINANCE AND CORPORATE SERVICES DEPARTMENT

1. APPOINTMENT OF AUDITOR (File Ref. No.) (REDMS No. 3688766)

It was moved and seconded

That Council re-appoint KPMG, LLP as the City's auditor for the years 2012 – 2017.

CARRIED

Finance Committee
Monday, November 5, 2012

2. 2013 CAPITAL BUDGET

(File Ref. No.) (REDMS No. 3683184)

Andrew Nazareth, General Manager, Finance and Corporate Services, joined by Jerry Chong, Director, Finance, provided background information related to the proposed 2013 Capital Budget and noted that the budget is balanced, and based on Council's direction and the community's needs.

A discussion then ensued about several capital projects that are recommended as being unfunded for 2013, including the Hugh Boyd Oval Ageing Infrastructure Replacement, Conservation Plans for Heritage Buildings, and the Oval Precinct Public Art Plan. It was noted that these items may be considered at a future date as one-time funding items or as part of the Five-Year Financial Plan.

It was moved and seconded

That:

- (1) the 2013 Capital Budget be approved as the basis for preparing the 5-Year Financial Plan (2013-2017) Bylaw; and*
- (2) staff be authorized to commence the 2013 capital projects effective January 1, 2013.*

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:05 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Finance Committee of the Council of the City of Richmond held on Monday, November 5, 2012.

Mayor Malcolm D. Brodie
Chair

Shanan Sarbjit Dhaliwal
Executive Assistant
City Clerk's Office



Special General Purposes Committee

Date: Monday, October 22, 2012

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Linda Barnes
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Harold Steves

Absent: Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 4:09 p.m.

ENGINEERING & PUBLIC WORKS DEPARTMENT

1. PROPOSED JET FUEL DELIVERY PROJECT ENVIRONMENTAL ASSESSMENT PROCESS UPDATE

(File Ref. No. 10-6600-06-01) (REDMS No. 3688213 v.2)

Cecilia Achiam, Interim Director, Sustainability and District Energy, advised that the working group has resolved most of the issues raised by the First Nations, and that concerns related to fire rescue in connection to the proposed project remain.

It was moved and seconded

- (1) *That having reviewed the Vancouver Airport Fuel Delivery (VAFD) proposed Highway 99 pipeline route option, the City reiterate its position by stating that City Council continues to be opposed to the transportation of jet fuel on any arm of the Fraser River, and reconfirms the Council positions set out in the staff report dated October 16, 2012, from the Interim Director, Sustainability and District Energy;*

Special General Purposes Committee
Monday, October 22, 2012

- (2) *That the City continue to participate in the Environmental Assessment Office (EAO) and Oil and Gas Commission (OGC) processes;*
- (3) *That letters be sent to the local MPs, MLAs, the Federal and Provincial Ministers of the Environment, the Prime Minister, the Premier, the Provincial and Federal Opposition Leaders, the Vancouver Airport Fuel Facilities Corporation (VAFFC), Delta Council, Metro Vancouver, the First Nations, and the VAFFC consortium under the Mayor's signature reiterating Richmond City Council's opposition to the proposal generally, and in opposition to the transportation of jet fuel on any arm of the Fraser River; and*
- (4) *That the City seek a meeting with Hon. Terry Lake, Minister of Environment to reiterate Richmond's opposition to the proposal and the transportation of jet fuel on the Fraser River and seek an alternative solution such as the continued use of the existing jet fuel line.*

CARRIED

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:12 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, October 22, 2012.

Mayor Malcolm D. Brodie
Chair

Shanan Sarbjit Dhaliwal
Executive Assistant
City Clerk's Office



General Purposes Committee

Date: Monday, November 5, 2012

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Linda Barnes
Councillor Derek Dang
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Absent: Councillor Evelina Halsey-Brandt

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 General Purposes Committee held on Monday, October 15, 2012, and of the meeting of the Special General Purposes Committee held on Monday, October 22, 2012, be adopted as circulated.

CARRIED

General Purposes Committee
Monday, November 5, 2012

FINANCE AND CORPORATE SERVICES DEPARTMENT

1. 2013 COUNCIL AND COMMITTEE MEETING SCHEDULE

(File Ref. No. 01-0105-00/Vol01) (REDMS No. 3632263)

It was moved and seconded

That the 2013 Council and Committee meeting schedule, attached to the staff report dated October 3, 2012, from the Director, City Clerk's Office, be approved, including the following revisions as part of the regular August meeting break and December holiday season:

- (1) That the Regular Council Meetings (open and closed) of August 12, August 26, and December 23, 2013 be cancelled;*
- (2) That the August 19, 2013 Public Hearing be re-scheduled to Tuesday, September 3, 2013 at 7:00 pm in the Council Chambers at Richmond City Hall.*

The question on the motion was not called, as a brief discussion ensued regarding the past practices for scheduling Committee meetings and the first Public Hearing meeting following the August meeting break.

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

2. MILLENNIUM KARAOKE LTD. UNIT 201 – 4451 NO. 3 ROAD LIQUOR PRIMARY APPLICATION

(File Ref. No. 12-8275-05/2012) (REDMS No. 3684558)

It was moved and seconded

That the application by Millennium Karaoke Ltd., for a Liquor Primary Licence at 4451 No. 3 Road Unit 201, in order to offer liquor service, be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

- (1) Council recommends the issuance of the proposed licence based on the lack of community responses received and that the operation will not have a significant negative impact on the community.*
- (2) Council's comments on the prescribed criteria (set out in section 10(3) of the Liquor Control and Licensing Act Regulations) are as follows:*
 - (a) The location of the establishment is zoned Auto-Oriented Commercial (CA) and the proposed use was reviewed and conforms to the regulations for the area;*
 - (b) The proximity of the proposed location to other social or recreational and public buildings was considered. There are no public schools or parks within a 50 metre radius of the*

General Purposes Committee
Monday, November 5, 2012

proposed liquor primary location;

- (c) That a LCLB application for a 100 person capacity operation, with liquor service hours of 2:00 p.m. to 2:00 a.m. Monday to Sunday, be supported. Support for a 150 person capacity operation is not given;*
- (d) The number and market focus or clientele of liquor primary license establishments within a reasonable distance of the proposed location was considered;*
- (e) The potential for additional noise in the area if the application is approved was considered;*
- (3) As the operation of the establishment as a liquor licensed establishment might affect nearby residents, the City gathered the view of the residents as follows:*
 - (a) As per City Policy, residents, property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and were provided with instruction on how comments or concerns could be submitted;*
 - (b) In addition, signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instruction on how community comments or concerns could be submitted.*
- (4) Council's comments and recommendations respecting the views of the residents are as follows:*
 - (a) There were no responses to all public notifications and based on the lack of any responses received from the community, Council considers that the application is acceptable to the majority of the community and residents and businesses in the nearby area.*

CARRIED

ENGINEERING & PUBLIC WORKS DEPARTMENT

3. **COMMUNITY CHARGING INFRASTRUCTURE FUNDING AGREEMENT**
(File Ref. No. 10-6000-01/2012-Vol 01) (REDMS No. 3683961)

General Purposes Committee
Monday, November 5, 2012

It was moved and seconded

That the City enter into an agreement with the Fraser Basin Council in respect to funding for the installation of ten community charging stations as described in the staff report titled Community Charging Infrastructure Funding Agreement, from the Director – Public Works Operations and on the terms and conditions set out in the staff report, including specifically that the City grant an indemnity to Fraser Basin Council for any losses that the Fraser Basin Council may suffer in relation to their connection with this project.

CARRIED

COMMUNITY SERVICES DEPARTMENT

4. SPONSORSHIP ARRANGEMENTS AT CITY SUBSIDIZED EVENTS POLICY

(File Ref. No.) (REDMS No. 3441015)

A discussion ensued among members of the Committee and Vern Jacques, Senior Manager, Recreation Services about:

- the circumstances which lead to the Council direction to develop a policy on sponsorship arrangements for community events which receive subsidized rates;
- the working group which was comprised of various stakeholders. It was noted that the majority was in favour of addressing restrictions on all services through the proposed Policy, while some were of the opinion that only hotel accommodations needed to be addressed;
- concerns about how the proposed policy may be perceived as “dictating” how groups such as the Aquatics Centres make sponsorship deals; and
- concerns related to how the current trend allows the sponsors to determine restrictions and other details for an event rather than the organizers.

Jim Lamond, 8820 Ash Street, provided details related to the event which originated the creation of the proposed Sponsorship Arrangements at City Subsidized Events Policy. A copy of Mr. Lamond’s submission is on file at the City Clerk’s Office.

A brief discussion also ensued about the penalties outlined in the proposed policy.

General Purposes Committee
Monday, November 5, 2012

It was moved and seconded

That the proposed Sponsorship Arrangements at City Subsidized Events Policy as presented in Attachment One of the staff report dated October 16, 2012 from the Senior Manager, Recreation, be approved.

CARRIED

OPPOSED: Cllr. McNulty

COUNCIL / SCHOOL BOARD LIAISON COMMITTEE

5. CHILD POVERTY ISSUES & INITIATIVES IN THE RICHMOND SCHOOL DISTRICT

(File Ref. No.)

It was moved and seconded

That Richmond City Council consider:

(1) *That the report to the Richmond Board of Education titled Child Poverty Issues and Initiatives in the Richmond School District, dated September 17, 2012 from the Assistant Superintendent be referred to staff:*

(a) *for analysis; and*

(b) *to examine what is being done at the City and at the School District, including comments from the Richmond Children's First, Richmond Community Services Advisory Committee and the Poverty Response Committee and report to the appropriate City Committee; and*

(2) *That staff report back to the Council / School Board Liaison Committee by Spring 2013.*

The question on the motion was not called, as staff was requested to liaise with Richmond Children First about a program that the organization has already started working on that is relevant to Child Poverty Issues and Initiatives.

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

6. SOCIAL SERVICES WELLNESS PROGRAMS IN ELEMENTARY SCHOOL GYMS

(File Ref. No.)

Councillor Linda Barnes provided background information, and noted that this initiative will not impact the existing agreement with the Board of Education, rather it will broaden the access to the facilities.

General Purposes Committee
Monday, November 5, 2012

It was moved and seconded

That Richmond City Council consider:

That staff explore opportunities for Richmond non-profit social service agencies to provide recreation opportunities under the current City / School District agreement and report back to the Council / School Board Liaison Committee.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:31 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, November 5, 2012.

Mayor Malcolm D. Brodie
Chair

Shanan Sarbjit Dhaliwal
Executive Assistant
City Clerk's Office



Parks, Recreation & Cultural Services Committee

Date: Tuesday, October 23, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Ken Johnston
Councillor Linda Barnes
Councillor Evelina Halsey-Brandt
Councillor Bill McNulty

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 Parks, Recreation and Cultural Services Committee held on Tuesday, September 25, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, November 27, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. DIRT BIKE TERRAIN PARK CONSULTATION PROCESS (File Ref. No. 06-2345-01) (REDMS No. 3671130 v.2)

In reply to queries from Committee, Mike Redpath, Senior Manager, Parks, accompanied by Clarence Sihoe, Park Planner provided the following information:

Parks, Recreation & Cultural Services Committee
Tuesday, October 23, 2012

- staff have utilized a list of site selection criteria to analyse the suitability of potential locations to accommodate the proposed Dirt Bike Terrain Park; however, should a more suitable site be identified, staff would consider it;
- the proposed Dirt Bike Terrain Park would accommodate a range of skill levels; and
- the current temporary bike park is primarily utilized seasonally, with heavy usage during the summer months and weekend usage during the winter months.

Discussion ensued and it was suggested that the proposed Park include comfort and artistic elements such as seating and public art. Also, a comment was made that those utilizing the proposed Park be required to wear helmets.

Mr. Redpath advised that should the proposed consultation process be approved, staff would report back with the findings of the consultation and present concepts for the Park on the proposed recommended sites.

Discussion further ensued and it was suggested that local members of the cycling community and Richmond youth be included in the proposed consultation process.

The Chair queried how many Richmond youth utilize the current temporary bike park. Also, he commented on the Steves School Park site, noting that the park plan for that area should be examined.

It was moved and seconded

That staff begin the public consultation process regarding the selection of Garden City Community Park and Railway Avenue Corridor Greenway/Granville Avenue as potential dirt bike terrain park sites, as detailed in the staff report titled Dirt Bike Terrain Park Consultation Process dated October 1, 2012 from the Senior Manager, Parks.

CARRIED

2. SUN LIFE ASSURANCE COMPANY OF CANADA FIELD USE AGREEMENT

(File Ref. No. 06-2345-20-HDEL1) (REDMS No. 3682551 v.2)

In reply to queries from Committee, Serena Lusk, Manager, Parks Programs, advised that Sun Life intends to develop the site and as such, an alternate playing field for current field users needs to be identified.

It was noted that the term of the proposed license should read from September 1, 2012 to April 14, 2013.

Parks, Recreation & Cultural Services Committee
Tuesday, October 23, 2012

It was moved and seconded

That the City enter into a license with Sun Life Assurance Company of Canada ("Sun Life") whereby Sun Life licenses to the City a portion of the lands legally known and described as Lot 8, Section 32, Block 5 North, Range 5 West, New Westminster District, Plan 64718 as described in the staff report titled Sun Life Assurance Company of Canada Field Use Agreement, from the Senior Manager, Parks and on the terms and conditions set out in the staff report, including, specifically, that the City grant to Sun Life an indemnity for any losses that Sun Life may suffer in relation to the City's use of the lands.

CARRIED

COUNCILLOR LINDA BARNES

2A. TERMS OF REFERENCE FOR SITE BUILDING COMMITTEES

(File Ref. No.)

Councillor Barnes commented on the activities of past Site Building Committees and spoke of communication and protocol challenges. As a result, the following motion was introduced:

It was moved and seconded

(1) That the terms of reference for Site Building Committees for heritage projects include the following:

- (a) Review the tender package prior to the tender process;*
- (b) Review any subsequent changes that affect heritage conservation outside of the Council approved project scope; and*
- (c) Appropriate heritage documents be included in the orientation package.*

CARRIED

2B. HERITAGE BUILDINGS INFORMATION SESSION

(File Ref. No.)

Councillor Barnes spoke of the benefits a heritage focused information session would have for staff. She commented on several ongoing heritage-related projects, noting that such an information session would help build on staff's knowledge.

Discussion ensued and Committee commented that a small handbook detailing important information related to heritage buildings would be valuable. It was noted that such a handbook could act as a tool for staff and for Site Building Committees. As a result of the discussion, the following motion was introduced:

3.

Parks, Recreation & Cultural Services Committee
Tuesday, October 23, 2012

It was moved and seconded

That staff host a workshop for key City staff including heritage conservation, preservation, restoration, heritage standards, building codes and alternatives when dealing with heritage buildings.

CARRIED

3. MANAGER'S REPORT

(i) Snow Geese Update

In reply to a query from Committee, Ms. Lusk advised that a contractor carries out the City's hazing program for snow geese; however, she noted that staff have been examining other hazing programs that utilize residential dogs and anticipate introducing a similar program in the immediate future.

(ii) Railway Avenue Greenway

Mr. Redpath highlighted that the public consultation for the Railway Avenue Greenway was successful and staff anticipate reporting back in November 2012.

(iii) 7300 Elmbridge Way

Mr. Redpath provided background information, noting that 7300 Elmbridge Way was identified as a park and open space under the Council approved City Centre Area Plan.

Discussion ensued regarding the future of the lot and Committee cited concern regarding the designation and recent improvement of the lot.

(iv) Watermania Pool

Vern Jacques, Senior Manager, Recreation Services, commented on the recent closure of Watermania Pool and stated that the pool is anticipated to be reopened by the end of the week.

(v) Trees on Boulevards

Discussion ensued regarding trees on boulevards and Ted G. deCrom, Manager, Parks Operations, advised that many of the trees on City boulevards were voluntarily planted by residents. He noted that once planted, the City takes ownership of the trees.

Discussion further ensued and Mr. Redpath stated that staff would provide Council with a memorandum clarifying the City's Boulevard Maintenance Regulation Bylaw.

(vi) West Dike Retaining Wall

Discussion ensued regarding a private retaining wall along the west dike.

Parks, Recreation & Cultural Services Committee

Tuesday, October 23, 2012

(vii) Museum Coordinator in the Steveston Area

The Chair referenced a memorandum dated October 16, 2012 from the Supervisor, Richmond Museum and Heritage Services (copy on file, City Clerk's Office), and stated that this memorandum addresses the referral made at the Parks, Recreation and Cultural Services Committee meeting on March 27, 2012 regarding the programmer position in the Steveston area.

It was moved and seconded

That the memorandum dated October 16, 2012 from the Supervisor, Richmond Museum and Heritage Services, addresses the referral made at the Parks, Recreation and Cultural Services Committee meeting on March 27, 2012 regarding the programmer position in the Steveston area.

CARRIED

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 Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Tuesday, October 23, 2012.

Councillor Harold Steves
Chair

Hanieh Berg
Committee Clerk



Planning Committee

Date: Tuesday, November 6, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Chak Au (entered at 4:01 p.m.)
Councillor Linda Barnes
Councillor Harold Steves

Absent: Councillor Evelina Halsey-Brandt

Also Present: Councillor Linda McPhail (entered at 4:02 p.m.)

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 Tuesday, October 16, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, November 20, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

The Chair advised that the Agenda would be varied to consider Items 1, 3, and 4 first.

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY YAMAMOTO ARCHITECTURE INC. FOR REZONING AT 9111 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**
(File Ref. No. 12-8060-20-8963 Xr: RZ 12-613927) (REDMS No. 3654722)

It was moved and seconded

That Bylaw No. 8963, for the rezoning of 9111 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

CARRIED

2. **APPLICATION BY BENN PANESAR FOR REZONING AT 2420 MCKESSOCK AVENUE AND A PORTION OF 2400 MCKESSOCK AVENUE FROM SINGLE DETACHED (RS1/D) TO SINGLE DETACHED (RS2/B)**
(File Ref. No. 12-8060-20-8943 Xr.: RZ 12-610919) (REDMS No. 3627209)

Please see Page 3 of the Minutes for action on this matter.

3. **APPLICATION BY TL HOUSING SOLUTIONS LTD., FOR REZONING AT 9020 BRIDGEPORT ROAD FROM AUTO-ORIENTED COMMERCIAL (CA) TO HEALTH CARE (HC)**
(File Ref. No. 12-8060-20-8960, RZ 12-620766) (REDMS No. 3671911 v.7)

In reply to a query from Committee, Wayne Craig, Director, Development, stated that it is anticipated that the proposed complex care facility be utilized on a continuing basis for temporary accommodations for residents of other care facilities that may undergo renovation or replacement.

It was moved and seconded

That Bylaw No. 8960 to amend the Health Care (HC) Zoning District and for the rezoning of 9020 Bridgeport Road from "Auto-Oriented Commercial (CA)" to "Health Care (HC)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY TOWNLINE VENTURES GRANVILLE AVENUE LTD. FOR REZONING AT 8280 AND 8300 GRANVILLE AVENUE FROM AUTO-ORIENTED COMMERCIAL (CA) TO HIGH RISE APARTMENT (ZHR13) - ST ALBANS (CITY CENTRE)**
(File Ref. No. 12-8060-20-8958, RZ 12-615705) (REDMS No. 3658617 v.5)

Mr. Craig commented on the proposed development's access and egress configuration, noting that the proposed parking area has been designed to accommodate a connection with the future back lane.

Planning Committee
Tuesday, November 6, 2012

It was moved and seconded

That Bylaw No. 8958, to create a new zoning district "High Rise Apartment (ZHR13) – St Albans (City Centre)" and to rezone 8280 and 8300 Granville Avenue from "Auto-Oriented Commercial (CA)" to "High Rise Apartment (ZHR13) – St Albans (City Centre)", be introduced and given first reading.

CARRIED

2. APPLICATION BY BENN PANESAR FOR REZONING AT 2420 MCKESSOCK AVENUE AND A PORTION OF 2400 MCKESSOCK AVENUE FROM SINGLE DETACHED (RS1/D) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-8943 Xr.: RZ 12-610919) (REDMS No. 3627209)

Mr. Craig provided background information, noting that the subject site is within the area covered by Lot Size Policy 5448. He stated that Lot Size Policy 5448 was recently amended by Council, enabling properties on the north side of Bridgeport Road, between No. 4 Road and the west side of McKessock Avenue, to rezone and subdivide to Compact Single Detached or Coach House, when there is access to a lane.

Mr. Craig stated that properties on the north side of Bridgeport Road, between the east side of McKessock Avenue and Shell Road, were not affected by the amendment to Lot Size Policy 5448, as this block was identified for a more comprehensive review.

Mr. Craig noted that staff anticipate commencing the proposed comprehensive review of land use options for this area in 2013.

In reply to a query from Committee, Mr. Craig stated that the proposed rezoning does not preclude adjacent properties from redeveloping in the future.

Trevor Charles, 2380 McKessock Avenue, spoke in opposition of the proposed rezoning and stated that he believed it did not comply with Lot Size Policy 5448. Mr. Charles made reference to his submission (copy on file, City Clerk's Office) and listed concerns related to adequate lot depth to accommodate a future laneway and spoke of damage to nearby City utilities.

In response to questions from the Chair, Mr. Craig stated that Mr. Charles' concerns would be addressed as part of the proposed public consultation for the area, anticipated to commence in January 2013.

With the aid of artist renderings, Mr. Craig reviewed three different lot configurations for the area, which illustrated that lots fronting Bridgeport Road could potentially accommodate a rear lane.

Gavin Woo, Senior Manager, Building Approvals, commented on the BC Building Code as it relates to the proposed development.

3.

Planning Committee
Tuesday, November 6, 2012

Mr. Charles commented on engineering related concerns in the area.

Discussion ensued and Joe Erceg, General Manager, Planning and Development, stated that the much of the concerns raised by Mr. Charles are technical in nature and are managed by Servicing Agreements.

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

It was moved and seconded

That Mr. Charles' submission be referred to staff for analysis.

CARRIED

The Chair gave direction to staff to contact Mr. Charles in regards to the proposed public consultation process for the area.

It was moved and seconded

- (1) *That Bylaw No. 8943, for the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from "Single Detached (RS1/D)" to "Single Detached (RS2/B)", be introduced and given first reading; and*
- (2) *That staff be directed to conduct public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on Attachment 6 to the staff report dated October 9, 2012, from the Director of Development), for the purpose of exploring:*
 - (a) *land use options for future redevelopment of those properties shown hatched on Attachment 6; and*
 - (b) *road alignment options for the extension of McKessock Place.*

CARRIED

5. MANAGER'S REPORT

Miscellaneous Matters

Councillor Steves referenced an article (copy on file, City Clerk's Office) regarding a Rainwater Capture Guidebook recently released by the Nanaimo Regional District.

Discussion ensued regarding catering at City Hall and Mr. Erceg advised that staff would follow-up on the matter.

Mr. Erceg commented on the Wal-Mart application, noting that staff anticipate bringing it forward for Council consideration in the near future.

Planning Committee
Tuesday, November 6, 2012

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:36 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 Tuesday, November 6,
2012.

Councillor Bill McNulty
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee

TO FIN NW.5 2012

To: Finance Committee
From: Andrew Nazareth
General Manager, Finance and Corporate
Services
Re: Appointment of Auditor

Date: October 18, 2012

File:

Staff Recommendation

That Council re-appoint KPMG, LLP as the City's auditor for the years 2012 – 2017.

Andrew Nazareth
General Manager, Finance and Corporate Services

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY SMT SUBCOMMITTEE	INITIALS:
REVIEWED BY CAO	INITIALS:

Staff Report

Origin

Pursuant to Section 169 of the Community Charter, Council must appoint an auditor for the City. The City's current auditor, KPMG was appointed as the City's auditor for the years 2006 – 2011.

Analysis

A Request for Expressions of Interest was issued to the marketplace on July 18th, 2012. Expressions of Interest were received from the following firms on August 7th, 2012:

<u>Company</u>	<u>Total Annual Amount, excluding HST</u>
BDO Canada LLP	\$114,000.00
KPMG LLP	\$98,500.00

Staff reviewed both submissions and determined that the submission provided by KPMG LLP meets the City's requirements and offers the best value to the City.

In addition, the City has a long standing audit relationship with KPMG who have one of the largest professional services firms in BC. Throughout our business relationship they have gained significant experience with the City of Richmond and a deep understanding of how the City is managed. KPMG have performed audits with highly skilled and capable audit teams who focus on the key issues faced by the City. Their knowledge of our processes, technology and accounting systems has resulted in cost effective and timely services.

Financial Impact

KPMG's proposed annual fee for the audit services is as follows:

City audited consolidated financial statements - \$68,000.00
Library Financial Statements - \$6,500.00
Annual Total – \$74,500.00, excluding HST.

Total for a five-year commitment is \$372,500.00, excluding HST

An adjustment for inflation over subsequent years may apply to this annual fee. Their fee also includes a two-hour consultation on Richmond's environmental processes with respect to the PSAB requirements for contaminated sites and a three-hour consultation regarding a core services review.

The cost of the annual fee can be accommodated within the City's Operating Budget.

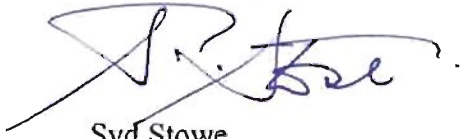
Conclusion

The City and KPMG have worked effectively together over the term of their engagement. During that time KPMG has provided financial reporting advice and audit opinions on the City's financial statements. Based on the strength of the firm, the capability of their staff, the quality of

October 18, 2012

- 3 -

the audit services provided and the cost of their services, staff recommends that KPMG LLP be appointed as the City's auditor for the years 2012-2017.

A handwritten signature in blue ink, appearing to read "Syd Stowe", with a large, sweeping initial "S" and a stylized "Stowe".

Syd Stowe
Manager, Purchasing
(604-276-4061)



City of Richmond

Report to Committee

To: Finance Committee

Date: Nov 1, 2012

From: Jerry Chong, CA
Director, Finance

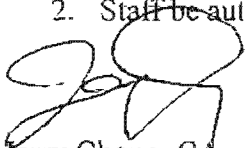
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Re: 2013 Capital Budget

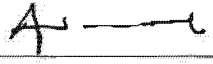


Staff Recommendation

That:

1. The 2013 Capital Budget be approved as the basis for preparing the 5 – Year Financial Plan (2013-2017) Bylaw; and
2. Staff be authorized to commence the 2013 capital projects effective January 1, 2013


Jerry Chong, CA
Director, Finance
(604-276-4064)

Att. 5

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 
REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

Council must adopt a Five-Year Financial Plan (5YFP) each year prior to May 15th of that year, as required by the Community Charter. The 5YFP Bylaw includes operating, utility and capital budgets for the current year (2013) and provides estimates for the remaining years of the five-year program. The 5YFP (2013-2017) Bylaw provides the City with the authority to proceed with spending as outlined in the Bylaw.

The Capital Budget (the “budget”) is one of the main components in preparing the 5YFP. The budget includes all expenditures that improve, replace and extend the useful life of the City’s asset inventory, which has a net book value greater than \$1.8 billion. The Capital budget allows the City to sustain existing civic infrastructure, while also adding new facilities and services to serve the growing community. Over the past decade, for example, Council has used the capital budget to fund construction of three new fire halls, acquisition and retrofitting of the new Community Safety building, purchase of the Garden City Lands, purchase of environmentally sensitive lands at Grauer Road and Northeast Bog Forest, completion of a major expansion of Hamilton Community Centre, Highway 91/Nelson Road Interchange, 20 pump stations, and building the Richmond Olympic Oval.

This budget acts as a tool where capital projects (e.g. parks, trails, facilities, roads, etc.) are prioritized and capital resources evaluated over a 5-year time horizon. The Long Term Financial Management Strategy (LTFMS) is a set of principles created by Council to guide the financial planning process. It is Council policy and a key component of the LTFMS to ensure that sufficient long term capital funding for infrastructure replacement and renewal is in place in order to maintain community viability and generate economic development.

The budget also authorizes the use of certain funding sources such as Development Cost Charges (DCCs) and Statutory Reserves for internal transfers, transfers to the operating budget for non-tangible capital assets and debt re-payments.

Analysis

2013 Capital Overview

This report presents the proposed 2013 Capital Budget and seeks Council review and approval on ranking of the 2013 projects and related expenditures. The proposed Capital Budget for 2013 is \$68.6 million.

Capital funds will be directed towards the most critical infrastructure and asset management programs and the highest priority projects to meet Council direction and the needs of the citizens of Richmond. The priorities are aligned with Council Term Goals such as “Continued implementation and significant progress towards achieving the City’s Sustainability Framework and associated targets”.

The City's capital budget ensures appropriate planning for required projects and their related funding to demonstrate the complete impact of major multiyear projects. Capital requirements are driven by many factors including growth, maintenance of current aging infrastructure and ensuring that the City is consistently meeting industry standards and legislated and regulatory requirements. Fifty seven percent of the capital budget for 2013 is dedicated to meeting infrastructure related needs with the other major components being recreation and culture, emergency services, and life-cycle maintenance.

The following is an overview of the major program areas funded through the capital budget with selected highlights of proposed 2013 initiatives being recommended to Council. A more detailed breakdown of each project is included in the appendices to this report:

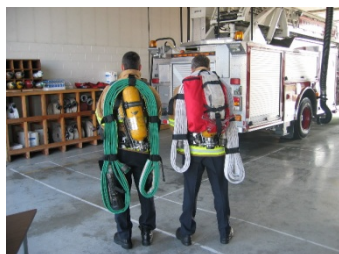
Infrastructure – \$39.0:



The City's Infrastructure Program funds assets that include: road, drainage and sanitary pump stations, drainage, water, and sanitary mains. For 2013 it encompasses investing \$39 million on improving the City's civic infrastructure.

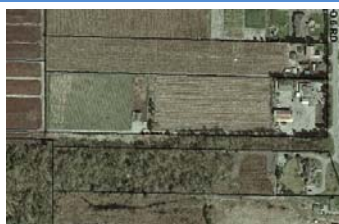
The 2013 program includes interim Landsdowne Road extension, Nelson Road widening, Bath Slough Pump Station, Bennett West Pump Station, Ainsworth and Aintree Laneway drainage and pavement upgrade.

Equipment – \$10.5M:



The 2013 equipment program funds machinery and vehicles for Public Works and Fire Rescue Services, computer hardware, software, library collections, and food scraps/organics recycling program expansion.

Land – \$5.0M:



The 2013 land acquisition program relates to the acquisition of real property for the City, as approved by Council.

Parks – \$5.0M:



Richmond is renowned for its high quality parks and recreation facilities, with over 90 parks totaling approximately 1,400 acres. In addition to the City's parks, Richmond also has a 200-acre recreational trail system.

The 2013 program includes work on Britannia Heritage Shipyard, Railway Avenue Greenway, Terra Nova Park, and Thompson Youth Park.

Buildings* – \$2.4M



The building program funds major building construction and renovation projects as well as minor facility upgrades and repairs.

For 2013 the building program includes extensive upgrades to the West Richmond Community Centre, rehabilitation work to the Japanese Building at 3811 Moncton Street, and project design engineering and architecture work for a variety of proposed facility projects.

*Does not include major facilities which will be the subject of another report

Affordable Housing – \$0.7M:



Affordable Housing is responsible for coordinating the implementation of the Richmond Affordable Housing Strategy adopted in 2007.

The 2013 program entails a City-owned site designated for affordable housing to support the development of affordable housing.

Child Care – \$0.1M:



To address child care needs, the City's 2013 Child Care program will provide ongoing capital maintenance costs for facilities such as the Hamilton Child Care facility and West Cambie Child Care Facility.

2013 Project Highlights

Some of the 2013 highlights and their benefits are summarized below. These projects have been prioritized based on Council Term Goals as follows:

Community Safety:

- Widening of Nelson Road to four lanes at the intersections of Blundell and Westminster Highway, with an off road cycling/pedestrian pathway as well as traffic signal upgrades
- Continued drainage improvements including an upgrade of the Bath Slough pump station to provide greater pumping capacity

Community Social Services:

- Funding for affordable housing projects and initiatives to ensure affordable rents to Richmond residents

Economic Development:

- Significant Heritage investment with projects at the Japanese building on Moncton, as well as extensive upgrades at Britannia Heritage Shipyards to help maintain the City's link with the past

Facility Development:

- \$2M in upgrades to the West Richmond Community Centre to ensure continued use and enjoyment for City residents

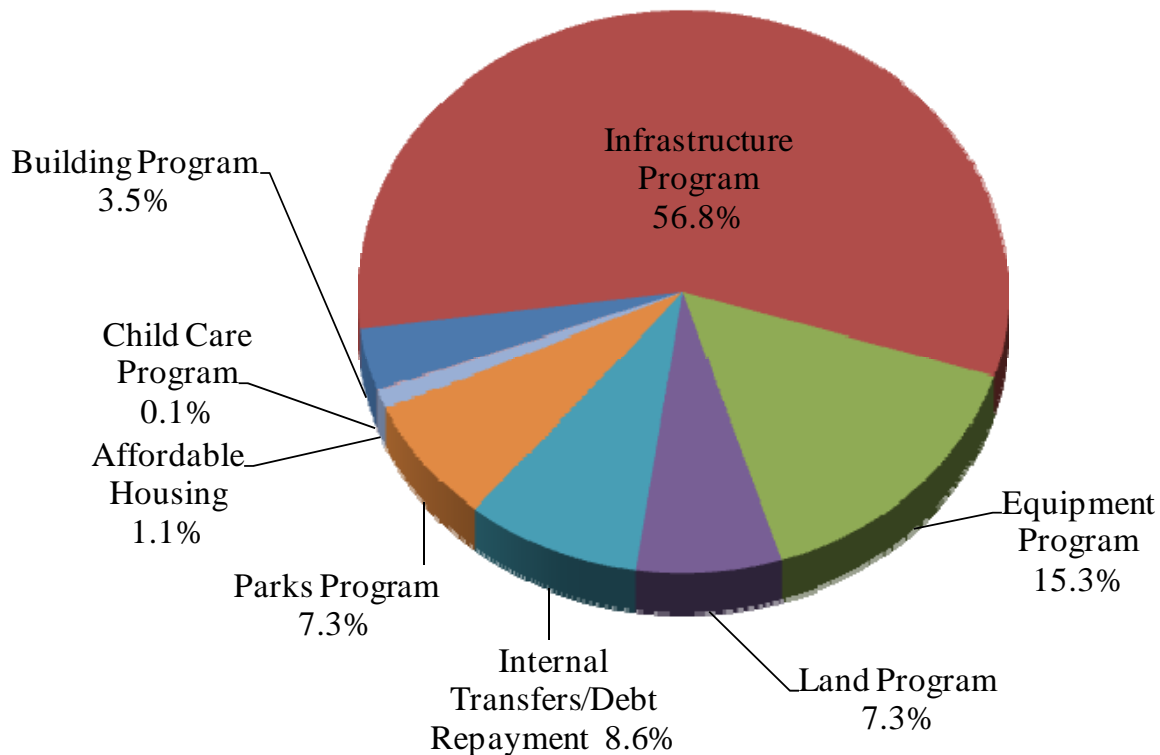
Financial Management:

- \$5M in funding has been put in place to ensure the City's can adhere to the land acquisition strategy to meet the long term needs of the City

Sustainability:

- Expansion of the City's Food Scraps/Organics Recycling Program will see \$3.25 invested in equipment and rollout of the program to all single family and town homes in the City
- Railway Avenue Greenway - \$2M will be invested to construct the 4.0 m wide two-way multi-use asphalt pathway for with connections to existing trails and bus stops on Railway Avenue improving access to green-space corridors as well as linking neighbourhoods together

For a complete listing of 2013 projects see Appendix 1.

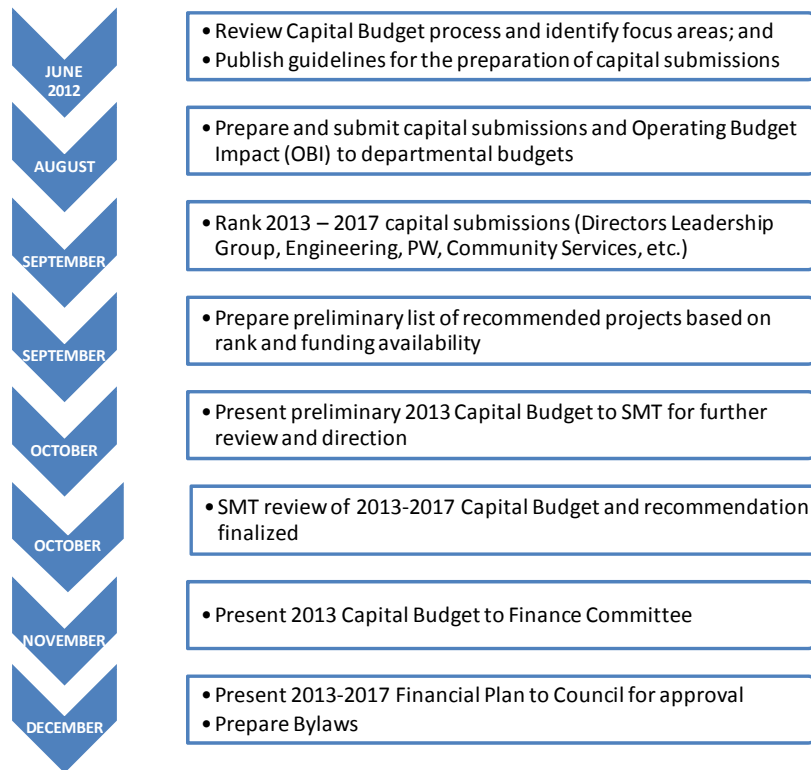
Figure 1**2013 Recommended Projects - by Program**

Source: Budgets & Accounting Section - as at October 30, 2012

2013 Capital Process

The capital budget process began early in 2012 by performing a detailed review and identifying efficiencies in the process. Recommendations were made to the Senior Management Team (SMT) on changes for 2013. Additional efficiencies and improvements to the process were identified for implementation in the 2014 budget process. Submissions were made in alignment with Council Term Goals.

The following outlines the process behind the 2013-2017 Capital Budget:



As part of the budget process, the Director’s Leadership Group (the “DLG”) which is comprised of Directors from all departments considered strategic and master plans, policies such as the LTFMS and Council priorities. The DLG completed a ranking process for each of the capital submissions based on the established criteria to prepare the projects that combine to form the 2013-2017 Capital Budget.

The DLG utilized a ranking system that is contained within the Capital Planning Model (the “model”). This model has proven to be an effective mechanism for prioritizing capital funding requests to ensure that infrastructure needs are managed. The team ranked every capital submission out of a score of 100 based on the established evaluation criteria as outlined below:



The ranked projects are consolidated and the final list of recommended projects is prepared based on the funding availability. This forms the basis for the Capital Budget. The budget is then brought forward and reviewed by the Senior Management Team (SMT) and then presented to Council for review and approval.

2013 Capital Budget Overview

Capital budgets include:

- Land acquisition, construction and infrastructure (i.e. Roads, recreation centres, etc.)
- Procurement of items used for one-time costs with a life expectancy of more than one year
- Projects funded through government grants, debts and reserves

Below is a breakdown of the 2013 recommended projects by program and the associated operating budget impact (OBI):

Total 2013 Funding by Program

Table 1		(in millions)
Program	Amount	OBI
Infrastructure	\$39.0	\$0.20
Parks	\$5.0	\$0.13
Land	\$5.0	\$0.00
Internal Transfers/Debt Repayment	\$5.9	\$0.00
Equipment	\$10.5	\$0.00
Buildings	\$2.4	\$0.25
Affordable Housing	\$0.7	\$0.00
Child Care	\$0.1	\$0.03
Total 2013 Funding & OBI	\$68.6	\$0.61

*The detail of each recommended project is attached in Appendix 3.

2013 Operating Budget Impact (OBI)

The total OBI relating to the recommended projects is \$1.6 million. Of this amount, \$993K is associated with utility projects and will be addressed through the 2013 utility budget process. The net impact of \$609K in OBI results in a property tax impact of 0.35%.

2013 Capital Budget Funding Sources

The 2013 capital budget uses a variety of funding sources which include:

- Development Cost Charges (DCC) – These contributions are made through development and are used for growth related projects.

- External Sources – these include grants awarded from Provincial and Federal Governments, developer cash contributions (other than DCCs) and other non-City related sources
- Utilities – these are funds collected through utility bills and are specified for waterworks, sanitary sewer and drainage.
- City Sources – this includes all other sources of City funding such as statutory reserves, appropriated surplus (provisions) and accumulated surplus.

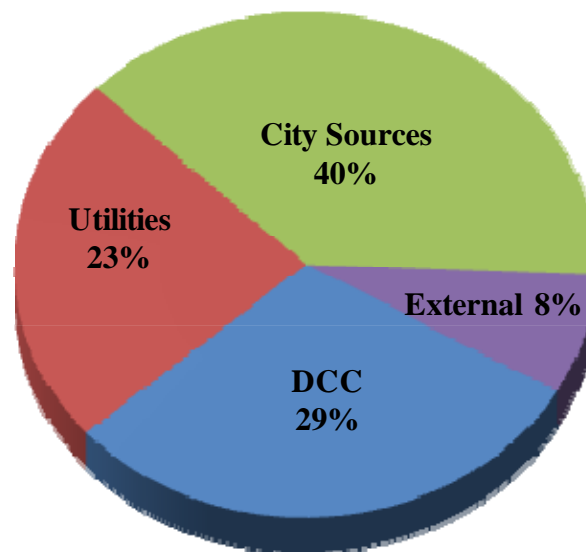
The funding of the recommended projects has been allocated based on the assumption that the projects are to be funded up to the annual amount transferred into each available reserve. The funding sources of the 2013 recommended projects are as follows:

2013 Funding Sources

Table 2	(in millions)
Funding Sources	Amount
City Sources	\$28.2
DCC	\$19.8
Utilities	\$16.3
External Sources	\$4.3
Total 2013 Funding	\$68.6

Figure 2

2013 Recommended Projects - By Funding Source



Source: Budgets & Accounting Section - as at October 30, 2012

The 2013 Capital Budget represents a basic capital program encompassing the mandated services and necessary requirements while deferring the significant items such as the major facilities replacements to allow further discussion and direction by Council at a later date.

Recommended 2013 versus Historical (2009 to 2013) Capital Budget Analysis

The graphs below provide analysis of the funding sources and the program types of the capital budget for the past 5 years (2009 to 2013).

As is evident by these charts, capital expenditures have decreased to normal levels around \$70 million annually after adjusting for the RCMP building, Garden City Lands acquisition and Oval legacy programs in 2010 and 2011.

Figure 3

Capital Budget by Funding Sources 2009 to 2013

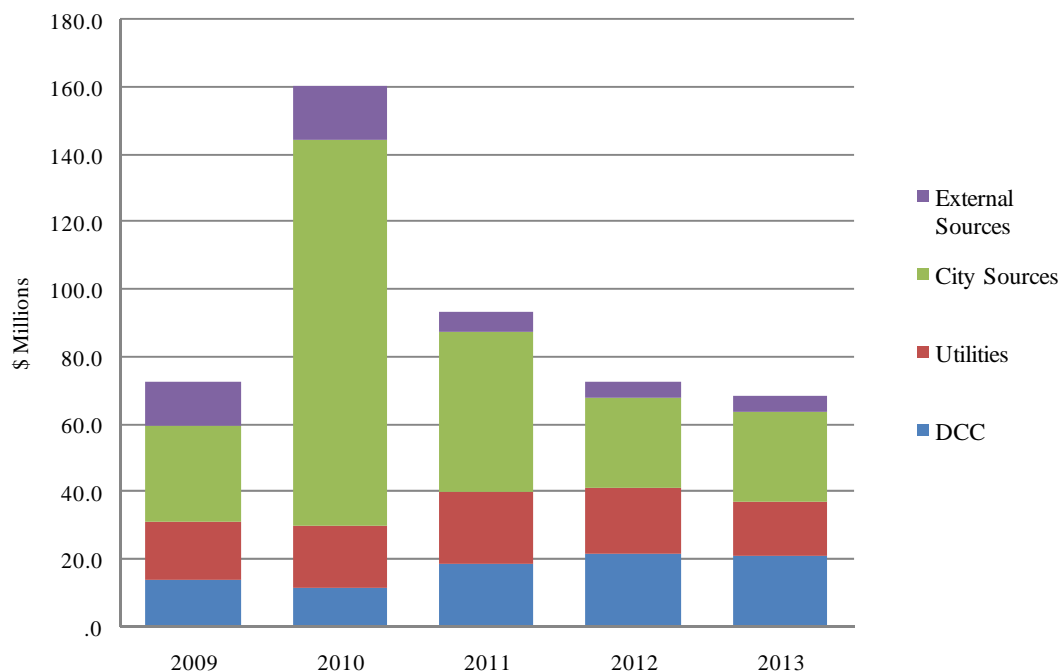
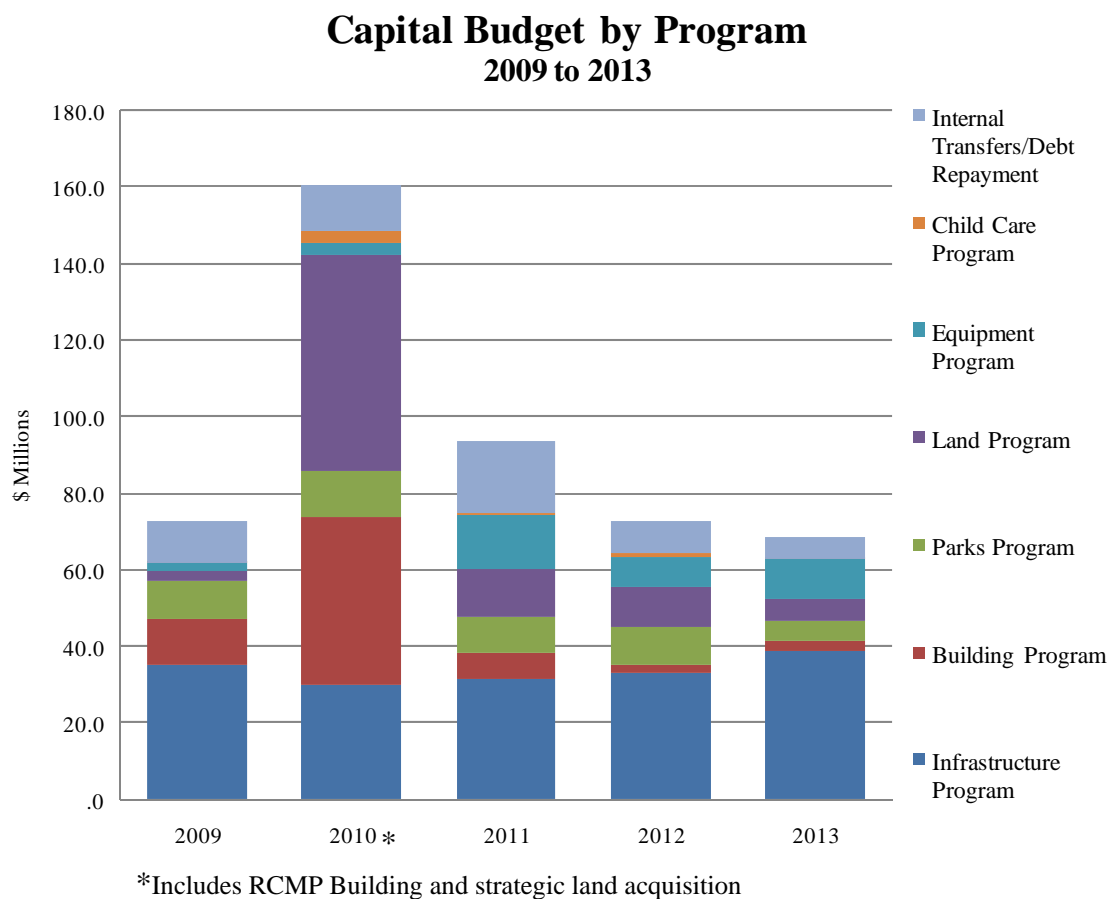


Figure 4

Financial Impact

The 2013 Capital Budget with a total value of \$68.6 million will enable the City to maintain and advance the asset inventory and benefit the community. The OBI associated with these projects is \$0.61 million and once approved will be incorporated into the 2013 Operating Budget and ultimately used as the basis for preparing the 2013-2017 5YFP.

Conclusion

The Director's Leadership Group worked closely with the Finance Division, the CAO and the SMT in implementing the improved budget process. The budget was developed strategically to represent the interests of all stakeholders to ensure that the capital program addresses Council Term Goals and meets the needs of the community while effectively utilizing available funding.

Nashater Sanghera
Manager, Budgets and Accounting
(604-276-4628)

Appendices

Appendix 1 – Summary of Recommended Projects

Appendix 2 – Summary of Unfunded Projects

Appendix 3 – Summary of Projects funded by the Revolving Fund

Appendix 4 – Details of Recommended Projects

Appendix 5 – Details of Unfunded Projects

2013 Summary of Recommended
(Alphabetical by Program)

Appendix 1

ID	Project Name	Total Investment	Total OBI	Ref
A. INFRASTRUCTURE PROGRAM				
Roads				
3491	Active Transportation Improvement Program	\$ 340,000	\$ 8,432	19
4637	Annual Asphalt Re-Paving Program - MRN* - Recurring	831,000	-	20
4850	Annual Asphalt Re-Paving Program - Non-MRN* - Recurring	2,460,000	-	21
4856	Asphalt Re-Paving Program - Non-MRN* Backlog Management	700,000	-	22
3518	Crosswalk Improvement Program	135,000	6,530	23
4053	Functional and Preliminary Design (Transportation)	12,000	-	24
4708	Interim Lansdowne Road Extension- Alderbridge Way to Minoru Blvd.	2,900,000	17,096	25
3523	Neighbourhood Traffic Safety Program	87,500	4,340	26
4878	Neighbourhood Walkways	175,000	1,240	27
4255	Nelson Road Improvements	1,809,367	48,550	28
4253	No. 6 Road Widening	566,667	13,717	29
4707	Pedestrian and Roadway Improvement Program	250,000	6,200	30
4892	Roads Minor Capital - Recurring	220,000	-	31
4776	Street Light Security and Wire Theft Prevention	140,000	-	32
3524	Traffic Signal Program	400,000	11,650	33
4254	Westminster Hwy Widening: Nelson Rd to McMillan Way	4,994,333	59,089	34
Total Roads		16,020,867	176,844	
Drainage				
4239	Ainsworth Crescent (West) Laneway Drainage and Pavement Upgrade	510,000	1,240	36
4790	Aintree Crescent (West) Laneway Drainage and Pavement Upgrade	540,000	1,240	37
4976	Aspin Drive and McBurney Drive Drainage and Trip Hazards	280,000	1,240	38
4810	Bath Slough Pump Station Upgrade	4,200,000	5,720	39
5016	Development Coordinated Works in Capital	750,000	-	40
4815	Drainage Minor Capital	300,000	-	41
4760	East Richmond Drainage and Irrigation Upgrades Program - Cambie Road Ditch Improvement	450,000	-	42
4975	Emergency Flood Control Equipment	100,000	4,052	43
4802	No 7 Road North Pump Station Generator	120,000	1,740	44
4782	No. 3 Road and No. 8 Road Canal Stabilization	300,000	-	45
4973	Park Road 8000 Block Maintenance	160,000	-	46
4971	Saunders Road Ditch Infill and Culvert Crossing	170,000	1,480	47
Total Drainage		7,880,000	16,712	
Waterworks				
5107	Development Coordinated Works in Capital	750,000	-	49
5038	Lulu Island West Waterworks Area-Foster/McMath	380,000	-	50
4791	Lulu Island West Waterworks Area-Richmond Gardens	2,520,000	-	51
5036	Lulu Island West Waterworks Area-Steveston East	2,592,500	-	52
5037	Lulu Island West Waterworks Area-Steveston Townsite	660,000	-	53
5065	Lulu Island West Waterworks Area-Trites Road	660,000	-	54
4817	Minor Capital Waterworks Program	300,000	-	55
4811	Residential Water Metering	1,600,000	-	56
Total Waterworks		9,462,500	-	
Sanitary Sewer				
5009	Acheson Pump Station Forcemain Replacement	380,000	-	58
5008	Bennett West Pump Station Replacement	1,610,000	-	59
5011	Bridgeport Area Gravity Sewer Rehabilitation	370,000	-	60

* MRN is Major Roads Network

2013 Summary of Recommended
(Alphabetical by Program)

Appendix 1

ID	Project Name	Total Investment	Total OBI	Ref
5106	Development Coordinated Works in Capital	750,000	-	61
5012	Gravity Sewer Replacement in Steveston Sanitary Area	110,000	-	62
4828	Pump Station and Forcemain Assessment and Upgrade	750,000	-	63
Total Sanitary Sewer		3,970,000	-	
Minor Public Works				
3526	Minor Capital - Traffic	250,000	5,800	65
Total Minor Public Works		250,000	5,800	
Infrastructure Advanced Design				
5089	City Centre District Energy	200,000	-	67
4843	Infrastructure Advanced Design	1,211,180	-	68
Total Infrastructure Advanced Design		1,411,180	-	
TOTAL INFRASTRUCTURE PROGRAM		38,994,547	199,356	
B. BUILDING PROGRAM				
Major Building				
5056	Branscombe House Restoration (2013)	1	23,455	70
5105	Japanese House (restoration cost)	250,000	-	71
4798	Project Development Advanced Design	140,000	-	72
5104	RCMP - Community Safety Building	1	230,000	73
5090	West Richmond Community Centre Building Envelope Repair	1,985,000	-	74
TOTAL BUILDING PROGRAM		2,375,002	253,455	
C. PARKS PROGRAM				
Minor Parks				
5032	Britannia Heritage Shipyards - Boardwalk	100,000	-	77
3429	Parks General Development	400,000	3,000	78
Total Minor Parks		500,000	3,000	
Major Parks/Streetscapes				
5033	Britannia Heritage Shipyards	513,000	6,700	79
5073	Garden City Lands OBI - Ground Maintenance	1	10,000	80
4687	King George Park Masterplan - Phase 1	200,000	5,640	81
5093	New Pump Stations & Washrooms Maintenance OBI	1	52,100	82
3432	Parks Advance Planning & Design	400,000	-	83
5026	Railway Avenue Greenway	2,000,000	10,660	84
4697	Terra Nova Park - Waterfront Development	500,000	5,000	85
4696	The Gardens Agricultural Park - Phase 2	216,700	-	86
4729	Thompson Youth Park Phase 3	300,000	10,000	87
5071	Tree Planting OBI - Developer planted trees	1	10,350	88
4213	West Cambie Neighbourhood Park	100,000	5,000	89
Total Major Parks/Streetscapes		4,229,703	115,450	
Public Art				
3897	Public Art Program	256,754	10,000	90
TOTAL PARKS PROGRAM		4,986,457	128,450	
D. LAND PROGRAM				
Land Acquisition				
3496	Strategic Land Acquisition	5,000,000	-	92
TOTAL LAND PROGRAM		5,000,000	-	

2013 Summary of Recommended
(Alphabetical by Program)

Appendix 1

ID	Project Name	Total Investment	Total OBI	Ref
E. AFFORDABLE HOUSING PROGRAM				
Affordable Housing				
5003	Affordable Housing Projects- City Wide Development	750,000	-	94
TOTAL AFFORDABLE HOUSING PROGRAM		750,000	-	
F. EQUIPMENT PROGRAM				
Technology				
4989	Energy Management - 2013 Projects	483,500	-	97
5094	Energy Management - Infrastructure Energy Efficiency Upgrade Funding	150,000	-	98
Total Technology		633,500	-	
Computer Capital				
5066	Council Chambers Audio Visual Equipment Replacement	397,200	-	99
4907	Existing Operational Computer Services Infrastructure Lease Funding	23,439	-	100
4897	Annual Existing Operational Desktop Computer Hardware - Recurring	330,000	-	101
5045	Fibre Optic Cabling to City Facilities- Phase 8	200,000	-	102
5096	ICT Infrastructure Replacement - Mandatory	370,600	-	103
5081	PeopleSoft Financials 9.2 Technical Upgrade	142,000	-	104
5095	Phone Set Upgrades	134,000	-	105
Total Computer Capital		1,597,239	-	
Fire Dept. Vehicles				
851	Fire Vehicle Replacement Reserve Purchases	83,649	-	106
Total Fire Dept. Vehicles		83,649	-	
Annual Fleet Replacement				
604	Vehicle and Equipment Reserve Purchases (PW and Corporate Fleet)	3,055,300	-	107
Miscellaneous Equipment				
4465	Fire Equipment Replacement	318,182	-	108
5018	Fire Replacement Equipment Purchases	120,000	-	109
5035	Food Scraps/Organics Recycling Program Expansion	3,250,000	-	110
4925	Library Book Purchases - Annual Recurring	1,100,500	-	111
4961	Parking Meter Replacement (Pay-Station)	328,750	-	112
Total Miscellaneous Equipment		5,117,432	-	
TOTAL EQUIPMENT PROGRAM		10,487,120	-	
G. CHILD CARE PROGRAM				
Child Care				
4882	Child Care Projects- City Wide	50,000	-	114
4875	West Cambie Child Care Facility	1	17,200	115
4916	Hamilton Child Care Facility	1	10,340	116
TOTAL CHILD CARE PROGRAM		50,002	27,540	
H. INTERNAL TRANSFERS/DEBT REPAYMENT				
Internal Transfers/Debt Repayment				
930	Parkland Acquisition	4,500,000	-	118
2302	River Rd/North Loop (2005) Repayment	100,000	-	119
3778	Shovel - Ready Grant (2009) Repayment	77,263	-	120
700	T1368/1369 - No. 2 Road Bridge	1,280,300	-	121
TOTAL INTERNAL TRANSFERS/DEBT REPAYMENT		5,957,563	-	
Total 2013 Capital Program		\$ 68,600,691	\$ 608,801	

2013 Summary of Unfunded
(Alphabetical by Program)

Appendix 2

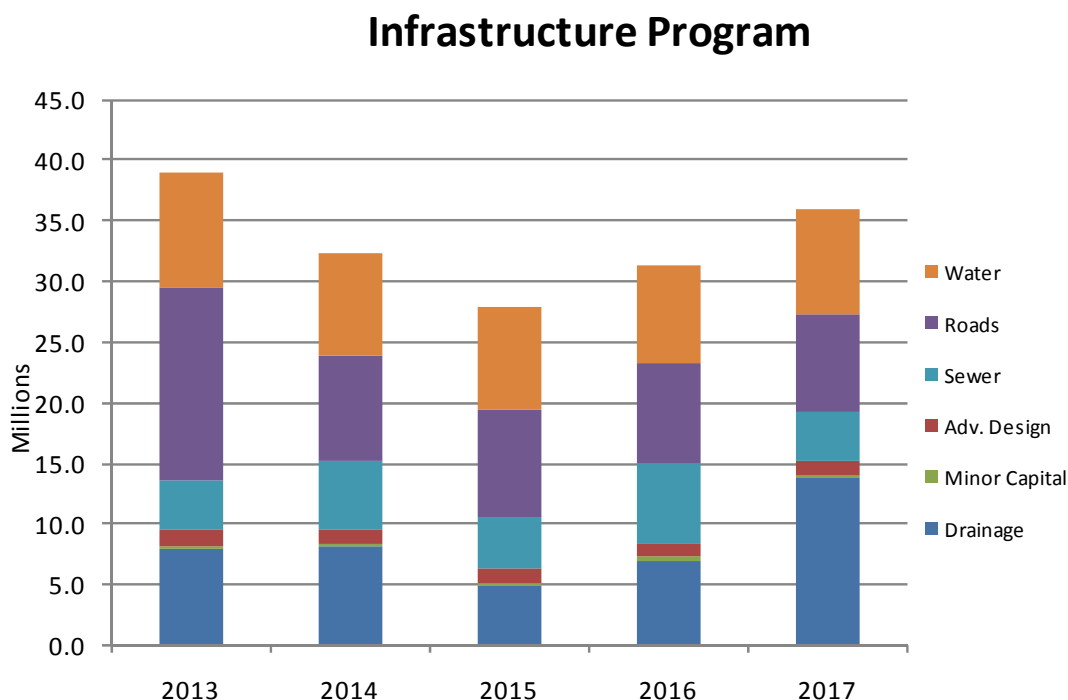
ID	Project Name	Total Investment	Total OBI	Ref
A. INFRASTRUCTURE PROGRAM				
Roads				
4030	Undergrounding - Hydro/Telus No 3 Rd	2,000,000	-	122
Total Roads		2,000,000	-	
Drainage				
4974	Burkeville Drainage Improvements	500,000	1,240	123
4827	No 2 Road North Pump Station Upgrade	3,500,000	-	124
Total Drainage		4,000,000	1,240	
Sanitary Sewer				
4599	Miscellaneous SCADA System Improvements	250,000	1,003	125
4823	Public Works Minor Capital - Sanitary	300,000	-	126
Total Sanitary Sewer		550,000	1,003	
TOTAL INFRASTRUCTURE PROGRAM		6,550,000	2,243	
B. BUILDING PROGRAM				
Major Building				
5058	Conservation Plans for Heritage buildings	75,000	-	127
5061	Watermania Major Infrastructure Replacement	840,000	-	128
Total Major Building		915,000	-	
TOTAL BUILDING PROGRAM		915,000	-	
C. PARKS PROGRAM				
Minor Parks				
3473	Parks Ageing Infrastructure Replacement Program	100,000	-	129
Total Minor Parks		100,000	-	
Public Art				
4326	Oval Precinct Public Art Plan (City Request)	500,000	10,000	130
Total Public Art		500,000	10,000	
TOTAL PARKS PROGRAM		600,000	10,000	
F. EQUIPMENT PROGRAM				
Computer Capital				
5097	ICT Infrastructure Replacement-Phase II	275,000	-	131
Total Computer Capital		275,000	-	
TOTAL EQUIPMENT PROGRAM		275,000	-	
Total 2013 Unfunded Projects		\$ 8,340,000	\$ 12,243	

Summary of Projects Funded by the Revolving Fund

Program	ID	Project Name	Total
Drainage	4239	Ainsworth Crescent (West) Laneway Drainage and Pavement Upgrade	286,650
Drainage	4790	Aintree Crescent (West) Laneway Drainage and Pavement Upgrade	299,812
Drainage Total			586,462
Roads	4776	Street Light Security and Wire Theft Prevention	140,000
Roads	4856	Asphalt Re-Paving Program - Non-MRN Backlog Management	700,000
Roads	4878	Neighbourhood Walkways	140,625
Roads	4892	Roads Minor Capital - Recurring	220,000
Roads Total			1,200,625
Major Building	4798	Project Development Advanced Design	140,000
Major Building Total			140,000
Minor Building	5105	Japanese House (restoration cost)	250,000
Minor Building Total			250,000
Major Parks/Streetscapes	5033	Britannia Heritage Shipyards	513,000
Major Parks/Streetscapes Total			513,000
Computer Capital	5045	Fibre Optic Cabling to City Facilities- Phase 8	200,000
Computer Capital	5066	Council Chambers Audio Visual Equipment Replacement	397,200
Computer Capital	5081	PeopleSoft Financials 9.2 Technical Upgrade	142,000
Computer Capital Total			739,200
Total Projects Funded by Revolving Fund			3,429,287

Infrastructure Program 2013-2017


The City's Infrastructure Program assets include: road, drainage and sanitary pump stations, drainage, water, and sanitary mains.




2013 Recommended Infrastructure Road Program

Year	Project Name	Total Investment
2013	Active Transportation Improvement Program	\$ 340,000
2013	Annual Asphalt Re-Paving Program - MRN* - Recurring	831,000
2013	Annual Asphalt Re-Paving Program - Non-MRN* - Recurring	2,460,000
2013	Asphalt Re-Paving Program - Non-MRN* Backlog Management	700,000
2013	Crosswalk Improvement Program	135,000
2013	Functional and Preliminary Design (Transportation)	12,000
2013	Interim Lansdowne Road Extension- Alderbridge Way to Minoru Blvd.	2,900,000
2013	Neighbourhood Traffic Safety Program	87,500
2013	Neighbourhood Walkways	175,000
2013	Nelson Road Improvements	1,809,367
2013	No. 6 Road Widening	566,667
2013	Pedestrian and Roadway Improvement Program	250,000
2013	Roads Minor Capital - Recurring	220,000
2013	Street Light Security and Wire Theft Prevention	140,000
2013	Traffic Signal Program	400,000
2013	Westminster Hwy Widening: Nelson Rd to McMillan Way	4,994,333
Total Roads		16,020,867

* MRN is Major Roads Network


Program:	Infrastructure Program	Sub-program:	Roads
Project Name:	Active Transportation Improvement Program	Submission ID:	3491
Location:	Various Locations		
Cost:	\$340,000	OBI:	\$8,432
Funding Sources:	Roads DCC:	\$159,800	
	Roads City Assist:	\$10,200	
	Grant:	\$170,000	
Scope:	<p>The general scope of this program involves implementing cycling and rolling improvements included as part of the Council-approved Cycling Network Plan by supporting:</p> <ol style="list-style-type: none">1) the expansion of various on-street cycling routes and off-street multi-use pathways; and2) cycling and rolling initiatives and on-going enhancements to existing cycling and rolling infrastructure. <p>Location of work includes:</p> <ul style="list-style-type: none">• Phase 2 of Parkside Neighbourhood Bike route (Ash St.)• Improvements to Westminster Hwy Bike Route (No. 6 Rd - No. 8 Rd.)• Improvement to Garden City Road Bike Route at Alderbridge Way. <p>Typical elements of the program include the construction of new on-street cycling facilities, off-street multi-use pathways primarily for transportation purposes, installation of bike racks, new signage, pavement markings, associated minor road geometric improvements, and other supplementary cycling and rolling amenity improvements required to facilitate the safe and efficient movement of cyclists and PMD users.</p> <p>This project is proposed to be funded by the DCC program funding and is expected to be cost-shared (50/50 split) between the City and external agencies such as the provincial government, TransLink and/or ICBC.</p>		
			

Infrastructure – Roads


Program:	Infrastructure Program		Sub-program:	Roads
Project Name:	Annual Asphalt Re-Paving Program – MRN – Recurring		Submission ID:	4637
Location:	City Wide			
Cost:	\$831,000	OBI:	\$ 0	
Funding Sources:	Other: \$831,000			
Scope:	<p>To re-pave MRN roads. Project list to be determined by the end of 2012. The project does not include the cost of essential ancillary work typically completed by City crews (curb and gutter repairs, road base repair, manhole and valve box adjustments, line painting, staff inspection time and similar).</p> <p>The project runs during the summer of every year.</p> <p>The project will relate to a number of water, sanitary and drainage upgrades that are co-ordinated by the Engineering Planning and Engineering Construction Departments.</p>			
				


Infrastructure – Roads

Program:	Infrastructure Program	Sub-program:	Roads
Project Name:	Annual Asphalt Re-Paving Program - Non-MRN - Recurring	Submission ID:	4850
Location:	City Wide		
Cost:	\$2,460,000	OBI:	\$ 0
Funding Sources:	Other:	\$2,460,000	
Scope:	<p>To re-pave City owned Non-MRN roads (major & minor roads and lanes) in alignment with the City's Aging Infrastructure Strategy. A project list is to be determined by the end of 2012. The project does not include the cost of essential ancillary work typically completed by City crews (curb and gutter repairs, road base repair, manhole and valve box adjustments, line painting, staff inspection time and similar).</p> <p>The project runs during the summer of every year.</p> <p>The project can relate to a number of water, sanitary and drainage upgrades that are co-ordinated by the Engineering Planning and Engineering Construction Departments.</p>		



Infrastructure – Roads

Program:	Infrastructure Program		Sub-program:	Roads
Project Name:	Asphalt Re-Paving Program - Non-MRN Backlog Management		Submission ID:	4856
Location:	City Wide			
Cost:	\$700,000		OBI:	\$ 0
Funding Sources:	Capital Revolving: \$700,000			
Scope:	<p>To re-pave City owned Non-MRN roads (major & minor road and lanes). A project list is to be determined by the end of 2012. The project includes the cost of re-paving contracts plus essential ancillary work typically completed by City crews (curb and gutter repairs, road base repair, manhole and valve box adjustments, line painting, staff inspection time, etc.).</p> <p>This project is an addition to the current Annual Asphalt Re-Paving Program - Non-MRN. It is envisaged that such an additional program will be added as an on-going addition to the five year capital plan.</p> <p>The project can relate to a number of water, sanitary and drainage upgrades that are co-ordinated by the Engineering Planning and Engineering Construction Departments.</p> <p>Cost breakdown: Paving Contract \$700,000</p>			
				

Program:	Infrastructure Program		Sub-program:	Roads
Project Name:	Crosswalk Improvement Program		Submission ID:	3518
Location:	Various Locations			
Cost:	\$135,000		OBI:	\$6,530
Funding Sources:	Roads DCC:	\$126,900		
	Roads City Assist:	\$8,100		
Scope:	1) Enhanced Crosswalks: The general scope of work involves the upgrade of existing crosswalks on arterial roads (typically four-lane arterials) to "special crosswalks" with overhead illuminated signs with amber flashers and pedestrian-controlled push buttons. The existing crosswalks are typically "marked" crosswalks with roadside-mounted signs and advance warning signs. The upgrade would include hardware such as poles, bases, junction boxes, underground/ communication conduits, controller, enhanced accessible devices, related wiring, pavement markings, illuminated crosswalk signs, amber flashers, push buttons, etc. The cost estimate for upgrading of an existing (crosswalk) or installing a new a special crosswalk with APS features ranges from \$40,000 to \$70,000, depending on the location, equipment needed, etc.			
	2) Enhanced Accessible Traffic Signals: The general scope work includes the installation of accessible devices at signalized intersections, special crosswalks and pedestrian signals that meet the criteria for prioritized locations and that exhibit a "demonstrated need" as per the 2008 guidelines published by the Transportation Association of Canada. The accessible pedestrian signal features include pedestrian wayfinding via push button locator tone and pedestrian orientation guidance through signs and other audible and vibrotactile assistance. The estimated cost to equip a full traffic signal with APS is \$14,000 per intersection while the estimated cost to upgrade a special crosswalk or pedestrian signal with accessible features is \$4,000 per site.			
	The program is proposed to be funded by the DCC program funding and may be eligible for external funding contributions from ICBC. Proposed preliminary funding breakdowns between enhanced crosswalks and enhanced accessible traffic signals are approximately \$60,000 and \$75,000, respectively.			
	<ul style="list-style-type: none">Francis Rd & Ash St.Francis Rd & St. Albans Rd.Accessible pedestrian signal upgrade of all signalized devices in the City (ongoing)			
				

Program:	Infrastructure Program	Sub-program:	Roads
Project Name:	Functional and Preliminary Design (Transportation)	Submission ID:	4053

Location:

Cost:

Funding Sources:

Scope:

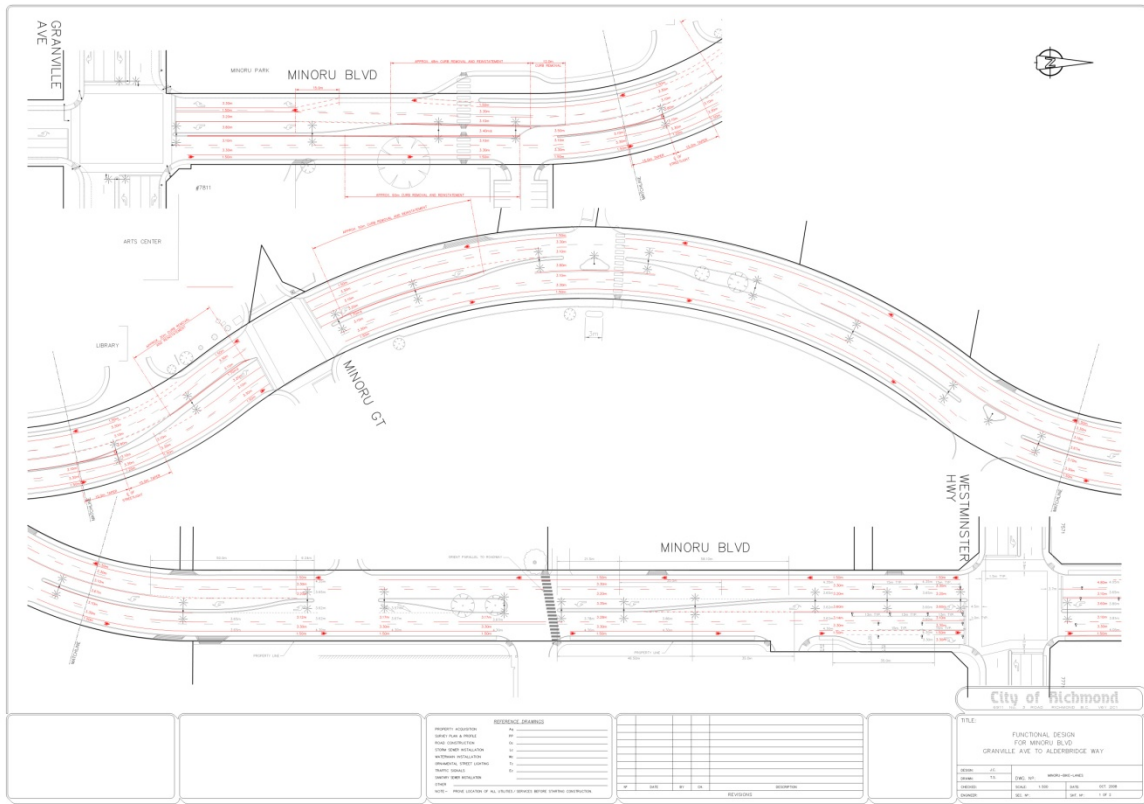
Various locations

\$12,000


Roads DCC: \$11,280
Roads City Assist: \$720

Project scope includes preparing the functional and preliminary designs required for various transportation capital projects identified within the Five-Year Capital Program. Specifically, with this project, the necessary functional road elements in horizontal alignment, cross-section, property impacts, etc. would be determined to carry out further detailed engineering design.


The project would be funded solely by the DCC program funding. A major cost component of the project is design consultant fees. Note: Cost estimate based on 2% of major capital projects (without functional designs) spread over five years (e.g., \$12,000 is based on 2% of the No. 2 Road project costs in 2016/2017).




Program:	Infrastructure Program		Sub-program:	Roads
Project Name:	Interim Lansdowne Road Extension- Alderbridge Way to Minoru Blvd.		Submission ID:	4708
Location:	Lansdowne - Alderbridge Way to Minoru Blvd.			
Cost:	\$2,900,000		OBI:	\$17,096.
Funding Sources:	Roads DCC:	\$2,726,000		
	Roads City Assist:	\$174,000		
Scope:	<p>This project involves the construction of a new interim vehicular/pedestrian/cycling connection along the Lansdowne corridor from Alderbridge Way to Minoru Boulevard. Specifically, the scope of work includes constructing a three lane interim cross-section within existing right-of-way with shared pedestrian and bike path facilities, left turn lanes at intersections, and curb and gutter. As the ultimate overall cross-section will require additional right-of-way, such an "ultimate" cross-section would be completed as part of redevelopment of the adjacent properties.</p> <p>This project is proposed to be funded by the DCC program funding and may be eligible for external funding contributions from ICBC.</p>			




Infrastructure – Roads


Program:	Infrastructure Program		Sub-program:	Roads
Project Name:	Neighbourhood Traffic Safety Program		Submission ID:	3523
Location:	Various locations			
Cost:	\$87,500		OBI:	\$4,340
Funding Sources:	Roads DCC:	\$82,250		
	Roads City Assist:	\$5,250		
Scope:	1) Traffic Calming Measures: The general scope involves retrofitting existing streets with traffic calming measures to address traffic safety concerns and maintain neighbourhood livability. The major cost component of the program is the installation of traffic calming related improvements include the construction of curb extensions, centre medians, installation of delineated walkways, extruded curbs, traffic circles, etc. In addition, projects contained in this program may also include supplementary streetscape improvements, i.e. planting of trees and other landscaping improvements to enhance the local pedestrian environment and overall street appearance.			
	2) Neighbourhood Walkways/Sidewalks: The general scope includes the construction of minor walkways/sidewalks in the City. Priority would be given to walkway/sidewalk enhancements connecting locations with high pedestrian activities, such as schools, neighbourhood service centres, bus stops, recreational services centres, shopping/retail centres, etc., that are along key roads, particularly roads with higher traffic volumes. The major cost component of the program is the construction/upgrade of new/existing sidewalks, pathways, wheelchair ramps, minor curb cuts, boulevard modifications, and other supplementary improvements.			
	The program may be eligible for external funding contributions from ICBC. There is a separate capital submission for major neighbourhood walkway improvements for this year funded via. other funding sources. It is expected that when upcoming proposed changes are made to the Roads DCC program, major neighbourhood walkways would be funded via. Roads DCC. Future neighbourhood walkway projects starting in 2014 are therefore expected to be included in this program and funded via. Roads DCC.			
				

Infrastructure – Roads

Program:	Infrastructure Program	Sub-program:	Roads
Project Name:	Neighbourhood Walkways	Submission ID:	4878
Location:	Various		
Cost:	\$175,000	OBI:	\$1,240
Funding Sources:	Roads DCC:	\$32,313	
	Roads City Assist:	\$2,062	
	Capital Revolving:	\$140,625	
Scope:	<p>The general scope includes the construction of new and/or enhancement of existing neighbourhood walkways/sidewalks in the City. A portion of the Ash Street Walkway is proposed to be funded via Roads DCC as the project would enhance pedestrian/traffic safety. Priority would be given to walkways/sidewalks connecting locations with high pedestrian activities, such as schools, neighbourhood service centres, bus stops, recreational services centres, shopping/retail centres, etc, that are along key roads, particularly roads with high traffic volumes. The major cost component of the program is the construction/upgrade of new/existing sidewalks, pathways, wheelchair ramps, minor curb cuts, boulevard modifications, provision/enhancements to ensure proper drainage, and other supplementary improvements.</p> <p>It is intended that the neighbourhood walkway improvements along Ash Street would be funded via this capital submission. For other neighbourhood walkway improvements identified above, it is expected that these improvements would be funded via the Roads DCC funding as part of the annual Neighbourhood Traffic Safety Program starting in 2014, when proposed upcoming changes to the Roads DCC program are made (so that neighbourhood walkways can be funded via Roads DCC).</p>		
			
Photograph of a street where neighbourhood walkway work is required			

Infrastructure – Roads


Program:	Infrastructure Program		Sub-program:	Roads										
Project Name:	Nelson Road Improvements		Submission ID:	4255										
Location:	Nelson Road (Blundell Road to Westminster Highway)													
Cost:	\$1,809,367		OBI:	\$48,550										
Funding Sources:	Roads DCC: \$603,320 Roads City Assist: \$38,510 Grant: \$1,167,537													
Scope:	<p>This project involves the following: Widening Nelson Road to four lanes at the intersctions of Blundell and Westminster Highway, including:</p> <ul style="list-style-type: none">• An off-road cycling/pedestrian pathway, between Blundell Road and Westminster Highway.• Signalization of the Blundell Road / Nelson Road intersection.• Modification/upgrade of the existing traffic signal and intersection configuration at the Westminster Highway / Nelson Road intersection. <p>This project is phased over three years, with the first year to initiate property acquisition and complete the detailed design. The actual site preparation and construction will commence in the second and third year.</p> <p>This project will receive funding contributions (52% of the total project cost) from the Port MetroVancouver (formally the Fraser River Port Authority), via the Nelson Road agreement and Federal funding.</p> <p>Based on the detailed design (70 per cent) and cost estimates recently completed, the widening project is estimated to cost \$6,037,000. As part of the overall project funding arrangement, the following funding sources are proposed:</p> <table><tr><td>Roads DCC:</td><td>\$ 603,320</td></tr><tr><td>Capital Reserve:</td><td>38,510</td></tr><tr><td>Federal Government (APGCI):</td><td>226,667</td></tr><tr><td>External Funding from PMV:</td><td>940,870</td></tr><tr><td>Total:</td><td>\$1,809,367</td></tr></table>				Roads DCC:	\$ 603,320	Capital Reserve:	38,510	Federal Government (APGCI):	226,667	External Funding from PMV:	940,870	Total:	\$1,809,367
Roads DCC:	\$ 603,320													
Capital Reserve:	38,510													
Federal Government (APGCI):	226,667													
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Total:	\$1,809,367													
														

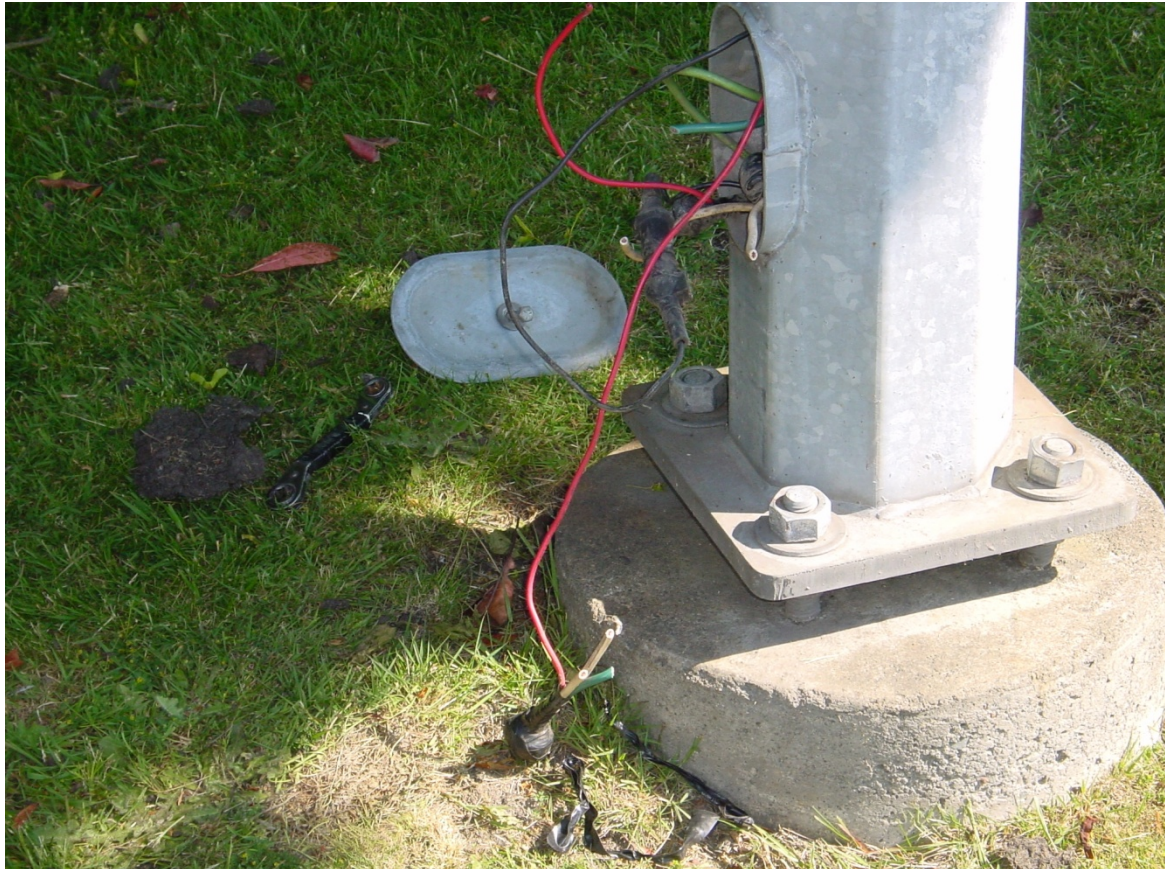
Program:	Infrastructure Program		Sub-program:	Roads						
Project Name:	No. 6 Road Widening		Submission ID:	4253						
Location:	No 6 Road from Commerce Pkwy to Wireless Way									
Cost:	\$566,667		OBI:	\$13,716						
Funding Sources:	<table><tr><td>Roads DCC:</td><td>\$297,667</td></tr><tr><td>Roads City Assist:</td><td>\$19,000</td></tr><tr><td>Grant:</td><td>\$250,000</td></tr></table>				Roads DCC:	\$297,667	Roads City Assist:	\$19,000	Grant:	\$250,000
Roads DCC:	\$297,667									
Roads City Assist:	\$19,000									
Grant:	\$250,000									
Scope:	<p>This project involves the widening of the existing single northbound lane of No. 6 Road to two lanes from Commerce Parkway to Wireless Way. This is the only section of No. 6 Road between Westminster Highway and Cambie Road that has not been built to a four-lane arterial standard. In addition, the project scope also includes the construction of new off-road cycling/pedestrian paths with curb/gutter, landscaped boulevard (where space permits).</p> <p>This project will be phased over three years and be funded jointly between the City through the DCC program funding and the federal government (50%) for the construction cost under APGCI.</p>									
										

Infrastructure – Roads

Program:	Infrastructure Program		Sub-program:	Roads
Project Name:	Pedestrian and Roadway Improvement Program		Submission ID:	4707
Location:	Various Locations			
Cost:	\$250,000		OBI:	\$6,200
Funding Sources:	Roads DCC: \$211,500 Roads City Assist: \$13,500 Grant: \$25,000			
Scope:	<p>1) Sidewalks/Walkways along Arterial Roads: The general scope includes the installation of new and/or enhancement of existing sidewalks and pathways along arterial roads in the City. Priority would be given to sidewalks connecting locations with high pedestrian activities, such as schools, neighbourhood service centres, bus stops, recreational services centres, shopping/retail centres, etc., that are along key roads, particularly arterial roads with high traffic volumes. The major cost component of the program is the construction/upgrade of new/existing sidewalks, pathways, wheelchair ramps, minor curb cuts, boulevard modifications, and other supplementary improvements.</p> <p>2) Miscellaneous Intersection Improvements: The general scope includes the following typical intersection improvements:</p> <ul style="list-style-type: none"> • installation of a turn lane; • improved channelization; • intersection signage enhancement; • installation of pedestrian safety enhancements at intersections; or • illuminated street name signs. <p>3) Transit-Related Infrastructures: The general scope includes municipal road and traffic improvements that are required to support the introduction of various transit service improvements as well as on-going enhancements to existing transit infrastructure. The major cost components are expected to include the installation of new bus stop pads, minor road geometric improvements (e.g. intersection corner improvements), minor sidewalk construction, wheelchair ramps, upgrade of existing bus stops to accessible (wheelchair) standards, and other supplementary pedestrian amenity improvements required to facilitate pedestrian traffic generated by transit passengers.</p> <p>The program is proposed to be funded by the DCC program funding and may be eligible for external funding contributions from TransLink and ICBC. Proposed preliminary funding breakdowns are approximately \$100,000 for Sidewalks/Walkways along Arterial Roads, \$100,000 for Miscellaneous Intersection Improvements, and \$50,000 for Transit-Related Infrastructures.</p> <p>-Bus stop accessibility improvements on Westminster Hwy at No. 7 rd (each side) & at No. 8 Rd (each Side)</p> <p>Work Includes:</p> <ul style="list-style-type: none"> • 2-3 bus stops on the west side of Railway Ave (between Grancille Ave & Garry St) • Garden City / Odlin - construction of a southbound to east bound left turn lane (one of the frequent requests we get for the West Cambie area) • Sidewalk along arterial roads: east side of Minoru, north of Ackroyd to Alderbride 			



Program:	Infrastructure Program		Sub-program:	Roads
Project Name:	Roads Minor Capital – Recurring		Submission ID:	4892
Location:	City Wide			
Cost:	\$220,000	OBI:	\$0	
Funding Sources:	Capital Revolving: \$220,000			
Scope:	These are road related minor infrastructure upgrades and the capital replacement of failing infrastructure that include, but are not limited to, the installation of wheel chair ramps, the replacement of uneven sidewalks, curbs and small road sections (e.g. That are damaged through tree root ingress or settlement), the replacement of ageing lamp standards, the replacement of stolen street light wire (this is a separate project to submission 4776 that aims at preventing wire theft), and the response to resident complaints that require site specific repairs.			
				

Program:	Infrastructure Program		Sub-program:	Roads								
Project Name:	Street Light Security and Wire Theft Prevention		Submission ID:	4776								
Location:	City Wide											
Cost:	\$140,000		OBI:	\$ 0								
Funding Sources:	Capital Revolving: \$140,000											
Scope:	<p>This project is the second year of a five year program.</p> <p>The project includes two staff removing approximately 2,000 existing street light access covers per year for five years and replacing them with reinforced access covers. The estimated cost breakdown of the project is as follow:</p> <table><tr><td>Cost of labour</td><td>\$36,000/year</td></tr><tr><td>Cost of equipment</td><td>\$4,000/year</td></tr><tr><td>Cost of replacement Panels</td><td>\$100,000/year</td></tr><tr><td>Total cost</td><td>\$140,000/year</td></tr></table> <p>2012, operating costs due to wire theft (Jan – Sept) \$56,670 average operating costs since 2006, \$117,000/year</p>				Cost of labour	\$36,000/year	Cost of equipment	\$4,000/year	Cost of replacement Panels	\$100,000/year	Total cost	\$140,000/year
Cost of labour	\$36,000/year											
Cost of equipment	\$4,000/year											
Cost of replacement Panels	\$100,000/year											
Total cost	\$140,000/year											
												

Infrastructure – Roads

Program:	Infrastructure Program		Sub-program:	Roads
Project Name:	Traffic Signal Program		Submission ID:	3524
Location:	Various locations			
Cost:	\$400,000		OBI:	\$11,650
Funding Sources:	Roads DCC: \$376,000 Roads City Assist: \$24,000			
Scope:	<p>The general scope of this program involves:</p> <ol style="list-style-type: none"> 1) the installation/upgrade of new/existing traffic signal hardware, and 2) the installation of specialized video detection systems at selected signalized intersections and high-speed communications equipment to link video image from intersections to TMC. <p>The major cost component of the program is the installation of traffic controllers/cabinets, poles, bases, junction boxes, underground conduits, controller, detector loops, enhanced accessible devices, related wiring and pavement markings, and communications conduit and cable, minor corner property acquisitions. In addition, projects contained in this program may also include minor curb cuts and boulevard modifications. The locations for new traffic signal installations are determined based on public requests, development patterns, traffic safety, opportunities for improved efficiency, and capacity requirements. Approximately one to two complete video detection systems would also be installed, each utilizing four detection cameras, software, mounting hardware and wiring to controller cabinet, and communications cable or radio systems and related electronics.</p> <p>The work pursued in this year's capital program is expected to start and end within the same capital program year. The program is proposed to be funded by the DCC program funding and may be eligible for external funding contributions from ICBC. Proposed preliminary funding breakdowns between traffic signals and traffic detector video systems improvements are approximately \$275,000 and \$125,000, respectively.</p> <p>Potential 2013 work includes:</p> <ul style="list-style-type: none"> • Installation of planned traffic signal fibre optic cable infrastructure to fill in strategic communications links (No. 3 rd North, Great Canadian Way, Westminster Highway/No. 6 road area) and high speed wireless to east Richmond traffic signals. • Detection video camera's - potential locations, Russ Baker/Inglis, Russ Baker/Cessna others TBD. • New traffic signals at No. 2/Woodwards, potentially Buswell and Park, intersection controller cabinet/ electrical wiring upgrades at intersections TBD. 			



Program:	Infrastructure Program	Sub-program:	Roads
Project Name:	Westminster Hwy Widening: Nelson Rd to McMillan Way	Submission ID:	4254

Location:

Westminster Hwy: Nelson Rd to McMillan Way

Cost:

\$4,994,333

OBI:

\$59,088.54

Funding Sources:

Roads DCC:

\$1,437,573

Roads City Assist:

\$91,760

Other:

\$950,000

Grant:

\$2,515,000

Scope:


This project involves widening Westminster Highway from two lanes to four lanes, from Nelson Road to the McMillan Way. Major components of the project include widening Westminster Highway, provision of an off-road cycling/pedestrian path, installing street lighting and constructing enclosed storm drainage on the south side of the roadway. An allowance is made for the upgrading of the existing CN Rail crossing east of No. 9 Road.

This project is phased over three years, with the first year to initiate property acquisition and complete the detailed design. The actual site preparation and construction will commence in the second and third year.

The federal government has committed funding, through its Canada's Asia-Pacific Gateway and Corridor Initiative (APGCI), up to \$4.72M for this project and Nelson Road widening between Westminster Highway and Blundell Road. In addition, this project is expected to be eligible for funding contribution from TransLink for 50% of the remaining amount.

Based on the detailed design (70 per cent) and cost estimates recently completed, the widening project is estimated to cost \$10,361,000. As part of the overall project funding arrangement, the following funding sources are proposed:

Roads DCC:	\$1,437,573
Capital Reserve:	\$91,760
TransLink:	668,333
Federal Government (APGCI):	\$1,346,667
OMR Reserve for eligible portions (i.e., rehab) of Westminster Hwy:	\$950,000
2013 TransLink MRNB (from 2013 OMR):	<u>\$500,000</u>
Total:	<u>\$4,994,333</u>



2013 Recommended Infrastructure Drainage Program

Year	Project Name	Total Investment
2013	Ainsworth Crescent (West) Laneway Drainage and Pavement Upgrade	510,000
2013	Aintree Crescent (West) Laneway Drainage and Pavement Upgrade	540,000
2013	Aspin Drive and McBurney Drive Drainage and Trip Hazards	280,000
2013	Bath Slough Pump Station Upgrade	4,200,000
2013	Drainage Minor Capital	300,000
2013	East Richmond Drainage and Irrigation Upgrades Program - Cambie	450,000
2013	Emergency Flood Control Equipment	100,000
2013	Development Coordinated Works in Capital	750,000
2013	No 7 Road North Pump Station Generator	120,000
2013	No. 3 Road and No. 8 Road Canal Stabilization	300,000
2013	Park Road 8000 Block Sink Holes	160,000
2013	Saunders Road Ditch Infill and Culvert Crossing	170,000
<i>Total Drainage</i>		<i>7,880,000</i>

Infrastructure – Drainage

Program:	Infrastructure Program	Sub-program:	Drainage
Project Name:	Ainsworth Crescent (West) Laneway Drainage and Pavement Upgrade	Submission ID:	4239

Location:

Ainsworth Crescent (West) between Maddocks Road and Ainsworth Place

Cost:

\$510,000

OBI:

\$1,240

Funding Sources:

Drainage Utility: \$223,350
Capital Revolving: \$286,650

Scope:


Install drainage and upgrade 392m of pavement along the existing laneway between Maddocks Road and Ainsworth Crescent. Does not include the addition of street lighting, curbs or gutters.

The project is estimated to take 2-3 months and be complete by October 2013.

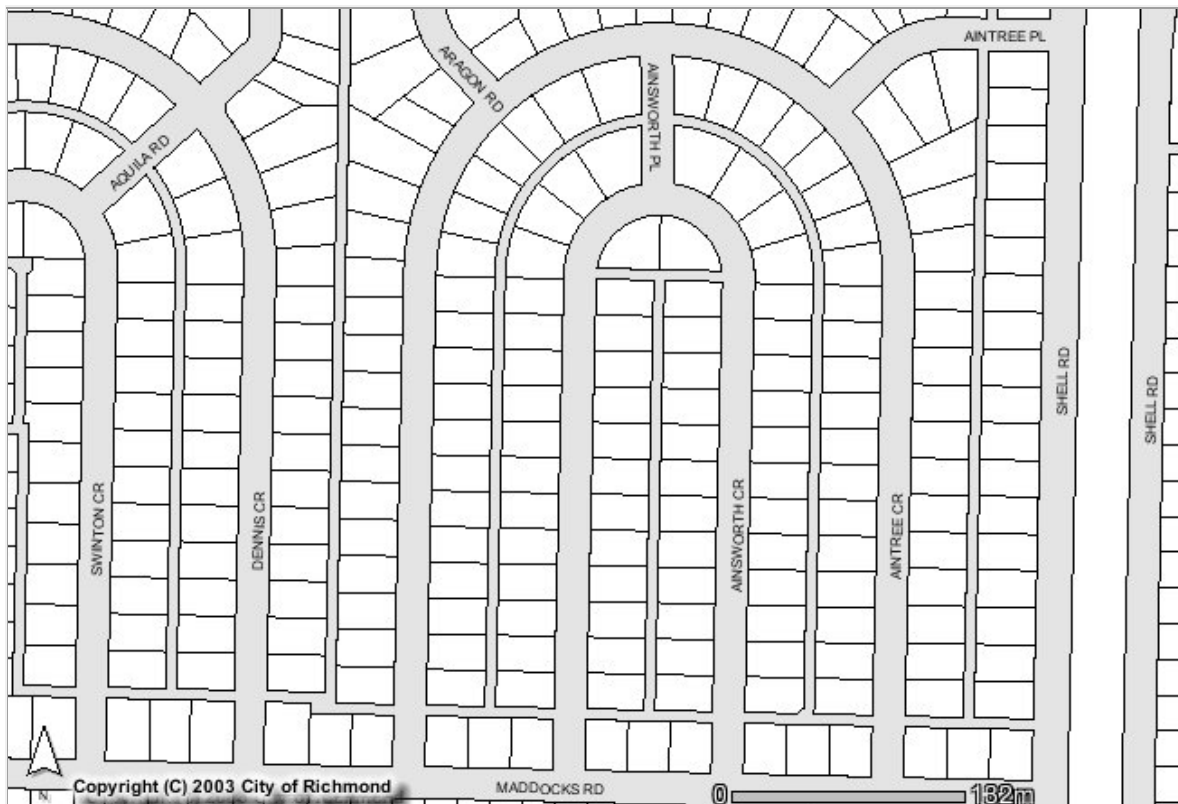
This is a single year project that is part of a larger strategy to reduce laneway drainage issues in a number of areas around the City.

Funding is requested from the Drainage Utility and General Reserves.


Major Cost Components:
Drainage \$223,350
Pavement \$286,650



Infrastructure – Drainage

Program:	Infrastructure Program		Sub-program:	Drainage
Project Name:	Aintree Crescent (West) Laneway Drainage and Pavement Upgrade		Submission ID:	4790
Location:	Aintree Crescent (West) from Maddocks Rd to Ainsworth Place			
Cost:	\$540,000		OBI:	\$1,240
Funding Sources:	Drainage Utility: \$240,188 Capital Revolving: \$299,812			
Scope:	Install drainage and upgrade 410m of pavement along the existing laneway between Maddocks Road and Ainsworth Place. Does not include the addition of street lighting, curbs or gutters.			
The project is estimated to take 2-3 months and be complete by October				
				

Infrastructure – Drainage

Program:	Infrastructure Program		Sub-program:	Drainage
Project Name:	Aspin Drive and McBurney Drive Drainage and Trip Hazards		Submission ID:	4976
Location:	Aspin Drive and McBurney Drive			
Cost:	\$280,000		OBI:	\$1,240
Funding Sources:	Drainage Utility: \$280,000			
Scope:	Approximately 10 new catch basins will be installed, and roads and sidewalks will be regraded to reduce ponding and trip hazards.			
	The project is estimated to take 1 month and will be completed by the fall of 2013.			
				
Photograph of street where work will be done				

Infrastructure – Drainage

Program:	Infrastructure Program	Sub-program:	Drainage
Project Name:	Bath Slough Pump Station Upgrade	Submission ID:	4810

Location:

Cost:

Funding Sources:

Scope:

Location:

Cost:

Funding Sources:

Scope:

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Funding Sources:

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Program:	Infrastructure Program	Sub-program:	Drainage
Project Name:	Development Coordinated Works in Capital	Submission ID:	5016
Location:	City Wide		
Cost:	\$750,000	OBI:	\$ 0
Funding Sources:	Drainage Utility: \$500,000 Drainage DCC: \$237,500 Drainage City Assist: \$12,500		
Scope:	<p>This project will enable the City to leverage private development over the next 3 years to design and construct water, drainage and sewer infrastructure outside of what would be required as part of their development.</p> <p>These are upgrades and replacement of ageing infrastructure that the City would complete separately but economic and engineering efficiencies can be achieved by having the developer complete this work at the same time the development takes place.</p>		
			


Infrastructure – Drainage

Program:	Infrastructure Program		Sub-program:	Drainage
Project Name:	Drainage Minor Capital		Submission ID:	4815
Location:	City Wide			
Cost:	\$300,000		OBI:	\$ 0
Funding Sources:	Drainage Utility:		\$300,000	
Scope:	These are minor upgrades to our drainage infrastructure that include, but are not limited to, minor upgrades to pump stations, improved operational efficiencies, changes to safety requirements, minor repairs to manholes or valve boxes, testing of new technologies to improve efficiencies, minor forcemain repairs and response to resident complaints that require site specific repairs.			
				
Photograph of street where work is required				


2013 Project Details by Program

Appendix 4


Infrastructure – Drainage


Program:	Infrastructure Program		Sub-program:	Drainage
Project Name:	East Richmond Drainage and Irrigation Upgrades Program - Cambie Road Ditch Improvement		Submission ID:	4760
Location:	Cambie Road (No. 6 Road to Nelson Road)			
Cost:	\$450,000		OBI:	\$ 0
Funding Sources:	Drainage Utility: \$450,000			
Scope:	<p>The scope of work for this project calls for the re-grading of the Cambie Road ditch from No. 6 Road to Nelson Road, approximately 4000 lineal meters. The work would be scheduled for the summer months to minimize the disruption to the drainage service.</p> <p>This is a stand alone project.</p>			
				

Infrastructure – Drainage

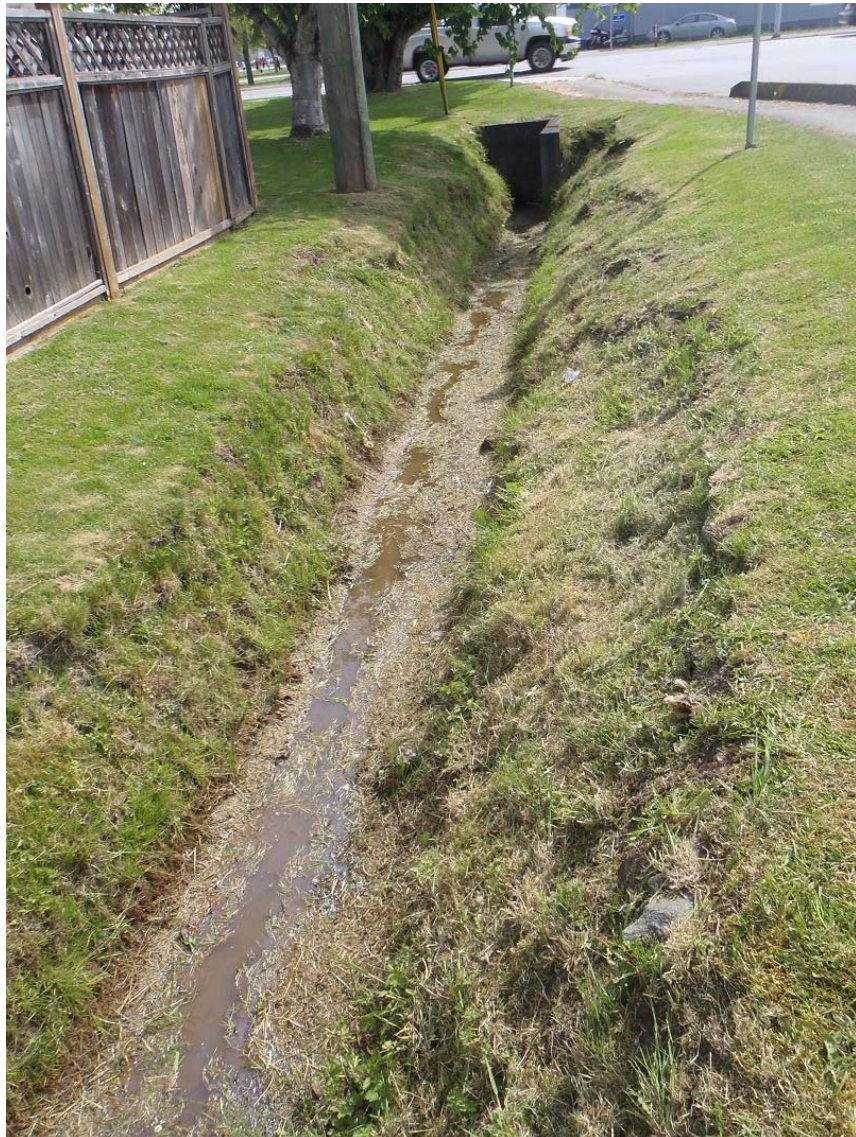
Program:	Infrastructure Program		Sub-program:	Drainage
Project Name:	Emergency Flood Control Equipment		Submission ID:	4975
Location:	City Wide			
Cost:	\$100,000		OBI:	\$4,052
Funding Sources:	Drainage Utility: \$100,000			
Scope:	<p>The purchase of an Aquadam Flood Control Rapid Deployment Trailer. The trailer includes 15 No. X 30m long inflatable dam tubes (450 m total length) and associated installation equipment. A group training session is included.</p> <p>OBI includes annual equipment exercise and in-house training.</p>			
				

Infrastructure – Drainage

Program:	Infrastructure Program		Sub-program:	Drainage						
Project Name:	No 7 Road North Pump Station Generator		Submission ID:	4802						
Location:	No 7 Road and River Road									
Cost:	\$120,000		OBI:	\$1,740						
Funding Sources:	Drainage Utility: \$120,000									
Scope:	<p>Construct a concrete pad surrounded by a fence. Purchase and install a 150 KW generator and connect via a new transfer switch.</p> <p>The project is estimated to take 1 month and be completed before 2013 year end.</p> <p>This is a stand alone project but does need to be completed before future generator upgrades can occur.</p> <p>Cost breakdown:</p> <table><tr><td>Civil</td><td>\$15,000</td></tr><tr><td>Equipment</td><td>\$85,000</td></tr><tr><td>Installation</td><td>\$20,000</td></tr></table>				Civil	\$15,000	Equipment	\$85,000	Installation	\$20,000
Civil	\$15,000									
Equipment	\$85,000									
Installation	\$20,000									
										


Program:	Infrastructure Program		Sub-program:	Drainage
Project Name:	No. 3 Road and No. 8 Road Canal Stabilization		Submission ID:	4782
Location:	No. 3 Road and No. 8 Road Canals			
Cost:	\$300,000		OBI:	\$ 0
Funding Sources:	Drainage Utility: \$300,000			
Scope:	<p>Implement one or more canal bank stabilization solutions at various locations south of Steveston Highway. This will include partial re-profiling of the canal plus construction of a retaining wall or similar stabilisation structure.</p> <p>This is year 2 of a 5 year program that will be used to deal with canal and ditch wall stabilisation issues in Richmond.</p>			
				


Program:	Infrastructure Program		Sub-program:	Drainage
Project Name:	Park Road 8000 Block Drainage System Repairs		Submission ID:	4973
Location:	Park Road at No 3 Rd			
Cost:	\$160,000		OBI:	\$ 0
Funding Sources:	Drainage Utility:		\$160,000	
Scope:	From No. 3 Rd. heading east, approximately 80m of 600mm drainage pipe made from material that does not conform with City Engineering standards will be replaced.			
	The project is estimated to take 1 month and be completed before 2013 year end.			


Program:	Infrastructure Program	Sub-program:	Drainage
Project Name:	Saunders Road Ditch Infill and Culvert Crossing	Submission ID:	4971
Location:	Along Saunders Road from Bakerview Drive to No 4 Road		
Cost:	\$170,000	OBI:	\$1,480
Funding Sources:	Drainage Utility: \$170,000		
Scope:	Install 85m of 600mm drainage pipe and associated infrastructure into the existing ditch and across Saunders Road.		
The project is estimated to take 1 month. Ideally, construction will begin spring 2013.			
			


2013 Recommended Infrastructure Water Main Replacement Program


Year	Project Name	Total Investment
2013	Development Coordinated Works in Capital	750,000
2013	Lulu Island West Waterworks Area-Foster/McMath	380,000
2013	Lulu Island West Waterworks Area-Richmond Gardens	2,520,000
2013	Lulu Island West Waterworks Area-Steveston East	2,592,500
2013	Lulu Island West Waterworks Area-Steveston Townsite	660,000
2013	Lulu Island West Waterworks Area-Trites Road	660,000
2013	Minor Capital Waterworks Program	300,000
2013	Residential Water Metering	1,600,000
Total Waterworks		9,462,500


Program:	Infrastructure Program		Sub-program:	Watermain Replacement						
Project Name:	Development Coordinated Works in Capital		Submission ID:	5107						
Location:	City Wide									
Cost:	\$750,000		OBI:	\$ 0						
Funding Sources:	<table><tr><td>Water Utility:</td><td>\$500,000</td></tr><tr><td>Water DCC:</td><td>\$237,500</td></tr><tr><td>Water City Assist:</td><td>\$12,500</td></tr></table>				Water Utility:	\$500,000	Water DCC:	\$237,500	Water City Assist:	\$12,500
Water Utility:	\$500,000									
Water DCC:	\$237,500									
Water City Assist:	\$12,500									
Scope:	<p>This project will enable the City to leverage private development over the next 3 years to design and construct water, drainage and sewer infrastructure outside of what would be required as part of their development.</p> <p>These are upgrades and replacement of ageing infrastructure that the City would complete separately but economic and engineering efficiencies can be achieved by having the developer complete this work at the same time the development takes place.</p>									
										


Program:	Infrastructure Program		Sub-program:	Watermain Replacement
Project Name:	Lulu Island West Waterworks Area-Foster/McMath		Submission ID:	5038
Location:	See Scope			
Cost:	\$380,000		OBI:	\$ 0
Funding Sources:	Water Utility: \$250,000 Water DCC: \$130,000			
Scope:	<p>This project includes installation of 410 lineal meters of 200mm diameter watermain to replace the existing ageing infrastructure.</p> <p>The Waterworks Capital Program is developed based on the City's long range infrastructure replacement strategy, watermain break history, the 2041 OCP Water modelling study, and the proposed road paving program.</p> <p>Work to include:</p> <ul style="list-style-type: none">Foster Road from Francis Road to Cul-de-sac North of McMath, 300mMcMath Rd. from Carmichael St. to Foster Rd., 110m			
				


Program:	Infrastructure Program	Sub-program:	Watermain Replacement
Project Name:	Lulu Island West Waterworks Area-Richmond Gardens	Submission ID:	4791
Location:	See Scope		
Cost:	\$2,520,000	OBI:	\$1,000*
Funding Sources:	Water Utility: \$2,200,000 Water DCC: \$320,000		
Scope:	<p>This project includes installation of 2,785 lineal meters of 200mm diameter watermain to replace the existing ageing infrastructure.</p> <p>The Waterworks Capital Program is developed based on the City's long range infrastructure replacement strategy, watermain break history, the 2041 OCP Water modelling study, and the proposed road paving program.</p> <p>*OBI to be funded by Utilities</p> <p>Work to include:</p> <ul style="list-style-type: none">• Azure Rd from Camsell Cres to Gilbert Rd, 450m• Azure Rd from Camsell Cres to Nanika Gate, 1205m• Azure Rd. from Nanika Gate to Gilbert Rd., 180m• Mara Cr. from Azure Rd to Azure Rd, 410m• Skaha Cr. from Azure Rd to Azure Rd, 420m• Azure Blvd. from Westminster Hwy to Azure Rd, 120m		
			

Program:	Infrastructure Program		Sub-program:	Watermain Replacement
Project Name:	Lulu Island West Waterworks Area-Steveston East		Submission ID:	5036
Location:	See Scope			
Cost:	\$2,592,500		OBI:	\$1,700*
Funding Sources:	Water Utility: \$2,292,500			
	Water DCC: \$300,000			
Scope:	<p>This project includes installation of 3,145 lineal meters of 200mm diameter watermain to replace the existing ageing infrastructure.</p> <p>The Waterworks Capital Program is developed based on the City's long range infrastructure replacement strategy, watermain break history, the 2041 OCP Water modelling study, and the proposed road paving program.</p> <p>*OBI to be funded by Utilities</p> <p>Work to include:</p> <ul style="list-style-type: none">• Garry St from Railway Ave to 4200 Garry St, 670m• Dunfell Rd, Dunford Pl. from Dunford Pl. to 4740 Duncliffe Rd. incl. connection to Railway Ave., 500m• Winward Gate from Garry St to Windjammer Dr, 80m• Leeward Gate from Garry St to Windjammer Dr, 95m• Windjammer Dr from Galleon Crt to Schooner Crt, 460m• Galleon Crt from Windjammer Dr to End of Cul-de-sac incl. connection to McMath w/m, 270m• Clipper Crt from Windjammer Dr to End of Cul-de-sac plus connection to Merchantman Pl. w/m, 230m• Carvel Crt from Windjammer Dr to End of Cul-de-sac plus connection to Cutter Pl. w/m, 300m• Frigate Crt from Windjammer Dr to End of Cul-de-sac plus connecton to Barkentine Pl. w/m, 270m• Schooner Crt from Windjammer Dr to End of Cul-de-sac plus connection to Railway Ave. w/m, 270m			
				

Program:	Infrastructure Program	Sub-program:	Watermain Replacement
Project Name:	Lulu Island West Waterworks Area-Steveston Townsite	Submission ID:	5037
Location:	See Scope		
Cost:	\$660,000	OBI:	\$1,000*
Funding Sources:	Water Utility: \$660,000		
Scope:	<p>This project includes installation of 720 lineal meters of 200mm diameter watermain to replace the existing ageing infrastructure.</p> <p>The Waterworks Capital Program is developed based on the City's long range infrastructure replacement strategy, watermain break history, the 2041 OCP Water modelling study, and the proposed road paving program.</p> <p>*OBI to be funded by Utilities</p> <p>Work to include:</p> <ul style="list-style-type: none">• 1st. Ave. from Hunt to Regent St., 100m• 2 nd Ave. from Regent to Georgia St., 200m• Georgia St. from 2 nd Ave. to No.1 Rd., 210m• Regent St. from 2 nd Ave. to No.1 Rd., 210m		
			

Program:	Infrastructure Program		Sub-program:	Watermain Replacement
Project Name:	Lulu Island West Waterworks Area-Trites Road		Submission ID:	5065
Location:	Trites Road from Moncton St. to Westwater Dr.			
Cost:	\$660,000		OBI:	\$1,000*
Funding Sources:	Water Utility: \$660,000			
Scope:	<p>This project includes installation of 464 lineal meters of 300mm diameter watermain to replace the existing ageing infrastructure.</p> <p>The Waterworks Capital Program is developed based on the City's long range infrastructure replacement strategy, watermain break history, the 2041 OCP Water modelling study, and the proposed road paving program.</p> <p>*OBI to be funded by Utilities</p>			
				


Program:	Infrastructure Program		Sub-program:	Watermain Replacement
Project Name:	Minor Capital Waterworks Program		Submission ID:	4817
Location:	Various Locations			
Cost:	\$300,000		OBI:	\$ 0
Funding Sources:	Water Utility: \$300,000			
Scope:	<p>These are minor upgrades to our waterworks infrastructure that include but not limited to:</p> <ul style="list-style-type: none">• minor upgrades to pressure reducing stations and valve chambers• improved operational efficiencies, or changes to safety requirements• minor repairs to valve boxes• testing of new technologies to determine pipe conditions• to detect leak problems and response to resident complaints that require site specific repairs.			
				


Program:	Infrastructure Program		Sub-program:	Watermain Replacement
Project Name:	Residential Water Metering		Submission ID:	4811
Location:	City-Wide			
Cost:	\$1,600,000		OBI:	\$28,000*
Funding Sources:	Water Metering Provision: \$1,600,000			
Scope:	This project allows for the installation of single-family and multi-family water meters on a volunteer basis.			
*OBI to be funded by Utilities				
				

2013 Recommended Infrastructure Sanitary Sewer Program

Year	Project Name	Total Investment
2013	Acheson Pump Station Forcemain Replacement	380,000
2013	Bennett West Pump Station Replacement	1,610,000
2013	Bridgeport Area Gravity Sewer Rehabilitation	370,000
2013	Development Coordinated Works in Capital	750,000
2013	Gravity Sewer Replacement in Steveston Sanitary Area	110,000
2013	Pump Station and Forcemain Assessment and Upgrade	750,000
Total Sanitary Sewer		3,970,000


Program:	Infrastructure Program		Sub-program:	Sanitary Sewer
Project Name:	Acheson Pump Station Forcemain Replacement		Submission ID:	5009
Location:	From Acheson PS at 7171-Minoru Boulevard up to Moffatt Rd.			
Cost:	\$380,000		OBI:	\$ 0
Funding Sources:	Sanitary Utility: \$380,000			
Scope:	This project includes construction of 260m of 250mm forcemain to replace existing forcemain due to ageing.			




Program:	Infrastructure Program		Sub-program:	Sanitary Sewer
Project Name:	Bennett West Pump Station Replacement		Submission ID:	5008
Location:	8151-Bennett Road			
Cost:	\$1,610,000		OBI:	\$5,000*
Funding Sources:	Sanitary Utility: \$1,610,000			
Scope:	Scope of Work Bennett West Pump Station:			
This project includes construction of a new pump station including wet well, VFD pumps, electrical kiosk, approximately 90 meters of gravity pipe re-configuration and replacement; and 240 meters of 200mm forcemain replacement. This project will require land acquisition.				
Major Cost Components:				
• Pump Station Supply and Installation			\$870,000	
• Gravity Pipe Works			\$380,000	
• Forcemain Pipe Works			\$260,000	
• Land Acquisition			\$100,000	
*OBI to be funded by Utilities				
				

Infrastructure – Sewer


Program:	Infrastructure Program		Sub-program:	Sanitary Sewer
Project Name:	Bridgeport Area Gravity Sewer Rehabilitation		Submission ID:	5011
Location:	Various Locations			
Cost:	\$370,000		OBI:	\$ 0
Funding Sources:	Sanitary Utility:		\$370,000	
Scope:	This project includes the replacement and rehabilitation of sanitary sewer mains in various locations of Bridgeport sanitary sewer area.			




Infrastructure – Sewer

Program:	Infrastructure Program	Sub-program:	Sewer
Project Name:	Development Coordinated Works in Capital	Submission ID:	5106
Location:	City Wide		
Cost:	\$750,000	OBI:	\$ 0
Funding Sources:	Sanitary Utility: \$500,000		
	Sewer DCC: \$237,500		
	Sewer City Assist: \$12,500		
Scope:	<p>This project will enable the City to leverage private development over the next 3 years to design and construct water, drainage and sewer infrastructure outside of what would be required as part of their development.</p> <p>These are upgrades and replacement of ageing infrastructure that the City would complete separately but economic and engineering efficiencies can be achieved by having the developer complete this work at the same time the development takes place.</p>		
			

Program:	Infrastructure Program	Sub-program:	Sanitary Sewer
Project Name:	Gravity Sewer Replacement in Steveston Sanitary Area	Submission ID:	5012
Location:	Lane South of Richmond St. and West of Second Avenue		
Cost:	\$110,000	OBI:	\$ 0
Funding Sources:	Sanitary Utility: \$110,000		
Scope:	<p>This project includes the replacement of 170 meters of 150mm diameter gravity sewer in the lane south of Richmond Street and west of Second Avenue from MH 5444 to MH 5446.</p> <p>Major Cost Components:</p> <ul style="list-style-type: none">Sanitary sewer construction		



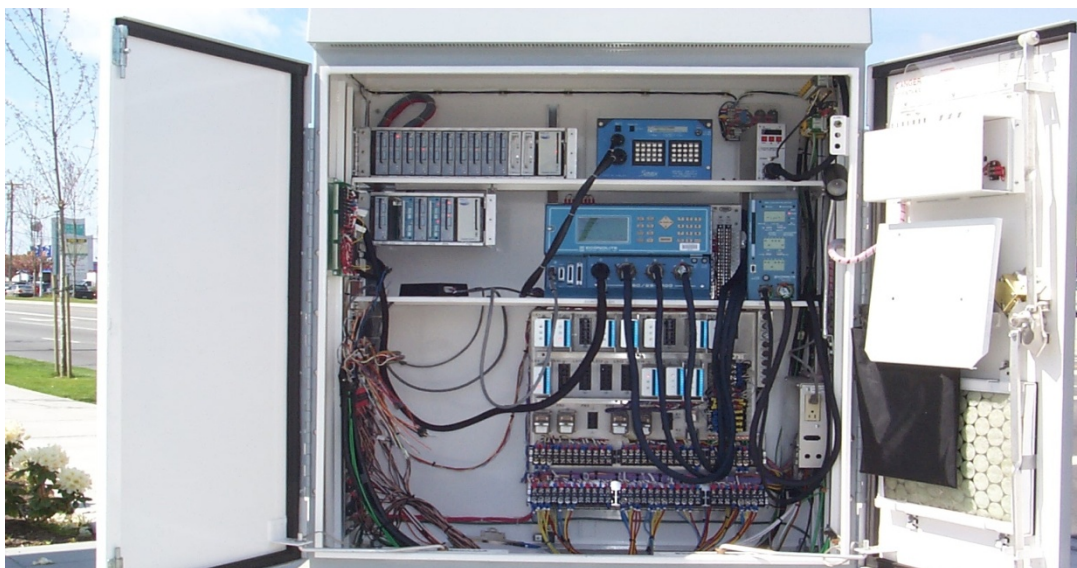
Program:	Infrastructure Program		Sub-program:	Sanitary Sewer
Project Name:	Pump Station and Forcemain Assessment and Upgrade		Submission ID:	4828
Location:	Various			
Cost:	\$750,000		OBI:	\$5,000*
Funding Sources:	Sanitary Utility: \$750,000			
Scope:	<p>This project will perform an assessment of sanitary pump stations and forcemains and implement improvements based on the assessments. A critical part of the assessments will be a quantification of FOG issues in the forcemain system and a review of FOG mitigation measures.</p> <p>Improvements will likely include:</p> <ul style="list-style-type: none">• Installation of pressure monitors;• Installation of forcemain bypass and inspection assemblies;• Upgrade electrical, control and telemetry kiosks; and• Improved pump station access and safety. <p>*OBI to be funded by Utilities</p>			



2013 Recommended Infrastructure Minor Capital - Traffic Program

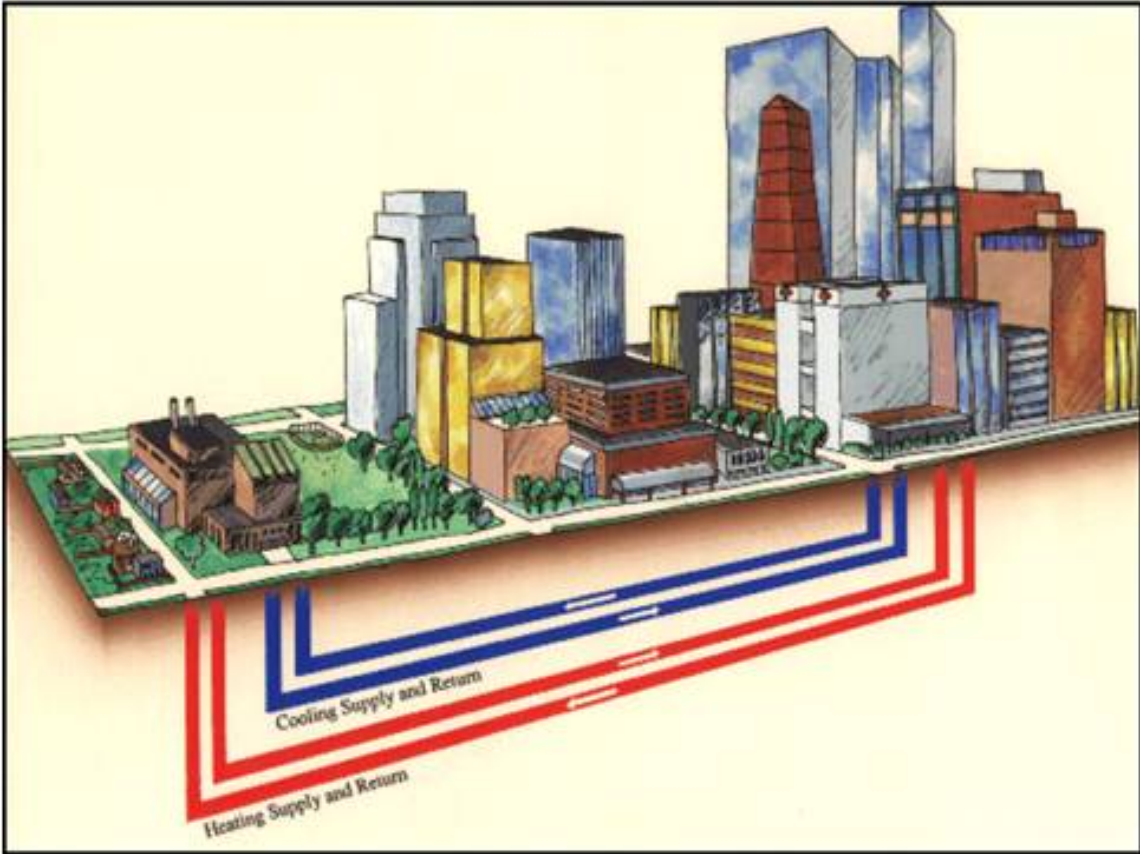
Year	Project Name	Total Investment
2013	Minor Capital - Traffic	250,000
<i>Total Minor Public Works</i>		<i>250,000</i>

Program:	Infrastructure Program		Sub-program:	Minor Public Works
Project Name:	PW Minor Capital - Traffic		Submission ID:	3526
Location:	Various			
Cost:	\$250,000		OBI:	\$5,800
Funding Sources:	Gaming: \$250,000			
Scope:	<p>The general scope of this program includes various improvements to traffic systems as required. The program includes the following major components:</p> <p>A. Traffic Improvements: including minor crosswalks, bus stop improvements, wheelchair ramps and signage/safety improvements.</p> <p>B. Traffic Signal/Communications Network: infrastructure renewal, physical plant upgrading, ongoing infrastructure development testing and communications network conduit/cable.</p> <p>This program is an annual recurring program funded by the revenues from the gaming industry. Funding assistance from ICBC and TransLink's MRN sources for some of these projects may be available and applications would be submitted to the appropriate agency.</p> <p>Work to include:</p> <ul style="list-style-type: none">• Potential left turn arrows: #4 / Alderbridge, #4 / Westminster, #3/ Francis, Garden City/ Cook, No. 3/ Cook etc.• Miscellaneous infrastructure control equipment upgrades at various intersections to be determined in 2013.• Other miscellaneous upgrades at locations to be determined as public requests are received in 2013.			

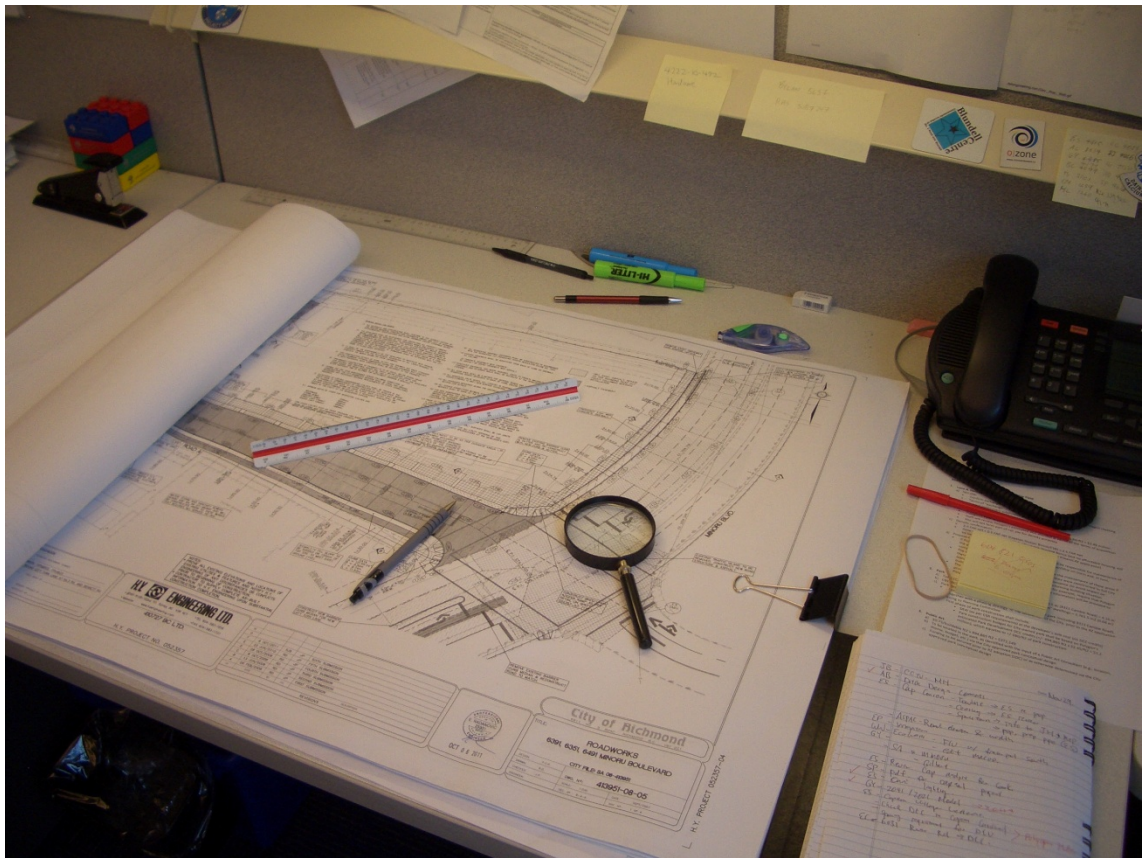


2013 Recommended Infrastructure Advanced Design

Year	Project Name	Total Investment
2013	City Centre District Energy	200,000
2013	Infrastructure Advanced Design	1,211,180
<i>Total Infrastructure Advanced Design</i>		<i>1,411,180</i>

Program:	Infrastructure Program		Sub-program:	Infrastructure Advanced Design & Land	
Project Name:	City Centre District Energy		Submission ID:	5089	
Location:	City Centre				
Cost:	\$200,000		OBI:	\$ 0	
Funding Sources:	Water Utility: \$200,000				
Scope:	Advanced design of the district energy utility (DEU) ready developments in the City Centre neighbourhoods including DEU corridors. Design of diversion chambers in the new Gilbert Trunk forcemain for the future sewer heat recovery system. Coordinating with Corix due diligence phase, negotiation of infrastructure and business agreements, and implementation of City Centre DEU. Coordinating design with the incoming new developments.				
					

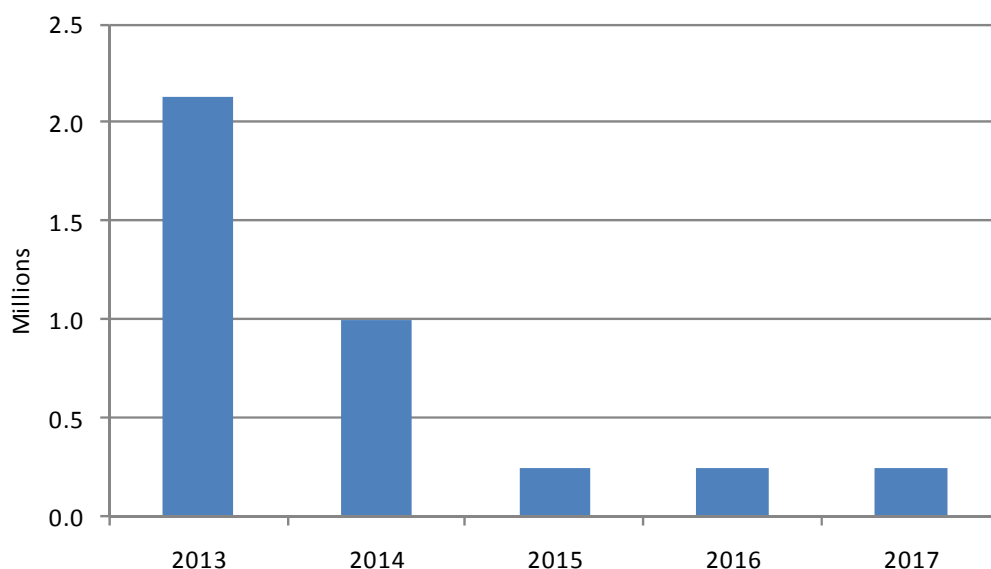
Program:	Infrastructure Program	Sub-program:	Infrastructure Advanced Design & Land
Project Name:	PW Infrastructure Advanced Design	Submission ID:	4843
Location:	City Wide		
Cost:	\$1,211,180	OBI:	\$ 0
Funding Sources:	Drainage Utility: \$415,000 Water Utility: \$425,000 Sanitary Utility: \$315,000 Roads DCC: \$53,000 Roads City Assist: \$3,180		
Scope:	The scope of work includes consultant and contractor planning and design costs to deliver the 2014 capital plan as well as the cost for consultants to update and operate the City's drainage, water and sanitary computer models.		
	Work to include: <ul style="list-style-type: none">Preliminary planning for Fire Hall #1, and other potential projects come up through Council referrals		



Building Program 2013-2017

The building program includes major building construction and renovation projects as well as minor facility upgrades and repairs. The City's building assets include: arenas, pools, community centres, libraries, heritage buildings, police stations, fire halls and other government facilities.

Building Program




*Significant items from the major facilities replacements have been deferred from the current 2013-2017 Capital Budget to allow further discussion and direction by Council. Once the review is completed and further discussions with Council, a report will be presented to Council for approval, and the 5-year capital budget will be amended if necessary.

2013 Recommended Building Program


Year	Project Name	Total Investment
2013	Branscombe House Restoration (2013)	1
2013	Japanese House (restoration cost)	250,000
2013	Project Development Advanced Design	140,000
2013	RCMP - Community Safety Building	1
2013	West Richmond Community Centre Building Envelope Repair	1,985,000
TOTAL Building Program		2,375,002

Program:	Building Program	Sub-program:	Major Building
Project Name:	Branscombe House Restoration (2013)	Submission ID:	5056
Location:	4900 Steveston Hwy		
Cost:	\$ 1	OBI:	\$ 23,455
Funding Sources:	Building and Infrastructure: \$ 1		
Scope:	The OBI breaks down is as follows:		
	Janitorial Services (salary & fringe) – 520 hours:	\$16,075	
	Contracts – Security (security & fire monitoring):	240	
	Utilities – Electric:	1,800	
	Utilities – Natural Gas:	1,600	
	Maintenance:	3,740	
			

Program:	Building Program		Sub-program:	Minor Building
Project Name:	Japanese House (restoration cost)		Submission ID:	5105
Location:	3811 Moncton street			
Cost:	\$250,000	OBI:	\$ 0	
Funding Sources:	Capital Revolving: \$250,000			
Scope:	Complete the rehabilitation of the interior & development & installation of exhibits. An application has been submitted for a federal grant.			



Program:	Building Program		Sub-program:	Major Building
Project Name:	Project Development Advanced Design		Submission ID:	4798
Location:	City Wide			
Cost:	\$140,000		OBI:	\$ 0
Funding Sources:	Capital Revolving:		\$140,000	
Scope:	Engage the appropriate consultants (i.e. architects, engineers, cost consultant) for a variety of proposed facility projects to determine the feasibility of each project. The consultants would develop conceptual plans and provide preliminary estimates and schedule for each proposed project.			





RICHMOND CITY CENTRE COMMUNITY CENTRE

VIEW FROM MINORU BOULEVARD

SCALE

Program:	Building Program	Sub-program:	Major Building
Project Name:	RCMP - Community Safety Building	Submission ID:	5104
Location:	11411 No. 5 Rd		
Cost:	\$ 1	OBI:	\$ 230,000
Funding Sources:	Other: \$1		
Scope:	Funds janitorial program, PM program, demand and general building maintenance.		
	OBI breakdown as follows:		
	RCMP Lease Recovery (\$50,000)		
	Labour 29,600		
	Contract and Supplies 250,400		

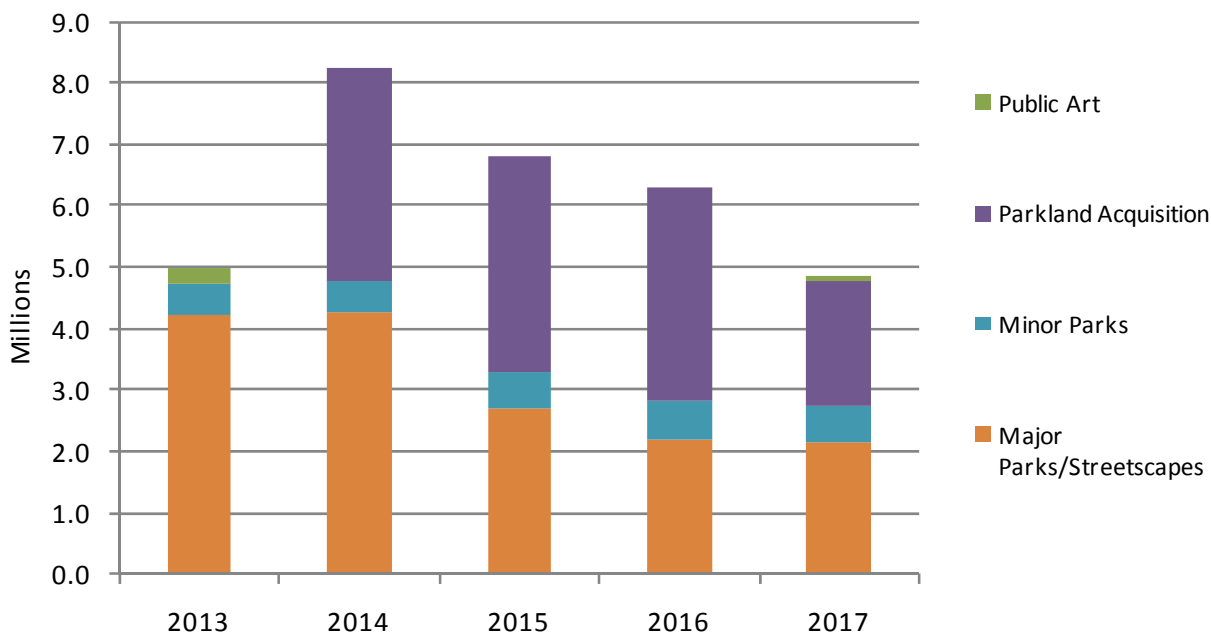


Program:	Building Program		Sub-program:	Major Building
Project Name:	West Richmond Community Centre Building Envelope Repair		Submission ID:	5090
Location:	9180 No. 1 Road			
Cost:	\$1,985,000		OBI:	\$0
Funding Sources:	Appropriated Surplus: \$1,745,000 Other Sources: \$240,000			
Scope:	Replace the cladding of entire building, renew the roof deck off the second floor, replace all windows and sliding doors and replace gymnasium roof.			
				

Parks Program 2013-2017

Richmond is renowned for its high quality parks and recreation facilities. The City's park system has over 90 parks that total approximately 1,400 acres. Parks are unique places designed and developed for the enjoyment of all city residents as well as visitors to Richmond. These sites usually contain a wide variety of recreational and sports facilities, play equipment and other specialized facilities. In addition to parks, Richmond has a 200-acre recreational trail system.

Parks Program




Parks

2013 Recommended Parks Program


Year	Project Name	Total Investment
Minor Parks		
2013	Britannia Heritage Shipyards - Boardwalk	100,000
2013	Parks General Development	400,000
Total Minor Parks		500,000
Major Parks/Streetscapes		
2013	Britannia Heritage Shipyards	513,000
2013	Garden City Lands OBI - Ground Maintenance	1
2013	King George Park Masterplan - Phase 1	200,000
2013	New Pump Stations & Washrooms Maintenance OBI	1
2013	Parks Advance Planning & Design	400,000
2013	Railway Avenue Greenway	2,000,000
2013	Terra Nova Park - Waterfront Development	500,000
2013	The Gardens Agricultural Park - Phase 2	216,700
2013	Thompson Youth Park Phase 3	300,000
2013	Tree Planting OBI - Developer planted trees	1
2013	West Cambie Neighbourhood Park	100,000
Total Major Parks/Streetscapes		4,229,703
Public Art		
2013	Public Art Program	256,754
Total Public Art		256,754
TOTAL PARKS PROGRAM		4,986,457


Parks

Program:	Parks Program		Sub-program:	Minor Parks
Project Name:	Britannia Heritage Shipyards - Boardwalk		Submission ID:	5032
Location:	Britannia Heritage Shipyards			
Cost:	\$100,000		OBI:	\$ 0
Funding Sources:	Parks Development DCC: \$94,050 Parks Development City Assist: \$5,950			
Scope:	Installation of approximately 400 feet of boardwalk along the heritage shipyard site including repair and replacement of the timber decking and concrete stringers.			




Parks

Program:	Parks Program		Sub-program:	Minor Parks
Project Name:	Parks General Development		Submission ID:	3429
Location:	Various			
Cost:	\$400,000		OBI:	\$3,000
Funding Sources:	Parks Development DCC: \$376,200 Parks Development City Assist: \$23,800			
Scope:	<p>A variety of construction, fabrication, and installation of Park components that includes:</p> <ul style="list-style-type: none">• building of community gardens,• landscaping,• pathways,• benches,• picnic tables,• fencing,• sportsfields upgrades,• drainage & irrigation,• gathering areas,• signage and way-finding, etc. <p>This program meets the City Vision by:</p> <ul style="list-style-type: none">• Maintaining basic park elements to ensure public safety and proper working condition• Ensuring park areas are well kept and attractive in appearance• Encouraging use and fostering "adoption/ownership" of sites by residents• Promoting cooperation and sponsorship with private business.			
				

Program:	Parks Program		Sub-program:	Major Parks/Streetscapes
Project Name:	Britannia Heritage Shipyards		Submission ID:	5033
Location:	Shipyard slipway			
Cost:	\$513,000		OBI:	\$6,700
Funding Sources:	Capital Revolving: \$513,000			
Scope:	<p>The individual elements of the slipway which are of major concern and the recommended re-habilitation scope of work includes:</p> <ul style="list-style-type: none">• Replacement of the crane support runners.• Replacement of the timber decking• Replacement of the cross head beams• Replacement/remediation of timber piles			
				

Parks

Program:	Parks Program		Sub-program:	Major Parks/Streetscapes
Project Name:	Garden City Lands OBI - Ground Maintenance		Submission ID:	5073
Location:	Garden City Lands			
Cost:	\$ 1		OBI:	\$10,000
Funding Sources:	Parks Development DCC: \$1			
Scope:	Scope of works include grass cutting, brush and invasive plant removal from the site. City Crews are currently maintaining the site at approx. \$10,000 annually.			
				

Parks

Program:	Parks Program	Sub-program:	Major Parks/Streetscapes
Project Name:	King George Park Masterplan - Phase 1	Submission ID:	4687
Location:	King George Park		
Cost:	\$200,000	OBI:	\$5,640
Funding Sources:	Parks Development DCC: \$188,100 Parks Development City Assist: \$11,900		
Scope:	Planning and design for these projects to be completed in 2013 with detail drawings and construction estimates.		

King George Park - Phase 1

A Park Master Plan initiated by the community was completed in 2012 for King George Park outlining priority areas for new features and landscaping in the park to reflect community needs and to ensure safety of users.

For 2013, Phase 1 construction of some of these features may include landscaping, pathways, playground development, social gathering areas, signage, and environmental and safety enhancements of the woodlot adjacent to the elementary school and natural area by the Cambie Community Centre.



Parks

Program:	Parks Program		Sub-program:	Major Parks/Streetscapes
Project Name:	New Pump Stations & Washrooms Maintenance OBI		Submission ID:	5093
Location:	Various			
Cost:	\$ 1		OBI:	\$52,100
Funding Sources:	Parks Development DCC: \$1			
Scope:	Maintenance and landscaping for the washrooms at: 1) Cambie West District Energy Utility Building/Washroom \$15,000 OBI 2) No. 4 Road Pump Station/Washroom \$19,500 OBI 3) No. 1 Road Pump Station Landscaping \$2,500 OBI 4) Terra Nova Play Environment Washroom \$15,000 OBI Total Annual OBI required \$52,000			
				

Program:	Parks Program	Sub-program:	Major Parks/Streetscapes
Project Name:	Parks Advance Planning & Design	Submission ID:	3432
Location:	Various		
Cost:	\$400,000	OBI:	\$ 0
Funding Sources:	Parks Development DCC: \$376,200 Parks Development City Assist: \$23,800		
Scope:	<p>The advance research, planning and design of parks, trails & open spaces. Planning & design of projects are completed both internally thru City Planners and externally by consultants. Scope of work includes the planning & design process thru meetings with community associations, parent advisory groups, school district, internal and external government agencies, and the general public (open house sessions). From these design sessions and meetings, preliminary and design concepts are transformed into detail drawings for construction.</p> <p>Work to Include:</p> <ul style="list-style-type: none">• Garden City park• McLennan Neighbourhood• City-wide parks		

SITE PLAN

EXISTING FEATURES

01 Existing Dyke

02 River Ecology & Storm Water

03 Parcel 2 - Wetland Water Feature

04 Fishtrap Way

05 Fishtrap Way: Water / Play Element

06 Parcel 4 - Wetland Water Feature

07 Olympic Oval

PROPOSED FEATURES

08 Proposed Dyke

09 4m Maintenance Strip

10 Grassland with Naturalized Swales

11 New Planting

12 Open Lawn

13 Planting with Retaining Walls

14 Brighthouse Oaks Story

15 Granite Seats w/ Wood Top

16 Seating

PROPOSED FEATURES cont

17 not used

18 6m Multi-Use Asphalt Pathway

19 Secondary Circulation Route - Asphalt Surfacing

20 Wooden Boardwalk

21 Wooden/Granite Gathering Platform

22 Concrete Viewing Platform

23 Overhead Structure and Seating

24 Existing Pathway Extended

25 Lot C

26 Recreational Opportunities

27 Concrete Surfacing to accommodate delivery semi-trailers to Richmond Olympic Oval

28 Connection to Fishtrap Way

29 Connection to Neighbourhood

30 Connection to Existing Dyke

31 Connection to Richmond Olympic Oval

32 Retention of Existing Trees


33 Bollard Lighting

34 Artwork Interpretative Panels

ATTACHMENT #2

PHASE I

PHASE II



OVAL WEST WATERFRONT PARK - CONCEPT DESIGN: PHASE I

OCTOBER 13, 2011

SCALE: 1:200

PHILLIPS-FAREVAAIG-SHALLENBERG
PLANNING URBAN DESIGN LANDSCAPE ARCHITECTURE


Parks

Program:	Parks Program	Sub-program:	Major Parks/Streetscapes
Project Name:	Railway Avenue Greenway	Submission ID:	5026
Location:	Railway Ave - Granville Ave - Garry Street		
Cost:	\$2,000,000	OBI:	\$10,660
Funding Sources:	Parks Development DCC: \$1,881,000 Parks Development City Assist: \$119,000		
Scope:	<p>In 2012 the City was awarded a TransLink 2012 Bicycle Infrastructure Grant in the amount of \$201,100. With another \$350,000 allocated within the 2012 Approved Parks Capital Program for Phase 1 that included the planning, design, and site preparation.</p> <p>For 2013, Phase 2 of the development will construct the 4.0 m wide two-way multi-use pathway with an asphalt surface along with connections to existing trails and bus stops on Railway Avenue.</p>		
			

Program:	Parks Program		Sub-program:	Major Parks/Streetscapes
Project Name:	Terra Nova Park - Waterfront Development		Submission ID:	4697
Location:	Terra Nova Rural Park			
Cost:	\$500,000	OBI:	\$5,000	
Funding Sources:	Parks Development DCC: \$470,250 Parks Development City Assist: \$29,750			
Scope:	Continued construction of Terra Nova Rural Park's waterfront edge into a destination park along the Middle Arm greenways with landscaping, new circulation paths, boardwalk and seating edges. Planning and detail design will be completed in 2012. Cost estimates for the scope of work will be provided after detail design.			

11

SUPPORTING FEATURES



Picnicking for Large Groups and Families


Picnicking is an important activity in the park. Smaller tables for family gatherings and larger harvest tables will provide for many enjoyable meals in the park. A group of large tables are provided next to the homestead play area so that families can picnic and play at the same time.

"Provide a route for wheelchairs, tricycles and strollers."

"This would be a great place for a big picnic."


"Can you hide parking so that it's not visible?"

The site design will require other ancillary spaces to support a successful play experience, but each should also respond to the unique conditions of the park environment. Additional parking is proposed in the park but integrated in a heritage orchard that essentially hides parking from view and makes parking an event. Picnic areas will be located in close proximity to play and will provide a range of seating and tables for different




Parking Orchard

Though Parking is necessary to support such an exciting play experience, the park is a sensitive environment and any parking must be implemented very carefully into the site. This proposal is to design a parking lot that is also an orchard. The orchard trees and fences hide the cars and the experience of driving into an orchard enhances one's entrance into the park.




Seating

Benches in the same language as the existing benches will be provided in the play experience. Multiple seating options will be central to the play areas allowing parents comfortable places to enjoy the park while surveying the play area. In the Homestead, a central deck is proposed. Seating is provided along its edge, but also on benches on top of it.



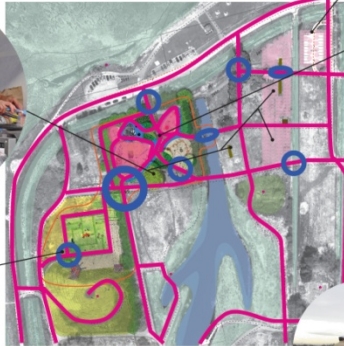
Circulation and Accessibility

Routes through the park and to the play experience will provide a sequence of experiences as one moves through the landscape. The play areas own major routes, and all of its surfaces, other than the sand area, are all accessible. A wayfinding design will create signage which is appropriate to the site, made of materials which speak of the park's agricultural and industrial past.






Thresholds

Terra Nova Park is home to many beautiful thresholds, through hedgerows and along old driveways. The play plan aims to create these experiences along major routes to play.



TERRA NOVA PLAY ENVIRONMENT

 Accessible Routes
 Accessible Play Surfaces
 Thresholds

Parks

Program:	Parks Program	Sub-program:	Major Parks/Streetscapes
Project Name:	The Gardens Agricultural Park - Phase 2	Submission ID:	4696
Location:	No. 5 Road & Westminster Hwy (formerly Fantasy Gardens)		
Cost:	\$216,700	OBI:	\$ 0
Funding Sources:	Parks Development DCC: \$203,806 Parks Development City Assist: \$12,894		
Scope:	<p>Phase 2 of the park plan will be developed including:</p> <ul style="list-style-type: none">• Development of the storm water retention ponds, which will receive storm water from both the development site and the park area, in conjunction with the developer.• Development of the incubator farm area including installation of irrigation, vehicular and pedestrian access, soil and surrounding soft landscape improvements. <p>Total estimate cost for the development based on the Council approved concept plan is approx. \$5.2 million. Detail construction estimates will be provided when detail design and engineering drawings are completed in 2013.</p> <p>For 2013, the Developer will be responsible for construction activities worth \$851,886 while the City has agreed to contribute \$216,700 towards the construction.</p>		



ILLUSTRATED SITE PLAN

NOVEMBER 12TH, 2010

P+A

THE GARDEN

Parks

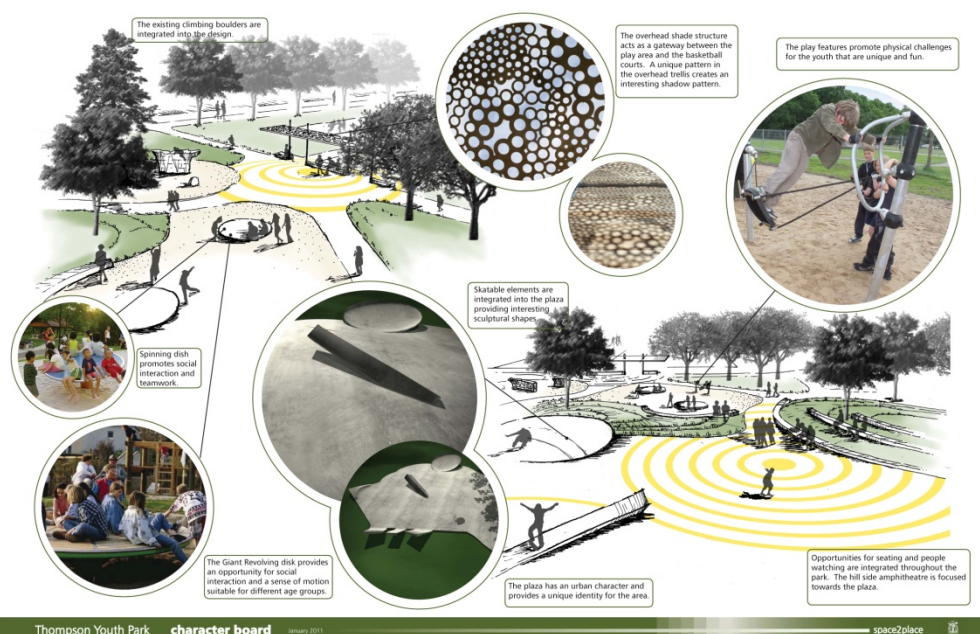
Program:	Parks Program	Sub-program:	Major Parks/Streetscapes
Project Name:	Thompson Youth Park Phase 3	Submission ID:	4729
Location:	Granville Ave & Railway -Thompson Park		
Cost:	\$300,000	OBI:	\$10,000
Funding Sources:	Parks Development DCC: \$141,075 Parks Development City Assist: \$8,925 Community Contribution: \$150,000		
Scope:	Thompson Youth Park is located between Thompson Community Centre and J.N. Burnett Secondary School. Inspired by community input, it is a unique park that currently features youth-oriented play structures, skatable elements, and seating / gathering areas. Phase 3, the final phase, will include play equipment, landforming, more gathering / seating areas, and plantings. Phase 3 Detailed design will begin in early 2013 and be complete in Fall of the same year.		

Council approved funds for Phases 1 and 2 of the project in the 2010 and 2011 Capital Programs, respectively. The Thompson Community Association (TCA) shared the costs of Phase 2 in 2011. For Phase 3, it is expected that TCA will match the City’s capital funding in order to meet the project budget.


The following cost components are expected:

Consulting Costs:	\$30,000
Earthworks:	\$20,000
Utilities:	\$10,000
Hard Landscaping:	\$75,000
Soft Landscaping:	\$20,000
Play Equipment/Site Furnishings:	\$110,000
Overhead:	\$35,000
Total:	\$300,000

City share: 50% = \$150,000




Parks

Program:	Parks Program	Sub-program:	Major Parks/Streetscapes
Project Name:	Tree Planting OBI - Developer planted trees	Submission ID:	5071
Location:	Various Parks		
Cost:	\$ 1	OBI:	\$10,350
Funding Sources:	Parks Development DCC: \$1		
Scope:	<p>Planting of trees at various parks, open space, and streets by Developers.</p> <p>For 2013, 345 trees will be planted with on going maintenance required to maintain their health for long term environmental and sustainable benefits.</p> <p>The cost to maintain one tree annually is approximately \$30 per tree.</p> <ul style="list-style-type: none">345 trees x \$30 = \$10,350 annual maintenance.		
			

Program:	Parks Program	Sub-program:	Major Parks/Streetscapes
Project Name:	West Cambie Neighbourhood Park	Submission ID:	4213
Location:	West Cambie		
Cost:	\$100,000	OBI:	\$5,000
Funding Sources:	Parks Development DCC: \$94,050 Parks Development City Assist: \$5,950		
Scope:	<p>Phase 1 (2012) - Initial work will focus on the design of the local park space that is centrally located within the Alexandra neighbourhood of West Cambie. This park is unique, containing stands of large trees, and remnants of garden landscapes from the original single family lots. Two major objectives of the plan will be to:</p> <ol style="list-style-type: none"> 1) preserve existing natural features while considering introducing new open space and recreational amenities to the site, and 2) integrate within the new plan the energy centre building that is already located within the park property and that will service the West Cambie District Energy field (under construction within the nearby greenway property). <p>Phase 2 (2013) - Construction will include demolishing old structures (on acquired properties); clearing and grubbing of parts of the land; grading and seeding of new landscaped areas; installing storm drainage; rejuvenating and enhancing existing stands of vegetation; constructing pathways and installing site furniture.</p> <p>Project to be funded by the West Cambie Local Area DCC's.</p> <p>Phase 3 (2014) includes the potential to develop special feature landscapes, sportfields, pathways, and other active & passive amenities into the park.</p> <p>Detail planning and design for this phase will occur in 2012.</p>		

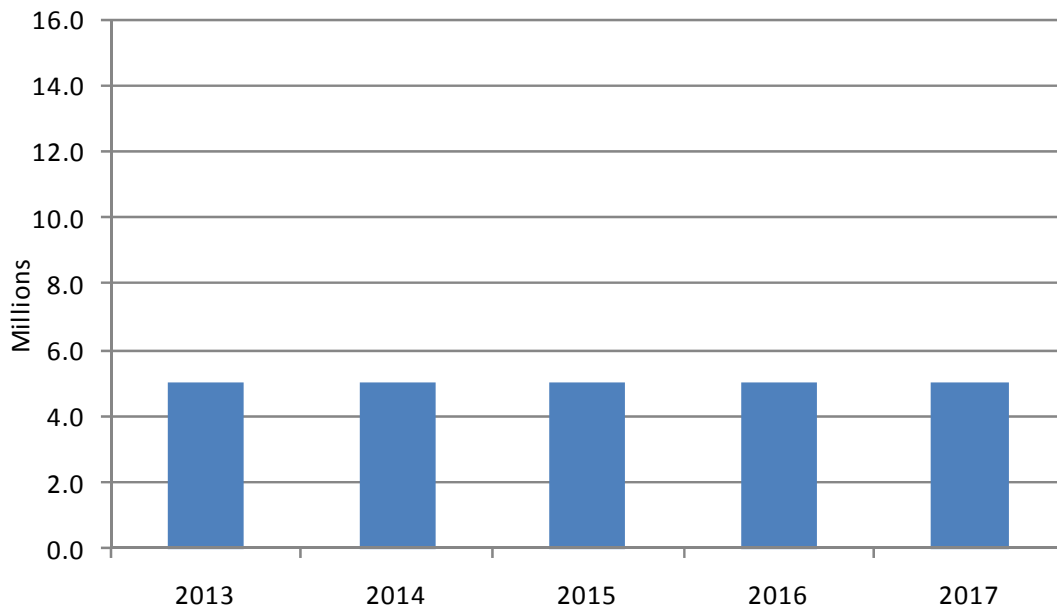
Parks

Program:	Parks	Sub-program:	Public Art Program										
Project Name:	Public Art Program	Submission ID:	3897										
Location:	Various Locations												
Cost:	\$256,754	OBI:	\$10,000										
Funding Sources:	Public Art Program: \$256,754												
Scope:	<p>The scope of work consists of a variety of public art projects. The following are proposed projects (with estimated costs) which may change during the project's duration based on the Public Art Program's consideration of public art opportunities and priorities and private development funding.</p> <p>For Community Public Art Projects, with funds from previously received contributions by private developers deposited to the Public Art Reserve, \$100,000 Total, as follows:</p> <ul style="list-style-type: none">• City streets, parks and buildings: \$10,000 (additional funding for public works and facilities public art included with Capital Submissions for these works)• Community public art projects: \$30,000• Community education and promotion of the public art program: \$5,000• Collaboration on educational opportunities with the Richmond Art Gallery, Media Lab, Cultural Centre and Richmond Museum: \$5,000• Prepare public art opportunities as part of major City initiatives: \$50,000 (For 2013-2014 it is anticipated that this funding will be directed towards public art projects associated with the City affordable housing development at 8111 Granville Ave) <p>For the Private Development Program, from Developer Contributions received and deposited to the Public Art Reserve for implementation of projects integrated with new development, on either private lands or City controlled land, with the expectation that the majority will be on City controlled sites (parks, streets, greenways) with a majority located in the City Centre, cost to be determined based on contributions received in 2012-2013, as follows (budgets reflect actual artwork budget less funds to Public Art Provision):</p> <table><tr><td>• Concord, 9099 Cook Road:</td><td>\$62,855</td></tr><tr><td>• Riverport Flats, 14000 Riverport Way:</td><td>\$34,641</td></tr><tr><td>• Bravo, 6180 Cooney Rd:</td><td>\$41,675</td></tr><tr><td>• Am-Pri, 7600 Garden City Rd:</td><td><u>\$17,583</u></td></tr><tr><td>Total:</td><td>\$156,754</td></tr></table> <p>and</p> <ul style="list-style-type: none">• Towards administration of the program (based on 5% from private developer contributions, received 2011-2012,(as per Policy 8703) to the Public Art Provision: \$20,385.			• Concord, 9099 Cook Road:	\$62,855	• Riverport Flats, 14000 Riverport Way:	\$34,641	• Bravo, 6180 Cooney Rd:	\$41,675	• Am-Pri, 7600 Garden City Rd:	<u>\$17,583</u>	Total:	\$156,754
• Concord, 9099 Cook Road:	\$62,855												
• Riverport Flats, 14000 Riverport Way:	\$34,641												
• Bravo, 6180 Cooney Rd:	\$41,675												
• Am-Pri, 7600 Garden City Rd:	<u>\$17,583</u>												
Total:	\$156,754												
													

Land Program 2012-2016


The land acquisition program relates to the acquisition and disposition of real property for the City, as approved by Council, for a variety of Council approved acquisitions.

Land Program



2013 Recommended Land Program

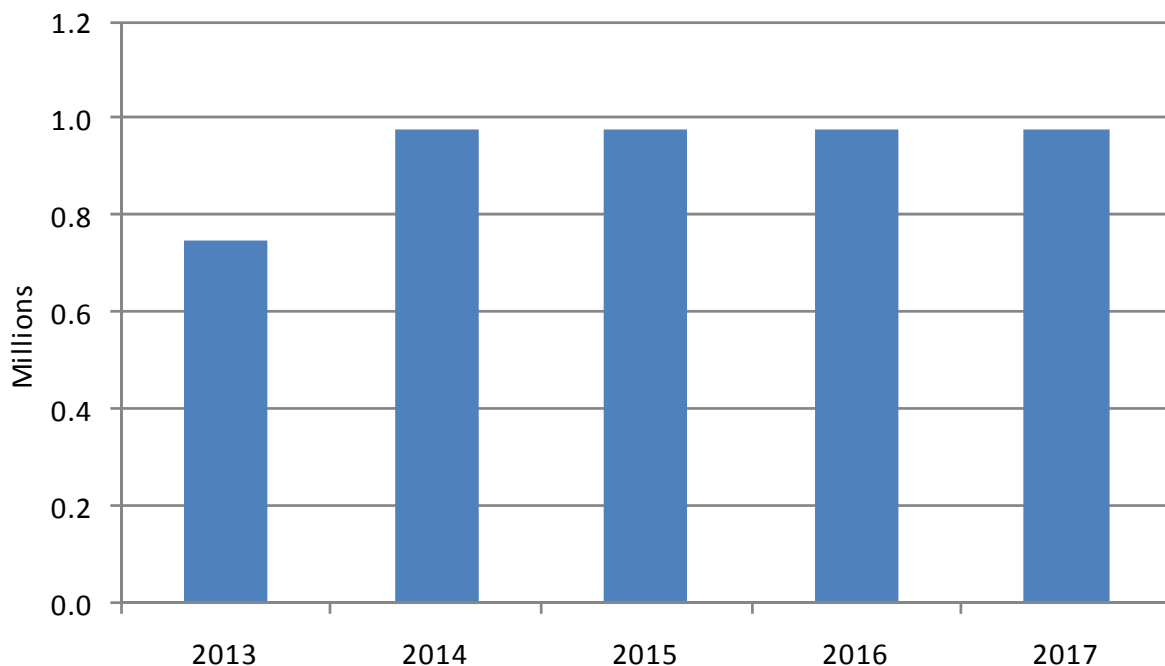
Year	Project Name	Total Investment
2013	Strategic Land Acquisition	5,000,000
TOTAL LAND PROGRAM		5,000,000

Program:	Land Program		Sub-program:	Land Acquisition
Project Name:	Strategic Land Acquisition		Submission ID:	3496
Location:	Various			
Cost:	\$5,000,000		OBI:	\$ 0
Funding Sources:	Capital Industrial:		\$5,000,000	
Scope:	Funds for land acquisition to meet City needs, other than DCC and other special reserve funded projects, are set aside in the Capital Reserve under the Industrial Use Fund. This capital budget submission is to use land acquisition monies from this fund as well as additional general funds approved by Council, for a variety of Council approved acquisitions.			
				

Affordable Housing Program 2013-2017

Affordable Housing is responsible for coordinating the implementation of the Richmond Affordable Housing Strategy – a Strategy that was adopted in 2007 which contains recommendations, policies, directions, priorities, definitions and annual targets for affordable housing in the city. The City is working with other levels of government, the non-profit sector, the private sector, local groups and the community in pursuit of the Strategy’s goals.


Affordable Housing Program



2013 Recommended Affordable Housing Program

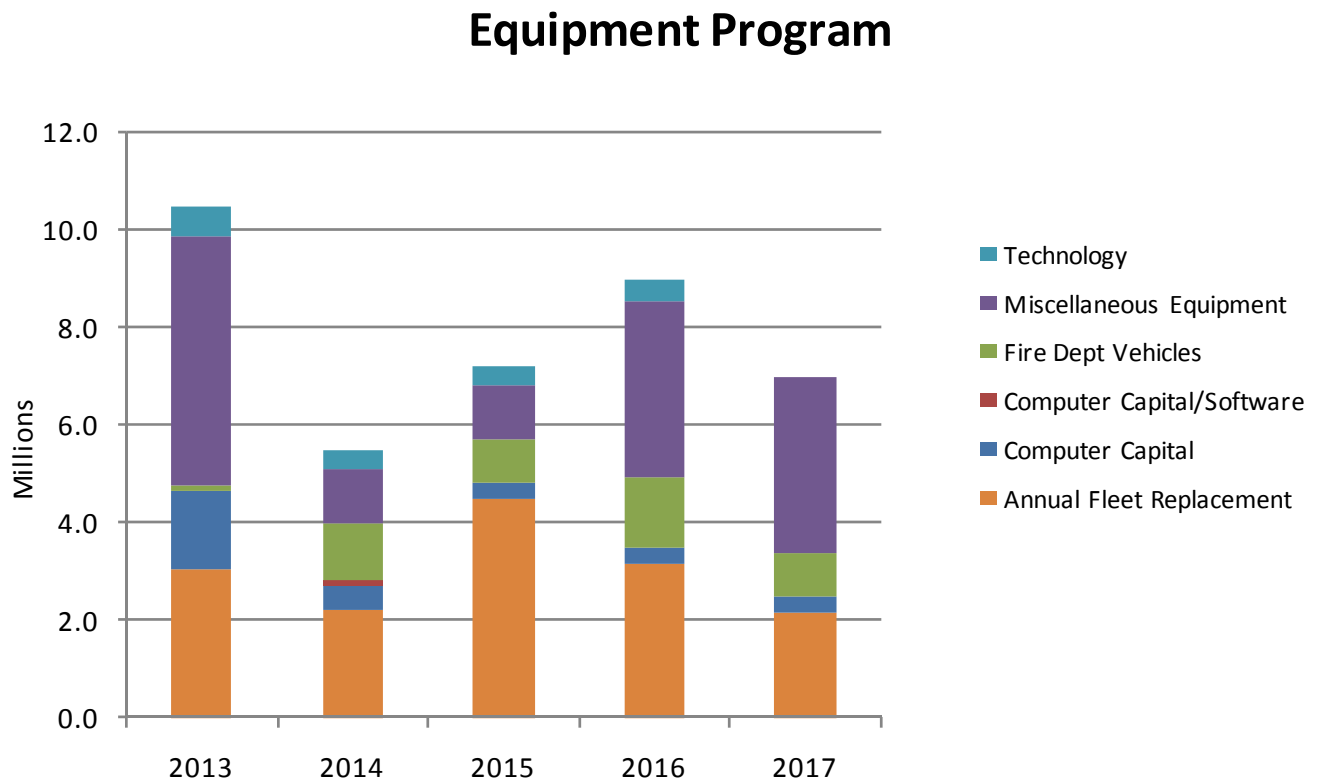
**The program is dependent on funding sources that are unknown at this time. Should this funding be available the table will be revised.*

Year	Project Name	Total Investment
2013	Affordable Housing Projects- City Wide Development	750,000
TOTAL AFFORDABLE HOUSING PROGRAM		750,000

Program:	Affordable Housing Project		Sub-program:	Affordable Housing Project	
Project Name:	Affordable Housing Projects- City Wide Development		Submission ID:	5003	
Location:	8111 Granville Avenue/8080 Anderson Road				
Cost:	\$750,000		OBI:	\$ 0	
Funding Sources:	Affordable Housing: \$750,000				
Scope:	<p>Project 1: A City-owned site designated for affordable housing, proposed for development by a consortium of 5 non-profit affordable housing providers. The provision of City contributions will assist the project to achieve financial viability and deliver tenant rents below the Affordable Housing Strategy rates.</p>				
					

Equipment Program 2012-2016

The equipment program includes machinery and vehicles for Public Works and Fire Rescue Services, computer hardware, software, library collections, and other miscellaneous equipment.

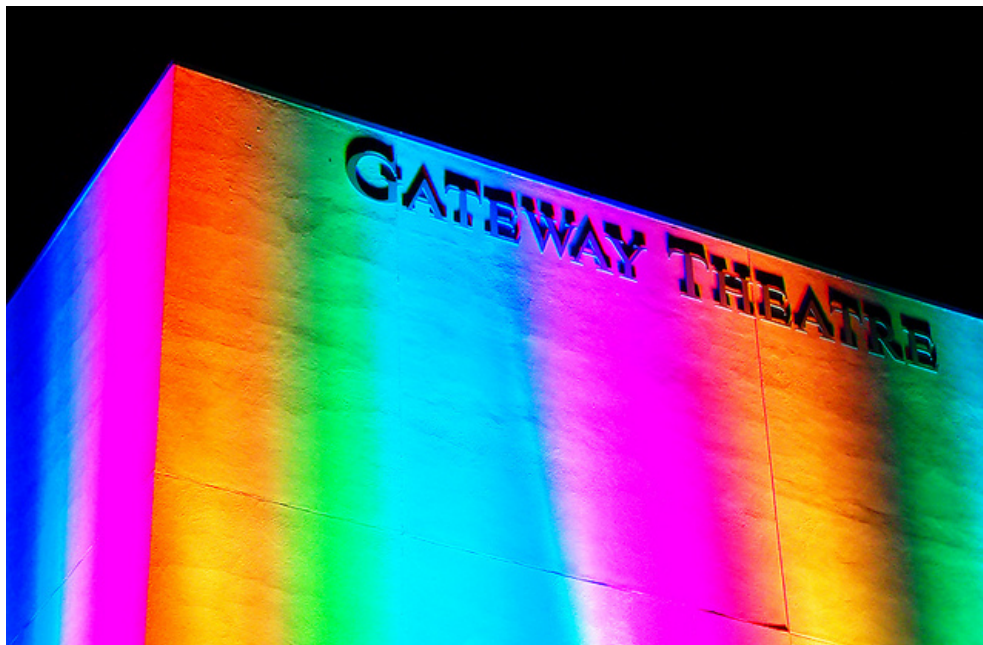


2013 Recommended Equipment Program

Year	Project Name	Total Investment
Technology		
2013	Energy Management - 2013 Projects	483,500
2013	Energy Management - Infrastructure Energy Efficiency Upgrade Funding	150,000
Total Technology		633,500
Computer Capital		
2013	Council Chambers Audio Visual Equipment Replacement	397,200
2013	Existing Operational Computer Services Infrastructure Lease Funding	23,439
2013	Annual Existing Operational Desktop Computer Hardware - Recurring	330,000
2013	Fibre Optic Cabling to City Facilities- Phase 8	200,000
2013	ICT Infrastructure Replacement - Mandatory	370,600
2013	PeopleSoft Financials 9.2 Technical Upgrade	142,000
2013	Phone Set Upgrades	134,000
Total Computer Capital		1,597,239
Fire Dept. Vehicles		
2013	Fire Vehicle Replacement Reserve Purchases	83,649
Total Fire Dept. Vehicles		83,649
Annual Fleet Replacement		
2013	Vehicle and Equipment Reserve Purchases (PW and Corporate Fleet)	3,055,300
Miscellaneous Equipment		
2013	Fire Equipment Replacement	318,182
2013	Fire Replacement Equipment Purchases	120,000
2013	Food Scraps/Organics Recycling Program Expansion	3,250,000
2013	Parking Meter Replacement (Pay-Station)	328,750
2013	Annual Library Book Purchases	1,100,500
Total Miscellaneous Equipment		5,117,432
TOTAL EQUIPMENT PROGRAM		10,487,120


Equipment

Program:	Equipment Program	Sub-program:	Technology
Project Name:	Energy Management - 2013 Projects	Submission ID:	4989
Location:	Various City Facility Locations		
Cost:	\$483,500	OBI:	\$ 0
Funding Sources:	Enterprise: \$483,500		
Scope:	<div>1. Gateway Theatre coupling replacement Scope: Replace couplings in high temperature loop system to reduce system's temperature and the operation run time of the system.</div> <div>2. Building Envelope Sealing Scope: Conduct air sealing, weather stripping, and interior compartmentalization at four corporate buildings (City Hall, Cultural Centre, Gateway, and Richmond Ice Centre) to reduce energy loss through conditioned air leakage.</div> <div>3. Richmond Ice Centre brine pump insulation Scope: Insulate brine headers at Richmond Ice Centre to reduce brine pump energy use through reduced run-time.</div> <div>4. Works Yards automatic controls upgrade Scope: Implement recommended heating ventilation and air-conditioning control measures, as per external consultant's assessment report.</div> <div>5. Lighting Retrofits Scope: Conduct 3-5 lighting retrofit and upgrade projects at existing infrastructure and facilities, which provide strong energy efficiency gains and demonstrate strong economic returns.</div> <div>6. Advanced Energy Management Pre-Design Assessments Scope: Conduct five to eight pre-design assessments for energy management projects, in order to ensure that potential energy management projects are well developed and designed.</div>		



Equipment

Program:	Equipment Program		Sub-program:	Miscellaneous Equipment
Project Name:	Energy Management – Infrastructure Energy Efficiency Upgrade Funding		Submission ID:	5094
Location:	Civic Facilities			
Cost:	\$150,000		OBI:	\$ 0
Funding Sources:	Gaming: \$150,000			
Scope:	Provide general funding to support the increased energy efficiency upgrades to a building's energy using systems during project development. Projects will be chosen that are aligned with the work already being carried out by Project Development, and the highest priority will be given to the projects with the strongest business cases.			



The diagram illustrates the SolarWall® 2 Stage system. It shows a cross-section of two stages of solar panels. The first stage, labeled '1st Stage', has blue arrows indicating air flow from the bottom. The second stage, labeled '2nd Stage', has red arrows indicating air flow from the top. The system is installed on a roof next to a brick wall. A label 'SolarWall® 2 Stage' is at the top left of the diagram.

Equipment

Program:	Equipment Program		Sub-program:	Computer Capital
Project Name:	Council Chambers Audio Visual Equipment Replacement		Submission ID:	5066
Location:	City Hall			
Cost:	\$397,200		OBI:	\$ 0
Funding Sources:	Capital Revolving:		\$397,200	
Scope:	<p>In 2000, the audio visual equipment installed in Richmond Council Chambers was a combination of the best technology and equipment available. In the subsequent twelve years of service, some of the key equipment has failed, necessitating costly repairs and equipment downtime, while audio visual technologies have significantly changed. This option includes providing current technology of web streaming, increased operational flexibility with a video conferencing mobile cart and replaces the hearing impaired assist equipment.</p>			



Equipment

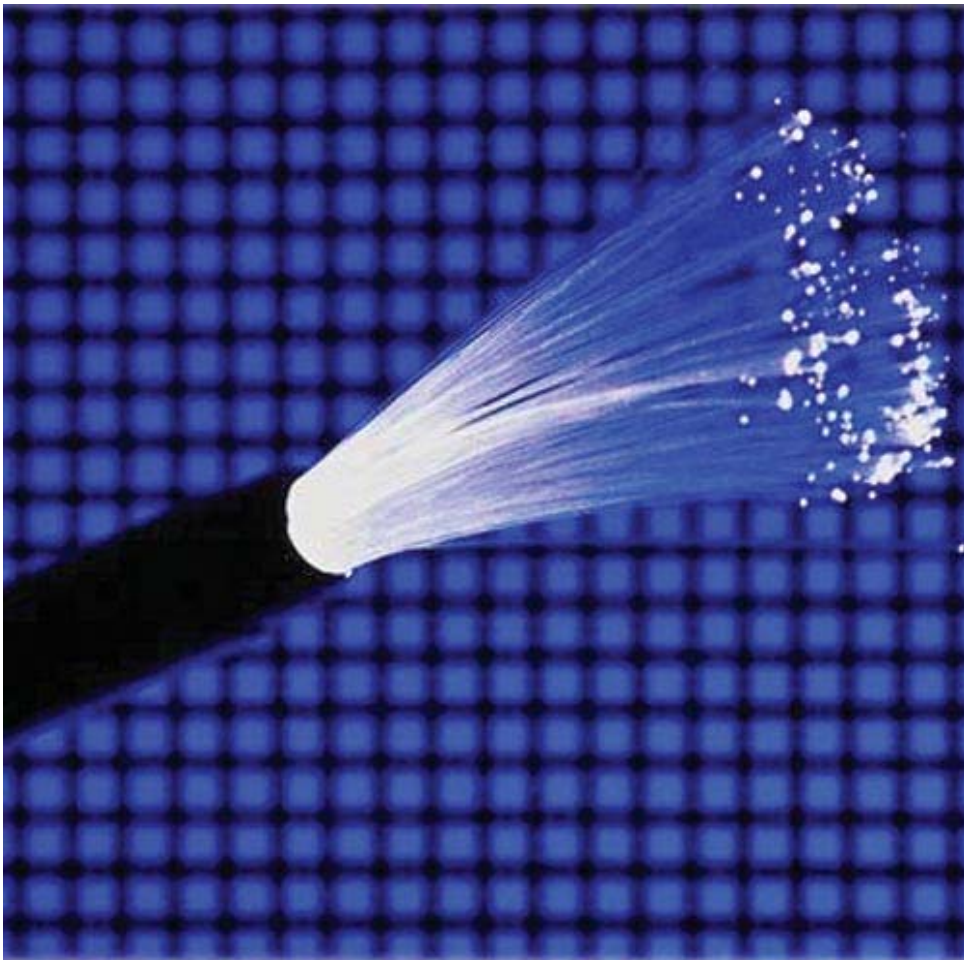
Program:	Equipment Program		Sub-program:	Computer Capital
Project Name:	Existing Operational Computer Services Infrastructure Lease Funding		Submission ID:	4907
Location:	City Hall			
Cost:	\$23,439		OBI:	\$ 0
Funding Sources:	Lease Provision:		\$23,439	
Scope:	2013 Lease Payments:			



Equipment


Program:	Equipment Program		Sub-program:	Computer Capital
Project Name:	Annual Existing Operational Desktop Computer Hardware – Recurring		Submission ID:	4897
Location:	City Hall			
Cost:	\$330,000		OBI:	\$ 0
Funding Sources:	Other: \$330,000			
Scope:	This is operational enterprise computer desktop hardware used by all City departments to carry out their day-to-day operations. Replacement of the following desktop hardware to ensure continued service levels:			
				

Equipment


Program:	Equipment Program		Sub-program:	Computer Capital
Project Name:	Fibre Optic Cabling to City Facilities- Phase 8		Submission ID:	5045
Location:	Various Locations			
Cost:	\$200,000		OBI:	\$(42,536)*
Funding Sources:	Capital Revolving:	\$200,000	*OBI does not start until late 2015	
Scope:	Replace the fibre that currently runs to various facilities			
Project Start Date: 2013 and End Date: 2014				
This is enterprise work and the facilities listed require a fibre connection to the City.				
Design, remediation of existing potential conduit, laying of conduit, pulling of fibre and terminations.				
In addition, running City fibre to the various facilities could reduce current telephone costs by 60%. The funding for telephone services are currently provided in facility budgets. As the service via fibre would be provided by IT, it would be necessary to move the funding (40% of current costs) to the IT Division budget.				
				

Equipment

Program:	Equipment Program	Sub-program:	Computer Capital
Project Name:	ICT Infrastructure Replacement - Mandatory	Submission ID:	5096
Location:	City Hall		
Cost:	\$370,600	OBI:	\$ 0
Funding Sources:	Other: \$370,600		
Scope:	This request funds replacement of existing computer infrastructure. As well as replacing equipment, this funding will allow IT to change the way some operational services are delivered, taking advantage of technology advances.		



Equipment

Program:	Equipment Program		Sub-program:	Computer Capital
Project Name:	PeopleSoft Financials 9.2 Technical Upgrade		Submission ID:	5081
Location:	City Hall			
Cost:	\$142,000		OBI:	\$ 0
Funding Sources:	Capital Revolving: \$142,000			
Scope:	<p>Upgrade the following Financial modules from release 9.0 to 9.2:</p> <ul style="list-style-type: none">• General Ledger, Project Costing, Account Payables, Account Receivables, Billing, Purchasing, Inventory, and Asset Management.• Review and cleanup PS queries.• Review User Security settings, streamline the security setup process.• Configure new feature 'Approval Framework' to process Requisition Approval Workflow and remove the release 9.0 customization, which was implemented in the Electronic Purchase Requisition project due to lack of functionality.• Implement Chartfield Security to restrict user access to accounting data containing unauthorized ChartField values, as well as access to sensitive or unauthorized transactions.• Configure new feature for Chartfield Combination Edit, a mandatory enhancement that directly affects Inventory, Billing and Accounts Receivable processes.• Streamline tree structures and tree setup as applicable.• Work Center provides logical group transactions to improve day to day efficiencies. <p>Work to include:</p> <ul style="list-style-type: none">• Review requisition approval configuration• Review approval requirements• Configure and program approval framework• Identify customizations to be removed• Customize programming code for approval framework• Document technical specifications• Hardware• Oracle Certification			
				

Equipment


Program:	Equipment Program	Sub-program:	Computer Capital
Project Name:	Phone Set Upgrades	Submission ID:	5095
Location:	City Hall		
Cost:	\$134,000	OBI:	\$ 0
Funding Sources:	IT Provision: \$134,000		
Scope:	Upgrade of existing phone sets with the Avaya 1140		
	<p>In the future we will need to consider the purchase of sets for Firehall No 6, South Arm CC, Watermania, Works Yard, Britannia etc. The replaced sets will serve as backups in the event that a digital phone fails. This is becoming a common occurrence as the hardware ages. Most of these telephones are 12 years old and to replace with a refurbished one, the cost is identical to that of a new IP 1140 set.</p>		
			


Program:	Equipment Program		Sub-program:	Fire Dept Vehicles
Project Name:	Fire Vehicle Replacement Reserve Purchases		Submission ID:	851
Location:	Fire-Rescue			
Cost:	\$83,649		OBI:	\$ 0
Funding Sources:	Fire Equipment:		\$83,649	
Scope:	Emergency vehicles (Unit 889 Battalion 2) require replacement.			
Estimated replacement cost (Unit 889) is \$83,649 CDN. The estimation is that the vehicle will cost approximately \$45,000 - \$55,000 with the balance required to outfit the vehicle with all the necessary equipment to enable it to serve as a command vehicle.				
				

Equipment

Program:	Equipment Program	Sub-program:	Annual Fleet Replacement
Project Name:	Vehicle and Equipment Reserve Purchases (PW and Corporate Fleet)	Submission ID:	604
Location:	Works Yard and Various City Departments		
Cost:	\$3,055,300	OBI:	\$ 0
Funding Sources:	Public Works Equipment: \$1,901,500 Utility Levy: \$1,153,800		
Scope:	<p>Vehicle and equipment replacements for the following units.</p> <p>Fleet Reserve:</p> <ul style="list-style-type: none"> - 503 - 1987 Art-Tec Flatdeck Trailer - 830: 1994 Ford Pick-Up Truck - 883: Bowmag Compactor - 914: 1996 Flat Deck Trailer - 951: 1998 Dodge Dakota - 960: 1998 JC Trailer Flat Deck - 974: 1997 Ford F150 Pick-Up - 1031, 1033, 1034: 2001 Ford E-250 Cargo Van - 1040: 2001 GMC Safari Mini Van - 1080: 2000 Ford Passenger Bus - 1082: 2001 John Deere Gator - 1114, 1115: 2000 Grumman Workhorse Van - 1089: 2001 Ford F-250 Super Cab - 1094: 2001 Ford F-450 Crew Cab - 1102: 2001 Ford F-450 Crew Cab - 1111: 2001 F-550 Regular Cab Dump Crane - 1138: 2001 Sterling Elgin Sweeper - 1139, 1140, 1141: 2001 E-250 Cargo Vans - 1142: 2001 Ford Step Van RV Cutaway - 1148, 1149, 1150: 2001 GMC Safari Mini Van - 1172: 2002 Ford F-450 Crew Cab - 1194: 2003 Ford Cargo Van - 1249: 2004 Dodge Caravan - 1274: 2004 Jacobsen Greens Mower - 1275: 2004 Toro Mower - 570: 1989 John Deere Grader <p>Water Utility Reserve:</p> <ul style="list-style-type: none"> - 940: 1997 Chevy Pick Up Truck - 950: 1998 Dodge Dakota - 999: 1997 Ford Pick Up Truck - 1032: 2001 Ford E-250 Cargo Van - 1074: 2000 Sterling Tandem Dump - 1083, 1106, 1118, 1153: 2000 Grumman Workhorse Vans - 1091: 2001 Ford F-250 Super Cab - 1169: 2001 Cat Backhoe - 1174, 1175: 2001 Message Board Trailers 		




Program:	Equipment Program		Sub-program:	Miscellaneous Equipment
Project Name:	Fire Equipment Replacement		Submission ID:	4465
Location:	Fire-Rescue			
Cost:	\$318,182		OBI:	\$ 0
Funding Sources:	Fire Equipment: \$318,182			
Scope:	Equipment replacement: <ul style="list-style-type: none">• 55 SCBA units cylinder and pack• Fire fighting hose 30 lengths			
				


Program:	Equipment Program		Sub-program:	Miscellaneous Equipment
Project Name:	Fire Replacement Equipment Purchases		Submission ID:	5018
Location:	Various			
Cost:	\$120,000		OBI:	\$ 0
Funding Sources:	Fire Equipment: \$120,000			
Scope:	<div>Equipment replacement:<ul style="list-style-type: none">• Water rescue equipment consisting of 20 of each:<ul style="list-style-type: none">○ water rescue dry suits,○ booties and○ personal flotation devices• Auto extrication hydraulic hose, equipment</div> <p>This amount would allow Richmond Fire-Rescue to retrofit all our front line equipment to the new technology.</p> <div></div>			

Equipment


Program:	Equipment Program	Sub-program:	Miscellaneous Equipment
Project Name:	Food Scraps/Organics Recycling Program Expansion	Submission ID:	5035
Location:	Richmond Residential: Townhomes and Single-Family		
Cost:	\$3,250,000	OBI:	\$950,000*
Funding Sources:	Other: \$3,250,000		
Scope:	<p>Project includes:</p> <ul style="list-style-type: none">• the acquisition of approximately 42,000 carts• cart assembly, labelling, preparation and delivery to all households• acquisition of kitchen catchers to provide to each household for internal collection of food scraps• cart labels• outreach and promotional materials• temporary staff for program implementation/administration <p>Note that this project is proposed to be funded from the sanitation and recycling provision.</p> <p>*OBI to be funded by Utilities</p>		



Program:	Equipment Program		Sub-program:	Miscellaneous Equipment
Project Name:	Annual Library Book Purchases		Submission ID:	4925
Location:	Library			
Cost:	\$1,100,500		OBI:	\$ 0
Funding Sources:	Library Provision: \$1,100,500			
Scope:	<div><div>1. This project entails the purchasing, cataloguing and processing of books, DVDs, and CDs. It covers the costs of acquiring the material and getting it to the shelf ready for customers to take it out.</div><div>2. Conversion of these budgets from operating to capital will start in 2012 and continue annually.</div><div>3. There is no specific relationship to other capital projects.</div><div>4. This is not a shared project.</div><div>5. Components include purchase of the material including freight costs, plus the cost of cataloguing, processing and reinforcement of book bindings as necessary.</div></div>			



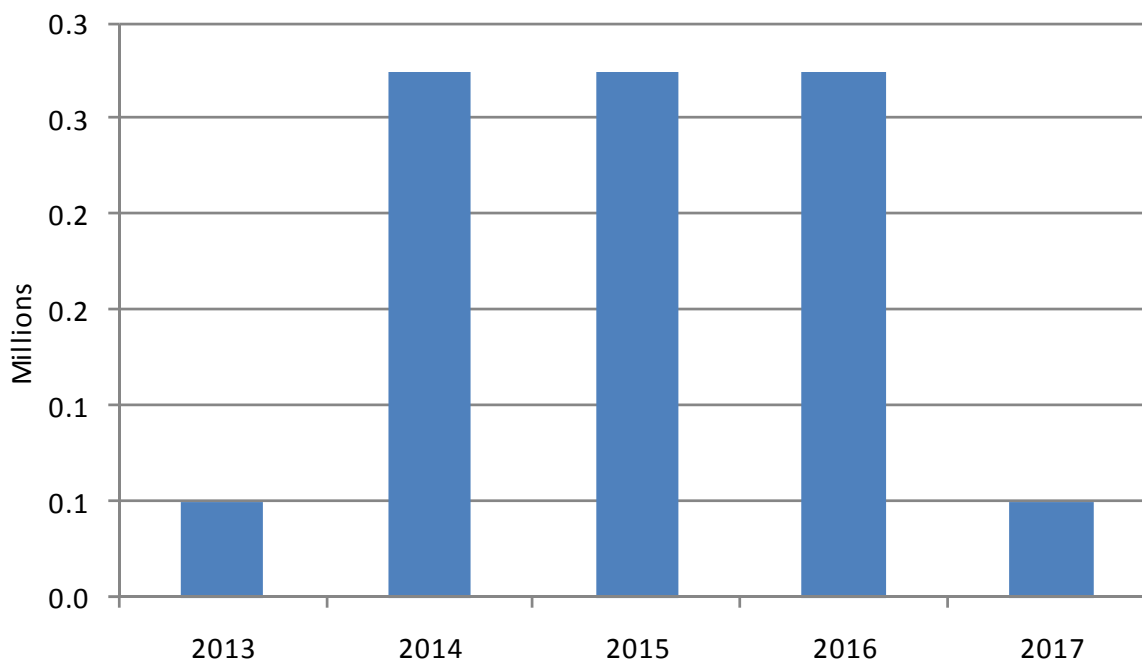
Program:	Equipment Program	Sub-program:	Miscellaneous Equipment
Project Name:	Parking Meter Replacement (Pay-Station)	Submission ID:	4961
Location:	Community Bylaws		
Cost:	\$328,750	OBI:	\$ 0
Funding Sources:	Other: \$328,750		
Scope:	Source, acquire and install up to fifty (45) new parking pay-stations; 2012 - \$208,750 (approved, currently being sourced through RFP) 2013 - \$328,750 Total - \$537,500		



Child Care Program 2013-2017

To address child care need, the City will plan, partner and, as resources and budgets become available, support a range of quality, affordable child care including facilities and spaces.


Child Care Program



2013 Recommended Child Care Program

Year	Project Name	Total Investment
2013	Child Care Projects- City Wide	50,000
2013	West Cambie Child Care Facility	1
2013	Hamilton Child Care Facility	1
TOTAL CHILD CARE PROGRAM		50,002


Child Care

Program:	Child Care Program	Sub-program:	Child Care Program
Project Name:	Child Care Projects- City Wide	Submission ID:	4882
Location:	Various		
Cost:	\$50,000	OBI:	\$ 0
Funding Sources:	Child Care Development Reserve: \$50,000		
Scope:	To ensure sufficient funding is available to administer the City's Child Care grant program.		
			


2013 Project Details by Program

Appendix 4

Child Care

Program:	Child Care Program	Sub-program:	Child Care Program
Project Name:	West Cambie Child Care Facility	Submission ID:	4875
Location:	4033 Stolberg		
Cost:	\$ 1	OBI:	\$17,200
Funding Sources:	Child Care Development Reserve: \$1		
Scope:	Maintenance and Repair/Preventative Maintenance, Fire Security Monitoring		\$10,000
	Operating Expenditures (hydro, gas - first year only)		\$ 7,200
	TOTAL		\$17,200
			

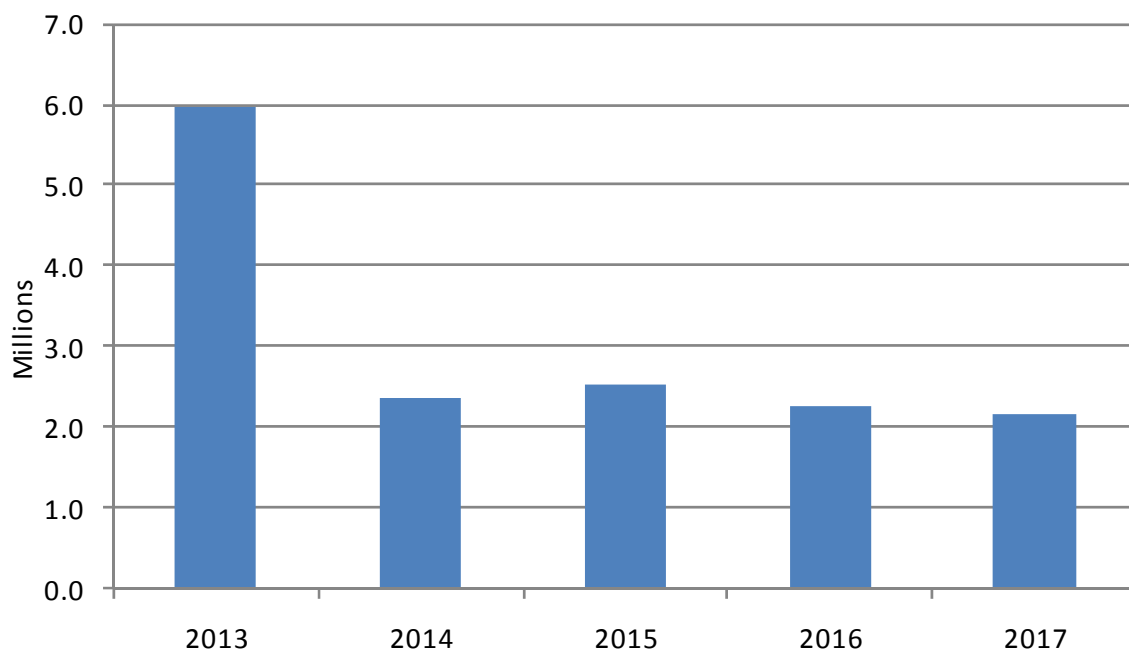
Child Care

Program:	Child Care Program	Sub-program:	Child Care Program
Project Name:	Hamilton Child Care Facility	Submission ID:	4916
Location:	23591 Westminster Highway		
Cost:	\$ 1	OBI:	\$10,340
Funding Sources:	Child Care Development Reserve: \$1		
Scope:	<p>The purpose of this request is to be able to budget for the on-going capital maintenance costs for the Hamilton Child Care Facility located at 23591 Westminster Highway.</p> <ul style="list-style-type: none">• The City will lease the facility to the child care operator for a nominal fee of \$1 per year.• On-going facility operation costs will be the responsibility of the child care provider (including utilities).• The City will be responsible for capital maintenance expenditures as required.• Projected occupancy date is scheduled for 2012-2013.• Year 2 OBI (2013) projected at \$10,340 based on 2012 estimates for the 3,400 sf facility, which includes pump operation and maintenance and preventative maintenance/ repair.		
			

Internal Transfers/Debt Program 2012-2016


The internal transfers/debt program relates to the use of capital funding for items that do not result in tangible capital assets. This includes: the repayment of capital funds borrowed from other internal sources of funding, external debt repayment and transfers to the operating budget for items that do not meet the asset capitalization criteria.

Internal Transfer / Debt Repayment





2013 R Internal Transfer/Debt Program


Year	Project Name	Total Investment
2013	Parkland Acquisition	4,500,000
2013	River Rd/North Loop (2005) Repayment	100,000
2013	Shovel - Ready Grant (2009) Repayment	77,263
2013	T1368/1369 - No. 2 Road Bridge	1,280,300
TOTAL INTERNAL TRANSFERS/DEBT REPAYMENT		5,957,563

Program:	Internal Transfers/Debt Repayment		Sub-program:	Internal Transfers/Debt Repayments	
Project Name:	Parkland Acquisition		Submission ID:	930	
Location:	As per Parks DCC land acquisition plan.				
Cost:	\$4,500,000		OBI:	\$ 0	
Funding Sources:	Parks Acquisition DCC: \$4,232,250 Parks Acquisition City Assist: \$267,750				
Scope:	Repayment of land acquisition as prioritized in the Council approved 2009 Park Land Acquisition strategy for the purposes of creating or completing parks and open spaces to meet the needs of the city's growing population. The funding is typically allocated to an acquisition or acquisitions by year end.				
<div>Northeast Bog Forest Scale NTS 2011 Photo</div> 					

Program:	Internal Transfers/Debt Payment		Sub-program:	Internal Transfers/Debt Payment		
Project Name:	River Rd/North Loop (2005) Repayment		Submission ID:	2302		
Location:	Finance					
Cost:	\$100,000		OBI:	\$ 0		
Funding Sources:	Roads DCC: \$100,000					
Scope:	A total of \$18M is to be repaid from Roads DCCs to Surplus over 19 years. The loan amortization schedule is:					
	<u>Payments</u>	<u>Year</u>	<u>Balance</u>	<u>Payment</u>	<u>Interest</u>	<u>Principal</u>
	1	2006	17,100,000	(1,769,576)	598,500	1,171,076
	2	2007	15,928,924	(1,200,000)	557,512	642,488
	3	2008	16,236,436	(1,867,000)	568,275	1,298,725
	4	2009	14,937,712	(1,867,000)	522,820	1,344,180
	5	2010	13,593,532	(468,210)	475,774	(7,564)
	6	2011	13,601,095	(300,000)	476,038	(176,038)
	7	2012	13,777,133	(200,000)	482,200	(282,200)
	8	2013	14,059,333	(100,000)	492,077	(392,077)
	9	2014	14,451,410	(1,317,000)	505,799	811,201
	10	2015	13,640,209	(1,685,056)	477,407	1,207,649
	11	2016	12,432,560	(1,685,056)	435,140	1,249,916
	12	2017	11,182,644	(1,685,056)	391,393	1,293,663
	13	2018	9,888,981	(1,685,056)	346,114	1,338,942
	14	2019	8,550,039	(1,685,056)	299,251	1,385,805
	15	2020	7,164,238	(1,586,746)	250,748	1,335,998
	16	2021	5,828,240	(1,586,746)	203,988	1,382,758
	17	2022	4,445,483	(1,586,746)	155,592	1,431,154
	18	2023	3,014,329	(1,586,746)	105,501	1,481,245
	19	2024	1,533,084	(1,586,746)	53,658	1,533,088



Program:	Internal Transfers/Debt Payment		Sub-program:	Internal Transfers/Debt Payment																																																																			
Project Name:	Shovel - Ready Grant (2009) Repayment		Submission ID:	3778																																																																			
Location:	Finance																																																																						
Cost:	\$77,263		OBI:	\$ 0																																																																			
Funding Sources:	Roads DCC: \$77,263																																																																						
Scope:	<p>The total amount borrowed in 2009 was \$626,666 and is to be repaid over 10 years beginning in 2010.</p> <p>The 2013 payment of \$77,263 is the 4th of 10 equal payments</p> <p>The loan amortization schedule is:</p> <table border="1"> <thead> <tr> <th><u>Payment</u></th> <th><u>Year</u></th> <th><u>Balance</u></th> <th><u>Payment</u></th> <th><u>Interest</u></th> <th><u>Principal</u></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2010</td> <td>626,666</td> <td>\$(77,263)</td> <td>25,067</td> <td>52,196</td> </tr> <tr> <td>2</td> <td>2011</td> <td>574,470</td> <td>\$(77,263)</td> <td>22,979</td> <td>54,284</td> </tr> <tr> <td>3</td> <td>2012</td> <td>520,185</td> <td>\$(77,263)</td> <td>20,807</td> <td>56,456</td> </tr> <tr> <td>4</td> <td>2013</td> <td>463,730</td> <td>\$(77,263)</td> <td>18,549</td> <td>58,714</td> </tr> <tr> <td>5</td> <td>2014</td> <td>405,016</td> <td>\$(77,263)</td> <td>16,201</td> <td>61,062</td> </tr> <tr> <td>6</td> <td>2015</td> <td>343,954</td> <td>\$(77,263)</td> <td>13,758</td> <td>63,505</td> </tr> <tr> <td>7</td> <td>2016</td> <td>280,449</td> <td>\$(77,263)</td> <td>11,218</td> <td>66,045</td> </tr> <tr> <td>8</td> <td>2017</td> <td>214,404</td> <td>\$(77,263)</td> <td>8,576</td> <td>68,687</td> </tr> <tr> <td>9</td> <td>2018</td> <td>145,717</td> <td>\$(77,263)</td> <td>5,829</td> <td>71,434</td> </tr> <tr> <td>10</td> <td>2019</td> <td>74,283</td> <td>\$(77,254)</td> <td>2,971</td> <td>74,283</td> </tr> </tbody> </table>					<u>Payment</u>	<u>Year</u>	<u>Balance</u>	<u>Payment</u>	<u>Interest</u>	<u>Principal</u>	1	2010	626,666	\$(77,263)	25,067	52,196	2	2011	574,470	\$(77,263)	22,979	54,284	3	2012	520,185	\$(77,263)	20,807	56,456	4	2013	463,730	\$(77,263)	18,549	58,714	5	2014	405,016	\$(77,263)	16,201	61,062	6	2015	343,954	\$(77,263)	13,758	63,505	7	2016	280,449	\$(77,263)	11,218	66,045	8	2017	214,404	\$(77,263)	8,576	68,687	9	2018	145,717	\$(77,263)	5,829	71,434	10	2019	74,283	\$(77,254)	2,971	74,283
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Program:	Internal Transfers/Debt Payment		Sub-program:	Internal Transfers/Debt Payment	
Project Name:	T1368/1369 - No. 2 Road Bridge		Submission ID:	700	
Location:	Finance				
Cost:	\$1,280,300		OBI:	\$ 0	
Funding Sources:	Roads DCC: \$1,280,300				
Scope:	The \$17.6M debt is being repaid over 20 years beginning in 1994 and completing in 2013. The final 2013 payment amount is \$1,280,300.				
					

Program:	Infrastructure Program	Sub-program:	Roads
Project Name:	Undergrounding - Hydro/Telus No 3 Rd	Submission ID:	4030

Location: No 3 Rd - Granville Ave to Blundell Rd

Cost: \$2,000,000

OBI: \$ 0

Funding Sources: Capital Revolving: \$1,600,000
Grant: \$400,000

Scope: Undergrounding - Hydro/Tel will take place along No. 3 Road from Granville Avenue to Blundell Road

This project will include the removal of poles, overhead cables/wires and the placement of kiosks in rights-of-way. 1/3 funding from BC Hydro is available up to \$400,000. This is a single year project that is part of an ongoing program.



Unfunded 2013

2013 Unfunded Project Details

Appendix 5

Program: Infrastructure Program

Sub-program: Drainage

Project Name: Burkeville Drainage Improvements

Submission ID: 4974

Location: Burkeville Area

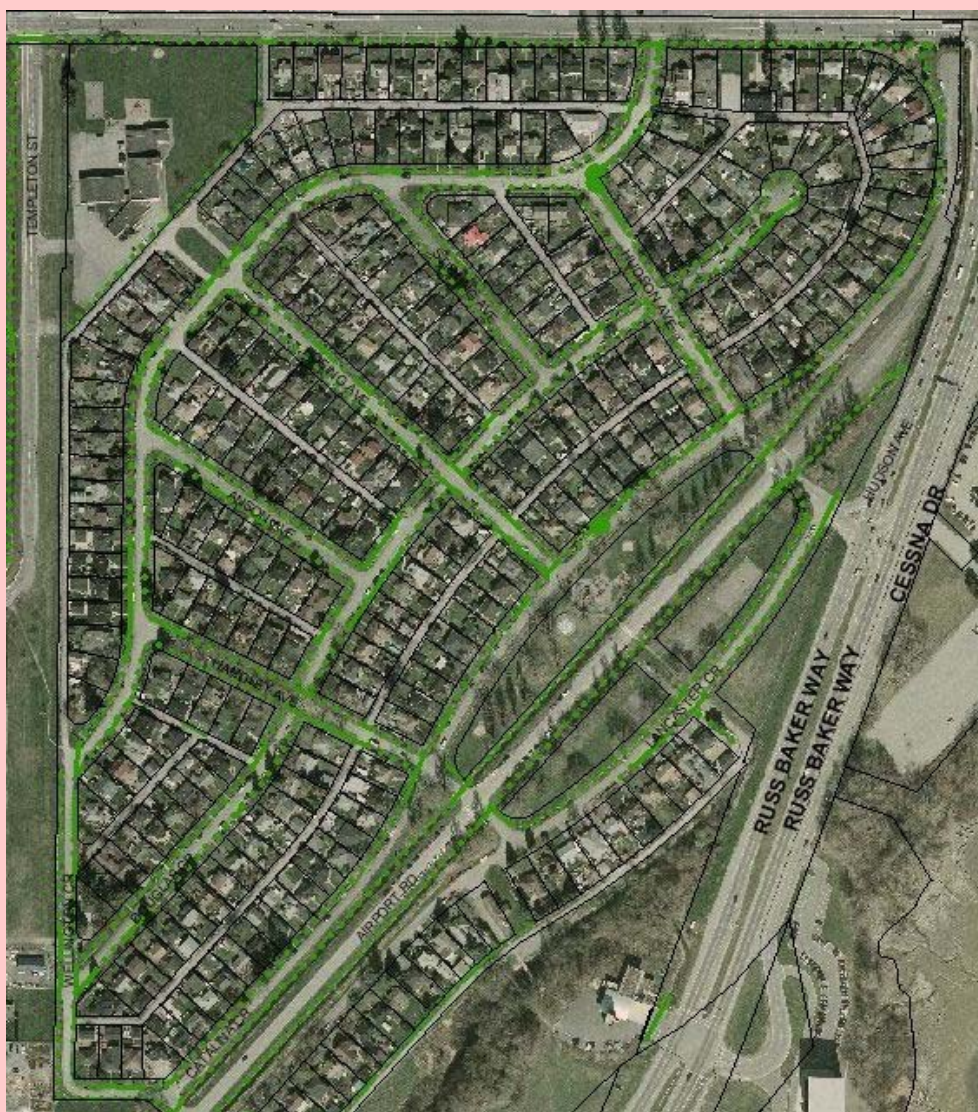
Cost: \$500,000

OBI: \$1,240

Funding Sources: Drainage Utility: \$500,000

Scope: This project will begin the installation of new drainage infrastructure in accordance with conceptual designs currently being prepared for the City.

The project is estimated to take 3 months to complete. Construction will begin in the summer of 2013.



Unfunded 2013

2013 Unfunded Project Details

Appendix 5

Program:	Infrastructure Program	Sub-program:	Drainage						
Project Name:	No 2 Road North Pump Station Upgrade	Submission ID:	4827						
Location:	No 2 Road North								
Cost:	\$3,500,000	OBI:	\$ 0						
Funding Sources:	Drainage Utility: \$3,336,785 Drainage DCC: \$161,583 Drainage City Assist: \$1,632								
Scope:	<p>Demolish the existing pump station and rebuild it to a modern standard. Increase pumping capacity by 151% and lower the low water pumping elevation. Seismic upgrades and raise the dike locally to either 4.0m or 4.7m which will be determined during the detailed design phase. Landscape the construction area.</p> <p>The project is estimated to take 6 months. Ideally, construction will begin spring 2014. This is a single year project that is part of a larger strategy to increase the City's drainage capacity, increase pump station reliability and reduce flooding.</p> <p>Major Cost Components:</p> <table><tr><td>Civil (65%)</td><td>\$2,275,000</td></tr><tr><td>Mechanical (19%)</td><td>\$665,000</td></tr><tr><td>Electrical (16%)</td><td>\$560,000</td></tr></table>			Civil (65%)	\$2,275,000	Mechanical (19%)	\$665,000	Electrical (16%)	\$560,000
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Mechanical (19%)	\$665,000								
Electrical (16%)	\$560,000								

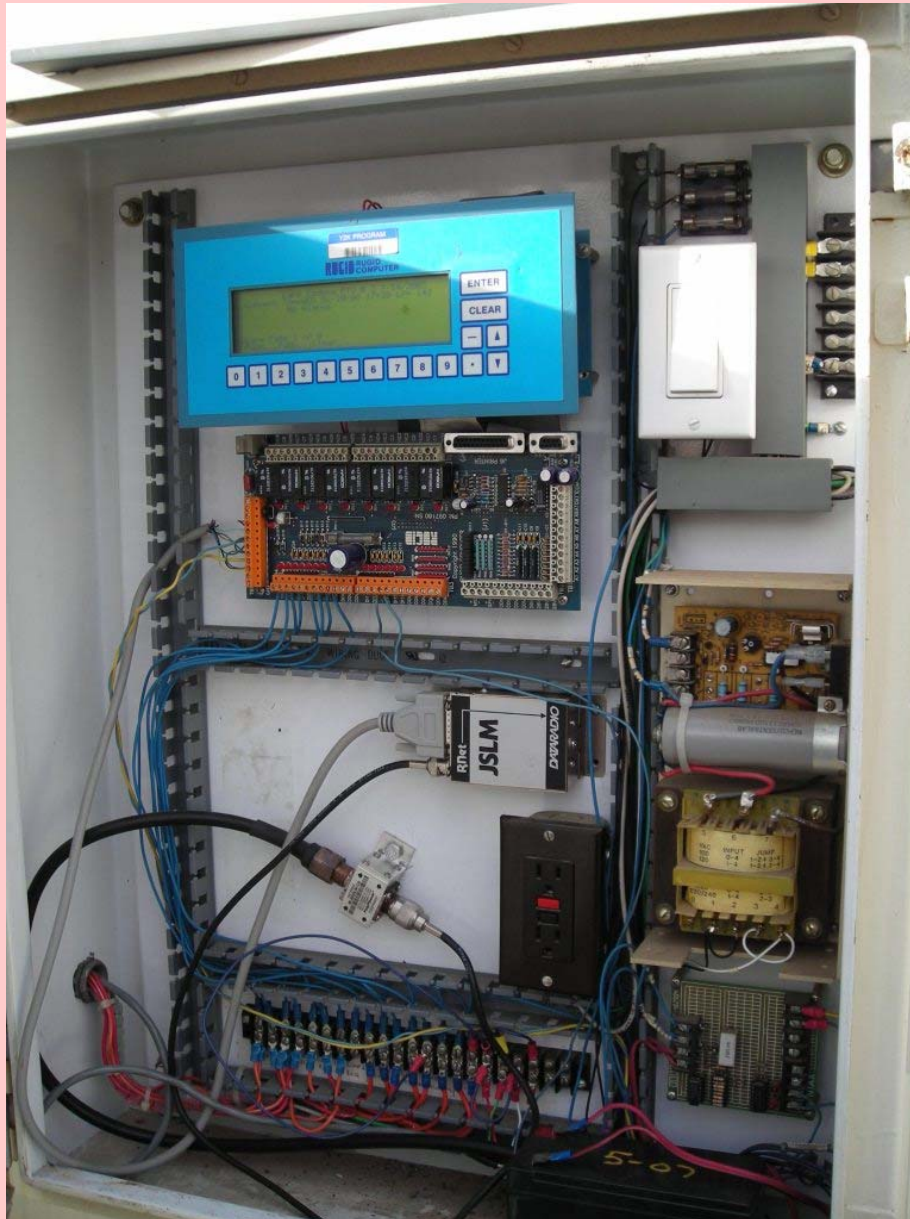


Unfunded 2013

2013 Unfunded Project Details

Appendix 5

Program:	Infrastructure Program	Sub-program:	Sanitary Sewer
Project Name:	Miscellaneous SCADA System Improvements	Submission ID:	4599
Location:	Various Sites		
Cost:	\$250,000	OBI:	\$1,003
Funding Sources:	Sanitary Utility: \$250,000		
Scope:	<p>In order to effectively monitor over two hundred sites within the City, continuous upgrades need to be made to our systems so that we can rely on our SCADA to provide accurate information.</p> <p>This will allow the City to remain current with emerging technologies and to react appropriately to security threats.</p>		



Unfunded 2013

2013 Unfunded Project Details

Appendix 5

Program:	Infrastructure Program	Sub-program:	Sanitary Sewer
Project Name:	Public Works Minor Capital - Sanitary	Submission ID:	4823
Location:	Various Locations		
Cost:	\$300,000	OBI:	\$ 0
Funding Sources:	Sanitary Utility: \$300,000		
Scope:	These are minor upgrades to our sewerage infrastructure that include but not limited to minor upgrades to pump stations, improved operational efficiencies, or changes to safety requirements, minor repairs to manholes or valve boxes, testing of new technologies to improve efficiencies, minor forcemain repairs and response to resident complaints that require site specific repairs.		



Unfunded 2013

2013 Unfunded Project Details

Appendix 5

Program:	Building Program	Sub-program:	Major Building
Project Name:	Conservation Plans for Heritage buildings	Submission ID:	5058

Location: Various

Cost:	\$75,000	OBI:	\$ 0
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Funding Sources: Other: \$75,000

Scope: The Conservation Plans would include, but not be limited to, a report on the detailed exterior and interior maintenance needs of each building, working in conjunction with the FVR facilities plans, recommended ways in which to maintain the buildings while preserving their heritage integrity, a statement of significance and a written statement outlining the character defining properties of each building and CAD drawings of each.



Unfunded 2013

2013 Unfunded Project Details

Appendix 5

Program:	Building Program	Sub-program:	Major Building
Project Name:	Watermania Major Infrastructure Replacement	Submission ID:	5061
Location:	14300 Entertainment Way		
Cost:	\$840,000	OBI:	
Funding Sources:	Building and Infrastructure: \$840,000		
Scope:	Replacement of sound absorbing panels, painting of secondary structural components (beams, columns & ceiling), and replacement of slide supports as identified in the VFA and Secondary Structural Review reports.		



Unfunded 2013

2013 Unfunded Project Details

Appendix 5

Program:	Parks Program	Sub-program:	Minor Parks
Project Name:	Parks Ageing Infrastructure Replacement Program	Submission ID:	3473

Location: Hugh Boyd Oval

Cost: \$100,000

OBI: \$ 0

Funding Sources: Gaming: \$100,000

Scope: For 2013, Hugh Boyd Oval retrofit estimates are:

Timber board replacement	\$55,000
Steel Frame replacement	\$25,000
Asphalt repairs	\$15,000
bleachers & bench replacement	<u>\$5,000</u>
Total	\$100,000

Works would be conducted before the full soccer season start in September.



Unfunded 2013

2013 Unfunded Project Details

Appendix 5

Program:	Parks Program	Sub-program:	Public Art
Project Name:	Oval Precinct Public Art Plan	Submission ID:	4326
Location:	Oval Precinct		
Cost:	\$500,000	OBI:	\$10,000
Funding Sources:	Capital Revolving: \$500,000		
Scope:	<p>Phase 4 consists of 3 additional opportunities identified in the Oval Precinct Public Art Plan. The first of these opportunities is proposed for 2013, with additional request in 2014 and 2015 to complete the Oval Precinct Public Art Plan:</p> <p>Construction of the signature art piece in the Riverside Gathering (north side Festival Plaza): \$393,700</p> <p>15% contingency: \$59,055 12% Management fees: \$47,245</p> <p>Total for 2013: \$500,000</p>		



Unfunded 2013

2013 Unfunded Project Details

Appendix 5

Program:	Equipment Program	Sub-program:	Computer Capital
Project Name:	ICT Infrastructure Replacement-Phase II	Submission ID:	5097

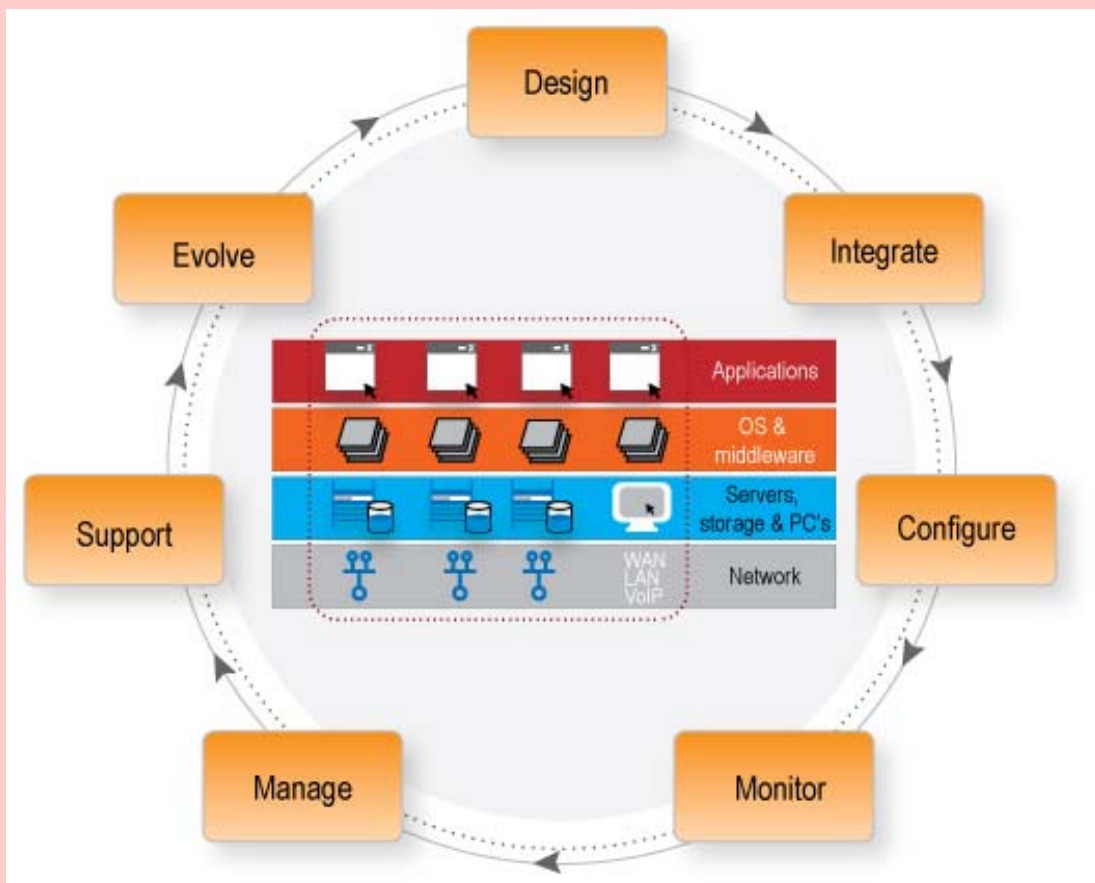
Location: City Hall

Cost: \$275,000

OBI: \$ 0

Funding Sources: Computer Equipment: \$275,000

Scope: This request funds replacement of existing computer infrastructure. As well as replacing equipment, this funding will allow IT to change the way some operational services are delivered, taking advantage of technology advances.



Unfunded 2013



City of Richmond

Report to Committee

TO MR NV 5 2012

To: General Purposes Committee

Date: October 3, 2012

From: David Weber
Director, City Clerk's Office

File: 01-0105-00/Vol 01

Re: 2013 Council and Committee Meeting Schedule

Staff Recommendation

That the 2013 Council and Committee meeting schedule, attached to the staff report dated October 3, 2012, from the Director, City Clerk's Office, be approved, including the following revisions as part of the regular August meeting break and December holiday season:

- (1) That the Regular Council Meetings (open and closed) of August 12; August 26, and December 23, 2013 be cancelled;
- (2) That the August 19, 2013 Public Hearing be re-scheduled to Tuesday, September 3, 2013 at 7:00 pm in the Council Chambers at Richmond City Hall.

David Weber
Director, City Clerk's Office
(604-276-4098)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY SMT SUBCOMMITTEE	INITIALS:
REVIEWED BY CAO	INITIALS:

Staff Report

Origin

For many years, Council has supported a summer meeting break during August, and adjustments to the meeting schedule during the December holiday season. Accordingly, the Council meeting calendar is being presented at this time (**Attachment 1**) to provide certainty and more advance notice of Council's schedule for the coming year.

Analysis

August meeting break

In accordance with the Council Procedure Bylaw, Council resolutions are required for any changes to the prescribed Council meeting schedule. Therefore, to accommodate the August meeting break, it is recommended that the Regular Council meetings of August 12 and 26, 2013 be cancelled.

Changes to the Committee meeting dates can be altered at the call of the Chair, as circumstances arise closer to the dates of the meetings, and do not require a resolution. The only change that staff propose to the Committee schedule is a change to the Parks, Recreation and Cultural Services Committee that would normally fall on July 23rd, 2013, the day after the last Council meeting before the August meeting break. Instead, and in order for Council to consider any recommendations from this meeting at the Regular Council meeting of July 22nd, 2013, it is proposed that the PRCS Committee meeting be moved to the previous week (Thursday, July 18th).

With regard to the August Public Hearing meeting, in keeping with past practice, staff propose it be re-scheduled from August 19 to September 3, 2013. This change to the Public Hearing schedule minimizes the delay, due to the summer meeting break, for consideration of land use applications that have been given first reading. There would be no need for a second scheduled Public Hearing during the third week of September.

December holiday season

City Hall will be closed from Wednesday, December 25, 2013 and re-open on Thursday, January 2, 2014 in recognition of the holiday season. Given this schedule and the lateness of the date of the second Regular Council meeting in December, it is recommended that the Council meeting on the evening of December 23, 2013 also be cancelled. In its place, and in accordance with past practice, a Special Council meeting would be called during the week of December 16th in conjunction with one of the last Committee meetings of the year in order to deal with any business arising from the committees that is of a time-sensitive nature.

October 3, 2012

Financial Impact

None.

Conclusion

It is recommended that the 2013 Council and Committee meeting schedule be approved with the suggested allowances for the regular Council meeting break in August, and the holiday season in December, on the understanding that a Special Council Meeting can be called with 24 hours notice should any unusual or urgent circumstances arise. Such a meeting may be facilitated using a conference call, as permitted by the Council Procedure Bylaw, for those Council members who wish to participate but are unable to attend in person.

A handwritten signature in black ink, appearing to read 'G. Johnson', with a long horizontal flourish extending to the right.

Gail Johnson
Manager, Legislative Services
(604-276-4006)

SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
JANUARY							FEBRUARY							MARCH						
		STAT 1	2	3	4	5						1	2						1	2
6	GP FC	PC	8	9	10	11	3	GP FC	PC	5	6	7	8	9	3	GP FC	PC	5	6	7
13	CO	14	CS	15	DP	16	10	STAT	11	CO	12	CS	DP	13	10	CO	11	CS	DP	12
20	GP PH	PC	22	PWT	23	24	17	GP PH	PC	19	PWT	20	21	22	17	GP PH	PC	19	PWT	20
27	CO	28	PRC	DP	30	31	24	CO	25	PRC	DP	27	28		24	CO	25	PRC	DP	27
															31					
APRIL							MAY							JUNE						
	STAT 1	GP FC	PC	4	5	6				1	2	3	4							1
7	CO	8	CS	9	DP	10	5	GP FC	PC	7	8	9	10	11	2	GP FC	PC	4	5	6
14	GP PH	PC	16	PWT	17	18	12	CO	13	CS	DP	14	15	16	9	CO	10	CS	DP	11
21	CO	22	PRC	DP	24	25	19	STAT	20	GP PH	PC	22	PWT	23	16	GP PH	PC	18	PWT	19
28	29	30					26	CO	27	PRC	DP	28	29	30	23	CO	24	PRC	DP	25
															30					
JULY							AUGUST							SEPTEMBER						
	STAT 1	GP FC	PC	4	5	6				1	2	3		1	STAT 2	GP FC	PC	4	5	6
7	CO	8	CS	9	DP	10	4	STAT	5	6	7	8	9	10	8	CO	9	CS	DP	10
14	GP PH	PC	16	PWT	17	18	11	12	13	DP	14	15	16	17	15	GP PH	PC	17	PWT	18
21	CO	22	23	DP	24	25	18	19	20	21	22	23	24	25	22	CO	23	PRC	DP	24
28	29	30	31				25	26	27	DP	28	29	30	31	29	30				
OCTOBER							NOVEMBER							DECEMBER						
		1	2	3	4	5						1	2	1	GP FC	PC	3	4	5	6
6	GP FC	PC	8	9	10	11	3	GP FC	PC	5	6	7	8	9	8	CO	9	CS	DP	10
13	STAT	14	CO	CS	DP	16	10	STAT	11	CO	CS	DP	13	14	15	GP PH	PC	PWT	18	19
20	GP PH	PC	22	PWT	23	24	17	GP PH	PC	19	PWT	20	21	22	23	24	STAT	25	STAT	26
27	CO	28	PRC	DP	30	31	24	CO	25	PRC	DP	27	28	29	30	31	STAT	1 JAN	2 JAN	3 JAN

CO Regular Council Mtg., 7:00pm
 Regular (Closed) Council Mtg., 4:00pm
CS Community Safety, 4:00pm
DP Development Permit Panel, 3:30pm
FC Finance, following 1st General Purposes Meeting of each month
GP General Purposes, 4:00pm

PC Planning, 4:00pm
PH Public Hearing, 7:00pm
PRC Parks, Recreation & Cultural Services, 4:00pm
PWT Public Works & Transportation, 4:00pm

Note: All meeting dates are subject to change.



City of Richmond

Report to Committee

10 GP AN 52012

To: General Purposes Committee
From: W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
Re: Millennium Karaoke Ltd.
Unit 201 - 4451 No. 3 Road
Liquor Primary Application


Date: October 9, 2012
File: 12-8275-05/2012-Vol
01

Staff Recommendation

That the application by Millennium Karaoke Ltd., for a Liquor Primary Licence at 4451 No. 3 Road Unit 201, in order to offer liquor service, be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

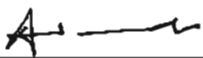


- 1) Council recommends the issuance of the proposed licence based on the lack of community responses received and that the operation will not have a significant negative impact on the community.
- 2) Council's comments on the prescribed criteria (set out in section 10(3) of the Liquor Control and Licensing Act Regulations) are as follows;
 - a) The location of the establishment is zoned Auto-Oriented Commercial (CA) and the proposed use was reviewed and conforms to the regulations for the area.
 - b) The proximity of the proposed location to other social or recreational and public buildings was considered. There are no public schools or parks within a 50 metre radius of the proposed liquor primary location.
 - c) That a LCLB application for a 100 person capacity operation, with liquor service hours of 2:00 p.m. to 2:00 a.m. Monday to Sunday, be supported. Support for a 150 person capacity operation is not given.
 - d) The number and market focus or clientele of liquor primary licence establishments within a reasonable distance of the proposed location was considered.
 - e) The potential for additional noise in the area if the application is approved was considered.
- 3) As the operation of the establishment as a liquor licensed establishment might affect nearby residents, the City gathered the view of the residents as follows:

- a) As per City Policy, residents, property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and were provided with instruction on how comments or concerns could be submitted.
 - b) In addition, signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instruction on how community comments or concerns could be submitted.
- 4) Council's comments and recommendations respecting the views of the residents are as follows:
- a) There were no responses to all public notifications and based on the lack of any responses received from the community, Council considers that the application is acceptable to the majority of the community and residents and businesses in the nearby area.



W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
(604-276-4136)

Att.

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
	
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 
REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

The Provincial Liquor Control and Licensing Branch (LCLB) issues licences in accordance with the Liquor Control and Licensing Act (the "Act") and the Regulations made pursuant to the Act.

Local government is given opportunity to provide comments and recommendations to the LCLB, with respect to liquor licence applications and amendments. For new Liquor Primary Licences, the process requires that local government, in providing comments with respect to the licence application, take into account the following criteria:

- the location of the establishment
- the proximity of the establishment to other social or recreational facilities and public buildings
- the person capacity and hours of liquor service of the establishment
- the number and market focus or clientele of liquor primary licence establishments within a reasonable distance of the proposed location
- the impact of noise on the community in the immediate vicinity of the establishment and;
- the impact on the community if the application is approved.

If the operation of the establishment as a licensed establishment may affect nearby residents, the local government must gather the view of the residents.

This report deals with an application submitted to LCLB and to the City of Richmond by Don Lui (the Applicant), owner of Millennium Karaoke Ltd., operating from premises located at Unit 201 – 4451 No. 3 Road, for the following;

- to add a Liquor Primary Licence to the existing karaoke service operation in order to sell all types of liquor from 2:00 p.m. to 2:00 a.m. Monday to Sunday with a capacity of 150 patrons.

Analysis

Location of the establishment

The property is situated in the planning area of City Centre and is one of two buildings on the property parcel. The two buildings are comprised of several commercial businesses that offer the general public a variety of retail services as well as commercial entertainment services.

The property is zoned Automobile-Oriented Commercial District (CA) and the Applicant's current business licence is for a 13 room karaoke service with retail sales of light refreshments (bubble tea, pop) and snacks. The Applicant's proposal to add a liquor primary licenced establishment in conjunction with the existing business licence is consistent with the permitted uses in this zoning district. The business has been in operation since 2007.

Proximity to other social or recreational and public buildings

There is a private badminton centre and a karate club but no public schools or parks with a 50 metre radius of the property.

Person capacity and hours of liquor service

The Applicant has applied for a 150 person capacity operation with operating hours of 2:00 p.m. to 2:00 a.m. Monday to Sunday. As the occupant load under the building permit was approved and issued for a maximum of 100 persons, the City can only provide support for this approved occupant load.

If the Applicant proposes to increase the occupant load, a building permit and City approval would be required.

Other Liquor Primary establishments in the area

There are 6 establishments that have a Liquor Primary Liquor licence within a 800 metre radius of the Applicant's location.

Impact of noise

The location is surrounded by a mix of commercial uses. The lack of negative feedback from the occupants in the area indicates that it is not expected that the proposal will generate any additional noise other than the street noise generally associated with closing time dispersals.

Impact on the Community

The City relies, in part, on the response from the community to any negative impacts of the liquor licence application. Having received no responses from those contacted in the consultation area and none from the city-wide public notifications, staff feel that support of this application is warranted due to the lack of negative public feedback.

Views of nearby residents, businesses and property owners

To satisfy LCLB requirements, the City's review process requires that the public be notified of the liquor licence amendment application and be given an opportunity to express any concerns related to the proposal.

The City's process for reviewing applications for liquor related permits is prescribed by the Development Application Fees Bylaw 7984 which under section 1.9.1 calls for:

1.9.1 Every **applicant** seeking approval from the **City** in connection with:

(a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*;

must proceed in accordance with subsection 1.9.2.

1.9.2 Pursuant to an application under subsection 1.9.1, every applicant must:

- (b) post and maintain on the subject property a clearly visible sign which indicates the intent of the application; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is at least weekly in the area affected by the application.

In addition to the advertised public notice requirements set out in Section 1.9.2, staff have adapted from a prior bylaw requirement, the process of the City sending letters to businesses, residents and property owners within a 50-metre radius of the establishment (Attachment 1). This letter provides details of the proposed liquor licence application and requests the public to communicate any concerns to the City.

There are 9 property parcels within the consultation area. On August 28, 2012, letters were sent to 453 businesses, residents and property owners to gather their views on the application, two of these letters were returned as undeliverable. As of September 28, 2012, there have been no responses from the community from the mail out, the posted signage or newspaper publications.

The following table is a summary of the application data and dates:

ITEM	DETAILS
City of Richmond Application Received	August 16, 2012
Type	New Liquor Primary Licence
Location	Unit 201 – 4451 No. 3 Road
Proposed Hours of Liquor Sales	Monday to Sunday, 2:00 p.m. to 2 a.m.
Zoning	Auto-Oriented Commercial (CA)
Business Owner(s)	Don Lui
Date Sign Posted	August 22, 2012
Newspaper Publication Dates	August 22, 24, 29, 2012
Letters to residents/businesses	August 28, 2012

The public consultation period for the application ended on September 28, 2012.

Non-Regulatory Criteria

Other Agency Comments

As part of the review process, staff requested comments from Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue and the City's Building Permit and Business Licence Departments.

The only comment received was that the building permit occupancy load was approved for a maximum of 100 persons, if the Applicant wishes to increase this number, plans would be required to be submitted and approved.


Financial Impact

There is no financial impact.

Conclusion

Following the public consultation period, staff have reviewed the application and considered it in light of the legislated review criteria.

Given that the only comment received from the various agencies contacted was in regards to the maximum occupant load and that no responses were received from the public consultations, staff recommend that Council provide a Resolution to LCLB supporting the application for a Liquor Primary licence with the operating hours of Monday to Sunday 2:00 p.m. to 2:00 a.m. with a maximum occupant load of 100 persons.



Joanne Hikida
Supervisor, Business Licence
(604-276-4155)

JMH:jmh



4451 No. 3 Road

Original Date: 10/11/12

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

TDCP NN 52012

To: General Purposes Committee
From: Tom Stewart, AScT.
Director, Public Works Operations
Re: Community Charging Infrastructure Funding Agreement

Date: October 12, 2012
File: 10-6000-01/2012-Vol
01

Staff Recommendation

That the City enter into an agreement with the Fraser Basin Council in respect to funding for the installation of ten community charging stations as described in the report titled Community Charging Infrastructure Funding Agreement, from the Director – Public Works Operations and on the terms and conditions set out in the report, including specifically that the City grant an indemnity to Fraser Basin Council for any losses that the Fraser Basin Council may suffer in relation to their connection with this project.

Tom Stewart, AScT.
Director, Public Works Operations
(604-233-3301)

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

At their May 28, 2012 meeting, Council approved the following recommendation:

“That an application for a community electric vehicle charging plan and infrastructure grant be submitted to the Fraser Basin Council upon announcement of the availability of provincial funding for this work.”

Two applications were subsequently submitted on June 27, 2012 – one under the planning incentive and one under the charging station incentive. The City was not successful in our planning incentive application, however, was successful under the charging station incentive. In order to secure the opportunity for this funding, the City is required to enter into a contribution agreement with the Fraser Basin Council. This report presents and seeks approval to enter into the Community Charging Infrastructure (CCI) Fund Agreement.

Analysis

Background:

The Province is providing a \$6.28 million funding incentive to support planning and installation of community-wide electric vehicle charging stations. The objective is to achieve 570 level two publicly-accessible charging stations throughout the province, approximately one-half of which are anticipated to be in the Metro Vancouver and Southern Vancouver Island regions – with an allocation of approximately \$2.74 million. The funding is being managed by the Fraser Basin Council. The overall objective is to reduce reliance on fossil-fuel vehicles and related emissions by providing community infrastructure to promote consumer confidence in the electric vehicle market.

City Funding Application:

The City submitted two applications for funding consideration:

1. **Planning Incentive:** This application was to prepare a community-wide charging infrastructure plan, including a broader strategy and contextual overview of potential charging infrastructure throughout Richmond. Funding in the amount of \$26,000 was sought through this incentive, however, was denied by the Fraser Basin Council. This application was denied as the focus of this financial incentive is based on planning activities around specific charging station installations and not on broader planning work. As a result, this work is continuing on a reduced scale through an inter-departmental staff team and will be presented to Council at a future date.
2. **Charging Station Incentive:** This application included installation of two charge points at the following locations, for a total of ten stations:
 - Richmond City Hall
 - Steveston Community Centre
 - Cambie Community Centre

- Thompson Community Centre
- Works Yard

Funding of up to \$40,000 (\$4,000 per station or 75% of total costs) was requested under this incentive and received approval, subject to the terms and conditions under the CCI Fund Agreement, Attachment 1. Note: the specific locations of the charge points at the above locations is shown in Schedule D of the agreement.

Key terms of the agreement include:

- a) Carry out the scope of the project as described, with no alterations without the Fraser Basin Council's consent.
- b) Completion of all installations by March 31, 2013 and submission of final report by April 10, 2013.
- c) Use of the funding contribution solely for project-related costs.
- d) Administrative matters including proper accounting of costs, project insurance, acquisition of required permits and approvals, etc.
- e) An ownership and indemnity clause which includes agreement that the project is owned solely by the City and in favour of the Fraser Basin Council for all losses, claims, etc. that may be suffered by the Fraser Basin Council associated with their connection to this project.
- f) The opportunity to participate in a real-time use pilot program to capture and study the electricity use of the charging stations -- which staff recommend joining in order to gain insights about use and energy demand at the charging stations.

Financial Impact

By entering into this agreement, the City will receive up to \$40,000 in grants from the Fraser Basin Council to offset the costs of the charging station installation project.

The total cost of this project is estimated to be \$56,375 which includes \$48,375 in City costs and \$8,000 in City in-kind costs (electrical staff time), after \$40,000 in anticipated grant funding from the Fraser Basin Council. Funding for this project is available under the 2011 -- Fleet Vehicle/Equipment capital project (40530). Total project costs will be charged to this project and the associated grant funding will be credited back to the Fleet Vehicle/Equipment Reserve once received.

Conclusion

The City was successful in obtaining approval for grant funding from the Fraser Basin Council for up to \$40,000 for the installation of ten electric vehicle charge points at various City facilities. By participating in this project, the City is helping to lead and encourage uptake in the electric vehicle market as part of helping to reduce vehicle emissions. The Fraser Basin Council

October 12, 2012

- 4 -

requires that the City enter into a Community Charging Infrastructure Fund Agreement in order to secure the funding commitment.

A handwritten signature in black ink, appearing to read 'S. Bycraft', with a long horizontal line extending to the right.

Suzanne Bycraft
Manager, Fleet & Environmental Programs
(604-233-3338)

SJB:

Attachment 1

THIS AGREEMENT is dated for reference this 24 day of September, 2012.

BETWEEN:

Fraser Basin Council, a society incorporated under the laws of British Columbia having offices at 1st Floor, 470 Granville Street, Vancouver, British Columbia V6C 1V5

(the "Council")

-and-

The City of Richmond, 5599 Lynas Lane, Richmond, BC V7C 5B2

(the "Recipient")

WHEREAS:

- A. The Council is in receipt of funding for the Community Charging Infrastructure initiative under a contribution agreement (the "CCI Fund Agreement") between the Council and Her Majesty the Queen in Right of British Columbia as represented by the Minister of Environment ("BC");
- B. Under the CCI Fund Agreement the Council may distribute funding to various projects in accordance with certain requirements; and
- C. The Council has offered and the Recipient wishes to accept a financial contribution on the terms and conditions set out in this Agreement.

NOW THEREFORE, in consideration of the promises and payments made herein, the parties agree as follows:

1. THE PROJECT

- 1.1 The Recipient shall carry out the project (the "Project") as described in the statement of work attached as Schedule "A" to this Agreement (the "Statement of Work") in a diligent and professional manner and in accordance with the requirements set out therein.
- 1.2 The Recipient shall not alter the scope of the Project without the prior written consent of the Council.
- 1.3 The Recipient shall implement or operate the Project in British Columbia.
- 1.4 The Recipient shall commence all work on the Project on that date and shall complete all work on or before that date set out in the Statement of Work as commencement and completion dates, respectively (the "Commencement Date" and the "Completion Date").

2. THE CONTRIBUTION

- 2.1 Provided the Recipient is in compliance with its obligations under this Agreement, the Council shall provide the Recipient with one or more non-

1

Attachment 1 (Cont'd)

repayable monetary contributions in the amount and manner set out in the Statement of Work (collectively, the "Contribution") and in accordance with the requirements set out below.

- 2.2 The Council shall not issue payment of a portion or all of the Contribution until and unless the Recipient provides the Council with a final report in accordance with Schedule "B" and such invoices, vouchers, receipts and other documentation or material, including progress reports, as may be requested by the Council.
- 2.3 The Recipient shall not request and the Council shall not pay any portion of the Contribution claimed by the Recipient more than one (1) month after the Completion Date.
- 2.4 The maximum amount the Council shall pay under this Agreement shall not exceed the amount set out as Project Costs in the Statement of Work.
- 2.5 The Recipient may use the Contribution solely for Project-related costs, whether capital or non-capital, that are identified as Eligible Costs in the Statement of Work.
- 2.6 The Recipient shall not apply any of the Contribution to costs incurred prior to the Commencement Date or after the Completion Date, nor shall the Council be liable to pay any of the Contribution to the Recipient for costs incurred prior to the Commencement Date or after the Completion Date.
- 2.7 The Council shall not pay any interest on the Contribution.
- 2.8 Notwithstanding any other provision of this Agreement, the Council's obligations to pay all or any of the Contribution to the Recipient are dependent on receipt by the Council of sufficient funding from BC under the CCI Fund Agreement. For clarity, if at any time the CCI Fund Agreement expires or terminates for any reason whatsoever, including for breaches by or other matters within the control of the Council, this Agreement and all of the Council's obligations to the Recipient under this Agreement shall immediately terminate and be of no force or effect.

3. RECIPIENT'S REPRESENTATIONS AND COVENANTS

- 3.1 The Recipient shall comply with all Recipient requirements set out in the Statement of Work attached as Schedule "A", including without limitation the requirements under the heading "Additional Conditions of Funding".
- 3.2 The Recipient shall preserve and keep available for inspection, for at least three (3) years after the Completion Date:
 - (a) proper books of account recording Project revenues and costs;
 - (b) accounts and records that are necessary in the circumstances to support the books of account; and
 - (c) reasonably detailed administrative documentation to support the Recipient's decisions made concerning the Project.

Attachment 1 (Cont'd)

- 3.3 The Recipient shall, if requested by the Council, permit any representative of the Council reasonable access to any premises at which work related to the Project is conducted to do the following:
- (a) inspect and assess the progress of the Project;
 - (b) examine the Recipient's books, accounts and any other records related to the Project and the Contribution, and to make copies thereof.
- 3.4 The Recipient shall obtain insurance coverage for the Project to the standard of a reasonably prudent owner, including without limitation "all risks" insurance, for replacement cost, on all improvements or fixtures constructed or installed as part of the Project, and shall maintain such insurance coverage in full force and effect for at least five years following the Completion Date and shall provide evidence of such insurance coverage to the Council, at the Council's request.
- 3.5 The Recipient shall obtain all necessary licences, permits, and approvals required for the Project under applicable legislation, regulations and by-laws.
- 3.6 The Recipient, immediately upon demand by the Council, shall forthwith repay to the Council any overpayments or surpluses of the Contribution, and such amounts shall constitute a debt immediately due and owing to the Council.
- 3.7 The Recipient shall to the satisfaction of the Council, ensure that all Project expenses are incurred in a manner that is transparent, competitive and consistent with value for money principles.

4. REPORTING

- 4.1 Project reports, satisfactory to the Council, shall be submitted by the Recipient to the Council in accordance with Schedule "D" to this Agreement along with any financial statements or additional reports as may be requested by the Council within 30 days of a demand for same.
- 4.2 Following receipt of a written request from the Recipient, the Council may approve in writing, at its sole discretion, an extension of up to thirty (30) calendar days to submit any claim or any report required to be submitted in accordance with this Agreement.

5. DEFAULT

- 5.1 The following constitute events of default on behalf of the Recipient:
- (a) submitting false or misleading information to the Council or failing to disclose relevant information which may have a negative impact on the Recipient's financial position;
 - (b) breach of any term or condition of this Agreement, including for certainty any terms and conditions set out in a Schedule to this Agreement;
 - (c) if the Recipient makes any assignment for the benefit of creditors or becomes insolvent or bankrupt, goes into receivership or takes the benefit of any statute from time to time in force relating to bankrupt or insolvent debtors;

Attachment 1 (Cont'd)

- (d) if the Recipient dissolves or ceases to carry on business.
- 5.2 If an event of default occurs, the Council may immediately upon providing written notice to the Recipient (the "Notice of Default"), do one or more of the following:
 - (a) terminate this Agreement and cease any payments to the Recipient under this Agreement;
 - (b) require that the Recipient repay the Council all or part of the Contribution forthwith and the Recipient shall immediately pay such amount to the Council.
- 5.3 Section 5 of this Agreement shall survive the expiration or termination of this Agreement.
- 6. ENVIRONMENT
 - 6.1 The Recipient shall obtain all certificates, consents, permits and approvals required for compliance with applicable environmental legislation, regulations and bylaws and shall comply with the requirements of such legislation, regulations and bylaws.
- 7. NOTICE
 - (a) Any notice or communication authorized or permitted with respect to this Agreement shall be effectively given if delivered by hand, sent by mail, or sent by email.
 - (b) Any notice that is delivered by hand or email shall be deemed to have been received on delivery. Any notice which has been mailed shall be deemed to have been received eight (8) calendar days after being mailed. Any notice sent by email shall be deemed to have been received twenty-four (24) hours after the time that is printed on the dispatcher's confirmation slip.
 - 7.1 (a) The Council's address for notice shall be:

Fraser Basin Council
1st Floor, 470 Granville Street
Vancouver, BC V6C 1V5
Email: voviedo@fraserbasin.bc.ca
FAX #: 604-488-5351
 - (h) The Recipient's address for notices shall be:

The City of Richmond
5599 Lynas Lane
Richmond, BC V7C 5B2
Email: sbycraft@richmond.ca
 - (c) Either the Council or the Recipient may change the address and other information stipulated above, provided that a written change of address notice is issued to the other party in accordance with this section.

Attachment 1 (Cont'd)

8. PUBLIC ANNOUNCEMENTS AND COMMUNICATIONS

- 8.1 The Recipient shall comply with the requirements contained in Schedule "C" to this Agreement.

9. OWNERSHIP AND INDEMNITY

- 9.1 The Recipient acknowledges and agrees that the Project is the Recipient's sole responsibility and any assets, improvements or fixtures designed, constructed or installed as part of the Project shall be owned and operated solely by the Recipient.
- 9.2 The Recipient shall indemnify and save harmless the Council and the Council's directors, officers, employees, servants, agents, representatives, successors and assigns (collectively, the "Council's Representatives") and BC against and from all actions, suits, damages, losses, charges, expenses, claims, and demands whatsoever (including necessary legal costs) which may hereafter be brought or made against one or more of the Council's Representatives or BC or which one or more of the Council's Representatives or BC may sustain, pay or incur as the result of or in connection with or arising out of any action of the Recipient in relation to the Project or the Contribution or both.
- 9.3 The Council's liability under this Agreement shall be limited in the aggregate to the sum equal to or less than the Contribution.
- 9.4 Section 9 of this Agreement shall survive the termination or expiration of this Agreement.

10. INTELLECTUAL PROPERTY

- 10.1 All intellectual property that arises in the course of the Project shall vest in the Recipient.
- 10.2 The Recipient hereby grants to the Council non-exclusive, irrevocable, world-wide, free and royalty-free licences in perpetuity to use and sublicense, for any purpose:
- 10.2.1 any reports or documents required by the Council under this Agreement;
- 10.2.2 any photographs, videos, drawings, sketches or other images relating to the Project.

11. FORCE MAJEURE

- 11.1 The Parties shall not be in default or in breach of this Agreement due to any delay or failure to meet any of their obligations caused by or arising from any event beyond their reasonable control and without their fault or negligence, including any act of God or other cause which delays or frustrates the performance of this Agreement (a "Force Majeure Event"). If a Force Majeure Event frustrates the performance of this Agreement, the Council will not be liable for any portion of the Contribution that has not been paid as of the date of the occurrence of the Force Majeure Event.

12. GENERAL.

Attachment 1 (Cont'd)

- 12.1 This Agreement is an agreement for the Contribution only. It does not create a partnership, agency, joint venture, or employer/employee relationship between the parties and the Recipient shall not represent itself as such, including in any agreement with a third party.
- 12.2 This Agreement and the schedules attached hereto contain the entire agreement between the parties with respect to the subject matter hereto and shall supersede all previous negotiations, representations and documents in relation hereto made by either of the parties.
- 12.3 The Council may assign this Agreement at any time.
- 12.4 The Recipient shall not assign this Agreement in whole or in part without the prior written consent of the Council, which consent may be unreasonably refused.
- 12.5 Time is of the essence of this Agreement.
- 12.6 This Agreement may be executed in counterparts, each of which when so executed shall be deemed to be an original and such counterparts together shall constitute one and the same instrument.

IN WITNESS WHEREOF this Agreement has been executed by the parties by their duly authorized officers on the dates set out below.

The Corporate Seal of the Fraser Basin Council)
Council Society was herewith affixed on this 24 day)
of September, 2012 in the presence of its)
authorized signatory(ies):)

(c/s)

Name: _____

Executed on behalf of the Recipient
on this 24 day of September, 2012 by its
authorized signatory(ies):

Name: _____

Name: _____

Attachment 1 (Cont'd)

SCHEDULE "A"

Statement of Work and Budget

PROJECT SCOPE

i Description

Total number of Charging Stations to be installed: 10

Charging station equipment manufacturer and type:

Location	Address	# of stations
Richmond City Hall	6911 No. 3 Road, Richmond, BC	2
Steveston Community Centre	4111 Moncton Street, Richmond, BC	2
Cambie Community Centre	12800 Cambie Road, Richmond, BC	2
Thompson Community Centre	5151 Granville Avenue, Richmond, BC	2
Richmond Works Yard Fleet Headquarter	5599 Lynas Lane, Richmond, BC	2

ii Project Location

Richmond, BC.

iii Project Costs

The Council shall make a contribution to the Recipient which in the aggregate shall not exceed the lesser of:

- \$4,000 per eligible charging station, where a charging station is defined by one electrical cord available for Level 2 charging of an Electric Vehicle.
- 75% of total costs (including Council and Recipient cash and in-kind contributions noted below).
- The Project's actual cash costs as noted below.

Attachment 1 (Cont'd)

Assisted Costs	FBC (CCI Fund) Assistance (cash)	Recipient Contribution* (cash)	Recipient Contribution* (in-kind)	Total Cost (cash + in-kind)	FBC % (not to exceed 75%)
Electric vehicle charging equipment	\$22,500.00	\$22,500.00	\$-	\$45,000.00	50%
Materials and supplies	\$3,500.00	\$1,500.00	\$-	\$5,000.00	70%
Trades	\$4,500.00	\$7,500.00	\$3,000.00	\$15,000.00	30%
Electrical or other permits	\$-	\$2,000.00	\$-	\$2,000.00	0%
Signage	\$2,500.00	\$11,000.00	\$-	\$13,500.00	19%
Electrical or engineering design	\$7,000.00	\$3,875.00	\$5,000.00	\$15,875.00	44%
Total Project Costs	\$40,000.00	\$48,375.00	\$8,000.00	\$96,375.00	42%

* Recipient Contribution should include any contributions from other funding sources.

The above costs include only Eligible Costs (defined below) incurred directly to carry out the Project and are subject to verification.

Source of Matching Funds

Source	Amount	Cash or In-Kind?
City Capital	\$ 48,375.00	Cash
City Operations	\$ 8,000.00	In-kind
	\$	
	\$	
TOTAL	\$56,375.00	

iv Cashflow

The Contribution will only be paid by the Council:

- (a) if the Recipient has delivered to the Council, and the Council has accepted, a final report of the Project prepared in accordance with this Agreement;
- (b) before the expiry of the Council's fiscal year ending March 31, 2013.

Any Contribution funding that is not spent in one fiscal year cannot be carried forward to the subsequent fiscal year.

Attachment 1 (Cont'd)

v Dates

- (a) Commencement Date – May 31, 2012
- (b) Completion Date – March 31, 2013
- (c) Final Reporting Date – April 10, 2013

vi Eligible costs:

- (a) Level 2 electric vehicle charging equipment from the list of eligible EVSE provided by the Council;
- (b) Materials and supplies required for charging station installation
- (c) Trades (e.g., electrician);
- (d) Electrical or other permits;
- (e) Signage and painting of site using design files and specifications provided by the Council;
- (f) Detailed electrical or engineering design;

vii Ineligible costs:

- a. Policy development or general research studies
- b. IIST
- c. Property taxes
- d. Repairs to existing systems
- e. Purchase of land, and
- f. Hospitality (food and beverages).

viii Additional Conditions of Funding

- a. The Recipient must own or have a right of access to the site/facility where the electric vehicle service equipment ("EVSE") is proposed to be installed. The Recipient must attach documentation, satisfactory to the Council, proving ownership (such as a title search) or right of access (such as a written easement, right of way, lease or licence) to this Agreement, as Schedule D,);
- b. The Recipient must make the EVSE available to the public at a reasonable cost and at reasonable times as approved by the Council, and otherwise in accordance with the Recipient's application to the Council for funding, unless the Recipient indicated in its application for funding that the EVSE is intended to serve the Recipient's fleet only;
- c. Prior to signing this Agreement, the Recipient must have completed an assessment by an electrician or electrical engineer of the electrical systems at all location(s) to ensure the project's feasibility;
- d. The Recipient must apply for any federal, provincial, local government, utility, and electrical permits and approvals needed to install the EVSE, and

Attachment 1 (Cont'd)

use appropriate BC Industry Training Authority certified trades for installation;

- e. The Recipient must keep the EVSE in service for a minimum of 5 consecutive years after the Completion Date in accordance with the terms of this Agreement;
- f. The Recipient must install a Measurement Canada certified meter dedicated to the EVSE if the installation is not supplied from a dedicated service with the local electric utility. This requirement may be omitted at the discretion of the local electric utility, if the EVSE chosen has sufficient metering capability;
- g. The Recipient must allow BC Hydro and/or BC to access information on the energy demand at the charging stations, at the level that the technology permits, to help inform future policy or program development and academic research related to electric vehicle charging in the public space;
- h. The Recipient must provide information, either through written reports or interviews, to BC Hydro and/or BC on the charging stations, installation process and decisions to help inform future policy or program development, academic research related to electric vehicle charging in the public space, and the validation of charging infrastructure guidelines;
- i. The Recipient must permit BC Hydro and/or BC to share the information to researchers for academic research related to electric vehicle charging in the public space;
- j. The Recipient must allow the location of all sites/facilities where the EVSE is installed publicly to be made available on an online map or mobile application (except where the EVSE is intended, as of the Commencement Date, solely for the use of the Recipient's fleet);
- k. The Recipient must use signage templates provided by the Province, including way finding signs where applicable and station marking signs, with costs to be covered by the Recipient. The Recipient is also responsible for installing an information sign, which will be provided by the Council at no cost to the Recipient. See Schedule E for details;
- l. The Recipient must, upon request by the applicable local government, participate in an Electric Vehicle community-wide planning process;
- m. The Recipient must purchase and install the charging station(s) and any other EVSE such that they are fully operational before March 31, 2013.
- n. The Recipient must not deviate from what was detailed in their Application, unless written approval is obtained.

ix Greenhouse Gas Offsets

- a. Given that any credits generated through providing electricity to power a vehicle will be reported /claimed under the Renewable and Low Carbon Fuel Requirement Regulation by the appropriate utility, any greenhouse gas reductions

Attachment 1 (Cont'd)

attributed to the supply of electricity through the provision of electric vehicle supply equipment (EVSE) will be deemed to have been already recognized under the Low Carbon Fuel Requirement Regulation, a mandatory greenhouse gas reduction program, and as such, may not be claimed as an offset.

SCHEDULE "B"

Reports

A. Final report:

The Recipient shall prepare and provide to the Council a final report of the Project no later than April 10, 2013, which shall include:

- i) a financial report signed by the Chief Financial Officer or Duly Authorized Officer of the Recipient's organization which details the Eligible Costs (as defined in Schedule "A" of this Agreement) incurred by the Recipient;
- ii) copies of all receipts or invoices pertaining to Eligible Costs;
- iii) an invoice setting out the amount of the Contribution claimed by the Recipient;
- iv) a final summary report on Project activities, using the Final Progress Report template attached as Attachment 1 to this Schedule;
- v) photographs documenting the installation and operation of the EVSF.

Attachment 1 (Cont'd)

Final Report Template: To be submitted once project is complete

Attachment 1 to Schedule "B"
Final Report Template

To be submitted once project is completed. You will be provided a Word document or survey to submit your answers.

1. Financial Report (excel version to be provided):

Eligible Costs	Council (CCI Fund) Assistance (cash)	Recipient Contribution * (cash)	Recipient Contribution * (in-kind)	Project Cost (cash + in-kind)	FBC %
Electric vehicle charging equipment	\$	\$	\$	\$	
Materials and supplies	\$	\$	\$	\$	
Trades:	\$	\$	\$	\$	
Electrical or other permits	\$	\$	\$	\$	
Signage	\$	\$	\$	\$	
Electrical or engineering design	\$	\$	\$	\$	
Total Project Costs	\$	\$	\$	\$	%

* Recipient funding should include contributions from non-CCI Fund outside sources in addition to that of proponent

- Please itemize expenses by adding extra rows to the table above if needed
- Please include copies of all invoices and receipts for expenses incurred.

If any of the matching funding was provided by an external private entity, please list the amount and source:

Funding Source	Amount
* _____	\$ _____
* _____	\$ _____

Attachment 1 (Cont'd)

Final Report Template: To be submitted once project is complete

2. Locations of EVSE Stations Installed

Location Name	Address	Number of Stations	EVSE Equipment (Make and Model)

Please attach photos of stations in operation in all locations

3. Station Use

Please provide a short description of relevant information for users such as hours of availability, cost to park/charge, customer only parking, call in advance for permission, etc.

4. Lessons Learned

4.a. What did you learn in the process of planning and installing your EVSE?

4.b. Were there any additional tasks or costs that you hadn't anticipated?

4.c. Did you have to make any electrical upgrades to the site where you installed the stations? If so, what were the upgrades you had to make, and what was the cost?

4.d. From planning through to installation and commissioning, what tasks did you complete "in-house" and what did you require outside resources for? What types of skill sets were required to complete this work?

4.f. What community outreach and education activities did you complete as part of this project?

4.g. Do you have any "good news" stories related to EV deployment or charging stations? (e.g. increased demand for your services or business, increased visitors, positive feedback, new local skill sets acquired, etc.)

4.h. Were you satisfied with the level of support from Fraser Basin Council during the application and project execution process?

4.i. Were you satisfied with the level of support and quality of equipment from your EVSE supplier?

Attachment 1 (Cont'd)

Final Report Template: To be submitted once project is complete

4.j. Were you satisfied with the level of support and quality of work of your electrical contractor?

4.k. Is there anything you would have done differently if you were to install other EVSE?

4.l. Do you plan to install additional EVSE in the future?

- # stations in the next year (estimate) _____
 - # of stations in the next five years (estimate) _____
- Comment _____

5. Declaration

Please complete the following declaration:

- I, _____, hereby declare that:
- 1) The information provided in this report, including all attachments is accurate to the best of my knowledge and that I am authorized to sign on behalf of the stated proponent;
 - 2) The information contained in the above financial statement submitted to the Fraser Basin Council (the Council), is accurate in all material respects and the funds were used exclusively for the project as originally proposed or as formally amended by the Council;
 - 3) Any funds previously paid to the Recipient by the Council have been used to fund project expenditures approved by FBC as stated in the contract;
 - 4) The balance of any funds previously paid to the Recipient which were not used as set out in Item 3 have been returned to the Council;
 - 5) Any additional funds paid to the Recipient by the Council will be used in this manner.

Signature: _____
(Authorized Signatory)

Name: _____ Date: _____
(Print Name)

Executed
on behalf
of: _____
(Recipient Name)

Attachment 1 (Cont'd)

Final Report Template: To be submitted once project is complete

Checklist for Final Report

Please fill in the following checklist and submit it with your report. Incomplete reporting will result in the delay of final payment.

- ☐ I have answered all the questions in the report.
- ☐ I have Included copies of all receipts and invoices.
- ☐ I have completed and signed the declaration.
- ☐ I have included a final invoice.

SCHEDULE "C"
Public Announcements and Communication

1. Prior to an official announcement of funding by the Council, the Recipient agrees to keep this funding confidential. The parties acknowledge and agree that any confidentiality requirements under this Agreement may be subject to the *Freedom of Information and Protection of Privacy Act* (British Columbia).
2. The Recipient agrees to provide a brief Project description for posting on the Council's website, and participate in a one hour interview related to their experience in implementing the Project.
3. The Recipient agrees to use standard signage at the EVSE locations based on signage standards and templates to be provided by the Council.
4. The Recipient will acknowledge the support provided by BC in any media releases, publications, events, and print or web based material associated with the Project, and shall provide BC an opportunity to comment on and approve any such material or events.

SCHEDULE "D"

**Proof of Ownership or Right of Access Document and
Property Location Map**

Attached (check all that apply):

- ☐ Land title search
- ☐ Property location or survey map showing location of charging station(s)
- ☐ Letter of permission from landowner providing permission for EVSE installation

Attachment 1 (Cont'd)

Page 1 of 1

Huang, Louise

From: Rente, Linda
Sent: July 31, 2012 3:04 PM
To: Huang, Louise
Attachments: FW: TITLE - BM275336 UID=PB23352; FW: TITLE - BG262097 UID=PB23352; FW: TITLE - BF504262 UID=PB23352; FW: TITLE - 51700E UID=PB23352; FW: TITLE - BM193729 UID=PB23352

Louise:

First title listed above:	BM275336 (5599 Lynas Lane) - Works Yard Fleet Headquarter
Second title listed above:	BG262097 (5151 Granville Avenue) - Thompson Community Centre
Third title listed above:	BF504262 (12600 Cambie Road) - Cambie Community Centre
Fourth title listed above:	51700E (4111 Moncton Street) - Steveston Community Centre
Fifth title listed above:	BM193729 (6911 No 3 Road) - Richmond City Hall

Linda

Mapping Technician
Engineering Planning
Local 4353

08/02/2012

Attachment 1 (Cont'd)

Works Yard Fleet Headquarter

Date: 31-Jul-2012 TITLE SEARCH PRINT Time: 14:52:38
 Requestor: (PB23352) CITY OF RICHMOND - ENGINEERING Page 001 of 002
 Folio: TITLE - BM275336

NEW WESTMINSTER LAND TITLE OFFICE TITLE NO: BM275336 (5599 Lynas Lane)
 FROM TITLE NO: 8G327330
 BG433287
 RD134220E

APPLICATION FOR REGISTRATION RECEIVED ON: 01 OCTOBER, 1998
 ENTERED: 06 OCTOBER, 1998

REGISTERED OWNER IN FEE SIMPLE:

CITY OF RICHMOND
 6911 NO.3 ROAD
 RICHMOND, BC
 V6Y 2C1

TAXATION AUTHORITY:
 CITY OF RICHMOND

DESCRIPTION OF LAND:

PARCEL IDENTIFIER: 024-270-121
 PARCEL A SECTION 1 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT
 PLAN LMP39690

LEGAL NOTATIONS:

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE BA167559
 FILED 2006-02-27

ZONING REGULATION AND PLAN UNDER THE AERONAUTICS ACT (CANADA)
 FILED 10.02.1981 UNDER NO. T I7084 PLAN NO. 61216

CHARGES, LIENS AND INTERESTS:

NATURE OF CHARGE
 CHARGE NUMBER DATE TIME

UNDERSURFACE RIGHTS
 361328C

REMARKS: SEE 540318E
 AS TO PART FORMERLY PARCEL 2 (STATUTORY RIGHT
 OF WAY PLAN 24895) LOT A PLAN 6282

STATUTORY RIGHT OF WAY
 RD114845 1980-04-15 14:04

REGISTERED OWNER OF CHARGE:
 BRITISH COLUMBIA HYDRO AND POWER AUTHORITY
 RD114845
 REMARKS: PLAN 59030

"CAUTION - CHARGES MAY NOT APPEAR IN ORDER OF PRIORITY. SEE SECTION 28, L.T.A."

DUPLICATE INDEFEASIBLE TITLE: NONE OUTSTANDING

TRANSFERS: NONE

PENDING APPLICATIONS: NONE

Date: 31-Jul-2012 TITLE SEARCH PRINT Time: 14:52:38
 Requestor: (PB23352) CITY OF RICHMOND - ENGINEERING Page 002 of 002
 Folio: TITLE - BM275336
 Page 1

October 12, 2012

- 25 -

Attachment 1 (Cont'd)

title-BM275336

*** CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN ***

Page 2

CNCL - 215

3683961



Works Yard Fleet Headquarter
(5599 Lynas Lane)

Legend

N

● Power Supply

■ EV Charging Stations

Attachment 1 (Cont'd)

Thompson Community Centre

Date: 31-Jul-2012 title-BG262097
 Requestor: (PB23352) TITLE SEARCH PRINT Time: 14:51:30
 Folio: CITY OF RICHMOND - ENGINEERING Page 001 of 002
 TITLE - BG262097

NEW WESTMINSTER LAND TITLE OFFICE TITLE NO: BG262097 (5151 Granville Avenue)
 FROM TITLE NO: BE246534
 BE90513
 BF41532
 BG262095
 G93162E
 RD140494E

APPLICATION FOR REGISTRATION RECEIVED ON: 26 JULY, 1993
 ENTERED: 15 SEPTEMBER, 1993

REGISTERED OWNER IN FEE SIMPLE:
 CITY OF RICHMOND
 6911 NO. 3 ROAD
 RICHMOND, BRITISH COLUMBIA
 V6Y 2C1

TAXATION AUTHORITY:
 CITY OF RICHMOND

DESCRIPTION OF LAND:
 PARCEL IDENTIFIER: 018-379-001
 LOT 2 SECTION 12 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT
 PLAN LMP11626

LEGAL NOTATIONS:

ZONING REGULATION AND PLAN UNDER
 THE AERONAUTICS ACT (CANADA)
 FILED 10.2.1981 UNDER NO. T17084
 PLAN NO. 61216

CHARGES, LIENS AND INTERESTS:

NATURE OF CHARGE
 CHARGE NUMBER DATE TIME

STATUTORY RIGHT OF WAY
 AB205240 1988-10-03 12:05
 REGISTERED OWNER OF CHARGE:
 B.C. GAS INC. (INCORPORATION NO. 74280)
 AB205240

REMARKS: ASSIGNMENT OF 208906C REC'D 20/11/1956 @ 14:00
 SOUTH 20 FEET ANCILLARY RIGHTS INTER ALIA
 AS TO PART FORMERLY LOT 7 PLAN 15536

STATUTORY RIGHT OF WAY
 BL170700 1997-05-15 10:36
 REGISTERED OWNER OF CHARGE:
 CITY OF RICHMOND
 BL170700
 REMARKS: PLAN LMP33111

"CAUTION - CHARGES MAY NOT APPEAR IN ORDER OF PRIORITY. SEE SECTION 28, L.T.A."

DUPLICATE INDEFEASIBLE TITLE: NONE OUTSTANDING
 Date: 31-Jul-2012 TITLE SEARCH PRINT Time: 14:51:30
 Requestor: (PB23352) CITY OF RICHMOND - ENGINEERING Page 002 of 002
 Folio: TITLE - BG262097

October 12, 2012

- 28 -

Attachment 1 (Cont'd)

title-BG262097

TRANSFERS: NONE

PENDING APPLICATIONS: NONE

*** CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN ***

Page 2



Thompson Community Centre
(5151 Granville Avenue)

Legend

 N

 Power Supply

 EV Charging Stations

Attachment 1 (Cont'd)

Cambie Community Centre

title-BF504262
 Date: 31-Jul-2012 TITLE SEARCH PRINT Time: 14:50:16
 Requestor: (PB23352) CITY OF RICHMOND - ENGINEERING Page 001 of 001
 Folio: TITLE ~ BF504262

NEW WESTMINSTER LAND TITLE OFFICE

FROM TITLE NO: BF504262 (12600 Cambie Road)
TITLE NO: 447607E

APPLICATION FOR REGISTRATION RECEIVED ON: 22 DECEMBER, 1992
ENTERED: 19 JANUARY, 1993

REGISTERED OWNER IN FEE SIMPLE:
CITY OF RICHMOND
6911 NO. 3 ROAD
RICHMOND, B.C.
V6Y 2C1

TAXATION AUTHORITY:
CITY OF RICHMOND

DESCRIPTION OF LAND:
PARCEL IDENTIFIER: 010-848-452
PARCEL "A" (EXPLANATORY PLAN 12768) LOT 2 SECTION 31 BLOCK 5 NORTH
RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 3171

LEGAL NOTATIONS:

ZONING REGULATION AND PLAN UNDER THE AERONAUTICS ACT (CANADA) FILED
10/02/1981 UNDER NO. T17084 PLAN NO. 61216

CHARGES, LIENS AND INTERESTS:			
NATURE OF CHARGE			
CHARGE NUMBER	DATE	TIME	

UNDERSURFACE RIGHTS
100512C
REMARKS: SEE 202483E
INTER ALIA

STATUTORY RIGHT OF WAY
RD160472 1982-05-28 11:34
REGISTERED OWNER OF CHARGE:
TOWNSHIP OF RICHMOND
RD160472
REMARKS: PLAN 61102

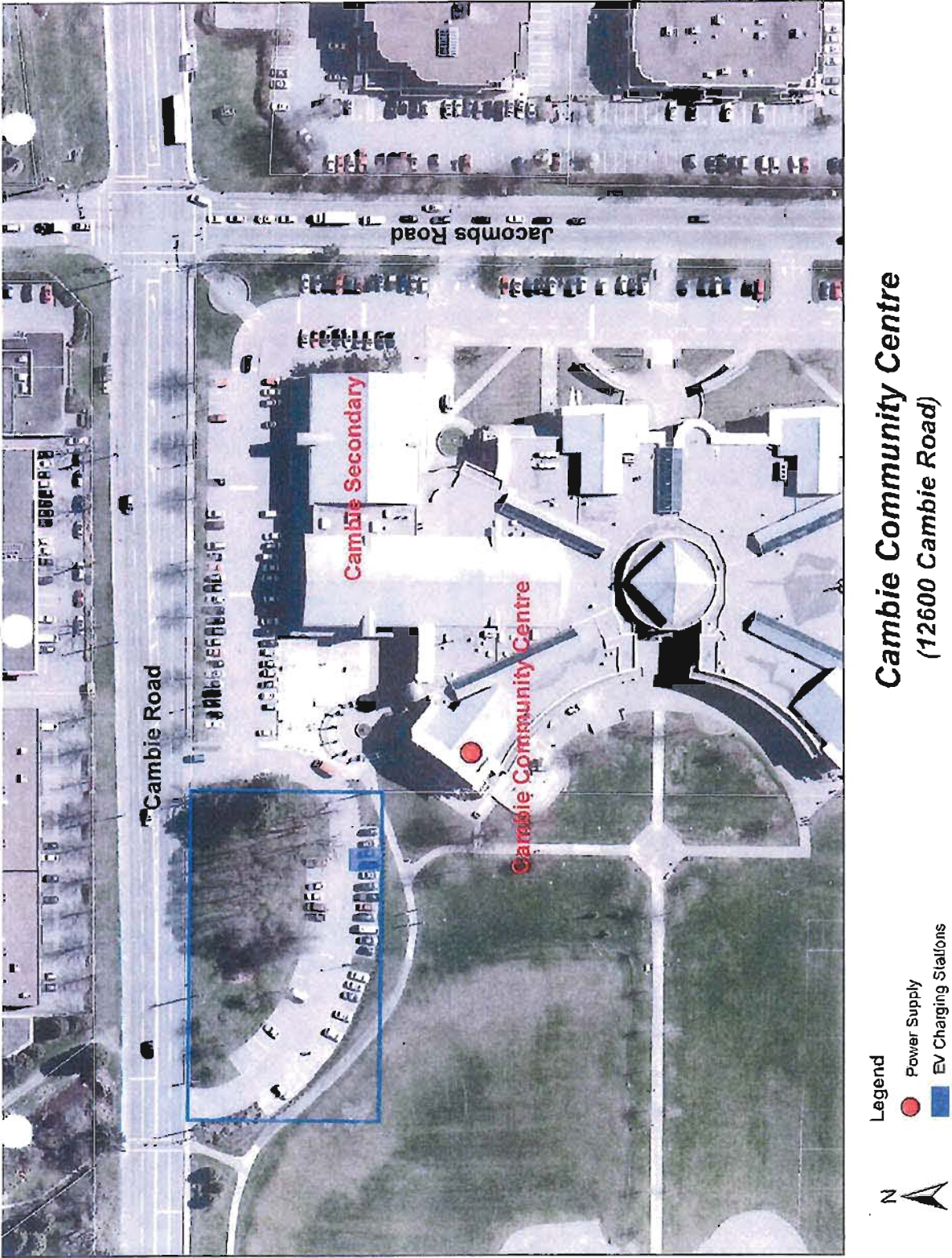
"CAUTION - CHARGES MAY NOT APPEAR IN ORDER OF PRIORITY. SEE SECTION 28, L.T.A."

DUPLICATE INDEFINITE TITLE: NONE OUTSTANDING

TRANSFERS: NONE

PENDING APPLICATIONS: NONE

☆☆ CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN ☆☆



Attachment 1 (Cont'd)

Steveston Community Centre

title-51700E
Date: 31-Jul-2012 TITLE SEARCH PRINT Time: 14:48:44
Requestor: (PB23352) CITY OF RICHMOND - ENGINEERING Page 001 of 001
Folio: TITLE - 51700E

NEW WESTMINSTER LAND TITLE OFFICE TITLE NO: 51700E (4111 Moncton Street)
FROM TITLE NO: 51699E

APPLICATION FOR REGISTRATION RECEIVED ON: 29 JUNE, 1923
ENTERED: 04 JULY, 1923

REGISTERED OWNER IN FEE SIMPLE:
CORPORATION OF THE TOWNSHIP OF RICHMOND

TAXATION AUTHORITY:
CITY OF RICHMOND

DESCRIPTION OF LAND:
PARCEL IDENTIFIER: 011-934-603
PARCEL "A" (REFERENCE PLAN 5368) LOT 12 SECTION 11
BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT
PLAN 943

LEGAL NOTATIONS:

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE BN179112
FILED 1999-07-08

NOTICE UNDER SALE OF GOODS ON CONDITION ACT,
SEE AB95650 (ALSO AB115428) MAY 31ST, 1988.

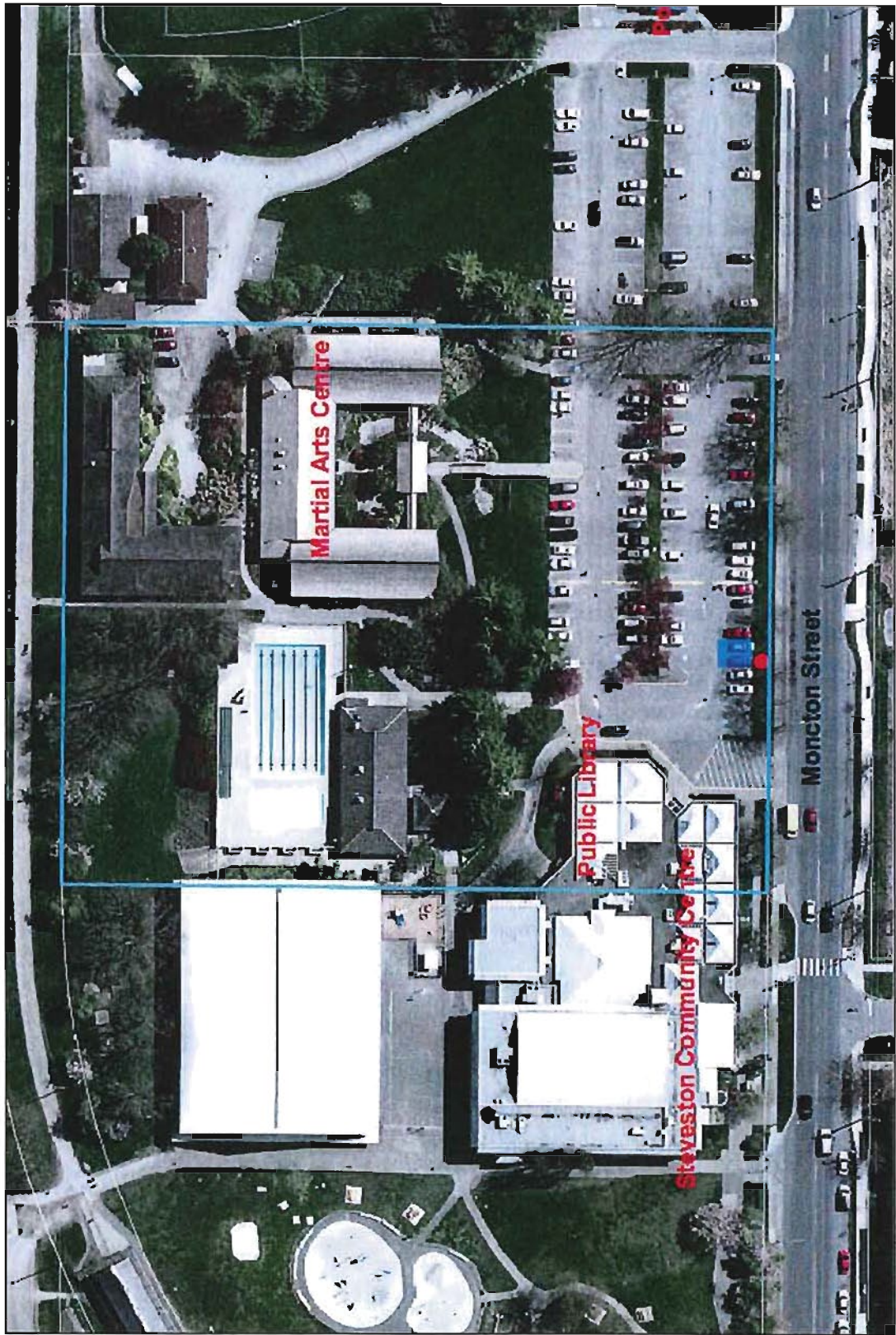
CHARGES, LIENS AND INTERESTS: NONE

DUPLICATE INDEFEASIBLE TITLE: NONE OUTSTANDING

TRANSFERS: NONE

PENDING APPLICATIONS: NONE

*** CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN ***



Steveston Community Centre
(4111 Moncton Street)

Legend

 N

 Power Supply

 EV Charging Stations

Attachment 1 (Cont'd)

Richmond City Hall

Date: 31-Jul-2012 title-BM193729 Time: 14:46:00
 Requestor: (PB23352) TITLE SEARCH PRINT Page 001 of 003
 Folio: CITY OF RICHMOND - ENGINEERING
 TITLE - BM193729

NEW WESTMINSTER LAND TIT E OFFICE TITLE NO: BM193729 (6911 No. 3 Road)
 FROM TITLE NO: B1230386
 548900E

APPLICATION FOR REGISTRATION RECEIVED ON: 09 JULY, 1998
 ENTERED: 17 JULY, 1998

REGISTERED OWNER IN FEE SIMPLE:
 CITY OF RICHMOND
 6911 NO. 3 ROAD,
 RICHMOND, BC
 V6Y 2C1

TAXATION AUTHORITY:
 CITY OF RICHMOND

DESCRIPTION OF LAND:
 PARCEL IDENTIFIER: 024-203-581
 PARCEL A SECTION 8 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT
 PLAN LMP38670

LEGAL NOTATIONS:

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE BB1264290
 FILED 2010-04-29

THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER PART 26 OF THE LOCAL
 GOVERNMENT ACT, SEE BT42660

ZONING REGULATION AND PLAN UNDER THE AERONAUTICS ACT
 (CANADA) FILED 10.2.1981 UNDER NO. T17084 PLAN NO. 61216.

HERETO IS ANNEXED RESTRICTIVE COVENANT 279558C OVER LOT 25 PLAN 21164
 EXCEPT: THE NORTH 14 FEET

CHARGES, LIENS AND INTERESTS:

NATURE OF CHARGE
 CHARGE NUMBER DATE TIME

STATUTORY RIGHT OF WAY
 295811C 1961-01-03 16:19
 REGISTERED OWNER OF CHARGE:
 BRITISH COLUMBIA HYDRO AND POWER AUTHORITY
 295811C

REMARKS: INTER ALIA
 ASSIGNMENT OF STATUTORY RIGHT OF WAY 143298C
 PART EXPLANATORY PLAN 12637
 MODIFIED BY BT344758
 MODIFIED BY BT344757

STATUTORY RIGHT OF WAY
 E16237 1969-03-20 13:20
 REGISTERED OWNER OF CHARGE:
 BRITISH COLUMBIA TELEPHONE COMPANY
 E16237

Date: 31-Jul-2012 TITLE SEARCH PRINT Time: 14:46:00
 Requestor: (PB23352) CITY OF RICHMOND - ENGINEERING Page 002 of 003
 Folio: TITLE - BM193729

Attachment 1 (Cont'd)

title-BM193729

REMARKS: EAST 5 FEET OF PART FORMERLY LOT 55
 PLAN 34913 AND ANCILLARY RIGHTS AS
 TO PART FORMERLY LOT 55 PLAN 34913

STATUTORY RIGHT OF WAY
 E20179 1969-04-08 11:48
 REGISTERED OWNER OF CHARGE:
 BRITISH COLUMBIA HYDRO AND POWER AUTHORITY
 E20179

REMARKS: INTER ALIA
 PLAN 35071
 ANCILLARY RIGHTS

STATUTORY RIGHT OF WAY
 E21165 1969-04-11 11:07
 REGISTERED OWNER OF CHARGE:
 BRITISH COLUMBIA TELEPHONE COMPANY
 E21165

REMARKS: PLAN 35071
 ANCILLARY RIGHTS
 INTER ALIA

MORTGAGE
 G99272 1971-11-15 12:16
 REGISTERED OWNER OF CHARGE:
 MONTREAL TRUST COMPANY
 "IN TRUST" SEE 99804C
 AND G99272
 G99272

REMARKS: OF E16237 & E21165
 SUPPLEMENTAL TO 99804C
 INTER ALIA

MORTGAGE
 RD22744 1976-02-25 11:26
 REGISTERED OWNER OF CHARGE:
 MONTREAL TRUST COMPANY
 (REGISTRATION NO. 23T)
 "IN TRUST" SEE 99804C AND RD22744
 RD22744

REMARKS: OF E16237 & E21165
 SUPPLEMENTAL TO 99804C
 INTER ALIA

STATUTORY RIGHT OF WAY
 RD94574 1979-06-21 08:23
 REGISTERED OWNER OF CHARGE:
 BRITISH COLUMBIA TELEPHONE COMPANY
 RD94574

REMARKS: PLAN 58213

MORTGAGE
 T26272 1981-03-02 09:32
 REGISTERED OWNER OF CHARGE:
 MONTREAL TRUST COMPANY
 "IN TRUST" SEE 99804C AND T26272

Date: 31-Jul-2012 TITLE SEARCH PRINT
 Requestor: (PB23352) CITY OF RICHMOND - ENGINEERING
 Folio: TITLE - BM193729

Time: 14:46:00
 Page 003 of 003

T26272
 REMARKS: INTER ALIA

Attachment 1 (Cont'd)

title-BM193729

OF RD94574
SUPPLEMENTAL TO 99804C
PLAN 58213

STATUTORY RIGHT OF WAY
BG6833 1993-01-08 13:04
REGISTERED OWNER OF CHARGE:
BRITISH COLUMBIA HYDRO AND POWER AUTHORITY
BG6833
REMARKS: PLAN IMP9400

STATUTORY RIGHT OF WAY
BG77048 1993-03-08 11:44
REGISTERED OWNER OF CHARGE:
BRITISH COLUMBIA HYDRO AND POWER AUTHORITY
BG77048
REMARKS: PLAN LMP10078

STATUTORY RIGHT OF WAY
BM309360 1998-11-06 14:24
REGISTERED OWNER OF CHARGE:
BRITISH COLUMBIA HYDRO AND POWER AUTHORITY
BM309360
REMARKS: INTER ALIA

COVENANT
BP100056 2000-05-03 09:37
REGISTERED OWNER OF CHARGE:
CITY OF RICHMOND
BP100056
REMARKS: SEC. 219 LAND TITLE ACT

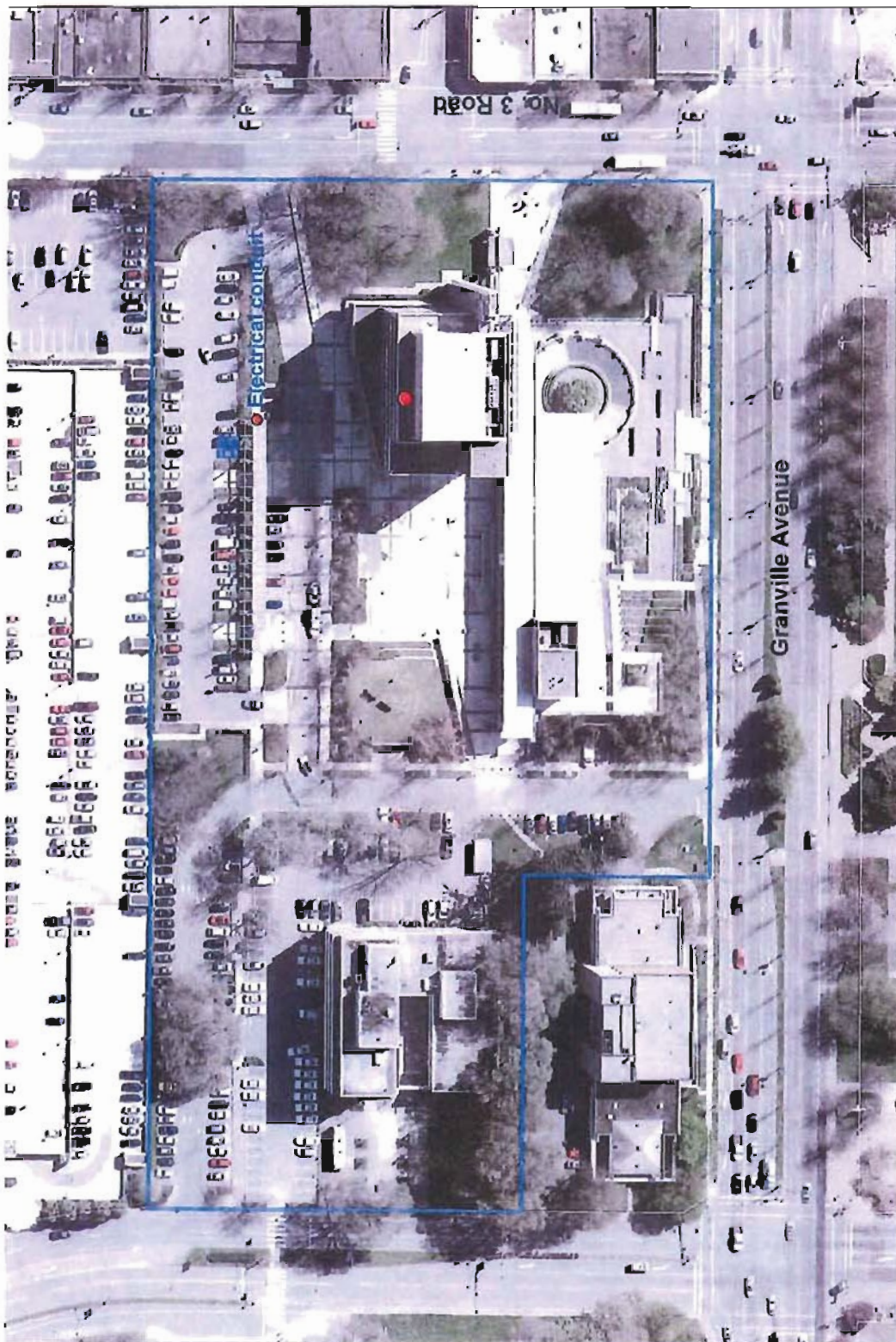
"CAUTION - CHARGES MAY NOT APPEAR IN ORDER OF PRIORITY. SEE SECTION 28, L.T.A."

DUPLICATE INDEFEASIBLE TITLE: NONE OUTSTANDING



TRANSFERS: NONE

PENDING APPLICATIONS: NONE

*** CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN ***



Richmond City Hall
(6911 No. 3 Road)

Legend
 Power Supply
 EV Charging Stations



SCHEDULE "E"**CCI Fund Station Signage and Design Standards****COMMUNITY CHARGING INFRASTRUCTURE FUND SIGNAGE REQUIREMENTS**

Successful applicants to the Community Charging Infrastructure Fund (CCI Fund) are required to use standard signage at their charging stations sites, based on signage standards and templates to be provided by the Province.

The Province will be providing standards and templates for both "Required Signage" and "Optional Signage / Station Design". The purpose of this is to ensure recognizable features of charging stations across the Province, allow customers to more easily locate charging stations, and raise general awareness around electric vehicles and charging. Unless otherwise noted, the cost for manufacturing and installing the signage is the responsibility of the station proponent.

Required Signage

Item	Description	Schedule	Estimated Cost to Purchase / Manufacture & Install
<p>In-town way-finding signs:</p> <p>For community / local government applicants, at appropriate points within their jurisdiction</p> <p>For business and academic applicants, at appropriate points within their jurisdiction (e.g. on their land / in their parking facility), or at appropriate points within the municipality if the entity can arrive at an agreement with the municipality for locating signage</p>	<p>Green EV charging station image on white way-finding signs with arrow indicating direction of station</p> <p>Number dependant on station location and visibility / ease of access (for example, in a large city where the station is in an underground parking lot, have signs at major intersections and at the entrance to the parking lot)</p>	<p>Template files provided for download on the EV Toolkit website by: September 30, 2012</p>	<p>Up to \$100, on existing post or wall</p>

Attachment 1 (Cont'd)

Information / education boards On wall beside or behind charging station, or on stand-alone display beside or behind charging station	1 information board (total area estimated to be ~ 4ft X 2ft) including information on EVs, EV charging, related programs, community or business host information, relevant logos Must be within 2 – 20 feet of station in area that received repeat traffic, station must be visible from boards	Mountable signs to be provided by Fraser Basin Council: December 1, 2012	Pricing & Shipping of boards (Aluminum / PVC boards & backing): Covered by CCI Fund Installation & stand: Site-dependent, to be covered by site host, est: \$25 - \$800, depending on how it's mounted.
Station marking sign	Green EV charging station image on white background with wording indicating "EV Charging and Parking"	Template files provided for download on the EV Toolkit website by: September 30, 2012	Up to \$100

Optional Signage / Station Design

Item	Description	Schedule	Estimated Cost to Purchase / Manufacture & Install
Parking spot pavement markings	White EV charging image (DCFC for DCFC sites) with green square background, on parking spots with access to charging	Template files provided for download on the EV Toolkit website by: September 30, 2012	~\$700 - \$2,500 depending on materials
Banners on pole above or beside station, to "mark the spot" of the charging station from a distance	1 set of 2 banners (double-sided), with common design graphics for EV stations, and space for community or	Template files provided for download on the EV Toolkit website by: December 1, 2012	Banners with mounting hardware: ~\$700 Banners with new pole and installed:

Attachment 1 (Cont'd)

	business image & logo		~\$3,500
Other station design elements with common "look and feel"	Pole with lighting and other services Station canopy with lighting and other services	Template files and estimated costs provided for download on the EV Toolkit website by: December 1, 2012	TBD

Provincial Signage – Costs Incurred by the Province of B.C.

Item	Description	Schedule	Estimated Cost
EV Charging Service Signs on highways and provincial right-of-ways	Similar to gas station / accommodation / food signs along highways White EV charging station image on blue service signs (DCFC sign for DCFC sites)	Design templates and standards completed by September 30, 2012. Installed as stations deployed, but March 31, 2013	Provincial internal budgets

Schedule "F" (Optional)**Real-Time Use Pilot Program**

I, the Recipient would like to participate in a pilot program to study the real-time electricity use of charging stations, and I understand the following:

If BC Hydro and BC select the Recipient as a participant in such a program, the Recipient must:

- participate in meetings with BC Hydro and / or BC to determine the Recipient's participation level in the pilot program,
- allow its stations to be part of this pilot program,
- allow BC Hydro and / or BC to attach supplementary electricity metering or demand management equipment to the charging stations at the cost of BC Hydro and / or BC,
- allow BC Hydro and / or BC to access information on the energy demand at the charging stations, including but not limited to minute-by-minute demand, peak demand, average demand, and total demand, either via supplementary equipment attached to the stations, or through the station technology provider's network, to help inform future policy or program development and academic research related to electric vehicle charging in the public space;
- allow BC Hydro and / or BC to test demand management measures via the stations, at the cost of BC Hydro and / or BC, including but not limited to, remotely turning the stations on / off, providing information at the station on the cost and source of electricity provided at the stations, and
- provide information, either through written reports or interviews, to BC Hydro and / or BC on the installation process and decisions to help inform future policy or program development, academic research related to electric vehicle charging in the public space, and the validation of charging infrastructure guidelines.

Signature: _____
(Authorized Signatory)

Name: _____ Date: _____
(Print Name)

Executed
on behalf
of: _____
(Recipient Name)



City of Richmond

Report to Committee

TO PRES - Oct. 23 2012

To: Parks, Recreation and Cultural Services
Committee

From: Mike Redpath
Senior Manager, Parks

Re: Dirt Bike Terrain Park Consultation Process

Date: October 1, 2012

File: 06-2345-01/2012-Vol
01

Staff Recommendation

That:

Staff begin the public consultation process regarding the selection of Garden City Community Park and Railway Avenue Corridor Greenway/Granville Avenue as potential dirt bike terrain park sites, as detailed in the report titled "Dirt Bike Terrain Park Consultation Process" dated October 1, 2012 from the Senior Manager, Parks.

Mike Redpath
Senior Manager, Parks
(604-247-4942)

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Recreation Services	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

As part of the ongoing development of the London/Princess area of Richmond, the existing dirt bike terrain park located at the south end of No. 2 Road is to be relocated and redeveloped at another site within the city. This issue was discussed at the General Purposes Committee meeting held on September 4, 2012, where staff were requested to: *"report back to Council through Committee regarding potential locations and configurations on the dirt bike terrain park prior to public consultation."* The purpose of this report is to summarize work done to date to address this request.

Finding of Fact

Construction of the No. 2 Road Dirt Bike Terrain Park was completed in 2003. It was a project that was initiated by Steveston area youth and the RCMP to address the then current issue of people using private property to develop their riding skills. The City worked with a group of youth and their parents to design the park and these community residents conducted fundraising to contribute to the cost of development and provided volunteers to assist with the construction. Improvements were made to the site in 2006, with the assistance of a consultant, and the park has been well used since that time. Construction of the new bike terrain park will be funded by Oris Development (Kawaki) Corp. as a condition of rezoning of property in the London Landing area of the city.

Analysis

During the original process to determine the location of the dirt bike terrain park, a list of site selection criteria was used to analyze the suitability of potential locations to accommodate this project. These criteria were developed in consultation with a working committee, and also based on research done by staff of similar projects in other municipalities. These criteria remain valid today, and require only slight modification. Therefore, the new site that is to be chosen should be:

1. **A central location within the City:** access to the proposed site should be as equitable for as many of the potential users as possible;
2. **A City owned site:** the City will manage and operate the dirt bike terrain park;
3. **A suitable site:** the facility should be 1.00 – 1.50 acres in size; well integrated within the site; and cause minimal disruption to existing park uses;
4. **Compatible with surrounding uses:** the facility should minimize potential disturbances to neighbours;
5. **Sufficiently visible to allow casual supervision:** the site should be visible from nearby land uses and streets to maximize security;
6. **A safe location for both the users and passers-by:** the dirt bike terrain park should be buffered from streets, sidewalks and nearby land uses to ensure safety;
7. **Close to services such as washrooms:** services should be located nearby for convenience and safety.

Utilizing the site selection criteria above, the following City owned properties were reviewed as candidate sites for a new dirt bike terrain park:

- Garden City Community Park
- Railway Avenue Corridor Greenway
- Blundell School Neighbourhood Park
- London Steveston School Neighbourhood Park
- Steves School Park Site

Blundell, London/Steveston and Steves did not fully meet the criteria for selection. A complete review and summary is presented for consideration in **Attachment 1**.

Recommended Sites

Based on the site selection process, at this time, staff are recommending advancing two sites to the public consultation process to seek feedback on developing dirt bike terrain park amenities within Richmond.

Garden City Community Park

Garden City Community Park is the most suitable location to meet the immediate objective of replacing the No. 2 Road dirt bike terrain park. It is proposed that the new dirt bike terrain area be integrated within the southwest corner of the existing park, which is property owned entirely by the City. Close to services of the downtown core, it would be the most centrally located within Richmond of all the candidate sites.

There is adequate open space, currently not programmed, that can accommodate a mid size dirt bike terrain park, and the existing woodlot would buffer the bike park from the pond and arboretum to the north. Parking and washrooms are nearby within the park. The site has frontage onto Granville Avenue, and there is enough space to develop buffers for user safety.

Adjacency to a major road such as Granville also allows for informal supervision of the site. There is potential for some disturbance however, since the area is located beside two single residences to the east. These residential properties though, have been identified for acquisition for park purposes in the long term. There are also single and multi-family residences across the street to the south, but Granville Avenue itself acts as a partial buffer.

Railway Avenue Greenway Corridor

To supplement the Garden City site, it is also proposed that the feasibility of establishing a “satellite” dirt bike terrain site at the corner of Granville Avenue and Railway Avenue Greenway be studied in detail. This could be the first of a series of smaller dirt bike terrain features located

throughout the city that would eventually link together with the main site via greenways, roads and trails to form an expanded and fully integrated dirt bike terrain circuit.

This is an ideal site to test this proposal since it ranks second in terms of meeting the site selection criteria; a dirt bike terrain feature has already been considered as a programming element in the plan for the Railway Avenue Corridor Greenway; and a bike area at this key site would link the Greenway together with the many community facilities at Thompson-Burnett Community Park.

Flexibility in final site selection remains however, and adjustments in this process will be made, if necessary, once the public consultation process is completed.

Next Steps

If these recommended sites are approved by Council for further consultation, staff will begin the public process to confirm the suitability of these sites for use as dirt bike terrain parks. Community Services staff will work closely with the City Centre and Thompson Community Associations, and the local terrain bike riding community to develop a coordinated approach to this process. Notifications will appear in the local press, and residents will be invited to review proposed designs for the sites at a series of open houses to be held at City Hall and/or Thompson Community Centre.

It is anticipated that the public process will be completed by early February 2013; a report back to Council through Committee with the results of the public consultation process will be forwarded in March 2013; and construction of phase one will commence in late May 2013.

Financial Impact

There would be no financial impact as a result of these actions at this time.

Conclusion

Given the high level of community interest in the sport of terrain park biking, it is important that the development of a new site - to replace the existing park at the south end of No. 2 Road - be completed with care, attention to detail, and in time for use during the summer of 2013. The benefits of such a park include enhanced opportunities for youth to participate in outdoor recreational activities, and also to create a designated approved facility for bike skills to be practiced in Richmond.



Clarence Sihoe
Park Planner
(604-233-3311)

CS2:cs2

Dirt Bike Terrain Park Site Selection Criteria Matrix

Attachment 1

	Site No. 1	Site No. 2	Site No. 3	Site No. 4	Site No. 5
Site Selection Criteria	Garden City Community Park	Railway Avenue Corridor Greenway (at Granville Avenue)	Blundell School/Neighbourhood-Park	London/Steveston School/Neighbourhood-Park	Steves School/Neighbourhood-Park
1) Central Location within the City:	Good central location near Garden City Road and Granville Avenue	Somewhat central; located on major pedestrian/cyclist greenway	Somewhat central; located near No. 2 Road/Blundell Road	Somewhat central; located near Williams Road/No. 2 Road	No; located west of No. 1 Road, south of Steveston Highway
2) City owned site:	Yes	Yes; C.P.R. railway r.o.w. now City property	Yes; joint City/School District school/park site	Yes; joint City/School District school/park site	Yes; joint City/School District school/park site
3) Suitable site	Yes, adequate open space for mid size terrain park; well defined by property line and adjacent road edges; site is not programmed at present; parking for park users is nearby	Yes, adequate space available now that C.P.R. railway r.o.w. has become City property; would be integrated within Railway Corridor Greenway plan	Yes, potential site located in southwest corner of park; would be incorporated within existing site	Yes, potential site located in centre of park	Yes, potential site located in northwest corner of park, but presently programmed during the summer months for slo-pitch play
4) Compatible with surrounding uses	Adjacent and across the street from residential properties	Adjacent and across the street from residential properties	Adjacent residential properties	Adjacent residential properties	Adjacent and across the street from residential properties

Dirt Bike Terrain Park Site Selection Criteria Matrix

Attachment 1

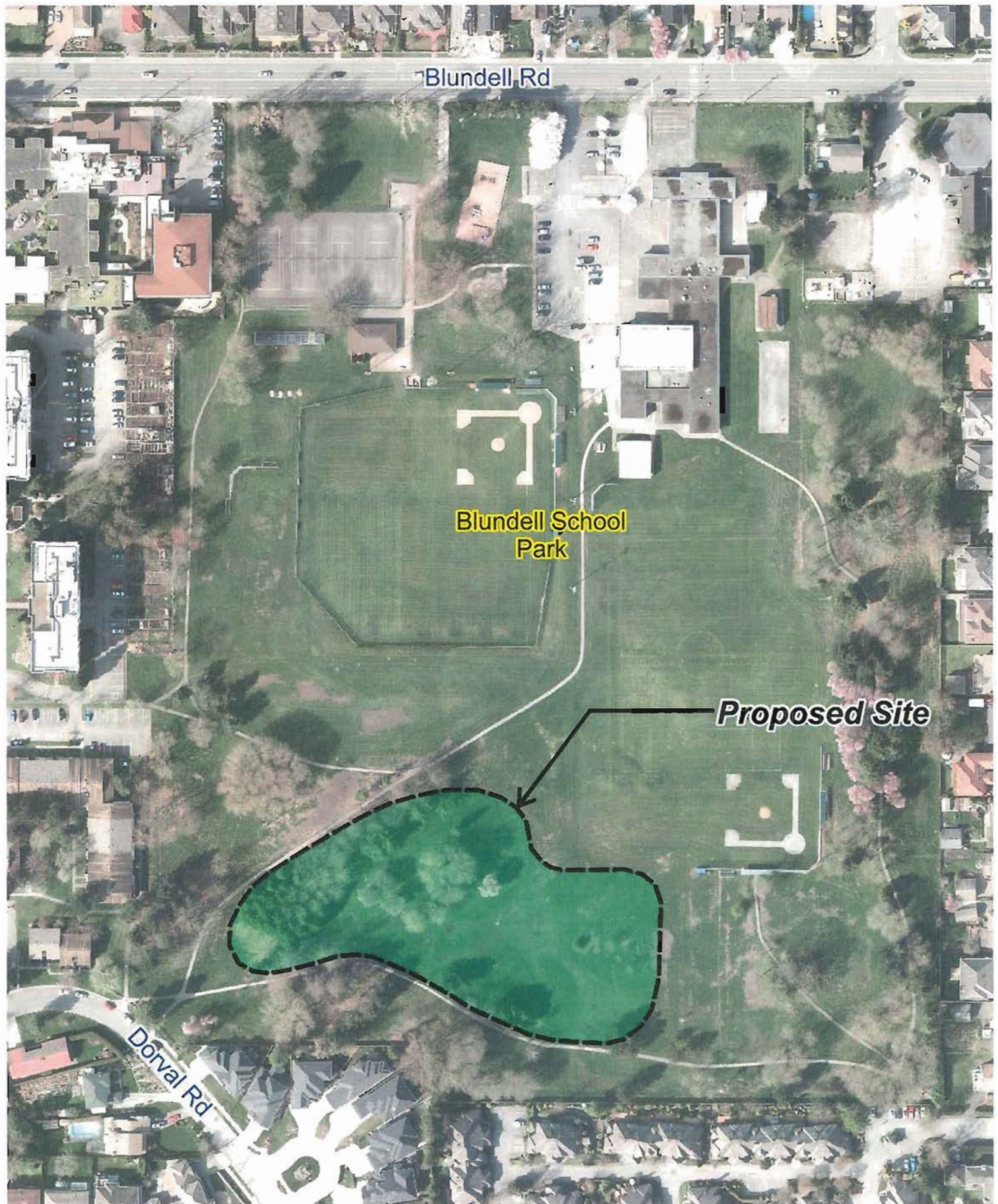
5) Visible to allow casual supervision	Good visibility into site from Granville Avenue and from residences across the street	Visible from major roads, Railway Avenue and Granville Avenue; visible from residences across the street on Railway Avenue, and McCallan Road	Limited visual access from local street; adjacent residential properties to west and south	Visible from adjacent residential properties to the west	Visible from local street and adjacent residences to the west
6) A safe location for users and passers-by	Good user safety, adequate room for buffer from adjacent Granville Road	Good user safety; adequate room for buffer from adjacent Railway Avenue	Good user safety; adequate room for buffer from other use areas within the park	Good user safety; adequate room for buffer from other use areas within the park	Good user safety; adequate room for buffer from other use areas within the park
7) Close to services such as telephone and washrooms	Washrooms located within the park; site close to services within downtown core	No facilities at this site	Washrooms located within the park; close to commercial centre at No. 2 Road and Blundell Road	Washrooms located within the park	No facilities at this site



CNCL - 239 *Proposed Bike Terrain Park*
Site 1 : Garden City Community Park



CNCL-240 Proposed Bike Terrain Park
Site 2: Railway Ave Corridor Greenway
(at Granville Ave)



CNCL - 241 *Proposed Bike Terrain Park*
Site 3 : Blundell School /
Neighbourhood Park



F:\Parks Proj\J Bike Park\ Site Option /5 Option



Proposed Bike Terrain Park
CNCL - 242
Site 4: London / Steveston School /
Neighbourhood Park



Proposed Bike Terrain Park
Site 5 : Steves School / Neighbourhood Park
CNCL - 243



City of Richmond

Report to Committee

TO PRPB - Oct. 23 2012

To: Parks, Recreation and Cultural Services
Committee

Date: October 10, 2012

From: Mike Redpath
Senior Manager, Parks

File: 06-2345-20-
HDEL1/Vol 01

Re: Sun Life Assurance Company of Canada Field Use Agreement

Staff Recommendation

That the City enter into a license with Sun Life Assurance Company of Canada ("Sun Life") whereby Sun Life licenses to the City a portion of the lands legally known and described as Lot 8, Section 32, Block 5 North, Range 5 West, New Westminster District, Plan 64718 as described in the attached report, Sun Life Assurance Company of Canada Field Use Agreement, from the Senior Manager, Parks and on the terms and conditions set out in the report, including, specifically, that the City grant to Sun Life an indemnity for any losses that Sun Life may suffer in relation to the City's use of the lands.

Mike Redpath
Senior Manager, Parks
(604-247-4942)

Att: 1

REPORT CONCURRENCE			
ROUTED TO: Law Risk Management	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

In 1986, the City entered an agreement with JB Delf Companies Ltd to maintain and operate 2 tennis courts, 1 small playfield and parking at 13240 Worster Court in exchange for community use of the amenities (collectively “the Site”). Over time, both the public amenities and ownership has changed. Today, the Site (attachment 1) is owned by Sun Life Assurance Company Canada (“Sun Life”) and there is one remaining sand-based soccer field.

Sun Life has notified the City of its intention to develop the Site. However, Sun Life has agreed that the City may continue use of the Site until the end of the soccer season on March 31st 2013 and then provide for a two-week decommissioning period during which the City will remove any salvageable parts of the irrigation system.

In exchange for continued use of the Site until March 2013, Sun Life requires that the City enter into a license with Sun Life that will include an indemnity from the City in favour of Sun Life indemnifying Sun Life from and against any loss sustained by Sun Life arising from the City’s continued use of the Site.

Analysis

The use of what is known as “Honda Field” over the past twenty-six years has been a great asset to the City. However, the use of this soccer facility has waned over the years with the addition of new facilities throughout the city and, in particular, the addition of artificial turf fields at King George Park and Hugh Boyd Athletic Park.

Material terms of the proposed license include the following:

- | | |
|------------|---|
| Term: | Seven Months and Fourteen days (September 1 st 2012 to April 14 th 2012). This term permits current users to complete their winter soccer season and gives notice to seek alternative fields in the fall of 2013. |
| Fee: | No license fee payable |
| Use: | Soccer Playing Field |
| Insurance: | The addition of Sun Life as an additional insured on the City’s liability policy with respect to the proposed uses of the site |
| Indemnity: | In favour of Sun Life for all losses that may be suffered by Sun Life resulting from the City’s use of the Site |

Financial Impact

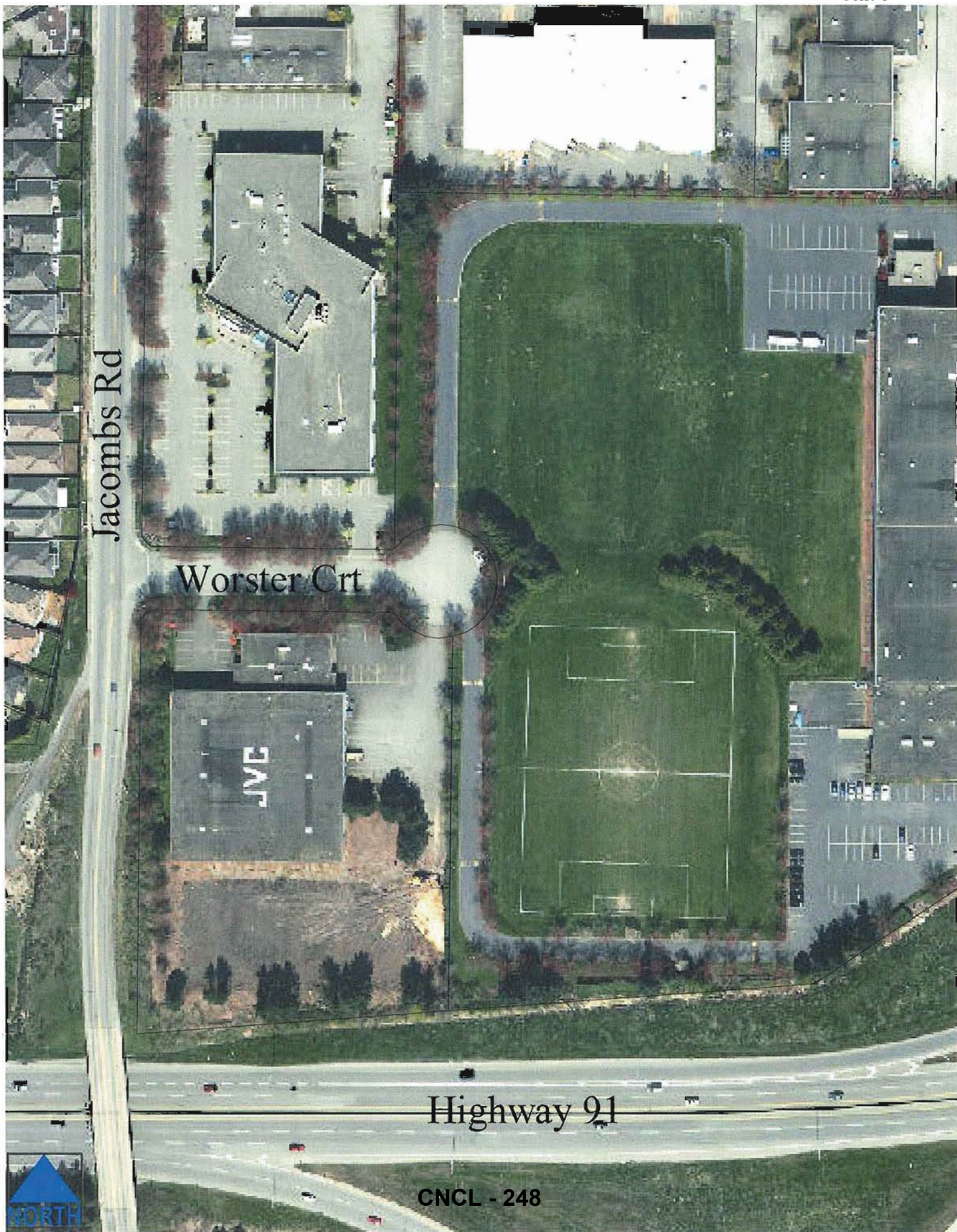
None.

Conclusion

Approval of the proposed resolution will permit continued community use of Honda Field for one additional soccer season.

A handwritten signature in blue ink, appearing to read 'Serena'.

Serena Lusk
Manager, Parks Programs
(604-233-3344)



Jacobbs Rd

Worster Crt

Highway 91

CNCL - 248





City of Richmond

Report to Committee Planning and Development Department

To PLN - Nov. 6 2012


To: Planning Committee
From: Wayne Craig
Director of Development

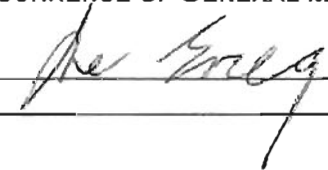
Date: October 11, 2012
File: RZ 12-613927

Re: Application by Yamamoto Architecture Inc. for Rezoning at 9111 Williams Road
from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Bylaw No. 8963, for the rezoning of 9111 Williams Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director of Development
EL:blg

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

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to rezone 9111 Williams Road (**Attachment 1**) from Single Detached (RS1/E) to Low Density Townhouses (RTL4) in order to permit the development of four (4) townhouse units on the site with vehicle access from 9071 Williams Road (**Attachment 2**).

Findings of Fact

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

Surrounding Development

To the North: Existing single-family homes on lots zoned Single Detached (RS1/E).

To the East: Recently approved (under construction) 9-unit townhouse project with access from Williams Road.

To the South: Across Williams Road, three (3) single-family homes on lots zoned Single Detached (RS1/E) and South Arm Park.

To the West: A 9-unit townhouse complex with access from Williams Road. A cross-access easement is registered on title of this site (9071 Williams Road) to provide access to the subject site.

Related Policies & Studies

Arterial Road Redevelopment and Lane Establishment Policies

The current City's Lane Establishment and Arterial Road Redevelopment Policies (amended June, 2006) guide residential infill development for properties located along arterial roads, which also establish a set of location criteria and development guidelines to which residential development proposals must comply with.

The subject development site complies with all of the location criteria except for the site width. Since the subject site is an orphaned lot landlocked by the adjacent developments and a cross access easement is provided from 9071 Williams Road, it can be considered as an extension of the townhouse development to the west. Access along the frontage is not required, which would provide a higher quality pedestrian environment along the fronting street.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$11,880.00.

Staff Comments

Trees Retention and Replacement

A Tree Survey (**Attachment 4**) and a Certified Arborist's report was submitted by the applicant in support of the application. Three (3) bylaw-sized trees are identified on site and they are all in poor condition. All of these trees have been previously topped and as a result exhibit significant structural defects such as previous stem failure, narrow and weak secondary stem unions at the main branch union (below previous topping cuts), and co-dominant stems with inclusions. In addition, the existing site grade is located approximately 1.0 m below the crown of the road and as a result, the required grade changes to meet the Flood Plain Bylaw requirements would further limit the viability of existing trees. Therefore, staff concur with the Arborist's recommendation to remove all three (3) trees. Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), six (6) replacement trees are required.

According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant all of the required replacement trees on site. Tree replacement planting details will be refined as part of the Development Permit application. Should the applicant wish to begin site preparation work after Third Reading of the Rezoning Bylaw, but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit 100% of the landscape security (i.e. \$3,000) to ensure the replacement planting is provided.

Site Servicing and Vehicle Access

No servicing concerns. Site analysis for service connections will be required at Building Permit state.

Sole vehicular access to this new townhouse project is to be from Williams Road through the existing Access Easement (BB709772) on the adjacent property (9071 Williams Road) only. No direct vehicular access is permitted to Williams Road. This access arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 9071 Williams Road were approved by Council. Registration of a legal agreement on title ensuring vehicle access is from this Access Easement on 9071 Williams Road will be required prior to final adoption of the rezoning bylaw. Removal of the existing sidewalk crossing and reinstatement of the side walk will be done through a City Work Order at developer's cost prior to issuance of a Building Permit.

Indoor Amenity Space

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

Outdoor Amenity Space

Outdoor amenity space will be provided at the northwest corner of the site and is adequately sized based on Official Community Plan (OCP) guidelines. The proposed outdoor amenity space will be consolidated with the outdoor amenity area of the adjacent development to the west. This arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 9071 Williams Road were approved by Council. A cross-access easement on 9071 Williams Road has already been secured; a cross-access easement over the shared outdoor space on the subject site is required prior to rezoning bylaw adoption. The agreement must include language to ensure that no fencing dividing the consolidated outdoor amenity area is permitted.

The design of the children's play area and landscape details will be refined as part of the Development Permit application.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. Staff did not receive any telephone calls or written correspondence expressing concerns in association with the subject application.

The applicant has also advised that the proposal including the proposed vehicle access and outdoor amenity space design were presented to the Strata Council at 9071 Williams Road and there is no concern.

Analysis

OCP Compliance – Arterial Road Developments

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and the townhouse developments to the east and west. All units are two (2) storeys in height and this massing will be controlled through the Development Permit process.

Requested Variances

Based on the review of the current site plan for the project, the following variances are being requested:

1. Reduce the minimum lot width on local arterial road from 40.0 m to 20.12 m.
2. Reduce the minimum west side yard setback from 3.0 m to 1.7 m to for a single-storey garbage and recycling enclosure attached to a street fronting building located adjacent to the entry driveway of the development to the west.
3. Allow one (1) small car parking stall in each of the side-by-side garages (4 small car stalls in total).

Staff support the first variance since the subject site is an orphan lot located between two (2) recently developed townhouse complexes. The second and third variances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9111 Williams Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines);
- Detailed review of building form and architectural character;
- Detailed review of the design of the consolidated outdoor amenity space, including site grade and enhancement of the outdoor amenity area to maximize use;
- Opportunities to maximize permeable surface areas and articulate hard surface treatment; and
- Provision of a convertible unit and other accessibility/aging-in-place features.

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

Financial Impact or Economic Impact

None.

Conclusion

The subject infill development proposal is generally consistent with the Official Community Plan (OCP) regarding developments along local arterial roads. Further review of the project design will be required to ensure a high quality project, and will be completed as part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved.



Edwin Lee
Planner I
(604-276-4121)

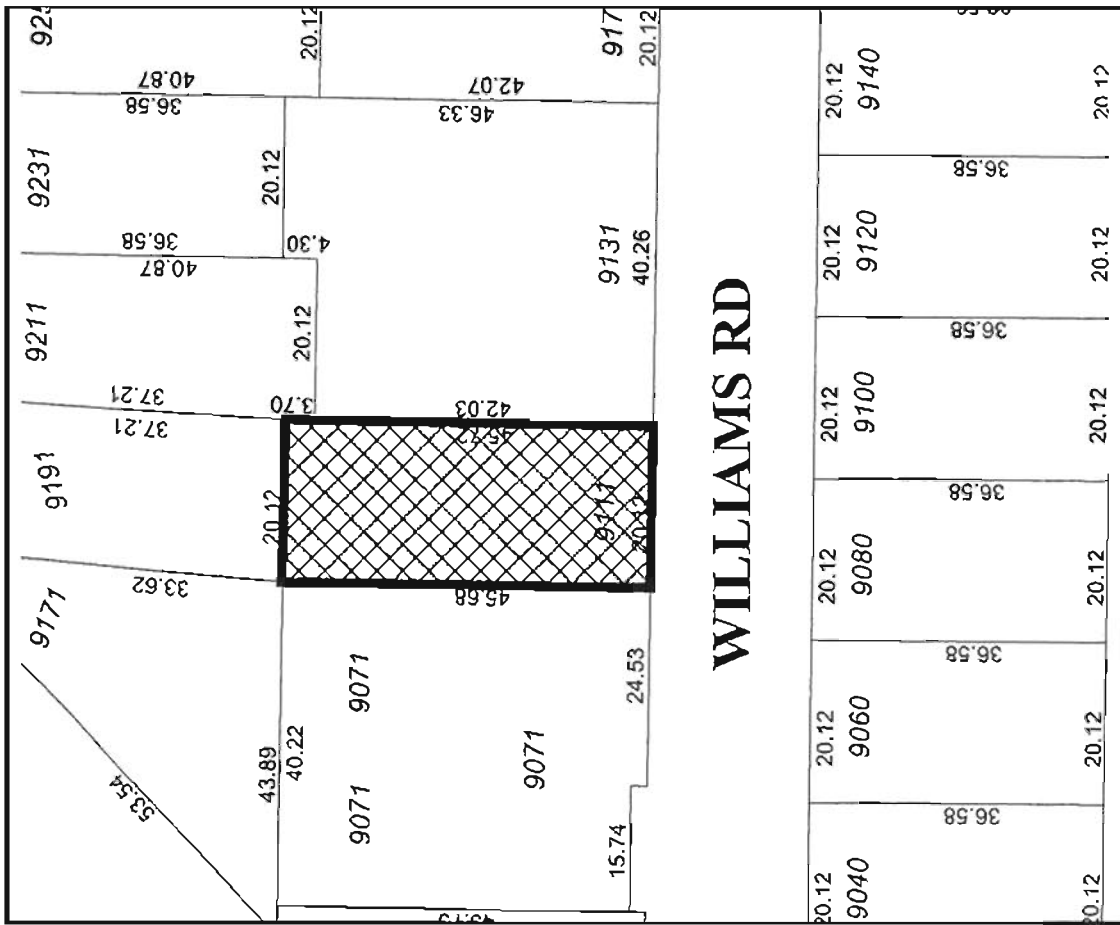
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- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Tree Survey
- Attachment 5: Rezoning Considerations Concurrence



Note: Dimensions are in metres

PROPOSED REZONING





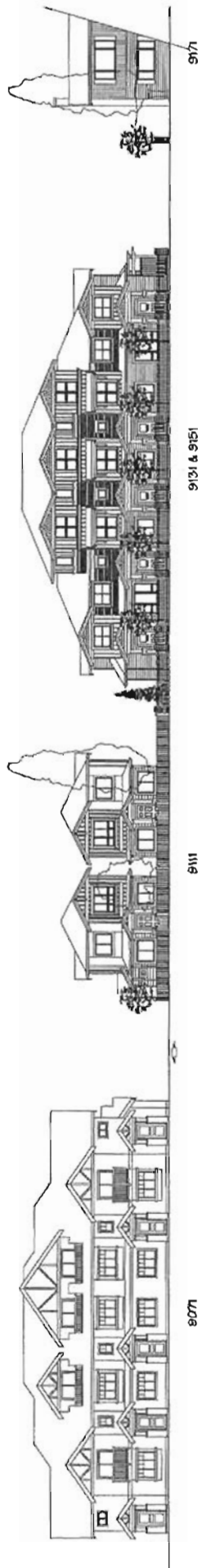
RZ 12-613927

Original Date: 07/10/12

Amended Date:

Note: Dimensions are in METRES





SOUTH ELEVATION - WILLIAMS ROAD

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4 UNIT TOWNHOUSE

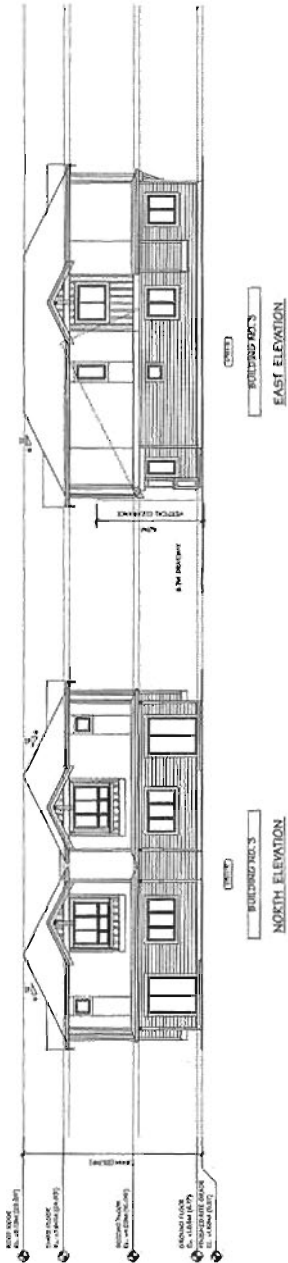
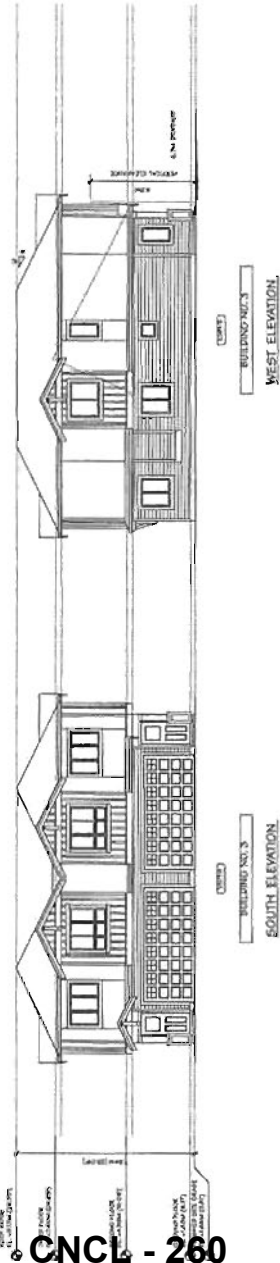
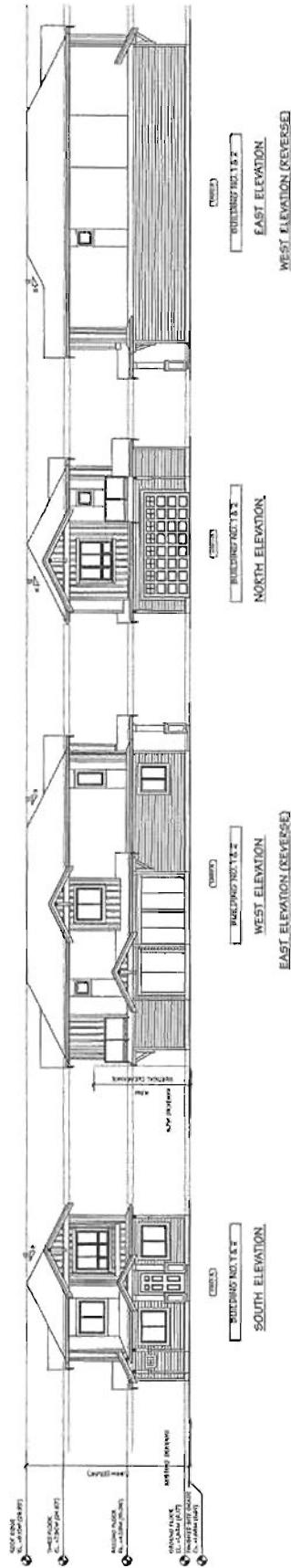
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MICHIGAN, MI 48106

Yamamoto
Architecture Inc.

1011 WILLIAMS RD
MICHIGAN, MI 48106
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CHECKED	YAMAMOTO	DATE	08.10.11
APPROVED	YAMAMOTO	DATE	08.10.11

PLAN #4



CNCL - 260

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5	10/1/10	Initial Design

4 UNIT TOWNHOUSE
DEVELOPMENT

Yamamoto
Architecture Inc.

ELEVATIONS

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PROJECT	10-1000000
DATE	10/1/10

PLAN #4a

M2
LANDSCAPE ARCHITECTURE
 #230 - 261 Lone Mews
 New Westminster, British Columbia
 Tel: 604.553.0044
 Fax: 604.553.0045
 Email: office@m2a.com



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4 UNITS TOWNHOUSE DEV.
900 MILLIKEN ROAD
NEW WESTMINSTER, BC

LANDSCAPE PLAN

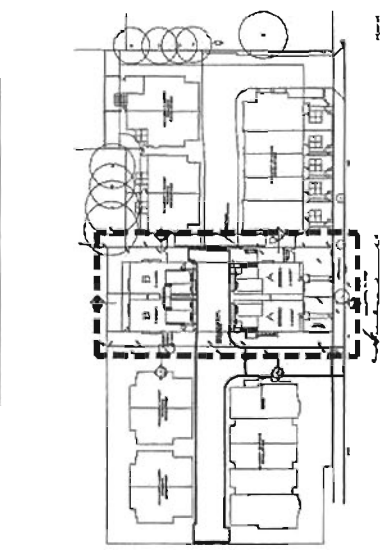
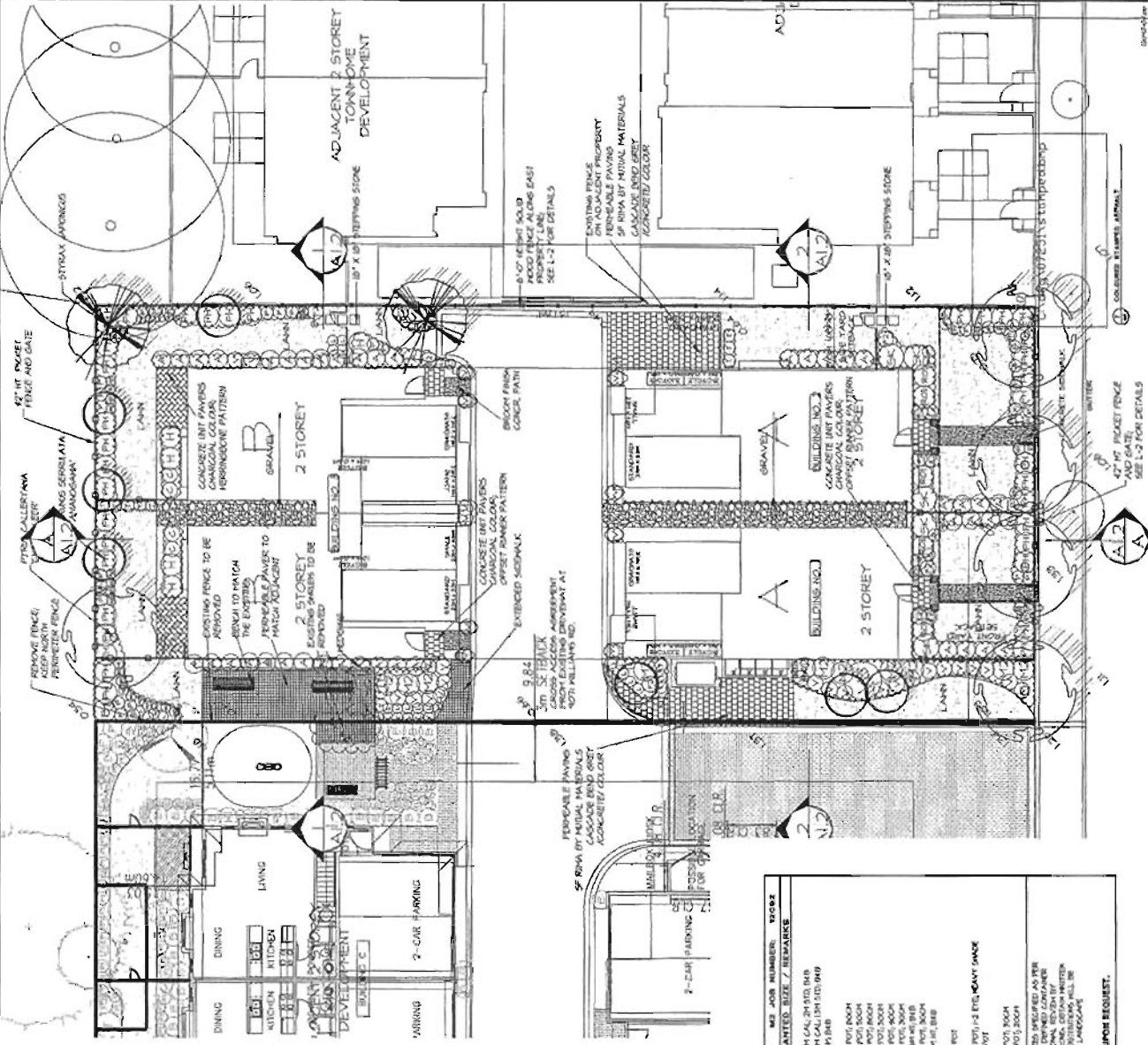
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LANDSCAPE PLAN

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LANDSCAPE PLAN

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CNCL - 261

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ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.



RZ 12-613927

Attachment 3

Address: 9111 Williams Road

Applicant: Yamamoto Architecture Inc.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	0868256 B.C. Ltd.	No Change
Site Size (m ²):	919 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	1	4
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	39%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% max.	none
Lot Coverage – Landscaping:	Min. 25%	25% min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m	none
Setback – East Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – West Side Yard (m):	Min. 3.0 m	1.7 m	variance required
Setback – Rear Yard (m):	Min. 3.0 m	4.5 m	none
Height (m):	Max. 12.0 m (3 storeys)	2 storeys (12.0 m max.)	none
Lot Width:	Min. 40.0 m	20.12 m	variance required
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	9	9	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Not permitted	none	none
Small Car Parking Spaces	Not permitted	4	variance required
Handicap Parking Spaces:	none	none	
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 4 units = 24 m ²	54 m ²	none

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

TOPOGRAPHIC SURVEY OF LOT 65 EXCEPT: PART SUBDIVIDED BY PLAN 34657:
SECTION 27 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 27556

#9111 WILLIAMS ROAD,
RICHMOND, B.C.
P.I.D. 008-903-905

SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



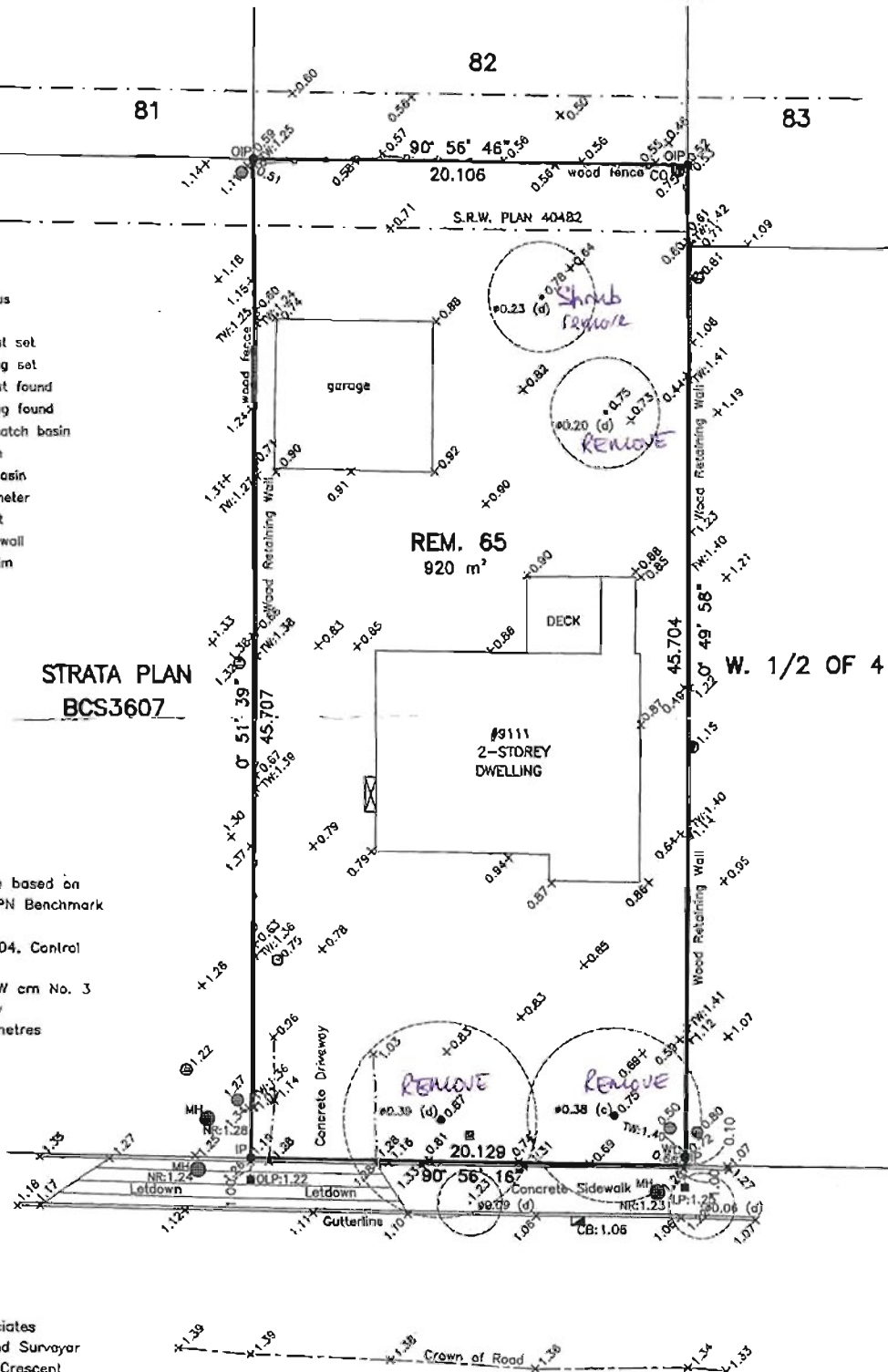
LEGEND:

- (d) denotes deciduous
- (c) denotes conifer
- IP denotes iron post set
- LP denotes lead plug set
- OIP denotes iron post found
- OLP denotes lead plug found
- ⊙ denotes round catch basin
- MH denotes manhole
- CB denotes catch basin
- WM denotes water meter
- CO denotes cleanout
- TW denotes top of wall
- NR denotes north rim
- WL denotes witness

STRATA PLAN
BCS3607

NOTE:

Elevations shown are based on
City of Richmond HPN Benchmark
network.
Benchmark: HPN #204, Control
Monument 02H2452
In grassy area @ SW cm No. 3
Rd & Steveston Hwy
Elevation = 1.559 metres



© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4889
FB-174 P36-38
Drawn By: MY

WILLIAMS ROAD

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

[Signature]
JOHNSON C. TAM, B.C.L.S.
JUNE 4th, 2012

CNCL - 264

DWG No. 4889-TOPO



Address: 9111 Williams Road

File No.: RZ12-613927

Prior to final adoption of Zoning Amendment Bylaw 8963 , the developer is required to complete the following:

1. Registration of a flood indemnity covenant on title.
2. Registration of a legal agreement on title ensuring that the only means of vehicle access is from the existing access easement (BB709772) on the adjacent property to the west (9071 Williams Road) and that there be no direct access to Williams Road.
3. Registration of a cross-access easement over the outdoor amenity area between the subject site and the adjacent property to the west (9071 Williams Road) for shared use of open space. The Agreement must include languages to ensure that no fencing dividing the consolidated outdoor amenity area is permitted.
4. Contribution of \$1,000 per dwelling unit (e.g. \$4,000) in-lieu of on-site indoor amenity space.
5. City acceptance of the developer's offer to voluntarily contribute \$2.0 per buildable square foot (e.g. \$11,880) to the City's affordable housing fund.
6. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Removal of the existing sidewalk crossing and reinstatement of the sidewalk to be done at the developer's sole cost via City Work Order.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

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

[signed original on file]

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8963 (RZ 12-613927)
9111 Williams Road**

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

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

P.I.D. 008-903-905

Lot 65 Except: Part Subdivided by Plan 34657; Section 27 Block 4 North Range 6 West
New Westminster District Plan 27556

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8963**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____ _____ _____ _____ _____ _____
--

CITY OF RICHMOND
APPROVED by <i>E. L.</i>
APPROVED by Director or Solicitor <i>ML</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To PLW-NW 6 2012

To: Planning Committee

Date: October 9, 2012

From: Wayne Craig
Director of Development

File: RZ 12-610919

Re: Application by Benn Panesar for Rezoning at 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from Single Detached (RS1/D) to Single Detached (RS2/B)

Staff Recommendation

1. That Bylaw No. 8943, for the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from "Single Detached (RS1/D)" to "Single Detached (RS2/B)", be introduced and given first reading.
2. That Council direct staff to conduct public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on **Attachment 6** to the report dated October 9, 2012, from the Director of Development), for the purpose of exploring:
 - a. land use options for future redevelopment of those properties shown hatched on **Attachment 6**; and
 - b. road alignment options for the extension of McKessock Place.

Wayne Craig
Wayne Craig
Director of Development

CL:blg
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	<i>He [Signature]</i>

Staff Report

Origin

Benn Panesar has applied to the City of Richmond for permission to rezone 2420 McKessock Avenue and an 84 m² (3.048 m x 27.563 m) portion of 2400 McKessock Avenue from "Single Detached (RS1/D)" to "Single Detached (RS2/B)", to permit the site to be subdivided into two (2) lots with vehicle access to McKessock Avenue (**Attachment 1**).

The 84 m² portion of 2400 McKessock Avenue has been included in this Rezoning application for the following reasons:

- there is an active Subdivision application (SD 12-605946) to assemble that portion of land with 2420 McKessock Avenue, which has yet to be completed;
- to achieve the minimum lot area required to create two (2) "Single Detached (RS2/B)" lots at this site; and
- to enable a greater width for the future south lot so as to not require encroachment into the existing utility right-of-way on-site.

Prior to rezoning, the initial subdivision is required to be completed and the applicant is required to confirm through a survey plan that the remaining lot and house at 2400 McKessock Avenue complies with zoning.

Findings of Fact

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

Surrounding Development

The subject site is located in an established residential neighbourhood consisting of single-detached dwellings on a mix of medium-sized and large-sized lots. Other land uses exist nearby, south of Bridgeport Road and east of Shell Road, such as low-density townhouses, medium-density low rise apartment housing, and limited industrial retail uses.

To the immediate north of the subject site is an older character single-detached dwelling on a large irregular-shaped lot zoned "Single Detached (RS1/D)".

To the east, is the backland portion of a property fronting Bridgeport Road (10671 Bridgeport Road), on which there is an older character single-detached dwelling on a lot zoned "Single Detached (RS1/D)".

To the south, is an older character single-detached dwelling on a lot zoned "Single Detached (RS1/D)", which fronts Bridgeport Road (10651 Bridgeport Road).

To the west, immediately across McKessock Avenue, are newer character dwellings on lots zoned "Single Detached (RS1/D)" and "Single Detached (RS1/B)".

Related Policies & Studies

Official Community Plan (OCP) Designation

The subject site is located in the Bridgeport Planning Area. The OCP's Generalized Land Use Map designation for this site is "Neighbourhood Residential". The Bridgeport Area Plan's Land Use Map designation for this site is "Residential (Single-Family)". This redevelopment proposal is consistent with these designations.

Lot Size Policy 5448

The subject site is located within the area covered by Lot Size Policy 5448, adopted by City Council in 1991 and amended in February 2012 (**Attachment 3**). For properties that are not located on a main street (such as the subject site), the Policy permits rezoning and subdivision in accordance with "Single Detached (RS2/B)".

The amendment to the Lot Size Policy in February 2012 enabled the properties on the north side of Bridgeport Road, between No. 4 Road and the west side of McKessock Avenue, to rezone and subdivide to "Compact Single Detached (RC2)" or "Coach House (RCH)" where there is lane access. The properties on the north side of Bridgeport Road, between the east side of McKessock Avenue and Shell Road, were not affected by the Lot Size Policy amendment, as this block was identified for a more comprehensive review to explore redevelopment options for specific lots. Currently, the Lot Size Policy permits lots on the north side of Bridgeport Road in this block to rezone and subdivide to "Single Detached" (RS2/B)".

The proposed comprehensive review has not been undertaken yet, and is discussed further in the "Analysis" section of this report. The subject site at 2420 and 2400 McKessock Avenue is not among those specific lots to be included in the proposed comprehensive review because it is not on Bridgeport Road and redevelopment of the site does not preclude adjacent lots from redeveloping in the future.

The Lot Size Policy permits the subject site to rezone and subdivide in accordance with "Single Detached (RS2/B)". This redevelopment proposal would allow for two (2) lots to be created, each approximately 13 m to 14 m wide and 360 m² to 396 m² in area, consistent with established pattern of redevelopment on McKessock Avenue.

Aircraft Noise Sensitive Development Policy

The Aircraft Noise Sensitive Development (ANSD) Policy applies to the subject site, which is located within the High Aircraft Noise Area (Area 2). In accordance with this Policy, all aircraft noise sensitive land uses may be considered except single-family unless single-family redevelopment is supported by an existing Lot Size Policy. Prior to rezoning adoption, the applicant is required to register an aircraft noise sensitive use covenant on Title to address public awareness and to ensure aircraft noise mitigation is incorporated into dwelling design and construction.

Affordable Housing Strategy

Richmond's Affordable Housing Strategy requires a secondary suite on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is required prior to rezoning approval. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single-detached dwellings (i.e. \$4,475).

Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Input

In response to the rezoning sign being installed on the subject site, Staff has received feedback from four (4) neighbourhood residents, who have expressed concerns about the application (**Attachment 4**). A summary of concerns raised includes:

- The need to consider this redevelopment proposal within the context of the immediate surrounding neighbourhood;
- The potential implications for future redevelopment of adjacent properties.
- Proposed vehicle access to the site;
- The lack of a comprehensive review or concept plan that identifies redevelopment options for this neighbourhood, and that identifies required servicing, boulevard improvements, and road/lane alignment;
- Achieving the maximum benefit for all property owners involved; and
- Achieving higher residential density in this neighbourhood;

This rezoning application does not preclude adjacent properties from redeveloping in the future. Discussion of the public consultation process to address the concerns raised regarding future redevelopment options for specific lots in the immediate surrounding neighbourhood is included in the "Analysis" section.

Staff Comments

Background

In recent years, this neighbourhood has undergone some redevelopment through rezoning and subdivision to smaller lot sizes, consistent with the Lot Size Policy. This redevelopment proposal is consistent with the established pattern of redevelopment in the neighbourhood.

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses three (3) bylaw-sized trees and one (1) undersized tree on the subject property. The Report recommends:

- Retention of Tree # 3 (Hazelnut) with tree protection fencing installed at 3 m from the base of the tree stem on each side (based on the dripline); and
- Removal of Trees # 1, 2, and 4 based on poor condition.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted a Visual Tree Assessment, and concurs with the Arborist's recommendations to:

- Retain Tree # 3 based on its good condition; and
- Remove Trees # 1, 2 and 4 based on their poor condition due to previous topping and structural defects.

The final Tree Retention Plan is included in **Attachment 5**.

Tree protection fencing must be installed as described in the Arborist's recommendations and to City standard prior to demolition of the existing dwellings on the subject site, and must remain in place until construction and landscaping on the future lots has been completed. Removal of the undersized cedar hedge within the Tree Protection Zone of Tree # 3 cannot be done with excavation equipment as this will damage the tree's roots. The portion of the undersized Cedar hedge within the Tree Protection Zone of Tree # 3 will need to be cut to grade and stumps removed with a stump grinder.

To ensure survival of Tree # 3, the applicant is required to submit the following items prior to rezoning adoption:

- A Contract with a Certified Arborist for supervision of any works to be conducted within close proximity to the Tree Protection Zone. The Contract must include the proposed number and stages of site monitoring inspections (e.g. demolition, excavation, perimeter drainage installation etc.), as well as a provision for a post-construction impact assessment report to be submitted to the City for review; and
- A Survival Security to the City in the amount of \$1,000 (reflects the 2:1 replacement tree ratio at \$500/tree). The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure Tree # 3 has survived.

Based on the 2:1 tree replacement ratio goal in the Official Community Plan (OCP) and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of four (4) replacement trees* are required to be planted and maintained on the future lots, with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4 m
2	11 cm		6 m

*Note: Tree replacement is not required for removal of the undersized Tree # 1.

To ensure that the four (4) replacement trees are planted and maintained on the future lots, the applicant is required to submit a Landscaping Security to the City in the amount of \$2,000 (\$500/tree) prior to rezoning adoption.

Existing Utility Right-of-Way

There is an existing 3 m wide utility right-of-way that runs along the south property line of the subject property for the existing sanitary sewer. The applicant is aware that restrictions exist on the placement of fill, retaining walls, buildings and structures within the right-of-way, and that if the applicant seeks to encroach into the right-of-way that he must apply for and be granted an encroachment permit by the City's Engineering division at development stage.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicle access to the proposed new lots will be from McKessock Avenue.

Subdivision

At future subdivision stage (SD 12-610920), the applicant will be required to:

- Pay Development Cost Charges (City and GVS&DD), Engineering Improvement Charge (for future frontage improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs. As with other mid-block development applications, actual construction of frontage improvements, such as a treed/grassed boulevard, sidewalk, curb, gutter, lighting etc., is not required at this time for the subject site application. The City's standard practice for mid-block sites is to collect Engineering Improvement Charges for future frontage improvements to be constructed at such time that a majority of the block has redeveloped and contributed to funding the improvements.
- Register a statutory right-of-way along the east property line of the site to extend the sanitary sewer to service the proposed north lot.

Analysis

This redevelopment proposal is consistent with the existing Lot Size Policy for the neighbourhood because it enables two (2) lots to be created fronting McKessock Avenue, which would be approximately 13 m to 14 m wide and 360 m² to 396 m² in area, in accordance with the proposed "Single Detached (RS2/B)" zoning.

This rezoning application does not preclude adjacent properties from redeveloping in the future, and it is for this reason that staff is supportive of the subject proposal moving forward at this time.

However, due to the geometry of several adjacent properties fronting the north side of Bridgeport Road in the block between McKessock Avenue and Shell Road, and due to concerns raised by neighbourhood residents during the review of this rezoning application, it is appropriate at this time to begin the separate comprehensive review of land use options for specific lots within this block, as proposed in the staff report to amend Lot Size Policy 5448 in February 2012.

Further consideration of rezoning and subdivision applications on a site-by-site basis without a better understanding of the available redevelopment options is problematic for the following reasons:

- there are three (3) deep lots on Bridgeport Road that lend themselves to more efficient use of the land than that currently permitted by the existing Lot Size Policy;
- there are challenges associated with extending McKessock Place to service the existing backlands of lots fronting McKessock Avenue, Shell Road, and Bridgeport Road, and also with providing secondary emergency access;
- there is greater potential for some properties to be left as “orphan lots” due to their location and configuration;
- there is less chance of all property owners in the neighbourhood achieving the maximum benefit of their land;
- there is less opportunity for the City to review servicing capacity (minimum 3-lot subdivision or multi-family development proposal required), and for lower costs associated with servicing upgrades and boulevard improvements, where required;

Therefore, staff recommends that Council direct staff to undertake public consultation, beginning in January 2013, with the owners and residents of properties within the area bounded by:

- the east side of McKessock Avenue between Bridgeport Road and the north side of McKessock Place;
- the north side of Bridgeport Road between McKessock Avenue and Shell Road; and
- the west side of Shell Road between Bridgeport Road and the Railway Right-Of-Way north of McKessock Place.

The specific notification area is identified in **Attachment 6**.

The scope of public consultation would be:

- a. to explore land use options for future redevelopment of those properties shown hatched on **Attachment 6**, such as:
 - i. single-family redevelopment under the existing Lot Size Policy 5448, which permits rezoning and subdivision to “Single Detached (RS2/B)” on McKessock Avenue, McKessock Place, and Bridgeport Road (subject to a rear lane);

- ii. single-family redevelopment requiring another amendment to Lot Size Policy 5448 to allow the subject block of Bridgeport Road to be treated in the same way as the blocks on Bridgeport Road to the west (i.e. to permit rezoning and subdivision to “Compact Single Detached (RC2)” and “Coach House (RCH)”);
 - iii. townhouse redevelopment along the subject block of Bridgeport Road, requiring an amendment to the Bridgeport Area Plan to change the land use designation of affected properties from “Residential (Single-Family)” to “Residential (Townhouse)”, as is the case on the south side of Bridgeport Road; and
- b. to explore road alignment options for the extension of McKessock Place, associated with each land use option described above.

With respect to the land use option described in section “a.ii” (above), staff understands that Council has expressed concerns about the design of coach houses in the city. If this land use option was explored during the public consultation process and it was considered favourably by the neighbourhood, a revised coach house zone would be utilized and the requirement for a Development Permit would be explored to address Council’s concerns.

Financial Impact

None.

Conclusion

This rezoning application to permit a two-lot subdivision complies with applicable policies and land use designations contained within the Official Community Plan (OCP) and the Lot Size Policy, and is consistent with the established pattern of redevelopment in the neighbourhood.

Staff has presented the concerns raised by residents of the neighbourhood in response to this rezoning application. Staff has analysed this rezoning application with consideration of these concerns and feels that this rezoning application should proceed as it does not preclude adjacent properties from redeveloping in the future. However, prior to the consideration of additional redevelopment proposals on properties fronting the north side of Bridgeport Road in this block, additional public consultation is necessary on the potential land use options and necessary road alignment for the extension of McKessock Place.

On this basis, staff recommends:

1. That Bylaw No. 8943, for the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue from “Single Detached (RS1/D)” to “Single Detached (RS2/B)”, be introduced and given first reading.
2. That Council direct staff to undertake public consultation beginning in January 2013 with the owners and residents of properties identified in a specified notification area within the Bridgeport planning area (as shown on **Attachment 6** to the report dated October 9, 2012, from the Director of Development), for the purpose of exploring:

- a. land use options for future redevelopment of those properties shown hatched on **Attachment 6**; and,
- b. road alignment options for the extension of McKessock Place.

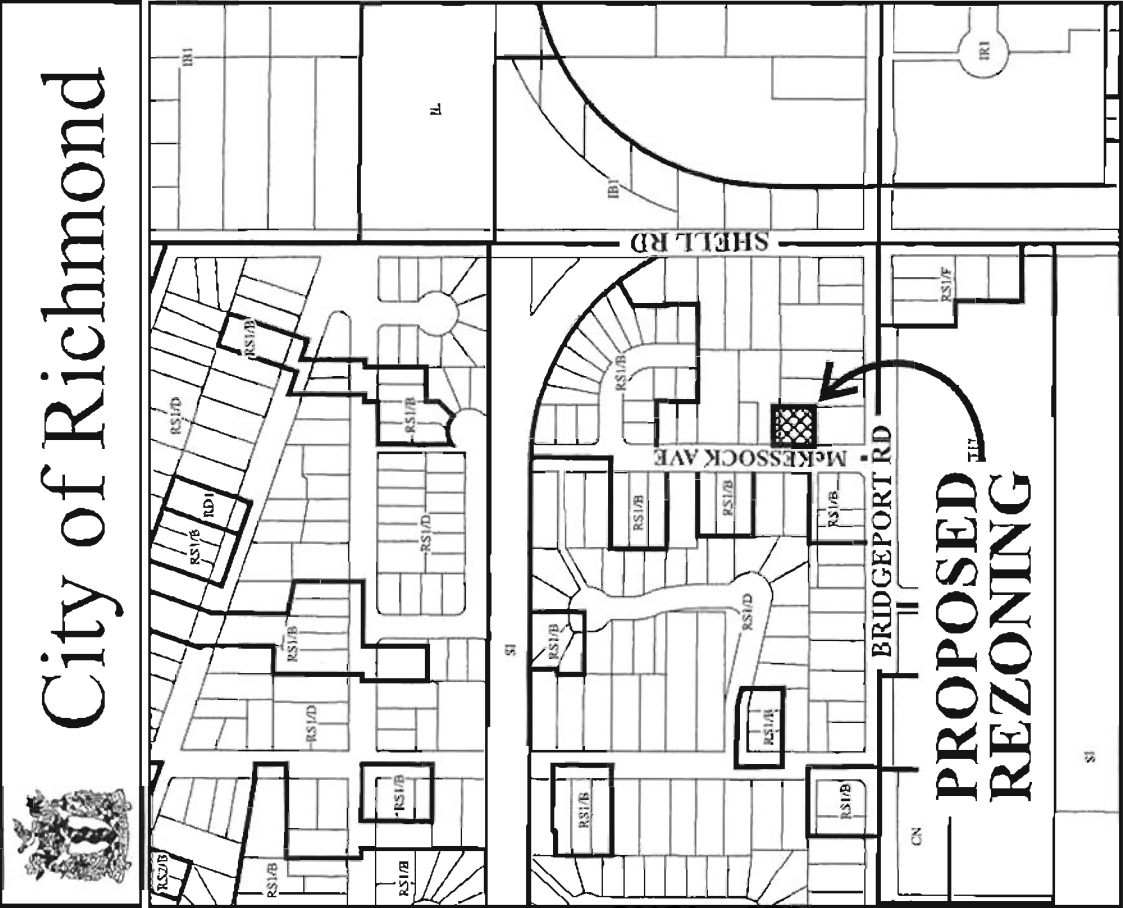
The list of rezoning considerations associated with the rezoning of 2420 McKessock Avenue and a portion of 2400 McKessock Avenue is included in **Attachment 7**, which has been agreed to by the applicant (signed concurrence on file).



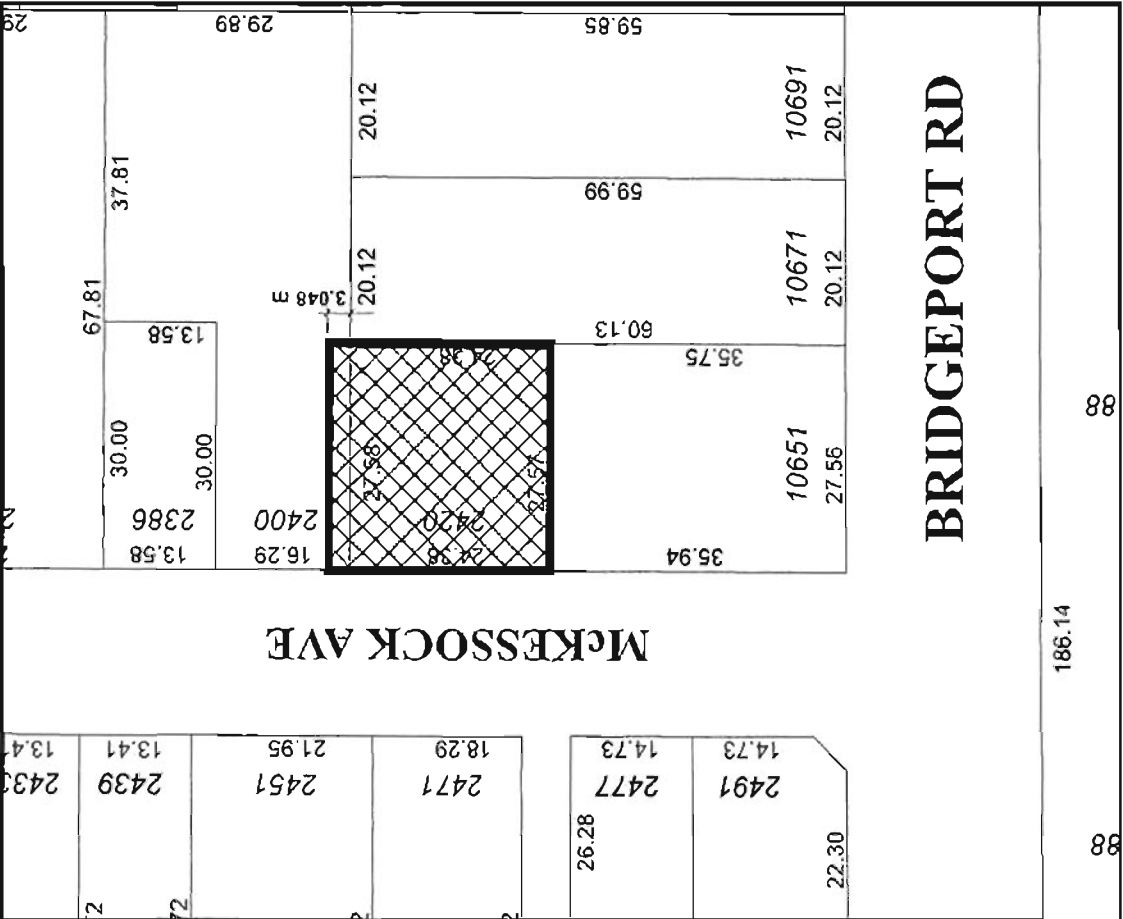
Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

Attachment 1: Location Map/Aerial Photo
Attachment 2: Development Application Data Sheet
Attachment 3: Lot Size Policy 5448
Attachment 4: Written comments from the public
Attachment 5: Final Tree Retention Plan
Attachment 6: Notification Area - Comprehensive Review of Future Redevelopment Options
Attachment 7: Rezoning Considerations Concurrence



CNCL - 278



RZ 12-610919

Original Date: 05/30/12
Revision Date: 09/05/12
Note: Dimensions are in METRES



RZ 12-610919

Original Date: 05/30/12

Amended Date: 09/04/12

Note: Dimensions are in METRES



RZ 12-610919

Attachment 2

Address: 2420 McKessock Avenue

Applicant: Benn Panesar

Planning Area(s): Bridgeport

	Existing	Proposed
Owner:	Gurbaksh Kaur Bagri	To be determined
Site Size (m ²):	Approx 672 m ² (7,233 ft ²)	North lot – 360 m ² (3,875 ft ²) South lot – 396 m ² (4,262 ft ²) (subject to SD 12-605946)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Single-Family)	No change
702 Policy Designation:	Lot Size Policy 5448 permits this property to be rezoned and subdivided in accordance with Single Detached (RS2/B)	No change
Zoning:	Single Detached (RS1/D)	Single Detached (RS2/B)
Other Designations:	High Aircraft Noise Area (Area 2) permits all noise sensitive land uses to be considered	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m ²	Two lots – approx 360 m ² to 396 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2	none
Height (m):	2.5 storeys	2.5 storeys	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

Amended By Council: February 20, 2012

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6

POLICY 5448:

The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the Bridgeport Road, Shell Road, No. 4 Road and River Drive:

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS1/B) in Zoning and Development Bylaw 8500, with the following provisions:

- (a) Properties along Bridgeport Road (between McKessock Avenue and Shell Road) and along Shell Road will be restricted to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;
- (b) Properties along Bridgeport Road between No. 4 Road and McKessock Avenue will be restricted to Single Detached (RS1/D) unless there is lane access in which case Compact Single Detached (RC2) and Coach Houses (RCH) will be permitted;
- (c) Properties along No. 4 Road and River Drive will be restricted to Single Detached (RS1/C) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted,

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Rezoning and subdivision permitted as per RS1/B except:

1. River Drive: RS1/C unless there is a lane or internal road access, then RS1/B.
2. Shell Road: RS1/D unless there is a lane or internal road access, then RS1/B.
3. No. 4 Road: RS1/C unless there is a lane or internal road access then RS1/B.
4. Bridgeport Road: RS1/D unless there is a lane or internal road access then RS1/B.



Rezoning and subdivision permitted as per RS1/B unless there is a lane access then RC2 or RCH.



Policy 5448

Section 23, 5-6

Adopted Date: 09/16/91

Amended Date: 02/20/12

Attachment 4

Written comments submitted by the public

From: brian cray [REDACTED]
Sent: June 22, 2012 4:53 PM
To: Lussier, Cynthia; tia
Subject: 2420/2400 Mckessock

Dear Ms. Lussier:

I wanted to bring to your attention for your consideration the following from the Feb 20, 2012 report of planning committee:

In regards to the area between Shell rd and Mckessock on Bridgeport rd, "this section has been identified for a comprehensive review to determine how the area can develop."

It also states "due to the existing lot geometry along this section, it would be difficult for development to connect to an operational lane."

The development RZ 12-610919 at 2420 Mckessock will impact me and the remaining large lots between Shell Road and Mckessock for access. Under existing policy we are RS1/D with the potential to go to RS1/B with a lane. But staff has said that we are not likely for a lane and should have a comprehensive review. This development makes it less likely for a lane and there is continued ad hoc rezoning/planning under existing zoning/policy but no comprehensive review. There is only 4 to 9 properties that would be affected along the front section of this area. 3 of these are in the middle of the block and are large lots with no access now. There is mine on the corner of Mckessock that is close to RCH but has been denied this zoning, and 5 properties (4 on Shell and the one on Mckessock that is the subject of this rezone) that are on the edges. Access is a real problem and with this rezone, it becomes more so. With a land assembly seemingly not in the cards, that leaves me like this rezone applicant, only able to use the existing policy/zoning to develop my property.

I have a number of options. They could include:

1. Do nothing and wait for a developer or council to rezone with their comprehensive review
2. Build a lane and develop to RS1/B with 40 ft lots and get 2 of them.
3. #2 does not make sense when I can swing the lots onto Mckessock and not build a lane and make it even harder to access the interior large lots
4. find a way to buy my neighbour, have the frontage to put in coach houses (30 ft lots with the 2m extra for the corner lot) and ask the city to give me the same zoning as they just gave across the street.

Unless the city undergoes that comprehensive review, their lack of planning will shape this area because development will continue under existing policy/zoning like this proposed rezone.

After talking with you, it appears that the city is not seeking acquire the easement at the edge of the proposed rezone which would make a lane less likely because it could never line up with the one across Mckessock. It is a sewer easement and the likely space where a lane would go. This is the reason why I am very interested in this rezone. I was always assuming that the reason for the easement was for a potential lane as per the policy 5448.

This rezone and land assembly would appear to meet all the technical requirements of the existing zoning but by not doing your comprehensive review, it appears that it may doom the block to stagnate and stunt any development.

I will be interested in how staff and council deal with this rezone.

I am hopeful that you will keep me informed of the progress of this file.

Sincerely yours,

Brian Cray

To CYNTHIA LUSSIER
PLANNING TECHNICIAN

QUESTIONS ASKED FOR
& SUBMITTED ON 10TH JULY 2012
DATED & STAMPED RECEIVED
By City of Richmond Planning Dept.
HALLS

Sheet 1 of 2.

CITY OF RICHMOND

JUL 10 2012

RECEIVED

QUESTIONS FOR COUNCIL MEETING ON THIS APPLICATION
& IMPACT TO RESIDENTS RE ZONING
QUESTIONS ABOUT APPLICATION FOR 2420 McKESSOCK AVE
AS PER REQUEST QUESTION SHEET
4TH JULY 2012
2012

① PLEASE ALL NEW SUB-DIVISION APPLICATIONS TO HAVE LANE ACCESS
FILE # 6360-07 - 2TH JAN 2002 - (2003) PASSED BY CITY OF RMD
BY DIRECTOR OF ENGINEERING MANAGER & RE ZONING JOE FROST
& STEV ONO PENG DIACOTA ENGINEERING

NOTE THIS APPLICATION DOES NOT HAVE A LANE ACCESS
ALSO IT BLOCKS OFF LANE ACCESS TO OTHER RESIDENCES IN AREA
OF BRIDGEPORT RD & SHELL RD AS PER PLAN LAYOUT SHEET 1 OF 9
SUBMITTED TO CYNTHIA LUSSIER ON 4TH JULY 2012 DATED
3RD AND STAMPED RECEIVED CITY OF RMD

② COMBIE SCHOOL PUBLIC HEARING FOR POLICY 5448 AREA T1
PUBLIC VOICED THAT YES, THEY WANTED HIGHER DENSITY
FACTOR OF 12.68 MIN PER ACRE
RE ZONING POLICY TO REFLECT PUBLIC REQUEST AT MEETING
CHAIRMAN BY MR CROW CITY OF RMD

③ FIRE MARSHAL REGS / 2012 NOW HAVE TO HAVE FIRE FIGHTING
FRONT & REAR OF PROPERTIES, REQUIRES LANE ACCESS BY
FEDERAL LAW 2012 FIRE MARSHAL REGS

④ QUESTION ARE KERBS - BLUDS / FOOT PATHS GOING TO GO IN ON
ALL NEW HOUSES & APPLICATIONS IN FUTURE & CONNECTIONS TO
EXISTING HOUSES ON WHOLE OF STREET & EXIT TO BRIDGEPORT RD
TRAFFIC RESTRICTION NOW AS EXIT REDUCED FROM 36'-0"
FLARE OUT TO 30'-0" FLARE OUT, NOW GREATER FLOW OF
TRAFFIC FROM EACH HOUSE MIN 9 CARS AVERAGE GOING OUT
TO BRIDGEPORT RD CAUSING TRAFFIC DELAYS

⑤ PROPERTY OWNER APPLICATION OWNS ALL THREE PROPERTIES ON
THIS APPLICATION 2400 McKESSOCK ALSO NEW SURVEY LINE TO
E LINE OF HIS DRIVEWAY NOW SEE SHEET 1 OF 7 LAYOUT

⑥ PROPERTIES ALONG BRIDGEPORT RD / SHELL RD HAVE TO HAVE LANE
ACCESS ON ALL NEW OR PROPOSED PROPERTIES BY 2002-2003
CITY BYLAW PASSED ON JAN 27 / 2002-2003 DIRECTOR OF
ENGINEERING CITY OF RMD FILE 6307-07

⑦ FENCE LINE NEW IS NOW BLOCKING LANE ACCESS AS PER
DIRECTOR OF ENGINEERING FILE # 6307-07 AND HAS TO
BE MOVED TO NEW SURVEY LINE OR DISCONTINUED FROM
THIS APPLICATION & CLEARED OFF PROPERTY TO GIVE LANE ACCESS
AS PER LAYOUT PLAN CNCL-2857 DATED 3RD JULY & 4TH JULY 2012

⑧ OFFICIAL SEWER MAP # 2356-08-2 2015 MCKENAN SANITY SEWER
AREA 24

NOTE ***

AS OF JULY 10TH 2012
CITY CROWN DETAIL (SHOWING)
(REPORT BY CITY) (UNFINISHED)
NO SIDEWALKWAY PATHS
ON 7 HOUSES (WHY) IS IT
NOT GOING IN & BLUDS
CORNER HOUSE ON
McKESSOCK TO LANE
HAS SIDEWALKWAY PATHS &
KERBS

NOTE ***
7 ALSO GRAVEL STRIP ON
7 PROPERTIES IS NOT
CONSISTANT AT MIN 7'-0"
GRAVEL FROM ROAD
NOTE SIDEWALKWAY SHOULD BE
6'-6" INCLUDING KERBS & PAVEMENT
SEE OTHER SIDE OF RD
McKESSOCK AVE.

(9) REZONING NOTE R/B LOTS = 78x40 + 20' LANE - FOREVER
 100'-0" LAYOUT = 2 1/2 SPARE EACH LOT. (AS PERMITTED FROM CITY ROAD
 COACH HOUSES RC = SAME SIZE. (FROM R/P/D TO R/B ON NOW RC COACH HOUSES)
 NOTE HYDRO Poles ALL NEW LAID OUT TO 1960 YR
 LAYOUT EVERY 100'-0" NORMAL CLEARANCE FACTOR
 ON BRIDGEPORT RD / SHELL RD / MCKESSOCK AVE.

CITY OF RICHMOND
 JUL 10 2012
 RECEIVED

(10) ALL EXISTING SEWERS ARE SITUATED IN IDEAL LOCATION
 FOR SUB-DIVISION / LINES & THRU RDS AT PER PLAN
 LAYOUT 1. THRU 7 SHE DATED 3RD JULY & 4TH JULY TO
 ALSO MOVED OK FOR SERVICE SINCE APPROX MARCH 2011 FOR NEXT
 25 MINIMUM OK BY ENGINEERING DEPT.

(11) SUB-DIVISION RD TO ANGLE AT FIRST TO 60° ANGLE THEN TO 60
 ON TOP OF N/S SEWER & EXIT RD DESIGNATION (SINCE 1983 YR ON CITY MAP)
 BETWEEN HOWARD LONIC HOUSE SHELL RD 2751 & BULLHORN
 HOUSE 2775 ON SHELL RD DESIGNATION EXIT SINCE MAP
 ISSUED 1978 ALSO FIRE ^{HAS BEEN MOVED} ~~HYDRO~~ HAVE CLEARED OF
 EXIT RD FROM SUB-DIVISION & FEED IN LANE SHELL RD
 FOR SUB-DIVISION EXIT ONLY TURN RIGHT DESIGNATION
 NOTE ALSO NO PAVEMENT AREAS ON WEST SIDE OF SHELL RD
 IN THIS NEW HOUSE AREA. NOW WILL PAVEMENT &
 ACCESS LANE 69 IN ALSO PAVEMENT DOWN SHELL RD
 & FIRE MARSHAL REG 2012, NOTE
 FIGHTING FIRE FRONT & REAR OF PROPERTIES REG FIRE MARSHAL 2012 YR
 FEDERAL LAW & INSURANCE OF CANADA.

(12) NEW WATER MAIN IN PLACE FOR SUB-DIVISION TO
 BACK LANDS - ON MCKESSOCK PLACE EXTENSION SUB
 - DIVISION RD & ACCESS LANE FOR SHELL RD & MCKESSOCK &
 BRIDGEPORT RD TOO CONSIDER FOR THIS REZONING NOW
 100 TOWN HOUSES / OR COACH HOUSE R/B LOT SIZE NOW.

(13) ALL CAPPED SERVICES IN SITE READY FOR SUB-DIVISION EXTENSION

(14) SUMMARY THESE ALL MY CONCERNS & MY NEIGHBOURS FOR ACCESS
 LANE & SERVICE ABILITY FOR FRONT & REAR OF PROPERTIES
 & MEETING ALL CRITERIA ENGINEERING REQUIREMENTS NOW.

(15) NEW HOUSING ON MCKESSOCK AVE HAVE HAD CRUSHED SOME LIDS DOWN WEST SIDE ONE PROPERTY ^{WILL PAVEMENT} ~~PROPERTY~~ ~~BLVD CORN?~~
 AS PER REQUEST OF T. CHARLES
 CYNTHIA LUSSIER CITY OF RICHMOND
 PLANNING DEPT. REPORT OF
 4TH JULY 2012 YR.

1.0 STRIP MAIN FROM RD.
 NEEDED IS
 START ON 3 PROPERTIES
 7 PROPERTIES
 INVOLVED.

From: Tia B [REDACTED]
Sent: Thursday, 30 August 2012 9:25 AM
To: Brian Cray; Lussler, Cynthia
Subject: RE: 2420 McKessock Avenue
Importance: High

Hello Cynthia,

I am the home owner of 10671 Bridgeport, and just as Mr. Cray has concerns of allowing this zoning, so do I.

I feel allowing this to go through impacts me in not a favorable way to my future development, and greatly reduces valuable use of land. Unless the City plans to allow fairness amongst all home owners, I disagree strongly with this purposed zoning. I feel I am being forced into a land locked situation from all sides.

I am curious, is a land owner able to rezone a property more than once?

Please, count me in, and include me in any invitations to meetings that concern the below. I work away from home, but will be in the week of the 17th, and would like to attend.

Kind regards,

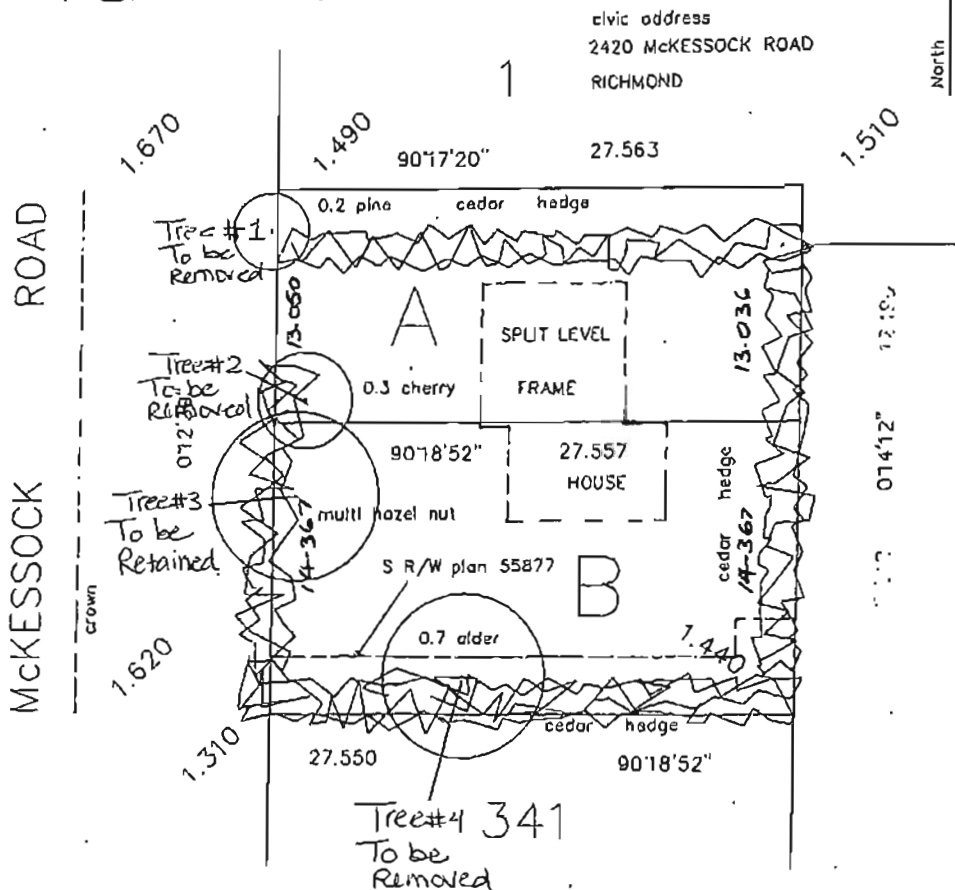
Tia Beaulne

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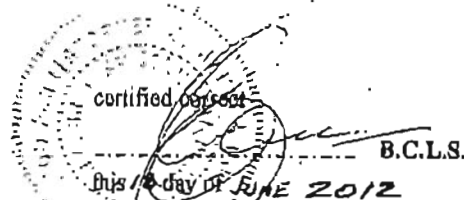
not to be used to define boundaries

scale 1:300

Metres

Survey Certificate
forTREE AND ELEVATION PLAN
FOR PROPOSED SUBDIVISION
OF LOT 2 SECTION 23
Blk. 5N Rge. 6W NWD
PLAN BCP-----

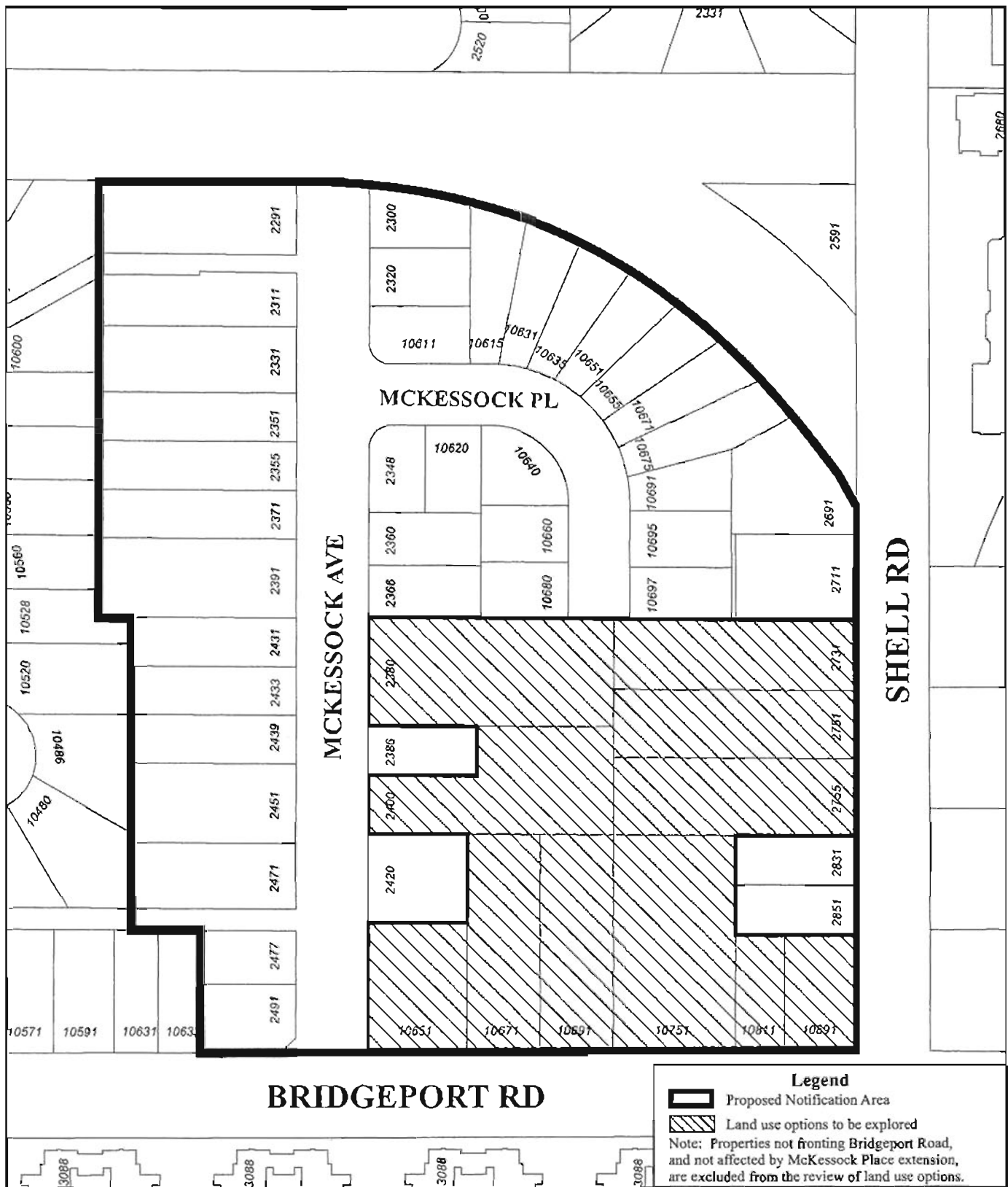
Christopher J. James
British Columbia Land Surveyor
2822 Gordon Avenue
Surrey B.C. V4A 3J4
604-535-3261



CNCL - 289

this document is not valid unless originally signed and sealed

file 8875



McKessock Neighbourhood 2013 Public Consultation

GNCL - 290

Original Date: 09/21/12

Revision Date: 10/11/12

Note: Dimensions are in METRES



Address: 2420 McKessock Avenue

File No.: RZ12-610919

Prior to final adoption of Zoning Amendment Bylaw 8943, the applicant is required to complete the following:

1. Approval of Subdivision application SD 12-605946 to consolidate approximately 84 m² of property (3.048 m x 27.563 m) from 2400 McKessock Avenue with 2420 McKessock Avenue, along with confirmation through a survey plan that the remaining lot and house at 2400 McKessock Avenue complies with zoning.
2. Submission of a Landscaping Security to the City in the amount of \$2,000 (\$500/tree) to ensure that the four (4) required replacement trees are planted and maintained on the future lots, with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	8 cm		4 m
2	11 cm		6 m

The City will release 90% of the security after construction and landscaping on the future lots is completed, and a landscaping inspection is approved. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure the replacement trees have survived.

3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of Tree # 3 (Hazelnut) to be retained (including removal of undersized cedar hedge within the tree protection zone). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$1,000 for Tree # 3 to be retained (to reflect the 2:1 tree replacement ratio at \$500/tree). The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure Tree # 3 has survived.
5. Registration of an aircraft noise sensitive use covenant on title.
6. Registration of a flood indemnity covenant on title.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$4,475) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

At demolition* stage, the applicant must:

- Install tree protection fencing at 3 m from the base of the tree stem on each side (based on the dripline), as described in the Arborist's recommendations and to City standard prior to demolition of the existing dwellings on the subject site. Tree protection fencing must remain in place until construction and landscaping on the future lots has been completed. Removal of the undersized cedar hedge within the Tree Protection Zone of Tree # 3 cannot be done with excavation equipment as this will damage the tree's roots. The portion of the undersized cedar hedge within the Tree Protection Zone of Tree # 3 will need to be cut to grade and stumps removed with a stump grinder.

At subdivision* stage, the applicant must:

- Pay Development Cost Charges (City and GVS&DD), Engineering Improvement Charge, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs; and,
- Register statutory right-of-way along the east property line of the site to extend the sanitary sewer to service the proposed north lot.

At Building Permit* stage, the applicant must complete the following requirements:

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

Note:

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

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

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

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

[signed concurrence on file]

Signed _____

Date _____



City of Richmond

Bylaw 8943

Richmond Zoning Bylaw 8500 Amendment Bylaw 8943 (RZ 12-610919) 2420 McKessock Avenue and a portion of 2400 McKessock 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)**.

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw 8943".

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8943**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

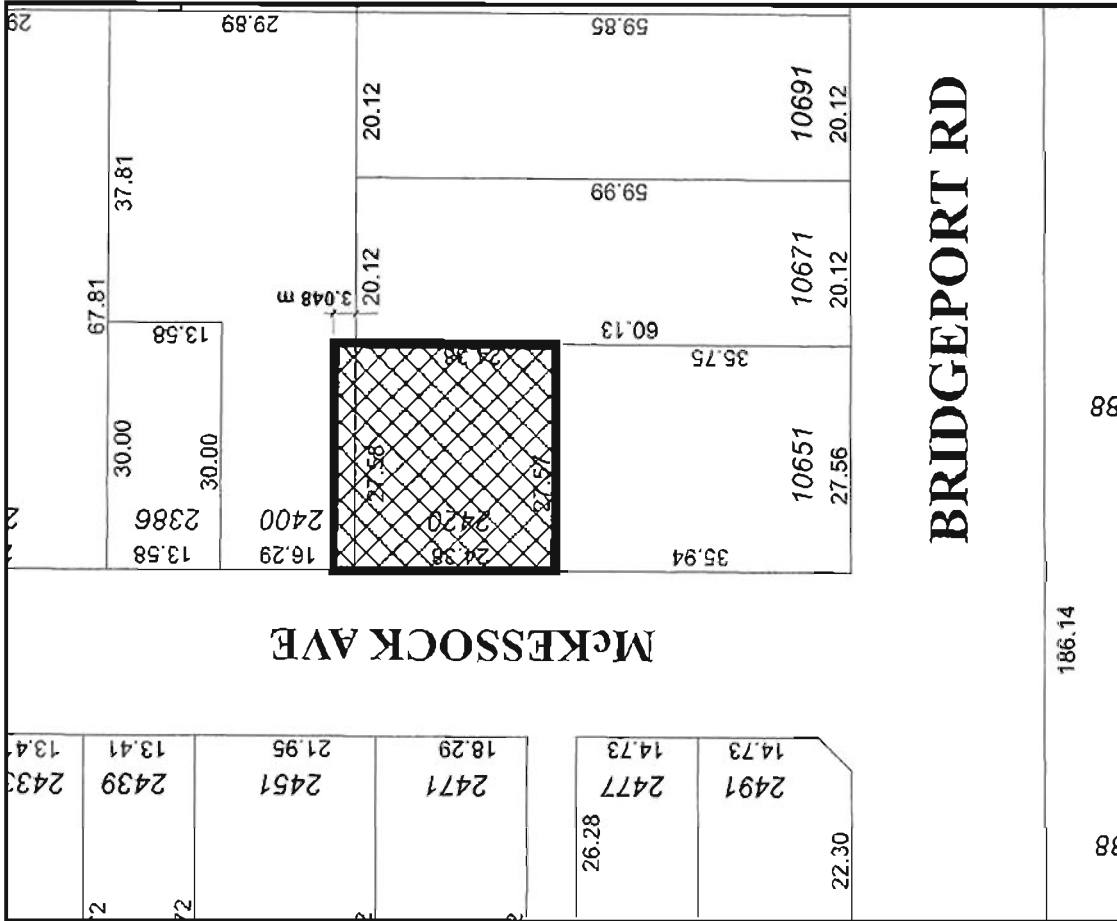
ADOPTED

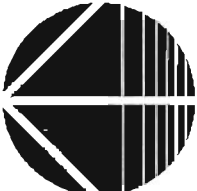
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CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



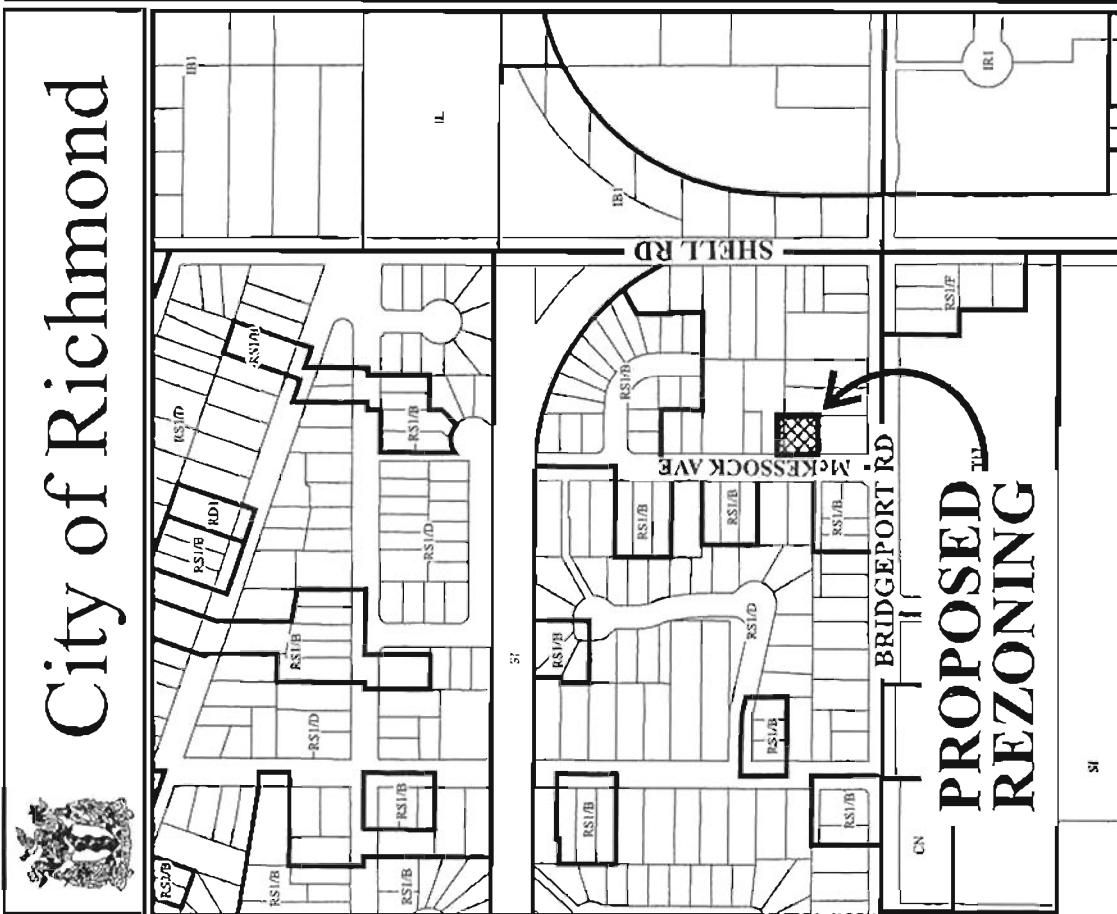


RZ 12-610919

Original Date: 05/30/12

Revision Date: 09/05/12

Note: Dimensions are in METRES





City of Richmond

Report to Committee Planning and Development Department

TOPUN NOV. 6 2012

To: Planning Committee
From: Wayne Craig, MCIP, MCSLA
Director of Development
Date: October 15, 2012
File: RZ 12-620766
Re: Application by TL Housing Solutions Ltd., for Rezoning at 9020 Bridgeport Road from Auto-Oriented Commercial (CA) to Health Care (HC)

Staff Recommendation

1. That Bylaw No. 8960 to amend the Health Care (HC) Zoning District and for the rezoning of 9020 Bridgeport Road from "Auto-Oriented Commercial (CA)" to "Health Care (HC)", be introduced and given first reading.

Wayne Craig
Wayne Craig, MCIP, MCSLA
Director of Development

WC:bg
Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	<i>[Signature]</i>

Staff Report

Origin

TL Housing Solutions Ltd., has applied to the City for permission to rezone a property located at 9020 Bridgeport Road from "Auto-Oriented Commercial (CA)" to Health Care (HC) in order to facilitate the conversion of the existing hotel into a complex care facility.

The Executive Inn is currently a full-service hotel. This proposed development would create a 94 bed, complex care facility for Vancouver Coastal Health (VCH) with a gross floor area of 5,017 m² (54,004 ft²) and net floor area of 4,659 m² (50,151 ft²) after the renovation. Renovations to the Executive Inn would include an addition (approximately 358 m² or 3,853 ft²) primarily to enclose and widen exterior walkways. VCH would use this complex care facility to house and care for the residents of the Lions Manor (in Steveston) on an interim basis, which would allow for the planned redevelopment of the Lions Manor. This proposed complex care facility would then be used by VCH on a continuing basis to temporarily accommodate residents of other care facilities undergoing renovation or replacement.

There is no Servicing Agreement associated with this rezoning application since no upgrades or improvements are required to the existing roads or infrastructure in the vicinity of this site.

Findings of Fact

Item	Existing	Proposed
Owner	Progressive Construction Ltd. & Maureen Ilich	same
Applicant	TL Housing Solutions Ltd.	same
Site Size	4,611.89 m ²	same
Land Uses	Hotel	Complex Care Facility
OCP Designation - General	Commercial	same
Area Plan Designation	Urban Centre T5	Urban Centre T5
Sub-Area Plan Designation	Urban Centre T5 (35m)	Urban Centre T5 (35m)
Zoning	Auto Oriented Commercial (CA)	Health Care (HC) as amended
Floor Area	4,659 m ² (50,151 ft ²)	5,017 m ² (54,004 ft ²)
Allowable Floor Area Ratio (FAR)	1.5 FAR	1.0 FAR + 0.4 FAR for amenity
Proposed Floor Area Ratio (FAR)	0.93 FAR	1.0 FAR
Bylaw Required Parking	32 parking stalls	51 parking stalls
Existing/Proposed Parking	82 parking stalls	51 parking stalls
NEF Designation	Aircraft Noise - Area 2	same

See **Attachment 1** - Location Plan/Air Photo, **Attachment 2** - Development Application Data Sheet, **Attachment 3**: Concept Design Drawings and **Attachment 4** - Rezoning Considerations.

Surrounding Development

To the North: across Bridgeport Road are commercial and industrial buildings zoned Auto-Oriented Commercial (CA) and Light Industrial (IL),

To the East: across Garden City Road is a gas station and service centre zoned Gas Station Commercial – Bridgeport Village (ZC24),

To the South: across Sea Island Way are vacant single family residential lots zoned Single Detached (RS1/F), and

To the West: a large, commercial building zoned Auto-Oriented Commercial (CA).

Related Policies & Studies

Flood Protection: The site will comply with the Flood Plain Designation and Protection Bylaw 8204 and a flood indemnity covenant is required to be registered on title prior to final rezoning adoption.

Aircraft Noise: The site is within a aircraft noise Area 2, which allows for all aircraft noise sensitive uses (except new single family residential) to be considered subject to compliance with the Canadian Mortgage and Housing Corporation (CMHC) and the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards identified in the OCP. The existing building has air conditioning and the applicant has agreed that the sleeping units will meet CMHC standards. A legal agreement is required to ensure compliance with CMHC and ASHRAE standards. In addition, an acoustical report will be required to verify compliance with CMHC and ASHRAE standards prior to issuance of the Building Permit.

Land Use: Schedule 1 of the Official Community Plan (OCP) designates this site as “Commercial” on the Generalized Land Use Map however Schedule 2 of the OCP (Bridgeport Village) designates this site as Urban Centre T5 and “Institutional Use” is a permitted use in this area. The permitted uses in the Area Plan take precedence over the Generalized Land Use Map, therefore no OCP amendment is required.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) because it complies with the CCAP. This application only involves a 94 bed health care facility.

Ministry of Transportation and Infrastructure (MOTI)

This proposed development has been referred to MOTI but no comments have been received to date. However this rezoning application remains subject MOTI review and compliance with any MOTI requirements is listed as a prior to condition in the Rezoning Considerations.

Public Input

No comments from the public have been received regarding this rezoning application.

Staff Comments

Staff Technical Review comments are attached. No significant concerns have been identified.

Vancouver Coastal Health (VCH) Richmond

The Lions Manor care facility is owned and operated by VCH and licensed under provincial regulations. VCH will lease and operate the proposed complex care facility. Licensing inspections encompass the entire facility and its operation including but not limited nursing care, the physical plant, the living environment, amenities, kitchen facilities and food quality.

Land Dedications & Statutory Right-of-Ways (SRW's)

There are no required land dedications. A 3.5 m wide SRW is required along Sea Island Way for a 1.5 m wide boulevard for street trees, grass and automatic irrigation system plus a 2.0 m wide sidewalk. The applicant will be required to submit a design for the frontage improvements including a cost estimate to the satisfaction of the City prior to issuance of the Building Permit. The cost estimate will be used as the basis for a cash contribution by the applicant to City required prior to issuance of the Building Permit, for the City to construct the frontage improvements.

Building Code & Richmond Fire Rescue

The building code and fire rescue issues have been addressed including:

1. Emergency Fire Access: This location has good fire fighter access and will benefit from short emergency response times due to the proximity of a Richmond Fire Hall. The existing building is equipped with a sprinkler system but the applicant will make up-upgrades regarding fire separation and fire protection systems given the wood frame construction.
2. Building Code: The applicant has agreed to address the following code issues at the Building Permit stage including:
 - an alternative solution to the existing non-combustible construction requirement,
 - limited corridor and exit stair widths that preclude occupation by bed ridden residents (i.e. all residents must be mobile or able to be moved in wheelchairs),
 - elimination of any mechanical equipment including any refrigeration and dry storage areas at or below the 2.9m GSC Flood Construction Level (FCL),
 - locking of doors in exit/egress paths and exit exposure protection.

Transportation & Traffic

1. Site Access: There are no frontage improvements requested. No changes are required to the vehicle access/egress driveways along Bridgeport Road however minor modifications are proposed to the slope of on-site vehicle ramps to the porte cochère area.
2. Lions Manor – Existing Parking: There are 93 individuals currently living at the Lions Manor and none of these residents owns or parks a vehicle on-site. There are 25 existing on-site parking spaces at the Lions Manor including 1 wheelchair accessible stall plus 2 small loading spaces and 1 stall for a medium sized bus.
3. Richmond Executive Inn – Existing Parking: There are 82 existing parking stalls on site. The bylaw requires 31 parking stalls for the proposed complex care facility and the applicant proposes to retain 51 existing parking stalls plus 2 medium (SU9) loading spaces.
4. Transit & TDM Measures: This site is located approximately 500m from the Canada Line – Bridgeport Station. In addition, there are east and west bus stops within 100m of this site along Bridgeport Road. There will be space to park the Lions Manor bus on this site. Sea Island Way frontage improvements include a 1.5 m wide landscaped boulevard (tree and grass) plus a City standard 2.0 m wide concrete sidewalk.

Engineering & Site Servicing

No major utility infrastructure improvements are required.

Urban Design & Site Planning

1. Site Context: The existing hotel is surrounded by commercial and industrial buildings however, this site is already well screened and buffered from surrounding uses by a well established landscape edge treatment consisting of large trees and shrubs that will be retained and the applicant has committed to further reinforce and supplement this perimeter planting.
2. Site Planning: The applicant proposes to shift the east parking entrance to the north and remove approximately 31 parking stalls on the south side of the site. These parking stalls will be replaced by an enclosed outdoor courtyard and amenity space.

Architectural Form & Character

Proposed alterations to the building exterior affecting the architectural form and character are:

1. Building Additions: The applicant proposes to add approximately 358 m² (3853 ft²) to the existing building enclosing a portion of the interior courtyard. The proposed renovations include a new elevator, office space, treatment areas and amenity space on the 1st level. On the upper levels (2nd and 3rd floors) the renovations are primarily intended to enclose and widen exterior hallway corridors to improve circulation.
2. Façade Modifications: The proposed façade modifications include repainting the exterior of the building and alterations to the front entry and porte cochère area in order to improve overall accessibility.

Building Interior Renovations & Alterations

Proposed alterations to the building interior for the proposed complex care facility include:

1. New exterior courtyard walls built to widen and enclose hallway corridors on all floors as well as create additional floor space for offices, treatment, amenity and storage areas.
2. Creation of open dining/living/activity areas on the southern “public” side of each floor.
3. Addition of a new stretcher elevator on the south side of the building.
4. Incorporation of a nurse’s station, medicine storage and servery near the southern, public area of each floor.
5. Incorporation of a tub room, shower room, and soil/utility room near the northern, private area of each floor.
6. Make all ground floor resident bathrooms and bedrooms accessible.
7. Make a portion of the second floor resident bathrooms and bedrooms accessible.
8. Expand the ground floor commercial kitchen and add storage to the semi-basement level.
9. Adjust the lobby entrance to facilitate ease of access required by this complex care facility.

Landscape & Open Space

The landscape and open space design accommodates the needs of these elderly residents by:

1. Edge Conditions: The applicant has agreed to augment and supplement the existing mature landscape around the perimeter of the site with addition plant materials and a perimeter security fence.

2. **South Courtyard:** The proposed design incorporates a secluded outdoor space that will occupy the southern half of the site. This space is intended to provide sunlit walking paths in a soft garden landscape. Raising this 'garden' makes it accessible from the ground floor living area, as well as creates a buffer by elevating it above street level. Additional uses will include picnics, barbeques and games. Further screening will be added through careful landscape design including additional tree and shrub planting. An unobtrusive perimeter fence will be introduced for security measures.
3. **Interior Courtyard:** The landscape treatment of the interior courtyard will be upgraded and improved to become an outdoor seating area with good visibility and informal surveillance from inside the building.

Amenities & Accessibility

1. **Seniors Amenities:** Proposed amenities for the residents include multi-purpose rooms on all levels, a hairdressing salon, a seating area in the entry lobby, an enclosed and secure central outdoor courtyard and a larger south facing outdoor amenity area with circular pathway loops in a lush green landscaped courtyard with seating areas to accommodate individuals and small groups surrounded by a perimeter fence with a residential character.
2. **Accessibility:** A new elevator will be added at the south end of the interior courtyard and additions to the building will be made to widen existing hallways for improved accessibility.

Sustainability & Crime Prevention Through Environmental Design (CPTED)

1. **Building Re-Purposing:** While the proposed renovations are extensive, the Richmond Executive Inn is an ideal building to refit for interim seniors housing since the existing floor plan layout can be readily adapted to this new purpose.
2. **CPTED and Security:** Provisions for enhanced security include 24-hour staff and security cameras monitor entry locations, which are all well lit and target hardening of any isolated doors, if required. The entire site will be enclosed with a perimeter fence intended to prevent residents from inadvertently wandering off-site without supervision.

Development Permit & Servicing Agreement

1. **Development Permit:** The applicant has provided confirmation that the proposed exterior renovations visible to any fronting street are limited to painting and sign changes, which total less than \$50,000.00. Given the limited scope and cost of proposed exterior renovations this rezoning application does not require a Development Permit.
2. **Servicing Agreement:** There are no required or requested utility infrastructure improvements or site service connection upgrades. There are no frontage improvements required along Bridgeport Road at this time. The only frontage improvement requested along Sea Island Way is the provision of a 2.0 m wide City standard sidewalk separated from the back of existing curb by a 1.5 m wide boulevard planting strip complete with sodded grass, street trees and an automatic irrigation system. The applicant will be required to design these improvements and submit a cost estimate at the Building Permit stage together with installation of these improvements at their sole cost. These requested improvements do not trigger the need for a Servicing Agreement.

Analysis

Building code and emergency fire access issues have been identified and the applicant has agreed to resolve these requirements. There are no substantive transportation, engineering, site servicing or urban design issues. The proposed building renovations are primarily interior alterations. New amenities and upgrades to site and building accessibility are included in the proposed renovation. This interim complex care facility will be licensed by VCH and will comply with all necessary health and safety requirements.

Conclusion

Staff recommends support of this proposed rezoning and renovation of the Richmond Executive Inn in order to develop a Complex Care Facility to temporarily house and care for the residents of other VCH health care facilities that are undergoing planned renovations.



Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

BG:cas

- Attachment 1: Location Plan and Air Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Design Drawings
- Attachment 4: Rezoning Considerations Concurrence



PROPOSED REZONING



BRIDGEPORT RD

GARDEN CITY RD

RZ 12-620766

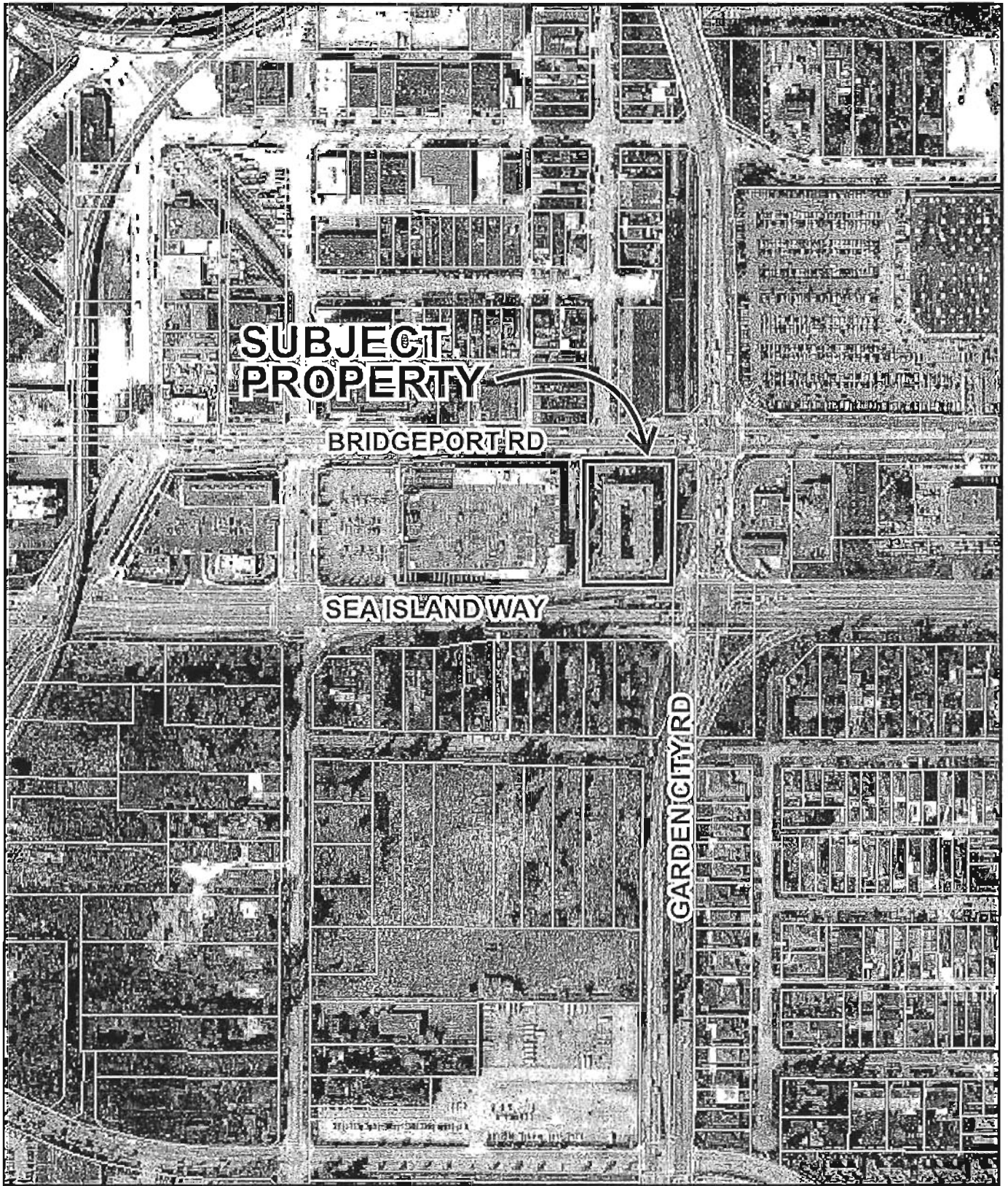
Attachment 1A – Location Plan

Original Date: 10/01/12

Revision Date:

Note: Dimensions are in METRES

CNCL - 302



RZ 12-620766
Attachment 1B - Aerial Photo

Original Date: 10/01/12

Amended Date:

Note: Dimensions are in METRES

CNCL - 303



RZ 12-620766

Attachment 2

Address: 9020 Bridgeport Road

Applicant: TL Housing Solutions Ltd.

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

	Existing	Proposed
Owner:	Progressive Construction Ltd. & Maureen Ilich	same
Site Size (m ²):	4,611.89 m ²	same
Land Uses:	Hotel	Complex Care Facility
OCP Designation:	Commercial	same
Area Plan Designation:	Urban Centre T5 (35m)	Urban Centre T5 (35m)
Zoning:	Auto Oriented Commercial (CA)	Health Care (HC) as amended

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR):	Max. 1.0 FAR	1.0 FAR	none permitted
Lot Coverage – Building:	Max. 45%	40%	none
Lot Size (min. dimensions):	no minimum lot dimensions	4,611.89 m ²	none
Setback – Bridgeport Road (m):	Min. 6.0 m	15.2 m Min.	none
Setback – Sea Island Way (m):	Min. 6.0 m	6.7 m Min.	none
Setback – Side & Rear Yards (m):	Min. 6.0 m	Min. 10.6 m	none
Height (m):	12.0 m	11.9 m	none
Off-street Parking Spaces – Total:	1 spaces per 3 beds = 32	51	none
Off-street Parking Spaces – Type: Regular (R) / Small (S):	32	R – 51 & Small - 051	none
Off-street Loading Spaces – Medium (SU9) & Large (WB-17)	SU9 – 2 & WB-17 – 1	SU9 – 2 & WB-17 – 0	Variance – based on no WB-17 deliveries
Off-street Bicycle Parking Class 1 & Class 2	Class 1 – 13 & Class 2 - 13	Class 1 – 13 & Class 2 - 13	
Amenity Space – Indoor:	not required	235.9 m ² (dining & lounge)	none
Amenity Space – Outdoor:	not required	1,108.5 m ² (outdoor courtyard)	none

Other: Tree replacement compensation required for loss of significant trees.

Attachment 3 – Concept Design Drawings

RICHMOND ZIONS MANOR SCHEMATIC STATISTICS

LEGAL DESCRIPTION: LSEC BLK3N ROW PL 89097 Parcel B, Section 27/28, REF 658197.

CIVIC ADDRESS: 8020 Bridgeport Road

CURRENT ZONING: CA

SITE AREA: 48,041.95 SF 1.07189 MP

Building Height: 12m (39 ft) Current zoning (CA): 45m max
 Lot Coverage: 100% Proposed zoning (P42): 12m max

Building Setbacks:
 50 ft
 22 ft
 47 ft
 35 ft

BUILDING AREA	GROSS AREA	F.A.R. AREA	AREA ADDED
EXISTING			
LEVEL 1	15,354.00	14,943.00	
LEVEL 2	15,181.00	15,181.00	
LEVEL 3	18,171.00	16,171.00	
TOTAL	48,706.00	46,295.00	
PROPOSED			
LEVEL 1	16,583.00	16,583.00	1,616.00
LEVEL 2	18,795.00	18,795.00	1,214.00
LEVEL 3	16,795.00	16,795.00	824.00
TOTAL	52,173.00	52,173.00	3,654.00

F.A.R.	TOTAL
SITE AREA	48,041.95
F.A.R. ALLOWANCE	1.50
EXISTING FAR	0.93
PROPOSED FAR	1.00

AREA	REQUIRED (M ²)	PROVIDED (M ²)	LOUNGE / RECREATIONAL
FLOOR			
LEVEL 1	44.00	72.00	55.00 lounge, 83.00 multi-purpose
LEVEL 2	52.00	63.00	65.00
LEVEL 3	92.00	94.00	115.00
TOTAL	188	231	235

PARKING	REQUIRED	EXISTING	PROPOSED
Parking Stalls	51	8c	51
Loading (medium)	2	1	2
Loading (large)	0	0	0
Bicycle (Class 1)	19	0	15
Bicycle (Class 2)	13	0	15

UNIT COUNT	# OF UNITS	# OF BEDS	ACCESSIBLE
FLOOR			
LEVEL 1	22	22	22
LEVEL 2	25	25	10
LEVEL 3	24	48	
TOTAL	71	94	32

RICHMOND EXECUTIVE
INN

SCHEMATIC
STATISTICS

DATE: 10/11/11
 DRAWN BY: J. J. J.
 CHECKED BY: J. J. J.
 SCALE: 1/8" = 1'-0"
 JOB NUMBER: 0000

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RZ-12622766

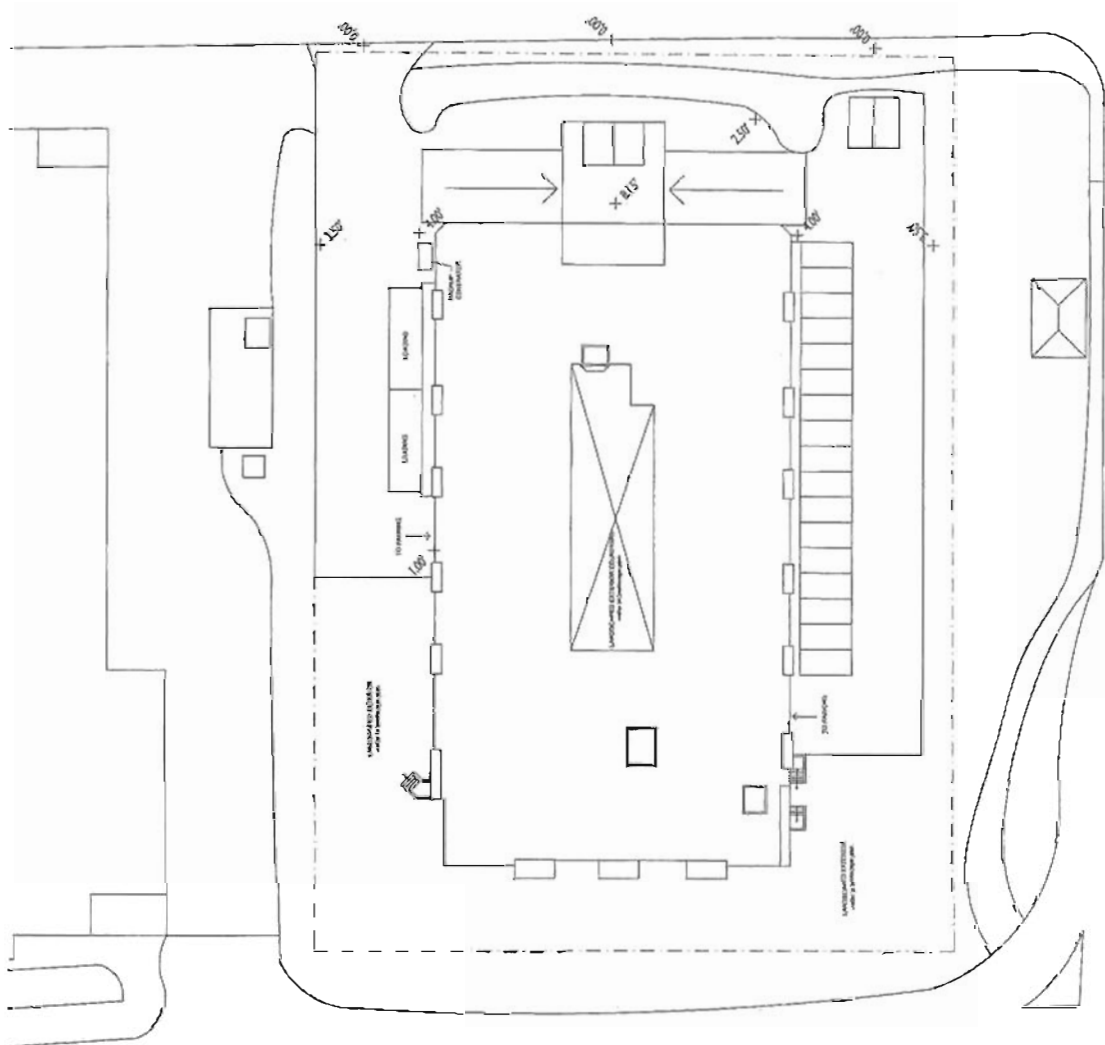
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RICHMOND EXECUTIVE
INN

SITE PLAN

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BY	gbl
REVISION	
DESCRIPTION	
DATE	11/20/12
BY	gbl
REVISION	
DESCRIPTION	

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CNCL - 306



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#3

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#3

NOTES

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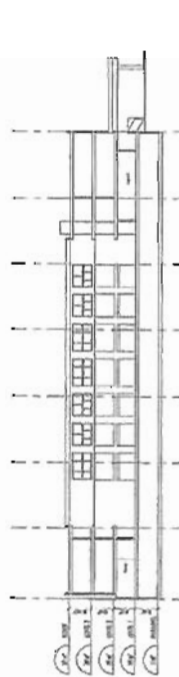
OCT 09 2012

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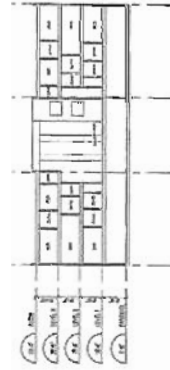
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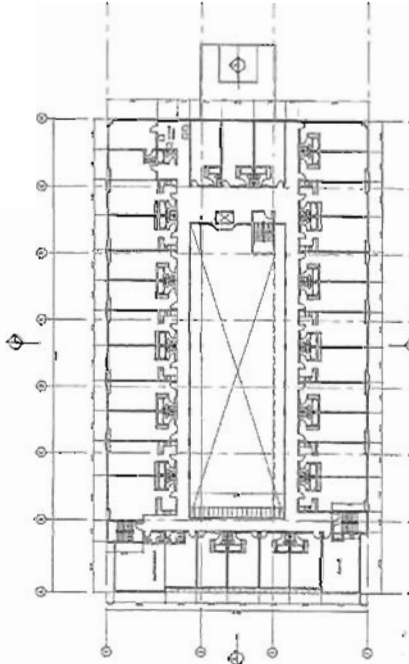
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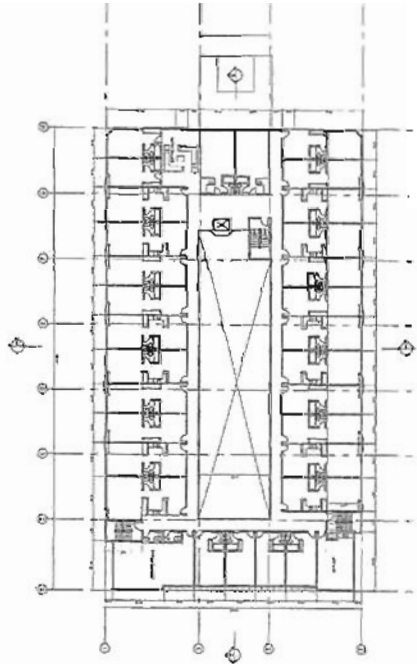
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SECTION B



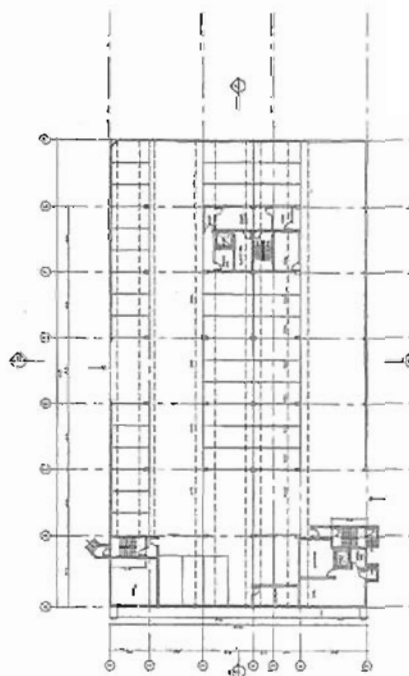
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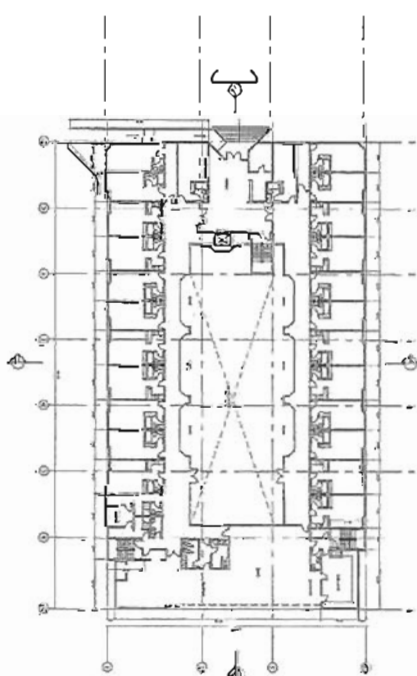
THIRD FLOOR PLAN



SITE



PARKING PLAN



GROUND PLAN



12620766
#4

12620766
#4

NOTES
REVISIONS
OCT 09 2012

RICHMOND EXECUTIVE
INN
PROPOSED BUILDING

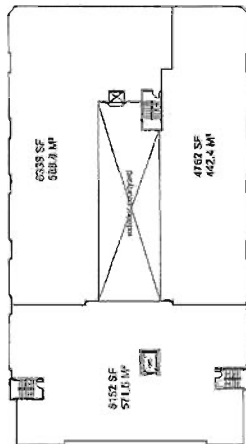
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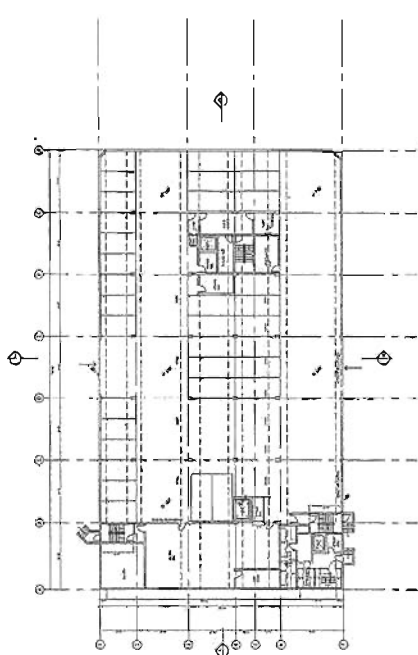
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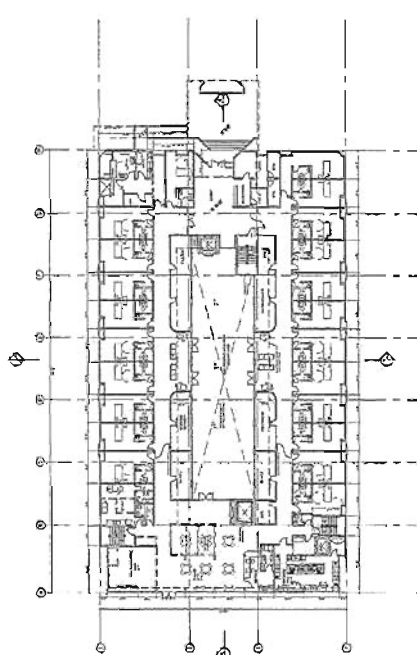
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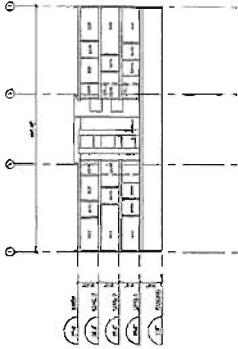
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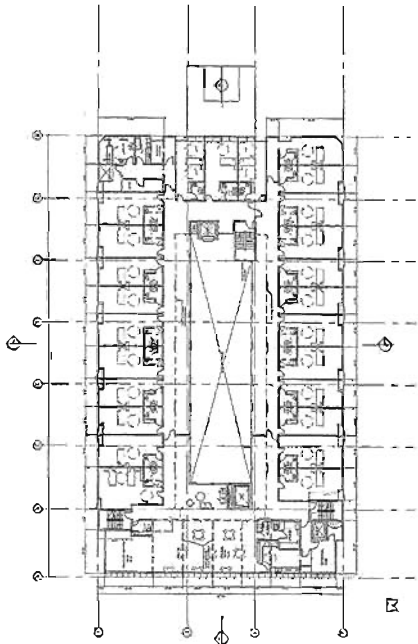
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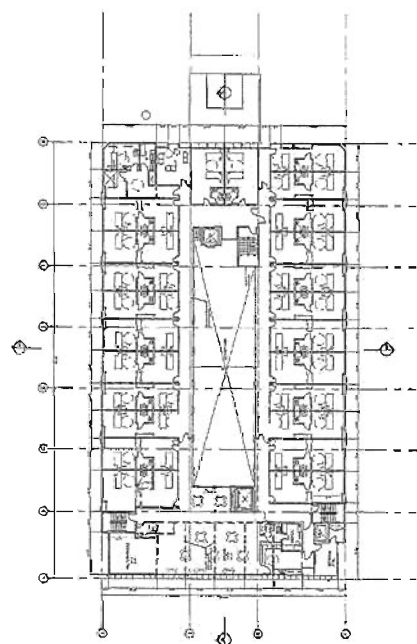
GROUND PLAN



SECTION B



SECOND FLOOR PLAN



THIRD FLOOR PLAN

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IN PENCIL

AZ-12620766

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PLOT 800.

DATE
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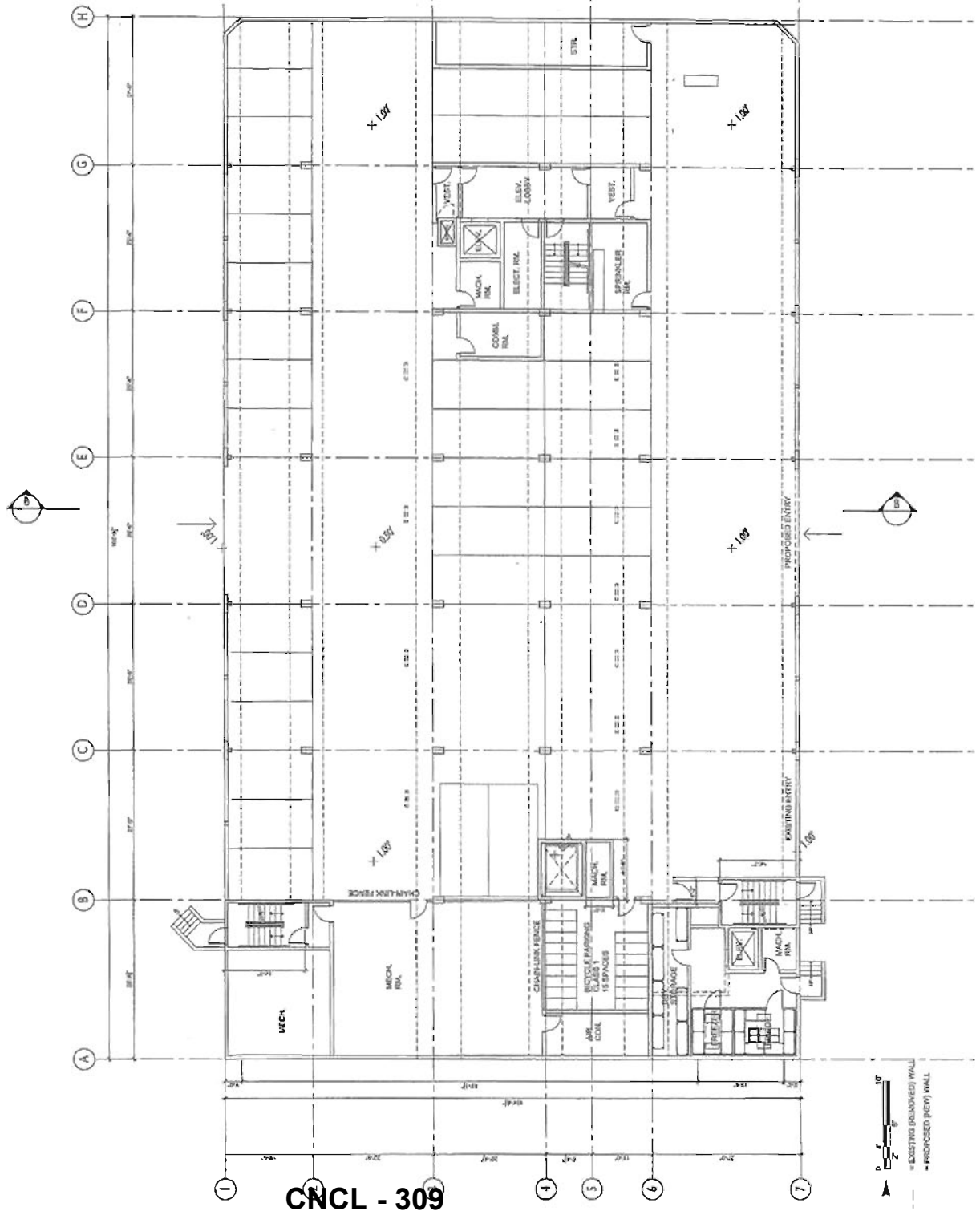
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INN

PROPOSED PARKING PLAN

DATE _____
 NAME _____
 GRADE _____
 TIME _____

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OR BY ANY INFORMATION STORAGE
AND RETRIEVAL SYSTEM
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RZ-12620766

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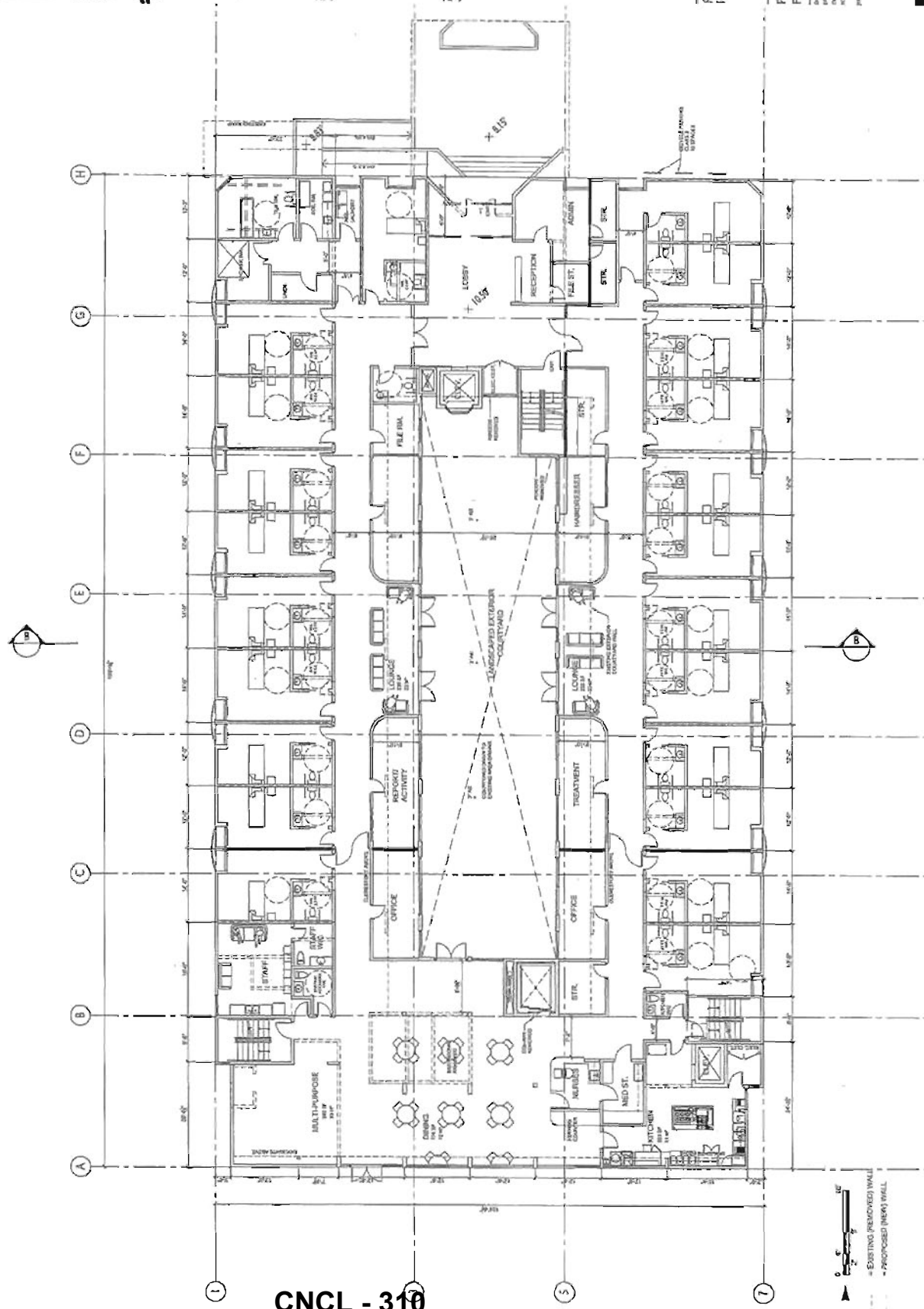
OCT 09 2012

RICHMOND EXECUTIVE
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PROPOSED GROUND
FLOOR PLAN

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CHECKED BY: J. B. BROWN
SCALE: 1/8" = 1'-0"
PLOT NO.: 0000

A-3.02



CNCL - 310



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ARCHITECTS
10000 RICHMOND AVENUE
SUITE 100
RICHMOND, BC V6X 1A7
TEL: 604.273.8888
FAX: 604.273.8889
WWW.GBLARCHITECTS.COM

#7
RZ. 12620766

NOTES

DATE

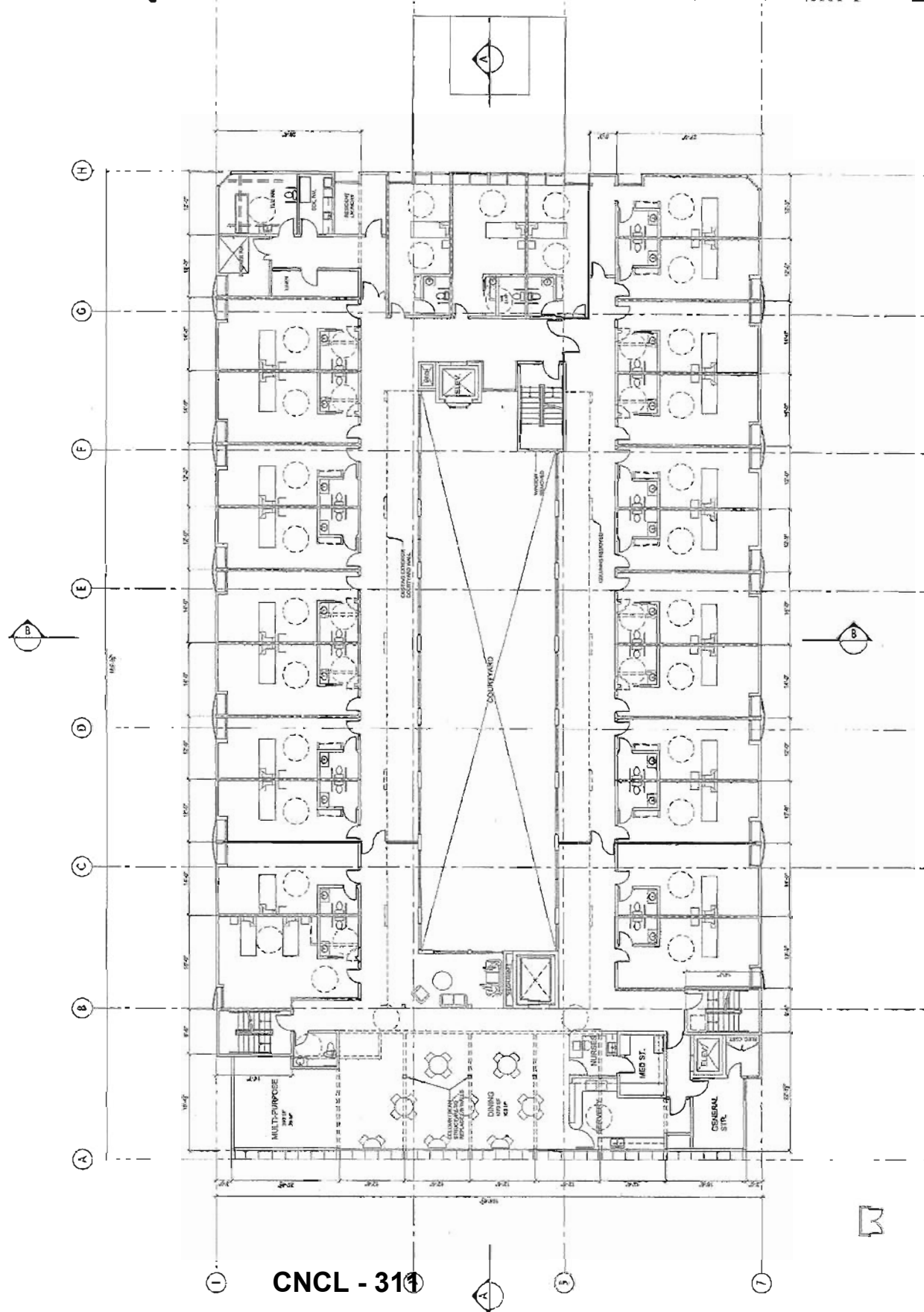
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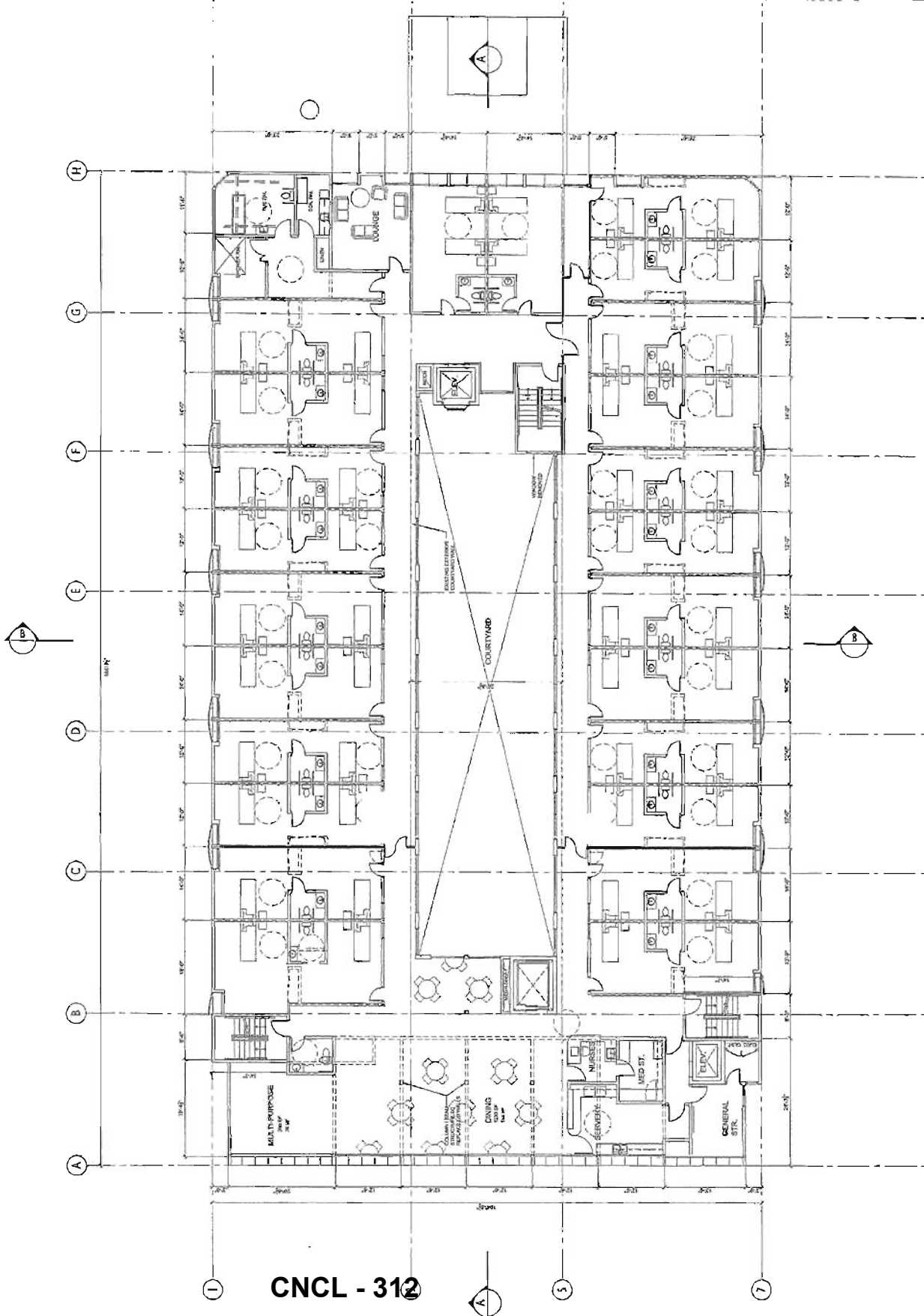
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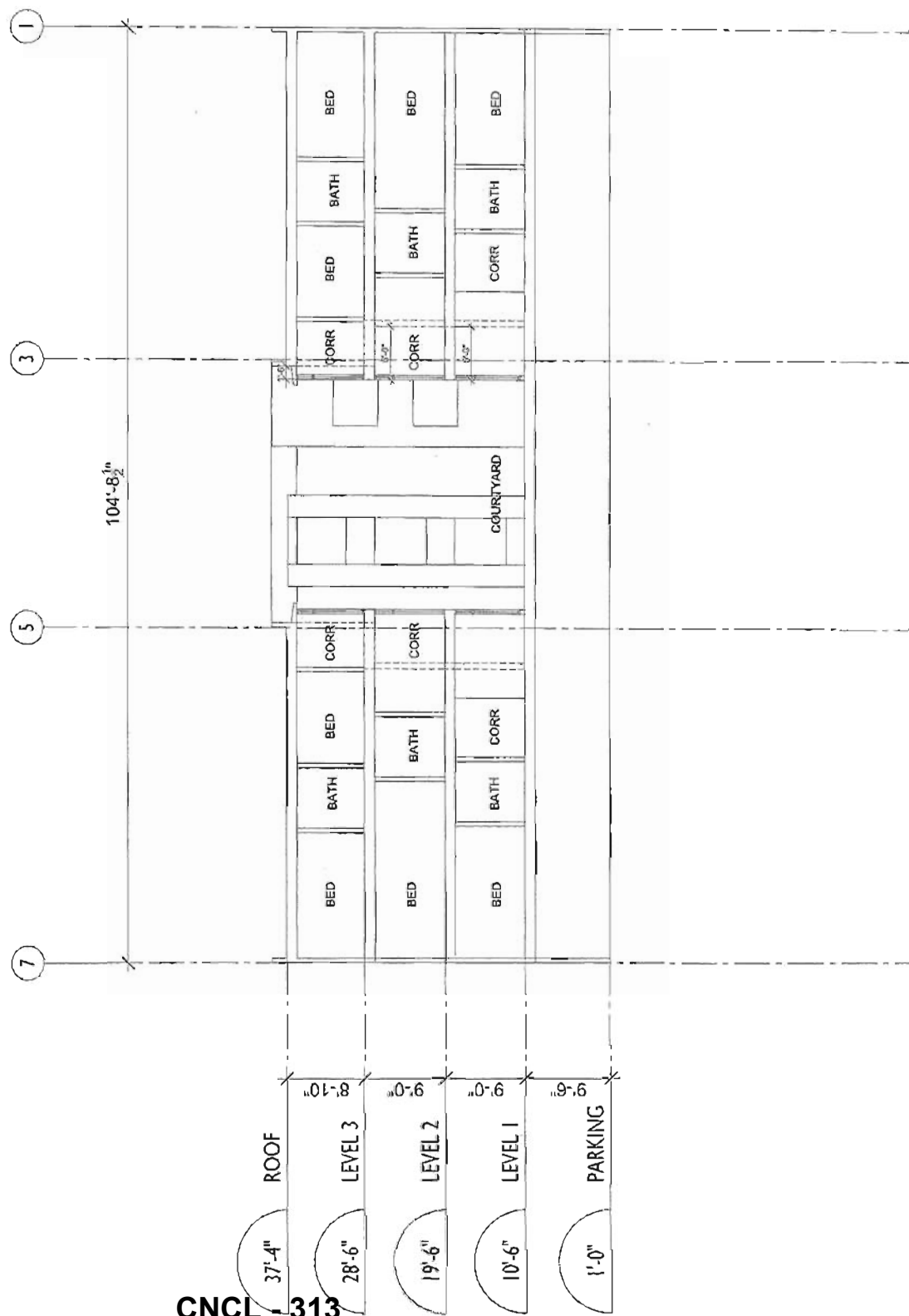




gBL ARCHITECT P.C.
1000 W. 10TH STREET, SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.GBLARCHITECT.COM

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12620766

CNCL 313



NOTES
IN EXISTENCE

DATE
OCT 09 2012

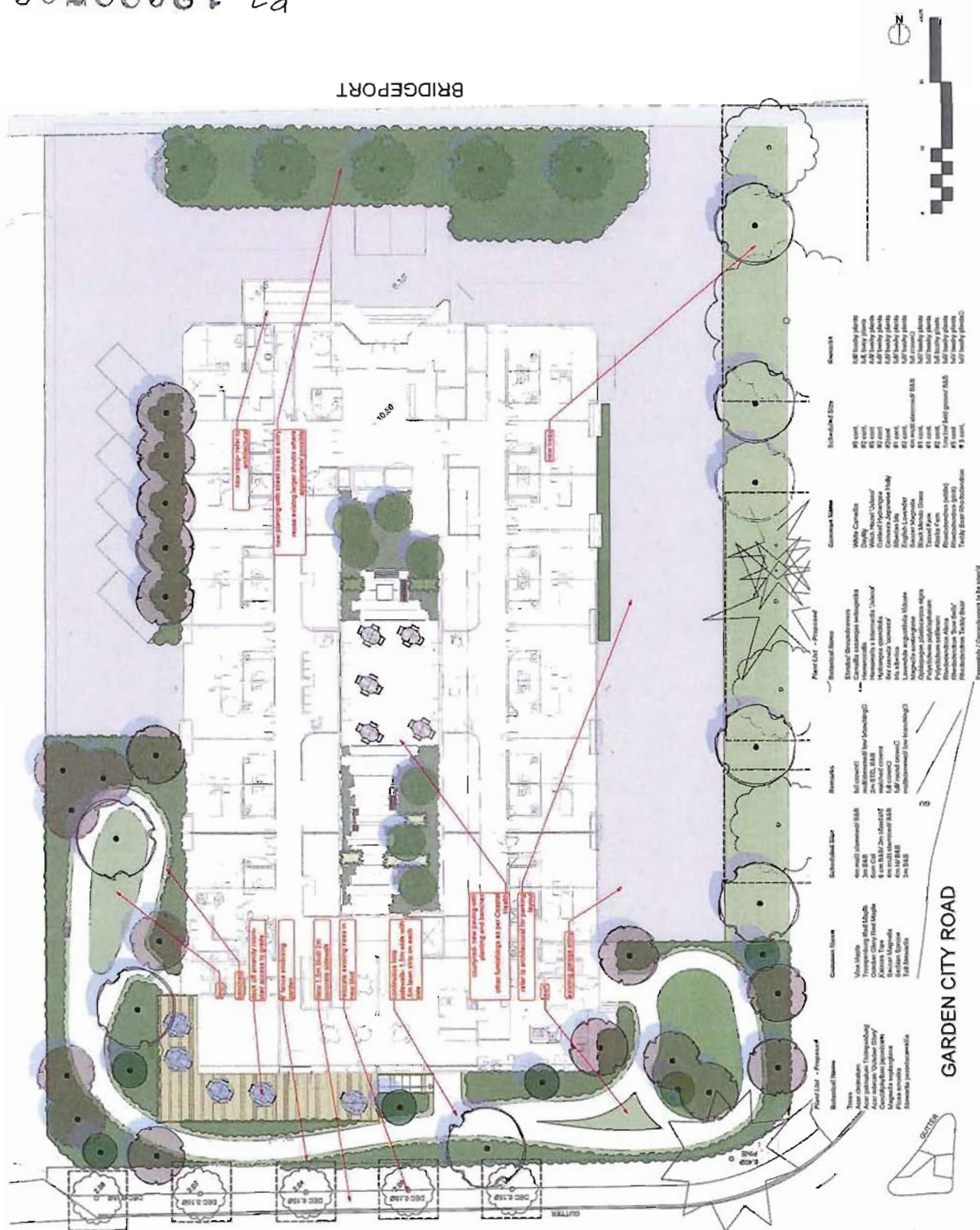
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INN

BUILDING
SECTION

A-3.05

OCT 22 2012
 #10

CNCL - 314



BRIDGEPORT



RZ 12-620766

Attachment 4

Address: 9020 Bridgeport Road

File No.: RZ 12-620766

Prior to final adoption of Zoning Amendment Bylaw 8960, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Provision of a 3.5 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) for boulevard enhancements along the entire Sea Island Way frontage including a 1.5 m wide boulevard planting strip with street trees, grass and an automatic irrigation system plus a 2.0 m wide City standard concrete sidewalk.
3. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential aircraft noise within the proposed complex care facility. The complex care facility must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces.
4. Registration of a flood indemnity covenant on title.
5. 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 in the amount of \$114,777.00 based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - include a mix of coniferous and deciduous trees; and
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Submission of a boulevard design for Sea Island Way including the provision of a new 1.5 m wide boulevard planting strip at the back of existing curb complete with street trees and sodded grass and a 2.0 m wide sidewalk City standard concrete sidewalk along the entire Sea Island Way frontage including an automatic irrigation system. The applicant is required to engage a civil engineering consultant to prepare a detailed design including a cost estimate to be used for bonding purposes. The applicant is responsible for all costs associated with the installation of these boulevard improvements.
3. Submit a report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and thermal conditions comply with the City's Official Community Plan requirements for Aircraft Noise Sensitive Development. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

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

Note:

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

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

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

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

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8960 (RZ 12-620766)
9020 BRIDGEPORT ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following text into the Other Regulations of the Health Care (HC) Zone (Section 13.4.11.2):

“13.4.11.2

The following are site-specific zone regulations applicable to the lot at:

9020 Bridgeport Road

P.I.D. 002-672-855

Parcel “B” Sections 27 and 28 Block 5 North Range 6 West New Westminster
District Reference Plan 60997

- a. **Residential security/operator unit** is not a permitted use on this site.
- b. **Congregate housing** is a permitted use on this site but no independent dwelling units are permitted on this site.
- c. There is no on-site loading requirement for a large service vehicle (WB-17).”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **Health Care (HC)**.

P.I.D. 002-672-855

Parcel “B” Sections 27 and 28 Block 5 North Range 6 West New Westminster
District Reference Plan 60997

3. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8960**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED





City of Richmond

Report to Committee Planning and Development Department

TO PLN - NN 62012

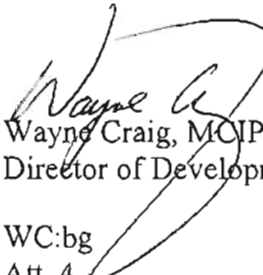
To: Planning Committee **Date:** October 19, 2012

From: Wayne Craig, MCIP, MCSLA
Director of Development **File:** RZ 12-615705

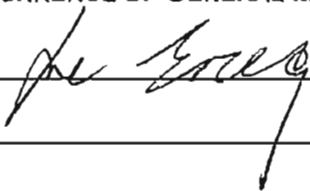
Re: Application by Townline Ventures Granville Avenue Ltd. for Rezoning at 8280 and 8300 Granville Avenue from Auto-Oriented Commercial (CA) to High Rise Apartment (ZHR13) - St Albans (City Centre)

Staff Recommendation

That Bylaw No. 8958, to create a new zoning district "High Rise Apartment (ZHR13) – St Albans (City Centre)" and to rezone 8280 and 8300 Granville Avenue from "Auto-Oriented Commercial (CA)" to "High Rise Apartment (ZHR13) - St Albans (City Centre)", be introduced and given first reading.


Wayne Craig, MCIP, MCSLA
Director of Development

WC:bg
Att. 4

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

Staff Report

Origin

Townline Ventures Granville Avenue Ltd., has applied to the City for permission to rezone properties located at 8280 and 8300 Granville Avenue from “Auto-Oriented Commercial (CA)” to High Rise Apartment (ZHR13) - St Albans (City Centre).

This project consists of a 16-storey residential tower with a gross floor area of 10,150.8 m² (109,263 ft²) and net floor area of 9,566.8 m² (102,976 ft²) containing 126 residential units including 7 affordable housing units and 160 parking stalls.

There will be a Servicing Agreement (SA) associated with this proposed rezoning application and the applicant has agreed with the required off-site frontage improvements and site servicing upgrades including the site service connections.

Findings of Fact

This site is designated Urban T5 in the CCAP, which permits high-rise mixed use development. See **Attachment 1** - Location Plan/Air Photo, **Attachment 2** - Development Application Data Sheet, **Attachment 3**: Concept Design Drawings and **Attachment 4** - Rezoning Considerations.

Surrounding Development

To the North: across Granville Avenue is an older, 3-storey apartment building over parking zoned according to “Land Use Contract 138” and designated Urban Centre T5 (25 m) in the City Centre Area Plan (CCAP) – Brighthouse Village.

To the East: is a 1 and 2-storey retail commercial strip mall located at the corner of Granville Avenue and St Albans Road zoned “Auto-Oriented Commercial (CA)” with Urban Centre T5 designation on the General Land Use Map (2031) in the CCAP and beyond St Albans Road is a mixed-use commercial/residential tower building with (ZMU2) zoning and designated Urban Centre T5 on the General Land Use Map.

To the South: across a 3.0 m wide partial lane is an older 3-storey apartment building over parking at-grade with zoning according to “Land Use Contract 115” and Urban Centre T4 designation on the General Land Use Map in the CCAP and beyond is Bennett Road are other townhouse residential projects.

To the West: is a 1 and 2-storey retail/commercial building zoned “Auto-Oriented Commercial (CA)” with Urban Centre T5 designation on the General Land Use Map (2031) in the CCAP and beyond are a series of residential, office and mixed-use tower buildings.

Related Policies & Studies

1. CCAP Policies

- .1 Density: The allowable density on this site can increase from 2.0 to 3.0 FAR provided that a minimum of 5% of the total residential floor area is provided as affordable housing.
- .2 Mixed-Use versus Residential Use: CCAP does not require retail or individual townhouse units along Granville Avenue, provided that the proposed streetscape treatment contributes to an attractive, pedestrian-friendly greenway. While the front yard is constrained by vehicle access/egress and loading requirements, the continuity and landscape character of the greenway is maintained in an acceptable condition.

- .2 Tower Height: CCAP recommends variations in tower height. The proposed tower is the same height as the Duchess and the tower east of St Albans. It is anticipated that there will be a continuous wall of towers along this street in the future, however the applicant has demonstrated that towers can be alternately stepped back from the street to break-up the rhythm of built form along the streetscape. The applicant has also proposed interesting design elements at the top of the building to add variety to the roofscape along Granville Avenue. This is a City Centre location within 1 block of No. 3 Road and high density with taller buildings should be anticipated within this area.
- .3 Tower Spacing: The OCP encourages a tower spacing of 24 m while the CCAP recommends 35 m between towers (above 25 m) within this area. The spacing between towers proposed on the subject site and development concept for the site to the west (consolidated 8240 and 8260 Granville Avenue) is approximately 25 m. However, the applicant has allowed for a staggered placement of future towers, which permits acceptable maintenance of views and privacy.
- .4 Tower Floorplate Size: CCAP recommends a maximum 650 m² floorplate above 25 m. The proposed tower exceeds this recommendation. There are many examples of tower floor plates that exceed this recommendation within the City Centre and the proposed design results in an efficiently floor plan layout given the narrow site. The applicant has proposed vertical art panel/fins along the Granville Avenue streetscape, which increases the apparent height and similarly reduces the apparent width of the tower element.

Consultation

School District

This application was not referred to School District No. 38 (Richmond) since it complies with the OCP and will not generate 50 or more school aged children. This application involves 126 multiple-family housing units.

Public Input

No correspondence has been received from the public on this rezoning application.

Staff Comments

Staff technical review comments are included below. There are no significant concerns.

Analysis

Land Dedications & Statutory Right-of-Ways (SRW's)

1. The applicant has agreed to provide a minimum 4.0 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) along the entire north property line on Granville Avenue for road and greenway purposes to be confirmed by survey, subject to detailed design and acceptable to the Director of Transportation. See Transportation comments for specific frontage improvements.
2. The applicant has agreement to provide a 4.5 m wide land dedication for a future lane along the entire south property line for future lane purposes. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane. See Transportation comments for specific frontage improvements.

3. See Rezoning Considerations for a complete list of the rezoning requirements.

Land Use & Zoning

1. There is a 3.0 m wide future lane allowance with an existing sanitary sewer along the south property line and a 9.0 m wide lane will ultimately connect No. 3 Road with St. Albans Road along the south side of this property. The preferred vehicle access to the proposed development site is via a lane along the south property line. The intervening property (8360 Granville Avenue) between the subject site and St Albans Road is currently occupied by a 1 to 2-storey retail/commercial building. City staff have requested that the applicant acquire a 4.5 m wide easement across the south portion of 8360 Granville Avenue, which would allow for a 7.5 m wide temporary lane access to the rear (south side) of the subject development site however, the applicant was unsuccessful. Accordingly, this development proposal is proceeding with right-in and right-out access/egress from Granville Avenue.
2. City staff requested that the applicant acquire the property to the west (8260 Granville Avenue) in order to create 3 relatively equal sized lots on the south side of Granville Avenue west of St Albans Road. The applicant has tried to acquire this property and provided verifiable evidence that an attempt has been made but was unsuccessful. Since the rezoning sign was posted, City staff have not received any inquiries from the owner of 8260 Granville Avenue. The applicant has submitted conceptual development plans for the lands to the west of the subject site. These conceptual plans require 8260 and 8240 to consolidate in order to achieve high-rise development. Given the current use of the 8240 Granville Avenue (Value Village), it is anticipated that these properties may not contemplate rezoning for a considerable time.
3. The applicant has provided viable schematic development scenarios for the adjacent properties (8360 Granville Avenue and the consolidated lots 8240 and 8260 Granville Avenue). A copy of these schematic development scenarios is in the application file.

Transportation & Traffic

1. There are bike lanes along this portion of Granville Avenue and this corridor is a designated greenway. The applicant has agreed to provide frontage improvements similar to those recently constructed as part of the 'Centro' development located at 8040 Granville Avenue (near the Granville Avenue and No. 3 Road intersection). Generally, the greenway includes the following components: 1.8 m wide bike lane, 0.15 m curb, 1.5 m wide boulevard, 2 m wide sidewalk and a potential extra 2.0 to 3.5 m wide for greenway improvements such as plantings, street furniture and other beautification elements. A layout of proposed frontage improvements has been provided that illustrates the following:
 - South from the back of the existing Granville Avenue curb, a 3.2 m wide on-street layby complete with transitions that may extend beyond the subject site frontage and new curb and gutter (south of the existing 1.8 m wide eastbound bike lane) subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning,
 - South of the new layby curb, a 3.0 m wide boulevard planting strip complete with street trees, boulevard planting automatic irrigation and street furnishings, subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning,

- South from the south side of the boulevard planting strip, a 2.5 m wide walkway with decorative paving subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning, and
 - South from the south side of the walkway, a 2.0 m wide for landscape buffer planting strip where possible to separate the walkway from the proposed development subject to detailed design via a Servicing Agreement and subject to the satisfaction and approval by the Director of Development, prior to final adoption of the rezoning.
2. The applicant has explored a variety of site access/egress options. Staff determined that the most appropriate vehicle access/egress configuration for this site is right-in and -out from Granville Avenue adjacent to the west property line. This would involve a temporary loading layby along the entire road frontage. Large vehicle (WB-17) loading will occur temporarily from the layby along the street but will eventually be relocated to the lane once the rear lane is constructed. Medium vehicle (SU9) loading will remain located in the front yard building setback area permanently. The applicant has provided a separate functional plan for this proposed vehicle access/egress arrangement. The applicant has demonstrated adequate access/egress turning movements for both the large vehicle (WB-17) layby along Granville Avenue as well as the medium vehicle (SU9) loading area in the building setback zone along Granville Avenue. The proposed vehicle access/egress for this site will also provide access to/from the adjacent property to the west (the consolidated lots of 8240 and 8260 Granville Avenue).
 3. The applicant has also provided functional plan(s) for the temporary 7.5 m wide and ultimate 9.0 m wide lane including curbs, lighting, sidewalk and paving treatment(s) including a cross section. The interior layout of the parking area anticipates the future connection with the lane via provision of a ramp (within the P1 parking level) that will eventually connect with the future lane, a knock-out panel that can be removed and accommodations for an automatic overhead vehicle door along the lane. All provisions necessary to make the future connection between the parkade and the eventual rear lane have been incorporated into the design of this development proposal, which will require no costs to the strata corporation in the future. However, the proposed right-in and -out access/egress to/from Granville Avenue will remain even after the future lane is constructed.
 4. The applicant has provided the following total parking counts for the proposed development.

Type of Parking Spaces	Required	Proposed	Total
Off-street Parking Spaces: Resident (R) / Visitor (V)	1.2 (R) & 0.2 (V)	135 (R) & 25 (V)	160 including 10% reduction
Parking Spaces: Regular (R) / Small (S) / Accessible (A)	174 including accessible, max. 50% small car spaces	80 (R), 76 (S) & 4 (A)	160 including 10% reduction
Loading Space:	1 large (WB-17) 1 medium (SU9)	1 WB-17 (on-street layby) 1 SU9 (in front yard setback)	1

5. This development requires 174 parking spaces according to the Zoning Bylaw however a 10% reduction of residential parking is allowed provided that the applicant agrees to provide a package of Transportation Demand Management (TDM) measures approved by the Director of Transportation. The applicant proposes 160 parking spaces, which is within the allowable 10% reduction in residential parking subject to the approval of the TDM package.

6. In consideration for the 10% reduction of required parking the applicant has agreed to provide the following Transportation Demand Management (TDM) measures: a \$25,000.00 contributions for a bus shelter in the vicinity of the site, 20% of parking stalls provided with 120 volt, electrical vehicle plug-in charging equipment, an additional 25% of parking stalls pre-ducted for future electrical vehicle plug-in charging equipment, a concrete pad and City Centre bench, a contribution of \$15,300.00 for Audible Pedestrian Signal (APS) up-grades at the Granville Avenue and St. Albans Road intersection plus the supply and installation of illuminated street name signs at all approaches to the Granville Avenue and St. Albans Road intersection.

Engineering & Servicing

1. Sanitary Upgrades: The applicant has agreed to provide a cash contribution in the amount of \$19,040.00 for the upgrade of the sanitary sewer from STMH2498 to STMH2491, as there is inadequate capacity under the ultimate OCP development scenario.
2. Lane Contribution: The applicant is required to provide a cash contribution for the construction of the future interim lane based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
3. Layby Reinstatement: The applicant is required to provide a cash contribution for the removal of the layby and reinstatement of the existing Granville Avenue curb alignment including the reconfiguration of the Granville Avenue boulevard improvements (i.e., greenway and associated enhancements), based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.

Affordable & Accessible Housing

1. The applicant has agreed to provide 5% of the total gross floor area of the proposed building as affordable housing units. This translates into approximately 507.54 m² (109,263 ft² x 5% equals 5,463.15 ft²) or roughly 7 affordable housing units. The proposed total affordable housing area will be verified as part of the Housing Agreement.
2. As part of the Housing Agreement process, the final proposed floor plan layouts and unit sizes will also be reviewed and compared to the Affordable Housing Strategy (AHS) area unit requirements based on the following unit sizes (i.e., 535 ft² for 1 bedroom units and 860 ft² for 2 bedroom units). Floor plans of all proposed affordable house units have been provided including unit sizes and room dimensions.
3. A mix of units is proposed and scattered throughout the development as recommended by staff including two 1-bedroom units, one 1-bedroom and den unit, one 2-bedroom unit and three 2-bedroom and den units.
4. The applicant confirms that 55 housing units (14 B-type units, 14 E-type units, 13 G-type units and 14 J-type units) will incorporate the basic universal housing features. A detailed floor plan layout of all units that contain basic universal housing features has been submitted including the total floor area for units, individual room areas complete with dimensions.

5. Accessibility to persons with disability will be provided as follows:

- Access to dwelling units will be provided from the road/sidewalk, main entry lobby/elevators, parking levels and every common area point of access or doorway, including main entry suite and 1 accessible bedroom, and bathroom per apartment and have a clearance and width as per the Richmond Zoning Bylaw, Section 4.16 including pre-wiring at suite entry doors for future push button control,
- Lever doors with 3 foot clear openings will be provided for main entry doors with automatic door openers plus the provision of full security with high visibility/lighting at the main entry door with full weather protection,
- Lever type controls will be provided throughout the project for all doors, windows and plumbing fixtures,
- Control, switches and outlets will be provided according to the Richmond Zoning Bylaw, Section 4.16,
- Floor surfaces will be slip resistant and thresholds will meet the accessibility guidelines and the Building Code requirements,
- * Windows will meet the requirements for seating views from the living and bedrooms,
- * Kitchens will meet the requirements for design of counters, shelving and pull out cupboards, under counter knee space and graspable handles,
- Bathroom blocking will be provided for toilet and bathtub wall for future grab bars, and
- Balcony areas will have minimum 1.5 x 1.5 m dimensions and 80 cm clear openings.

Note: Aging-in-place features are typically universal housing features as well. Items with * apply only to basic universal housing features for the units identified above and on the plans.

Urban Design & Site Planning:

1. As previously mentioned, consolidation of the property to the west (8260 Granville Avenue) with the proposed development site was unsuccessful. In addition, the applicant was unsuccessful in securing an easement across the south side of the property to east (8360 Granville Avenue). The site planning implications are that a large vehicle (WB-17) loading layby will be located curbside along Granville Avenue and a medium vehicle (SU9) loading bay will be located in the front yard setback area along Granville Avenue.
2. The applicant has demonstrated in sufficient detail the future development potential of 8240 and 8260 Granville Avenue to the west of the subject site and 8360 to the east of the site addressing road and lane dedications, site access/egress, setbacks, parking/loading layouts, statistical summaries, tower placement, spacing and floorplate size.
3. The applicant has provided the requested 4.5 m wide land dedication along the south property line for a future lane as well as a 4.0 m wide SRW along Granville Avenue to accommodate the frontage improvements including the layby and greenway improvements.
4. The applicant has agreed to provide a cross access easement to share the driveway access/easement for the proposed development on the subject site with the future development of 8260 and 8240 Granville Avenue.

Architectural Form & Character

1. The applicable design guidelines for this proposed development are as follows:
 - Official Community Plan (OCP) Schedule 2.10 – City Centre Area Plan (CCAP) 3.1: General Guidelines; and
 - OCP Schedule 2.10 – CCAP 3.2.7 Sub-Area B.3: Mixed Use High-Rise Residential, Commercial & Mixed Use.

The applicant will provide a detailed design guideline compliance statement during the Development Permit application phase.

2. The applicant has proposed building façade improvements along Granville Avenue to enhance the streetscape experience that include a skewed orientation of the tower element to the street, openings in the roofline of the tower, architectural detailing of exposed parkade façades and a frosted glass details for the street fronting amenity area to avoid the need for window coverings. The applicant continues to explore the incorporation of vertical fins within the design of the tower street façade. The proposed façade materials include:

- Pre-finished aluminum frames and guards, clear glazed and coloured spandrel panels,
- Pre-finished metal panels and flashings with some painted architectural concrete, and
- Metal and glass feature canopy and lighting.

The composition and mix of façade material will be further refined and developed during the Development Permit application phase.

3. It is anticipated that this development will proceed well in advance of surrounding redevelopment thus the applicant has proposed enhancements to the exposed podium walls of the parkade including foundation plantings where possible, the introduction of 2 cm deep reveals in the painted architectural concrete walls where the parking podium is visible together with cascading vines over portions of the exposed parkade walls from the roof deck.

Landscape & Open Space Design:

1. There is a discontinuous existing greenway along the south side of Granville Avenue and the conceptual landscape design proposes a jog in the greenway alignment but features enhanced greenway corridor treatment including the extensive use of decorative paving, the use of water, sculpture, planters, seating and other high-quality site furnishings.
2. The proposed landscape design overlaps the vehicle loading area and pedestrian circulation space in the vicinity of the building lobby to create a pedestrian plaza area along the street that will incorporate decorative paving materials throughout this area.
3. The program of outdoor activities on the parking podium roof deck has been expanded and the conceptual landscape design of this area has been refined to add more functionality, complexity and visual interest. The applicant now proposes a flexible landscape design of this common roof deck area to accommodate a greater variety of users including children, seniors, families and a variety of scale spaces to accommodate large and small user groups. Design components include a circular pathway, children's play area, dog run, seating areas, lounging/sunning areas, a barbeque area and high-quality site furnishings and appointments such as benches, lighting and trellis areas that will extend the utility of this amenity space.

4. Further design development of the landscape concept will occur during the Development Permit application phase.

Fire Prevention, Detection and Protection

1. Adequate fire-flow from existing mains will be confirmed at the Servicing Agreement and Building Permit stages. Additional hydrants may be required.
2. Additional and detailed comments will be provided during the Development Permit stage (i.e., detailed information regarding the emergency vehicle staging area, enunciator panel location and fire hydrants).

Sustainability & Public Art

1. Participation in a District Energy Utility (DEU) is not required because there is no DEU currently proposed for this area, however the development proposal incorporates a green roof on top of the parkade structure and cascading vines over portions the exposed parkade walls from the podium roof deck above.
2. The applicant proposes to incorporate a public art component within the development. The applicant will be required to submit a public art plan prepared by a public art consultant for review by the Public Art Advisory Committee as part of the Development Permit application stage. The value of the public art contribution is estimated to be approximately \$79,926.00 (109,263 ft² minus 5,463 ft² for affordable housing x \$0.77/ft²) that includes the 5% of total contribution toward the City's public art administration.

Crime Prevention Through Environmental Design (CPTED):

1. The CPTED features incorporated into the design include the provision of greater visibility and supervision with the introduction of vision glass at the main building entry, parkade entries, in common amenity areas, hallways and access to the roof deck. Alcoves and unattended areas have been minimized and higher intensity lighting will be incorporated.

Refuse & Recycling

1. This development of 126 residential units proposes sufficient space to accommodate the required refuse/recycling container/carts. This proposal assumes private refuse collection but the City would collect recycling items. Adjustments have been made to the refuse/recycling facilities to facilitate more efficient handling of materials.
2. Further design development of the refuse and recycling facilities will be provided at the Development Permit stage including a drawing demonstrating that adequate vehicle manoeuvring space has been provided together with a letter from a private hauler indicating the suitability of these facilities for private collection. In addition, the applicant will also have to demonstrate, at the Development Permit stage, that adequate space for City pick-up of recycling along the Granville Avenue street frontage has been incorporated into the design complete with adequate and convenient space to temporarily store recycling containers adjacent to but off the greenway. City recycling collection would continue to occur along Granville Avenue even after the rear lane is eventually constructed.

Richmond Advisory Design Panel

As directed by senior staff, this rezoning application does not require presentation to the Advisory Design Panel (ADP) as a preliminary submission. However, when this development proposal proceeds to the Development Permit application stage, it must be presented to the ADP as a formal submission complete with all the required submission materials including a high-quality, detailed scale model.

Conclusion

This development will provide an attractive and complementary development along the south side of Granville Avenue in the block east of No. 3 Road and staff supports this rezoning application.

A handwritten signature in blue ink, appearing to read 'Brian Guzzi'.

Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

BG:cas

- Attachment 1: Location Plan and Air Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Design Drawings
- Attachment 4: Rezoning Considerations Concurrence



Attachment 1A -- Location Plan

Original Date: 08/08/12

Revision Date:

Note: Dimensions are in METRES

CNCL - 329





RZ 12-615705

Attachment 1B - Air Photo

Original Date: 08/08/12

Amended Date:

Note: Dimensions are in METRES

CNCL - 330



RZ 12-615705

Attachment 2

Address: 8280 and 8300 Granville Avenue

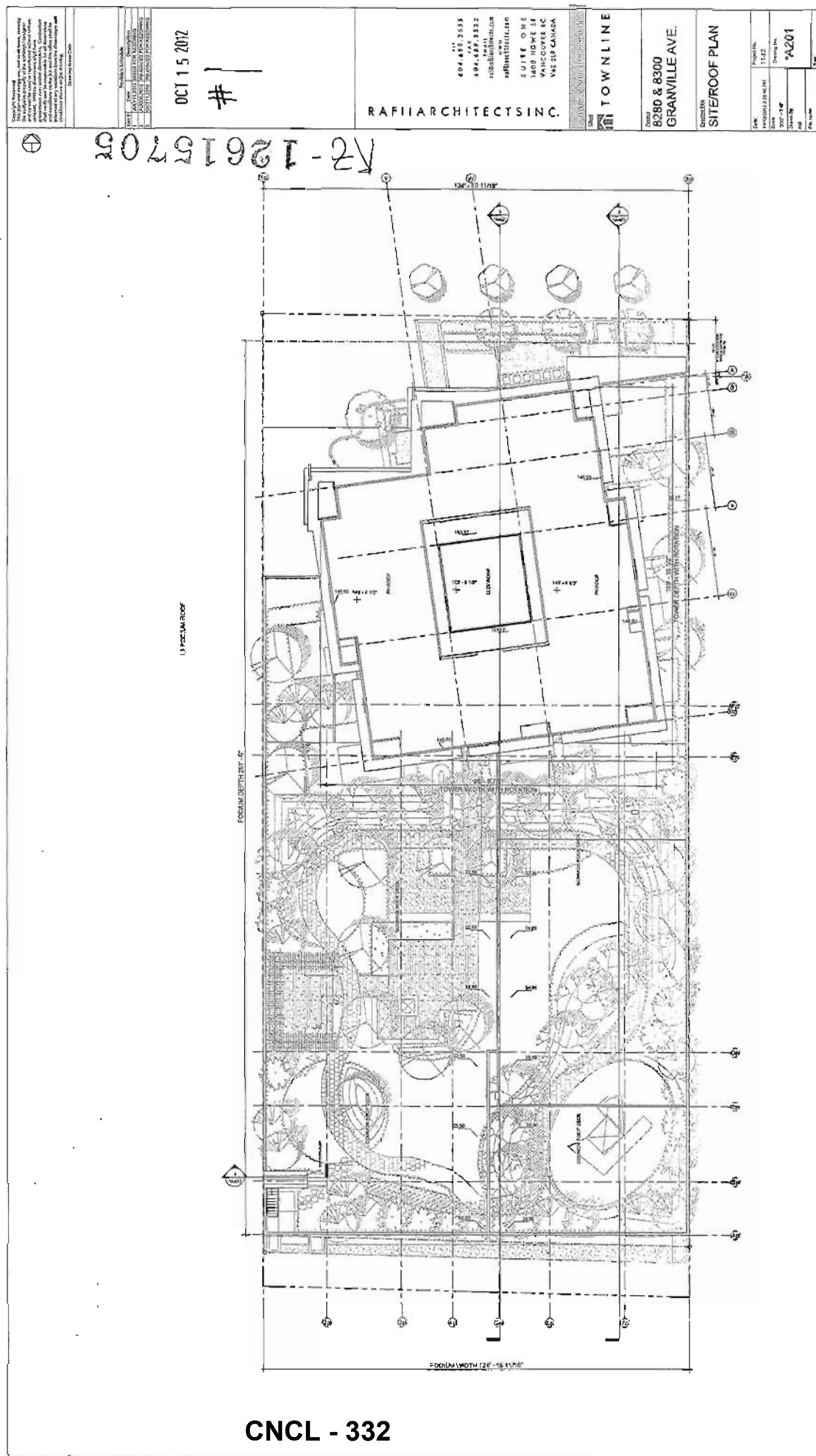
Applicant: Townline Ventures Granville Avenue Ltd.

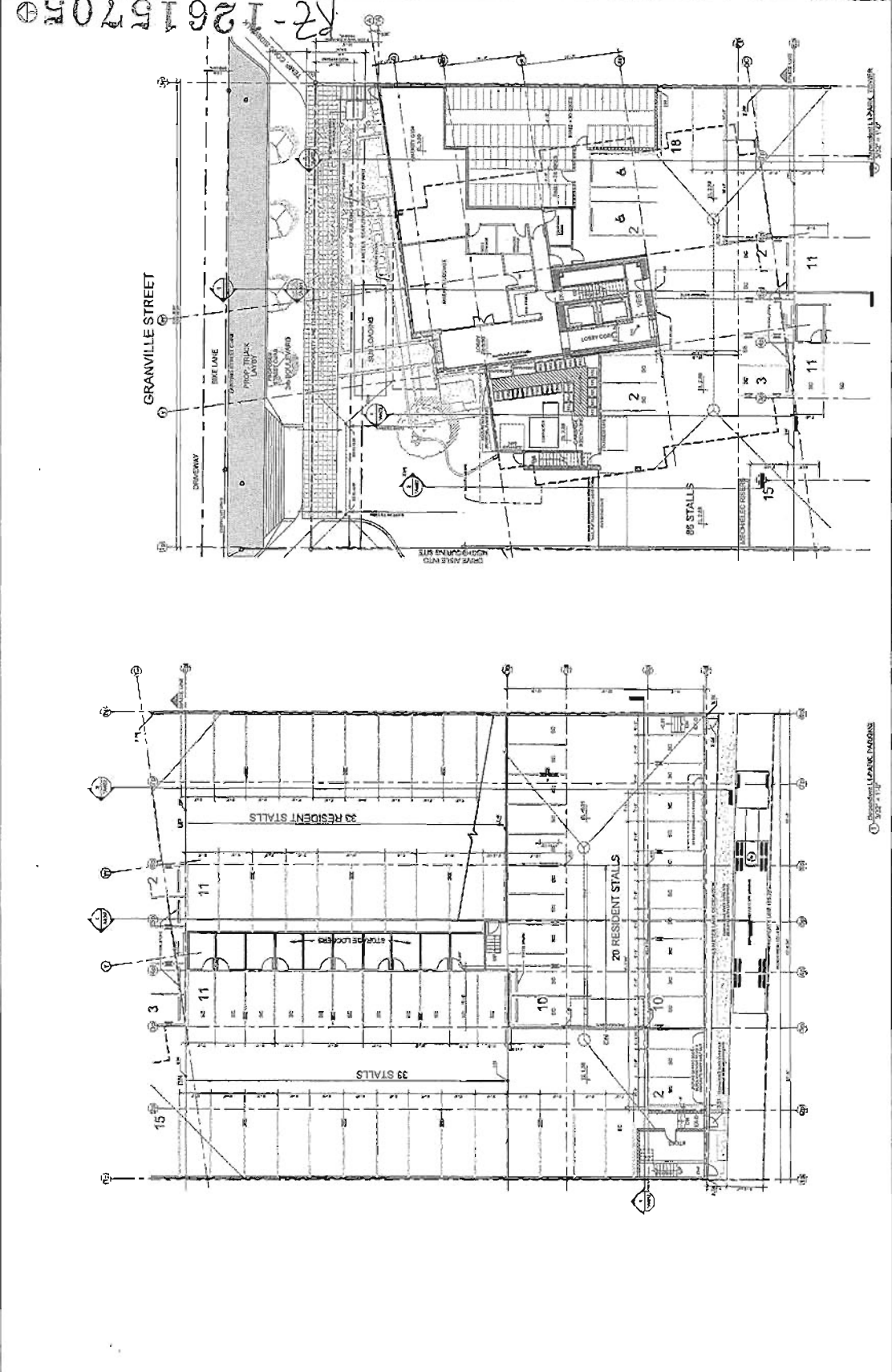
Planning Area(s): City Centre (St Albans)

	Existing	Proposed
Owner:	Townline Group of Companies	same
Site Size (m ²):	3,325.9 m ² prior to lane dedication	3,154.2 m ² after lane dedication
Land Uses:	Restaurant	High Rise Apartment
OCP Designation:	City Centre (St Albans) – Urban Centre T5	same
Zoning:	Auto-Oriented Commercial (CA)	High Rise Apartment (ZHR13) – St Albans (City Centre)
Number of Units:	none	126 including 7 affordable units
Other Designations:	Not Applicable	same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Gross Floor Area: m ² (ft ²)	-	10,150.9 m ² (109,263 ft ²)	-
Net Floor Area: (m ²) (ft ²)	9,462.6 m ² (101,854.6 ft ²) base	9,732.4 m ² (104,759 ft ²)	none permitted
Floor Area Ratio:	2.0 FAR (Base FAR) +0.1 FAR for Amenity Space Max. 3.0 FAR - Affordable Housing	3.0 FAR	none permitted
Lot Coverage – Building:	Max. 90%	80.7%	none
Setback – Granville Avenue (m):	Min. 3.0 m	5.0 m	none
Setback – Side & Rear Yards (m):	Min. 0.0 m	Min. 0.0 m	none
Height (m):	47.0 m	46.4 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.2 (R) and 0.2 (V) per unit	135 (R) and 25 (V) per unit	none
Off-street Parking Spaces – Total:	174	160 including 10% reduction	none
Class 1 Bicycle Parking Spaces:	158	162	none
Amenity Space – Indoor:	100 m ² (1,076 ft ²)	166 m ² (1,783 ft ²)	none
Amenity Space – Outdoor:	756 m ² (8,137.5 ft ²)	1,484 m ² (15,980.26 ft ²)	none

Other: Tree replacement compensation required for loss of significant trees.





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Year	Count	Percentage
1997-2000	1,000	10.0%
2001-2004	1,000	10.0%
2005-2008	1,000	10.0%
2009-2012	1,000	10.0%
2013-2016	1,000	10.0%
2017-2020	1,000	10.0%
2021-2024	1,000	10.0%
2025-2028	1,000	10.0%
2029-2032	1,000	10.0%
2033-2036	1,000	10.0%
2037-2040	1,000	10.0%
2041-2044	1,000	10.0%
2045-2048	1,000	10.0%
2049-2052	1,000	10.0%
2053-2056	1,000	10.0%
2057-2060	1,000	10.0%
2061-2064	1,000	10.0%
2065-2068	1,000	10.0%
2069-2072	1,000	10.0%
2073-2076	1,000	10.0%
2077-2080	1,000	10.0%
2081-2084	1,000	10.0%
2085-2088	1,000	10.0%
2089-2092	1,000	10.0%
2093-2096	1,000	10.0%
2097-2100	1,000	10.0%

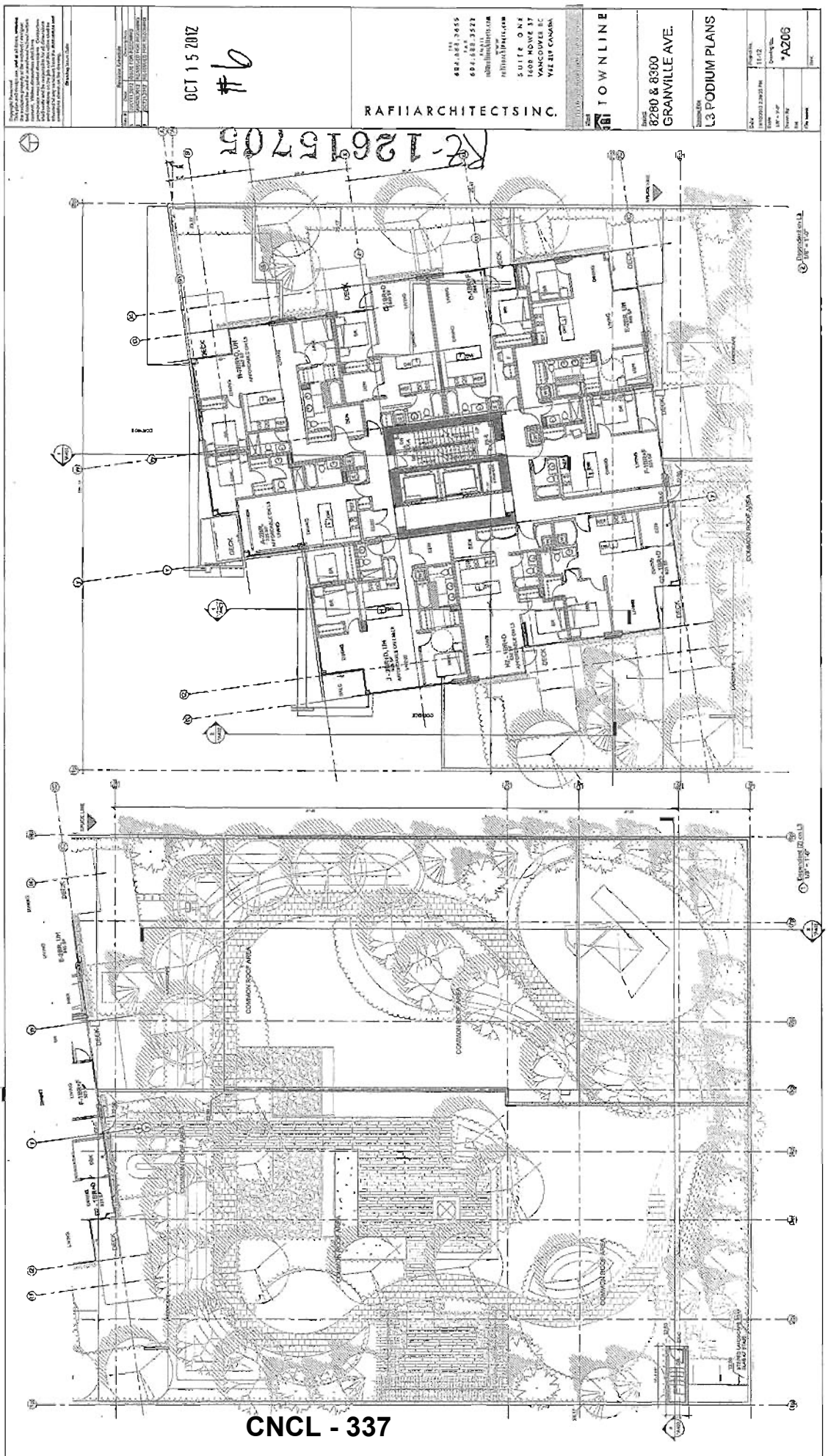
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508-008-1452
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8260 & 8300
GRANVILLE AVE.

<p>  National Bureau of Standards Gaithersburg, MD 20899-1066 Telephone: (301) 975-3000 Telex: 9140 Fax: (301) 975-2955 </p>	<p> Specialty • A205 • A206 • A207 • A208 • A209 • A210 • A211 • A212 • A213 • A214 • A215 • A216 • A217 • A218 • A219 • A220 • A221 • A222 • A223 • A224 • A225 • A226 • A227 • A228 • A229 • A230 • A231 • A232 • A233 • A234 • A235 • A236 • A237 • A238 • A239 • A240 • A241 • A242 • A243 • A244 • A245 • A246 • A247 • A248 • A249 • A250 • A251 • A252 • A253 • A254 • A255 • A256 • A257 • A258 • A259 • A260 • A261 • A262 • A263 • A264 • A265 • A266 • A267 • A268 • A269 • A270 • A271 • A272 • A273 • A274 • A275 • A276 • A277 • A278 • A279 • A280 • A281 • A282 • A283 • A284 • A285 • A286 • A287 • A288 • A289 • A290 • A291 • A292 • A293 • A294 • A295 • A296 • A297 • A298 • A299 • A300 • A301 • A302 • A303 • A304 • A305 • A306 • A307 • A308 • A309 • A310 • A311 • A312 • A313 • A314 • A315 • A316 • A317 • A318 • A319 • A320 • A321 • A322 • A323 • A324 • A325 • A326 • A327 • A328 • A329 • A330 • A331 • A332 • A333 • A334 • A335 • A336 • A337 • A338 • A339 • A340 • A341 • A342 • A343 • A344 • A345 • A346 • A347 • A348 • A349 • A350 • A351 • A352 • A353 • A354 • A355 • A356 • A357 • A358 • A359 • A360 • A361 • A362 • A363 • A364 • A365 • A366 • A367 • A368 • A369 • A370 • A371 • A372 • A373 • A374 • A375 • A376 • A377 • A378 • A379 • A380 • A381 • A382 • A383 • A384 • A385 • A386 • A387 • A388 • A389 • A390 • A391 • A392 • A393 • A394 • A395 • A396 • A397 • A398 • A399 • A400 • A401 • A402 • A403 • A404 • A405 • A406 • A407 • A408 • A409 • A410 • A411 • A412 • A413 • A414 • A415 • A416 • A417 • A418 • A419 • A420 • A421 • A422 • A423 • A424 • A425 • A426 • A427 • A428 • A429 • A430 • A431 • A432 • A433 • A434 • A435 • A436 • A437 • A438 • A439 • A440 • A441 • A442 • A443 • A444 • A445 • A446 • A447 • A448 • A449 • A450 • A451 • A452 • A453 • A454 • A455 • A456 • A457 • A458 • A459 • A460 • A461 • A462 • A463 • A464 • A465 • A466 • A467 • A468 • A469 • A470 • A471 • A472 • A473 • A474 • A475 • A476 • A477 • A478 • A479 • A480 • A481 • A482 • A483 • A484 • A485 • A486 • A487 • A488 • A489 • A490 • A491 • A492 • A493 • A494 • A495 • A496 • A497 • A498 • A499 • A500 • A501 • A502 • A503 • A504 • A505 • A506 • A507 • A508 • A509 • A510 • A511 • A512 • A513 • A514 • A515 • A516 • A517 • A518 • A519 • A520 • A521 • A522 • A523 • A524 • A525 • A526 • A527 • A528 • A529 • A530 • A531 • A532 • A533 • A534 • A535 • A536 • A537 • A538 • A539 • A540 • A541 • A542 • A543 • A544 • A545 • A546 • A547 • A548 • A549 • A550 • A551 • A552 • A553 • A554 • A555 • A556 • A557 • A558 • A559 • A560 • A561 • A562 • A563 • A564 • A565 • A566 • A567 • A568 • A569 • A570 • A571 • A572 • A573 • A574 • A575 • A576 • A577 • A578 • A579 • A580 • A581 • A582 • A583 • A584 • A585 • A586 • A587 • A588 • A589 • A590 • A591 • A592 • A593 • A594 • A595 • A596 • A597 • A598 • A599 • A600 • A601 • A602 • A603 • A604 • A605 • A606 • A607 • A608 • A609 • A610 • A611 • A612 • A613 • A614 • A615 • A616 • A617 • A618 • A619 • A620 • A621 • A622 • A623 • A624 • A625 • A626 • A627 • A628 • A629 • A630 • A631 • A632 • A633 • A634 • A635 • A636 • A637 • A638 • A639 • A640 • A641 • A642 </p>
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CNCL - 336



CNCL - 337

R2-12615705

OCT 15 2012
#6

RAFI ARCHITECTS INC.

484.881.3455
604.881.3422
info@rafi.ca
rafi.ca
SUITE 204
VANCOUVER, BC
V6Z 1K7 CANADA

TOWNLINE

8280 & 8300
GRANVILLE AVE.

L3 PODIUM PLANS

DATE: 10/20/2012
DRAWN BY: J. [illegible]
CHECKED BY: [illegible]
SCALE: 1/8" = 1'-0"
SHEET: *A206

[illegible]

RAFI ARCHITECTS INC.

[illegible]

FOUNLINE

8280 & 8300
GRANVILLE AVE.

WEST ELEVATION

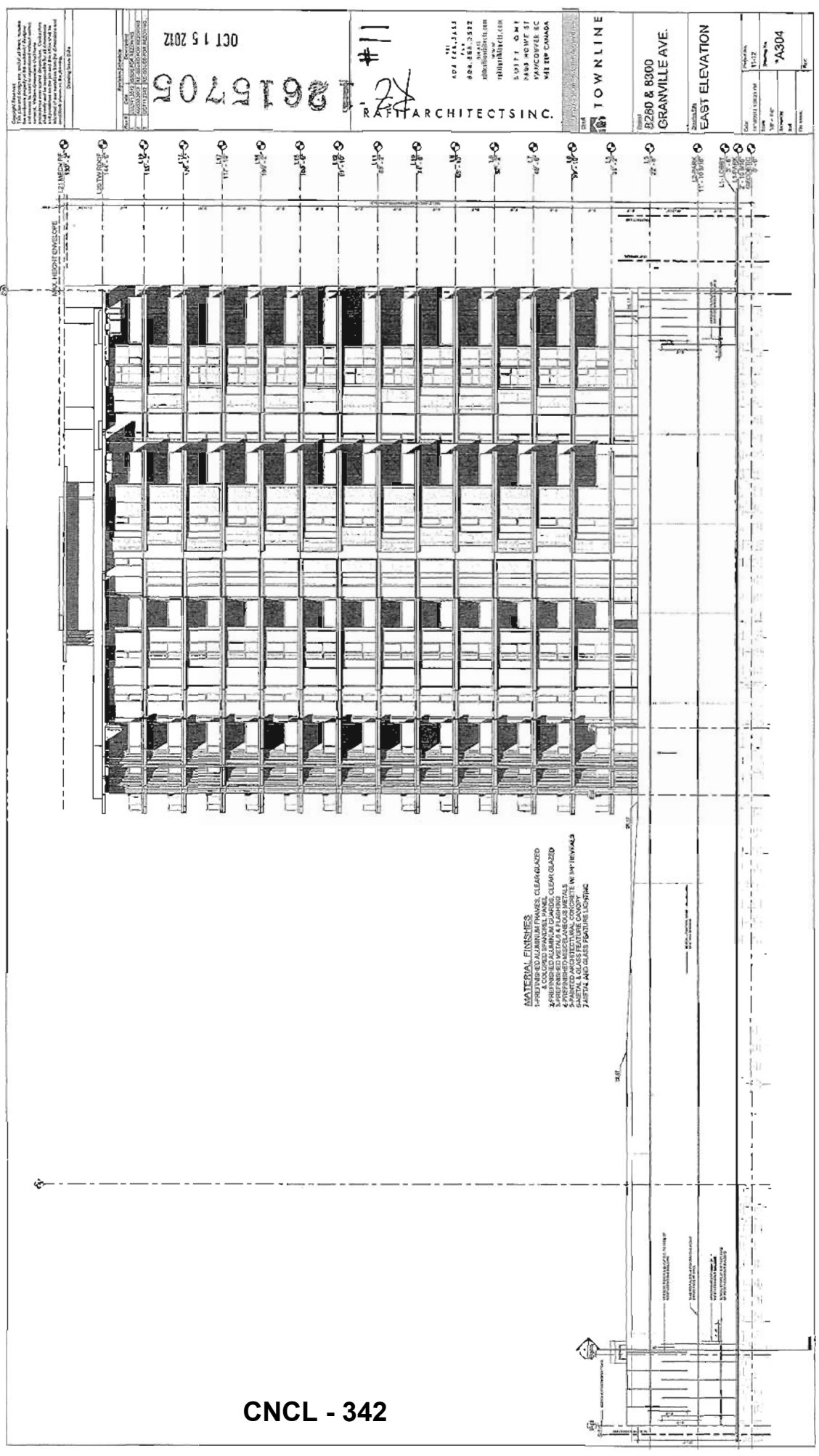
[illegible]

KZ-12615705

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 2. COLORED SPANDREL PANEL
 3. FINISHED ALUMINUM GLAZES, CLEAR GLAZES
 4. FINISHED METALS & FLASHING
 5. PREPARED MECHANICAL METALS
 6. PAINTED ARCHITECTURAL CONCRETE W/ 3/4" REINFORCING
 7. METAL & GLASS FEATURE CANOPY
 8. METAL AND GLASS FEATURE LIGHTING

WEST ELEVATION

CNCL - 340



2615703

OCT 15 2012

RAFF ARCHITECTS INC.

407 121-3111
904 884-3322
info@raffarchitects.com
1000 SHEPPARD AVE. E.
SUITE 100
VICTORIA, BC V8W 2E1 CANADA

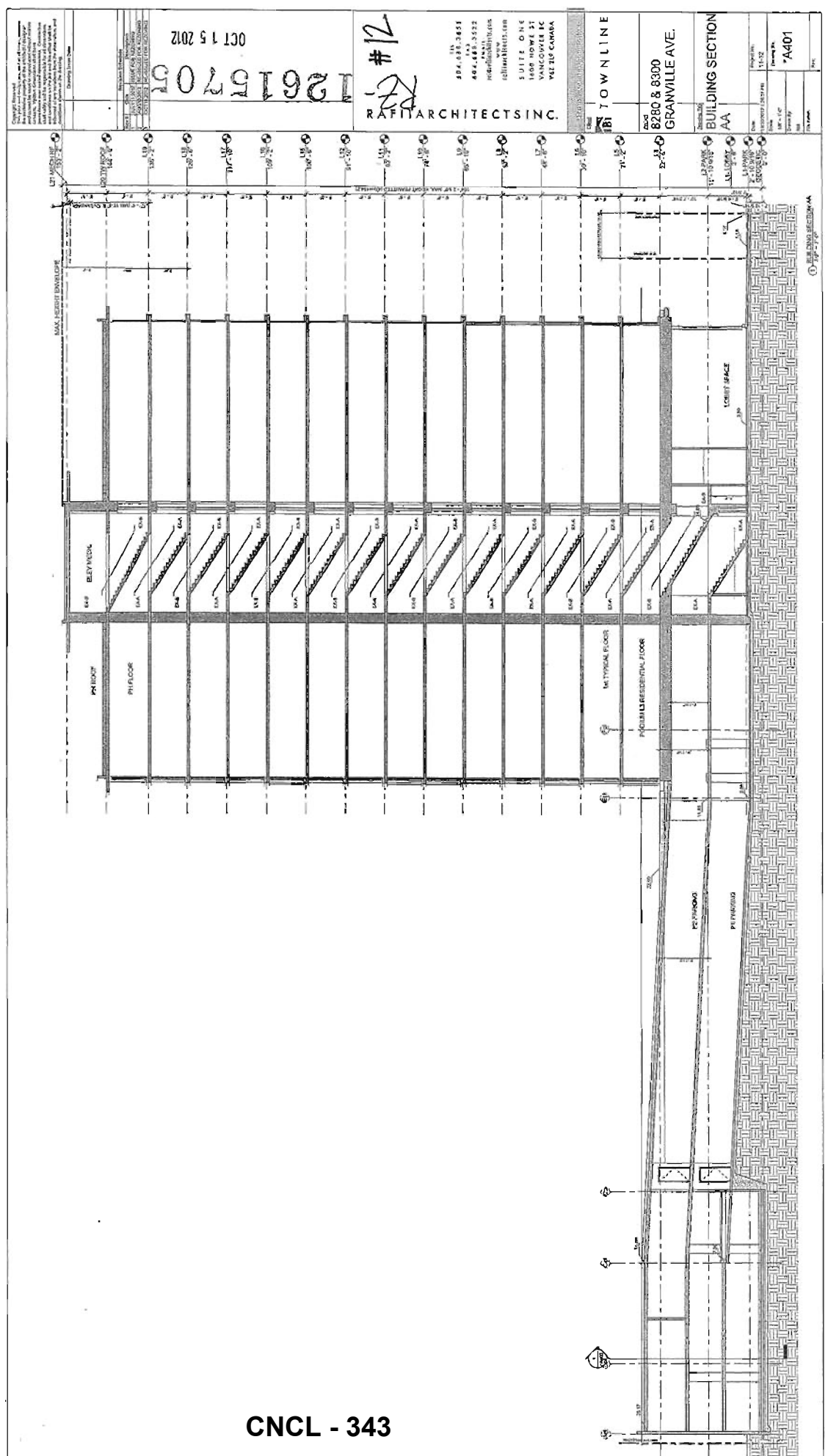
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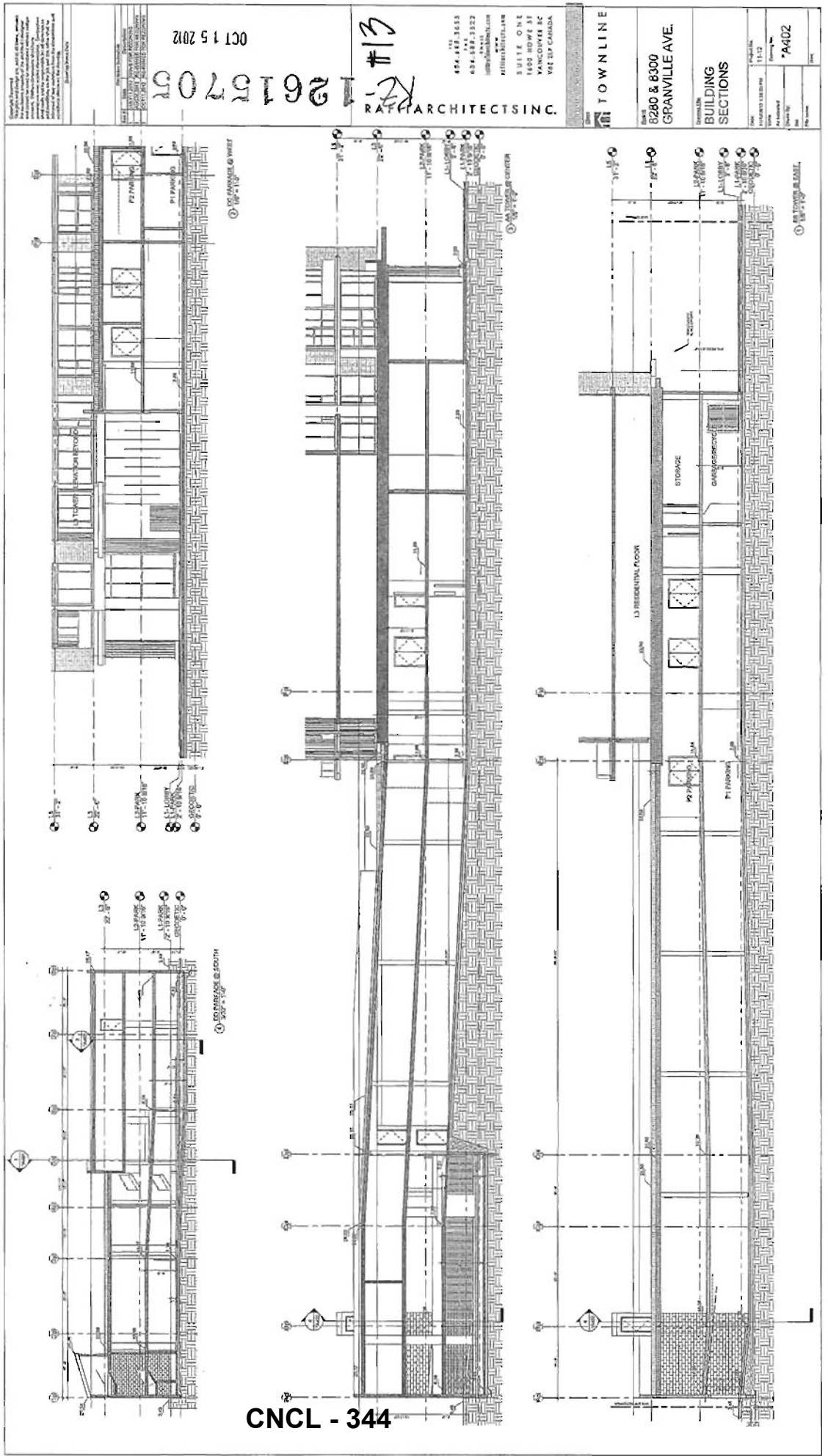
8250 & 8300
GRANVILLE AVE.

EAST ELEVATION

Scale: 1/8" = 1'-0"
Date: 10/15/2012
Drawing No: A304

MATERIAL FINISHES
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2. PRIMEFINISHED ALUMINUM CLADDING, CLEAR GLAZED
3. PRIMEFINISHED ALUMINUM CLADDING, CLEAR GLAZED
4. PRIMEFINISHED ALUMINUM CLADDING, CLEAR GLAZED
5. PRIMEFINISHED ALUMINUM CLADDING, CLEAR GLAZED
6. PRIMEFINISHED ALUMINUM CLADDING, CLEAR GLAZED
7. PRIMEFINISHED ALUMINUM CLADDING, CLEAR GLAZED





CNCL - 344

12615705

RAT ARCHITECTS INC.

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3011 E. 101st Ave.

1000 101st Ave. S.E.

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V6C 2P7 CANADA

TOWNLINE

8280 & 8300 GRANVILLE AVE.

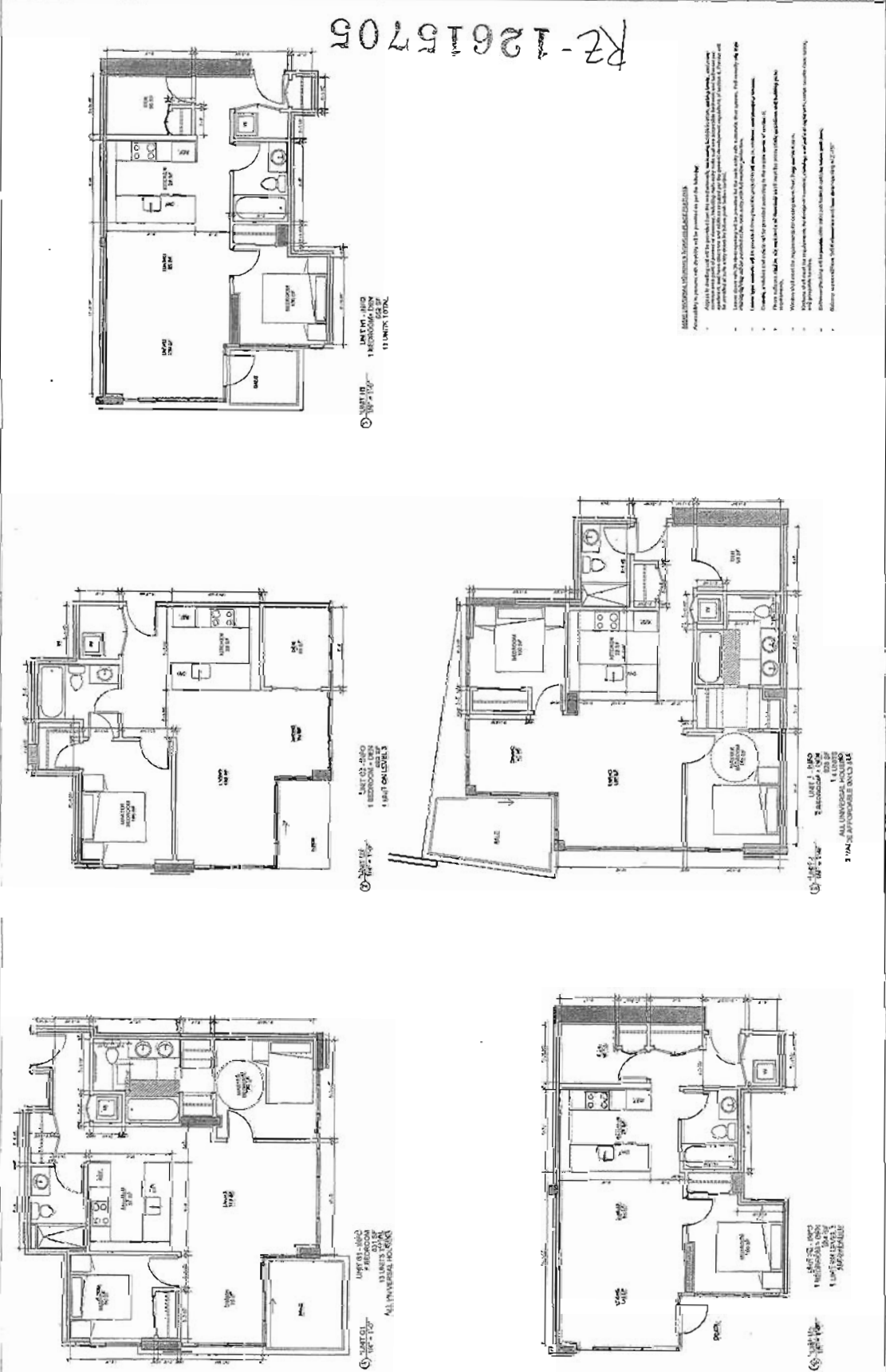
BUILDING SECTIONS

Scale: 1/8" = 1'-0"

Project: 12615705

Sheet: A402

Date: OCT 15 2012



[illegible]

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DATA	20R	715	1	729
DATA	20R+D	847	1	847
DATA	40R+D	225	2	1050
DATA	10R+D	654	1	654
DATA	20R+D	826	2	1650
				322

SET	TYPE	AREA (a.u.)	COUNT	TOTAL SP
DATA	20R	715	1	729
DATA	20R+D	847	1	847
DATA	40R+D	225	2	1050
DATA	10R+D	654	1	654
DATA	20R+D	826	2	1650
				322

- Abstract.** To measure social learning, we presented six pairs of *Parus major* with a novel food source. All birds were able to learn to open the food source, but only experienced success. In addition, all pairs were able to learn to open the food source by watching their partner. However, only one pair was able to learn to open the food source by watching their partner. This result suggests that social learning is not always successful.



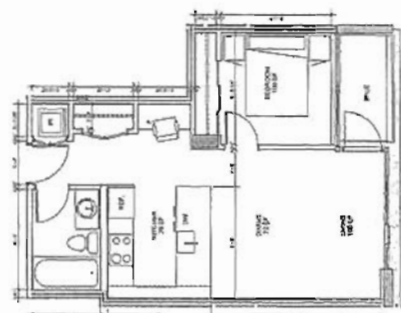
2 AFFORDABLE UNIT



✓ AFFORDABLE UNIT



Michigan State University



AFFORDABLE LIFT P

CNCL - 347

[illegible]

7/11

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FAX
604.898.522
E-MAIL
scott@brook.ca.com
WWW
http://brook.ca.com

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VANCOUVER BC
V6Z 2B9 CANADA

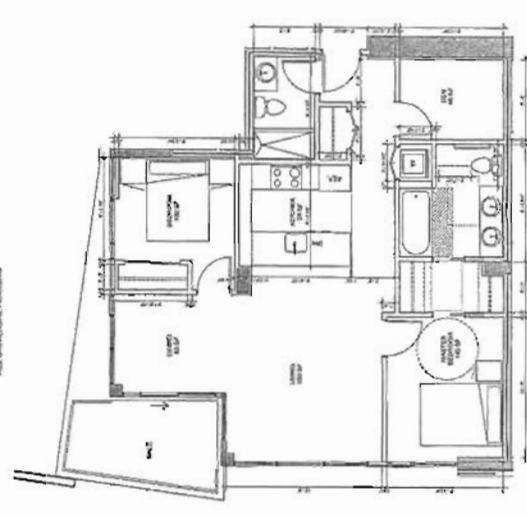
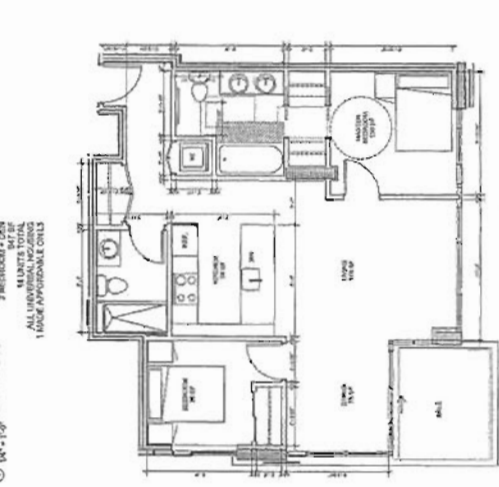
**8280 & 8300
GRANVILLE AVE.**

Universal Housing Units

Order	Product No.
Quantity	P1-A2
Unit	Drawing No.
Size & Qty	A504
Material	
Remarks	

[illegible]

90791921-27

[illegible]

STATION THERMIST
7500 BLVD
AT 100
ROOMING 2
CASH - 10 LBS
AT 100
TO THE THERMIST

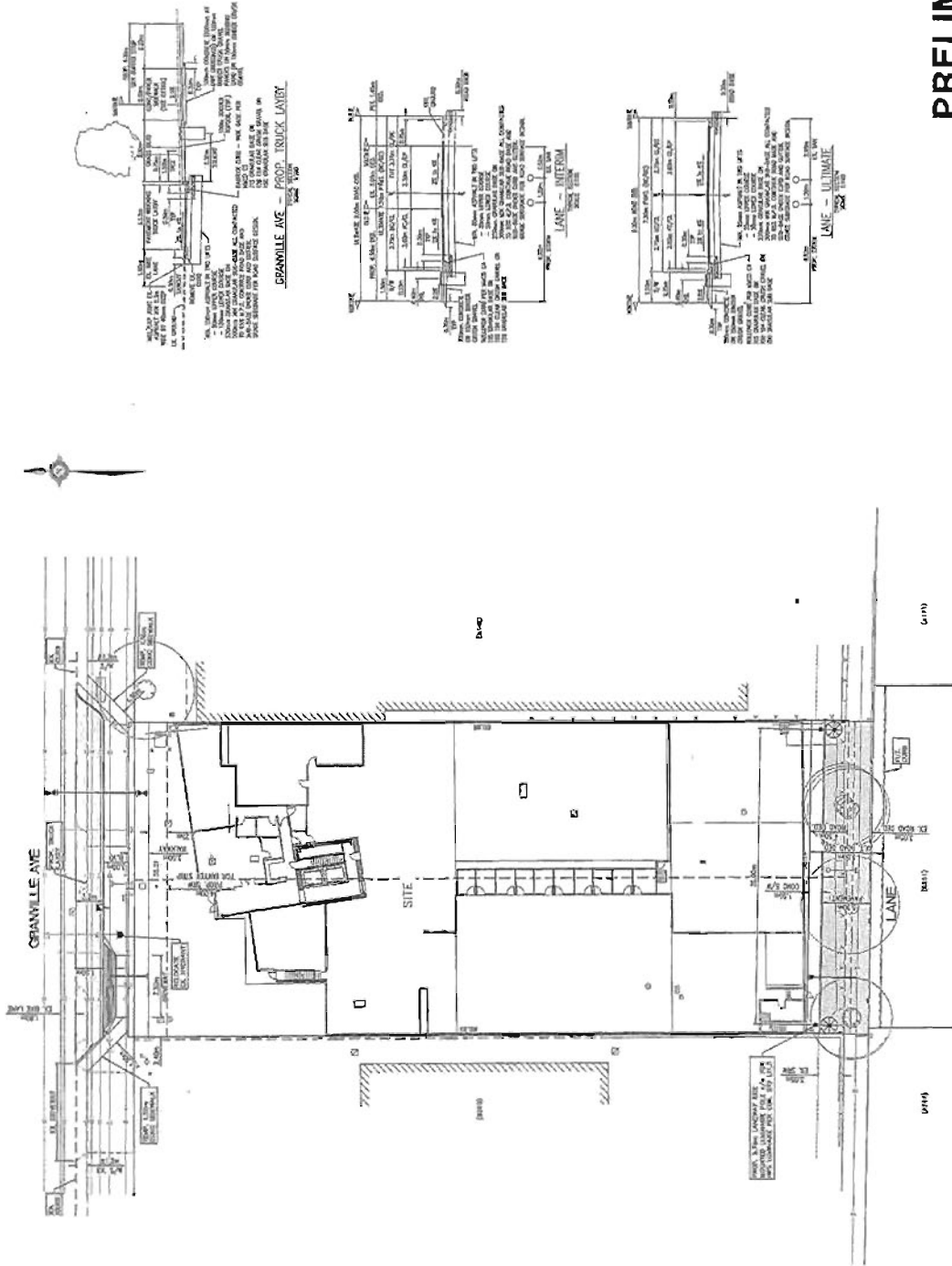
19
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PRELIMINARY

City of Richmond

KEYPLAN:
8280 and 6300 GRANVILLE AVE
CITY FILE: 8212-615700

TIME		TEMP.	PRESS.	FLOW	WGT.
1.00	100.0	100.0	100.0	100.0	100.0
2.00	100.0	100.0	100.0	100.0	100.0
3.00	100.0	100.0	100.0	100.0	100.0
4.00	100.0	100.0	100.0	100.0	100.0
5.00	100.0	100.0	100.0	100.0	100.0
6.00	100.0	100.0	100.0	100.0	100.0
7.00	100.0	100.0	100.0	100.0	100.0
8.00	100.0	100.0	100.0	100.0	100.0
9.00	100.0	100.0	100.0	100.0	100.0
10.00	100.0	100.0	100.0	100.0	100.0
11.00	100.0	100.0	100.0	100.0	100.0
12.00	100.0	100.0	100.0	100.0	100.0
13.00	100.0	100.0	100.0	100.0	100.0
14.00	100.0	100.0	100.0	100.0	100.0
15.00	100.0	100.0	100.0	100.0	100.0
16.00	100.0	100.0	100.0	100.0	100.0
17.00	100.0	100.0	100.0	100.0	100.0
18.00	100.0	100.0	100.0	100.0	100.0
19.00	100.0	100.0	100.0	100.0	100.0
20.00	100.0	100.0	100.0	100.0	100.0
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80.00	100.0	100.0	100.0	100.0	100.0
81.00	100.0	100.0	100.0	100.0	100.0
82.00	100.0	100.0	100.0	100.0	100.0
83.00	100.0	100.0	100.0	100.0	100.0
84.00	100.0	100.0	100.0	100.0	100.0
85.00	100.0	100.0	100.0	100.0	100.0
86.00	100.0	100.0	100.0	100.0	100.0
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88.00	100.0	100.0	100.0	100.0	100.0
89.00	100.0	100.0	100.0	100.0	100.0
90.00	100.0	100.0	100.0	100.0	100.0
91.00	100.0	100.0	100.0	100.0	100.0
92.00	100.0	100.0	100.0	100.0	100.0
93.00	100.0	100.0	100.0	100.0	100.0
94.00	100.0	100.0	100.0	100.0	100.0
95.00	100.0	100.0	100.0	100.0	100.0
96.00	100.0	100.0	100.0	100.0	100.0
97.00	100.0	100.0	100.0	100.0	100.0
98.00	100.0	100.0	100.0	100.0	100.0
99.00	100.0	100.0	100.0	100.0	100.0
100.00	100.0	100.0	100.0	100.0	100.0



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THE UNIVERSITY OF CHICAGO PRESS

Abstract

1000

Source: *Journal of the American Statistical Association*, 1997, 92, 1039-1052.

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THE INFORMATION
TO CREDIT

DIRECTOR
 OF THE
 BUREAU OF
 THE ARMY
 CORPS OF ENGINEERS



LANDSCAPE ARCHITECTURE

20 - 26 Lorne News
w Westminster, British Columbia

3M 3L7
E: 604.553.0044
- 604.553.0047

mail: office@m2la.com

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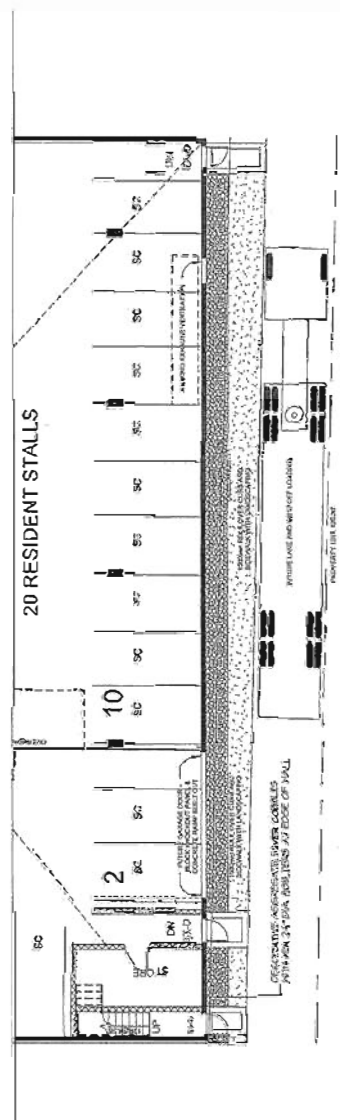
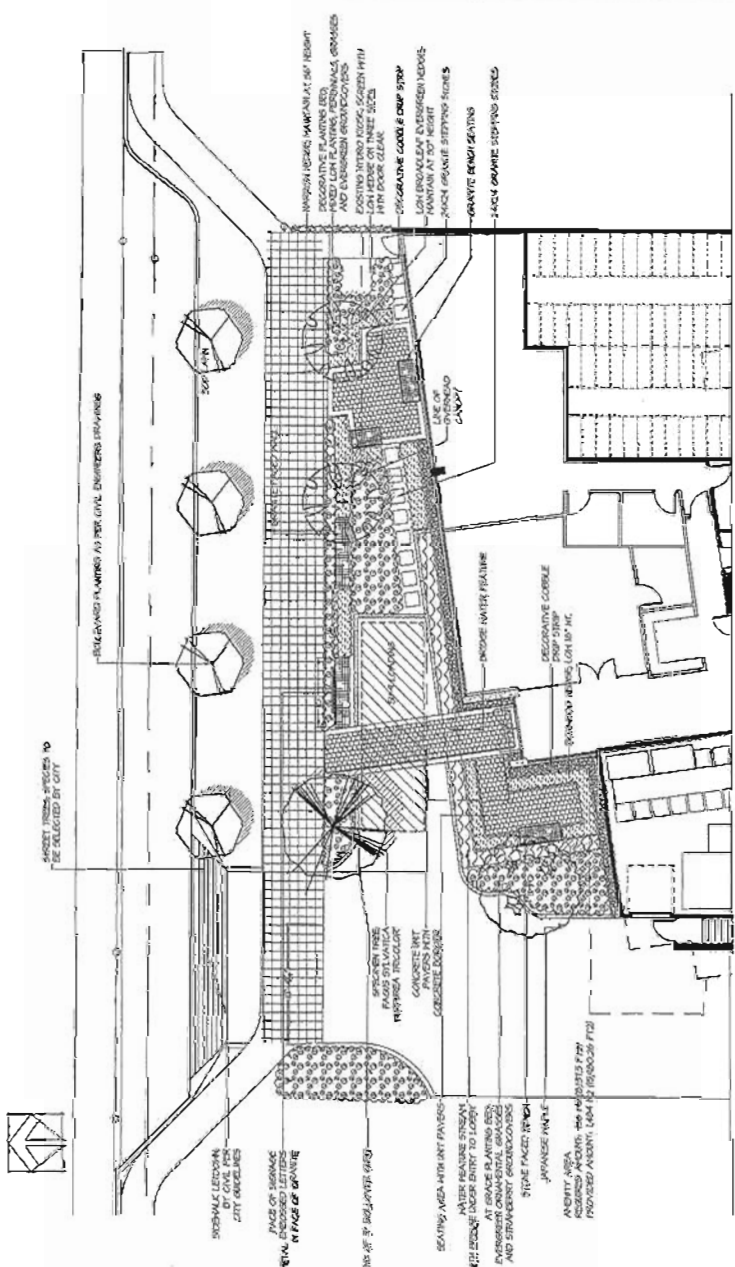
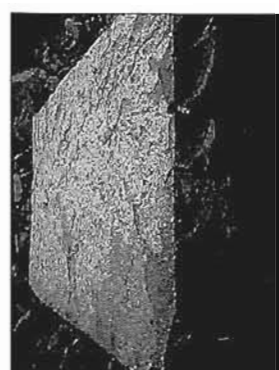
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45264, 45000 GRANVILLE AVE
RICHMOND, B.C.

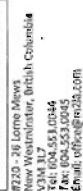
LANDSCAPE CONCEPT
AUTOCOURT[illegible]

KZ-12615705



473 PAPER STRIPS IN AUTO COURT





OCT 15 2012

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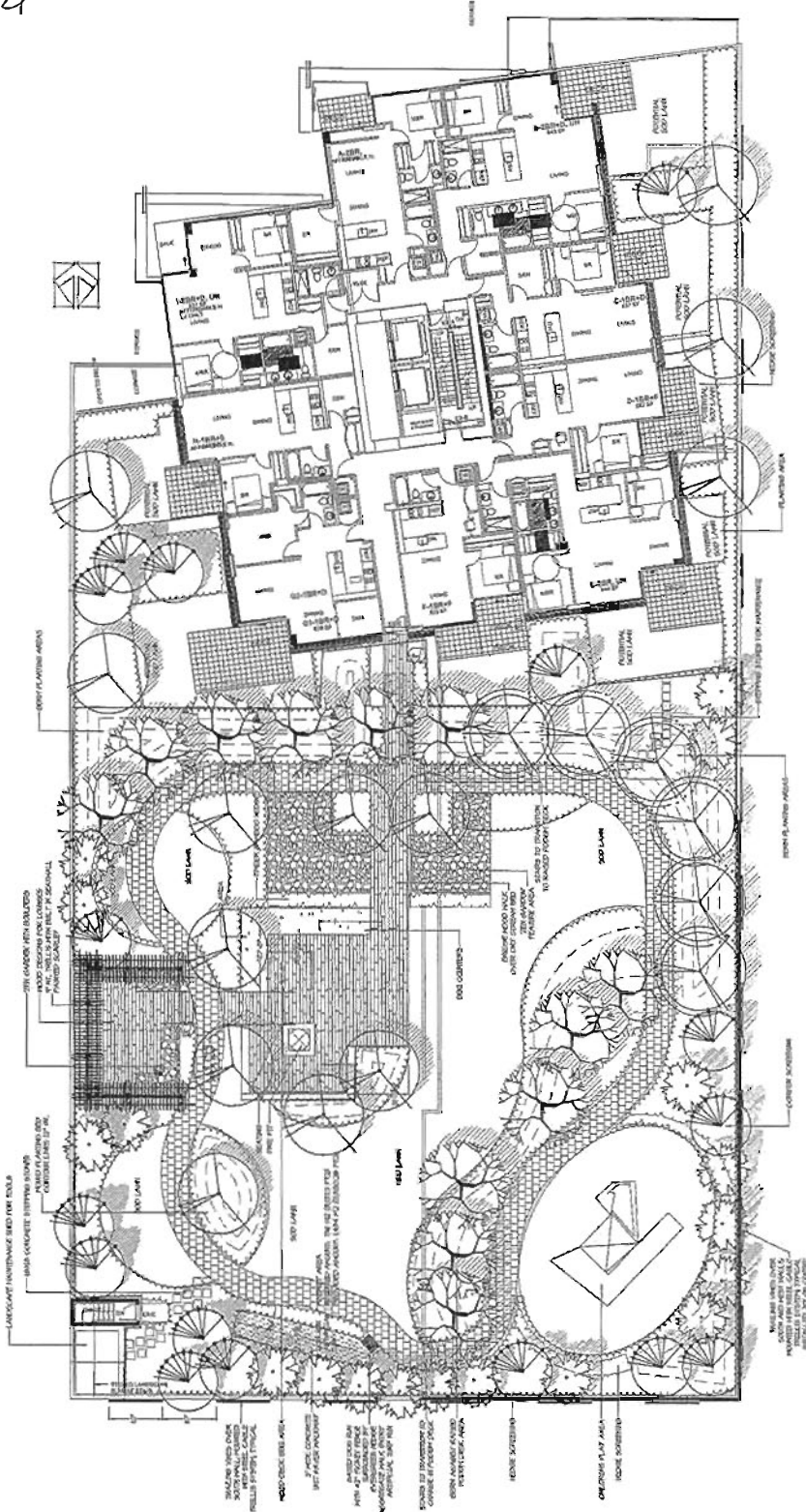
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GRANVILLE APARTMENTS
8284 8300 GRANVILLE AVE
TECHAMONG BC

**LANDSCAPE CONCEPT
PODIUM DECK**

[illegible][illegible]

RF-12615705



CNCL - 351



Address: 8280 and 8300 Granville Avenue

File No.: RZ 12-615705

Prior to final adoption of Zoning Amendment Bylaw 8958, the developer is required to complete the following:

1. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City if applicable.
2. A 4.5 m wide lane dedication along the entire south property line for the creation of a future lane. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane SRW together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane.
3. A minimum 4.0 m wide Public Rights of Passage – Statutory Right of Way (PROP-SRW) along the entire Granville Avenue frontage for road (layby) and greenway purposes, to be confirmed by survey, subject to detailed design and acceptable to the Director of Transportation. For details regarding the required frontage improvements see the Servicing Agreement requirements below. The maintenance and liability of the entire greenway corridor width including paving and landscape treatment to be the responsibility of the City.
4. Consolidation of all the lots into one development parcel (which will require the demolition of the existing buildings).
5. Registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC or a minimum of 300 mm above the highest crown elevation along the Granville Avenue frontage.
6. Registration of a legal agreement on title ensuring that the garages be constructed in such a manner as to allow immediate vehicle access to the lane once it becomes operational.
7. Registration of a legal agreement on title ensuring that the means of a permanent vehicle access/egress to/from Granville Avenue via a right- and right-out only driveway with future vehicle access/egress to/from the lane along the south property line when the lane is eventually constructed.
8. Registration of a cross-access easement that varies in width from a maximum of 9.9 m from the west property line at Granville Avenue and a minimum of 6.0 m wide from the west property line at the parkade vehicle entry, subject to the detailed design and the approval by the Director of Development and/or any other legal agreements as determined necessary by the City over the on-site driveway access between Granville Avenue and the proposed parkade entry in favour of 8260 and 8240 Granville Avenue (as a consolidated future redevelopment site) to the satisfaction and final approval of the Director of Development.
9. Registration of a legal agreement/covenant on title in the Land Title Office for the provision of electric vehicle infrastructure specifying that 20% of parking stalls shall be provided with 120 volt, electrical vehicle plug-in charging equipment and further stipulating that an additional 25% of parking stalls shall be pre-ducted for future electrical vehicle plug-in charging equipment, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement.
10. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable residential gross floor area minus the affordable housing area equals \$79,926.00 (i.e., 109,263 ft² - 5,463 x \$0.77 per ft²) to the public art fund or the provision of a public art installation on the subject site of equivalent value that is supported by the Public Art Advisory Committee and approved by the City Council.

11. Provision of a cash contribution for the removal of the layby and reinstatement of the existing Granville Avenue curb alignment including the reconfiguration of Granville Avenue boulevard improvements (i.e., greenway and associated enhancements), based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
12. Provision of a cash contribution for the construction of the future interim lane based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning. There is an existing 3.0 m wide SRW for lane and utility purposes. The existing 3.0 m wide lane SRW together with the proposed 4.5 m wide lane dedication will be developed in the future to establish an interim (7.5 m wide) lane. The interim and ultimate lane designs provided by the applicant will be required to accommodate the WB-17 loading in the future lane.
13. Provision of a cash contribution in the amount of \$25,000.00 for a bus shelter in the vicinity of the site, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement.
14. Provision of a cash contribution in the amount of \$15,300.00 for Audible Pedestrian Signal (APS) up-grades at the Granville Avenue and St. Albans Road intersection, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement..
15. Provision of a cash contribution in the amount of \$19,040.00 for the upgrade of the sewer from STMH2498 to STMH2491 as there is inadequate capacity under the ultimate OCP development scenario.
16. Registration of the City's standard Housing Agreement to secure 507.54 m² (5,463.15 ft²) of residential floor area for 7 affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
1-bedroom units plus 1-bedroom + den units	3 units	50 m ² (535 ft ²)	\$925.00 per 1-bedroom units	\$37,000.00 or less
2-bedroom units plus 2-bedroom + den units	4 units	80 m ² (860 ft ²)	\$1,137.00 per 1-bedroom units	\$45,500.00 or less

** May be adjusted periodically as provided for under adopted City policy.

17. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
18. Enter into a Servicing Agreement* for the design and construction of frontage and site service connection. Works include, but may not be limited to:
 - .1 Frontage Improvement Requirements:
 - .1 Granville Avenue:
 - .1 South from the back of the existing Granville Avenue curb, a 3.2 m wide on-street layby complete with transitions that may extend beyond the subject site frontage and new curb and gutter (south of the existing 1.8 m wide eastbound bike lane) according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,
 - .2 South of the new layby curb, a 3.0 m wide boulevard planting strip complete with street trees, boulevard planting automatic irrigation and street furnishings, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,

3. South from the south side of the boulevard planting strip, a 2.5 m wide walkway with decorative paving according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,
4. South from the south side of the walkway, a 2.0 m wide strip for landscape buffer planting where possible to separate the walkway from the proposed development according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning,
5. Installation of a minimum 1 City standard bench complete with a concrete pad within the proposed 4.0 m wide SRW along Granville Avenue, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
6. Supply and installation of illuminated street name signs at all approaches to the Granville Avenue and St. Albans Road intersection, as part of the Transportation Demand Management (TDM) package in consideration for the maximum 10% reduction in the residential parking requirement, according to detailed design drawings that are signed and sealed by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.

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

1. Compliance with the appropriate design guidelines to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit including consideration of the following:
 - Official Community Plan (OCP) Schedule 2.10 – City Centre Area Plan (CCAP) 3.1: General Guidelines; and
 - OCP Schedule 2.10 – CCAP 3.2.7 Sub-Area B.3: Mixed Use High-Rise Residential, Commercial & Mixed Use.
2. Further architectural and landscape architectural design development of the proposed built form and landscape improvements to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit.
3. Submission of a public art plan prepared by a public art consultant for review by the Public Art Advisory Committee as part of the Development Permit application stage and to the satisfaction and approval of the Director of Development prior to final Council approval of the Development Permit. The value of the public art contribution is estimated to be approximately \$79,926.00 (i.e., 109,263 ft² - 5,463 x \$0.77 per ft²) that includes the 5% of total contribution toward the City's public art administration.
4. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - Comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - Include a mix of coniferous and deciduous trees;

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

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

Signed

Date



High Rise Apartment (ZHR13) - St Albans (City Centre)

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 19.13 thereof the following:

“19.13 High Rise Apartment (ZHR13) – St Albans (City Centre)

19.13.1 Purpose

The zone provides for **high rise apartment** use.

19.13.2 Permitted Uses

- **housing, apartment**

19.13.3 Secondary Uses

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

19.13.4 Permitted Density

1. The maximum **floor area ratio** is 2.0, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 19.13.4.1, the reference to a maximum **floor area ratio** of “2.0” in relation to a **building** used for multiple-family residential purposes is increased to a higher **density** of “3.0” on **sites** zoned ZHR13, if prior to the first occupancy of the **building** the **owner**:
 - a) provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number of **affordable housing units** would comprise at least 5% of the total **building area**; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

19.13.5 Permitted Lot Coverage

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

19.13.6 Yards & Setbacks

1. The minimum public **road setback** along the north **property line** is 3.0 m.
2. The minimum **side yard setback** along the east **property line** is 0.0 m.

3. The minimum **side yard setback** along the west **property line** is 0.0 m.
4. The minimum **rear yard setback** along the south **property line** is 0.0 m.

19.13.7 Permitted Heights

1. The maximum **height** for **buildings** is 47.0 m geodetic.
2. The maximum **height** for **accessory buildings** and **structures** is 10.0 m.

19.13.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

19.13.9 Landscaping & Screening

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

19.13.10 On-Site Parking And Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:

19.13.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. 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 "**High Rise Apartment (ZHR13) – St Albans (City Centre)**":

P.I.D. 003-554-619

Parcel "A" (RD43490E) Lot 8 Block "A" Section 16 Block 4 North Range 6 West New Westminster District Plan 1262

P.I.D. 004-033-817

Lot 9 Except Part on Reference Plan 6590 Block "A" Section 16 Block 4 North Range 6 West New Westminster District Plan 1262

3. This Bylaw is cited as "Richmond Zoning Bylaw 8500 Amendment Bylaw 8958".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS

ADOPTED

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

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

TO GKN 52012

To: General Purposes Committee

Date: October 16, 2012

From: Vern Jacques
Senior Manager, Recreation

File: 11-7200-01/2011-Vol
01

Re: Sponsorship Arrangements at City Subsidized Events Policy

Staff Recommendation

That the proposed "Sponsorship Arrangements at City Subsidized Events Policy" as presented in Attachment One of the report dated October 16, 2012 from the Senior Manager of Recreation, be approved.

Vern Jacques
Senior Manager, Recreation
(604-247-4930)

Att. 1

REPORT CONCURRENCE				
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Sponsorship		<input checked="" type="checkbox"/>		
Sport Hosting		<input checked="" type="checkbox"/>		
Arts, Culture & Heritage		<input checked="" type="checkbox"/>		
Law		<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE		INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

At the General Purposes Committee meeting on December 12, 2011, in response to an expressed concern from a Richmond business, a brief discussion ensued about concerns related to City subsidized events for which organizers make exclusive arrangements with businesses such as hotels. Comments were made about the necessity for guidelines, and Committee members expressed their views on the fairness of exclusive arrangements.

It was moved and seconded:

That staff report back on a policy for City subsidized events and the possibility of non-exclusive commercial arrangements.

The purpose of this report is to recommend a policy for commercial sponsorship of events held at City facilities that receive subsidized rates.

Analysis

A common practice by organizers of sports tournaments, conferences and other events is to negotiate a sponsorship fee with commercial businesses such as hotels or transportation providers as a method of generating revenue to offset event related costs. Sponsorship arrangements between event hosts and product or service providers vary considerably, but often involve the supplier paying a percentage commission on services (number of hotel rooms or flights booked) in exchange for advertising targeted to tournament, conference or event visitors.

Product or service providers (most typically hotels) often ask to be the exclusive sponsor of their services for the event, sometimes with the expectation that using the sponsor's service would be tied to the event as a condition of entry. Providing exclusivity to commercial sponsors in exchange for products, services and/or cash is common practice in the private sector. However, in the public sector, providing exclusivity to commercial sponsors sometimes results in complaints from local businesses that may perceive the process as unfair. This situation occurred this past winter for the International Midget Hockey Tournament held over the Christmas break period. The immediate issue was resolved and Council directed staff to develop a policy to address the longer term.

City staff established a working group comprised of representatives of Richmond Arenas Community Association, Richmond Aquatics Services Board and Richmond Sport Council to provide input into a draft Sponsorship Arrangements at City Subsidized Events Policy. Some members of the working group felt that the policy should only reflect accommodation others felt that it should refer to all products and services (transportation, food, beverage, accommodation). Staff, in reviewing this, recommend a broader context that includes all products and services. This would ensure that any sponsorship deal would not result in a tiered pricing approach or participation restrictions.

After considerable discussion, it was the recommendation of the majority of the Richmond sport representatives that the attached draft "Sponsorship arrangements at City Subsidized Events Policy" (**Attachment 1**) be approved by Council.

Should this policy be adopted by Council, it will be distributed to all community organizations that host events in City subsidized facilities and to Tourism Richmond as the primary conduit to the hosting industry.

Financial Impact

None

Conclusion

This report recommends a policy on sponsorship of events held at City facilities that are provided by community organizations receiving subsidized rates. The policy indicates that when engaging a particular product or service provider as a sponsor, use of those products or services cannot be a condition of participating in an event.



Vern Jacques
Senior Manager, Recreation
(604-247-4930)

Attachment I	Sponsorship of City Subsidized Events Policy	Doc # 3517985
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Policy #__ Sponsorship Arrangements at City Subsidized Events Policy

It is Council Policy that:

1. The City of Richmond recognizes the desire for ~~sponsorship~~ community organizations to enter into sponsorship arrangements with product and service providers to help offset event operating costs.

In carrying out an event, if City facilities are used/rented/programmed at subsidized rates:

- a) Use of specified products or services cannot be a condition of participating in the event(s) and/or;
- b) Increased fees or penalties or deterrents are not permitted for participants who choose not to use sponsor provided products or services.

Penalties:

- Failure to comply with this policy may result in a community organization not receiving preferred access and/or rental rates at City facilities.



**Consolidated Fees Bylaw No. 8636
Amendment Bylaw No. 8940**

The Council of the City of Richmond enacts as follows:

1. The Consolidated Fees Bylaw No. 8636, as amended, is further amended:
 - a) by deleting, in their entirety, the schedules attached to Bylaw No. 8636, as amended, and substituting the schedules attached to and forming part of this bylaw;
2. This Bylaw is cited as “**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 8940**”.

FIRST READING

OCT 09 2012

SECOND READING

OCT 09 2012

THIRD READING

OCT 09 2012

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE – ANIMAL CONTROL REGULATION**Animal Control Regulation Bylaw No. 7932****Cat Breeding Permit Fee**

Section 2.2

Description	Fee
Cat breeding permit for three years	\$37.00

Animal Control Regulation Bylaw No. 7932**Impoundment Fees**

Section 8

Description	Fee
1st time in any calendar year	
Neutered male or spayed female dog	\$42.75
Non-neutered male or unspayed female dog	\$128.00
Dangerous dog*	\$530.00
2nd time in any calendar year	
Neutered male or spayed female dog	\$84.75
Non-neutered male or unspayed female dog	\$266.00
Dangerous dog*	\$1,057.00
3rd time and subsequent times in any calendar year	
Neutered male or spayed female dog	\$266.00
Non-neutered male or unspayed female dog	\$530.00
Dangerous dog*	\$1,057.00
Bird	\$5.75
Domestic farm animal	\$63.50
<i>Impoundment fee also subject to transportation costs</i>	
Other animal	\$32.00
<i>Impoundment fee also subject to transportation costs</i>	

**Subject always to the power set out in Section 8.3.12 of Animal Control Regulation Bylaw No. 7932 to apply for an order that a dog be destroyed.*

Note: In addition to the fees payable above (if applicable), a licence fee will be charged where a dog is not currently licenced.

Animal Control Regulation Bylaw No. 7932**Maintenance Fees****Section 8**

Description	Fee
Dog	\$12.75
Cat	\$12.75
Bird	\$2.75
Domestic farm animal	\$32.00
Other animal	\$10.75

Note: For all of the Animal Control Regulation Maintenance Fees, a charge is issued for each day or portion of the day per animal.

SCHEDULE – ARCHIVES AND RECORDS**Archives and Records****Image Reproduction Fees**

Description	Fee	Units
<u>Records</u>		
Photocopying and printing of files/bylaw (First 4 pages free) <i>per page</i>	\$0.35	per page
Microfilm printing <i>per page</i>	\$0.35	per page
<u>Photograph Reproductions</u>		
Scanned image (each)	\$16.25	
CD	\$5.75	
5" x 7"	\$12.75	
8" x 10"	\$16.25	
11" x 14"	\$24.50	
16" x 20"	\$34.00	
20" x 24"	\$42.75	
Negatives*	\$16.25	
<i>*If the Archives does not have a copy negative from which to reproduce an image, an additional reproduction fee will be charged to produce which will remain the property of the City of Richmond Archives</i>	*Plus \$16.25	

Archives and Records

Use Fees

Description	Fee
<u>Publication Fee</u>	
Websites, Books, CDs, etc. (Non-Commercial)	\$16.25
Websites, Books, CDs, etc. (Commercial)	\$32.00
Exhibition Fee (Commercial)	\$53.25

Archives and Records

Tax Searches Fees

Description	Fee
<u>Tax Searches and Printing of Tax Records</u>	
Searches ranging from 1 to 5 years	\$27.00
Each year greater than 5 years	\$5.75

Archives and Records

Preliminary Site Investigation

Description	Fee
Active Records Check Survey (per civic address searched)	\$213.00

Archives and Records

Mail Orders

Description	Fee
Mail orders	\$5.75

Note: Rush orders available at additional cost; discounts on reproduction fees available to students, seniors, and members of the Friends of the Richmond Archives (publication and commercial fees still apply).

SCHEDULE – BILLING AND RECEIVABLES**Billing and Receivables****Receivables Fees**

Description	Fee
Administrative charges for receivable projects undertaken for third parties	(20% of actual cost)
Non-Sufficient Fund (NSF) charges	\$31.50

SCHEDULE – BOARD OF VARIANCE ESTABLISHMENT AND PROCEDURE**Board of Variance Establishment and Procedure Bylaw No. 7150****Application Fees****Sections 3.1, 4.1**

Description	Fee
Order regarding variance or exemption to relieve hardship	\$165.00
Order regarding extent of damage preventing reconstruction as non-conforming use	\$138.00

SCHEDULE – BOULEVARD AND ROADWAY PROTECTION AND REGULATION**Boulevard and Roadway Protection and Regulation Bylaw No. 6366****Inspection Charges****Section 11**

Description	Fee
Additions & Accessory Buildings Single or Two Family Dwellings over 10 m2 in size; In-ground Swimming Pools & Demolitions	\$160.00
Move-Offs; Single or Two Family Dwelling Construction	\$160.00
Combined Demolition & Single or Two Family Dwelling Construction	\$160.00
Commercial; Industrial; Multi-Family; Institutional; Government Construction	\$213.00
Combined Demolition & Commercial; Industrial; Multi-family; Institutional or Government Construction	\$213.00
Each additional inspection as required	\$79.75

SCHEDULE – BUILDING REGULATION**Building Regulation Bylaw No. 7230****Plan Processing Fees****Section 5.13**

Description	Fee
For a new one family dwelling	\$583.00
For other than a new one family dwelling (a) <i>or (b) 50% to the nearest dollar of the estimated building permit fee specified in the applicable Building Permit Fees in Subsection 5.13.6 and other Building Types to a maximum of \$10,000.00</i> <i>- whichever is greater of (a) or (b)</i>	\$66.50
For a sewage holding tank	\$133.00

Building Regulation Bylaw No. 7230**Building Permit Fees for those buildings referred to in Subsection 5.13.6****Sections 5.2, 5.5, 5.6, 7.2**

Description	Fee
Nil to \$1,000.00 (minimum fee)	\$66.50
Exceeding \$1,000.00 up to \$100,000.00	\$66.50
<i>*per \$1,000.00 of construction value or fraction of construction exceeding \$1,000.00</i> *Plus	\$10.25
Exceeding \$100,000.00 to \$300,000.00	\$1,081.25
<i>**per \$1,000.00 of construction value or fraction of construction exceeding \$100,000.00</i> **Plus	\$9.75
Exceeding \$300,000.00	\$3,031.25
<i>***per \$1,000.00 of construction value or fraction of construction exceeding \$300,000.00</i> ***Plus	\$7.75

Note: The building permit fee is doubled where construction commenced before the building inspector issued a building permit.

Building Regulation Bylaw No. 7230**Building Permit Fees for all Other Building Types**

Sections 5.5, 5.9, 5.11, 5.14, 7.2, 11.1, 12.7, 12.9, 12.10

Description	Fee
Nil to \$1,000.00 (minimum fee)	\$66.50
Exceeding \$1,000.00 up to \$100,000.00	\$66.50
<i>*per \$1,000.00 of construction value or fraction of construction exceeding \$1,000.00</i>	<i>*Plus \$10.50</i>
Exceeding \$100,000.00 to \$300,000.00	\$1,106.00
<i>**per \$1,000.00 of construction value or fraction of construction exceeding \$100,000.00</i>	<i>**Plus \$10.00</i>
Exceeding \$300,000.00	\$3,106.00
<i>***per \$1,000.00 of construction value or fraction of construction exceeding \$300,000.00</i>	<i>***Plus \$8.00</i>
<i>Note: The building permit fee is doubled where construction commenced before the building inspector issued a building permit.</i>	

Despite any other provision of the Building Regulation Bylaw No. 7230, the “construction value” of a:

(a) one-family dwelling or two-family dwelling

(b) garage, deck, porch, interior finishing or addition to a one-family dwelling or two-family dwelling

is assessed by total floor area and deemed to be the following:

Description	Fee	Units
(i) new construction of first storey	\$1,120.00	per m ²
	\$105.00	(per ft ²)
(ii) new construction of second storey	\$1,032.00	per m ²
	\$96.00	(per ft ²)
(iii) garage	\$572.00	per m ²
	\$53.50	(per ft ²)
(iv) decks or porches	\$472.00	per m ²
	\$44.00	(per ft ²)
(v) interior finishing on existing buildings	\$528.00	per m ²
	\$49.00	(per ft ²)
(vi) additions	\$1,120.00	per m ²
	\$105.00	(per ft ²)

Building Regulation Bylaw No. 7230**Building Permit Fees for all Other Building Types (cont.)**

Sections 5.5, 5.9, 5.11, 5.14, 7.2, 11.1, 12.7, 12.9, 12.10

Description	Fee
<u>Building Design Modification Fee</u>	
Plan Review (per hour or portion thereof)	\$118.00
Building Permit Fee for Temporary Building for Occupancy	\$530.00
<u>Re-inspection Fees</u>	
(a) for the third inspection	\$79.75
(b) for the fourth inspection	\$108.00
(c) for the fifth inspection	\$213.00
<i>Note: The fee for each subsequent inspection after the fifth inspection will be double the cost of each immediately previous inspection</i>	
<u>Special Inspection Fees:</u>	
(a) during the City's normal business hours	\$118.00
(b) outside the City's normal business hours	\$466.00
<i>*for each hour or part thereof after the first four hours</i>	<i>*Plus</i> \$118.00
Building Permit Transfer or Assignment Fee (a) <i>or (b) a fee of 10% to the nearest dollar of the original building permit fee</i> <i>- whichever is greater of (a) or (b)</i>	\$66.50
Building Permit Extension Fee (a) <i>or (b) a fee of 10% to the nearest dollar of the original building permit fee</i> <i>- whichever is greater of (a) or (b)</i>	\$66.50
<u>Building Move Inspection Fee:</u>	
(a) within the City boundaries	\$118.00
(b) outside the City boundaries when travel is by City vehicle	\$118.00
<i>**per km travelled</i>	<i>**Plus</i> \$1.75

Note: Where the building inspector is required to use overnight accommodation, aircraft or ferry transportation in order to make a building move inspection, the actual costs of accommodation, meals and transportation are payable in addition to other applicable fees including salary cost greater than 1 hour.

Building Regulation Bylaw No. 7230**Building Permit Fees for all Other Building Types (cont.)**

Sections 5.5, 5.9, 5.11, 5.14, 7.2, 11.1, 12.7, 12.9, 12.10

Description	Fee
Provisional Occupancy Inspection Fee (per building permit inspection visit)	\$266.00
Provisional Occupancy Notice Extension Fee	\$424.00
Building Demolition Inspection Fee for each building over 50 m ² in floor area	\$417.00
Sewage Holding Tank Permit Fee	\$266.00
<u>Use of Equivalents Fees:</u>	
(a) each report containing a maximum of two separate equivalents	\$582.00
(b) for each equivalent greater than two contained in the same report	\$238.00
(c) for an amendment to an original report after the acceptance or rejection of the report	\$118.00
(d) for Air Space Parcels (treating buildings as one building)	\$2,081.00

Building Regulation Bylaw No. 7230**Gas Permit Fees**

Sections 5.2, 5.5, 5.6, 5.9, 5.11 12.9, 12.10

Description	Fee	Units
Domestic Installation – one family dwelling (a)	\$66.50	per appliance
- whichever is greater of (a) or (b) (b)	\$24.50	
Domestic/Commercial/Industrial Installations – two family dwellings, multiple unit residential buildings, including townhouse units)		
(a) appliance input up to 29 kW	\$66.50	
(b) appliance input exceeding 29 kW	\$108.00	
<u>Special Inspection Fees:</u>		
(a) during the City's normal business hours	\$118.00	
(b) outside the City's normal business hours	\$466.00	
*for each hour or part thereof after the first four hours *Plus	\$118.00	

Building Regulation Bylaw No. 7230**Gas Permit Fees (cont.)**

Sections 5.2, 5.5, 5.6, 5.9, 5.11 12.9, 12.10

Description	Fee
<u>Re-Inspection Fee:</u>	
(a) for the third inspection	\$79.75
(b) for the fourth inspection	\$108.00
(c) for the fifth inspection	\$213.00
<i>Note: The fee for each subsequent inspection after the fifth inspection will be double the cost of each immediately previous inspection</i>	
For a vent and/or gas valve or furnace plenum (no appliance)	\$66.50
<u>Piping alteration – for existing appliances</u>	
First 30 metres of piping	\$66.50
Each additional 30 metres or part thereof	\$24.50
Gas permit transfer or assignment fee (a)	\$66.50
<i>or (b) a fee of 10% to the nearest dollar of the original gas permit fee</i>	
<i>- whichever is greater of (a) or (b)</i>	
Gas permit extension fee (a)	\$66.50
<i>or (b) a fee of 10% to the nearest dollar of the original gas permit fee</i>	
<i>- whichever is greater of (a) or (b)</i>	

Building Regulation Bylaw No. 7230**Plumbing Permit Fees**

Sections 5.2, 5.5, 5.6, 5.9, 5.11, 12.5, 12.7, 12.9, 12.10

Description	Fee	Units
<u>Plumbing</u>		
(a) installation of each plumbing fixture	\$24.50	
(b) minimum plumbing fee	\$66.50	
(c) connection of City water supply to any hydraulic equipment	\$66.50	
<u>Sprinkler & Standpipes</u>		
(a) installation of any sprinkler system	\$66.50	
<i>*per additional head</i>	*Plus \$2.25	
(b) installation of each hydrant, standpipe, hose station, hose valve, or hose cabinet used for fire fighting	(c) \$66.50	
<i>- whichever is greater of (c) or (d)</i>	(d) \$24.50	per item

Building Regulation Bylaw No. 7230**Plumbing Permit Fees (cont.)**

Sections 5.2, 5.5, 5.6, 5.9, 5.11, 12.5, 12.7, 12.9, 12.10

Description	Fee	Units
<u>Water Service</u>		
(a) for the first 30 metres of water supply service pipe to a building or structure	\$66.50	
(b) for each additional 30 metres of water supply service pipe to a building and structure	\$24.50	
<u>Sanitary & Storm Sewers; Building Drains & Water Distribution</u>		
(a) for the first 30 metres of a sanitary sewer, and/or storm sewer, and/or building drain, or part thereof	\$66.50	
(b) for each additional 30 metres of a sanitary sewer, and/or storm sewer, and/or building drain, or part thereof	\$24.50	
(c) for the first 30 metres of a rough-in installation for a water distribution system in a multiple unit non-residential building for future occupancy, or part thereof	\$66.50	
(d) for each additional 30 metres of a rough-in installation for a water distribution system in a multiple unit non-residential building for future occupancy, or part thereof	\$24.50	
(e) for the installation of any neutralizing tank, catch basin, sump, or manhole	(f) \$66.50 (g) \$24.50	per item
- whichever is greater of (f) or (g)		
<u>Special Inspections</u>		
(a) during the City's normal business hours	\$118.00	
(b) outside the City's normal business hours or each hour	\$466.00	
*for part thereof exceeding the first four hours	*Plus \$118.00	
<u>Design Modification Fees</u>		
Plan review	\$118.00	per hour
<i>Applicable to Plumbing, Sprinkler & Standpipes, Water Service, and Sanitary & Storm Sewers; Building Drains & Water Distributions</i>		

Building Regulation Bylaw No. 7230**Plumbing Permit Fees (cont.)**

Sections 5.2, 5.5, 5.6, 5.9, 5.11, 12.5, 12.7, 12.9, 12.10

Description	Fee
<u>Plumbing Re-Inspection Fee</u>	
(a) for the third inspection	\$79.75
(b) for the fourth inspection	\$108.00
(c) for the fifth inspection	\$213.00
<i>Note: The fee for each subsequent inspection after the fifth inspection will be double the cost of each immediately previous inspection</i>	
Plumbing Permit Transfer or Assignment Fee (a) <i>or (b) a fee of 10% to the nearest dollar of the original plumbing permit fee</i> <i>- whichever is greater of (a) or (b)</i>	\$66.50
Plumbing Permit Extension Fee (a) <i>or (b) a fee of 10% to the nearest dollar of the original plumbing permit fee</i> <i>- whichever is greater of (a) or (b)</i>	\$66.50
Provisional Plumbing Compliance Inspection Fee (per permit visit)	\$133.00
Provisional Plumbing Compliance Notice Extension Fee	\$213.00
Potable Water Backflow Preventer Test Report Decal	\$21.50

SCHEDULE – BUSINESS LICENCE**Business Licence Bylaw No. 7360****Assembly Use Group 1**

Group 1 - Business Licence Fee assessed by total floor area		
<i>Except Food Caterers which are assessed a fee in accordance with Group 3</i>		
Square Metres (m²)	(Square Feet) (ft²)	Fee
0.0 to 93.0	(0 to 1000)	\$153.00
93.1 to 232.5	(1001 to 2500)	\$233.00
232.6 to 465.0	(2501 to 5000)	\$403.00
465.1 to 930.0	(5001 to 10000)	\$645.00
930.1 to 1860.1	(10001 to 20000)	\$1,143.00
1860.2 to 2790.1	(20001 to 30000)	\$1,636.00
2790.2 to 3720.2	(30001 to 40000)	\$2,135.00
3720.3 to 4650.2	(40001 to 50000)	\$2,626.00
4650.3 to 5580.3	(50001 to 60000)	\$3,124.00
5580.4 and over	(60001 and over)	\$3,542.00
Food Primary Liquor Licence Fee		\$321.00
Mobile Vendors (Food) Fee (per vehicle)		\$75.00

Business Licence Bylaw No. 7360**Assembly Use Group 2**

Group 2 - Business Licence Fee assessed by Number of Seats	
Seats	Fee
0 to 30	\$487.00
31 to 60	\$969.00
61 to 90	\$1,454.00
91 to 120	\$1,941.00
121 to 150	\$2,421.00
151 to 180	\$2,905.00
181 to 210	\$3,387.00
211 and over	\$3,542.00

Business Licence Bylaw No. 7360
Assembly Use Group 3

Group 3 - Business Licence Fee assessed by Number of Employees (including owners)*	
Employees	Fee
0 to 5	\$124.00
6 to 10	\$208.00
11 to 15	\$300.00
16 to 25	\$445.00
26 to 50	\$645.00
51 to 100	\$931.00
101 to 200	\$1,313.00
201 to 500	\$1,897.00
501 to 1000	\$2,866.00
1001 and over	\$3,542.00

**For the purpose of assessing a licence fee, two part-time employees are counted as one full-time employee.*

Business Licence Bylaw No. 7360
Residential Use

Residential Use - Business Licence Fee assessed by Number of Rental Units	
Units	Fee
0 to 5	\$148.00
6 to 10	\$228.00
11 to 25	\$391.00
26 to 50	\$635.00
51 to 100	\$1,119.00
101 to 200	\$1,601.00
201 to 300	\$2,086.00
301 to 400	\$2,565.00
401 to 500	\$3,045.00
501 and over	\$3,542.00

Business Licence Bylaw No. 7360
Service Use

Service Use - Business Licence Fee assessed by Number of Employees (including owners)*	
Employees	Fee
0 to 5	\$124.00
6 to 10	\$214.00
11 to 15	\$312.00
16 to 25	\$459.00
26 to 50	\$657.00
51 to 100	\$957.00
101 to 200	\$1,344.00
201 to 500	\$1,946.00
501 to 1000	\$2,930.00
1001 and over	\$3,542.00

**For the purpose of assessing a licence fee, two part-time employees are counted as one full-time employee.*

Business Licence Bylaw No. 7360
Mercantile Use

Mercantile Use - Business Licence Fee assessed by total floor area		
Square Metres (m ²)	(Square Feet) (ft ²)	Fee
0.0 to 93.0	(0 to 1000)	\$124.00
93.1 to 232.5	(1001 to 2500)	\$197.00
232.6 to 465.0	(2501 to 5000)	\$361.00
465.1 to 930.0	(5001 to 10000)	\$609.00
930.1 to 1860.1	(10001 to 20000)	\$1,102.00
1860.2 to 2790.1	(20001 to 30000)	\$1,602.00
2790.2 to 3720.2	(30001 to 40000)	\$2,094.00
3720.3 to 4650.2	(40001 to 50000)	\$2,586.00
4650.3 to 5580.3	(50001 to 60000)	\$3,082.00
5580.4 and over	(60001 and over)	\$3,542.00

Business Licence Bylaw No. 7360
Industrial/Manufacturing Use

Industrial/Manufacturing Use - Business Licence Fee assessed by Number of Employees (including owners)*	
Employees	Fee
0 to 5	\$148.00
6 to 10	\$245.00
11 to 15	\$343.00
16 to 25	\$487.00
26 to 50	\$684.00
51 to 100	\$969.00
101 to 200	\$1,357.00
201 to 500	\$1,934.00
501 to 1000	\$2,900.00
1001 and over	\$3,542.00

**For the purpose of assessing a licence fee, two part-time employees are counted as one full-time employee.*

Business Licence Bylaw No. 7360
Vehicle for Hire Businesses

Description	Fee
<u>Vehicle for Hire Business Fee</u>	
Each Vehicle for Hire applicant must pay (1) and (2)*:	
(1) Vehicle for Hire office fee	\$124.00
(2) Per vehicle licence fee*	
<i>based on the number of vehicles</i>	
CLASS "A" Taxicab	\$114.00
CLASS "B" Limousine	\$75.00
CLASS "C" Sightseeing Taxicab	\$114.00
CLASS "D" Airport Taxicab	\$114.00
CLASS "E" Private Bus	\$114.00
CLASS "I" Charter Minibus	\$114.00
CLASS "J" Rental Vehicle	
Group 1	\$14.00
Group 2	\$75.00
CLASS "K" Driver Training Vehicle	\$55.50
CLASS "M" Tow-Truck	\$114.00
CLASS "N" Taxicab for Persons with Disabilities	\$114.00
CLASS "P" Pedicab	\$114.00

Business Licence Bylaw No. 7360
Vehicle for Hire Businesses (cont.)

Description	Fee
<i>*Notwithstanding the per-vehicle licence fees stipulated in Section 2, the maximum licence fee for any Vehicle for Hire business</i>	\$3,542.00
Transferring a Vehicle for Hire Licence within any calendar year	\$43.00
Replacing a Vehicle for Hire Licence plate or decal	\$12.50

Business Licence Bylaw No. 7360
Vending Machine Uses

Description	Fee
<u>Vending Machine Business Licence Fee</u>	
Group 1 (per machine)	\$27.50
Group 2 (per machine)	\$38.75
Group 3 (per machine)	\$8.50
Banking Machine licence fee (per machine)	\$119.00
Amusement Machine licence fee (per machine)	\$27.50

Business Licence Bylaw No. 7360
Adult Orientated Uses

Description	Fee
Adult entertainment establishment licence	\$3,542.00
Casino	\$5,604.00
<u>Body-painting studio</u>	
Studio licence	\$3,542.00
Each body-painting employee	\$124.00
<u>Body-rub studio</u>	
Studio licence	\$3,542.00
Each body-rub employee	\$124.00
<u>Escort service</u>	
Escort service licence	\$3,542.00
Each escort employee	\$124.00

Business Licence Bylaw No. 7360
Farmer's Market

Description	Fee
Farmer's market licence	\$124.00

Business Licence Bylaw No. 7360
Licence Transfers, Changes and Reprints

Description	Fee
Transferring a licence from one person to another, or for issuing a new licence because of a change in information on the face of such licence, except a change between licence categories or subcategories	\$43.00
Changing the category or subcategory of a licence (a) <i>or (b) the difference between the existing licence fee and the fee for the proposed category or subcategory - whichever is greater of (a) or (b)</i>	\$43.00
Licence reprint	\$10.50

Business Licence Bylaw No. 7360
Off-Leash Permits

Description	Fee
Annual permit	\$105.00

SCHEDULE – DITCH AND WATERCOURSE PROTECTION AND REGULATION

Ditch and Watercourse Protection and Regulation Bylaw No. 7285
Sections 2.1, Section 2.2

Description	Fee
Ditch Crossing Permit Standard Width Permit Fee*	\$108.00

**Extended Width Inspection Fee is 4% of engineering cost estimate for the construction.*

SCHEDULE – DOG LICENCING**Dog Licencing Bylaw No. 7138**

Sections 2.1, 2.3

Description	Fee
<u>Dog – Not neutered or spayed</u>	
Normal Fee	\$73.00
Prior to March 1st of the year for which the application is made	\$52.25
<u>Dog – Neutered or spayed</u>	
Normal Fee	\$31.50
Prior to March 1st of the year for which the application is made	\$21.00
<i>For seniors who are 65 years of age or older that have paid prior to March 1st of the year for which the application is made</i>	\$10.50
<u>Dangerous Dog – Not neutered or spayed</u>	
Normal Fee	\$261.00
Prior to March 1st of the year for which the application is made	\$209.00
<u>Dangerous Dog – Neutered or spayed</u>	
Normal Fee	\$209.00
Prior to March 1st of the year for which the application is made	\$157.00
<i>For seniors who are 65 years of age or older that have paid prior to March 1st of the year for which the application is made</i>	\$78.50
Replacement tag* <i>*Fee for a replacement tag for each dog tag lost or stolen; or for each dog licence to replace a valid dog licence from another jurisdiction</i>	\$5.50

SCHEDULE – FILMING APPLICATION AND FEES**Filming Application and Fees Bylaw No. 8172****Administration Fees**

Section 3

Description	Fee
Application for Filming Agreement	\$102.00
Film Production Business Licence	\$121.00
Street Use Fee (100 feet/day)	\$51.00

Filming Application and Fees Bylaw No. 8172
City Parks & Heritage Sites
Section 3

Description	Fee	Units
Major Park		
<i>Per day</i>	\$765.00	
<i>Per ½ day</i>	\$510.00	
Neighbourhood Park		
<i>Per day</i>	\$510.00	
<i>Per ½ day</i>	\$306.00	
<u>Britannia Shipyard</u>		
Filming	\$2,040.00	per day
Preparation & Wrap	\$1,020.00	per day
Per Holding Day	\$510.00	per day
City Employee		
<i>Per regular working hour</i>	\$35.75	
<i>Per hour after 8 hours</i>	\$53.75	
<u>Minoru Chapel</u>		
Filming		
<i>October through June</i>	\$2,550.00	per day
<i>July through September</i>	\$3,060.00	per day
Preparation & Wrap	\$1,020.00	per day
Per Holding Day	\$510.00	per day
City Employee		
<i>Per regular working hour</i>	\$35.75	
<i>Per hour after 8 hours</i>	\$53.75	
<u>Nature Park</u>		
Filming	\$1,020.00	per day
Preparation & Wrap	\$510.00	per day
City Employee		
<i>Per regular working hour</i>	\$20.50	
<i>Per hour after 8 hours</i>	\$30.75	
<u>Gateway Theatre</u>		
Filming	\$2,550.00	per day
Preparation & Wrap	\$1,020.00	per day
City Employee		
<i>Per regular working hour</i>	\$33.75	
<i>Per hour after 8 hours</i>	\$51.00	

Filming Application and Fees Bylaw No. 8172
 City Parks & Heritage Sites (cont.)
 Section 3

Description	Fee	Units
<u>City Hall</u>		
Filming	\$2,040.00	per day
Preparation & Wrap	\$1,020.00	per day
City Employee		
<i>Per regular working hour</i>	\$20.50	
<i>Per hour after 8 hours</i>	\$30.75	

Filming Application and Fees Bylaw No. 8172
 Other Fees
 Section 3

Description	Fee	Units
<u>RCMP (4-hour minimum)</u>		
Per person	\$104.00	per hour
<u>Fire Rescue (4-hour minimum)</u>		
Fire Engine	\$131.00	per hour
Fire Captain	\$90.50	per hour
Firefighter (minimum 3 firefighters)	\$74.25	per hour, per person
Use of special effects	\$102.00	per day
Use of Fire Hydrant		
<i>First day</i>	\$199.00	
<i>Each additional day</i>	\$66.50	

SCHEDULE – FIRE PROTECTION AND LIFE SAFETY**Fire Protection and Life Safety Bylaw No. 8306****Fees & Cost Recovery**

Description	Section	Fee	Units
Permit	4.1	\$21.50	
Permit Inspection, first hour	4.3	\$84.75	
Permit Inspection, subsequent hours or part thereof	4.3	\$53.25	
Attendance - open air burning without permit <i>first hour</i>	4.5.1	\$443.00	per vehicle
Attendance - open air burning without permit <i>subsequent half-hour or part thereof</i>	4.5.1	\$222.00	per vehicle
Attendance - open air burning in contravention of permit conditions <i>first hour or part thereof</i>	4.5.3	\$443.00	per vehicle
Attendance - open air burning in contravention of permit conditions <i>subsequent half-hour or part thereof</i>	4.5.3	\$222.00	per vehicle
Attendance - false alarm – contact person not arriving within 60 minutes after alarm <i>per hour or portion of hour Fire Dept standing by</i>	6.1.4 (b)	\$443.00	per vehicle
Vacant premises – securing premises	9.7.4	Actual cost	
Damaged building – securing premises	9.8.1	Actual cost	
Work done to effect compliance with order in default of owner	14.1.6	Actual cost	
Review - Fire Safety Plan any building	15.1.1 (b)		
Any building < 600 m ² area		\$108.00	
Any building > 600 m ² area		\$160.00	
High building, institutional		\$213.00	
Revisions (per occurrence)		\$53.25	
Inspection	15.2.1 (a)		
4 stories or less and less than 914 m ² per floor		\$213.00	
4 stories or less and between 914 and 1524 m ² per floor		\$319.00	
5 stories or more and between 914 and 1524 m ² per floor		\$530.00	
5 stories or more and over 1524 m ² per floor		\$741.00	

Fire Protection and Life Safety Bylaw No. 8306
Fees & Cost Recovery (cont.)

Description	Section	Fee
Inspection or follow-up to an order <i>first hour</i>	15.2.1 (b)	\$84.75
Re-inspection or follow-up to an order <i>subsequent hours or part of hour</i>	15.2.1.(b)	\$53.25
Nuisance investigation, response & abatement	15.4.1	Actual cost
Mitigation, clean-up, transport, disposal of dangerous goods	15.4.2	Actual cost
<u>Attendance - False alarm</u>		
No false alarm reduction program in place	15.5.1	\$319.00
False alarm reduction program in place and participation	15.5.5	No charge
Caused by security alarm system	15.6.1	\$213.00
Monitoring agency not notified	15.7.1	\$213.00
Alternate solution report or application review	General	\$160.00

SCHEDULE – FIREWORKS REGULATION

Fireworks Regulation Bylaw No. 7917

Permit Fees

Section 2.1

Description	Fee
Display Permit application fee	\$108.00

SCHEDULE – PLAYING FIELD USER FEES**Playing Field User Fees****Natural Turf Field Fees**

Description	Fee	Units
<u>Sand Turf (With Lights)</u>		
Commercial (all ages)		
<i>Full size</i>	\$34.50	per hour
<i>Mini field</i>	\$17.25	per hour
Private or Non-resident (all ages)		
<i>Full size</i>	\$27.75	per hour
<i>Mini field</i>	\$14.00	per hour
Richmond Youth Groups*		
<i>Full size</i>	\$9.75	per hour
<i>Mini field</i>	\$5.00	per hour
Richmond Adult Groups*		
<i>Full size</i>	\$20.75	per hour
<i>Mini field</i>	\$10.50	per hour
<u>Sand Turf (No Lights)</u>		
Commercial (all ages)		
<i>Full size</i>	\$25.00	per hour
Private or Non-resident (all ages)		
<i>Full size</i>	\$20.00	per hour
Richmond Youth Groups*		
<i>Full size</i>	\$7.00	per hour
Richmond Adult Groups*		
<i>Full size</i>	\$15.00	per hour

Playing Field User Fees
Natural Turf Field Fees (cont.)

Description	Fee	Units
<u>Soil Turf (No Lights)</u>		
Commercial (all ages)		
<i>Full size</i>	\$8.50	per hour
<i>Mini field</i>	\$4.25	per hour
Private or Non-resident (all ages)		
<i>Full size</i>	\$6.75	per hour
<i>Mini field</i>	\$3.50	per hour
Richmond Youth Groups*		
<i>Full size</i>	\$2.50	per hour
<i>Mini field</i>	\$1.25	per hour
Richmond Adult Groups*		
<i>Full size</i>	\$5.00	per hour
<i>Mini field</i>	\$2.50	per hour

**As per City of Richmond Policy 8701 groups must have a minimum of 60% Richmond residents to receive this rate.
Groups may be asked to provide proof of residency.*

Playing Field User Fees
Artificial Turf Fees

Description	Fee	Units
Richmond Youth Groups*		
<i>Full size</i>	\$21.00	per hour
<i>Mini field</i>	\$10.50	per hour
Richmond Adult Groups*		
<i>Full size</i>	\$35.25	per hour
<i>Mini field</i>	\$17.75	per hour
Commercial/Non-residents (all ages)		
<i>Full size</i>	\$52.00	per hour
<i>Mini field</i>	\$26.00	per hour

**As per City of Richmond Policy 8701 groups must have a minimum of 60% Richmond residents to receive this rate.
Groups may be asked to provide proof of residency.*

Playing Field User Fees
Ball Diamonds

Description	Fee	Units
<u>Sand Turf (With Lights)</u>		
Commercial (all ages) <i>Full size</i>	\$22.00	per hour
Private or Non-resident (all ages) <i>Full size</i>	\$17.50	per hour
Richmond Youth Groups* <i>Full size</i>	\$6.25	per hour
Richmond Adult Groups* <i>Full size</i>	\$13.25	per hour
<u>Sand Turf (No Lights)</u>		
Commercial (all ages) <i>Full size</i>	\$20.00	per hour
Private or Non-resident (all ages) <i>Full size</i>	\$16.00	per hour
Richmond Youth Groups* <i>Full size</i>	\$5.75	per hour
Richmond Adult Groups* <i>Full size</i>	\$12.25	per hour
<u>Soil Turf (No Lights)</u>		
Commercial (all ages) <i>Full size</i>	\$6.00	per hour
Private or Non-resident (all ages) <i>Full size</i>	\$4.75	per hour
Richmond Youth Groups* <i>Full size</i>	\$1.75	per hour
Richmond Adult Groups* <i>Full size</i>	\$3.75	per hour

**As per City of Richmond Policy 8701 groups must have a minimum of 60% Richmond residents to receive this rate.
Groups may be asked to provide proof of residency.*

Playing Field User Fees**Track and Field Fees and Charges (Facilities at Minoru Park)**

Description	Fee	Units
Training Fee - all ages Track and Field Club	\$727.00	per year
Richmond Youth Meets*	\$133.00	per meet
Richmond Adult Meets*	\$211.00	per meet
Private Group Track Meets or Special Events	\$529.00	per day
Private Group Track Meets or Special Events	\$44.25	per hour

**As per City of Richmond Policy 8701 groups must have a minimum of 60% Richmond residents to receive this rate. Groups may be asked to provide proof of residency.*

SCHEDULE – PROPERTY TAX CERTIFICATE FEES**Property Tax Certificate Fees**

Description	Fee
Requested in person at City Hall	\$37.50
Requested through BC Online	\$32.50

SCHEDULE – PROPERTY TAX APPORTIONMENT FEE**Property Tax Apportionment Fee**

Description	Fee
Per child folio	\$32.00

SCHEDULE – PUBLIC HEALTH PROTECTION

Public Health Protection Bylaw No. 6989

False Alarm Fee

Section 3.1.3.5

Description	Fee
False alarm fee where the intentional or unintentional activation of a house alarm causes the unnecessary response of an inspector	\$108.00

SCHEDULE – PUBLICATION FEES**Publication Fees**

Description	Fee
<u>Computer Sections Maps, 24" x 24"</u>	
Individual	\$5.25
CD	\$77.50
Custom Mapping (per hour)	\$62.50
Design Specifications (contents only)	\$96.75
Drafting Standards	\$96.75
<u>Drawing Pints (As-Builts)</u>	
A-1 Size, 24" x 36"	\$5.25
B Size, 18" x 24"	\$3.50
<u>GIS Data Requests</u>	
Service fee	\$108.00
First layer*	\$153.00
Each additional layer*	\$53.25
CD or DVD of GIS layers of Municipal works of City of Richmond	\$6,337.00
Single-Family Lot Size Policy, March 1990	\$21.50
Supplemental Specifications and Detail Drawings (contents only)	\$96.75
<u>Street Maps</u>	
Large, 36" x 57"	\$8.00
Small, 22" x 34"	\$5.25
<u>Utility Section Maps, 15" x 24"</u>	
Individual	\$3.50
CD	\$77.50

**Fees are multiplied by the number of sections requested.*

SCHEDULE – RCMP DOCUMENTATION FEES**RCMP Documentation Fees**

Description	Fee	Units
Criminal Record Checks	\$57.50	
Criminal Record Checks - Volunteers	No Charge	
Police Certificate (including prints)	\$57.50	
Fingerprints	\$57.50	
Pardon applications/Records Clearance	\$57.50	
Name Change Applications	\$57.50	
Collision Analyst Report	\$542.00	
Field Drawing Reproduction	\$38.75	
Scale Drawing	\$110.00	
Mechanical Inspection Report	\$230.00	
Police Report and Passport Letter	\$57.50	
Insurance Claim Letter	\$57.50	
Court Ordered File Disclosure	\$57.50	
<i>*per page</i>	<i>*Plus</i> \$1.00	per page
<i>**Shipping cost</i>	<i>**Plus</i> \$7.50	
Photos 4" x 6" (per photo)	\$2.50	per photo
<i>***Shipping cost</i>	<i>***Plus</i> \$7.50	
Photos	\$1.50	each laser
Photos - Burn CD	\$18.00	
Video Reproduction	\$44.00	
Audio Tape Reproduction	\$42.00	

SCHEDULE – RESIDENTIAL LOT (VEHICULAR) ACCESS REGULATION**Residential Lot (Vehicular) Access Regulation Bylaw No. 7222****Administration Fees****Section 2.3**

Description	Fee
<u>Driveway Crossing Application</u>	
Administration/Inspection Fee	\$79.75

SCHEDULE – SIGN REGULATION**Sign Regulation Bylaw No. 5560****Sign Permit Fees**

Description	Fee
Application processing fee*	\$48.00
Up to 5 m ²	\$48.00
5.01 m ² to 15 m ²	\$63.50
15.01 m ² to 25 m ²	\$95.00
25.01 m ² to 45 m ²	\$128.00
45.01 m ² to 65 m ²	\$170.00
65.01 m ² or more	\$213.00
Permit to alter a sign or relocate a sign on the same lot	\$48.00

**Each applicant for a sign permit shall submit the processing fee together with his application. Upon approval of the application, this fee will be a credit towards the appropriate permit fee levied as set out in this Schedule. In cases of rejection of an application, the processing fee will not be refunded.*

SCHEDULE – TREE PROTECTION**Tree Protection Bylaw No. 8057****Permit Fees**

Sections 4.2, 4.6

Description	Fee
<u>Permit application fee</u>	
To remove a hazard tree	No Fee
One (1) tree per parcel during a 12 month period	No Fee
Two (2) or more trees	\$53.25
Renewal, extension or modification of a permit	\$53.25

SCHEDULE – VEHICLE FOR HIRE REGULATION**Vehicle For Hire Regulation Bylaw No. 6900****Permit & Inspection Fees**

Sections 3.7, 6.3

Description	Fee	Units
Transporting of trunks	\$5.75	per trunk
Towing permit	\$53.25	
Inspection fee for each inspection after the second inspection	\$27.00	

SCHEDULE – WATER USE RESTRICTION**Water Use Restriction Bylaw No. 7784****Permit Fees**

Section 3.1

Description	Fee
New lawns or landscaping permit application fee	\$32.00

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

Description	Fee
Culvert	
Application Fee	\$313.00
City Design Option	\$1,041.00
Inspection Fee *	\$21.00
<i>*Per linear metre of culvert</i>	
Bridge	
Application Fee	\$105.00
Inspection Fee	\$209.00

Note: There is no City Design Option for bridges.



**Traffic Bylaw No. 5870,
Amendment Bylaw No. 8952**

The Council of the City of Richmond enacts as follows:

1. Traffic Bylaw No. 5870, as amended, is further amended, at Section 1 by deleting the definition of DISABILITY PARKING PERMIT and adding the following, in alphabetical order:

**ACCESSIBLE PARKING
PERMIT**

means a valid hanger or decal issued:

- (a) pursuant to the *Motor Vehicle Act & Regulations*, by the Social Planning and Review Council of British Columbia (SPARC); or
- (b) pursuant to the *Motor Vehicle Act & Regulations*, by the Richmond Centre for Disability (RCD); or
- (c) by another province or foreign jurisdiction with respect to the parking of vehicles owned or operated by persons with disabilities.

**ACCESSIBLE PARKING
VALIDATION DECAL**

means a uniquely-coloured decal issued by the Richmond Centre for Disability (RCD) only to a resident of the **City** who possesses an **accessible parking permit** and affixed to the lower, passenger side of the windshield of a motor vehicle displaying an **accessible parking permit**.

2. Traffic Bylaw No. 5870, as amended, is further amended, at PART II by deleting Sections 12.13 and 12.14 and substituting the following:

12.13 No person shall **stop** a **vehicle** in any parking space designated or reserved by a **traffic control device** for persons with disabilities unless the **vehicle** displays an **accessible parking permit** indicating that the **vehicle** is operated by or transporting a disabled person.

3. Traffic Bylaw No. 5870, as amended, is further amended, at PART II by deleting Sections 12A.6 and 12A.7 and substituting the following:

12A.6 The provisions of subsections 12A.2 and 12A.3 do not apply to any **vehicle** which:

- (a) displays British Columbia veterans' specialty licence plates together with a veterans' decal; or
 - (b) displays an accessible parking permit together with an accessible parking validation decal.
- 4. Traffic Bylaw No. 5870, as amended, is further amended, at PART X by deleting Sections 35 and 35A and substituting the following:

35A Violations and Penalties

 - 35A.1 A violation of any of the provisions identified in this bylaw shall result in liability for penalties and late payment amounts established in Schedule A of the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122*; and
 - 35A.2 A violation of any of the provisions identified in this bylaw shall be subject to the procedures, restrictions, limits, obligations and rights established in the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122* in accordance with the *Local Government Bylaw Notice Enforcement Act, SBC 2003, c. 60*.
- 5. Traffic Bylaw No. 5870, as amended, is further amended, at PART XI by deleting Section 36.3 and substituting the following:

36.3 A person deemed to have committed a violation or offence under this bylaw, other than those identified in Sections 35A.1, is liable on summary conviction to the penalties provided for in the *Offence Act* RSBC 1996 c. 338 and amendments thereto.
- 6. Traffic Bylaw No. 5870, as amended, is further amended, by deleting Schedule 1 – Designated Bylaw Contraventions, in its entirety.
- 7. This Bylaw is cited as “Traffic Bylaw No. 5870, Amendment Bylaw No. 8952”.

FIRST READING

OCT 22 2012

SECOND READING

OCT 22 2012

THIRD READING

OCT 22 2012

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating Division

APPROVED for legality by Solicitor


MAYOR_____
CORPORATE OFFICER



**Parking (Off-Street) Regulation Bylaw No. 7403,
Amendment Bylaw No. 8953**

The Council of the City of Richmond enacts as follows:

1. Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended, at PART TWO by deleting paragraph 2.1.1(h) and substituting the following:
 - (h) “Parking for Persons with Disabilities” – No person shall stop a **vehicle** in any parking space designated or reserved by a **traffic control device** for persons with disabilities unless the **vehicle** displays an **accessible parking permit** indicating that the **vehicle** is operated by or transporting a disabled person.
2. Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended, at PART TWO by deleting Section 2.2.
3. Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended, at PART FIVE by deleting paragraph 5.2.1(a) and substituting the following:
 - (a) an **accessible parking permit** together with an **accessible parking validation decal**; or
4. Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended, at PART EIGHT by deleting the definition of DISABILITY PARKING PERMIT and adding the following, in alphabetical order:

**ACCESSIBLE PARKING
PERMIT**

means a valid hanger or decal issued:

- (a) pursuant to the *Motor Vehicle Act & Regulations*, by the Social Planning and Review Council of British Columbia (SPARC); or
- (b) pursuant to the *Motor Vehicle Act & Regulations*, by the Richmond Centre for Disability (RCD); or
- (c) by another province or foreign jurisdiction with respect to the parking of vehicles owned or operated by persons with disabilities.

ACCESSIBLE PARKING

means a uniquely-coloured decal issued by the

VALIDATION DECAL

Richmond Centre for Disability (RCD) only to a resident of the City who possesses an **accessible parking permit** and affixed to the lower, passenger side of the windshield of a motor vehicle displaying an **accessible parking permit**.

5. Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended, at PART NINE by deleting Sections 9.2 and 9.3 and substituting the following:

9.2 Violations and Penalties

9.2.1 A violation of any of the provisions identified in this bylaw shall result in liability for penalties and late payment amounts established in Schedule A of the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122*; and

9.2.2 A violation of any of the provisions identified in this bylaw shall be subject to the procedures, restrictions, limits, obligations and rights established in the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122* in accordance with the *Local Government Bylaw Notice Enforcement Act, SBC 2003, c. 60*.

9.3 [Repealed]

6. Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended, at PART NINE by deleting Section 9.5.3 and substituting the following:

9.5.3 A person deemed to have committed a violation or offence under this bylaw, other than those identified in Sections 9.2.1, is liable on summary conviction to the penalties provided for in the *Offence Act* RSBC 1996 c. 338 and amendments thereto.

7. Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended, by deleting Schedule B – Designated Bylaw Contraventions, in its entirety.
8. This Bylaw is cited as “**Parking (Off-Street) Regulation Bylaw No. 7403, Amendment Bylaw No. 8953**”.

FIRST READING

OCT 22 2012

SECOND READING

OCT 22 2012

THIRD READING

OCT 22 2012

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating Division

APPROVED for legality by Solicitor


MAYOR_____
CORPORATE OFFICER



**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 8954**

The Council of the City of Richmond enacts as follows:

1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended at Schedule A (page 11) by deleting the description of contravention related to Section 12.13 of Traffic Bylaw No. 5870 and substituting the following:

“Stopping in a parking space designated for persons with disabilities without displaying an accessible parking permit.”

2. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended at Schedule A (page 12) by deleting the description of contravention related to Section 2.1.1(h) of Parking (Off-Street) Regulation Bylaw No. 7403 and substituting the following:

“Stopping in a parking space designated for persons with disabilities without displaying an accessible parking permit.”

3. This Bylaw is cited as “**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8954**”.

FIRST READING

OCT 22 2012

SECOND READING

OCT 22 2012

THIRD READING

OCT 22 2012

ADOPTED

MAYOR

CORPORATE OFFICER





Traffic Bylaw No. 5870, Amendment Bylaw No. 8955

The Council of the City of Richmond enacts as follows:

1. Traffic Bylaw No. 5870, as amended, is further amended by repealing Schedule N of Bylaw No. 5870 and substituting the content of Schedule A attached to and forming part of this bylaw.
2. This Bylaw is cited as "**Traffic Bylaw No. 5870, Amendment Bylaw No. 8955**".

FIRST READING

OCT 22 2012

SECOND READING

OCT 22 2012

THIRD READING

OCT 22 2012

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE N TO BYLAW NO. 5870

Annual Parades

The following annual parades may be authorized by the Director of Transportation, subject to section 7.2:

- The Steveston Salmon Festival Parade;
- The Remembrance Day Parade; and
- The Steveston Santa Claus Parade.



City of Richmond

Bylaw 8756

Richmond Zoning Bylaw 8500 Amendment Bylaw 8756 (RZ 10-549144) 11951/11971 MONTEGO STREET

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. 003-703-941

Lot 1 Section 36 Block 5 North Range 6 West New Westminster District Plan 17398

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8756".

FIRST READING

MAY 09 2011

A PUBLIC HEARING WAS HELD ON

JUN 20 2011

SECOND READING

JUN 20 2011

THIRD READING

JUN 20 2011

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

NOV 07 2012

OTHER REQUIREMENTS SATISFIED

NOV 05 2012

ADOPTED



MAYOR

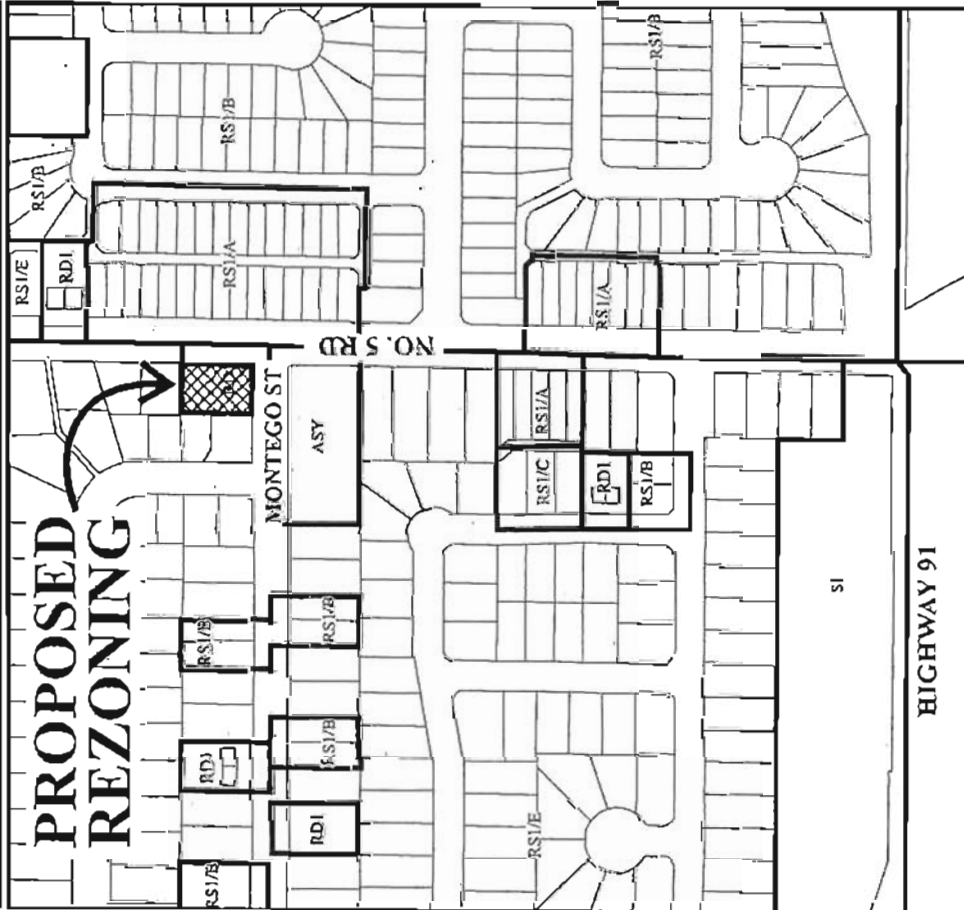
CORPORATE OFFICER

CNCL - 405



City of Richmond

PROPOSED REZONING



NO. 5 RD

MONTEGO ST

HIGHWAY 91



RZ 10-549144

Original Date: 10/13/10

Revision Date:

Note: Dimensions are in METRES



Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8874 (RZ 11-586705)
6011 AND 6031 NO. 1 ROAD

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation on the Land Use Map in Schedule 2.2B (Terra Nova Sub-Area Plan) thereof of the following area and by designating it "Mixed Use".

P.I.D. 000-449-067

Lot 19 Except Parcel "A" (Bylaw Plan 66839) Section 10 Block 4 North Range 7 West
New Westminster District Plan 37490

P.I.D. 008-406-715

Lot 20 Section 10 Block 4 North Range 7 West New Westminster District Plan 37490

2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8874".

FIRST READING

MAR 26 2012

PUBLIC HEARING

APR 16 2012

SECOND READING

APR 16 2012

THIRD READING

APR 16 2012

OTHER REQUIREMENTS SATISFIED

NOV 07 2012

ADOPTED



MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 8875 (RZ 11-586705)
6011 AND 6031 NO. 1 ROAD

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

- i. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - i. Inserting the following into the table contained in Section 5.15.1, in numerical order:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
"ZMU21	\$4.00"

- ii. Inserting the following into Section 20 (Site Specific Mixed Use Zones), in numerical order:

"20.21 Commercial Mixed Use (ZMU21) – Terra Nova

20.21.1 Purpose

The zone provides for medium density low rise buildings with a limited range of retail and services to the surrounding community, apartment housing, and a density bonus for affordable housing.

20.21.2 Permitted Uses

- animal grooming
- child care
- government service
- health service, minor
- office
- restaurant
- retail, convenience
- retail, general
- service, business support
- service, financial
- service, household repair
- service, personal
- veterinary service

20.21.3 Secondary Uses

- boarding and lodging
- home business
- housing, apartment

20.21.4 Permitted Density

1. The maximum floor area ratio is 1.2, together with an additional:

- a) 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.
2. Notwithstanding Section 20.21.4.1, the reference to the maximum **floor area ratio** of "1.2" is increased to "1.4" if:
 - a) for rezoning applications involving 80 or less **dwelling units**, and prior to the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in this ZMU21 zone, the **owner** pays into **affordable housing reserve** the sum specified in Section 5.15.1 of this bylaw for the residential **density**; or
 - b) for rezoning applications involving more than 80 **dwelling units**, and prior to the first occupancy of the **building**, the **owner**:
 - i. provides in the **building** not less than four **affordable housing units** and the combined **habitable space** of the total number **affordable housing units** would comprise at least 5% of the total **building area**; and
 - ii. enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.

20.21.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 75% for **buildings**.

20.21.6 Yards & Setbacks

1. The minimum **front yard** and **exterior side yard** is 1.5 m, provided that an adequate transition is made if the **front yard** and **exterior side yard** is greater on **adjacent** and/or **abutting developments**.
2. The minimum **interior side yard** and **rear yard** is 3.0 m.

20.21.7 Permitted Heights

1. The maximum **height** for **buildings** is 16.0 m.
2. The maximum **height** for **accessory structures** is 5.0 m.

20.21.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 2,400 m².

20.21.9 Landscaping & Screening

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

20.21.10 On-site Parking & Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

20.21.11 Other Regulations

1. Signage shall be in compliance with Sign Bylaw No. 5560, as amended, except that:
 - a) for projecting signs, canopy signs and building-mounted signs, the maximum **height** shall not exceed the first habitable **storey** of the **building**;

- b) building-mounted commercial signs are only permitted on a building face fronting onto a public road; and
 - c) free-standing commercial signs are not permitted.
- 2. Apartment housing must be located on the second or upper floors of the building (excluding building entrance lobbies).
- 3. The non-residential uses listed in Section 20.21.2 are permitted, provided that:
 - a) these uses are located, in whole, or in part, on the first storey or second storey of a building;
 - b) the business does not share internal corridors and stairwells with residential uses; and
 - c) each individual business has a maximum gross leasable floor area not exceeding 1,000 m² unless otherwise specified by the definition of the permitted use.
- 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
- 2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COMMERCIAL MIXED USE (ZMU21) -- TERRA NOVA**.

 P.I.D. 000-449-067
 Lot 19 Except Parcel "A" (Bylaw Plan 66839) Section 10 Block 4 North Range 7 West New Westminster District Plan 37490

 P.I.D. 008-406-715
 Lot 20 Section 10 Block 4 North Range 7 West New Westminster District Plan 37490
- 3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8875".

FIRST READING

MAR 26 2012

A PUBLIC HEARING WAS HELD ON

APR 16 2012

SECOND READING

APR 16 2012

THIRD READING

APR 16 2012

OTHER REQUIREMENTS SATISFIED

NOV 07 2012

ADOPTED

_____
MAYOR

CNCL - 411

CORPORATE OFFICER

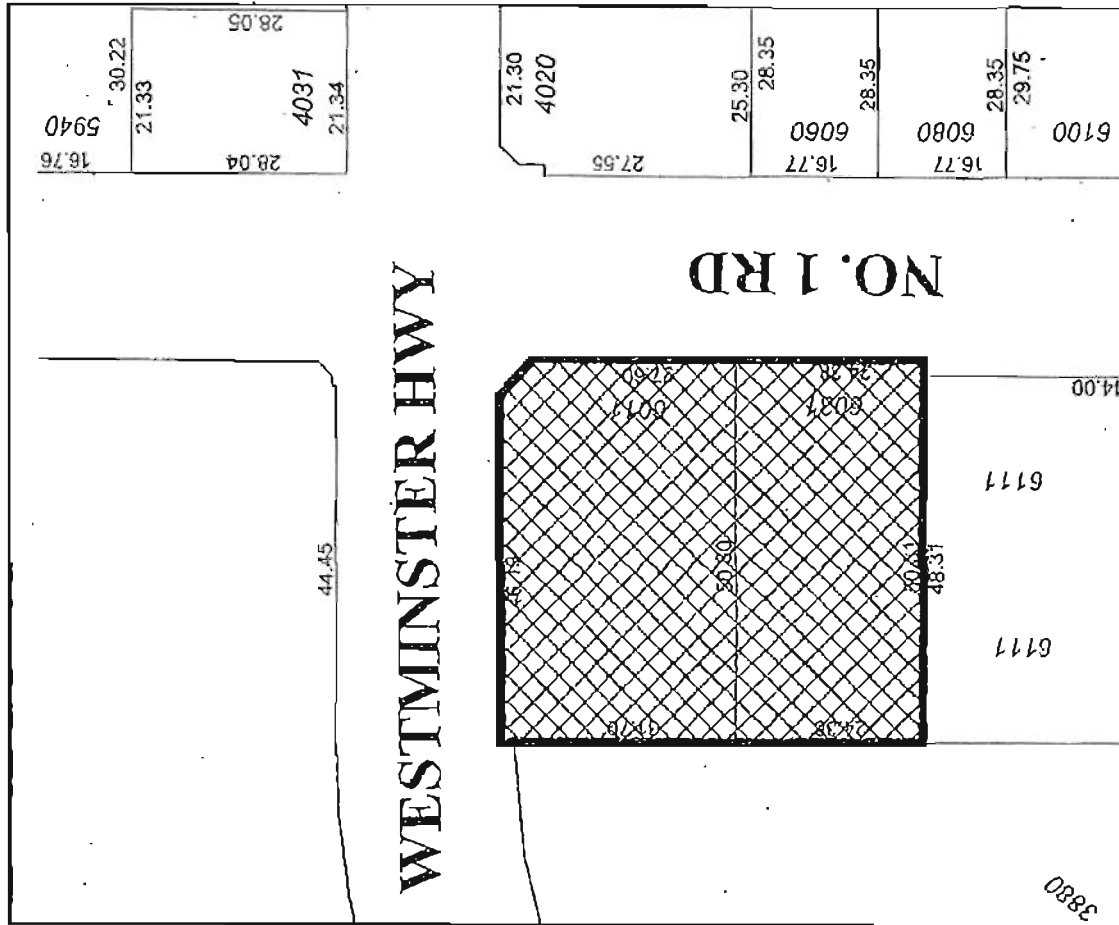


City of Richmond

PROPOSED REZONING



CNCL - 412



RZ 11-586705

Original Date: 08/17/11

Revision Date:

Note: Dimensions are in METRES

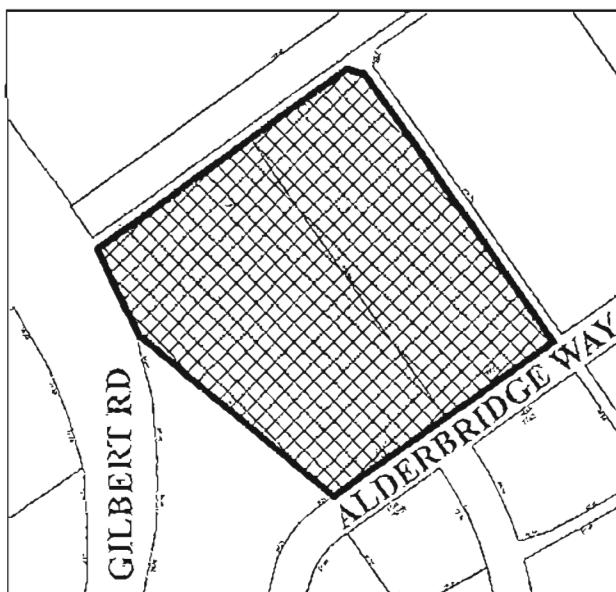


**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8884 (RZ 11-585209)
7731 and 7771 Alderbridge Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by adding a new sub-section 3 to **Section 8.12.4 Permitted Density** as follows:
 - “3. Notwithstanding Section 8.12.4.2, for the RAH2 zone the maximum **floor area ratio** for the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below shall be 2.28, provided that:
 - (a) the conditions in either paragraph 8.12.4.2(a) or 8.12.4.2(b) are complied with; and
 - (b) not less than 3,538 m² of the **site** is dedicated to the **City as road**.

Figure 1



2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by repealing the existing zoning designation of the following lots and designating them **High Density Low Rise Apartments (RAH2)**

P.I.D. 000-859-958

Lot 89 Section 5 Block 4 North Range 6 West New Westminster District Plan 38045

P.I.D. 000-806-943

Lot 96 Section 5 Block 4 North Range 6 West New Westminster District Plan 39888

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8884".

FIRST READING

APR 23 2012

A PUBLIC HEARING WAS HELD ON

MAY 22 2012 + JUN 18 2012

SECOND READING

MAY 22 2012

THIRD READING

RESCINDED ON
JUNE 4, 2012

~~MAY 22 2012~~ JUN 18 2012

OTHER REQUIREMENTS SATISFIED

NOV 07 2012

ADOPTED

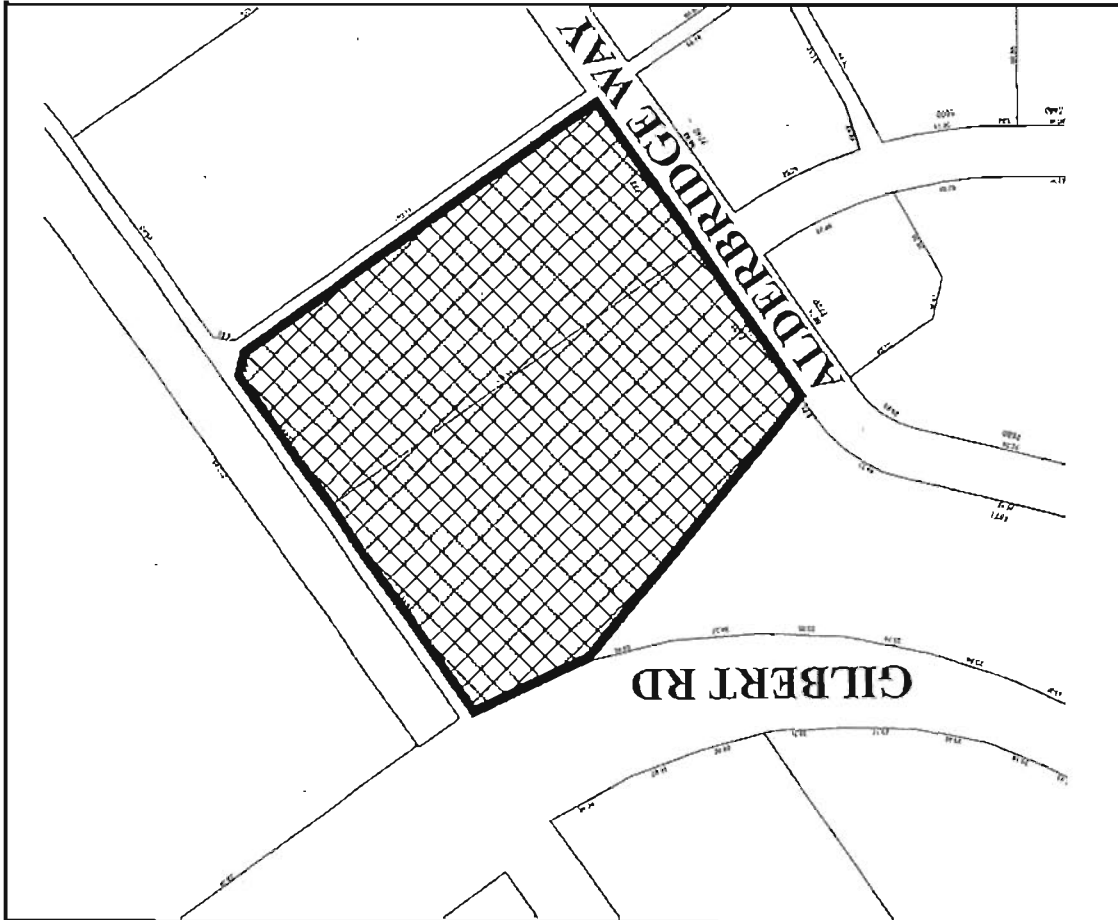
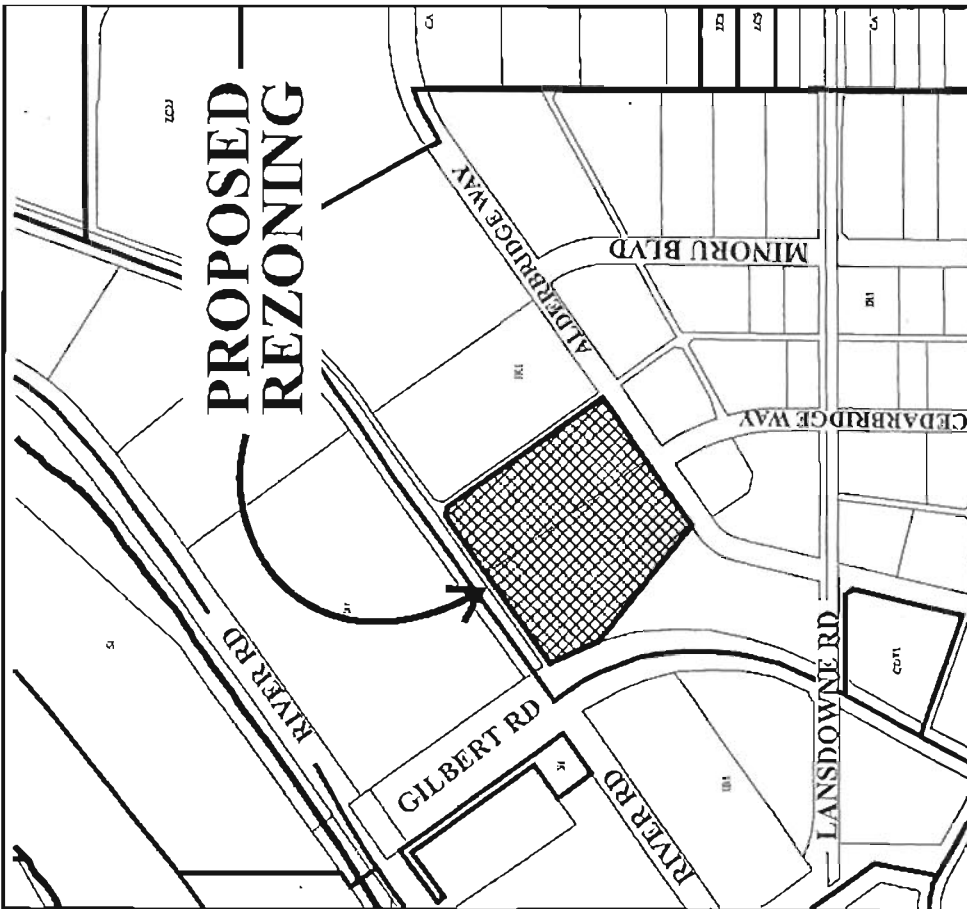
MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>hl</i>
APPROVED for legality by Solicitor <i>hy</i>



City of Richmond



CNCL - 415



RZ 11-585209

Original Date: 08/02/11

Revision Date:

Note: Dimensions are in METRES



**Termination of Housing Agreements (Mayfair Place and Cambridge
Park) Bylaw No. 8911**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized:
 - a) to execute agreements to terminate the housing agreements referred to in **Housing Agreement (9331, 9351, 9371, 9391 & 9411 Odlin Road) Bylaw No. 8677** and **Housing Agreement (9500 Odlin Road and 9399 Tomicki Avenue) Bylaw No. 8687** (the "Housing Agreements");
 - b) to cause notices and other charges registered at the Land Title Office in respect to the Housing Agreements to be discharged from title; and
 - c) to execute such other documentation required to effect the termination of the Housing Agreements.
2. This Bylaw is cited as "**Termination of Housing Agreements (Mayfair Place and Cambridge Park) Bylaw No. 8911**".

FIRST READING

JUN 25 2012

SECOND READING

JUL 16 2012

THIRD READING

JUL 16 2012

PUBLIC HEARING

JUL 16 2012

OTHER CONDITIONS SATISFIED

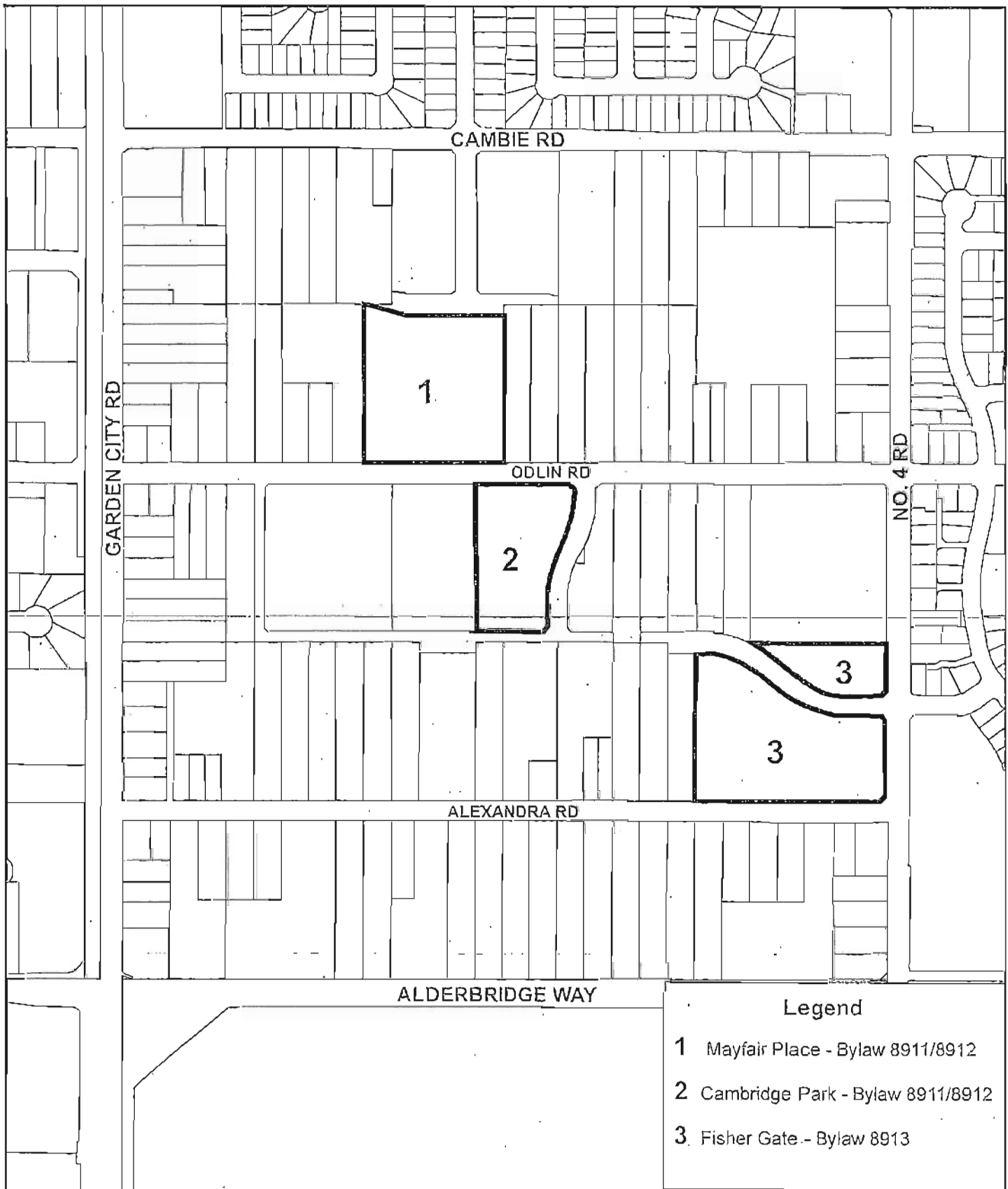
NOV 08 2012

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. DB
APPROVED for legality by Solicitor [Signature]

MAYOR

CORPORATE OFFICER



Kiwanis Context Map **CNCL - 418**

Original Date: 05/29/12

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8912 (ZT 12-605555 and ZT 12-605556)
9399 ODLIN ROAD AND 9500 ODLIN ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following text after Section 18.24.4.3 and renumbering existing Section 18.24.4.4 as 18.24.4.5:

“18.24.4.4 Notwithstanding Section 18.24.4.1 and Section 18.24.4.2, the maximum floor area ratio for the following sites is “1.7”:

9500 Odlin Road
Strata Plan BCS4008

9399 Odlin Road
P.I.D. 028-468-554
Lot 1 Section 34 Block 5 North Range 6 West New Westminster
District Plan BCP47263”

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8912**”.

FIRST READING

JUN 25 2012

PUBLIC HEARING

JUL 16 2012

SECOND READING

JUL 16 2012

THIRD READING

JUL 16 2012

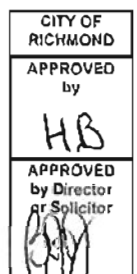
OTHER CONDITIONS SATISFIED

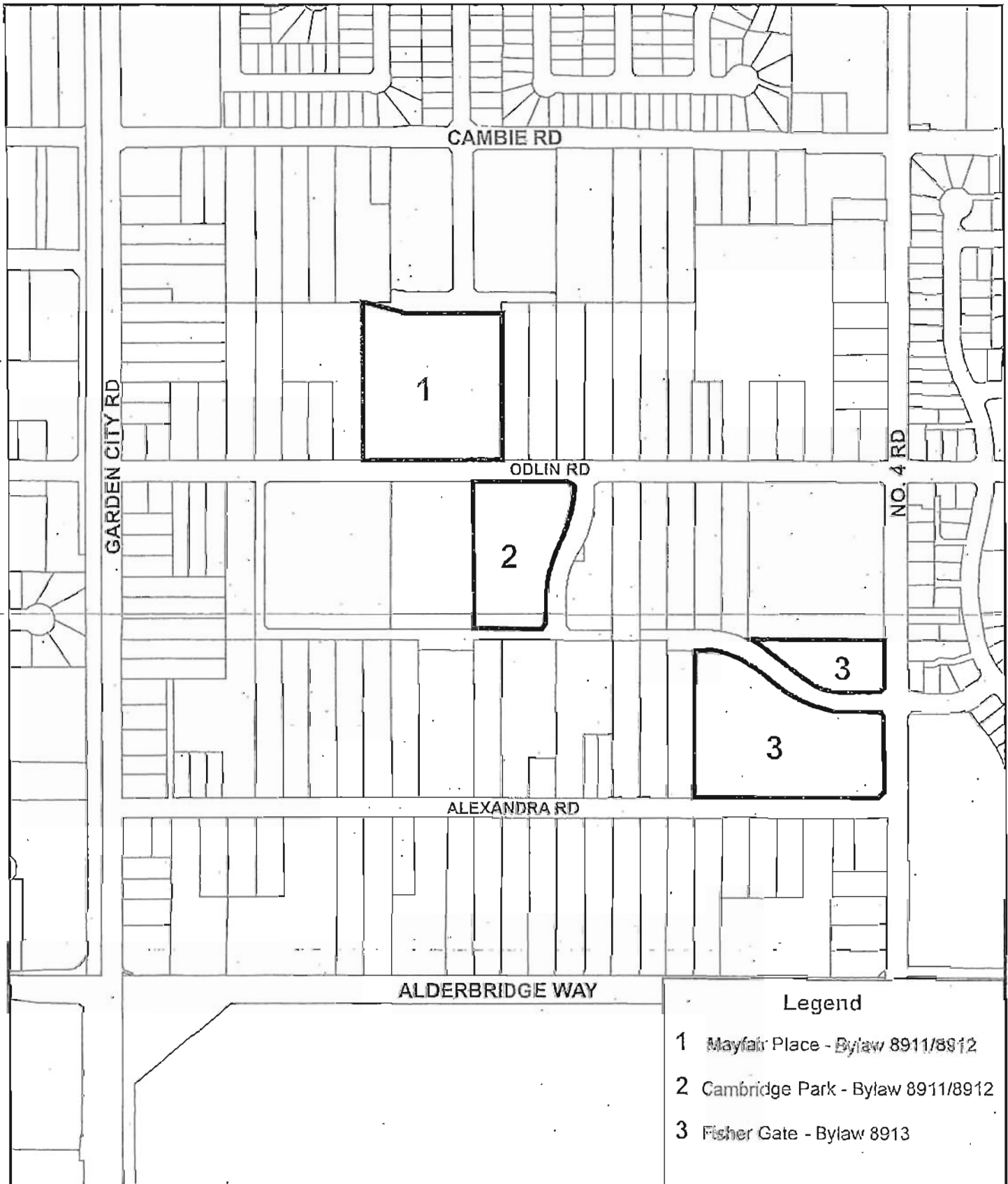
NOV 08 2012

ADOPTED

MAYOR

CORPORATE OFFICER





Kiwanis Context Map **CNCL - 420**

Original Date: 05/29/12

Revision Date:

Note: Dimensions are in METRES



Richmond Zoning Bylaw 8500
Amendment Bylaw 8913 (ZT 12-605577)
9566 TOMICKI AVENUE

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following text after Section 17.67.4.2:

“17.67.4.3 Notwithstanding Section 17.67.4.1 and Section 17.67.4.2, the maximum floor area ratio shall be “0.75” for the following site:

9566 Tomicki Avenue
Strata Plan BCS3965”

2. This Bylaw may be cited as “Richmond Zoning Bylaw 8500, Amendment Bylaw 8913”.

FIRST READING

JUN 25 2012

PUBLIC HEARING

JUL 16 2012

SECOND READING

JUL 16 2012

THIRD READING

JUL 16 2012

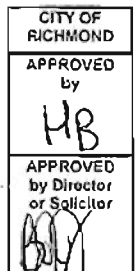
OTHER CONDITIONS SATISFIED

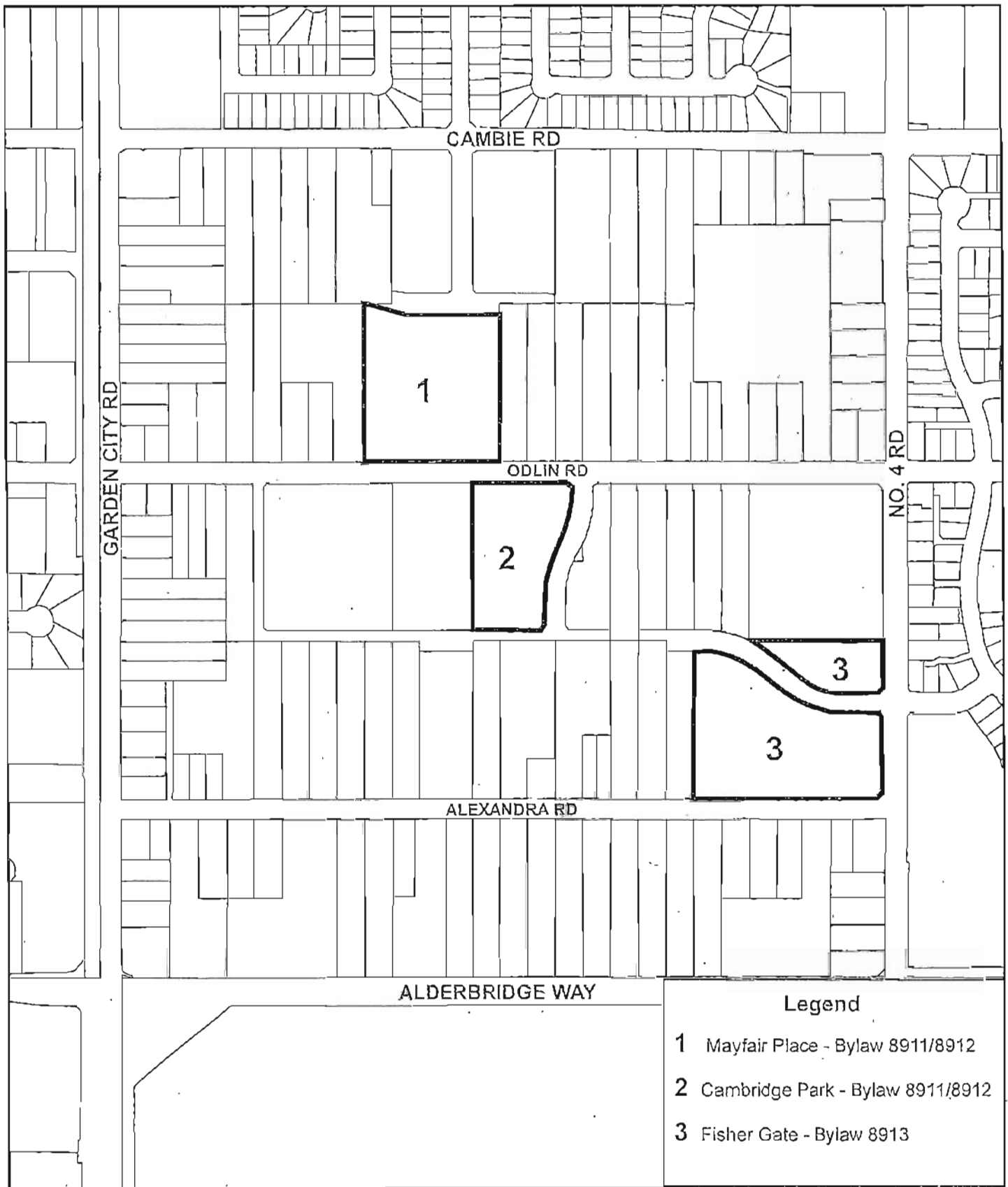
NOV 08 2012

ADOPTED

MAYOR

CORPORATE OFFICER





Kiwanis Context Map

CNCL - 422

Original Date: 05/29/12

Revision Date:

Note: Dimensions are in METRES



**Development Permit Panel
Wednesday, October 24, 2012**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Robert Gonzalez, Chair
Cathryn Volkering Carlile, General Manager, Community Services
John Irving, Director, Engineering

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, October 10, 2012, be adopted.

CARRIED

2. Development Permit DP 12-600815

(File Ref. No.: DP 12-600815) (REDMS No. 3635818)

APPLICANT: IBI-HB Architects

PROPERTY LOCATION: 8380 Lansdowne Road

INTENT OF PERMIT:

1. Permit the construction of mixed-use development that includes a 12-storey residential tower over a 3-storey podium at 8380 Lansdowne Road on a site zoned "Downtown Commercial (CDT1)". The proposal includes a total of 131 residential units (122 apartment units, 2 live/work units and 7 affordable housing units); 270.80 m² (2,915 ft²) of retail commercial space and 654.38 m² (7,044 ft²) of restaurant commercial space; and
2. Vary the required parking requirements of the "Downtown Commercial (CDT1)" Zone to the reduced parking requirements for residential and commercial uses within the City Centre, Zone 1.

Development Permit Panel

Wednesday, October 24, 2012

Applicant's Comments

Martin Bruckner, Architect, accompanied by Cameron Owen, Landscape Architect, IBI Group, provided the following information regarding the proposed development:

- the Advisory Design Panel reviewed this application twice;
- the parapet of the east elevation has been lowered to make the corner higher than the remainder of the parapets;
- additional horizontal lines have been added to reflect vent panel divisions to windows;
- spandrel glass has been added to windows to provide detail, and balcony glazing has been further detailed; and
- a vertical line of lighting along the northeast corner line and top eyebrow canopy may be introduced in consultation with the public artist as part of the public art component.

Mr. Bruckner highlighted that units would have their own outdoor space and commented on the landscaped roof of the indoor amenity space above the parkade. Also, he spoke of the allotted space for urban agriculture in the amenity area and the children's play area.

Mr. Owen spoke of the proposed landscaping and advised that adjustments have been made to the streetscape along the Lansdowne Road frontage such as changes to the width of the sidewalk, and adequate placement of bike racks. Also, he noted that planting areas have been adjusted to resolve any potential obstruction to pedestrian circulation.

Mr. Bruckner commented on the proposed parking variances, noting that the podium had to be reduced as no construction is permitted over the existing right-of way. Also, he spoke of the proposed materials to be used, including glass storefronts, metal perforated screen and glass canopies on the podium along street frontages and sealed painted concrete, blue-gray and green vision glass, spandrel glass, and aluminum-glass guardrails in the tower.

Staff Comments

Wayne Craig, Director of Development, stated that the proposed development did not go to Public Hearing as there is no associated rezoning for the site. He noted that the proposed development would provide seven affordable housing units, five one-bedroom units, and two two-bedroom units. Also, Mr. Craig advised that prior to the issuance of a development permit, the applicant would provide an acoustical report demonstrating that the proposed development satisfies the Noise Management standards set out in the Official Community Plan. Mr. Craig commented on the proposal's Transportation Demand Management measures, highlighting that the applicant would provide cash contribution towards the provision of new pedestrian benches in the area and twenty percent of the proposed development's parking would be electric plug-in ready.

Development Permit Panel

Wednesday, October 24, 2012

Mr. Craig advised that the developer would be constructing frontage improvements along both Lansdowne Road and Cooney Road frontages through a Servicing Agreement. Also, he advised that the requested parking variance was in accordance with the City Centre Area Plan.

Panel Discussion

In reply to queries from the Panel, Mr. Bruckner and Mr. Owen provided the following information:

- single-storey live-work units are located on the ground floor;
- the west wall will be treated with a textured pattern, stepping planters and cascading planting along the top edge;
- one floor will look out to the podium; and
- the parking cannot be lowered due to cost implications and the loss of parking spaces.

With the aid of an artist rendering, Mr. Bruckner reviewed the shadowing implications of the proposed development throughout the year.

The Chair remarked that the shadow study rendering provided to the Panel did not reflect what was being presented and requested that the shadow study rendering be updated.

In reply to comments made by the Panel, Mr. Craig advised that a Servicing Agreement to undertake the design and construction and full upgrading across Cooney Road and Lansdowne Road frontages of the site is required in association with this Development Permit. Also, Mr. Craig stated that the separation between the proposed development and the existing residential building to the west is consistent with the Official Community Plan for the City Centre area.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Discussion ensued and the Panel commented on (i) the form and character of the proposed development; (ii) the thoughtful location of the proposed affordable housing units; and (iii) the number of electric plug-in ready parking stalls.

Development Permit Panel
Wednesday, October 24, 2012

Panel Decision

It was moved and seconded

That Development Permit be issued which would:

1. *Permit the construction of mixed-use development that includes a 12-storey residential tower over a 3-storey podium at 8380 Lansdowne Road on a site zoned "Downtown Commercial (CDT1)". The proposal includes a total of 131 residential units (122 apartment units, 2 live/work units and 7 affordable housing units); 270.80 m² (2,915 ft²) of retail commercial space and 654.38 m² (7,044 ft²) of restaurant commercial space; and*
2. *Vary the required parking requirements of the "Downtown Commercial (CDT1)" Zone to the reduced parking requirements for residential and commercial uses within the City Centre, Zone 1.*

CARRIED

3. New Business

4. Date Of Next Meeting: Wednesday, November 14, 2012

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 3:56 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, October 24, 2012.

Robert Gonzalez
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel

Date: November 6, 2012
File: 01-0100-20-DPER1-
01/2012-Vol 01

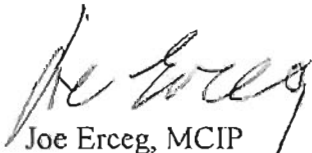
Re: Development Permit Panel Meeting Held on August 22, 2012

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of:

- i) a Development Permit (DP 11-588094) for the property at 6011 and 6031 No. 1 Road;

be endorsed, and the Permits so issued.



Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg/kl

Panel Report

The Development Permit Panel considered the following item at its meeting held on August 22, 2012.

DP 11-588094 – CENTRO TERRA WEST DEVELOPMENT LTD. –
6011 AND 6031 NO. 1 ROAD
(August 22, 2012)

The Panel considered a Development Permit application to permit the construction of a four-storey mixed-use building consisting of 36 dwelling units over ground level commercial space on a site zoned Commercial Mixed-Use (ZMU21) – Terra Nova. No variances are included in the proposal.

The architect, Mr. Rob Whetter, of Cotter Architects, and landscape architect, Mr. Mark Synan, of Van Der Zalm & Associates Inc., provided a brief presentation, including:

- Due to adjacencies of townhouse buildings to the west and south, the proposed development has been “pushed up” to the north-east corner of the site, providing for increased separation.
- A taller building height at the corner of No. 1 Road and Westminster Highway provides a landmark gateway into the Terra Nova neighbourhood.
- A parking area that serves both residential and retail needs is accessed from Westminster Highway, and a secured residential parking area is accessed from No. 1 Road. The lower parking level is partially buried; the outdoor amenity space provides partial screening to the upper open parking level; and a berm provides buffering to the parking structure.
- The architectural character is “contemporary west coast”, with heavier materials on the ground level, and lighter cladding material at the upper levels; vertical appearance is emphasized on the proposed building’s corners.
- Existing neighbouring cherry trees will be retained, with additional landscape elements added to enhance and provide openness to the adjacent walkways while screening the parkade.
- The amenity area is fully accessible, and it includes seating spaces and a small play space.
- The open parking area includes permeable paving and trellis screening with climbing vines.
- The sidewalk is treated with granite edging, and pavers to reflect local character.

Staff supported the Development Permit application and advised that the building was designed acoustically regarding the impact of aircraft noise and there is provision for electrical vehicle plug-ins for 20% of the residential parking.

Neighbour, Mr. John Tsang, addressed the Panel and submitted correspondence to the Panel, expressing his concerns regarding: (i) impact on the Terra Nova nature park; (ii) increase in density in the area due to the 36 housing units; (iii) increased traffic at an intersection that is already heavily used; (iv) the potential for traffic and/or pedestrian accidents at the intersection of No. 1 Road and Westminster Highway; and (v) privacy of the adjacent residents.

A resident addressed the Panel, expressing her concerns regarding: (i) lack of separation between her townhouse unit and the proposed development; (ii) increased noise; (iii) increased pollution; (iv) the smell of gas; and (v) four-storey building height.

In response to a query from the Chair, staff advised that the concerns expressed by the two (2) speakers were considered and addressed at a Public Hearing held on April 16, 2012.

In response to Panel queries, the following advice was provided:

- The west-facing outdoor amenity area will be cooled by shading from climbing vines on the trellis and some tree planting.
- Only residents have access to the outdoor amenity area, which was wheelchair accessible.
- The commercial level is differentiated with a brick base to guardrail height. The residential units are recessed, with deck space behind the brick parapet.
- Weather protection is provided for pedestrians with timber and glass canopies at featured areas, as well as by low canvas awnings for the bays in between the canopies.
- The proposed residential units are set back from the property lines by more than three (3) times the 3 m distance required by the Zoning Bylaw, allowing for more privacy, as well as for more natural light, for adjacent residents.
- To enhance privacy for adjacent residents, the landscape scheme includes: (i) a trellis and evergreen climbing vines, around the edge of the parking structure; and (ii) trees and evergreen and deciduous shrubs that will mature in time.

The Chair reiterated that the mandate of the Development Permit Panel is to deal with form and character issues, and that questions of density and height is determined through rezoning.

The Chair advised that traffic in the area was addressed by the Transportation Department and that additional traffic was taken into account.

The Chair noted that the concerns raised at the April 16, 2012 Public Hearing were factored into the design of the proposed project. There was general agreement that the project was a good one, and it was noted that no variances were requested as part of the application.

The Panel recommends the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council
From: Dave Semple
Chair, Development Permit Panel

Date: November 7, 2012
File: 01-0100-20-DPER1-
01/2012-Vol 01


Re: Development Permit Panel Meetings Held on October 10, 2012 and
September 26, 2012

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of:

- i) a Development Permit (DP 12-615424) for the property at 7731 and 7771 Alderbridge Way;
and
- ii) a Development Permit (DP 12-613789) for the property at 11300 Steveston Highway;

be endorsed, and the Permits so issued.



Dave Semple
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on October 10, 2012 and September 26, 2012.

DP 12-615424 – Onni Contracting Ltd. – 7731 and 7771 Alderbridge Way
(September 26, 2012 and October 10, 2012)

At both the September 26, 2012 and October 10, 2012 Development Permit Panel meetings, the Panel considered a Development Permit application to permit the construction of a 659-unit residential apartment project with four (4), six-storey wood frame buildings on a site zoned High Density Low Rise Apartments (RAH2). The proposal includes variances for: reduced side yards for the parking structure; reduced visitor parking; and the provision of two (2) on-site loading spaces.

At the Panel meeting on September 26, 2012, the applicant, Mr. Eric Hughes, of Onni Contracting Ltd., the architect, Mr. Taizo Yamamoto, of Yamamoto Architect Inc., and landscape architect, Mr. David Stoyko, of Sharp and Diamond Landscape Architecture Inc., provided a brief presentation, including:

- 40 of the units are affordable housing units, and 528 meet universal guidelines.
- Onni is contributing for Public Art at the corner of Gilbert Road and the New River Road.
- Two (2) greenways are provided with pedestrian paths, intersecting the site into four (4) quadrants. The four (4) buildings are each arranged around a semi-public courtyard. Three (3) buildings are oriented west, and one (1) is oriented north, facing the Fraser River.
- Alderbridge Way's current elevation is lower than the new River Road, resulting in a 2.5 m grade difference between Alderbridge Way and the first floor. There is access to the sidewalk from all ground floor units, with some units sharing steps up to outdoor patios.
- Along the Alderbridge Way frontage, Buildings 1 and 4 have setbacks that are in excess of those required by the Zoning Bylaw, and the sidewalk is well within the generous setback.
- Cedarbridge Way will slope up to achieve a 4.0 m elevation, with level access through the centre of the site, and terraced planters located between the unit patios and the street level.
- The on-site greenway slopes up to 4.0 m and is level with all at-grade units and lobbies.
- One (1) parkade is under Buildings 1 and 2, and a second parkade under Buildings 3 and 4.
- A large shared indoor amenity space is provided in Building 1 with an indoor swimming pool and a large common courtyard patio. Small meeting rooms are provided in Buildings 3 and 4.
- The distinctive modern wood-frame project includes a heavier base clad in panels. Panel material was chosen to allow hidden fasteners to create a more solid appearance.
- Sustainability features include LEED silver equivalency, permeable pavers in the pedestrian pathway areas, low flow fixtures, and readiness to connect with a future district energy utility.
- Water features and a variety of gardens in the building's courtyards will create attractive transitions from the semi-private courtyards to the public streets.

- The stepped patio and landscaped terraces help reduce the appearance of grade differences.
- The street walls on Alderbridge Way and new River Road create attractive greenway edges.
- Each of the four (4) central courtyards provides a high level of amenity space available to all residents, with generous private terraces, creating a mix of spaces. Individual buildings feature slightly different amenities, including flex space, a children's play space, and gardening plots.
- The landscape materials include ones that relate to the river environment, connect with the river, and provide seasonal colour.

Staff supported the Development Permit application and requested variances. Staff advised:

- The substantial indoor amenity space in Building 1 would be part of the first phase.
- Two (2) small amenity spaces were provided in Buildings 3 and 4.
- The project was designed to meet the OCP noise mitigation standards regarding aircraft noise.

Mr. Gordon Walker, of CTC Group, addressed the Panel, advising that they own the property to the west; he supported the project but had concern about the variance along the west property line. Mr. Walker stated that they are in the process of examining their site for development, and was concerned about the potential impact of the "Riva" parkade rising to 8.2 ft. Mr. Walker suggested that the applicant meet with the principals of CTC Group to: (i) explain what the proposal will look like; and (ii) how the proposed development would impact CTC Group's property.

No correspondence was submitted to the Panel regarding the Development Permit application.

In response to Panel queries, Mr. Yamamoto and Mr. Hughes provided the following information:

- The design relates to Alderbridge Way with lowered patios and stepped walls.
- Lowering the two (2) parkades would compromise the privacy of the streetscape patios along the new River Road and the parkades would have to be "tanked".
- The Public Art component for the prominent corner at Gilbert Road and the new River Road would be undertaken with the City at a later date.
- An interim block wall treatment is at the interior side yard for limited portions of the parking structure.
- The 25% reduction in visitor parking from 0.20 to 0.15 spaces per dwelling unit was intended during the rezoning process.
- There are 192 proposed tandem parking spaces on the site.
- The private courtyards and waterfall features soften the interface to the roadways. The buildings' individual courtyards are also oriented to maximize sunlight.
- To achieve an ultimate 10 m wide north-south link, a 5 m wide right-of-way was provided, with the other 5 m required with future development to the west.

In response to a Panel query, staff advised that only a portion of the Gilbert Road greenway is adjacent to the proposed project. Staff's desire is to look at the entire length of the Gilbert Road greenway; and there is no timeline for the construction of the greenway improvements.

The Chair directed the applicant to meet with Mr. Walker and the principals of CTC Group for discussions, and to apply the City's Area Plan Guidelines to that discussion.

The Chair complimented many of the features in the proposed design scheme, but raised some concerns. He remarked that the parkade, despite being partially below-grade, dominated the streetscape, and due to this, the project was inconsistent with the City's desired "eyes on the street" casual surveillance of public streets.

The Panel referred the application back to staff and to the October 10, 2012 Panel meeting regarding:

- The treatment, in relation to the parkade and other elements, for the Alderbridge Way frontage, and determine whether something more could be done.
- The northwest corner of the subject site.
- The plan and timeline for the City's Parks and Transportation plans within the adjacent Gilbert Road allowance.
- The effect of the disproportionate 25% reduction in visitor parking on the development.
- The interface with the property to the west of the subject site.

At the Panel meeting on October 10, 2012, Mr. Hughes and Mr. Yamamoto provided the following information:

- The height of all patio terraces along Alderbridge Way was lowered to not exceed 1.5 m above the adjacent public sidewalk by lowering the bicycle storage.
- The height of the landscape wall adjacent to the Alderbridge Way sidewalk has been reduced down to 0.45 m.
- The lower landscape wall has been stepped down in an increased number of places, adjacent to Cedarbridge Way that is in keeping with the change in the elevation of the street.
- Landscaping is sloped between the retaining walls adjacent to the sidewalk to reduce the apparent height of the higher wall.
- The stair location for several units has been improved along the Alderbridge Way sidewalk.
- Design changes have been made to the river Road edge conditions for Buildings 2 and 3.
- A 2.0 m interim planting strip is provided within the adjacent Gilbert Road allowance area, with a combination of shrubs and groundcover to screen the exposed portion of the parkade wall.
- A plaza, pedestrian and cycling paths, lighting, significant tree planting are envisioned to be included within the greenway on the east side of the unused Gilbert Road allowance.
- Transportation staff reviewed and accepted the 0.15 per unit visitor parking rate.
- To improve the interface between the subject site and the property to the west of the subject site owned by CTC Group (Richmond Holdings), the applicant has replaced the interim lock-block walls at the northern and southern ends of the greenway path with a poured-in-place concrete wall with reveals that will read as part of the adjacent concrete parkade wall.

- Staff and the applicant spoke with Richmond Holdings and they have hired an architect to review the development potential for their property.
- Richmond Holdings confirmed they understand the future plans for their property edge, and the subject site, and support the subject application.

Staff advised that they were satisfied with the interim Gilbert Plaza design and the future plaza will meet with what Onni is currently proposing. Staff was pleased with the efforts made to create a better interface. The proposed reduction of visitor parking was reviewed by the City's Transportation Division and that staff felt that the reduction is appropriate for this project.

In response to Panel queries, Mr. Yamamoto and Mr. Hughes provided following information:

- The headroom in the bicycle storage areas meets the requirement.
- Richmond Holdings' was given an opportunity to review the applicant's design scheme.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommends the Permit be issued.

DP 12-613789 – TD CANADA TRUST – 11300 STEVESTON HIGHWAY

(October 10, 2012)

The Panel considered a Development Permit application to permit exterior renovations and an addition to the existing TD Canada Trust bank on a site zoned "Industrial Community Commercial (ZC6) – Ironwood Area". No variances are included in the proposal.

The architect, Mr. John McCormack, and his associate, Mr. Gord McQueen, provided a brief presentation on the proposal, including:

- The proposal is to construct a drive-through ATM with a canopy, a new drive-through aisle and additional landscaping.
- The existing bank branch is on Steveston Highway at the northwest corner of the Coppersmith Corner Shopping Centre in the previous Kelsey's Restaurant. The alterations are located in the previous outdoor restaurant patio area; there are no plans to increase the interior space.
- The proposed alterations are consistent with the architectural form and character of the existing building, including the sloping roof elements.
- The existing trees will be retained on the site and proposed new landscaping blends in with the existing landscape scheme to the east and north of the bank building.
- The proposed alteration means the loss of four (4) parking stalls, but on site there are 38 parking stalls and this number exceeds the bylaw requirement.
- There are two (2) bike racks in front of the bank.

Staff supported the Development Permit application, was satisfied that the proposal blends with the original character of the structure, and noted that pedestrian circulation was improved.

In response to Panel queries, Mr. McCormack provided the following additional information:

- The shopping mall management maintains all landscaping on the shopping centre site.
- A portion of the existing south wall of the bank building will feature stone cladding.
- The “Ford truck” Public Art piece is not associated with the subject building.
- The City’s Idling Bylaw and possibility of erecting signage in the proposed drive aisle to remind clients would be brought to the attention of banking officials.

No correspondence was received regarding the Development Permit application.

The Panel recommends the Permit be issued.