



City Council

Council Chambers, City Hall
6911 No. 3 Road

Monday, November 14, 2011
7:00 p.m.

CNCL
Pg. #

ITEM

MINUTES

1. *Motion to adopt:*

(1) *the minutes of the Regular Council Meeting held on Monday, October 24, 2011 (distributed previously); and*

CNCL-13

(2) *to receive for information the Metro Vancouver 'Board in Brief' dated Friday, October 28, 2011.*



AGENDA ADDITIONS & DELETIONS

PRESENTATIONS

CNCL-21

(1) Jim Young, Manager, Engineering Design & Construction, to present the Public Works Association of BC 2011 Public Works Project of the Year Award.

CNCL-29

(2) Marion LaRue, Cannon Design, accompanied by Ted Townsend, Senior Manager, Corporate Communications to present the International Olympic Committee (IOC), and the International Association for Sports and Leisure Facilities (IAKS) Gold Medal, and the International Paralympic Committee (IPC) and IAKS Award of Distinction for Richmond Olympic Oval.

CNCL
Pg. #

ITEM

- CNCL-31** (3) Bill Oakes, Stakeholder Engagement Manager, Global Accessibility Map, Rick Hansen Foundation, and Alan Hill, Cultural Diversity Coordinator, to make a presentation regarding the Global Accessibility Map (GAM).
- CNCL-33** (4) Pat Watson, Board Chair, and Greg Buss, Chief Librarian, to present the Richmond Public Library Annual Report.

COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

(PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED; OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS - ITEM NO. 21.)

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Council Referral on BC Hydro Smart Meters
- Global Accessibility Map (GAM)
- Sustainability Framework – Proposed Solid Waste Strategic Program
- Metro Vancouver: Pan-Municipal Affairs Service Establishment Bylaw

CNCL
Pg. #

ITEM

- Labour Relations Conversion And Amendment Interim Bylaw
- Scotch Pond Heritage Cooperative
- Request to Extend the Temporary Exhibition of the Public Artwork “Water #10”
- Oval West Waterfront Park – Concept Design
- Land use applications for first reading (to be further considered at the Public Hearing on Monday, December 19, 2011):
 - 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road – Rezone from RS1/F and SI to ZI10 (Ampar Ventures Ltd. – applicant)
 - 7331 Bridge Street and 9571 General Currie Road – Rezone from RS1/F to ZS14 (0901551 BC Ltd. – applicant)
 - 10391 Finlayson Drive – Rezone from RS1/D to RS1/B (Ajit Thaliwal – applicant)
 - 10020 Aquila Road – Rezone from RS1/E to RCH (Raj Dhaliwal – applicant)
- Housing Agreement (Concord Monet Project GP Ltd.) Bylaw No. 8828 – To Secure Affordable Housing Units Located In 9099 Cook Road

5. *Motion to adopt Items 6 through 19 by general consent.*



6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-55 (1) *the General Purposes Committee meeting held on Monday, November 7, 2011;*
- CNCL-69 (2) *the Parks, Recreation & Cultural Services Committee meeting held on Tuesday, October 25, 2011; and*
- CNCL-77 (3) *the Planning Committee meeting held on Tuesday, November 8, 2011;*
- be received for information.*



Consent
Agenda
Item

CNCL
Pg. #

ITEM

Consent
Agenda
Item

7. **COUNCIL REFERRAL ON BC HYDRO SMART METERS**
(File Ref. No.: 01-0150-20-BCHY1) (REDMS No. 3392394)

[TO VIEW eREPORT CLICK HERE](#)

GP-21

See Page **GP-21** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the staff report entitled “Council Referral on BC Hydro Smart Meters” from the Interim Director, Sustainability and District Energy, dated October 24, 2011 be received for information;*
- (2) *WHEREAS significant and serious health, privacy and other concerns have been identified regarding the installation of wireless smart meters in British Columbia;*

AND WHEREAS BC Hydro is proceeding with its program to install wireless smart meters in British Columbia although it recognizes there is active discussion and ongoing research into the possible health and environmental effects related to radio frequency signals and its is aware the World Health Organization has called for further investigation on this matter in its press release issued on May 31, 2011;

THEREFORE BE IT RESOLVED that the City of Richmond request a moratorium be placed on the mandatory installation of wireless smart meters until the major issues and problems identified regarding wireless smart meters are independently assessed and acceptable alternatives can be made available at no added cost to the consumer, and that homeowners be given the option to opt-out of the Smart Meter Program whether or not a smart meter has been installed in their home;

- (3) *That letters be written to the Premier, the Minister of Energy, the local MLAs, and the CEO of BC Hydro accordingly; and*
- (4) *That a letter be sent to the Medical Health Officer requesting that he conduct an investigation as to whether smart meters pose a health hazard.*



CNCL
Pg. #

ITEM

Consent
Agenda
Item

8. **GLOBAL ACCESSIBILITY MAP (GAM)**
(File Ref. No. 11-7000-06/2011-Vol 01) (REDMS No. 3246778 v.5)

[TO VIEW eREPORT CLICK HERE](#)

GP-87

See Page **GP-87** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the City partner with the Rick Hansen Foundation and Richmond Centre for Disability (RCD) to support the launch and development of Global Accessibility Map Customer Service and Professional Assessment tools.



Consent
Agenda
Item

9. **SUSTAINABILITY FRAMEWORK – PROPOSED SOLID WASTE STRATEGIC PROGRAM**
(File Ref. No.: 01-0370-01) (REDMS No. 3395281)

[TO VIEW eREPORT CLICK HERE](#)

GP-107

See Page **GP-107** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the Solid Waste Sustainability Strategic Program, as presented in Attachment 1 to the report dated October 18, 2011, be endorsed as the solid waste component of the City's Sustainability Framework.



Consent
Agenda
Item

10. **METRO VANCOUVER: PAN-MUNICIPAL AFFAIRS SERVICE ESTABLISHMENT BYLAW**
(File Ref. No.:) (REDMS No. 3400974)

[TO VIEW eREPORT CLICK HERE](#)

GP-127

See Page **GP-127** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That Council endorse the adoption of The Greater Vancouver Regional District Pan-Municipal Affairs Service Establishment Bylaw No. 1157, 2011 by Metro Vancouver.



CNCL
Pg. #

ITEM

Consent
Agenda
Item

11. **LABOUR RELATIONS CONVERSION AND AMENDMENT
INTERIM BYLAW**

(File Ref. No.: 05-1400-01) (REDMS No. 3400659)

TO VIEW eREPORT CLICK HERE

GP-133

See Page **GP-133** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That Council consent on behalf of the electors to the Labour Relations Conversion and Amendment Bylaw by adopting the following resolution:

“The Council of the Municipality of Richmond consents on behalf of the electors to the adoption of ‘The Greater Vancouver Regional District Labour Relations Conversion and Amendment Bylaw No. 1166, 2011.’”



Consent
Agenda
Item

12. **SCOTCH POND HERITAGE COOPERATIVE**

(File Ref. No.)

TO VIEW eREPORT CLICK HERE

CNCL-69

See Page **CNCL-69** of the Council agenda
(Parks, Recreation & Cultural Services Committee minutes) for details

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

That staff prepare a detailed report on the status of Scotch Pond, including the condition of the building, the floats, the pilings, the channel, and the shoreline and provide a copy of the current agreement to determine whether the agreement needs updating.



Consent
Agenda
Item

13. **REQUEST TO EXTEND THE TEMPORARY EXHIBITION OF THE
PUBLIC ARTWORK “WATER #10”**

(File Ref. No. 11-7000-09-20-129) (REDMS No. 3378876)

TO VIEW eREPORT CLICK HERE

PRCS-9

See Page **PRCS-9** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

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

CNCL
Pg. #

ITEM

That the extended temporary exhibition of the artwork “Water #10” until the end of 2013 at the Cambie Drainage Pump Station in Richmond, as outlined in the staff report dated October 11, 2011 from the Director, Arts, Culture & Heritage, be approved.



Consent
Agenda
Item

14. **OVAL WEST WATERFRONT PARK – CONCEPT DESIGN**
(File Ref. No. 06-2400-20-OWWA1/Vol 01) (REDMS No. 3383678)

[TO VIEW eREPORT CLICK HERE](#)

PRCS-15

See Page **PRCS-15** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

PARKS, RECREATION AND CULTURAL SERVICES COMMITTEE RECOMMENDATION

That the concept design for the Oval West Waterfront Park, as detailed in the staff report entitled “Oval West Waterfront Park – Concept Design” from the Senior Manager, Parks, dated October 18, 2011, be endorsed.



Consent
Agenda
Item

15. **APPLICATION BY AMPAR VENTURES LTD. FOR REZONING AT 9451/9491/9511/9531/9551 BRIDGEPORT ROAD AND 9440/9460/9480 BECKWITH ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (RS1/F) AND SCHOOL AND INSTITUTIONAL USE (SI) TO LIGHT-INDUSTRIAL, OFFICE AND HOTEL (ZI10) – BRIDGEPORT VILLAGE (CITY CENTRE)**
(File Ref. No. 12-8060-20-8767/8764, **RZ 10-539048**) (REDMS No. 3205526)

[TO VIEW eREPORT CLICK HERE](#)

PLN-9

See Page **PLN-9** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Official Community Plan, Amendment Bylaw No. 8767, to amend Schedule 2.10 of Official Community Bylaw 7100 (City Centre Area Plan – Bridgeport Village) “Urban Centre T4 (25m)” specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, to permit 60% non-industrial uses and 40% industrial/office uses of the net floor area and to permit non-industrial uses to extend from 50m to 65m north of Bridgeport Road, be introduced and given first reading;*
- (2) *That Bylaw No. 8767, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program;*

CNCL
Pg. #

ITEM

(b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;

(3) That Bylaw No. 8767, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and

(4) That Bylaw No. 8764, to create “Light-Industrial, Office and Hotel (ZI10)” – Bridgeport Village (City Centre)” and rezone 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road from “Single Detached (RS1/F)” and “School and Institutional Use (SI)” to “Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)”, be introduced and given first reading.



Consent
Agenda
Item

16. **0901551 BC LTD. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 7331 BRIDGE STREET AND 9571 GENERAL CURRIE ROAD FROM SINGLE DETACHED (RS1/F) TO SINGLE DETACHED (ZS14) IN ORDER TO CREATE 9 SINGLE FAMILY LOTS.**

(File Ref. No. 12-8060-20-8805/8816, **RZ 11-562929**) (REDMS No. 3248590)

TO VIEW eREPORT CLICK HERE

PLN-51

See Page PLN-51 of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

(1) That Bylaw 8816 for the text amendment of Permitted Density section of the “Single Detached (ZS14) – South McLennan (City Centre)” zone, be introduced and given first reading.

(2) That Bylaw No. 8805, for the rezoning of 7331 Bridge Street and 9571 General Currie Road "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.



CNCL
Pg. #

ITEM

Consent
Agenda
Item

17. **APPLICATION BY AJIT THALI WAL FOR REZONING AT 10391 FINLAYSON DRIVE FROM SINGLE DETACHED (RS1/D) TO SINGLE DETACHED (RS1/B)**

(File Ref. No. 12-8060-20-8822, **RZ 11-588990**) (REDMS No. 3367097)

[TO VIEW eREPORT CLICK HERE](#)

PLN-69

See Page **PLN-69** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8822, for the rezoning of 10391 Finlayson Drive from “Single Detached (RS1/D)” to “Single Detached (RS1/B)”, be introduced and given first reading.



Consent
Agenda
Item

18. **APPLICATION BY RAJ DHALI WAL FOR REZONING AT 10020 AQUILA ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH)**

(File Ref. No. 12-8060-20-8824, **RZ 11-585027**) (REDMS No. 3373251)

[TO VIEW eREPORT CLICK HERE](#)

PLN-83

See Page **PLN-83** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No.8824, for the rezoning of 10020 Aquila Road from “Single Detached (RS1/E)” to “Coach Houses (RCH)”, be introduced and given first reading.



Consent
Agenda
Item

19. **HOUSING AGREEMENT (CONCORD MONET PROJECT GP LTD.) BYLAW NO. 8828 - TO SECURE AFFORDABLE HOUSING UNITS LOCATED IN 9099 COOK ROAD**

(File Ref. No. 08-057-05) (REDMS No. 3390859)

[TO VIEW eREPORT CLICK HERE](#)

PLN-101

See Page **PLN-101** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8828 be introduced and given first, second, and third readings to permit the City, once Bylaw No. 8828 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application No. 10-557918.



CNCL
Pg. #

ITEM

CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

GENERAL PURPOSES COMMITTEE

Mayor Malcolm D. Brodie, Chair

20. **POLICE PRESENCE IN THE DOWNTOWN CORE**
(File Ref. No. 09-5000-01/2011-Vol 01(11.43 V11)) (REDMS No. 3376028)

[TO VIEW eREPORT CLICK HERE](#)

GP-95

See Page **GP-95** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES COMMITTEE RECOMMENDATION (Cllr. G. Halsey-Brandt opposed)

That:

- (1) *a City Centre Community Police Office be considered on a 3 year trial basis:*
 - (a) *at 5671 No. 3 Road, as the temporary location in the downtown area;*
 - (b) *a maximum of \$573,800 in total costs over 3 years (\$167,000 in capital costs and operating costs of \$406,800) be funded from the existing RCMP budget; and*
- (2) *staff report back annually regarding the success of the program.*



PUBLIC ANNOUNCEMENTS AND EVENTS

CNCL ITEM
Pg. #

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-83 Zoning & Development Bylaw No. 5300, Amendment **Bylaw No. 8498**
(8091 and 8131 No. 2 Road, RZ 08-422812)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

CNCL-85 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8690**
(10071 No. 1 Road, RZ 10-538208)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

CNCL-87 Consolidated Fees Bylaw No. 8636, Amendment **Bylaw No. 8798**
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL-89 Business Licence Bylaw No. 7360, Amendment **Bylaw No. 8799**
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL-91 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8737**
(16540 River Road, RZ 10-524476)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – Cllr. G. Halsey-Brandt.

☐

CNCL ITEM
Pg. #

CNCL-95 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8784**
(10491/10511 Bird Road, RZ 11-572970)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.



CNCL-97 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8808**
(10600, 10700 Cambie Road and Parcel C (PID 026-669-404), (RZ 11-561611)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.



DEVELOPMENT PERMIT PANEL

21. RECOMMENDATION

TO VIEW ePLANS CLICK HERE

See DPP Plan Package (distributed separately) for full hardcopy plans
or Page **CNCL-99** in the Council eAgenda

CNCL-99
CNCL-105

- (1) *That the minutes of the Development Permit Panel meeting held on Wednesday, October 26, 2011, and the Chair's report for the Development Permit Panel meetings held on September 29, 2010, October 13, 2010, and October 26, 2011, be received for information.*
- (2) *That the recommendations of the Panel to authorize the issuance of:*
 - (a) *a Development Permit (DP 11-561612) for the property at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404); and*
 - (b) *a Development Permit (DP 09-494270) for the property at 8091 and 8131 No. 2 Road;**be endorsed, and the Permits so issued.*



ADJOURNMENT



Board in Brief

For Metro Vancouver meetings on Friday, October 28, 2011.

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@metrovancover.org or

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

Greater Vancouver Water District

Draft Metro Vancouver Districts' 2012 Budget

Approved

The 2012 operating budgets for the Water District, Sewerage and Drainage District, Regional District and Housing Corporation is 1.2 per cent higher than the 2011 budgets. That's an increase of about \$7 million, for a total of \$614.6 million.

The overall impact on the average Metro Vancouver household for all regional services is an increase of \$11, to \$524 next year. However, the property tax component will decrease by \$2 per average household.

The Water District's 2012 budget is about \$223 million, a 0.03 per cent increase from the 2011 budget. The average household will pay the Water District an additional \$7 next year, or a total of \$220 next year.

The Board set the water rate for 2012 at \$0.6796 per cubic metre for June through September, or about 67 cents per 1,000 litres of water. During January through May and from October through December, the water rate is and \$0.5437 per cubic metre, or about 54 cents per 1,000 litres of water.

GVWD Temporary Borrowing Authority

Approved

The Water District Administration Board authorized a maximum of \$12 million in borrowing from the District's banker or others during 2012.

Updated Bank Signing Officers – GVWD Bylaw No. 244, 2011

Approved

A bylaw reappointed the Royal Bank of Canada as the banker for the Water District and designated officials who are authorized to sign financial documents.

Greater Vancouver Sewerage and Drainage District

Lions Gate Wastewater Treatment Plant Secondary Upgrade – Project Initiation

Approved

The Lions Gate Wastewater Treatment Plant, commissioned in 1961, has provided primary level treatment for North Shore communities for 50 years.

In 2008, Metro Vancouver purchased a three-hectare property from BC Rail Properties to construct a new secondary level treatment plant to replace the existing primary plant.

In May 2010, The Board directed staff to complete the work on project definition, land negotiation, detailed design and construction for the upgrade, and to include in the budget the assumption of a 1/3, 1/3, 1/3 contribution from the regional district, the provincial government and the federal government for the detailed design and construction phases. The BC Environment Minister subsequently approved an Integrated Liquid Waste and Resource Management Plan with a 2020 timeline for completing an upgrade to secondary treatment.

At the Oct. 28, 2011 meeting, the Board also approved a Waste Management Committee recommendation to make its highest priority the discussion around the funding formula with the provincial and federal governments prior to committing significant funds to this project.

Lions Gate and Iona Wastewater Treatment Plants Secondary Upgrades

Approved

The Board directed staff to arrange an introductory tour of Federal and Provincial Cabinet Ministers for the Board Chair and key Committee Chairs in early 2012, for the purpose of obtaining provincial and federal commitments for cost sharing for the Lions Gate and Iona Wastewater Treatment Plant secondary upgrades.

Draft Metro Vancouver Districts' 2012 Budget

Approved

The 2012 budget for liquid waste expenditures is about \$196 million, a 2.2 per cent increase from the 2011 budget. Regional utility charges for liquid waste management will increase \$6 next year for an average household, to \$176 annually.

The 2011 budget for solid waste expenditures is about \$99 million. Solid waste functions are paid for by the tipping fee charged for every tonne of waste disposed.

GVS&DD Temporary Borrowing Authority

Approved

The GVS&DD Administration Board authorized the borrowing of a maximum of \$12 million in 2012.

2012 Tipping Fee Bylaw

Approved

The regional "tipping fee" for garbage disposal will increase by \$10 per tonne next year, to \$107 per tonne. As a result of reduced volumes, no increase for homeowners is expected.

The Bylaw also sets a lower \$63 per tonne tipping fee for “green waste” such as yard trimmings and clean wood waste, which provides a financial incentive to separate garbage from green waste that can recycled.

Updated Bank Signing Officers – GVS&DD Bylaw No. 264, 2011

Approved

The general structure of signing officers’ authority for cheques and bank documents is one signer from the Finance Department, together with someone from outside of Finance, at the Manager level, or higher.

Greater Vancouver Sewerage and Drainage District 2012 Cost Apportionment Bylaw 266, 2011

Approved

In 1993, the Board agreed to principles on the allocation of liquid waste costs among member municipalities. The Bylaw allocates the sewer costs in an approved budget out to member municipalities, primarily using sewer flows.

Greater Vancouver Regional District

Experience the Fraser – Lower Fraser River Corridor Project Draft Concept Plan

Approved

A draft concept plan lays out the framework for infrastructure to support a range of land and water based recreational opportunities that would appeal to residents and stimulate tourism along the river corridor, from Hope to the Salish Sea.

The Board endorsed the report in principle, as the basis for ongoing dialogue with stakeholders, governments, First Nations and agencies.

Metro Vancouver Regional Parks Plan Update: Response to Public Outreach

Approved

A 2011 update to the Regional Park Plan reorganizes a 2005 plan under four new goals: promote ecological health; promote outdoor recreation for human health and wellness; support community stewardship, education and partnerships; promote philanthropy and economic opportunities.

The Board adopted the plan and directed staff to continue to work with member municipalities, stakeholders and other partners to generate an implementation plan as a companion document.

Integrated Air Quality and Greenhouse Gas Management Plan Update

Approved

Diesel soot is one of the air pollutants targeted in a new Integrated Air Quality and Greenhouse Gas Management. The plan outlines initiatives to reduce emissions from diesel-powered trucks, bulldozers and other off-road vehicles – initiatives that will help protect human health and reduce emissions of a pollutant that also contributes to climate change.

The Board adopted the plan and directed staff to forward the Plan to member municipalities, the Provincial Minister of Environment, Federal Minister of Environment, the region’s Chief Medical

Health Officers, First Nations, the Fraser Valley Regional District, the Northwest Clean Air Agency, and other key partners indicating the Board's continuing interest in working with them to maintain good air quality in the Lower Fraser Valley airshed and reduce the region's greenhouse gas emissions. The Board also asked staff to continue to work with municipalities and other partners to implement the actions.

Public Consultation Results and a Revised Ecological Health Action Plan

Approved

The Ecological Health Plan summarizes how ecological health has been incorporated into Metro Vancouver's planning and operations and then proposes 12 projects with the regional district's existing mandate. A consultation process provided input from more than 80 members of the public, as well as the input of staff from member municipalities.

The Board adopted the plan and directed staff to circulate it to member municipalities, the provincial and federal governments and their agencies, and stakeholders. The Board also asked staff to bring forward detailed project plans and budgets for proposed projects but to take no further action on the proposed projects until detailed project plans and budgets for the projects are approved by the Board.

Regional Engineers Advisory Committee (REAC) Letter to the Green Communities Committee on Local Government Carbon Neutrality

Approved

Metro Vancouver and most member municipalities have signed the BC Climate Action Charter and made a voluntary commitment to become carbon neutral by 2012.

One of the key principles expressed by REAC is that local governments should be able to use their limited resources for climate actions within their own communities instead of purchasing offsets from an outside provider.

The Board approved a REAC recommendation that it request that the Chair write to UBCM and the Provincial Government to convey the Board's support for the REAC position paper summarizing REAC's concerns regarding the Provincial Government's framework on local government carbon neutrality outlined in *Becoming Carbon Neutral – A Guidebook for Local Governments in British Columbia*.

Implications of Provincial Greenhouse Gas Cap-and-Trade Program on Metro Vancouver Operations

Approved

The regional district's solid waste management system includes both landfills and waste-to-energy technology. The Province's proposed cap-and-trade program includes the region's existing Waste-to-Energy Facility in Burnaby but does not include landfills. Cap-and-trade could impose additional costs for the existing WTEF of \$3 million or more a year, potentially as soon as 2012, which is equivalent to 30 per cent of revenues.

The Board will write to the Provincial government to request that it implement equitable greenhouse gas policies for all forms of waste disposal, requiring all waste disposal facilities to be carbon responsible.

Lower Fraser Valley Visual Air Quality Pilot Project

Received

Visibility, or visual air quality, is the pollution that affects how people see the environment around them. The white haze that can degrade air quality in the Lower Fraser Valley is, at times, caused by fine particulates in the air. A report summarizes the progress made on a visual air quality pilot project by a cross-agency committee.

2012 Funding to External Organizations

Approved

The Board approved 2012 funding for external organizations: cultural grants (\$100,000 in total grants); Fraser Basin Council (\$310,000); Burrard Inlet Environmental Action Program and Fraser River Estuary Management Program (\$26,563 each); Seymour Salmonid Society (\$125,000); agricultural agencies (\$35,000); park partnerships (\$38,500); Pacific Parklands Foundation (\$175,000); Catching the Spirit Youth Society (\$65,000).

2012 Funding to the Recycling Council of British Columbia

Approved

The Board approved a \$60,000 grant in 2012 for the RCBC's recycling hotline. It also approved a motion that RCBC and Metro Vancouver continue to work together to integrate and optimize recycling services. If no agreement is reached by June 2012, Metro Vancouver will reconsider its contribution to the recycling hotline.

Draft Metro Vancouver Districts' 2012 Budget

Approved

The cost of Greater Vancouver Regional District functions – including regional parks, air quality management, the 9-1-1 emergency phone service and other general government services – are recovered through property taxes. For the average homeowner, the total costs of these functions will decrease by \$2 in 2012, to \$37 a year, for a budget of \$60 million. The Board approved the 2012 Revenue and Expenditure Budget.

2011 International Regions Benchmarking Consortium (IRBC) Conference

Approved

On Sept. 20, 21 and 22, 2011, Metro Vancouver hosted the annual IRBC conference. There were 91 participants, including 34 international delegates, Metro Vancouver Directors and staff, and municipal officials and staff. Energy, water and waste were the conference themes.

The Board directed staff to: a) Maintain a working relationship with the International Regions Benchmarking Consortium (IRBC) through 2012 and review the effectiveness and value of that relationship at the end of the year; b) Convene an international solid waste working group from interested parties that attended the 2011 IRBC Conference for the purpose of exploring enhanced international solid waste management opportunities and strategies.

LMTAC's Draft Discussion Paper on "Voting in Local Government Elections and Referenda by Residents Living on Indian Reserves"

Approved

The BC Voters Guide states that residents living on Indian Reserves can participate in local elections as voters and candidates. However, those residents are not subject to local government regulations and do not pay local government taxes.

The Board endorsed the report dated October 3, 2011, titled "LMTAC's Draft Discussion Paper on Voting in Local Government Elections and Referenda by Residents Living on Indian Reserves", in support of LMTAC's draft discussion paper. It will convey its comments to the Minister of Aboriginal Affairs and Northern Development Canada, to the Minister of Community, Sport and Cultural Development, and to the Chair, Lower Mainland Treaty Advisory Committee.

LMTAC's 2011 Updated Discussion Paper on "Local Government Service Agreements with First Nations – Recommendations and Considerations"

Approved

A staff report summarizes an update of a Lower Mainland Treaty Advisory Committee discussion paper about local government services provided to First Nations communities. The Board endorsed the report and conveyed its recommendation to LMTAC.

Metro Vancouver Support for the Agricultural Land Commission

Approved

The findings of a B.C. Auditor-General's audit of the provincial Agricultural Land Commission emphasized the challenges of administering the Agricultural Land Reserve in the face of continued pressures to convert these lands to non-farm use and the lack of adequate budget and staff resources provided to the Commission.

The Board approved a motion to: a) communicate to the Minister of Agriculture its support for the mandate and work of the Commission and the allocation of adequate resources to this agency. The report will be forwarded all member municipalities, the Fraser Valley Regional District and all Agricultural Advisory Committees in Metro Vancouver.

Adoption of "Regional Growth Strategy Amendment Bylaw No. 1150, 2011"

Approved

On Sept. 23, 2011, the Board initiated amendments to Metro Vancouver 2040, the Regional Growth Strategy. A bylaw implements eight amendments requested by the City of Coquitlam, the City of Richmond, the District of West Vancouver and Tsawwassen First Nation.

GVRD Financial Plan Bylaw No. 1152, 2011

Approved

The B.C. Local Government Act includes a requirement that the board adopt a five-year financial plan bylaw and consult with the public before its implementation. This year, in addition to Committee meetings, the Board Budget Workshop and municipal consultations, Metro Vancouver held an on-line public consultation the week of Oct. 11, 2011.

The Board adopted the "Greater Vancouver Regional District Financial Plan Bylaw No. 1152, 2011".

Update to the Electoral Area A Zoning Bylaw

Approved

An amended zoning bylaw includes new references to development setbacks along riparian areas and changes to the definition of building heights. The proposed bylaw will be referred to a public hearing with Board Directors who are appointed to the Metro Vancouver committee responsible for Electoral Area matters.

GVRD Geospatial Reference System Fees and Charges Bylaw No. 1154, 2011

Approved

A bylaw for the Regional Geospatial Reference System outlines the allocation of net service costs and fees charged for private sector usage.

Spring MFA Borrowing for City of Port Moody – GVRD Security Issuing Bylaw 1155, 2011

Approved

The City of Port Moody adopted a loan authorization bylaw for \$16 million for the construction of a firehall. The Board authorized a financing agreement between the Greater Vancouver Regional District and the Municipal Finance Authority.

GVRD Temporary Borrowing Authority

Approved

The Board authorized the temporary borrowing, from the Greater Vancouver Regional District's banker or others, of a maximum of \$12 million during 2012.

PWABC Award Submission (Project of the Year 2011) - City of Richmond
No. 4 Road Drainage Pump Station and Park Plaza

A 2010 Olympic City and a truly Island City by Nature, the City of Richmond is entirely surrounded by water and as such, Richmond's flood protection system is crucial to the City's well-being. The City operates and maintains 39 drainage pumps stations with a total of 110 pumps that have a combined operating capability of pumping over 1 million Gallons Per Minute. This system can be operated through the City's SCADA system and is monitored on a 24/7 basis.

Fundamental to the City of Richmond's ability to provide flood protection service is a world class system of dikes, gravity mainlines, ditches/canals/sloughs and drainage pump stations. Existing and considerable planned growth in the West Cambie area following Canada Line construction and the 2010 Winter Olympics has resulted in the need to upgrade existing flood protection system capacities.



Completed Pump Station- Back-up Generator Building (Left) and Control Building (Right)

The existing No. 4 Road Drainage Pump Station was constructed in 1974 and accordingly housed ageing and antiquated pumping related equipment. The existing station pumping capacity of 3.3 cubic metres per second was far less than the required capacity upgrade to approximately 6.0 cubic metres per second required to meet the service levels in the re-developed West Cambie area.

PWABC Award Submission (Project of the Year 2011) - City of Richmond
No. 4 Road Drainage Pump Station and Park Plaza

The No. 4 Road Drainage Pump Station is located on the popular, highly utilized Fraser River Middle Arm dike/trail system. This pump station site is also immediately adjacent to a current major residential development. The existing pump station area was very basic from a public trail and pump station access viewpoint – this area was transformed into a significant architectural feature with a large public plaza viewing area offering spectacular views associated with the Fraser River Middle Arm and all its amenities.



Public Art on the Control Building

This project presented numerous opportunities involving synergies not normally available on municipal infrastructure upgrade projects.

- A pumping capacity upgrade from 3.3 cubic metres per second to approximately 6.0 cubic metres per second through the use of 4 – 127 HP KSB variable frequency drive pumps
- Removal of the PCB filled BC Hydro transformer, conversion from 480 volt to 600 volt service and associated infrastructure upgrade
- Spectacular architecture complementing the adjacent residential development plan and former industrial nature of the immediate area which is also in plain view from the Canada Line Fraser River Crossing Bridge
- Construction of the large public plaza/pump station maintenance area and a pier over the Fraser River
- Construction of glass MCC and generator rooms to allow full, but protected view from the public.

PWABC Award Submission (Project of the Year 2011) - City of Richmond
No. 4 Road Drainage Pump Station and Park Plaza

- Construction of a gantry crane for pump and hatch removals.
- Elevated public viewing platform from the MCC and pump station gantry crane roof tops.
- Use of energy efficient LED lighting where possible.
- Upgrade of the adjacent dike system to meet sea level rise projected to Year 2100
- Construction of a combined pump station access road with a vibrant park trails system
- Installation of a public art feature in the form of an artist's rendering of a historical aerial photograph with industrial picture insets, all inlaid on the two MCC building concrete walls.
- Installation of a permanent back-up generator

This project posed numerous difficulties and challenges to construct. One of the more difficult areas was the installation of a new 1524mm (60") diameter outfall structure at elevations well below the lowest tide. Construction at this depth required numerous worker safety related challenges most of which were addressed through installation of a temporary cofferdam, acquisition of temporary working space and coordination with log-boom storage.

Particularly challenging to the project was the need to provide a bypass system to deliver a minimum of 50% of the existing station capacity. This portion of the project was delivered by City forces by cutting a section of the concrete transmission box culvert and installation of three submersible FLGT pumps powered by a portable generator via a portable Motor Control Centre, sonar level detection and a SCADA system. No flooding was experienced during the construction period.



Cofferdam construction

PWABC Award Submission (Project of the Year 2011) - City of Richmond
No. 4 Road Drainage Pump Station and Park Plaza

Schedule was a significant factor during the construction process. The City was very fortunate to receive Flood Protection Program base funding to complete the work – a significant stipulation was that all work had to be complete by March 31, 2011. This meant all design and construction had to be complete within a period of 9 months. The work was 95% complete by the imposed deadline and slightly under budget with final costs coming in slightly under the \$4.8 million budget.

The City project management team for the Cambie Drainage Pump Station project were Mile Racic, Pat Talmey, Jim V. Young, P. Eng., Aplin & Martin (Robert Wridgway, P. Eng., and Terry Cheng, EIT) were the lead designers and construction was completed by Merletti Construction Ltd. The completed project cost was approximately \$4.6 million and was substantially complete in May 2011.

PWABC Award Submission (Project of the Year 2011) - City of Richmond
No. 4 Road Drainage Pump Station and Park Plaza



Original Pump Station



Flood Box Demolition/Construction

PWABC Award Submission (Project of the Year 2011) - City of Richmond
No. 4 Road Drainage Pump Station and Park Plaza



Gravity Discharge Pipes and Headwall



Completed Back-up Generator Building

PWABC Award Submission (Project of the Year 2011) - City of Richmond
No. 4 Road Drainage Pump Station and Park Plaza



Completed Gantry Crane and Control Building and Public Art



Completed Pump Station



November 10, 2011

For Immediate Release

Richmond Olympic Oval wins prestigious honours

RICHMOND, BC - The Richmond Olympic Oval has won two prestigious architectural awards presented by the International Association for Sports and Leisure Facilities (IAKS) in partnership with the International Olympic Committee (IOC) and the International Paralympic Committee (IPC).

In an awards ceremony held recently in Cologne, Germany, the City of Richmond and Cannon Design Architecture, owners and architects respectively for the Oval, received the IOC/IAKS Gold Medal for exemplary design and function. The City and Cannon also received the IPC/IAKS Distinction Award for sports facilities suitable for persons with a disability.

“From the start we had a vision for the Oval to be a world class venue that would provide legacies for our community for generations to come and be accessible to everyone. The Oval has won numerous awards for design and sustainability, but to receive these two prestigious awards endorsed by the IOC and IPC reinforces how successfully we fulfilled our vision,” said Richmond Mayor Malcolm Brodie. “It’s an incredible honour for the City, the Richmond Olympic Oval and our design team led by Cannon Design.”

The IOC/IAKS Award is the only international architecture prize for sports and leisure facilities already in operation. Every two years since 1987, the IOC/IAKS Award has been commending sports facilities of exemplary design and function. The winning projects can be new buildings or existing facilities that have been extended or modernized. The Gold Medal is the highest level presented.

Together with the International Paralympic Committee (IPC) in Bonn, Germany, the IAKS also presented the IPC/IAKS Award of Distinction for sports facilities suitable for persons with a disability. The IPC/IAKS Award of Distinction aims to promote accessibility to sports facilities and all other buildings in order to give people with a disability the opportunity to practise or view sport without limitation or barriers.

The Oval was the only one of the 135 entries into this worldwide competition to have won both the IOC/IAKS Gold Medal and the IPC/IAKS Award of Distinction. Judged by a jury of international experts and peers, this award is considered to be the most prestigious international award for sport and leisure facilities.

Dubbed “the most successful sport facility” of this year’s competition, the Oval garnered praise from the IAKS jury. “The jury was impressed by the success of this design as an Olympic icon,

the commitment of the designers to creating a viable post-event multi-faceted recreation centre, and the extent to which the materiality of the design reflects, without compromise, its location.”

Gilbert Felli, the IOC Executive Director for the Olympic Games commented, “The Richmond Oval was a world-class Olympic venue that is now a cutting-edge, multi-use facility for sports and recreation. The iconic venue made a great impression on all those who visited it and the millions more watching the Vancouver 2010 Olympic Winter Games around the world. Built with legacy in mind, the Richmond Oval has been greatly received by the local community and we have no doubt it will continue to spread the Olympic spirit for many years to come.”

- 30 -

Media Contact:

Ted Townsend

Senior Manager, Corporate Communications

Tel: 604-276-4399 Cell: 604-516-9585

Email: ttownsend@richmond.ca

Global Accessibility Map (GAM) Presentation

Council Meeting of November 14th, 2011

The Global Accessibility Map (GAM), which was formerly known as Global Accessibility Initiative (GAI), is a comprehensive rating system, assessment tool, and set of guidelines that will provide practical online information regarding the level of accessibility of buildings in participating communities. The GAM has offered an opportunity for the City to be an “early adopter” beta site for this initiative. By pursuing the opportunity, the City of Richmond and its partners can play a key leadership role, not only in improving, but also facilitating the creation of the built environment in Richmond.

Bill Oakes, Stakeholder Engagement Manager, Global Accessibility Map, Rick Hansen Foundation, will be giving a brief presentation, where the GAM is explained and illustrated by a live showing of the GAM site. This presentation refers to the GAM update report, discussed at the General Purposes Standing Committee meeting of November 7, 2011, which recommended that the City partner with the Rick Hansen Foundation and Richmond Centre for Disability (RCD) to support the launch and development of Global Accessibility Map Customer Service and Professional Assessment tools

RICHMOND PUBLIC LIBRARY BOARD

ANNUAL REPORT TO COUNCIL

Monday, November 14, 2011

Table of Contents

- **More than Books**
- **35 Years at the Richmond Public Library: 2010 Report to the Community**
- **Statistical Reports:**
 - **Richmond Ranks First in Library Use for 2010**
 - **Comparison of Library Expenditures for 2010**
- **Richmond – City of Readers: Strategic Plan 2011-2014**

morethanbooks

Our 148,000 program attendees would fill BC Place 3 times!

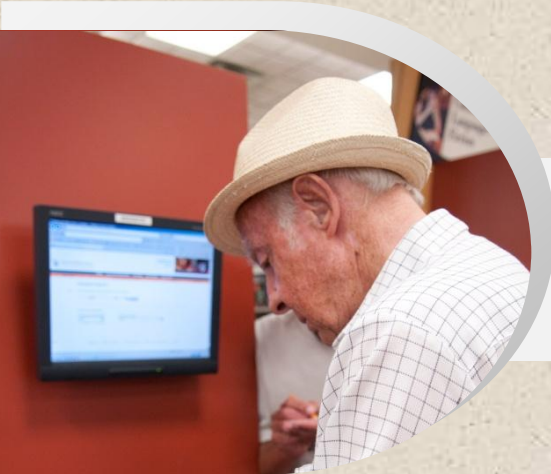
from **users** to **collaborators**

Our community has tremendous resources. Citizens take an active role in library programming allowing them to give back and share their knowledge.



from **beginners** to **masters**

We not only provide the technology for the 600,000 hours the public spend on library computers, we also assist them in navigating the overwhelming world of online information.



from **strangers** to **friends**

With over 5,400 visitors to the library every day, friendships are made all the time!



from **print** to **electronic**

Reading is a right, and we're here to make sure it stays free and accessible, no matter what the format. Choose from 26,000 e-items online.

www.yourlibrary.ca

CNCL - 34

35 YEARS AT THE RICHMOND PUBLIC LIBRARY

2010 report to the community



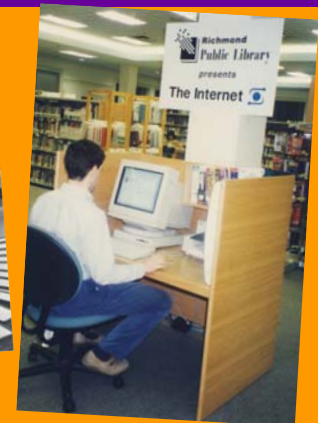
 **Richmond
Public Library**
www.yourlibrary.ca

Number of Richmond residents with



Pat Watson,
Library Board Chair

As we mark our 35th year of serving the Richmond community, we can reflect back on many significant achievements that have enhanced our customers' library experience and changed the face of libraries. From the first computer terminal and Internet connection, to the Information Kiosk, Learning Resource Centre, Self-checkout stations, Online Canadian Citizenship Practice Test, Online BC Practice Driving Test, e-Books and DVD Dispenser, Richmond Public Library has led the way. A world leader in implementing unique approaches to library service, our Ironwood "*Library of the Future*" with its PowerWall displays and comfy living room is one-of-a-kind. Another high profile innovation is the unique Ralphy card for kids, the world's first round library card, designed by local author/illustrator Trevor Lai. And finally, hosting over 46,000 visitors in our *International Living Room* during the 2010 Olympic Winter Games allowed us to show the world how much fun libraries can be. Our 35th anniversary wouldn't be complete without thanking our dedicated Friends of the Library, who continue to raise funds for special library collections and projects. Why not take a look back in time and see how far we've come at www.yourlibrary.ca/35years.



They say "a picture is worth a thousand words". Take a look back at our lib

library cards: 97,046 • Library held 2,452 programs with 147,874 attendees •
135,882 questions answered • 4.49 million items borrowed

2010 Financial Highlights

Revenue:

Municipal contribution	\$ 7,485,900
Fines and miscellaneous	518,868
Grants	441,025
Donations	81,554
Gain on disposal of tangible capital assets	13,037
	<hr/>
	8,540,384

Expenditures:

Salaries and employee benefits	5,990,446
Amortization	1,169,219
Supplies and equipment services	200,566
General and administration	185,697
Building, leases and maintenance	212,104
Utilities	175,634
Periodicals	116,506
Automation	77,963
Resource sharing services	74,904
Contribution to City of Richmond	
Enterprise Fund payment	17,723
	<hr/>
	8,220,762

Annual surplus	319,622
----------------	---------



The Richmond Public Library Board acknowledges generous financial support from the Public Library Services Branch, Ministry of Education.



Library's 35 year history at www.yourlibrary.ca/35years

WE COULDN'T DO IT WITHOUT YOU! THANK YOU!

CASH AND IN-KIND DONATIONS RECEIVED JAN.- DEC. 2010

Thank you to our many generous donors who help us improve and expand access to essential programs, collections and services. To donate, visit www.yourlibrary.ca/donations or any RPL branch.

Donations \$100,000 and up: Richmond Chinese School Foundation; **Donations \$50,000 and up:** Friends of the Richmond Public Library; **Donations \$1,000-\$10,000:** The Ben & Esther Dayson Charitable Foundation; John Yat-Wah Lee; Scotiabank; Pat Watson; **Donations \$100-\$800:** Art Alafritz; Allsorts Book Club; Anonymous; William Ban; Linda Barnes; Jeanne and Richard Bushey; Greg Buss; CFUW Richmond Evening Book Club; Andy Chan; Bernard Che; Kelly Davis; Jose Maria Delgado Enage; Mabel Esteban; Jose Flores; GG Francisco; Dennis and Neva Goquingco; Anil Kumar Gulati; Robbin Greig; Irene Ho; Jen Hung; Ironwood Evening Book Club; Beryl Jeffrey; Peter Kafka; Lulu Katigbak; Connie Lau; Cyndi and Max Mintzberg; Angela O. Nevada; Anonymous; Antonion Pena; Emmanuel Raguin; Lorina Serafico; Koon Hong Siu; Simon Tang; TELUS Corporation; Jose Sevilla Varona; Valerie Wagar; Ya Ya Sisters Book Club; **Donations up to \$99:** Zenaida Albino; Evelyn Amurad; Anonymous; Holly Armstrong; Vicky Au-Yeung; Cenen Bagon; Hardeep Bains; Emperatriz Banting; Esperanza Banting; Rally Catherine Bernardo; Winnie Joy Bernardo; Mark Bostwick and Linda Hilts; Estela Buntan; Jayson Burden; Cindy Burgoyne; Cecille Carpio; Meena Cavi; Mike Chien; Magdalene Chung; Chester Co; Julia Coe; Sandy Costimiuk; Cynthia Cruz; Josefina Cueto; Arailli ce Vera; Patrick De Vera; Christina Dionisp; Miguel Echevarria; Christine Elum; Priscilla Estrada; Delly Fairbrother; Susie Fisher; Rey Fontaleza; Sonny Francisco; Ashley Frasca; Pauline Gamboa; Manjinder Garcha; Sharon Gargaro; Gheeta; Laura Ho; Xinhua Hu; Harold Hung; Magdalene Hwang; Anna Imperial; Carlos Imperial; Rosaline May Imperial; Chris Ip; Patrick Ip; Marvie Jayme; Marvie and Jose Jayme; Emma Jusay; Tirth Kular; David Lai; Ron Lakhan; Yvette Larsen; Trieu Nang Lieu; Cecilia Lim; Ben Magcalas; Marianne Mamaril; Kan Kar Man; Victoria Marasigan; Khysen Marasigan; Colin Mathews; Ishmael Mayuga; Nora McCallum; Cynthia Mendoza; Maria Mendoza; Estelita Miller; Diane Moncur; Rene Montano; Monina Montecillo; Norender Nagra; Natasha; Eric Ng; Lily Nguyen; Albert Oh; Edwin Parcerro; Bert Parungao; Albert Pastoral; Maria Pastoral; Rosa Piezas; Satish Prasad; Elisa Lee Qua; Wilfredo Rances; Ann Rees; Lani Santiago; Winston Sayson; Benny and Gail Sczerkowski; Rajinder Sehmy; Sisterhood of Temple Shalom; Andy Stashuk; Debbie Steinwandt; Eleanor Tan; Rochelle Tan; Zehra Tejani; Edward Teodono; Edmond To; Alberto Tuiza; Cora Tuiza; Vincent Uy; Joselito Valencia; Carmelita and Harri Weichert; Westwind Elementary School, Parent Advisory Council; Natasha Whitty; Renee Wiebe; Floserpina



Richmond Ranks First in Library Use for 2010

ITEMS LOANED PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>ITEMS LOANED</u>	<u>ITEMS LOANED PER CAPITA</u>
Richmond	193,225	4,498,624	23.3
Burnaby	222,802	3,982,449	17.9
Vancouver	629,992	9,458,415	15.0
Coquitlam	121,476	1,332,758	11.0
Surrey	446,670	4,027,369	9.0
Average			14.4

VISITS PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>VISITS</u>	<u>VISITS PER CAPITA</u>
Richmond	193,225	1,902,435	9.85
Vancouver	629,992	6,161,647	9.78
Burnaby	222,802	2,012,510	9.03
Surrey	446,670	2,437,539	5.46
Coquitlam	121,476	645,350	5.31
Average			8.15

PROGRAM ATTENDANCE PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>PROGRAM ATTENDANCE</u>	<u>PROGRAM ATTENDANCE PER CAPITA</u>
Richmond	193,225	147,874	0.77
Vancouver	629,992	218,733	0.35
Coquitlam	121,476	34,224	0.28
Surrey	446,670	105,648	0.24
Burnaby	222,802	44,931	0.20
Average			0.33

ELECTRONIC VISITS PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>ELECTRONIC VISITS</u>	<u>ELECTRONIC VISITS PER CAPITA</u>
Richmond	193,225	8,850,975	45.81
Vancouver	629,992	5,385,076	8.55
Burnaby	222,802	1,437,941	6.45
Surrey	446,670	1,150,193	2.58
Coquitlam	121,476	227,775	1.88
Average			8.09

Source: BC Public Library Statistics
Canadian Urban Libraries Council

Comparison of Library Expenditures for 2010

LIBRARY EXPENDITURE PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>OPERATING EXPENDITURE</u>	<u>LIBRARY EXPENDITURE PER CAPITA</u>
Vancouver	629,992	\$47,876,468	\$76.00
Burnaby	222,802	\$13,463,437	\$60.43
Coquitlam	121,476	\$5,180,753	\$42.65
Richmond	193,225	\$8,182,542	\$42.35
Surrey	446,670	\$16,537,847	\$37.02
Average			\$50.53

MUNICIPAL SUPPORT PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>MUNICIPAL SUPPORT</u>	<u>MUNICIPAL SUPPORT PER CAPITA</u>
Vancouver	629,992	\$37,406,169	\$59.38
Burnaby	222,802	\$9,616,944	\$43.16
Richmond	193,225	\$7,485,900	\$38.74
Coquitlam	121,476	\$3,904,406	\$32.14
Surrey	446,670	\$11,384,921	\$25.49
Average			\$43.24

MATERIALS EXPENDITURE PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>PUBLIC SEATING</u>	<u>MATERIALS EXPENDITURE PER CAPITA</u>
Vancouver	629,992	\$5,267,332	\$8.36
Richmond	193,225	\$1,247,505	\$6.46
Burnaby	222,802	\$1,413,319	\$6.34
Surrey	446,670	\$2,112,197	\$4.73
Coquitlam	121,476	\$412,545	\$3.40
Average			\$3.65

LIBRARY COST PER USE *

<u>CITY</u>	<u>TOTAL EXPENDITURES</u>	<u>TOTAL USE</u>	<u>LIBRARY COST PER USE</u>
Surrey	\$16,537,847	8,746,646	\$1.89
Vancouver	\$47,876,468	26,152,122	\$1.83
Coquitlam	\$4,336,591	2,577,027	\$1.68
Burnaby	\$13,463,437	8,110,287	\$1.66
Richmond	\$8,182,542	16,659,225	\$0.49
Average			\$1.52

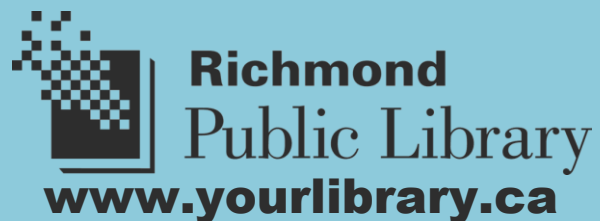
Source: BC Public Library Statistics
Canadian Urban Libraries Council

* COST PER USE: Total Expenditures divided by Total Use.

Total Use = sum of visits in person + circulation + in-house use + program attendance + information questions + electronic visits + public wireless usage + electronic database uses + public computer uses.



RICHMOND - CITY OF READERS



Strategic Plan 2011-2014

CNCL - 41

MESSAGE FROM PAT WATSON, BOARD CHAIR



Go Anywhere. Learn Anything. Read Every Day.

This year marks 35 years of Richmond Public Library serving the community. Since our inception, our goal has been to support beginner readers, lifelong readers and everyone in between. Over the years, we have witnessed the evolution of reading from the printed word in books, to reading on computers, e-readers and other handheld electronic devices. Despite these dramatic changes, the fundamental

value of reading prevails and continues to play a crucial role in achieving our full potential. The library is in the unique position to transform lives and communities by encouraging and celebrating the power and joy of reading. Literacy has a powerful effect, not only on individuals, but also on the economic and social well-being of the entire community.

The people of Richmond love their library. National library statistics confirm that more people borrow more materials from our library per capita than any other large urban library in Canada. We truly are a city of readers. However, numbers are only one measure of the community's support. As you can see from the quotes throughout this document, our customers have a heartfelt connection with the library and its staff.

Richmond Public Library is recognized internationally for its excellence and continues to receive awards for its innovative services and programs. However, part of being successful includes a critical review of what has been accomplished to date and developing a strategic plan that lays out priorities and goals for the future.

During our strategic planning process the following questions were asked:

- Where can we make the greatest difference?
- How can we work collaboratively with other organizations?
- What are customers asking for?
- What barriers prevent effective library use?

In addition, we solicited comments from customers, community organizations and staff on how to improve services.

Our findings resulted in five strategic goals:

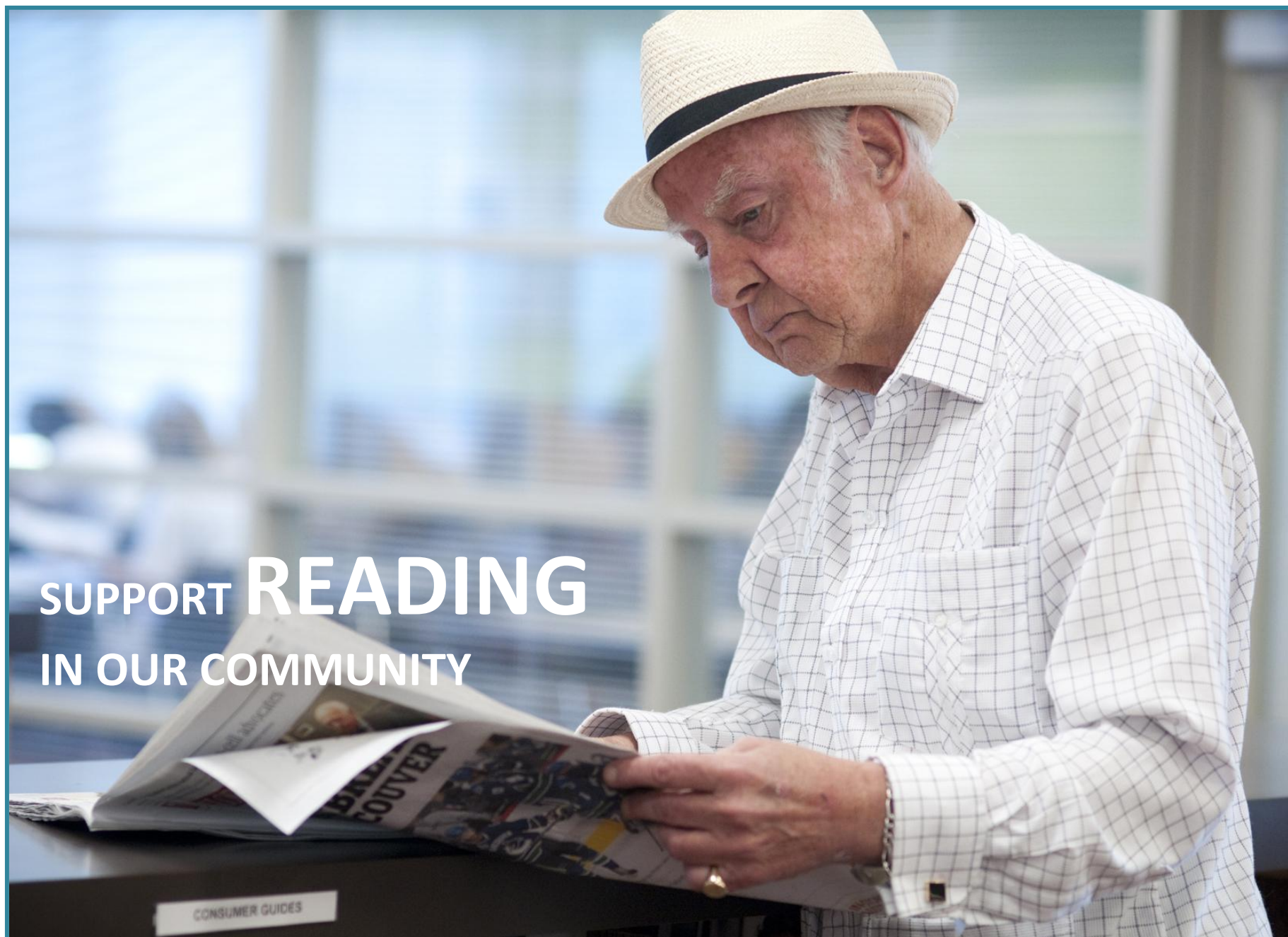
- Goal 1: Support reading in our community
- Goal 2: Use technology to connect readers
- Goal 3: Develop collections to meet popular demand
- Goal 4: Offer programs that inform and inspire
- Goal 5: Create friendly, welcoming facilities

The Library Board and staff look forward to working with Mayor and Council, city staff, our community partners, and our many generous donors to achieve these goals. And if the past is any indicator of the future, we anticipate many more years of invigorating challenges, innovations and change. Our focus will always be on our city of readers.



Thank you for reading this important document and keep enjoying our wonderful library!

“ A father came to tell us that his daughter had just been evaluated for English language comprehension and had scored a perfect 5. When the instructor asked what preschool she attended, she said, ‘I go to the library. That’s my preschool.’



SUPPORT **READING**
IN OUR COMMUNITY

GOAL 1: SUPPORT READING IN OUR COMMUNITY

Work with community partners to promote and support reading; especially to reach out and serve populations currently not using the library's resources and services. Many of these organizations work with vulnerable groups dealing with low income, low literacy and other life challenges that inhibit them from using the library.

Activities

- Enhance the effectiveness of existing partnerships.
- Identify new partners that will encourage reading and use of the library's resources.
- Identify barriers for underserved populations and find solutions to encourage them to use library services.
- Celebrate and promote the joy and value of reading by enhancing reading programs and finding new ways to highlight our collections.

“Years ago, as a young single mother of small boys, the library was an oasis of calm in a very chaotic life. Welcoming. Free. Interesting. Stimulating. A place where I could stop saying no, sorry honey, we can't afford that right now, but Yes! We can borrow books and movies - go ahead and choose! Yes! Let's stay and listen to a story! Yes, we'll come back next week.”



USE **TECHNOLOGY** TO CONNECT READERS

GOAL 2: USE TECHNOLOGY TO CONNECT READERS

Provide customers with access to the technology and skills required to navigate information and connect with people throughout the world.

Activities

- Ensure that customers have access to reliable computers with up to date software.
- Take advantage of social media technologies that will help us connect to customers and let readers connect to each other.
- Offer instruction on technology from basic computer courses to eBook downloading and advanced online database research.
- Continue to improve the library's website to reflect the needs and interests of readers.
- Develop virtual reference and customer service support systems to improve customer convenience.



My mom has been here for 2 decades, and if it weren't for the computer classes available, I don't think she would ever learn!!! Thank you!!!!





GOAL 3: DEVELOP COLLECTIONS TO MEET POPULAR DEMAND

Help children, teens and adults find books and other materials to stimulate their imagination and foster lifelong learning at a variety of reading levels, and in various languages.

Activities

- Refresh and expand the merchandising of collections to highlight and increase the use of library materials.
- Continue to ensure popular material is widely available to meet the demand of customers.
- Further develop collections in languages other than English to reflect the demographics of our community.

“ Our library is a fabulous place, with an excellent collection and friendly staff. What would I like? More of the same - bigger libraries with even more books, movies and CDs. ”

OFFER PROGRAMS THAT
INFORM AND INSPIRE



GOAL 4: OFFER PROGRAMS THAT INFORM AND INSPIRE

Provide Richmond residents, regardless of reading ability or ethnic background, with programs to expand their interests, skills and knowledge.

Activities

- Continue to develop unique and appealing programs for youth that encourage a love of reading.
- Support literacy and reading readiness through the library's own programs as well as with community organizations involved with literacy.
- Offer programs that celebrate the diverse cultures of our community.
- Offer programs that support newcomers to Canada.
- Encourage community experts to present programs of interest to the community.

“

When I was a new mom with my first child, I found support through a network of other new moms during babytimes and storytimes. They don't give you an instruction manual for being a mom, but at least with the library, you can find resources about parenting, find recipe books to cook the family a decent meal, travel books to take them on a well planned vacation, videos for family night, and the Summer Reading Club to encourage the kids to read during their vacation.

”



GOAL 5: CREATE FRIENDLY, WELCOMING FACILITIES

Ensure that people of all ages feel welcome in their local branch by providing a comfortable, engaging environment and friendly, helpful staff. Plan all policies and activities with the customers' needs and benefits in mind.

Activities

- Create warm, welcoming and safe public spaces.
- Offer exceptional customer service to ensure that everyone feels at home in their branch.
- Provide ongoing staff development that promotes passion and enthusiasm for reading.
- Work with the City of Richmond to plan branch development and expansion to meet growing needs.
- Promote the “greening” of the library and its operations and set an example for conserving resources and protecting the environment.



I like to come to the library every day. It's a part of my life and I feel comfortable coming here.



RICHMOND PUBLIC LIBRARY BOARD 2011



Front Row L - R: Susan Koch, Dulce Cuenca, Pat Watson (Chair), Councillor Linda Barnes, Sanjiv Khangura, Simon Tang
Back Row L - R: Mark Bostwick, Diane Cousar, Peter Kafka (Vice Chair)

SENIOR STAFF

Greg Buss, Chief Librarian and Secretary to the Board
Shelley Civkin, Communications Officer
Mark Ellis, Manager of Information Technology
Cathy Gettel, Executive Assistant
Ping He, Head of Adult Services
Wendy Jang, Coordinator of Multilingual Services
Beryl Jeffrey, Manager of Support Services

Kat Lucas, Head of Ironwood Branch
Virginia McCreedy, Coordinator of Children's Services
Shaneena Rahman, Coordinator of Circulation & Merchandising
Lee Anne Smith, Head of Cambie Branch
Dace Starr, Special Projects Librarian
Susan Walters, Manager of Customer Services
Charlotte Welter, Coordinator of Computer Services



Approved May 2011 by the Richmond Public Library Board



General Purposes Committee

Date: Monday, November 7, 2011

Place: Anderson Room
Richmond City Hall

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

Call to Order: The Chair called the meeting to order at 4:00 p.m.

AGENDA ADDITIONS

It was moved and seconded

That the following matters be added to the agenda:

Item No. 8 - YVR Regional Airport Strategy;

Item No. 9 - a Public Works item;

Item No. 10 - City Centre Community Association ; and

Item No. 11 - the Richmond Family and Youth Court Committee.

CARRIED

General Purposes Committee

Monday, November 7, 2011

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, October 17, 2011, be adopted as circulated.

CARRIED

DELEGATION

1. With the aid of a video presentation, Tracey Lakeman, Chief Executive Officer, Tourism Richmond and Scott Johnson, Chair, Tourism Richmond Executive Committee, presented Tourism Richmond's Annual Report, and highlighted how Richmond's tourism industry benefits the local economy.

During the presentation, Mr. Johnson and Ms. Lakeman also spoke about:

- how Richmond has grown and is now recognized as a destination internationally;
- the benefits and growth realized as a result of the 2% Additional Hotel Room Tax;
- the Destination Marketing Organization (DMO) Benchmarking Program;
- some of the events such as conventions and sports attractions that Richmond has competed for with other cities, and successfully secured;
- Tourism Richmond's vision to see Richmond as a premier west coast destination;
- Richmond's hotel room rates in comparison to Vancouver; and
- the renewal process for the 2% Additional Hotel Room Tax.

It was moved and seconded

That Tourism Richmond's 2010/2011 Annual Report to Council be received for information.

CARRIED

General Purposes Committee

Monday, November 7, 2011

2. COUNCIL REFERRAL ON BC HYDRO SMART METERS

(File Ref. No.: 01-0150-20-BCHY1) (REDMS No. 3392394)

Cecilia Achiam, Interim Director, Sustainability and District Energy, and Doug Long, City Solicitor, were available to answer questions.

Reference was made to the UBCM resolution requesting a moratorium on the installation of smart meters, and discussion took place about the provincial government's *Clean Energy Act*, which requires BC Hydro to install and operate smart meters in every private dwelling in BC by the end of 2012. Discussion also took place about:

- how the City does not have the authority to stop the installation of smart meters, therefore the only suitable action at this time is for the City to make a similar motion to the UBCM resolution;
- BC Hydro's communication strategy related to smart meters. It was noted that a member of Advisory Committee on the Environment (ACE) who had attended a BC Hydro presentation about energy conservation, observed that BC Hydro staff at the presentation had refused to discuss smart meters;
- concerns raised by those residents who have already had smart meters installed in their homes, particularly if a moratorium is put in place;
- requesting the Medical Health Officer to further investigate the safety concerns related to smart meters;
- concerns for residents who have medical devices that the smart meters may interfere with; and
- the feasibility of re-directing concerned residents to the province by providing the appropriate contact information on the City website.

During the discussion, staff was directed to advise members of ACE to provide comments on the matter by the next Regular Council meeting, to be held on Monday, November 14, 2011.

Carol Day, 11631 Seahurst Road, requested that Council agree to send a letter to BC Hydro requesting a Smart Meter Opt-Out Solution (SOS). A detailed submission of Ms. Day's presentation is attached, and forms part of these minutes as Schedule 1.

It was moved and seconded

- (1) *That the staff report entitled "Council Referral on BC Hydro Smart Meters" from the Interim Director, Sustainability and District Energy, dated October 24, 2011 be received for information;*
- (2) *WHEREAS significant and serious health, privacy and other concerns have been identified regarding the installation of wireless smart meters in British Columbia; and*

General Purposes Committee

Monday, November 7, 2011

AND WHEREAS BC Hydro is proceeding with its program to install wireless smart meters in British Columbia although it recognizes there is active discussion and ongoing research into the possible health and environmental effects related to radio frequency signals and its is aware the World Health Organization has called for further investigation on this matter in its press release issued on May 31, 2011;

THEREFORE BE IT RESOLVED that the City of Richmond request a moratorium be placed on the mandatory installation of wireless smart meters until the major issues and problems identified regarding wireless smart meters are independently assessed and acceptable alternatives can be made available at no added cost to the consumer, and that homeowners be given the option to opt-out of the Smart Meter Program whether or not a smart meter has been installed in their home;

- (3) That letters be written to the Premier, the Minister of Energy, the local MLAs, and the CEO of BC Hydro accordingly; and*
- (4) That a letter be sent to the Medical Health Officer requesting that he conduct an investigation as to whether smart meters pose a health hazard.*

The question on the motion was not called, as staff was directed to post the motion on the City's website and advise concerned residents to direct their letters to the provincial government.

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

3. **GLOBAL ACCESSIBILITY MAP (GAM)**

(File Ref. No. 11-7000-06/2011-Vol 01) (REDMS No. 3246778 v.5)

In answer to a question from the Committee, Alan Hill, Cultural Diversity Coordinator, joined by the Manager, Community Social Development, John Foster, advised that GAM focuses on public facilities, and does not identify every building in the City.

Councillor Harold Steves left the meeting (5:04 p.m.).

A brief discussion ensued about how accessibility within the City is essential for all of the population, and not just those living with a disability.

It was moved and seconded

That the City partner with the Rick Hansen Foundation and Richmond Centre for Disability (RCD) to support the launch and development of Global Accessibility Map Customer Service and Professional Assessment tools.

CARRIED

CNCL - 58

General Purposes Committee

Monday, November 7, 2011

4. **POLICE PRESENCE IN THE DOWNTOWN CORE**

(File Ref. No. 09-5000-01/2011-Vol 01(11.43 V11)) (REDMS No. 3376028)

Renny Nasset, Officer In Charge (OIC), Richmond RCMP, joined by Phyllis Carlyle, General Manager, Law & Community Safety, advised that a community police office would provide additional service in the downtown core, however it was not required for operational response.

Councillor Harold Steves re-entered the meeting (5:09 p.m.).

A discussion then took place about:

- communicating with the public about which services would be provided at the community police office, and which services would only be available at the main branch;
- estimated time of completion of the proposed community police station project. It was noted that it may take approximately two to three months to complete the project subsequent to its approval;
- the proposed hours for the community police station, which are: Monday-Friday, 9 am to 5 pm;
- how community police stations lead to an increased perception of police presence;
- a phone, connecting directly to E-Comm, would be accessible at the front door of the proposed community police station;
- the proposed operation of the community police station would include the expectation that RCMP Officers working in the downtown zone would attend the community station to do paperwork rather than the main branch;
- the RCMP rotation schedule and shifts, and the feasibility of hiring two permanent officers for the location; and
- the RCMP budget and funding availability for the proposed three year trial project.

During the discussion, Ms. Carlyle made reference to a court proceeding that took place in June 2011, which awarded retro-active pay to RCMP Officers. She noted that an appeal process was underway regarding the matter, and that a decision may be made by the end of 2012. Ms. Carlyle explained how the decision on the matter would impact the City, stating that if the decision is upheld, the City may have to compensate RCMP Officers in retroactive payouts of approximately 1.5 million dollars, and an increase in the RCMP base budget of approximately \$980,000, without hiring any additional members.

Staff was directed to provide details on the monetary surplus generated by the RCMP for 2010, prior to the next Regular Council meeting, to be held on Monday, November 14, 2011.

CNCL - 59

General Purposes Committee

Monday, November 7, 2011

It was moved and seconded

That:

- (1) *a City Centre Community Police Office be considered on a 3 year trial basis:*
 - (a) *at 5671 No. 3 Road, as the temporary location in the downtown area;*
 - (b) *a maximum of \$573,800 in total costs over 3 years (\$167,000 in capital costs and operating costs of \$406,800) be funded from the existing RCMP budget; and*
- (2) *staff report back annually regarding the success of the program.*

The question on the motion was not called as discussion continued about:

- ensuring that ongoing review of the program takes place, including the number of operational days per week, and public education;
- using the proposed community policing station as the focal point for members who are deployed in the area;
- deployment tactics for the bike squad. It was noted that members of the bike squad would be required to report directly to the main branch, and load a van with their equipment, prior to heading to a location from which they would be deployed;
- the benefits associated with locating the Youth Intervention and Restorative Justice Programs in the downtown core; and
- the need for greater foot patrol in the City's downtown core.

The question on the motion was then called, and it was **CARRIED** with Cllr. G. Halsey-Brandt opposed.

5. **SUSTAINABILITY FRAMEWORK – PROPOSED SOLID WASTE STRATEGIC PROGRAM**

(File Ref. No.: 01-0370-01) (REDMS No. 3395281)

Margot Daykin, Sustainability Manager, Community Services, and Suzanne Bycraft, Manager, Fleet & Environmental Programs were available to answer questions.

A discussion ensued about the possibility of creating a policy to mandate the recycling of building materials resulting from the demolition of houses. Staff noted that the City was currently working with Metro Vancouver on a draft bylaw that would provide guidance at the demolition permit stage.

It was further noted that one of the mandates is to increase the recycling of wood waste, and that donation of such materials to Habitat for Humanity would also be reviewed.

General Purposes Committee

Monday, November 7, 2011

Staff also advised that a report to Council regarding an eco-centre was forthcoming, and that although the City of Richmond has one of the best recycling depots in the lower mainland, an eco-centre would provide increased improvements.

It was moved and seconded

That the Solid Waste Sustainability Strategic Program, as presented in Attachment 1 to the report dated October 18, 2011, be endorsed as the solid waste component of the City's Sustainability Framework.

CARRIED

6. **METRO VANCOUVER: PAN-MUNICIPAL AFFAIRS SERVICE ESTABLISHMENT BYLAW**
(File Ref. No.:) (REDMS No. 3400974)

It was moved and seconded

That Council endorse the adoption of The Greater Vancouver Regional District Pan-Municipal Affairs Service Establishment Bylaw No. 1157, 2011 by Metro Vancouver.

CARRIED

7. **LABOUR RELATIONS CONVERSION AND AMENDMENT INTERIM BYLAW**
(File Ref. No.: 05-1400-01) (REDMS No. 3400659)

It was moved and seconded

That Council consent on behalf of the electors to the Labour Relations Conversion and Amendment Bylaw by adopting the following resolution:

"The Council of the Municipality of Richmond consents on behalf of the electors to the adoption of 'The Greater Vancouver Regional District Labour Relations Conversion and Amendment Bylaw No. 1166, 2011.'"

CARRIED

8. **YVR REGIONAL AIRPORT STRATEGY**
(File Ref. No.:) (REDMS No.)

A discussion took place about requesting YVR Airport and the Ministry of Transportation to expedite the completion of a Regional Airport Strategy. It was noted that in response to a letter sent by the Mayor to the Ministry of Transportation regarding a strategy, the Ministry had indicated that YVR was responsible for such a strategy.

It was noted that City staff is in the process of setting up a meeting with YVR, and that staff would include Transport Canada in the meeting as well. It was suggested that staff may wish to request the City of Abbotsford to join the discussions as well. The General Manager, Planning and Development was requested to follow up and report back.

CNCL - 61

General Purposes Committee

Monday, November 7, 2011

9. PUBLIC WORKS

(File Ref. No.:) (REDMS No.)

Reference was made to the submission of a petition requesting the construction of a walkway from Walter Lee School to Williams Road. It was noted that the person who submitted the petition stated that City staff advised a walkway was not possible.

In response, Robert Gonzalez, General Manager, Engineering and Public Works, indicated there are currently three requests for such walkways. Such requests are typically included in the capital plan for review and ranking by Council.

Staff was directed to report back on the three walkways at the next Public Works and Transportation Committee meeting under the Managers Reports section of the agenda.

10. CITY CENTRE COMMUNITY ASSOCIATION

(File Ref. No.:) (REDMS No.)

Reference was made to a letter addressed to the General Purposes Committee, from the City Centre Community Association, thanking City Council for its support. A copy of the letter is attached, and forms part of these minutes as Schedule 2.

11. RICHMOND FAMILY AND YOUTH COURT COMMITTEE

(File Ref. No.:) (REDMS No.)

Reference was made to a conference that the Richmond Family and Youth Court Committee (RFYCC) had hosted, for which the City had provided \$10,000 in funding. It was noted that the RFYCC had successfully raised the funds through sponsorship, and was now returning a total amount of \$10,229.25 to the City. A letter from the RFYCC regarding the funds is attached, and forms part of these minutes as Schedule 3.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (6:04 p.m.).

CARRIED

CNCL - 62

General Purposes Committee

Monday, November 7, 2011

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 7, 2011.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office

To City of Richmond General Purposes Committee Nov 7, 2011

RE: Smart Meters in Richmond

My name is Carol Day and I am here to speak to the agenda item , Staff report on Smart meters.

I am asking council to make a motion to send a letter to BC Hydro requesting a S.O.S.

Smart Meter Opt-out ~~Option~~ ^{Solution}. There are many people in Richmond who do not want smart meters for a variety of reasons and their concerns have been ignored by BC Hydro.

I would like to add to staffs report this letter from former premier Mr. Bill Vander Zalm, it is written to Delta City Council. I will not read the entire letter but I would like to point out some of the highlights.

The below report is from California but there are similar findings on such places as the Netherlands where they are banned completely.

You can be a leader among Municipalities by taking a firm stance on behalf of Delta Citizens. Insist by resolution of Council, that no further action to install Smart Meters be taken in Delta until further study and research,

Why should we allow the provincial Government and the BC Hydro to play Russian Roulette with our health.....if they have a billion dollars to spend ,there are many social needs, during a time of recession, that are far more in need than changing meters.

Mr. Vander Zalm goes on to say:

And whereas, there has been no consultation with our people by the provincial government about the Smart meter program

And whereas, because of Smart Meters. People have expressed concern about the invasion of privacy and move to globalization.

Therefore be it resolved that our Municipality will require a permit, prior to installation, and that permits will be withheld until the completion of satisfactory research into health safety and that our citizens be provided with the option of a wired meter installation.

The movement against Smart Meters is global and if the City of Richmond does not take a proactive stance now then we will be seen as city that does not listen to her people. I think the S.O.S. approach to Smart Meters make sense ,it is a compromise and this will give the citizens in Richmond who are concerned about Smart meters ,piece of mind.

S.O.S.

Smart Meter, Opt-out, ~~Option~~

^{Solution}

Thanks Carol Day

[< Return to Letters and Initiatives](#)

Nov 1
2011

Message re Smart Meters to Delta Council

from Bill Vander Zalm

Dear members of Delta Council,

Please review the below and consider taking action at the Council level to stop the installation of the Smart Meters in Delta. You can be the leader among Municipalities by taking a firm stance on behalf of Delta Citizens. Insist, by resolution of Council, that no further action to install Smart Meters be taken in Delta until further study and research, particularly in areas where Smart Meters have already been installed.

The below report is from California but there are similar findings in such other places as the Netherlands where now they are banned completely.

Why should we allow The Provincial Government and the B.C. Hydro to play Russian Roulette with our health and well being? If the Provincial government (ala B.C. Hydro) has a billion dollars to spend - there are many social needs, during a time of recession, that are far more in need than changing meters.

Please give consideration to a resolution similar to the rough example below:

- Whereas, there appears to be no valid research done by B.C. Hydro into the overall effects of "Smart Meters";
- and whereas, there has been no consultation with our people by the provincial government about the Smart Meter installation program;
- and whereas, the billion dollars proposed to be spent on Smart Meter installation may better be used during this time of recession, in areas of Social suffering and need;
- and whereas, because of Smart Meters, people in the province and our Municipality, have expressed concern about the invasion of privacy and the move to globalization;
- and whereas, Smart Meters have already been installed in various European and North American locations;
- and where now a number of these entities have expressed concern about the health impacts on its citizens:

Therefore be it resolved that our Municipality will require a permit, prior to installation, and that permits will be withheld until the completion of satisfactory research into health safety and that our residents be provided with the option of a wired meter installation.

Thank you for your consideration and action,
Bill Vander Zalm



City Centre Community Association
140-8279 Salsa Road
Richmond, BC.
V6Y 4B6

tel: 604-233-8910
fax: 604-233-8916

Schedule 2 to to the minutes of the
General Purposes Committee
meeting held on Monday, November
7, 2011

PHOTOCOPIED

NOV 4 2011

& DISTRIBUTED

October 31, 2011

General Purposes Committee, Chairperson Mayor Malcolm Brodie

Dear Mr. Mayor and Councilors:

The Richmond City Centre Community Association (RCCCA) Board of Directors would like to thank you for the support you have given to the Board and the residents that they serve during the past 19 years.

City Centre Community Association started out by sharing an office at the Cultural Centre and in due course moved into our own small space at Lang Centre in 1997. Since our small space could not accommodate all of our programming we reached out to the public schools within our boundaries and partnered with them to provide satellite locations to meet our programming needs.

Providing programs in satellite locations in the public schools within our boundaries has helped expand and strengthen our presence in the community. Our satellite locations within those schools have enabled us to reach out to the community we serve, to identify their needs and provide the appropriate programming for our very diverse community.

Lang Centre has been and will continue to be a real anchor for the community we serve. The ability to walk to a local (RCCCA) program location to socialize and connect with people is the epitome of what is needed in a dense downtown core of any city.

The expansion of RCCCA with the addition of the new 30,000 square foot facility in 2014 is progressing well. When the new facility opens it is RCCCA's intention to maintain programs at our existing satellite locations as well as at Lang Centre. Programs run out of Lang Centre have filled and will continue to fill an enormous local need that will keep on increasing as the densification of our City Centre moves forward.

The Board of Richmond City Centre Community Association looks forward to working with City Staff in identifying and providing the required programming for the new facility, our satellite locations and Lang Centre.

Again, thank you for your support and commitment in enabling us to serve the residents of City Centre.

Paige Robertson
Director, City Centre Community Association



November 2, 2011

Councillor Evelina Halsey-Brandt
Council Liaison – Richmond Family & Youth Court Committee
6911 No. 3 Road
Richmond, BC, V6Y 2C1

Dear Councillor Halsey-Brandt:

Re: 2009 Family Violence Conference Grant

On behalf of the Richmond Family & Youth Court Committee (RFYCC), thank you for supporting the Committee and for providing \$10,000 in seed money.

Due to the success of additional funds raised in the community, the Committee found it did not require the City-provided seed money. At a RFYCC meeting there was a discussion regarding whether to keep the excess raised funds, or whether to return those funds with the \$10,000 that was originally provided. The Committee decided that because the community donated money was specifically for the Conference, that it was best if the Committee did not keep the funds to use for something else. That is why you will note that the cheque enclosed totals \$10,229.25 which includes the original seed money plus interest and the balance of the unused fundraising funds.

Please accept the cheque that is enclosed. The Conference bank account has now been closed.

Again, the Committee thanks you for your continued support of our activities.

Yours truly,


Teresa Vozza, Chair
Richmond Family & Youth Court Committee

c.c. Mayor Brodie

encl.



Parks, Recreation & Cultural Services Committee

Date: Tuesday, October 25, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Evelina Halsey-Brandt, Vice-Chair
Councillor Sue Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty

Also Present: Councillor Linda Barnes (arrived at 4:05 p.m.)
Councillor Greg 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 Parks, Recreation and Cultural Services Committee held on Tuesday, September 27, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, November 29, 2011 (tentative date) at 4:00 p.m. in the Anderson Room.

DELEGATION

Bud Sakomoto, representing the Scotch Pond Heritage Cooperative, provided an update on the Cooperative's activities and noted the following:

- the Scotch Pond Heritage Cooperative is a non-profit group formed by local fishermen in an effort to preserve fishing heritage;

CNCL - 69

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

- to be a member of the Cooperative, one must (i) possess a valid fishing licence and (ii) be active in the fishing industry; and
- the Cooperative operates and manages a net float, a net storage facility and net racks at Scotch Pond.

Cllr. Barnes entered the meeting (4:05 p.m.)

In reply to queries from Committee, Mr. Sakomoto spoke of fishing runs and concerns related to fishing stock, noting that fishing stocks are declining. Also, he commented on the Cooperative's past practice of holding an annual open house and remarked that communication with the City would be welcomed.

Discussion ensued regarding the status of Scotch Pond and the condition of its building and floats, in particular the roof of the building. It was noted that a comprehensive report on Scotch Pond would be informative.

Bryan Klassen, Site Supervisor, advised that a report on the condition of the roof was completed. The report identified asbestos in the materials of the roof and staff are now investigating how to address this circumstance.

Discussion ensued regarding the terms of the current agreement between the Scotch Pond Heritage Cooperative and the City. A comment was made regarding whether or not it would be beneficial to amend the agreement to reflect a shift in operational responsibility.

Discussion further ensued regarding the terms of the current agreement between the Cooperative and the City in relation to maintenance and dredging. In reply to a query from Committee, Mr. Sakomoto advised that as a member of the Cooperative, he receives annual financial statements.

As a result of the discussions, the following **motion** was introduced:

It was moved and seconded

That staff prepare a detailed report on the status of Scotch Pond, including the condition of the building, the floats, the pilings, the channel, and the shoreline and provide a copy of the current agreement to determine whether the agreement needs updating.

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. **REQUEST TO EXTEND THE TEMPORARY EXHIBITION OF THE PUBLIC ARTWORK "WATER #10"**

(File Ref. No. 11-7000-09-20-129) (REDMS No. 3378876)

CNCL - 70

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

It was moved and seconded

That the extended temporary exhibition of the artwork "Water #10" until the end of 2013 at the Cambie Drainage Pump Station in Richmond, as outlined in the staff report dated October 11, 2011 from the Director, Arts, Culture & Heritage, be approved.

The question on the motion was not called as in reply to queries from Committee, Eric Fiss, Public Art Planner, advised that (i) the staff are seeking additional time for the extension of the artwork in the event the development is not completed by the anticipated date; and (ii) staff can revisit the proposed insurance arrangement.

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

PARKS AND RECREATION DEPARTMENT

2. **OVAL WEST WATERFRONT PARK – CONCEPT DESIGN**

(File Ref. No. 06-2400-20-OWWA1/Vol 01) (REDMS No. 3383678)

In reply to queries from Committee, Mike Redpath, Senior Manager, Parks, advised the following:

- in February 2007, Council approved the Oval Site West Open Space Concept, which addressed the waterfront open space opportunities presented by the development of the Richmond Olympic Oval;
- the proposed concept has been updated and reflect the design for the waterfront City park between the No. 2 Road Bridge and the Oval on the middle arm of the Fraser River; and
- the proposed concept has worked its way up the Capital Budget process and has been identified as a priority.

With the aid of several artist renderings, Doug Shearer, Park Planner, commented on proposed dike improvements and explained how the existing dike would integrate with the proposed dike improvements.

Discussion ensued regarding a reference to the Garden City Lands in Part 1.2 of Attachment 1 to the staff report entitled "Oval West Waterfront Park – Concept Design". Mr. Redpath noted that Attachment 1 was published in February 2006.

Mr. Shearer advised that the proposed concept aims to visually blur the line between the public park and the adjacent private development with the use of lighting, site furnishings and planting. Also, he commented on the width of the proposed dike trail, noting that it is anticipated that the increase in dike trail width address concerns related to mixed-uses.

Discussion ensued regarding the proposed water feature included in Phase I of the ASPAC development. Also, it was noted that adult play equipment would be welcomed along the dike trail.

CNCL - 71

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

It was moved and seconded

That the concept design for the Oval West Waterfront Park, as detailed in the staff report entitled "Oval West Waterfront Park – Concept Design" from the Senior Manager, Parks, dated October 18, 2011, be endorsed.

CARRIED

Cllr. S. Halsey-Brandt left the meeting (4:50 p.m.) and did not return.

3. MANAGER'S REPORT

(i) Snow Geese Management

Dee Bowley-Cowan, Acting Manager, Special Projects, noted that staff have implemented the Snow Geese Management Program and, currently exploring educational programs with local schools.

Discussion ensued regarding skunks and in reply to a query, Ms. Bowley-Cowan advised that pest control companies typically release skunks within a few kilometres of where they were trapped.

(ii) Halloween 2011

Serena Lusk, Manager, Parks Programs, referenced a memorandum entitled 'Halloween Events' (copy on file, City Clerk's Office) and spoke of the various upcoming Halloween events.

Eric Stepura, Manager, Sports & Community Events, spoke of a joint operations team that has been meeting regularly to ensure that Halloween is enjoyed by all, and most importantly is safe for all.

Discussion ensued regarding Halloween night fireworks and the termination of fireworks at Garry Point Park on Canada Day. It was noted that Garry Point Park lends itself well as a community-gathering place for special events, particularly firework displays.

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

It was moved and seconded

That staff investigate additional sites for firework displays on Halloween.

CARRIED

(iii) Onni Development in Steveston

Mr. Redpath spoke of a lighting issue at the Onni development in Steveston, noting that power has been restored and staff are continuing to work with Onni on the matter.

Discussion ensued and staff was requested to explore additional signage for the development in relation to a temporary obstruction.

CNCL - 72

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

(iv) Garry Point Dock

The Chair referenced correspondence dated October 20, 2011 regarding safety concerns in relation to the new dock at Garry Point (copy on file City Clerk's Office).

It was moved and seconded

That the email dated October 20, 2011 regarding safety concerns in relation to the new dock at Garry Point be referred to staff.

CARRIED

(v) Railway Avenue Corridor

The Chair referenced a staff memorandum dated October 20, 2011 entitled 'Railway Avenue Trail Development' (attached to and forming part of these Minutes as Schedule 1).

It was moved and seconded

That the staff memorandum dated October 20, 2011 entitled 'Railway Avenue Trail Development' from the Senior Manager, Parks, be received for information.

CARRIED

(vi) City Hedge Adjacent to Private Property

Ted G. deCrom, Acting Manager Parks Operations, spoke of the City's practice with respect to City-owned hedges adjacent to private property and noted that the City commits to trim the park side and top of a hedge.

(vii) Status of Referrals

Discussion ensued regarding the status of past referrals.

Cathryn Volkering Carlile, General Manager – Community Services, advised that staff are working on the matter, however it may be some time until a process is developed and put into practice.

(viii) Letter from the Richmond Chinese Community Society

The Chair referenced a letter dated October 19, 2011 from the Richmond Chinese Community Society (copy on file, City Clerk's Office).

Discussion ensued regarding the Society's request and Ms. Volkering Carlile replied to Committee's queries in relation to the Society's current rental agreement with the City.

Discussion further ensued and concerns regarding providing space at a nominal fee to groups not affiliated with the City were expressed.

Elizabeth Ayers, Manager, Community Recreation Services, stated that staff are open to partnering opportunities with the Richmond Chinese Community Society.

CNCL - 73

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

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

It was moved and seconded

That staff report back on the following motion from the July 25, 2006 Parks, Recreation and Cultural Services Committee meeting:

"That staff consider the request made by the RCCS to provide free community space in exchange for RCCS's continued creation of publicly accessible programs and report back to the Parks, Recreation and Cultural Services Committee."

CARRIED

(ix) *Cenotaph at City Hall*

Jane Fernyhough, Director, Arts, Culture & Heritage, provided an update on the status of adding names to the Cenotaph at City Hall.

(x) *Library Services*

In reply to queries, Greg Buss, Chief Librarian advised that there is a concern related to the lack of space, and more recently the use of eBooks. Mr. Buss spoke of several concerns related to eBooks.

Cllr. G. Halsey-Brandt left the meeting (5:25 p.m.) and did not return.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:30 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 25, 2011.

Councillor Harold Steves
Chair

Hanieh Floujeh
Committee Clerk



City of Richmond

Schedule 1 to the Minutes of the
Parks, Recreation and Cultural
Services Committee meeting held on
Tuesday, October 25, 2011.

Memorandum Parks and Recreation

To: Mayor and Councillors
From: Mike Redpath
Senior Manager, Parks

Date: October 20, 2011
File: 06-2345-00/Vol 01

Re: Railway Avenue Trail Development

The purpose of this memo is to provide an update regarding the Railway Avenue Corridor trail development in response to questions arising at the October 17, 2011 General Purposes Committee meeting.

In June 2010, the Railway Avenue linear corridor was acquired by the City through the Parks Development Cost Charge Acquisition program. As a condition of the sale, the City agreed that the lands would only be used for public purposes, and that no commercial for profit development (e.g. market residential) would occur on the site for a minimum of 20 years from the acquisition closing date.

The Railway Avenue Corridor has been identified as a major north-south Greenway/Trail in the Official Community Plan, and in the Council approved 2010 Trails Strategy. The proposed trail will cross the entire island connecting to many neighbourhoods, and it will ultimately link the Middle Arm of the Fraser River (near the current City Works Yard) to Britannia Heritage Shipyard on the South Arm of the Fraser.

In October 2011, Parks is initiating a clean-up of the old rail corridor in preparation to open up sections of the trail to the public. This will include brush cutting, and removal of invasive plants and overgrown vegetation that have resulted from the discontinuation of maintenance by CPR. A detailed planning process for the corridor is scheduled to begin in 2012. If you require any further information, please contact me at 604-247-4942 or 604-787-3114.

Mike Redpath
Senior Manager, Parks

mer:mer

pc: TAG

RECEIVED
OCT 21 2011

CNCL - 75





Planning Committee

Date: Tuesday, November 8, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Greg Halsey-Brandt, Vice-Chair
Councillor Linda Barnes
Councillor Sue Halsey-Brandt
Councillor Harold Steves

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 4, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, November 22, 2011, (tentative date) at 4:00 p.m. in the Anderson Room.

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY AMPAR VENTURES LTD. FOR REZONING AT 9451/9491/9511/9531/9551 BRIDGEPORT ROAD AND 9440/9460/9480 BECKWITH ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (RS1/F) AND SCHOOL AND INSTITUTIONAL USE (SI) TO LIGHT-INDUSTRIAL, OFFICE AND HOTEL (ZI10) – BRIDGEPORT VILLAGE (CITY CENTRE)**
(File Ref. No. 12-8060-20-8767/8764, RZ 10-539048) (REDMS No. 3205526)

Brian J. Jackson, Director of Development, advised that the proposed phased, mixed-use development, consisting of two hotel towers, and a 12-storey business centre, is sited between Bridgeport Road and Beckwith Road, east of the Highway 99 viaduct/Oak Street Bridge.

Planning Committee

Tuesday, November 8, 2011

Mr. Jackson further commented that the proposed development's quality is better than anticipated by staff when they finalized the City Centre Area Plan (CCAP). Also, the business centre includes 120,000 square feet of office space, thereby leading to substantial employment uses.

Mr. Jackson concluded his remarks by stating that one nine-storey hotel tower is Phase One, followed by the construction of the business centre as Phase Two, and Phase Three will be the construction of the 11-storey hotel tower.

Discussion ensued between staff and Committee and in particular on:

- the owner of the single family residence of 9520 Beckwith Road is not willing to sell his property, or move from his property, but he is satisfied with plans to minimize the impact of the proposed development on his property, including a tall Cedar hedge along the shared property line;
- the City does not require commercial/industrial building applicants to contribute to affordable housing or child care funds, but the applicant has responded to all CCAP requirements, including provision of a public art component;
- the public art contribution covers three separate projects, and one of those is the creation of a signature element on the roofscape, as well as night lighting on the side of the towers;
- access and egress opportunities including a ramp access to and from Highway 99, a new north-south lane connecting Bridgeport Road with Beckwith Road, and an existing statutory right-of-way; and
- the current status of a proposed Philippine Community Centre which is the subject of a current rezoning application, sited to the west of the proposed development's parkade.

In response to a request from Committee, Architect Martin Brookner, IBI Group, used a model to provided details of design elements.

In response to a comment regarding the effort the applicant will expend on marketing the hotel as well as available office space, Mr. Brookner stated that the applicant is forward thinking, and the phased build-out of the site is one way to meet occupancy expectations.

In response to a query, advice was provided that all hotel rooms are for commercial use, not strata/residential use.

Planning Committee

Tuesday, November 8, 2011

It was moved and seconded

- (1) *That Official Community Plan, Amendment Bylaw No. 8767, to amend Schedule 2.10 of Official Community Bylaw 7100 (City Centre Area Plan – Bridgeport Village) “Urban Centre T4 (25m)” specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, to permit 60% non-industrial uses and 40% industrial/office uses of the net floor area and to permit non-industrial uses to extend from 50m to 65m north of Bridgeport Road, be introduced and given first reading;*
- (2) *That Bylaw No. 8767, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw No. 8767, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8764, to create “Light-Industrial, Office and Hotel (ZI10)” – Bridgeport Village (City Centre)” and rezone 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road from “Single Detached (RS1/F)” and “School and Institutional Use (SI)” to “Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)”, be introduced and given first reading.*

CARRIED

2. **0901551 BC LTD. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 7331 BRIDGE STREET AND 9571 GENERAL CURRIE ROAD FROM SINGLE DETACHED (RS1/F) TO SINGLE DETACHED (ZS14) IN ORDER TO CREATE 9 SINGLE FAMILY LOTS.**

(File Ref. No. 12-8060-20-8805/8816, RZ 11-562929) (REDMS No. 3248590)

A brief discussion took place between staff and Committee, and staff advised that the existing wood fence and hedge that separate the proposed development site from neighbouring sites, provides sufficient screening for privacy purpose.

In response to a query regarding the current rates a developer is required to submit for the City’s affordable housing program, for each square foot of developed space, Mr. Jackson advised that staff, at the direction of Council, is undertaking a review of that question, and will report back.

CNCL - 79

3.

Planning Committee
Tuesday, November 8, 2011

It was moved and seconded

- (1) *That Bylaw 8816 for the text amendment of Permitted Density section of the "Single Detached (ZS14) – South McLennan (City Centre)" zone, be introduced and given first reading.*
- (2) *That Bylaw No. 8805, for the rezoning of 7331 Bridge Street and 9571 General Currie Road "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.*

CARRIED

3. **APPLICATION BY AJIT THALI WAL FOR REZONING AT 10391 FINLAYSON DRIVE FROM SINGLE DETACHED (RS1/D) TO SINGLE DETACHED (RS1/B)**
(File Ref. No. 12-8060-20-8822, RZ 11-588990) (REDMS No. 3367097)

It was moved and seconded

That Bylaw No. 8822, for the rezoning of 10391 Finlayson Drive from "Single Detached (RS1/D)" to "Single Detached (RS1/B)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY RAJ DHALI WAL FOR REZONING AT 10020 AQUILA ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH)**
(File Ref. No. 12-8060-20-8824, RZ 11-585027) (REDMS No. 3373251)

It was moved and seconded

That Bylaw No. 8824, for the rezoning of 10020 Aquila Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.

CARRIED

5. **HOUSING AGREEMENT (CONCORD MONET PROJECT GP LTD.) BYLAW NO. 8828 - TO SECURE AFFORDABLE HOUSING UNITS LOCATED IN 9099 COOK ROAD**
(File Ref. No. 08-057-05) (REDMS No. 3390859)

In response to a query, Dena Kae Beno, Affordable Housing Coordinator, advised that the staff report features information on two townhouse units, a variety of housing form that is not typically featured in Housing Agreement bylaws.

In response to a further query, Ms. Beno stated that staff is currently reviewing its Affordable Housing program to determine: (i) rates; (ii) analysis of the reserve funds; and (iii) estimating housing needs for Richmond. Further, staff will bring forward a report on the Affordable Housing program review in the first quarter of 2012.

CNCL - 80

4.

Planning Committee

Tuesday, November 8, 2011

It was moved and seconded

That Bylaw No. 8828 be introduced and given first, second, and third readings to permit the City, once Bylaw No. 8828 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application No. 10-557918.

CARRIED

6. MANAGER'S REPORT

No Manager's Reports were given, but a comment by Committee regarding the need for public restrooms at the Brighthouse Station of the CanadaLine, led to a brief discussion between staff and Committee.

Staff advised that a development permit application for the bus mall had been received and that as part of the application process, staff will work with the applicant to look at all the components inherent in the need for restrooms for the public, not just for bus drivers, before the report would go to a Development Permit Panel meeting.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:33 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 8, 2011.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8498 (RZ 08-422812)
8091 AND 8131 NO. 2 ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **TOWNHOUSE DISTRICT (R2-0.7)**.

P.I.D. 009-707-808

South 72 Feet Lot 2 Except: Part Subdivided By Plan 43278,
Section 24 Block 4 North Range 7 West New Westminster District Plan 6188

P.I.D. 001-931-288

Parcel "A" (RD114421E) of Lot 3 Except: Part On Plan 43278;
Section 24 Block 4 North Range 7 West New Westminster District Plan 6188

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8498**".

FIRST READING

JUL 13 2009

A PUBLIC HEARING WAS HELD ON

SEP 09 2009

SECOND READING

SEP 09 2009

THIRD READING

SEP 09 2009

OTHER REQUIREMENTS SATISFIED

OCT 26 2011

ADOPTED

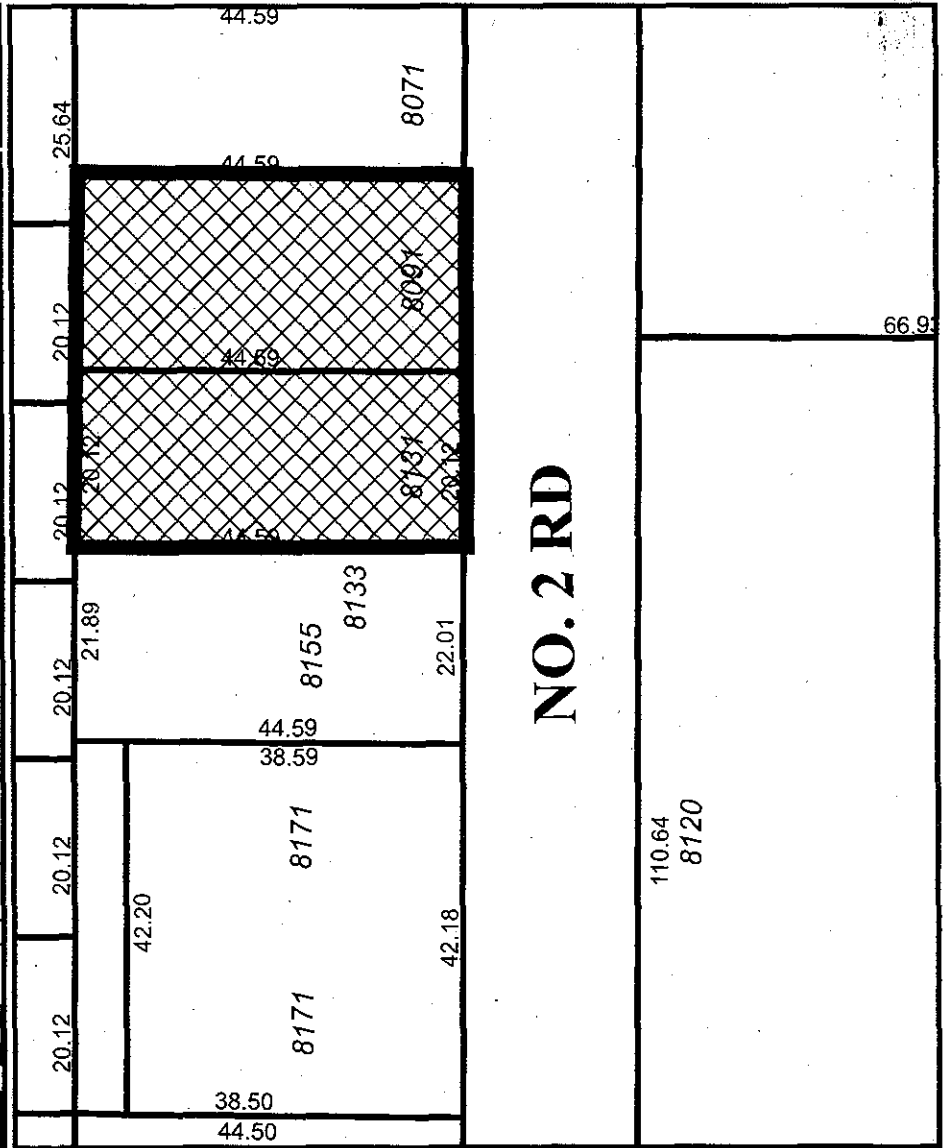
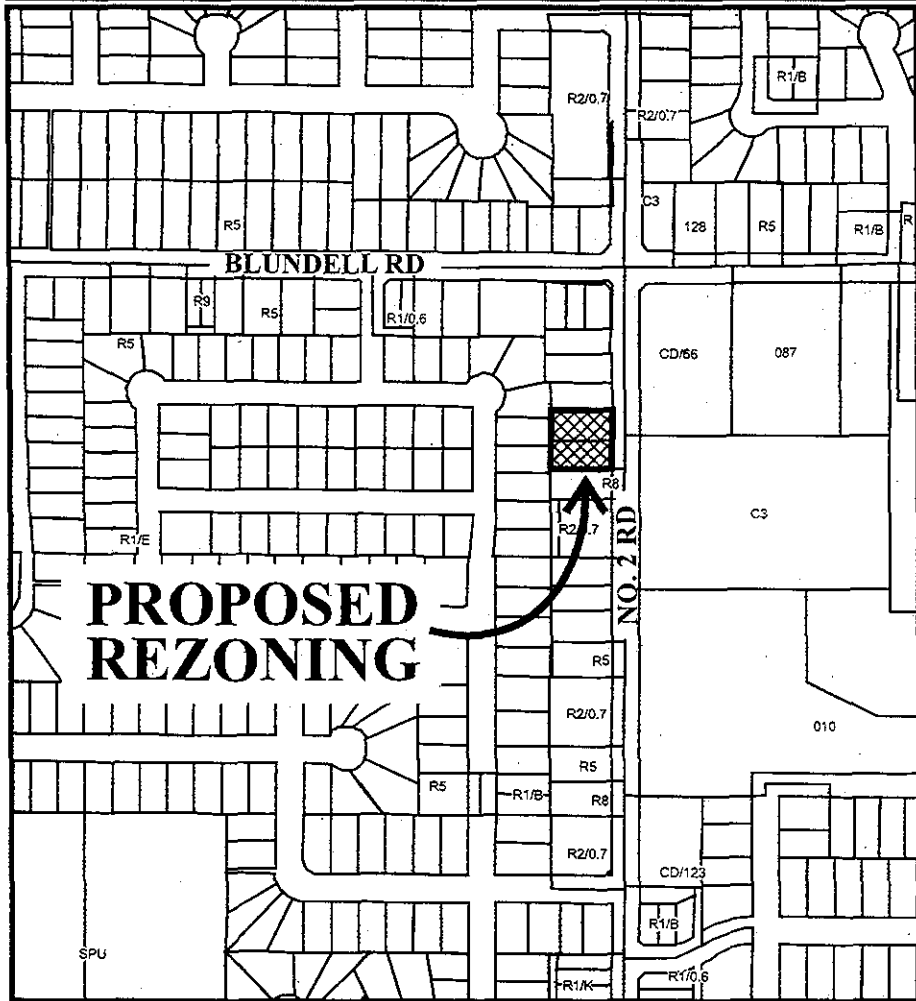
MAYOR

CORPORATE OFFICER





City of Richmond



CNCL - 84



RZ 08-422812

Original Date: 06/04/08

Revision Date: 05/25/09

Note: Dimensions are in METRES



City of Richmond

Bylaw 8690

Richmond Zoning Bylaw 8500 Amendment Bylaw 8690 (RZ 10-538208) 10071 NO. 1 ROAD

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

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

P.I.D. 006-890-555

Lot 95 Section 34 Block 4 North Range 7 West New Westminster District Plan 33621

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8690"**.

FIRST READING

FEB 14 2011

A PUBLIC HEARING WAS HELD ON

MAR 21 2011

SECOND READING

MAR 21 2011

THIRD READING

MAR 21 2011

OTHER REQUIREMENTS SATISFIED

NOV 07 2011

ADOPTED

MAYOR

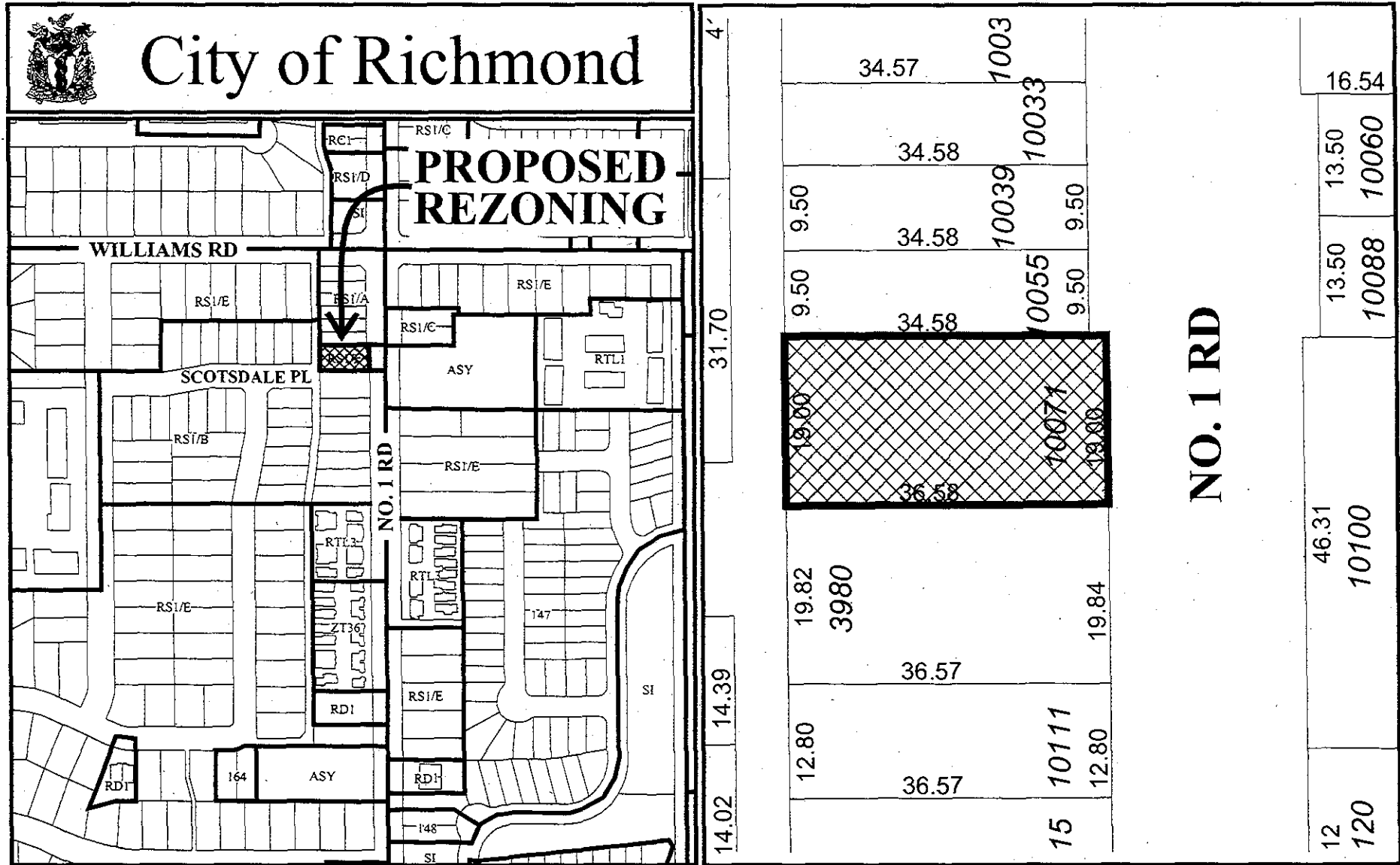
CORPORATE OFFICER





RZ 10-538208

Original Date: 07/27/10
 Revision Date:
 Note: Dimensions are in METRES





**Consolidated Fees Bylaw No 8636
Amendment Bylaw No. 8798**

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 the Consolidated Fees 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. 8798".

FIRST READING

OCT 11 2011

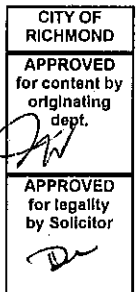
SECOND READING

OCT 11 2011

THIRD READING

OCT 11 2011

ADOPTED



MAYOR

CORPORATE OFFICER



**Business Licence Bylaw No 7360,
Amendment Bylaw No. 8799**

The Council of the City of Richmond enacts as follows:

1. Business Licence Bylaw No. 7360 is hereby amended by:
 - a. Deleting from the Table of Contents Schedule A, Schedule B and Schedule C.
 - b. In section 1.1 (b) the words "Schedule A" are deleted and replaced with "the Consolidated Fee Bylaw No. 8636".
 - c. In section 2.1.27.2 (a) the words "Schedule A" are deleted and replaced with "the Consolidated Fee Bylaw No. 8636".
 - d. In section 2.1.27.4 (a) the words "Schedule A" are deleted and replaced with "the Consolidated Fee Bylaw No. 8636".
 - e. In section 2.1.27.6 (a) the words "Schedule A" are deleted and replaced with "the Consolidated Fee Bylaw No. 8636".
 - f. In section 2.3.2 (e) the words "Schedule C, which is attached to and forms a part of this bylaw" are deleted and replaced with "the Consolidated Fee Bylaw No. 8636".
 - g. In section 2.4.1(g) the words "Schedule A" are deleted and replaced with "the Consolidated Fee Bylaw No. 8636".
 - h. In section 3.11 the words "Schedule A" are deleted and replaced with "the Consolidated Fee Bylaw No. 8636".
 - i. In section 4.3.4 the words "Schedule B, which is attached to and forms a part of this bylaw" are deleted and replaced with "the Consolidated Fee Bylaw No. 8636".
 - j. In section 4.3.5 (a) (ii) the words "Schedule B" are deleted and replaced with "the Consolidated Fee Bylaw No. 8636".
 - k. Schedule A to Bylaw No. 7360 is deleted in its entirety.
 - l. Schedule B to Bylaw No. 7360 is deleted in its entirety.

- m. Schedule C to Bylaw No. 7360 is deleted in its entirety.
2. This Bylaw is cited as "Business Licence Bylaw No. 7360, Amendment Bylaw No. 8799".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

OCT 11 2011

OCT 11 2011

OCT 11 2011

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor


CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8737 (RZ 10-524476)
16540 RIVER ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - i. Inserting the following text into the Permitted Density (Section 12.2.4)
"12.2.4.2
The following **site** is limited to a maximum **floor area ratio** of 0.12:
16540 River Road
P.I.D. 005-480-884
Lot "B" Except Firstly: Part on Plan 4720; Secondly: Part on SRW Plan 71683;
Sections 14 and 23 Block 5 North Range 5 West New Westminster District Plan
4243"
 - ii. Inserting the following text into the Other Regulations (Section 12.2.11)
"12.2.11.2
The following **site-specific** restrictions apply to:
16540 River Road
P.I.D. 005-480-884
Lot "B" Except Firstly: Part on Plan 4720; Secondly: Part on SRW Plan 71683;
Sections 14 and 23 Block 5 North Range 5 West New Westminster District Plan
4243
 - a) **Commercial vehicle parking and storage** shall be limited to a maximum of 40 **commercial vehicles** and comprised only of those **commercial vehicles** and trailers transporting agricultural produce from a **farm operation** within the **City**.
 - b) **Commercial vehicle** dump trucks are prohibited from being parked and/or stored.
 - c) **Commercial vehicle** truck tractor trailers with integrated refrigeration and/or heating units are prohibited from operating while parked and/or stored."
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 **LIGHT INDUSTRIAL (IL)**.

P.I.D. 005-480-884
Lot "B" Except Firstly: Part on Plan 4720; Secondly: Part on SRW Plan 71683; Sections
14 and 23 Block 5 North Range 5 West New Westminster District Plan 4243

3. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8737"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

FEB 28 2011

MAR 21 2011

MAR 21 2011

MAR 21 2011

NOV 09 2011

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

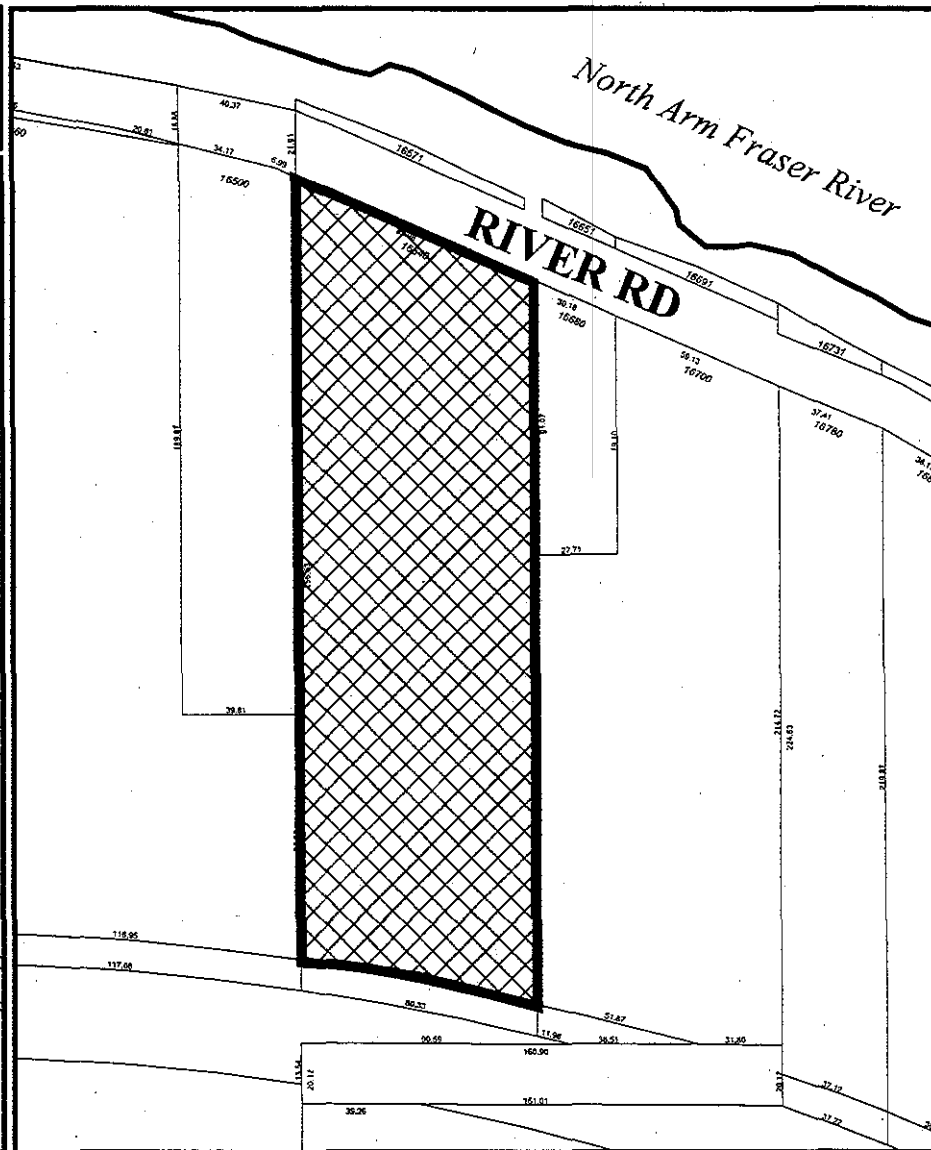
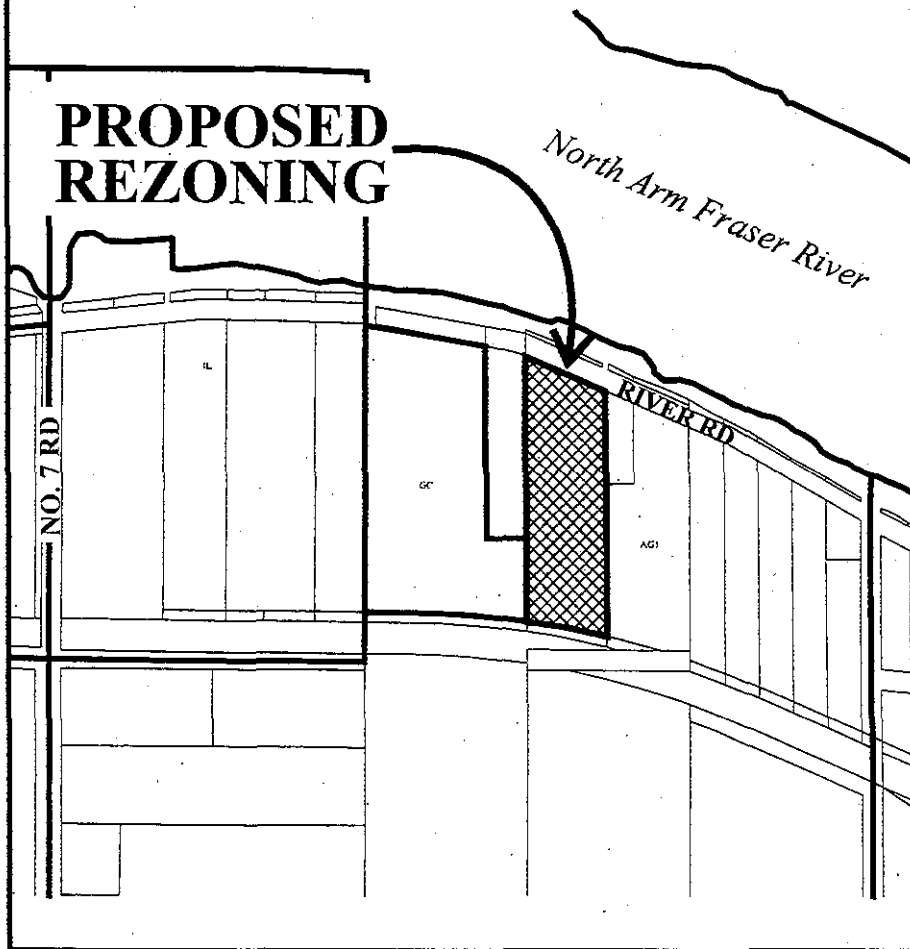
MAYOR

CORPORATE OFFICER



City of Richmond

PROPOSED REZONING



GNGL-93



RZ 10-524476

Original Date: 04/21/10

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8784 (11-572970)
10491/10511 BIRD 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 **SINGLE DETACHED (RS2/B)**.

P.I.D. 009-884-581

LOT 46 BLOCK B SECTION 26 BLOCK 5 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT PLAN 14105

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8784"**.

FIRST READING

JUL 25 2011

A PUBLIC HEARING WAS HELD ON

SEP 07 2011

SECOND READING

SEP 07 2011

THIRD READING

SEP 07 2011

OTHER REQUIREMENTS SATISFIED

NOV 03 2011

MINISTRY OF TRANSPORTATION & INFRASTRUCTURE OCT 19 2011

ADOPTED

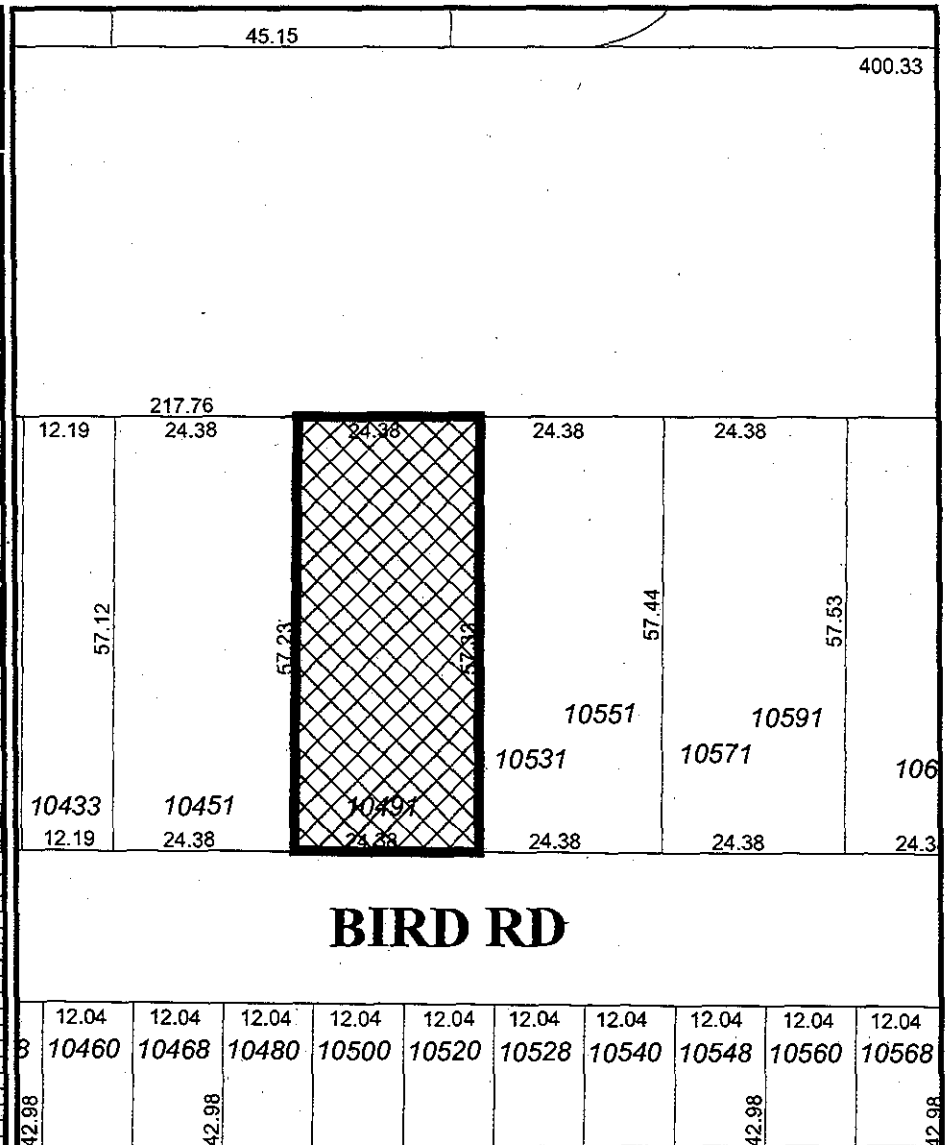
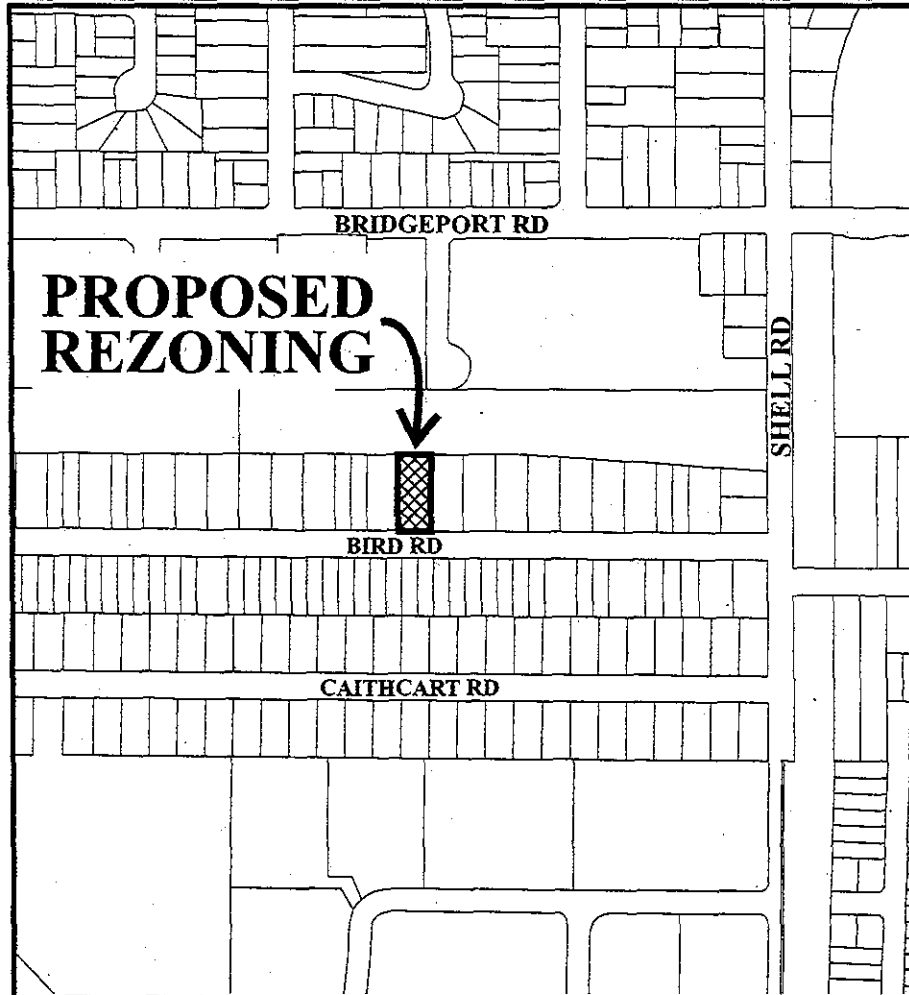
MAYOR

CORPORATE OFFICER





City of Richmond



CNCL - 96



RZ 11-572970

Original Date: 04/21/11

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8808 (RZ11-561611)
10600, 10700 Cambie Road and Parcel C (PID 026-669-404)**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing the existing zoning designations of the following area and by designating it **AUTO ORIENTED COMMERCIAL (CA)**.

P.I.D. 026-669-412 (10600 Cambie Road)
Parcel D (Reference Plan BCP23042) Section 35 Block 5 North Range 6 West
New Westminster District as dedicated road on plans 21735 and 63255

P.I.D. 023-488-107 (10700 Cambie Road)
Lot A Section 35 Block 5 North Range 6 West New Westminster District Plan
LMP29160

P.I.D. 026-669-404 (No address parcel)
Parcel C (Reference Plan BCP23042) Section 35 Block 5 North Range 6 West
New Westminster District as dedicated road on plan 21735

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8808"**.

FIRST READING

SEP 12 2011

PUBLIC HEARING

OCT 17 2011

SECOND READING

OCT 17 2011

THIRD READING

OCT 17 2011

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE APPROVAL

OCT 27 2011

OTHER REQUIREMENTS SATISFIED

NOV 09 2011

ADOPTED



MAYOR

CORPORATE COUNCIL - 97



City of Richmond

**PROPOSED
REZONING**

CAMBIE RD

HIGHWAY 99

SHELL RD

CAMBIE RD

HIGHWAY 99

CNCL 98



RZ 11-561611

Original Date: 02/11/11

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel

Date: November 9, 2011
File: 0100-20-DPER1

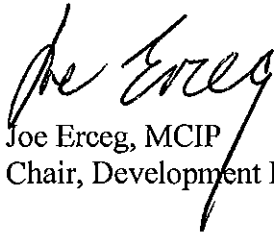
Re: Development Permit Panel Meetings Held on October 26, 2011,
October 13, 2010 and September 29, 2010

Panel Recommendation

That the recommendations of the Panel to authorize the issuance of:

- i) a Development Permit (DP 11-561612) for the property at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404); and
- ii) a Development Permit (DP 09-494270) for the property at 8091 and 8131 No. 2 Road;

be endorsed, and the Permits so issued.



Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

- If it is difficult for applicants to achieve 30% coverage on small sites, a housekeeping amendment to the Zoning Bylaw might be in order in the future.
- Visitor and handicap parking provision meets the requirements of the Bylaw.

No public correspondence was received regarding the application.

The Panel recommends that the Permit be issued.

Panel Report

The Development Permit Panel considered the following items at its meetings held on October 26, 2011, October 13, 2010 and September 29, 2010.

DP 11-561612 – ABBARCH ARCHITECTURE INC. – 10600, 10700 CAMBIE ROAD AND PARCEL C (PID 026-669-404)
(OCTOBER 26, 2011)

The Panel considered an application to permit the construction of a new Mini Cooper Automobile Dealership on a site zoned "Auto-Oriented Commercial (CA)". Variances are included in the proposal for reduced minimum aisle width, reduced public road landscaped setback, and reduced public road parking setback.

Architect, David O'Sheehan, Principal, Abbarch Architecture Inc., Architect Technician, Elsa Yip, of Abbarch Architecture Inc., and Landscape Architect, Mary Chan, DMG Landscape Architects, provided brief presentations of the proposal, including:

- The site contains a former car dealership, an existing McDonald's Restaurant, and a third existing building that will be modified for use in vehicle detailing.
- The primarily dark colour scheme featuring an exterior with a pre-finished aluminum composite panel system, accented with grey and green, provides a contemporary look.
- A solar rooftop on the main building, featuring over 100 panels, greens the building.
- Signage located on the south/east side of the building, facing Highway 99, features a replicated, life size Mini Cooper with LED lighting that appears to be coming out of the building. LED lighting is used at different locations in the building to provide a sense of 'playfulness'.
- The request to vary the minimum aisle width applies to one (1) location that is not the busiest part of the site, and the reduction will not impede movement by vehicles around the building.
- Walkways include decorative permeable pavers to delineate them from driving surfaces and to provide a traffic calming; permeable pavers in parking stalls reduce site runoff.
- Trees along Cambie Road are well established with a generous canopy and will be maintained. New Katsura trees and yellow foliage trees will add variety to the site. Additional Evergreen and coniferous trees, ornamental grasses and shrubs, including drought tolerant planting material will be planted.
- A landscaped island near the dealership main entry will be enhanced. The existing landscaping at the McDonald's Restaurant site will not be changed.

In response to queries, the design team advised that:

- The requested variances are a result of the unique shape of the subject site that presents difficulties in designing a prototype building on the site.
- Reduced parking setbacks facilitate parking storage, but will not impede customer parking.

- The 0 metre wide landscape area variance was a 'pinch point' location and did not extend along the length of the Highway 99 frontage.
- A green wall, covered with vegetation in an artistic arrangement, is situated on a portion of the east property line; signage, but no green wall, is proposed for the north façade. The green wall will be designed by a specialist to feature a variety of plant material for seasonal appeal throughout the year.
- The solar panel rooftop element will not be unsightly, as the panel arrays will be boxed in to make them appear to be an extension of the building.

Staff advised that staff supports the Development Permit application and requested variances. Staff provided the following information:

- The previous owners had been parking on MOTI property, substantially encroaching along the Highway 99 frontage. Recognizing the need for parking and truck access, the plan represents an improved parking situation and adding significant landscaping along Highway 99.
- In a couple of locations, the parking setbacks from Highway 99 reduce to 0 metres, but in other locations the setback is more generous. There is an existing 0 metre setback west of the smaller existing building. The reduced setback fronting Highway 99 would be mitigated with vertical green elements that provide a more appealing view for drivers who would not see lower shrubs.
- The minimum drive aisle width variance is very minor, and is very localized.
- The design includes energy efficient features, including the solar panels and water infiltration pavers, and added that, although the applicant is not required to do so, the applicant proposes an electric vehicle charge station on site.
- The applicant's building design, construction materials and the colour scheme respond well to a challenging site. The 'funky' design of the dealership would enhance the Cambie Road/Shell Road/Highway 99 location.

No public correspondence was received regarding the application.

The Chair stated that the applicant had done a good job on a site that presented physical constraints. He commended the applicant on the sustainability elements and the number of landscaping elements.

The Panel recommends that the Permit be issued.

DV 09-494270 – MATTHEW CHENG ARCHITECT INC. – 8091 AND 8131 NO. 2 ROAD
(OCTOBER 13, 2010 AND SEPTEMBER 29, 2010)

The Panel reviewed an application to permit the construction of a 10-unit townhouse development on a site zoned "Medium Density Townhouses (RTM3)". Variances are included in the proposal for a reduced front yard setback, reduced landscaping lot coverage, increased building lot coverage, and tandem parking.

Architect, Matthew Cheng, Matthew Cheng Architect Inc., provided a brief presentation of the proposal, including:

- Along No. 2 Road, the colour palette includes red bricks with darker trims against the light hardie board and heritage bluish-grey hardie siding.
- The projecting bays fit well with the brick, which breaks down the verticality of the three-storey bay elements and reduces the building centre massing.
- The play equipment has been upgraded to a larger size.

The Chair asked if the landscape architect was present and Mr. Cheng advised he was not in attendance.

Staff support the proposed development permit application and the requested variances.

Discussion ensued regarding the possibility of providing more landscaping on the site. Also, the Panel commented on the lack of landscaping along the driveway, noting that the complex entrance needs articulation.

As a result of the absence of the landscape architect who could have addressed the Panel's queries, the application was referred back to staff.

At the October 13, 2010 Development Permit Panel meeting, Landscape Architect, Patricia Campbell, DMG Landscape Architects, advised that after the September 29, 2010 meeting, the landscaping plan has been changed to provide more landscaping elements on the subject site. She provided the following additional details:

- Small patios serve as a yard for each townhouse unit.
- The amenity area features landscaping on the south side of the project, along No. 2 Road, including small trees.
- The play area includes a seating/social area.
- The parking stall near the outdoor amenity/play area is near the handicap parking stall.
- The maximized landscaping includes four (4) more trees added to the site plan.

Staff advised that:

- The applicant has slightly shifted the site plan to allow a 2 ft. x 11 in. planting strip along the north end of the driveway.
- The applicant has found another small portion of the site for soft landscaping.
- The applicant has increased the landscaped area and reduced the requested variance.

A brief discussion ensued between the Chair and staff, and the following advice was provided:

- The City's new Zoning Bylaw No. 8500 includes a landscaping lot coverage requirement that was not in the previous Zoning Bylaw No. 5300; so on small sites, applicants are doing everything they can to fulfill the new 30% requirement.



Development Permit Panel

Wednesday, October 26, 2011

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Terry Crowe, Manager, Policy Planning
Mike Redpath, Senior Manager, Parks

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 12, 2011, be adopted.

CARRIED

2. Development Permit DP 11-561612

(File Ref. No.: DP 11-561612) (REDMS No. 3358101)

APPLICANT: Abbarch Architecture Inc.

PROPERTY LOCATION: 10600, 10700 Cambie Road and Parcel C (PID 026-669-404)

INTENT OF PERMIT:

1. Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum aisle width from 7.5m to 7.0m;
 - b) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and
 - c) Reduce the parking setbacks from a lot line, which abuts a road from 3m to 0m.

Applicant's Comments

David O'Sheehan, Principal, Abbarch Architecture Inc., accompanied by Elsa Yip, Architect Technician, Abbarch Architecture Inc., provided the following details regarding the proposed Mini Cooper Automobile Dealership on Cambie Road, near Shell Road:

- the site is near a Holiday Inn hotel, and until recently the site had four separate buildings, two of them now demolished;
- the triangular shaped site is between Cambie Road on the north, and Hwy. 99 to the south/east, with Shell Road to the west;
- a former BMW dealership vacated the site, but a McDonald's Restaurant remains on the site, as does an existing building that will be modified for use in vehicle detailing;
- the design scheme of the proposed dealership includes design considerations provided by the Mini Cooper corporation, and the completed building will be 'funky' to reflect the Mini Cooper product;
- when the design was presented to the City's Advisory Design Panel, the applicant was advised to strengthen the proposed landscape scheme to increase the number of landscaping elements on the site;
- when the landscape design was submitted to the Ministry of Highways and Infrastructure (MOTI) the applicant received advice that existing trees on lands owned by MOTI in front of the proposed building should not be removed;
- off-street/on-site parking spaces total 97, including three handicapped stalls; customer parking stalls are situated near the dealership main entry for convenience and are compatible with McDonald's Restaurant's customer parking scheme;
- the request to vary the minimum aisle width from 7.5 metres to 7.0 metres applies to one location in the drive aisle, a location that is not the busiest part of the site, and if the variance is permitted, the reduction will not impede movement by vehicles around the building; and
- the request to vary the 3.0 metre wide landscaped area requirements adjacent to Hwy. 99 provides an opportunity to supplement the greening of the property edge, and enhance the subject site's appearance.

Panel Discussion

In response to queries, Mr. O'Sheehan advised that:

- there is overgrowth along Hwy. 99 that is not attended to on a frequent basis;
- the requested variances are a result of the unique shape of the subject site, that presents difficulties in designing a prototype building on the site;
- the request for 0 metres for the parking setbacks are driven by the geometry and configuration of the site; and a reduction in the parking setbacks from 3 metres to 0 metres will facilitate parking storage, but will not impede customer parking;

**Development Permit Panel
Wednesday, October 26, 2011**

- a green wall, featuring vertical panels covered with vegetation in an artistic arrangement, is situated on a portion of the east property line; signage, but no green wall, is proposed for the north façade.

Mr. O'Sheehan described the architectural form and character of the proposed dealership building and drew the Panel's attention to the following details:

- a variety of shapes and elevations give the facades some sculpturing;
- the primarily dark colour scheme featuring an exterior with a pre-finished aluminum composite panel system, accented with grey and green, provides a contemporary look, reflecting the Mini Cooper product;
- signage located on the south/east side of the building, facing Hwy. 99, features a replicated, life size Mini Cooper that appears to be coming out of the building; this is surrounded by LED lighting;
- glazed doors and windows define the showroom component of the proposed dealership; and
- regular signage is featured at the building's main entry, with LED lighting used at different locations in the building to provide a sense of 'playfulness'.

Ms. Yip added that a solar rooftop on the main building, featuring over 100 panels, greens the building.

In response to the Chair's inquiry, Ms. Yip added that the solar panel rooftop element will not be unsightly as the panel arrays will be boxed in, to make them appear to be an extension of the building.

Mary Chan, Landscape Architect with DMG Landscape Architects, described the landscape design and highlighting the following details:

- the existing landscaping at the McDonald's Restaurant site will not be changed;
- a landscaped island near the dealership main entry will be enhanced, and supplemented with additional trees;
- Katsura trees, as well as yellow foliage trees, will add variety to the site;
- additional evergreen and coniferous trees are part of the landscaping plan, as are ornamental grasses and shrubs, including drought tolerant planting material; and
- new canopy trees will be featured along the Hwy. 99 frontage.

In response to a query regarding the request to reduce the 3.0 metre wide landscaped area requirements adjacent to public roads to 0 metres, Ms. Chan advised that the 0 metre location was a 'pinch point' and did not extend along the length of the Hwy. 99 frontage.

Brian J. Jackson, Director of Development, further advised that: (i) there is an existing 0 metre setback condition also the west of the smaller, existing building; and (ii) the requested 0 metre setback fronting Hwy. 99 would be mitigated with extra vertical green elements to provide a more appealing view for drivers on the highway who would not see shrubs, if shrubs were planted there.

Ms. Chan then added the following information as part of her presentation:

- decorative, permeable pavers are featured on the pedestrian walkways, to delineate them from driving surfaces and to provide a traffic calming measure; permeable pavers used on parking stall surfaces reduce site runoff; and
- trees along Cambie Road, including Austrian Pines, are: (i) well established; (ii) will be maintained; and (iii) will provide a generous canopy.

In response to the Chair's inquiry, the design team advised that the applicant uses a green wall designer who specializes in this type of vertical landscaping. The green wall will feature a variety of plant material changed throughout the year, to add seasonal appeal.

Staff Comments

Mr. Jackson advised that staff supports the application. He noted that, in terms of what existed on the subject site before two of the former buildings on the site were torn down, the previous owners had been parking on MOTI property, substantially encroaching along Hwy. 99 frontage.

To mitigate this situation, staff wanted a significant improvement, and recognizing that (i) a number of cars had to be parked there, and (ii) trucks had to access the site, the plan represents the best achievement for improving upon the past parking situation, with the addition of a significant amount of landscaping along Hwy. 99.

As noted during the discussion, in a couple of locations, the parking setbacks from the lot line that abuts the highway reduces to 0 metres, but in other locations the setback is more generous. Staff is satisfied with the response the applicant had to that set of variances.

Mr. Jackson stated that the minimum drive aisle width variance is very minor, and very localized.

He drew the Panel's attention to the energy efficient features of the design, including the solar panels and water infiltration pavers, and added that although the applicant is not required to do so, the applicant proposes an electric vehicle charge station on site.

Mr. Jackson concluded his remarks by stating that the applicant's building design, construction materials, and the colour scheme respond well to a challenging site. He added that the 'funky' design of the dealership would enhance the Cambie Road/Shell Road/Hwy. 99 location.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair stated that the applicant had done a good job on a site that presented physical constraints. He commended the applicant on the sustainability elements and the number of landscaping elements.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum aisle width from 7.5m to 7.0m;*
 - b) *reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and*
 - c) *reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.*

CARRIED

3. Development Variance Permit 11-586308

(File Ref. No.: DV 11-586308) (REDMS No. 3311399)

APPLICANT: Rashpal Walia

PROPERTY LOCATION: 8200 Claybrook Road

INTENT OF PERMIT:

To vary the provisions of Richmond Zoning Bylaw 8500 to vary the exterior side yard setback from 3.0 m to 1.2 m in order to permit the construction of a new single-family dwelling at 8200 Claybrook Road on a site zoned Single Detached (RS1/E).

Applicant's Comments

Applicant Rashpal Walia, 4831 Tilton Road, advised that the single-family dwelling he proposes for 8200 Claybrook Road was originally designed to front Cobden Road, but when he learned that the City's Parks Department desires to incorporate this road end into Grauer Park, the design plans for the proposed residence were changed. The new plan calls for the proposed dwelling to front onto Claybrook Road.

Mr. Walia noted that the request to vary the exterior side yard to 1.2 metres was in keeping with interior side yard setbacks for other residents in the neighbourhood.

In response to the Chair's query regarding the Panel's request for a landscaping plan for both the front and the side yards, Mr. Walia stated that he is willing and able to provide the requested landscaping plan.

Staff Comments

Mr. Jackson reported that the driveway access to Mr. Walia's proposed dwelling is from Claybrook Road, not Cobden Road, thus making Cobden Road a vehicle free road end.

He stated that Mr. Walia thought the proposed 1.2 metre side yard setback was reasonable to achieve, in light of the exchange for the City to transform the existing roadway into a pedestrian entry to the neighbourhood park.

Mr. Jackson added that a typo in the staff report, on the Data Sheet and the Permit, would be rectified to reflect the 1.2 metre variance, instead of the incorrectly stated 2.0 metre variance.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair reiterated the Panel's request that the applicant submit to the Development Application division of the Planning Department a landscape plan for the front and side yards.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to vary the exterior side yard setback from 3.0 m to 1.2 m in order to permit the construction of a new single-family dwelling at 8200 Claybrook Road on a site zoned Single Detached (RS1/E).

CARRIED

4. New Business

Mr. Jackson advised that he would arrange for an off-site meeting of Panel members and staff to explore new technology that allows for computer modelling instead of physical modelling, due to an interest expressed by developers.

CNCL - 110.

**Development Permit Panel
Wednesday, October 26, 2011**

5. Date Of Next Meeting: Wednesday, November 16, 2011

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:06 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 26, 2011.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk

DEVELOPMENT PERMIT PANEL

REPORTS AND ACCOMPANYING PLANS

TO BE CONSIDERED BY COUNCIL

AT THE COUNCIL MEETING

SCHEDULED FOR

Monday, November 14, 2011

Mayor Malcolm D. Brodie	Councillor Bill McNulty
Councillor Linda Barnes	Councillor Harold Steves
Councillor Derek Dang	Director, City Clerk's Office
Councillor Evelina Halsey-Brandt	Director, Development
Councillor Greg Halsey-Brandt	Council Chambers Binder
Councillor Sue Halsey-Brandt	Front of House Counter Copy
Councillor Ken Johnston	



City of Richmond
Planning and Development Department

Memorandum

To: David Weber
Director, City Clerk's Office

Date: November 9, 2011

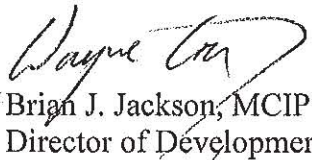
From: Brian J. Jackson, MCIP
Director of Development

File: DP 11-561612

Re: **Application by – Abbarch Architecture Inc. for Development Permit at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404)**

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meeting held on October 26, 2011.

It would now be appropriate to include this item on the agenda of the next Council meeting for their consideration.


Brian J. Jackson, MCIP
Director of Development

DB:blg
Att.



Development Permit Panel

Wednesday, October 26, 2011

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Terry Crowe, Manager, Policy Planning
Mike Redpath, Senior Manager, Parks

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 12, 2011, be adopted.

CARRIED

2. Development Permit DP 11-561612

(File Ref. No.: DP 11-561612) (REDMS No. 3358101)

APPLICANT: Abbarch Architecture Inc.

PROPERTY LOCATION: 10600, 10700 Cambie Road and Parcel C (PID 026-669-404)

INTENT OF PERMIT:

1. Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum aisle width from 7.5m to 7.0m;
 - b) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and
 - c) Reduce the parking setbacks from a lot line, which abuts a road from 3m to 0m.

Development Permit Panel
Wednesday, October 26, 2011

Applicant's Comments

David O'Sheehan, Principal, Abbarch Architecture Inc., accompanied by Elsa Yip, Architect Technician, Abbarch Architecture Inc., provided the following details regarding the proposed Mini Cooper Automobile Dealership on Cambie Road, near Shell Road:

- the site is near a Holiday Inn hotel, and until recently the site had four separate buildings, two of them now demolished;
- the triangular shaped site is between Cambie Road on the north, and Hwy. 99 to the south/east, with Shell Road to the west;
- a former BMW dealership vacated the site, but a McDonald's Restaurant remains on the site, as does an existing building that will be modified for use in vehicle detailing;
- the design scheme of the proposed dealership includes design considerations provided by the Mini Cooper corporation, and the completed building will be 'funky' to reflect the Mini Cooper product;
- when the design was presented to the City's Advisory Design Panel, the applicant was advised to strengthen the proposed landscape scheme to increase the number of landscaping elements on the site;
- when the landscape design was submitted to the Ministry of Highways and Infrastructure (MOTI) the applicant received advice that existing trees on lands owned by MOTI in front of the proposed building should not be removed;
- off-street/on-site parking spaces total 97, including three handicapped stalls; customer parking stalls are situated near the dealership main entry for convenience and are compatible with McDonald's Restaurant's customer parking scheme;
- the request to vary the minimum aisle width from 7.5 metres to 7.0 metres applies to one location in the drive aisle, a location that is not the busiest part of the site, and if the variance is permitted, the reduction will not impede movement by vehicles around the building; and
- the request to vary the 3.0 metre wide landscaped area requirements adjacent to Hwy. 99 provides an opportunity to supplement the greening of the property edge, and enhance the subject site's appearance.

Panel Discussion

In response to queries, Mr. O'Sheehan advised that:

- there is overgrowth along Hwy. 99 that is not attended to on a frequent basis;
- the requested variances are a result of the unique shape of the subject site, that presents difficulties in designing a prototype building on the site;
- the request for 0 metres for the parking setbacks are driven by the geometry and configuration of the site; and a reduction in the parking setbacks from 3 metres to 0 metres will facilitate parking storage, but will not impede customer parking;

Development Permit Panel
Wednesday, October 26, 2011

- a green wall, featuring vertical panels covered with vegetation in an artistic arrangement, is situated on a portion of the east property line; signage, but no green wall, is proposed for the north façade.

Mr. O'Sheehan described the architectural form and character of the proposed dealership building and drew the Panel's attention to the following details:

- a variety of shapes and elevations give the facades some sculpturing;
- the primarily dark colour scheme featuring an exterior with a pre-finished aluminum composite panel system, accented with grey and green, provides a contemporary look, reflecting the Mini Cooper product;
- signage located on the south/east side of the building, facing Hwy. 99, features a replicated, life size Mini Cooper that appears to be coming out of the building; this is surrounded by LED lighting;
- glazed doors and windows define the showroom component of the proposed dealership; and
- regular signage is featured at the building's main entry, with LED lighting used at different locations in the building to provide a sense of 'playfulness'.

Ms. Yip added that a solar rooftop on the main building, featuring over 100 panels, greens the building.

In response to the Chair's inquiry, Ms. Yip added that the solar panel rooftop element will not be unsightly as the panel arrays will be boxed in, to make them appear to be an extension of the building.

Mary Chan, Landscape Architect with DMG Landscape Architects, described the landscape design and highlighting the following details:

- the existing landscaping at the McDonald's Restaurant site will not be changed;
- a landscaped island near the dealership main entry will be enhanced, and supplemented with additional trees;
- Katsura trees, as well as yellow foliage trees, will add variety to the site;
- additional evergreen and coniferous trees are part of the landscaping plan, as are ornamental grasses and shrubs, including drought tolerant planting material; and
- new canopy trees will be featured along the Hwy. 99 frontage.

In response to a query regarding the request to reduce the 3.0 metre wide landscaped area requirements adjacent to public roads to 0 metres, Ms. Chan advised that the 0 metre location was a 'pinch point' and did not extend along the length of the Hwy. 99 frontage.

Development Permit Panel
Wednesday, October 26, 2011

Brian J. Jackson, Director of Development, further advised that: (i) there is an existing 0 metre setback condition also the west of the smaller, existing building; and (ii) the requested 0 metre setback fronting Hwy. 99 would be mitigated with extra vertical green elements to provide a more appealing view for drivers on the highway who would not see shrubs, if shrubs were planted there.

Ms. Chan then added the following information as part of her presentation:

- decorative, permeable pavers are featured on the pedestrian walkways, to delineate them from driving surfaces and to provide a traffic calming measure; permeable pavers used on parking stall surfaces reduce site runoff; and
- trees along Cambie Road, including Austrian Pines, are: (i) well established; (ii) will be maintained; and (iii) will provide a generous canopy.

In response to the Chair's inquiry, the design team advised that the applicant uses a green wall designer who specializes in this type of vertical landscaping. The green wall will feature a variety of plant material changed throughout the year, to add seasonal appeal.

Staff Comments

Mr. Jackson advised that staff supports the application. He noted that, in terms of what existed on the subject site before two of the former buildings on the site were torn down, the previous owners had been parking on MOTI property, substantially encroaching along Hwy. 99 frontage.

To mitigate this situation, staff wanted a significant improvement, and recognizing that (i) a number of cars had to be parked there, and (ii) trucks had to access the site, the plan represents the best achievement for improving upon the past parking situation, with the addition of a significant amount of landscaping along Hwy. 99.

As noted during the discussion, in a couple of locations, the parking setbacks from the lot line that abuts the highway reduces to 0 metres, but in other locations the setback is more generous. Staff is satisfied with the response the applicant had to that set of variances.

Mr. Jackson stated that the minimum drive aisle width variance is very minor, and very localized.

He drew the Panel's attention to the energy efficient features of the design, including the solar panels and water infiltration pavers, and added that although the applicant is not required to do so, the applicant proposes an electric vehicle charge station on site.

Mr. Jackson concluded his remarks by stating that the applicant's building design, construction materials, and the colour scheme respond well to a challenging site. He added that the 'funky' design of the dealership would enhance the Cambie Road/Shell Road/Hwy. 99 location.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair stated that the applicant had done a good job on a site that presented physical constraints. He commended the applicant on the sustainability elements and the number of landscaping elements.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum aisle width from 7.5m to 7.0m;*
 - b) *reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and*
 - c) *reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.*

CARRIED

3. Development Variance Permit 11-586308

(File Ref. No.: DV 11-586308) (REDMS No. 3311399)

APPLICANT: Rashpal Walia

PROPERTY LOCATION: 8200 Claybrook Road

INTENT OF PERMIT:

To vary the provisions of Richmond Zoning Bylaw 8500 to vary the exterior side yard setback from 3.0 m to 1.2 m in order to permit the construction of a new single-family dwelling at 8200 Claybrook Road on a site zoned Single Detached (RS1/E).

Applicant's Comments

Applicant Rashpal Walia, 4831 Tilton Road, advised that the single-family dwelling he proposes for 8200 Claybrook Road was originally designed to front Cobden Road, but when he learned that the City's Parks Department desires to incorporate this road end into Grauer Park, the design plans for the proposed residence were changed. The new plan calls for the proposed dwelling to front onto Claybrook Road.



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

From: Brian J. Jackson, MCIP
Director of Development

Re: Application by Abbarch Architecture Inc. for a Development Permit at 10600,
10700 Cambie Road and Parcel C (PID 026-669-404)

To: D.P.P. Meeting. Oct. 26, 2011

Date: October 6, 2011

File: DP 11-561612

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum aisle width from 7.5m to 7.0m;
 - b) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and
 - c) Reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.

Brian J. Jackson, MCIP
Director of Development

BJJ:dcb
Att. 3

Staff Report

Origin

Abbarch Architecture Inc. has applied to the City of Richmond for permission to develop a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404).

The site is being rezoned from "Auto-Oriented Commercial (CA)", "Gas & Service Stations (CG1)" & "Industrial Retail (IR1)" to "Auto-Oriented Commercial (CA)" for this project under Bylaw 8808 (RZ 11-561611 pending).

Requirements for frontage and signalization improvements are a requirement of the Rezoning conditions but will not require a Servicing Agreement. The improvements will include sidewalk and landscape strip improvements between the Cambie Road overpass and the St. Edwards Drive intersection. The existing signals at the Cambie Road and St. Edwards Drive intersection will also be upgraded with accessible audible pedestrian signals. Illuminated street name signs will be added on all approaches. No other utility service upgrades are required for this development.

Development Information

The development proposal is to replace two of the four buildings on the site with a single new 1,806.87 m² (19,448.85 ft²) building for the new Mini Cooper Dealership. The two buildings to be replaced have recently been demolished as part of the site preparation. A third existing 527.45 m² (5,677.29 ft²) building will be modified for use in vehicle preparation and detailing (PDI Centre).

The fourth building currently is used as a McDonald's restaurant. This use is expected to continue for the time being.

Please refer to attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Aside from the McDonald's restaurant component, the subject property had been used by the proponent for vehicle sales and storage for a number of years up to the point when site preparation activities commenced. Various easements exist on title ensuring the access and parking rights associated with the restaurant use. These have been factored into the redevelopment planning for the site.

Amendments to both the Official Community Plan and the site's Zoning to accommodate the proposed dealership upgrade and expansion are being addressed through a separate Rezoning application (RZ 11-561611).

Development surrounding the subject site is as follows:

To the North: On the north side of Cambie Road are offices on a site zoned Industrial Business Park (IB1) and a motel business on a site zoned "Auto-Oriented Commercial (CA)".

To the East: A Holiday Inn hotel (Jordan Hotel Corp.) on a parcel zoned “Auto-Oriented Commercial (CA)” and “Gas & Service Stations (CG1)” and the BMW dealership on a site zoned “Auto-Oriented Commercial (CA)”.

To the South & West: An on-ramp to Highway 99 from Shell Road and Highway 99 itself.

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

Development Signage

The proponent’s submission incorporates three identification signs, one of which will include three-dimensional fibreglass Mini vehicle model and LED lighting. Because of the unique nature of the signs they have been incorporated into the design review. The Advisory Design Panel was asked to review and provide comment on the proposed identification signs. The Panel’s comments appear later in this report. Inclusion within the Development Permit review process will expedite Sign Bylaw reviews and approvals. It is noted, however, that Provincial regulations can over-ride local government approvals for signage impacting Highway 99 should there be any potential for driver distractions. Preliminary comments by Ministry of Highways and Infrastructure (MOTI) staff suggest that the proposed signage will be acceptable to Highways.

Green Walls Features

The application incorporates a green wall feature into the Mini building design. The proposed green wall features are vertical panels mounted on the outside south facing façade of the Mini building. These vertical panels will be covered with vegetation in an artistic arrangement.

The original plan put forward by the proponent included a second green wall along the north face of the existing PDI building. The positioning of this second green wall would have meant that a row of existing trees on lands owned by MOTI in front of the building would have had to be removed. The Advisory Design Panel provided comment on the green walls but did note that unless the existing trees on the MOTI lands are removed then the green wall feature may not be viable. The Panel did not have concerns with removal of the adjacent trees with appropriate compensation. After considering their options, the proponent has removed the green wall from the front of the PDI building and the trees on the MOTI lands are to remain.

Site Landscaping

The Rezoning submission included only a preliminary landscape plan. The Advisory Design Panel and staff worked with the applicant to both reduce the extent of the variances and enhance and strengthen the proposed landscape scheme. The Panel also provided suggestions for strengthening the development’s sustainability package.

The Public Hearing for the rezoning of this site is scheduled for October 17th, 2011. Staff will advise on any concerns raised and any adjustments to the plans should they be required.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject

Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the Auto-Oriented Commercial (CA) Zoning schedule except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold)

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

- 1) Reduce the minimum aisle width from 7.5m to 7.0m.
 - This will apply to only a single pinch point on the site. All the remaining drive aisle will meet City standards. Transportation staff have reviewed this specific pinch point and support the variance.
- 2) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero).
- 3) Reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.

Staff supports the proposed variances as the applicant has worked to minimize the extent of the three variances being requested, some of which arise from the site's physical constraints and existing conditions on the site. The original landscaping plan has been refined and strengthened with increased quantities of trees and shrubs, permeable pavers have been added to reduce storm run off. Views from Cambie Road are very limited given a row of existing trees between the Cambie Road overpass and the subject site plus the location of both the existing PDI building and the McDonalds restaurant. Staff note that the owners have also made a significant effort to incorporate a sustainability package into the development proposal which will include an electric vehicle charge station (see **Attachment 3** for an example image), permeable pavers to enhance storm water infiltration and reduce site runoff and a 160 solar panel rooftop array to reduce the electrical needs of the site. These efforts were also adjusted to respond to suggestions made by the Advisory Design Panel.

Advisory Design Panel Comments

The Advisory Design Panel reviewed the application on September 8, 2011. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Ministry of Transportation and Infrastructure Rezoning Comments:

The Ministry of Transportation and Infrastructure provided the following comments in response to the Richmond Mini Rezoning application:

"As the subject properties are within immediate proximity to a Provincial Highway, the Rezoning application was referred to the Ministry for review. No objections were raised by MOTI however the following conditions were identified:

1. Pursuant to Section 16 of the Transportation Act any installation which may distract a vehicle operator including development signage or lighting shall not be directed toward Highway 99.

2. All storm water to be directed to a municipally maintained storm drainage system. Development discharge will not be permitted to enter the Provincial highway right-of-way via pipe or overland drainage channel.
3. The supply and installation of a 1.8 meter high chain link fence located at the property line along the entire frontage with Highway 99.
4. No parking on the highway right-of-way.
5. No direct access to Highway 99.
6. No landscaping or associated works on the highway right-of-way."

The application under review addresses each of the conditions identified by MOTI.

Urban Design and Site Planning:

- This is a tight and triangular shaped site constrained with pre-existing buildings, pre-existing uses (i.e. McDonalds) and various legal easements (i.e. access and parking for the restaurant) all of which influence the site layout and design.
- The new Mini Building main floor will meet the City's flood construction elevation requirement of 2.1m GSC. Existing building slab elevations will be retained at 1.96m GSC.
- Existing onsite grade differences will be levelled out across the development site making vehicle and pedestrian movement easier.
- The layout will provide reasonable vehicle and pedestrian flow through and around the site.
- Accommodation has been made for delivery vehicle parking at the rear of the Mini building.
- The new development is not expected to negatively impact the existing McDonalds operations and will provide them with a new garbage and recycling facility.

Adjacency:

- The development site presents itself toward Highway 99, Cambie Rd. and to the adjacent Holiday Inn and McDonalds. The proponent's proposal is to have Mini identification signage and several green wall panels facing Highway 99.
- From the Holiday Inn the view will be primarily of the Mini dealership's front building face.
- Roof top solar panel arrays will be partially boxed in to make them appear like an extension of the building. From street level only a small portion of the solar array will be visible due to a 1 foot high parapet.

Architectural Form and Character:

- The new Mini building will be two storeys in height and will contain a vehicle show room and offices at its eastern end. The western end of the Mini building will contain a vehicle service area and car wash.
- The showroom area will have large windows allowing good light penetration. Service bay doors will be primarily glazed overhead doors with one insulated metal overhead door. A row of windows overtop the service area on both the northern and southern sides of the building will provide natural lighting to the service area interior.

- The exterior finish of the new Mini building will be covered with a black pre-finished aluminium composite panel system accented by green coloured metal composite panel bands.
- The existing PDI building will be given a new metal charcoal roof and undergo several modifications to the overhead door arrangement. The overhead doors will be insulated metal with a row of windows on each door. The exterior of the building will consist of black pre-finished aluminium composite panels to match the new building. In response to a request by the Advisory Design Panel the two ends of the building will be squared off with gables to give a stronger visual link to the flat roofed shape of the new Mini building.
- Three identification/logo signs have been incorporated into the building design. The Mini sign on the south facing (Highway 99) side of the Mini building will be a 3 D relief sign containing a near full size fibreglass representation of a Mini automobile. The signage facing Highway 99 has been reviewed by MOTI and no objections have been raised. The other two signs will be more conventional signs on the sides of two of the buildings.
- The project includes a public art/ vertical landscaping feature on the south facing on new Mini building where four green wall panels will be created. These panels will have good exposure to the sun and to Highway 99.

Landscaping and Open Space Design:

- The plan includes a clearly demarcated pedestrian linkage from the site entrance to the Mini Dealership front entrance.
- A screened trash recycling facility dedicated for the restaurant use is located off the east end of the PDI Centre building.
- Trash / recycling for the Mini building is enclosed within the western end of the building.
- Handicapped stalls are well placed near front entrance of the Mini building.
- Tree retention is currently proposed along the Cambie Rd. overpass frontage. Some trimming may be required to accommodate the project.
- The proposal addresses MOTI's requirements for keeping all landscaping on site.
- Measures have been proposed to ensure that site lighting meets MOTI requirements regarding control of stray light, and excluding animated lighting facing the highway.
- Permeable pavers have been incorporated along the pedestrian walkway and vehicle parking areas in front of the Mini building to improve storm water infiltration and enhance the upscale appearance of the facility.

Crime Prevention Through Environmental Design:

- The front of the Mini building and the PDI building will be relatively open providing reasonable line of site/surveillance from the Holiday Inn and the McDonalds locations.

Conclusions

The Advisory Design Panel and staff have reviewed the Development Permit application proposing a new Mini-Cooper automobile dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404). Based on the design review both the Advisory Design Panel and staff are recommending that the application be supported.



David Brownlee
Planner 2

DCB:cas

The following are to be met prior to forwarding this application to Council for approval:

- Receipt of a Letter-of-Credit for landscaping in the amount of \$55,991.25.

Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

Development Applications Division

DP 11-561612

Attachment 1

Address: 10600, 10700 Cambie Road and Parcel C (PID 026-669-404)

Applicant: Abbarch Architecture Inc.

Owner: Pacific Grove Plaza Inc.

Planning Area(s): East Cambie

Floor Area Gross: Gross: 8857.3 m²

Floor Area Net: approximately 8854.3 m² after
corner cut dedications

	Existing	Proposed
Site Area:	8857.3 m ²	8857.3 m ² less a minor corner cut (1.5m x 1.5m deep) at Cambie & St. Edwards Intersection. Exact area TBD with consolidation plan.
Land Uses:	Automobile Dealership and Restaurant	Same
OCP Designation:	Commercial Two lots (10600 Cambie and Parcel C PID 026-669-404) without OCP designation (former MOTI road parcels)	Commercial
Zoning:	Commercial Two lots (10600 Cambie and Parcel C PID 026-669-404) without OCP designation (former MOTI road parcels)	Commercial
Number of Units:	Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1)	Auto-oriented Commercial (CA)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5	0.30	none permitted
Lot Coverage – Building:	Max. 50%	27%	none
Lot Size (min. dimensions):	NA	NA	none
Setback – Front and Exterior Side Yard (m):	Min. 3.0 m	Frontage: 7.5 m Exterior Side: 0 m pre-existing	none
Setback – Interior Side & Rear Yards (m):	Min. 3.0 m	Interior Side: 7.535 m Min. Rear Min. 7.75 m	none

Height (m):	12.0 m	11.6 m max	none
Off-street Parking Spaces	94	Total 98 including: 50 Std. Stalls 45 Sm Stalls 3 Handicapped Stalls	none
Tandem Parking Spaces	allowed	6 stalls	none
Loading Spaces	1 medium	1 medium	none
Minimum Aisle Width	7.5m	7 to 8 m reduction applies to one location only	variance
Width of Landscaping Adjacent to Public Roads	3.0m	Will vary to zero	variance
Parking Setbacks From Lot Line Adjacent to Public Roads	3.0m	3.0m to zero	variance

**Excerpt from the Minutes from
The Design Panel Meeting**

**Thursday, September 8, 2011 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

3. DP 11-561612 – DEVELOPMENT OF A NEW RICHMOND MINI AUTOMOBILE DEALERSHIP

ARCHITECT: Abbarch Architecture Inc.

PROPERTY LOCATION: 10700, 10600 Cambie Road and Parcel C (PID026-669-404)

Panel Discussion

Comments from the Panel were as follows:

- ensure that amenities for staff and customers with disabilities are fully accessible;
- corporate landscape has certain practicality; landscaping can be used for niche marketing and to establish the identity of the MINI dealership; consider ways of differentiating the parking area and the drive aisle and incorporating sustainability features as they will appeal to the potential customers of MINI; will help in the marketing of the product;
- consider introducing green roof to slow down water elements;
- consider introducing trellises or gazebos to serve as outdoor meeting places for MINI staff and customers particularly at the Cambie Road/Highway 99 corner;
- convey the sense of the building and carry the Mini cache into the landscape through detailing, lighting, use of drought tolerant vegetation and articulating the edges; will help create an image for the dealership and pursue its sustainability goals;
- consider ways of creating an interesting edge, e.g., partial screening of vehicles on display rather than a whole row of cars; may appeal to intended customers of MINI;
- recognize that MINI dealership guidelines are stringent; signage on PDI Building reads as an extension of the fascia; consider removal of trees to make signage visible; alternatively, consider putting a box around the signage to increase its presence; corner needs to be further emphasized;
- southeast corner of the new building requires strengthening; considering using the signage to strengthen the corner; a more visible sign is needed near an active part of the highway where vehicles move in high speeds;
- typical design for auto dealership; building has corporate character; consider ways of introducing more human elements and integration of landscaping with the building design;

- consider introducing public art and follow the City's public art process; integrate public art into the development of the green wall;
- consider how to integrate the hipped roof of the existing building and the flat roof of the proposed new building;
- building materiality is appropriate for its context;
- consider removing the fence along Highway 99 and replace with barrier planting to display the edge in a friendlier and manicured manner;
- removal of trees on the north side is not a concern; understand its rationale;
- concern green walls can be unsustainable in terms of their irrigation needs and maintenance requirements;
- agree with comments with regard to hipped roof of the PDI Building; consider means of extending the signage on the PDI Building to integrate with the facade;
- consider planting more of existing trees in the site to provide a better sense of unity in the development and more shade in the parking areas; and
- permeable paving has big impact on storm water management; suggest richer and more sophisticated paving materials in front of the customer service area to provide emphasis; consider differentiating the parking area from the drive aisle.

Panel Decision

It was moved and seconded

That DP 11-561612 move forward to the Development Permit Panel subject to the applicant addressing the items discussed by the Panel, including the items highlighted below:

1. design development to the PDI Building: a) enhancing its signage and b) integrating its hipped roof expression with the proposed development;

[ABBARCH] Enhancing the signage is addressed below. Gable ends have been added to each end of the PDI building to give it a more squared off appearance closer to the shape and design of the Mini building. The charcoal colored metal roofing has been carried across the new gable ends so that they blend seamlessly into the overall roof appearance.

2. design development to the south[west] corner of the new building being proposed;

[ABBARCH] Comments by the Panel in regards to the design development of the sign at southwest corner of the new building being proposed have been reviewed and considered by the client and our design team. The size of the carbon fibre model on the proposed sign is predetermined to replicate a life sized mini vehicle and being shipped from Europe by the parent company. The local dealership is not able to adjust the size of the model.

3. consider enhancing the sustainability features of the buildings and landscape elements;

[ABBARCH] Comments by the Panel in regards to enhancing the sustainability features of the buildings and landscape elements have been reviewed and considered by the client and our design team. More plants selections, permeable paving and approximately 160 solar panels have been added to the MINI building and to the site. Please refer to attached Site Plan #1, Landscape Plan #3 and Exterior Elevations Plan #4.

4. ensure full accessibility of amenities for staff and customers with disabilities; and

[ABBARCH] Abbarch has ensured full accessibility of amenities for staff and customers with disabilities.

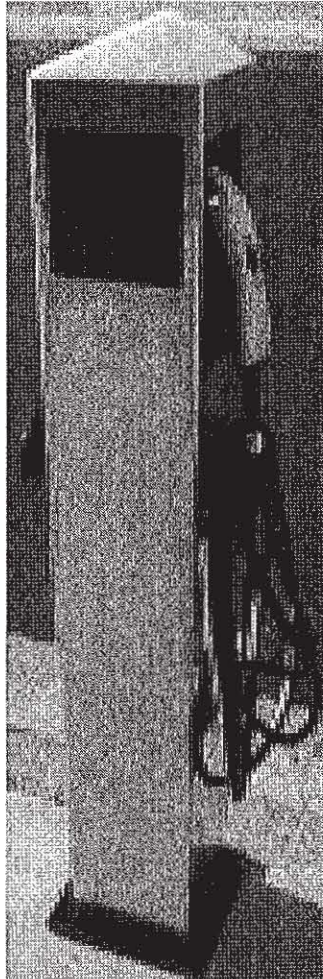
5. consider removing the fence along Highway 99 and replacing it with barrier planting.

[ABBARCH] A 1.8 meter high chain link fence [has been provided] along the southern property line separating the MINI site from Hwy 99 as requested by the Ministry of Transportation and Infrastructure (MOTI). Trees will remain as is from the MOTI lands along Cambie Road.

CARRIED



EVCA Electric Vehicle Charging Stations



**EV-Charge America Ground Mount (Bollard)
Level II Charging Station
Part Number EV2101
with SAE J1772 Connector**

EV-Charge America Charge Net™

*With GridPoint™
Advanced Vehicle-to-Grid
Communication Software*

Physical Characteristics:

- Level II - 240VAC - 40A
- Height: 1270 mm / 50 inches
- Width: 203 mm / 8 inches
- Depth: 203 mm / 8 inches
- Weight: 20.4 kg / 85 lbs.
- Built in Smart Meter
- Part Number: EV2101

*Also available in Pole Mount
and Wall Mount Versions*

EV-ChargeAmerica®

9030 W. Sahara Ave., Suite 125

Las Vegas, NV 89117

Email: info@EV-ChargeAmerica.com

Phone: (702) 696-1600

FAX: (866) 941-6819

Web site: www.EV-ChargeAmerica.com



City of Richmond
Planning and Development Department

Development Permit

No. DP 11-561612

To the Holder: ABBARCH ARCHITECTURE INC.

Property Address: 10600, 10700 CAMBIE ROAD AND
PARCEL C (PID 026-669-404)

Address: C/O BRIAN SHELOFF
1830 BENTALL ONE, 505 BURRARD STREET, BOX 79
VANCOUVER, B.C. V7X 1M6

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Reduce the minimum aisle width from 7.5m to 7.0m;
 - b) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and
 - c) Reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4a attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$55,991.25. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 11-561612

To the Holder: ABBARCH ARCHITECTURE INC.

Property Address: 10600, 10700 CAMBIE ROAD AND
PARCEL C (PID 026-669-404)

Address: C/O BRIAN SHELOFF
1830 BENTALL ONE, 505 BURRARD STREET, BOX 79
VANCOUVER, B.C. V7X 1M6

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

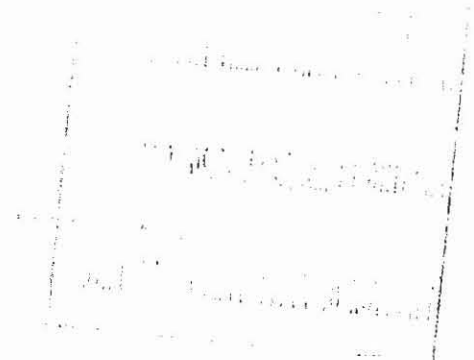
This Permit is not a Building Permit.

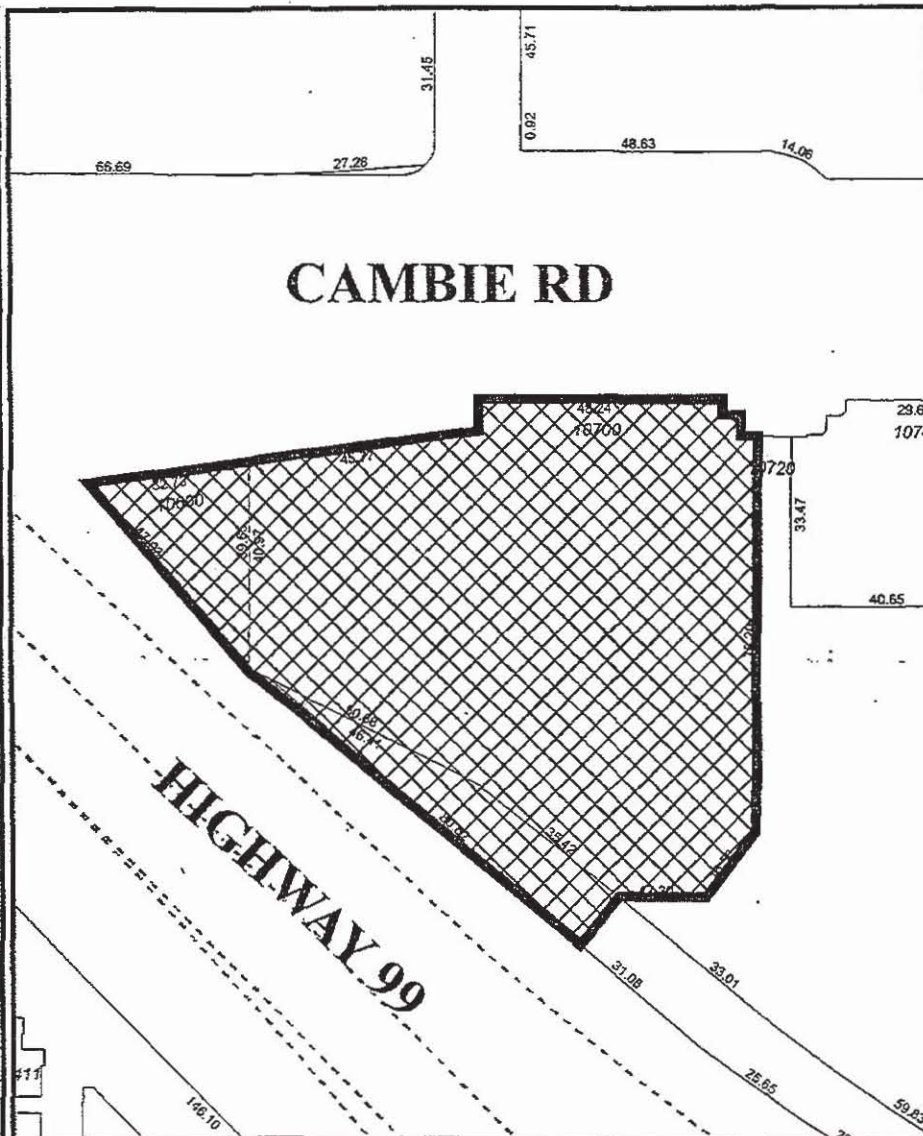
AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR





DP 11-561612
SCHEDULE "A"

Original Date: 02/11/11

Revision Date:

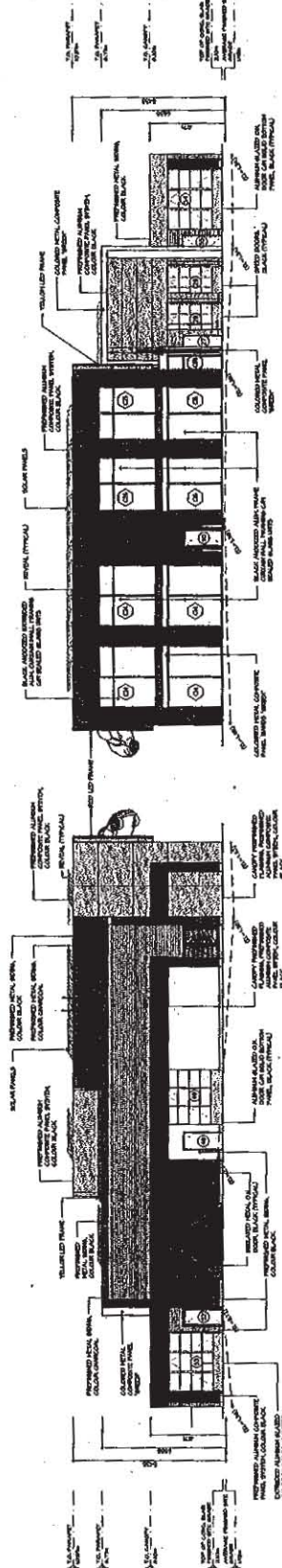
Note: Dimensions are in METRES



[illegible][illegible]

ARCHITECTURE INC.	PROJECT No.
WINDSOR, BC 04434041	2142
CHICAGO, IL 260-674-0011	SHEET
TORONTO, ON 416-340-0411	PAGE 14
SAN JOSE, CA 408-213-3333	

121531



3 WEST ELEVATION
SCALE: 1/8" = 1'-0"

EAST ELEVATION
SCALE: 1/8" = 1'-0"

ISSUED FOR DEVELOPMENT PERMIT DP 11-561612

DATE	BY	REV	DESCRIPTION
10/26/11	ME	1	ISSUED FOR DEVELOPMENT PERMIT

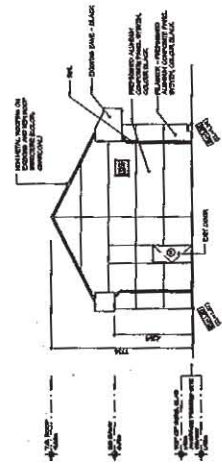
PROPOSED PET CENTRE
EXTERIOR ELEVATIONS



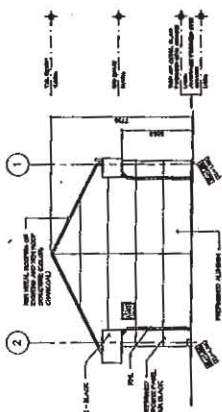
ARCHITECTURE INC.
ARCHITECTS
11561612

MIN - Richmond

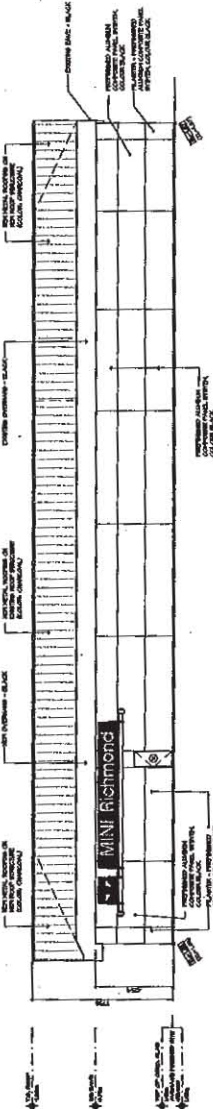
ARCHITECTURE INC.



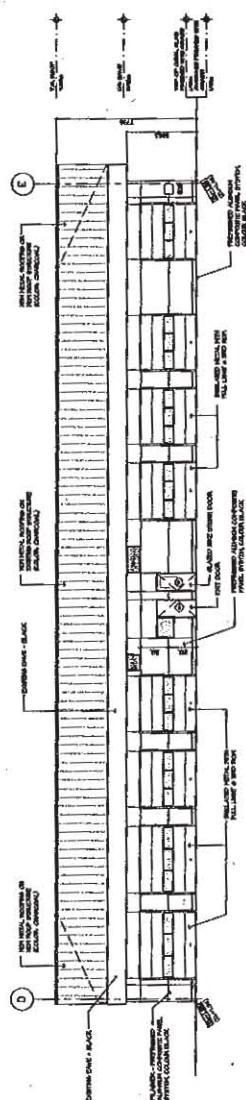
4 WEST ELEVATION
SCALE: 1/8" = 1'-0"



3 EAST ELEVATION
SCALE: 1/8" = 1'-0"



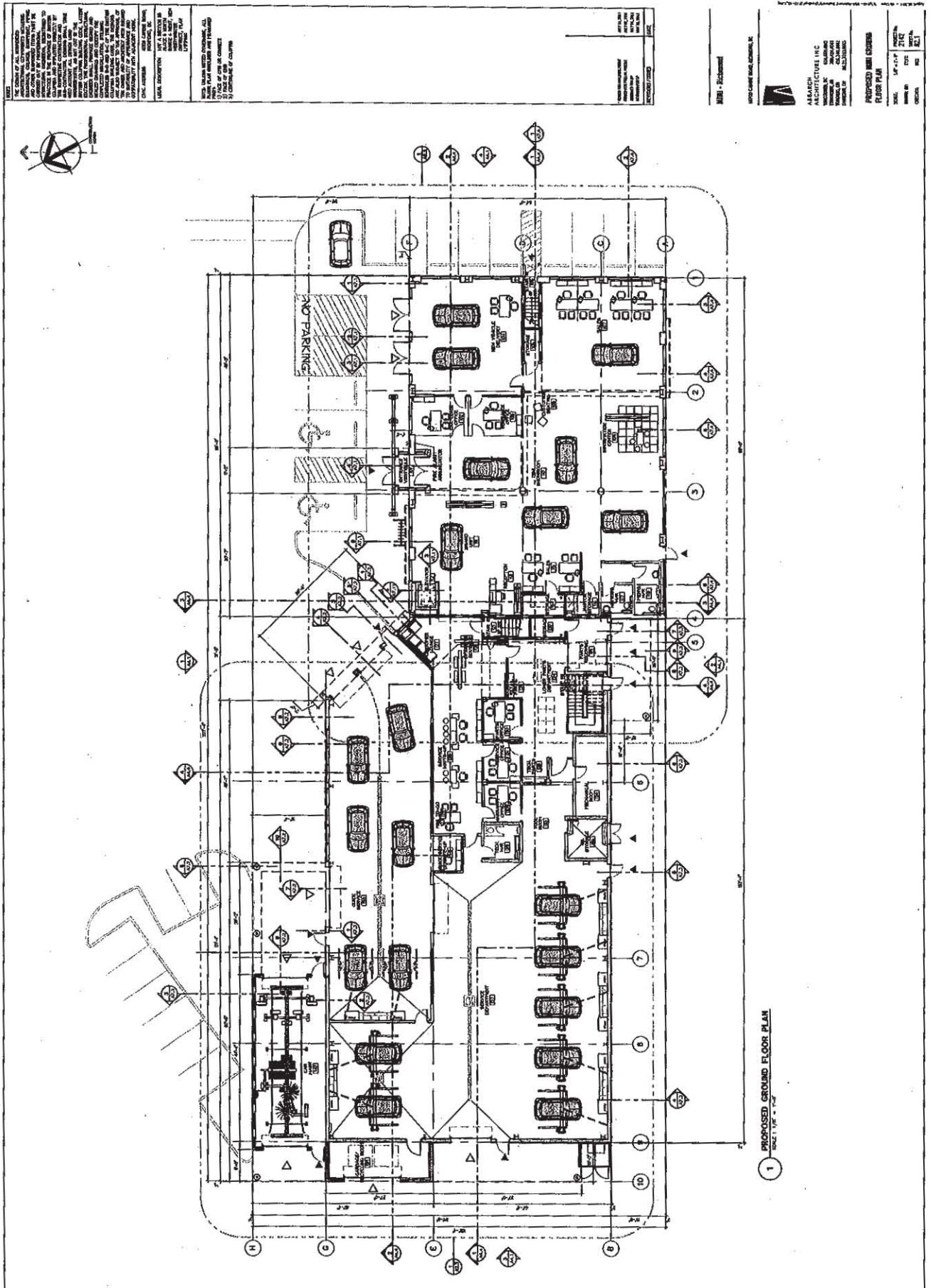
2 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

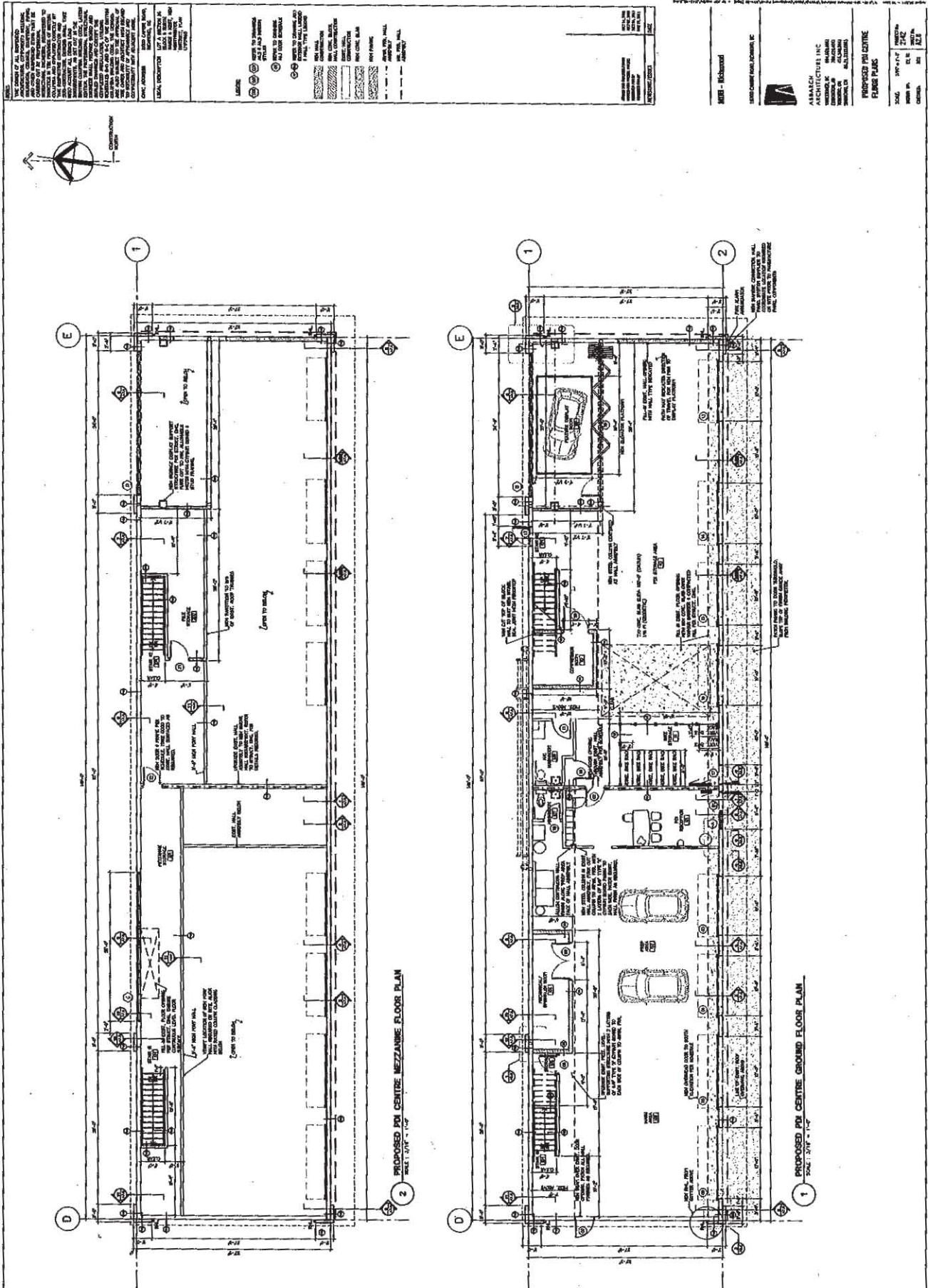
NOTES:
1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
2. MATERIALS AND FINISHES TO BE DETERMINED BY THE ARCHITECT.
3. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE SURVEY DATA.
4. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE EXISTING CONDITIONS.
5. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE EXISTING UTILITIES.
6. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE EXISTING STRUCTURE.
7. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE EXISTING LANDSCAPE.
8. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE EXISTING TRAFFIC PATTERNS.
9. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE EXISTING ENVIRONMENTAL CONDITIONS.
10. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE EXISTING REGULATORY REQUIREMENTS.

DATE	BY	REV	DESCRIPTION
10/26/11	ME	1	ISSUED FOR DEVELOPMENT PERMIT





1 PROPOSED SECOND FLOOR PLAN







City of Richmond
Planning and Development Department

Memorandum

To: David Weber
Director, City Clerk's Office

Date: October 24, 2011

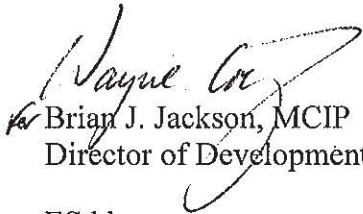
From: Brian J. Jackson, MCIP
Director of Development

File: DP 09-494270

Re: **Application by – Matthew Cheng Architect Inc. for Development Permit at 8091 and 8131 No. 2 Road**

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meetings held on September 29, 2010 and October 13, 2010.

It would now be appropriate to include this item on the agenda of the next Council meeting for their consideration;


Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

Development Permit Panel
Wednesday, September 29, 2010

- replacement of the concrete topping on the exterior walkways; and
- installation of new light fixtures and vents.

Staff Comments

Brian J. Jackson, Director of Development, stated that staff support the minor improvements to the exterior of the existing building. Also, he noted that the application was required due to the value of the proposed improvements.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel noted that the existing landscaping on this site was extensive.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the alteration of the building façade of the existing "Accent Inn" motel building at 10551 St. Edwards Drive on a site zoned Auto Oriented Commercial (CA).

CARRIED

3. Development Permit 09-494270

(File Ref. No.: DP 09-494270) (REDMS No. 2974081)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 8091 and 8131 No. 2 Road

INTENT OF PERMIT:

1. To permit the construction of a 10-unit townhouse complex at 8091 and 8131 No. 2 Road on a site zoned "Medium Density Townhouses (RTM3)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the front yard setback from 6.0 m to 4.5 m;
 - b) reduce the lot coverage for landscaping with live plant material from 30% to 22%;
 - c) increase the lot coverage for buildings from 40% to 43%; and

- d) permit 12 tandem parking spaces.

Applicant's Comments

Matthew Cheng, Matthew Cheng Architect Inc., provided background information related to the proposed Development Permit. Mr. Cheng stated that he has incorporated changes that align with the comments made by the Advisory Design Panel and highlighted the following improvements as per the Panel's comments:

- along No. 2 Road, the ground floor façade is now clad with brick and the porches and entry railings are addressed with brick columns;
- along No. 2 Road, the colour palette has been revised to consist of red bricks with darker trims against the light hardie board and heritage bluish-grey hardie siding;
- only two types of pavers will be utilized;
- larger windows have been added to the bay elements; the projecting bays now appear more coherent and fit well with the brick, which breaks down the verticality of the 3-storey bay elements and reduces the building centre massing;
- door heights are now all uniform in size; and
- the play equipment has been upgraded to a larger size.

Mr. Cheng spoke of changes related to a convertible unit and commented on the use of more sustainable materials. Also, he noted that planting on the site has been enhanced as a result of the Panel's comments.

Panel Discussion

The Chair asked if the landscape architect was present and Mr. Cheng advised he was not in attendance.

Discussion ensued and the Chair referred to one of the four proposed zoning variations, questioning the reduction of the lot coverage for landscaping with live plant material from 30% to 22%.

He commented on the site's entry driveway, noting how plain it appears, and queried whether more planting has been explored along the driveway.

Staff Comments

Mr. Jackson stated that staff support the proposed development permit application and the requested variations to the zoning bylaw. He commented that several of the changes to the project were the outcome of discussions with staff. However, Mr. Jackson stated that he was not in a position to comment on other planting opportunities as the landscape architect was not present.

Correspondence

None.

Development Permit Panel
Wednesday, September 29, 2010

Gallery Comments

None.

Panel Discussion

Discussion ensued regarding the possibility of providing more landscaping on the site. Also, the Panel commented on the lack of landscaping along the driveway, noting that the complex entrance needs articulation.

As a result of the absence of the landscape architect who could have addressed the Panel's queries, the following **motion** was introduced:

Panel Decision

It was moved and seconded

That Development Permit application 09-494270 be deferred to the next Development Permit Panel meeting scheduled for Wednesday, October 13, 2010 at 3:30 p.m. in the Council Chambers at Richmond City Hall, for the purpose of further exploration of planting and articulation along the driveway.

CARRIED

Staff were requested to examine options for providing more planting areas on the site prior to further consideration of the application.

4. New Business

None.

5. Date of Next Meeting: Wednesday, October 13, 2010

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 3:50 p.m.

CARRIED

Development Permit Panel
Wednesday, October 13, 2010

Panel Decision

It was moved and seconded

That Development Permit application 09-563924 be deferred to the next Development Permit Panel meeting, scheduled for Wednesday, October 27, 2010 at 3:30 p.m. in the Council Chambers at Richmond City Hall, for the purpose of further exploration of tree retention, and the submission by the applicant of an Arborist's Report.

CARRIED

3. Development Permit 09-494270

(File Ref. No.: DP 09-494270) (REDMS No. 2974081)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 8091 and 8131 No. 2 Road

INTENT OF PERMIT:

1. To permit the construction of a 10-unit townhouse complex at 8091 and 8131 No. 2 Road on a site zoned "Medium Density Townhouses (RTM3)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the front yard setback from 6.0 m to 4.5 m;
 - b) reduce the lot coverage for landscaping with live plant material from 30% to 22%;
 - c) increase the lot coverage for buildings from 40% to 43%; and
 - d) permit 12 tandem parking spaces.

Applicant's Comments

Patricia Campbell, DMG Landscape Architects, advised that after the September 29, 2010 meeting of the Development Permit Panel, the landscaping plan has been changed to provide more landscaping elements on the subject site. She provided the following additional details:

- small patios serve as a yard for each townhouse unit;
- the amenity area features landscaping on the south side of the project, along No. 2 Road, including small trees;
- the play area includes a seating/social area;
- the parking stall near the outdoor amenity/play area is near the handicap parking stall; and
- the maximized landscaping includes four more trees added to the site plan.

Development Permit Panel
Wednesday, October 13, 2010

Staff Comments

Mr. Jackson advised that:

- the applicant has slightly shifted the site plan to allow a 2 foot x 11 inch planting strip along the north end of the driveway;
- the applicant has found another small portion of the site to qualify as soft landscaping; and
- the applicant has increased the landscaped area from 22% to 25%, so that the variance sought is reduced.

A brief discussion ensued between the Chair and Mr. Jackson, and the following advice was provided:

- the 30% coverage for live plant material came forward in the City's new Zoning Bylaw No. 8500, and in the earlier Zoning Bylaw No. 5300 there was no live plant material requirement, so on small sites, applicants are doing everything they can to fulfill the new 30% requirement; and
- staff will monitor the situation and if it is difficult for applicants to achieve 30% coverage on small sites, a housekeeping amendment to the Zoning Bylaw might be in order in the future.

In response to a query from the Chair, Mr. Jackson advised that the inclusion of one visitor parking stall and one handicap parking stall meets the requirements of the Bylaw.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

1. *That a Development Permit be issued which would permit the construction of a 10-unit townhouse complex at 8091 and 8131 No. 2 Road on a site zoned "Medium Density Townhouses (RTM3)"; and*
2. *To vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the front yard setback from 6.0 m to 4.5 m;*
 - b) *reduce the lot coverage for landscaping with live plant material from 30% to 25%;*

**Development Permit Panel
Wednesday, October 13, 2010**

- c) *increase the lot coverage for buildings from 40% to 43%; and*
- d) *permit 12 tandem parking spaces.*

CARRIED

4. New Business

None.

5. Date Of Next Meeting: Wednesday, October 27, 2010

6. Adjournment

It was moved and seconded

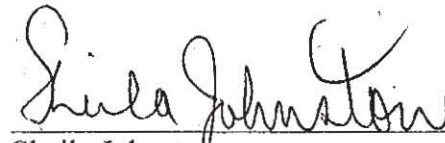
That the meeting be adjourned at 4:20 p.m.

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 13, 2010.



Joe Priceg
Chair



Sheila Johnston
Committee Clerk



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

To: OPP mtg Oct 13, 2010

Date: October 7, 2010

From: Brian J. Jackson, MCIP
Director of Development

File: DP 09-494270

Re: Application by Matthew Cheng Architect Inc. for a Development Permit at 8091 and 8131 No. 2 Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 10-unit townhouse complex at 8091 and 8131 No. 2 Road on a site zoned "Medium Density Townhouses (RTM3)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the front yard setback from 6.0 m to 4.5 m;
 - b) Reduce the lot coverage for landscaping with live plant material from 30% to 25%;
 - c) Increase the lot coverage for buildings from 40% to 43%;
 - d) Permit 12 tandem parking spaces.

Brian J. Jackson, MCIP
Director of Development

BJJ:cl
Att.

Staff Report

Origin

This staff report addresses concerns expressed at the September 29th, 2010 Development Permit Panel meeting in regards to the Development Permit application by Matthew Cheng Architect Inc at 8091 and 8131 No. 2 Road. Specifically, the Panel made the following recommendation:

"That Development Permit application 09-494270 be deferred to the next Development Permit Panel meeting scheduled for Wednesday, October 13, 2010 at 3:30 p.m. in the Council Chambers at Richmond City Hall, for the purpose of further exploration of planting and articulation along the driveway."

This staff report summarizes revisions made to the application as it relates to the Panel's recommendation and presents the amended proposal with requested variances for consideration by the Development Permit Panel and Council. With the exception of a decrease in the extent of the variance to lot coverage with live plant material, the remaining requested variances are unchanged with the amended proposal.

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the revised development data with the relevant Bylaw requirements. Please refer to the original staff report in **Attachment 2** for information pertaining to the background, rezoning history, site context, design review and analysis of the remaining requested variances submitted to the September 29th, 2010 Development Permit Panel meeting.

Proposed Revisions

Articulation – Drive Aisle Entrance

The applicant has proposed minor changes to the site plan to incorporate a narrow landscaped strip adjacent to the drive aisle entrance along the north property line, while at the same time maintaining the minimum drive aisle width of 6.1 m required for this site. This involved: decreasing the interior floor area slightly in Building A, relocating the visitor parking stall and electrical closet, and redesigning the garbage and recycling enclosure.

Variance – Live Plant Material

In addition to the increase in live plant material provided by the landscaped strip along the drive aisle, the applicant has proposed changes to incorporate additional soft landscaping within rear yards of Buildings B and C, and between garage aprons to increase the overall live plant material coverage from 22% to 25%. This results in a decrease to the extent of the requested variance. Staff are supportive of the revised variance request given the effort taken by the applicant to revise the proposed site plan which has resulted in a decrease to their overall floor area ratio from 0.66 to 0.65.

The revised plans as described above are included in Plans # 1 to 3 and the accompanying Reference Plans to the Development Permit.

Conclusions

The applicant has revised the Development Permit application to address the concerns expressed by the Development Permit Panel at the meeting held September 29, 2010. The revised plans include a concept that results in a decrease to the extent of the live plant material variance as well as improved articulation along the drive aisle entrance to the site.

On this basis, staff recommends support for the revised Development Permit application at 8091 and 8131 No. 2 Rd.



Cynthia Lussier
Planning Technician

CL:cl

The following are to be met prior to forwarding this application to Council for approval:

- Receipt of a Letter-of-Credit for landscaping in the amount of \$36,988 (based on \$2.00/ft² of gross floor area, i.e. 18,494 ft²); and
- Registration of a restrictive covenant prohibiting the conversion of any ground floor tandem parking areas to storage or habitable space.

Prior to future Building Permit issuance, the developer is required to complete the following:

- Incorporate accessibility measures for aging-in-place in Building Permit drawings for all units, including lever handles for doors and plumbing fixtures, blocking in all washroom walls to facilitate future potential installation of grab bars, and stairwell handrails;
- Incorporate critical features including dimensions in Building Permit drawings for the two (2) convertible units in Building C.
- Enter into a Servicing Agreement for the design and construction of frontage improvements along No. 2 Road, including but not limited to, construction of a sidewalk at the new property line and a treed/grassed boulevard behind the curb;
- Submission of fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow;
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet Development Applications Division

DP 09-494270

Attachment 1

Address: 8091 and 8131 No. 2 Road

Applicant: Matthew Cheng Architect Inc.

Owner: Xiao C. Cheng

Planning Area(s): Blundell

	Existing	Proposed
Site Area:	8091 No. 2 Road – 978.5 m ² 8131 No. 2 Road – 896.9 m ² Total – 1,876 m ²	Consolidated Lot – 1,789 m ² (87 m ² of road dedication)
Land Uses:	Vacant	10 – Unit Townhouse Development
OCP Designation:	<ul style="list-style-type: none"> Generalized Land Use Map designation – “Neighbourhood Residential” Specific Land Use Map designation – “Low-Density Residential” 	No Change
Zoning:	Single Detached (RS1/E)	Medium-Density Townhouses (RTM3)
Number of Units:	Two (2)	Ten (10)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.70	0.65	none permitted
Lot Coverage:	Buildings: Max. 40% Buildings/Structures/Non-Porous Surfaces: Max. 70% Live Plant Material: Min. 30%	Buildings: 43% Buildings/Structures/Non-Porous Surfaces: 60% Live Plant Material: 25%	<ul style="list-style-type: none"> Buildings: 3% Increase Live Plant Material: 5% Decrease
Setback – Front Yard:	Min. 6 m	4.5 m	1.5 reduction
Setback – Side Yard (north):	Min. 3 m	6.1 m	none
Setback – Side Yard (south):	Min. 3 m	3 m	none
Setback – Rear Yard:	Min. 3 m	4.5 m	none
Height (m):	Max. 12 m and 3 storeys	11.94 m	
Lot Size:	Min. Width – 30 m Min. Depth – 35 m	1,789 m ²	none
Vehicle Parking Spaces – Resident/Visitor:	20 and 2	20 and 2	
Vehicle Parking Spaces – Accessible:	0	1	
Total Spaces:	22	22	

Tandem Parking Spaces	not permitted	12	Variance requested
Bicycle Parking Spaces – Resident/Visitor:	13 and 2	17 and 3	
Amenity Space – Indoor:	Min. 70 m ²	Cash-in-lieu	
Amenity Space – Outdoor:	Min. 60 m ²	80.40 m ²	



City of Richmond
Planning and Development Department

Report to Development Permit Panel

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: September 8, 2010
File: DP 09-494270
Re: **Application by Matthew Cheng Architect Inc. for a Development Permit at
8091 and 8131 No. 2 Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 10-unit townhouse complex at 8091 and 8131 No. 2 Road on a site zoned "Medium Density Townhouses (RTM3)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the front yard setback from 6.0 m to 4.5 m;
 - b) Reduce the lot coverage for landscaping with live plant material from 30% to 22%;
 - c) Increase the lot coverage for buildings from 40% to 43%;
 - d) Permit 12 tandem parking spaces.

Brian J. Jackson, MCIP
Director of Development

CL:blg
Att.

Staff Report

Origin

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to develop a 10-unit townhouse complex at 8091 and 8131 No. 2 Road on a site zoned "Medium Density Townhouses (RTM3)". The subject site is currently vacant.

The site is being rezoned from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM3)" for this project under Bylaw 8498 (RZ 08- 422812).

A Servicing Agreement is required as part of the proposed development (prior to issuance of the Building Permit) for the design and construction of frontage improvements along No. 2 Road, including, but not limited to construction of a new sidewalk at the new property line and a treed/grassed boulevard behind the curb.

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

The subject site is located in the Blundell planning area, southwest of the major intersection of No. 2 Road and Blundell Road, and directly opposite a designated Neighbourhood Service centre (Blundell Shopping Centre). Development immediately surrounding the subject site is as follows:

- To the north, is a single detached dwelling on a lot zoned "Single Detached (RS1/E)";
- To the east, directly across No. 2 Road, is Blundell Shopping Centre on lots zoned "Community Commercial (CC)", "Community Commercial (ZC14) – Blundell Road", and Land Use Contract 087;
- To the south is a 2½-storey duplex on a lot zoned "Two-Unit Dwellings (RD2)", and beyond that is a 3-storey townhouse complex on a lot zoned "Medium Density Townhouses (RTM1)"; and,
- To the west, fronting Cantley Road, are two (2) new single detached dwellings and one (1) older character dwelling on lots zoned "Single Detached (RS1/E)".

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

- Landscaping opportunities including planting of replacement trees on-site;
- Opportunities to maximize permeable surface areas and articulate hard surface treatment;
- Enhancement of the outdoor amenity area to maximize use;
- Building scale and form;

- Opportunities to incorporate additional window openings on exposed elevations, particularly adjacent to side yard;
- Refinement of building elevations and cladding materials; and
- Options for convertible unit design to accommodate a future resident in a wheelchair.

Through the review of this Development Permit application, staff have worked with the applicant to ensure that the proposed architectural form and character is consistent with the design guidelines contained within the Official Community Plan (OCP), is compatible with and complimentary to that of existing townhouse developments in the neighbourhood while respecting adjacent single detached housing to the north and west, and is of a high quality. Specifically, the applicant has addressed the following issues through the design review:

- Improvements to hard and soft landscaping, with an increase in permeable surface areas.
- Enlargement and improved design of the outdoor amenity area to maximize use.
- Improvement of building scale and form through articulated massing, architectural treatment and cladding, and gable end roofs on street front and side elevations to relate to the existing context and to highlight the first and second storeys.
- Addition of window openings on exposed elevations.
- Refinement of building elevations through improvements to the colour-palette and variation in cladding materials.
- Demonstration of a functional convertible unit design in two (2) units, which complies with staff guidelines.

The Public Hearing for the rezoning of this site was held on September 9, 2009. At the Public Hearing, a member of the public expressed concern about traffic and safety impacts associated with the addition of a driveway crossing to No. 2 Road enabling access to the subject site.

To minimize potential traffic conflicts and to provide transportation-related improvements at this intersection, the following is required with rezoning:

- Registration of a Public Rights-of-Passage (PROP) Right-of-Way (ROW) along the entire drive aisle area to provide future public access to adjacent lands upon redevelopment.
- The City's acceptance of the applicant's voluntary contribution of \$3,000 to upgrade the pedestrian signal at the No. 2 Road/McDonald's driveway to an accessible signal.

As part of the Servicing Agreement process, the vertical delineators down the centreline of No. 2 Road will be extended to south of the drive-aisle entrance and the feasibility of additional movement restrictions will be investigated.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Medium Density Townhouses (RTM3)" zoning district except for the variances noted below.

Zoning Compliance/Variances (staff comments in **bold**)

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

- 1) To reduce the front yard setback from 6.0 m to 4.5 m.

(Staff supports the proposed variance on the following basis:

- *Consistent with the OCP guidelines for redevelopment along arterial roads, an increased rear yard setback of 4.5 m (up from 3.0 m) is proposed to respect the interface with the rear yards of existing single detached housing fronting Cantley Road;*
- *The increased rear yard setback coupled with the requirement for a 2.0 m road dedication along the entire east property line further reduces the available depth for buildings and construction of a north-south drive-aisle of standard width;*
- *The reduced front yard setback conforms with the existing front yard setback of adjacent parcels to the south (both of which developed with variances to allow projections into the front yard), which will further assist in creating a consistent pedestrian-scale streetscape; and*
- *A variance to the front yard setback was identified in the rezoning report and no related concerns were raised during the Public Hearing).*

- 2) To reduce the lot coverage for landscaping with live plant material from 30% to 22%.

(Staff supports the proposed variance as permeable pavers are proposed to cover 16.6% of the lot area so that the total porous surface including live plant material is 39.2%. The landscape plan also maximizes on-site tree replacement and conforms to the design guidelines in the OCP for multi-family development).

- 3) To increase the lot coverage for buildings from 40% to 43%.

(Staff supports the proposed variance as the reduction in lot area due to road dedication increases the lot coverage minimally by 3%, while the floor area ratio (FAR) still remains under the maximum 0.7).

- 4) To permit 12 tandem parking spaces.

(Staff supports the proposed variance for six (6) units in the three-storey building along No. 2 Road as this form (with garages at grade and living space above) is consistent with that of other developments in the neighbourhood and elsewhere in the City, and because it enables the development to achieve a density of 0.7 FAR in close proximity to a Neighbourhood Service Centre. The tandem parking arrangement was identified in the rezoning report and no related concerns were expressed during the Public Hearing).

Advisory Design Panel Comments

The Advisory Design Panel supported the project and changes have been incorporated in line with comments made by Panel members. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, July 21, 2010 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Conditions of Adjacency

- The proposed height, siting, orientation, and design of the buildings respect the existing character of newer multi-family developments to the south and existing single-family residences to the west and north.
- The proposal is sensitive to and compatible in scale and form with adjacent single detached dwellings to the west through the provision of two-storey duplex units at the rear of the site, which are set back 4.5 m from the west property line. The 4.5 m rear yard setback, adjacent to the existing single-family rear yards, exceeds the requirements of the RTM3 zone (3.0 m), and is consistent with the design guidelines for multi-family developments along arterial roads.
- The proposal recognizes the adjacent existing single detached dwelling to the north through a 6.1 m wide side yard setback from the north property line, which includes a landscaped outdoor amenity space in the northwest corner and a drive aisle out to No. 2 Road (situated to enable a shared driveway crossing upon future redevelopment of the property to the north);
- The apparent scale of the three-storey cluster end units along No. 2 Road is reduced with architectural treatment and gable end roofs on side elevations that highlight the first and second storeys to restore the interface with the adjacent existing context. This is further reinforced through the lower mass of the service enclosure attached to the north end.

Urban Design and Site Planning

- The proposal consists of three (3) buildings positioned on either side of a north-south drive aisle. Two (2) duplexes are located at the rear of the site toward existing single-family residences, and a six-unit building is located along No. 2 Road, a busy arterial road.

- Vehicle access to the site is proposed from No. 2 Road via a 6.1 m wide Right-of-Way (ROW) for Public Right-of-Passage (PROP) along the north property line and along the north-south drive aisle to enable access to potential future development to the north. At such time, the access driveway to No. 2 Road will be widened to achieve a total width of 7.5 m.
- Two (2) surface parking spaces for vehicles and a bicycle rack for three (3) bikes is provided for visitors at both ends of the site. A total of 20 resident vehicle parking spaces and 19 resident bicycle parking spaces are provided within garages. Consistent with other three-storey townhouse developments nearby and throughout the city, 12 of the resident vehicle parking spaces are provided in a tandem arrangement in the six-unit building along No. 2 Road (i.e. Building A). A restrictive covenant preventing the conversion of tandem parking area into storage or habitable space is required to be registered on Title as a condition of Development Permit issuance.
- On-site pedestrian circulation has been integrated into site design through primary walkways to unit entrances, and a patterned permeable paving treatment defines a secondary pathway within the drive aisle to improve circulation throughout the site.
- An outdoor amenity space that includes a children's play structure is located in the northwest corner of the site to maximize the potential for overall open space to increase in size upon redevelopment of the properties to the north. The outdoor amenity space is approximately 80 m² in area, which exceeds the required size in the OCP guidelines.
- The garbage and recycling enclosure is setback from the driveway crossing to enable on-site collection and to minimize vehicle conflicts on No. 2 Road.

Architectural Form and Character

- The mass of the building along the street front is articulated to reinforce the presence of two (2) narrow components at either end. This articulation attempts to relate to the scale and rhythm set by newer 2 ½ and 3-storey developments to the south.
- The building along the street front reflects the character of the existing context to the south by including a large gable roof at the south end.
- The use of varied cladding materials and colours between levels and on bay projections provides visual interest, reinforces the building massing concept, and works to reduce the apparent building height (i.e. red brick cladding on the ground floor façade of street-fronting units; 6 in. blue-grey horizontal hardie siding; and, dark hardie trims against light hardie board).
- Architectural design improvements have been made to exposed elevations through the addition of window projections and openings.
- Street-fronting pedestrian unit entrances are further defined with gable-roof covered porches, supported by brick columns to enhance the residential character of the units.

Landscape Design and Open Space Design

- On-site tree retention and removal was assessed during the rezoning application review process. The Landscape Plan illustrates that a mix of 35 deciduous and coniferous replacement trees are proposed to be planted on-site, which exceeds the 2:1 tree replacement ratio goal stated in the OCP (i.e. Maple, Dogwood, Cypress, Magnolia, and Pine).
- In addition to the required replacement trees, soft landscaping with a variety of small and medium-sized shrubs, ornamental grasses, perennials, ground cover, and lawn is proposed along front, side, and rear yards, and in between garage aprons (i.e. Blue Fescue, Flame Grass, Heather, Salal, Boxwood, Holly, Laurel, Bamboo, Rose, Skimmia, and Hedging Cedar).
- Decorative treatment of hard surfaces is provided over the internal drive-aisle, visitor parking spaces, and rear yard patios through the use of standard and permeable pavers.
- Low aluminum rail fencing is proposed along the street front, which has been set back slightly from the east property line to incorporate low-lying ground cover. 6 ft. high Cedar panel fencing is proposed along the rear and side lot lines, stepping down to 4 ft. on side lot lines within front yards.
- The proposed lot coverage for landscaping with live plant material (22%) is lower than the minimum required under the RTM3 zoning (30%), for which the applicant is requesting a variance. Permeable pavers are proposed, however, to cover 16.6% of the lot area so that the total porous surface is 39.2%.

Indoor/Outdoor Amenity Space

- Consistent with the design guidelines in the OCP and Council Policy 5041, the applicant is proposing a contribution in the amount of \$10,000 in-lieu of providing indoor amenity space on-site (\$1,000/unit).
- As stated previously, an outdoor amenity space, which includes a children's play area, will be provided on-site and is adequately sized, located, and designed to satisfy OCP guidelines.

Affordable Housing

- Consistent with the Affordable Housing Strategy, the applicant is providing a voluntary contribution of \$26,437 (\$2.00/ft² of total building area) to the City's Affordable Housing Reserve Fund prior to rezoning adoption.

Aging-in-place/Accessibility

- Consistent with the design guidelines in the OCP, aging-in-place features will be provided in all units (i.e. inclusion of blocking to bathroom walls for future grab-bar installation, provision of lever handles for plumbing fixtures and doors, and stairwell handrails).
- Two (2) units in Building C are "convertible units", designed with the potential to accommodate by a future resident in a wheelchair. Critical dimensions that comply with design guidelines are included on floor plans for doors, hallways, bathroom, stair width, parking, bedroom, and kitchen. Stair width and blocking in stair wall are designed to accommodate a chair lift.

Crime Prevention Through Environmental Design

The principles of CPTED have been addressed by the development proposal, specifically:

- Natural access control and territoriality are achieved by the single vehicle access point into the site, clearly defined pedestrian pathways to unit entries, and through low fencing and shrubs along the street frontage.
- Opportunities for natural surveillance exist through windows that overlook yards, walkways, the vehicle drive aisle, and the outdoor amenity space.
- Pot lighting is proposed at each main unit entry as well as at the secondary entries of Building A along the internal drive aisle, and the inclusion of bollard lighting in the outdoor amenity space.

Sustainability

The applicant proposes the following approaches to address sustainability:

- Permeable pavers cover 16.6% of the lot area to allow for maximum storm water infiltration potential.
- The project uses hardie materials as primary cladding material, which contains 10% post-industrial or pre-consumer recycled content and lasts longer to reduce maintenance and repair.
- The Landscape Plan has been designed with low water usage in mind and plant selection reflects appropriate choices in terms of the scale of the development and providing year-round interest.
- The number of trees proposed to be planted on-site exceeds the number of required replacement trees.
- The development will encourage sub-trades to use recycled materials, including recycled content in steel, concrete, window frames etc, wherever feasible.
- Construction techniques during the development phase will be employed to keep air quality as high as possible.
- A central recycle bin will be provided during the construction phase to enable construction waste to be sorted on-site (wood, plastic, metal, drywall, etc.), and diverted from landfill by being delivered to an appropriate transfer station for recycling.

Flood Management

- The proposed development complies with the Floodplain Designation and Protection Bylaw by having a minimum habitable floor elevation that is 0.3 m above the highest crown of the fronting road (i.e. 2.47m GSC).

Site Servicing & Frontage Improvements

- Servicing issues were dealt with as part of the Rezoning application, at which time a capacity analysis identified required upgrades to the existing sanitary sewer system to support the proposed development. The City's Engineering Department has accepted the applicant's proposal to provide cash-in-lieu of construction in the amount of \$16,035.75 for sanitary sewer deficiencies. No storm or water analysis was required.
- The applicant is required to enter into a Servicing Agreement for the design and construction of frontage improvements along No. 2 Road, including but not limited to, construction of a sidewalk at the new property line and a treed/grassed boulevard behind the curb. The Servicing Agreement must be entered into prior to Building Permit issuance.

Conclusions

This proposal is for a 10-unit townhouse development fronting No. 2 Road, just south of the intersection at Blundell Road and immediately across from a Neighbourhood Service Centre (Blundell Shopping Centre).

The applicant has addressed design issues identified through the rezoning process, as well as additional staff comments regarding site planning, urban design, architectural form and character and landscape design. The development proposal aims to fit into the existing context while also establishing its own identity, and conforms to the design guidelines of applicable sections of the OCP.

The development proposal generally complies with the requirements of the "Medium Density Townhouses (RTM3)" district, except for the zoning variances discussed.

The Advisory Design Panel supported the project moving forward to the Development Permit Panel, with the requested design issues generally addressed in the revised final plans.

On this basis, staff recommends support for this Development Permit application.



Cynthia Lussier
Planning Technician
(Local 4108)

CL:blg

The following are to be met prior to forwarding this application to Council for approval:

- Receipt of a Letter-of-Credit for landscaping in the amount of \$36,988 (based on \$2.00/ft² of gross floor area, i.e. 18,494 ft²); and
- Registration of a restrictive covenant prohibiting the conversion of any ground floor tandem parking areas to storage or habitable space.

Prior to future Building Permit issuance, the developer is required to complete the following:

- Incorporate accessibility measures for aging-in-place in Building Permit drawings for all units, including lever handles for doors and plumbing fixtures, blocking in all washroom walls to facilitate future potential installation of grab bars, and stairwell handrails;
- Incorporate critical features including dimensions in Building Permit drawings for the two (2) convertible units in Building C.
- Enter into a Servicing Agreement for the design and construction of frontage improvements along No. 2 Road, including but not limited to, construction of a sidewalk at the new property line and a treed/grassed boulevard behind the curb;
- Submission of fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow;
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond
 6911 No. 3 Road
 Richmond, BC V6Y 2C1
 www.richmond.ca
 604-276-4000

Development Application Data Sheet

Development Applications Division

DP 09-494270

Attachment 1

Address: 8091 and 8131 No. 2 Road

Applicant: Matthew Cheng Architect Inc.

Owner: Xiao C. Cheng

Planning Area(s): Blundell

Floor Area Gross: 1,718 m²

Floor Area Net: 1163.48 m²

	Existing	Proposed
Site Area:	8091 No. 2 Road – 978.5 m ² 8131 No. 2 Road – 896.9 m ² Total - 1,876 m ²	Consolidated Lot - 1,789 m ² (87 m ² of road dedication)
Land Uses:	Vacant	10 – Unit Townhouse Development
OCP Designation:	<ul style="list-style-type: none"> Generalized Land Use Map designation – "Neighbourhood Residential" Specific Land Use Map designation – "Low-Density Residential" 	No Change
Zoning:	Single Detached (RS1/E)	Medium-Density Townhouses (RTM3)
Number of Units:	Two (2)	Ten (10)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.70	0.66	none permitted
Lot Coverage:	Buildings: Max. 40% Buildings/Structures/Non-Porous Surfaces: Max. 70% Live Plant Material: Min. 30%	Buildings: 43% Buildings/Structures/Non-Porous Surfaces: 60% Live Plant Material: 22%	<ul style="list-style-type: none"> Buildings: 3% Increase Live Plant Material: 8% Decrease
Setback – Front Yard:	Min. 6 m	4.5 m	1.5 reduction
Setback – Side Yard (north):	Min. 3 m	6.1 m	none
Setback – Side Yard (south):	Min. 3 m	3 m	none
Setback – Rear Yard:	Min. 3 m	4.5 m	none
Height (m):	Max. 12 m and 3 storeys	11.94 m	
Lot Size:	Min. Width – 30 m Min. Depth – 35 m	1,789 m ²	none
Vehicle Parking Spaces – Resident/Visitor:	20 and 2	20 and 2	
Vehicle Parking Spaces – Accessible:	0	1	

Total Spaces:	22	22	
Tandem Parking Spaces	not permitted	12	Variance requested
Bicycle Parking Spaces – Resident/Visitor:	13 and 2	19 and 3	
Amenity Space – Indoor:	Min. 70 m ²	Cash-in-lieu	
Amenity Space – Outdoor:	Min. 60 m ²	80.40 m ²	

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, July 21, 2010 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

The comments of the Panel were as follows:

1. Design development to site identity expression on the street;

Along No. 2 Road, the ground floor façade is now clad with brick and the porches and entry railings are addressed with brick columns.

The original proposed façade materials consisted of 3 different types of materials (i.e. vertical hardie board and batten, horizontal hardie siding, and hardie shingles). The addition of brick makes one façade with 4 different materials.

We have reduced the number of materials by replacing the vertical board and batten with brick cladding on Building A ground floor of east façade and with 6" horizontal hardie siding to the ground floor of all other facades of Buildings A, B, and C for a more coherent and simplified material composition. The style further reinforces the building massing concept and yet breaks down the building scale. It also fits well with the townhouse complex two lots to the south.

2. Design development to colour palette to increase richness and accent;

Along No. 2 Road, the colour palette has been revised to consist of red bricks with darker trims against the light hardie board and heritage bluish-grey hardie siding. Buildings B and C are with the same colour palette without the brick.

3. Design development to improve the relationship between the colours and materials and increasing visual differentiation among the different materials;

Please see the revised colour rendering.

4. Reconsider the approach to paving throughout the site and consider (i) the number of materials, (ii) their positioning through the site, and (iii) increasing the extent of permeable paving and in more consolidated areas;

There are only two types of pavers now on-site; SF Rima Permeable Pavers for the internal drive aisle and 18 x 18 Abbotsford Concrete Pavers for the patios.

5. Design development to improve the entry to the project particularly the servicing closets (currently 7 swing doors are of different types and heights);

All 7 doors now line up in height and with the same type.

6. Design development to the Building A projecting gable end and consider breaking down the volume or adding brackets;

Building A projecting gable ends have been broken down by adding wood brackets and a roof skirt on north and south elevations. The gable end is now clad with hardie board and 2" x 6" vertical hardie trims.

7. Design development to the 3-storey bay elements on the streetscape – (i) consider hierarchy, size, and composition of windows, and (ii) reconsider vertical expression;

Larger windows have been added to the bay elements. With the combination of hardie trim and hardie board, the projecting bays now appear more coherent and fit well with the brick, which breaks down the verticality of the 3 storey bay elements. The emphasizing of the box windows on the ground and second level also reduces the building centre massing.

8. Design development to clarify appropriate interface between the proposed development and single family to the north particularly regarding grade changes, views from existing windows, and edge treatment;

The grading of the adjacent property to the north varies between 1.47 m to 1.65 m (highest point of the top of existing retaining wall), which is 0.8 m lower than the highest point of the proposed new retaining wall of the subject site. See revised elevations for grading changes at all sides.

6' high cedar panel fencing is proposed along the rear and side lot lines, stepping down to 4' on side lot lines within front yards. Hedging cedars and replacement trees are also provided where possible along site borders.

An additional elevation showing Buildings A, B and the outline for the neighbouring building with windows are shown on #04b.

9. Consider improving quality of materials at grade along the streetscape to improve pedestrian realm;

Brick cladding with concrete window sills has replaced vertical board and batten. The porches and entry railings are addressed with brick columns.

10. Consider improving convertible unit design and consider (i) vertical lift, (ii) sliding door at ensuite washroom, and (iii) angling of minor bedroom doors to increase manoeuvring room in hall;

There is no functional space for a vertical lift for this project so a chairlift is proposed. Further investigation on a functional unit design that includes a vertical lift will be undertaken for future projects.

Sliding doors are not long lasting and are easily broken. In this project, the space is large enough to avoid a sliding door.

The doors to minor bedrooms have been pushed in towards the room to create a wider hall (4' wide instead of 3' wide).

11. Reconsider door swing between garage and entry hall in 2-storey buildings;

Door swing between garage and entry hall has been revised.

12. Provide colour elevations along drive aisle;
Colour elevation along drive aisle is provided.
13. Consider strengthening environmental sustainability approach;
More permeable pavers are provided.
14. Consider relocating vehicular parking to strengthen the impact of the amenity space;
By locating the vehicle parking in front of the amenity space it enables the space to be wider and more useful.
15. Reconsider small play area with play equipment and impact of shading by trees;
Play equipment has been changed to a larger size one and type. Smaller types of trees are placed along the north property line within the amenity space.
16. Ensure appropriate planting under roof overhangs;
Appropriate planting under roof overhangs is provided.
17. Consider more contemporary plant palette;
Grasses and ornamental evergreen shrubs are added.
18. Consider public art.
Public art would be more suitable at a bigger amenity space visible from the street.



City of Richmond
Planning and Development Department

Development Permit

No. DP 09-494270

To the Holder: MATTHEW CHENG ARCHITECT INC.
Property Address: 8091 AND 8131 NO. 2 ROAD
Address: MATTHEW CHENG
C/O MATTHEW CHENG ARCHITECT INC.
UNIT 202 - 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) reduce the front yard setback from 6.0 m to 4.5 m;
 - b) reduce the lot coverage for landscaping with live plant material from 30% to 24%;
 - c) increase the lot coverage for buildings from 40% to 43%; and
 - d) permit 12 tandem parking spaces..
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #3 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$36,988 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 09-494270

To the Holder: MATTHEW CHENG ARCHITECT INC.
Property Address: 8091 AND 8131 NO. 2 ROAD
Address: MATTHEW CHENG
C/O MATTHEW CHENG ARCHITECT INC.
UNIT 202 - 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

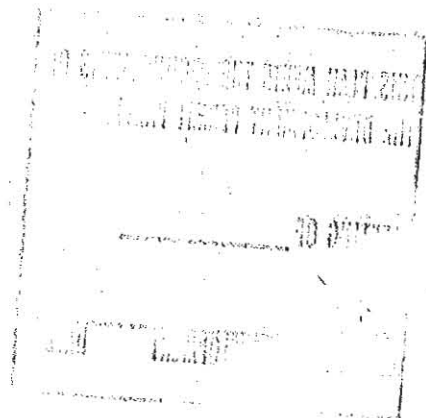
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

ISSUED BY THE COUNCIL THE

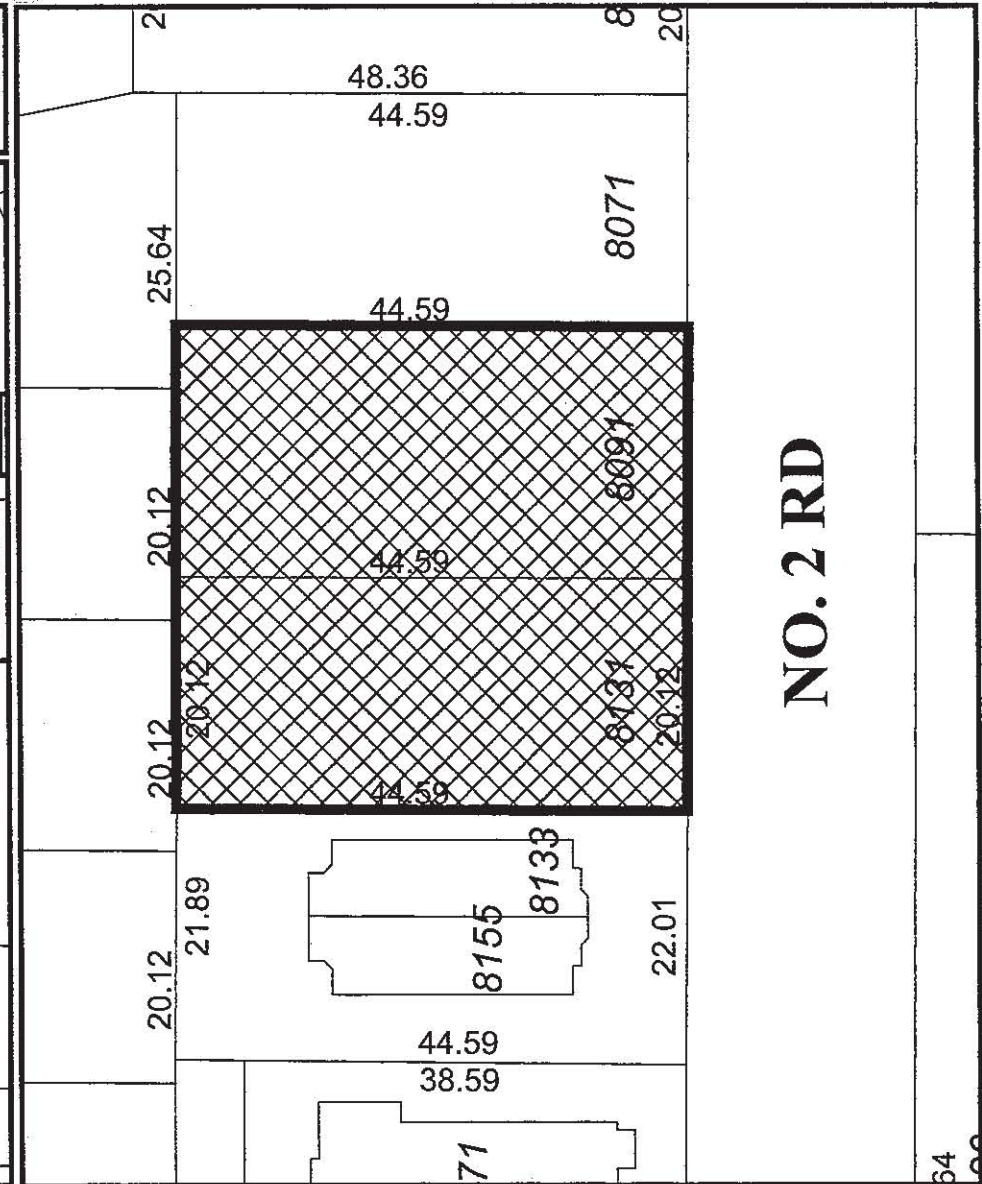
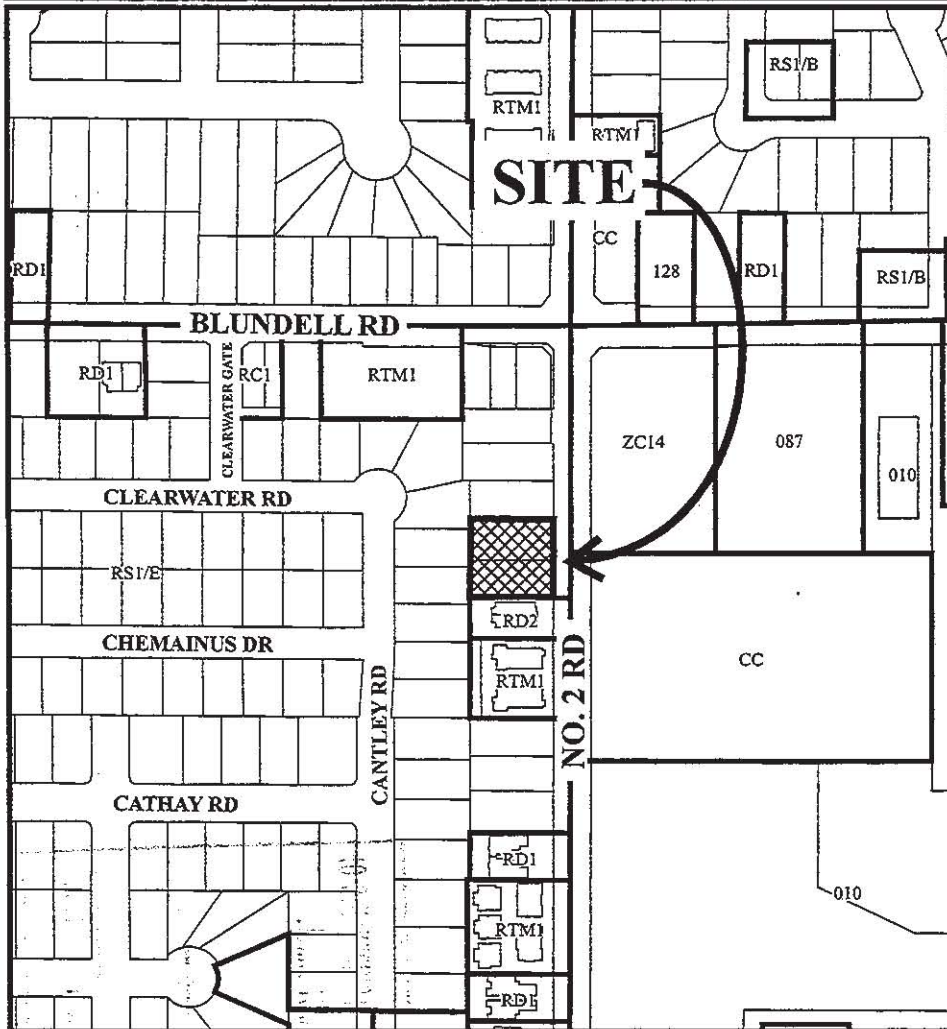
DELIVERED THIS DAY OF

MAYOR





City of Richmond



NO. 2 RD



DP 09-494270
SCHEDULE "A"

Original Date: 11/25/09

Revision Date:

Note: Dimensions are in METRES



MATTHEW CHENG
ARCHITECT INC.

10-UNIT TOWNHOUSE
SECTION 24, BLOCK 4, NORTH RANGE 7 WEST
RICHMOND, B.C.

PROJECT DATA
SITE PLAN
PROJECT DATA

DATE: 2024/09/27
BY: MCH
CHECKED: MCH
SCALE: 1/4" = 1'-0"

PROJECT DATA
SITE PLAN
PROJECT DATA

DATE: 2024/09/27
BY: MCH
CHECKED: MCH
SCALE: 1/4" = 1'-0"

PROJECT DATA
SITE PLAN
PROJECT DATA

DATE: 2024/09/27
BY: MCH
CHECKED: MCH
SCALE: 1/4" = 1'-0"

PROJECT DATA
SITE PLAN
PROJECT DATA

DATE: 2024/09/27
BY: MCH
CHECKED: MCH
SCALE: 1/4" = 1'-0"

PROJECT DATA
SITE PLAN
PROJECT DATA

DATE: 2024/09/27
BY: MCH
CHECKED: MCH
SCALE: 1/4" = 1'-0"

PROJECT DATA
SITE PLAN
PROJECT DATA

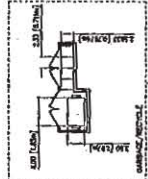
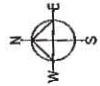
DATE: 2024/09/27
BY: MCH
CHECKED: MCH
SCALE: 1/4" = 1'-0"

PROJECT DATA
SITE PLAN
PROJECT DATA

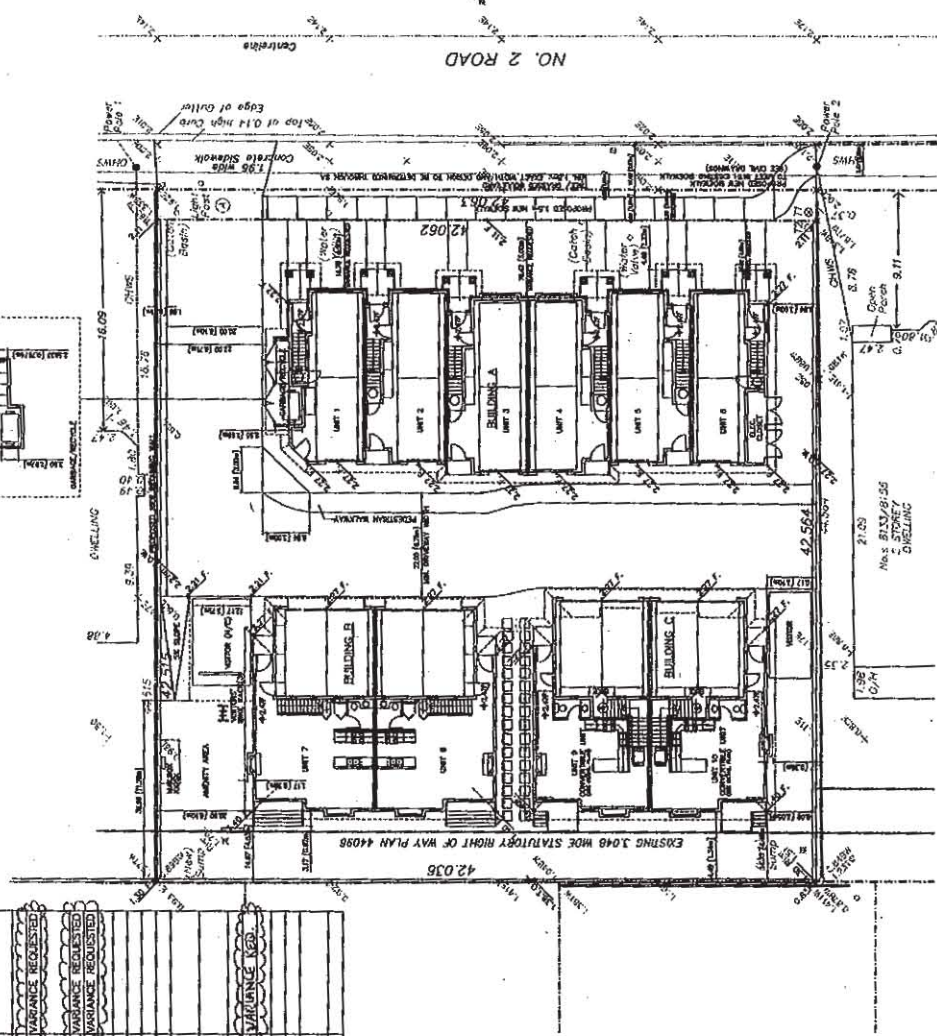
PROJECT DATA	EXISTING	PROPOSED	VARIANCE REQUESTED
SITE AREA	1,676 SM	GROSS: 1,275 SM NET: 1,285 SM (87 SM OF ROAD DEDICATION)	
LAND USES	SINGLE FAMILY DWELLINGS (UNDEVELOPED)	MT: TOWNHOUSE	
OFF DESIGNATION	LOW-DENSITY RESIDENTIAL-LOW-DENSITY RESIDENTIAL		
ZONING	SSS/E	RTM3	
NUMBER OF UNITS	2	10	
FLOOR AREA RATIO	REQUIRED/ALLOWED: 0.70 (13485.6 SF) 1252.3 SM	PROPOSED: 0.85 (12502.5 SF) 1182.75 SM	
LOT COVERAGE	BUILDING/STRUCTURE: MAX. 0.400 (715.9 SM)	0.43 (788.2 SM)	VARIANCE REQUESTED
NON-POROUS SURFACES	MAX. 0.200 (1252.3 SM)	0.58 (1042.2 SM)	VARIANCE REQUESTED
LINE PLANTS MATERIALS	MIN. 0.300 (536.7 SM)	0.25 (442.8 SM)	VARIANCE REQUESTED
SETBACK-FRONT YARD:	MIN. 5m	4.50m (14.76')	VARIANCE REQUESTED
SETBACK-SIDE YARD (NORTH):	MIN. 3m	5.10m (20.00')	
SETBACK-SIDE YARD (SOUTH):	MIN. 3m	3.00m (9.84')	
SETBACK-REAR YARD:	MIN. 3m	4.49m (14.73')	
HEIGHT (m)	MAX. 12m & 3 STOREY	11.85m (38.85')	
OFF-STREET PARKING	20 AND 2	20 AND 2	
RESIDENTIAL VISITOR	0	1	
ACCESSIBLE	0	22	
OFF-STREET PARKING TOTAL	22	22	
TANDUM PARKING SPACES	MIN. 705M	CASH-IN-USE	
INDOOR AMENITY SPACE	MIN. 60.00SM (545.02 SF)	50.40SM (465.38 SF)	
OUTDOOR AMENITY SPACE	MIN. 60.00SM (545.02 SF)	50.40SM (465.38 SF)	
BICYCLE STALLS	13	17 IN GARAGES	
CLASS 1	2	3	
CLASS 2	2	2	
CONVERTIBLE UNIT			

B.C. LAND SURVEYOR'S CERTIFICATE OF SETBACKS
WITH ELEVATIONS FOR THE SOUTH 72 FEET LOT 2
EXCEPT PART SURVIVED BY PLAN 43276 AND
PART SURVIVED BY PLAN 43277, AND
BOTH OF SECTION 24, BLOCK 4, NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT PLAN 6188

LEGEND (ALL GRADES IN METRICS)
EXISTING GRADE
PROPOSED FINISHED GRADE



- BLOCKING TO BE PROVIDED IN ALL BATHROOMS OF ALL UNITS FOR GRAB BARS.
- LEVER HANDLE TO BE USED FOR ALL DOORS
- LEVER FAUCET TO BE USED IN ALL BATHROOMS AND POWDER ROOMS OF ALL UNITS.



DP 09-494270
PLAN #1

Copyright reserved. This drawing and design is the property of DMG Landscaping and may not be reproduced or used in any way without written permission.



NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	1" x 4" x 8" PLANK	100	LF	1.50	150.00
2	2" x 4" x 8" PLANK	50	LF	2.00	100.00
3	4" x 4" x 8" PLANK	20	LF	3.00	60.00
4	6" x 6" x 8" PLANK	10	LF	4.00	40.00
5	8" x 8" x 8" PLANK	5	LF	5.00	25.00
6	10" x 10" x 8" PLANK	2	LF	6.00	12.00
7	12" x 12" x 8" PLANK	1	LF	7.00	7.00
8	14" x 14" x 8" PLANK	1	LF	8.00	8.00
9	16" x 16" x 8" PLANK	1	LF	9.00	9.00
10	18" x 18" x 8" PLANK	1	LF	10.00	10.00
11	20" x 20" x 8" PLANK	1	LF	11.00	11.00
12	22" x 22" x 8" PLANK	1	LF	12.00	12.00
13	24" x 24" x 8" PLANK	1	LF	13.00	13.00
14	26" x 26" x 8" PLANK	1	LF	14.00	14.00
15	28" x 28" x 8" PLANK	1	LF	15.00	15.00
16	30" x 30" x 8" PLANK	1	LF	16.00	16.00
17	32" x 32" x 8" PLANK	1	LF	17.00	17.00
18	34" x 34" x 8" PLANK	1	LF	18.00	18.00
19	36" x 36" x 8" PLANK	1	LF	19.00	19.00
20	38" x 38" x 8" PLANK	1	LF	20.00	20.00
21	40" x 40" x 8" PLANK	1	LF	21.00	21.00
22	42" x 42" x 8" PLANK	1	LF	22.00	22.00
23	44" x 44" x 8" PLANK	1	LF	23.00	23.00
24	46" x 46" x 8" PLANK	1	LF	24.00	24.00
25	48" x 48" x 8" PLANK	1	LF	25.00	25.00
26	50" x 50" x 8" PLANK	1	LF	26.00	26.00
27	52" x 52" x 8" PLANK	1	LF	27.00	27.00
28	54" x 54" x 8" PLANK	1	LF	28.00	28.00
29	56" x 56" x 8" PLANK	1	LF	29.00	29.00
30	58" x 58" x 8" PLANK	1	LF	30.00	30.00
31	60" x 60" x 8" PLANK	1	LF	31.00	31.00
32	62" x 62" x 8" PLANK	1	LF	32.00	32.00
33	64" x 64" x 8" PLANK	1	LF	33.00	33.00
34	66" x 66" x 8" PLANK	1	LF	34.00	34.00
35	68" x 68" x 8" PLANK	1	LF	35.00	35.00
36	70" x 70" x 8" PLANK	1	LF	36.00	36.00
37	72" x 72" x 8" PLANK	1	LF	37.00	37.00
38	74" x 74" x 8" PLANK	1	LF	38.00	38.00
39	76" x 76" x 8" PLANK	1	LF	39.00	39.00
40	78" x 78" x 8" PLANK	1	LF	40.00	40.00
41	80" x 80" x 8" PLANK	1	LF	41.00	41.00
42	82" x 82" x 8" PLANK	1	LF	42.00	42.00
43	84" x 84" x 8" PLANK	1	LF	43.00	43.00
44	86" x 86" x 8" PLANK	1	LF	44.00	44.00
45	88" x 88" x 8" PLANK	1	LF	45.00	45.00
46	90" x 90" x 8" PLANK	1	LF	46.00	46.00
47	92" x 92" x 8" PLANK	1	LF	47.00	47.00
48	94" x 94" x 8" PLANK	1	LF	48.00	48.00
49	96" x 96" x 8" PLANK	1	LF	49.00	49.00
50	98" x 98" x 8" PLANK	1	LF	50.00	50.00
51	100" x 100" x 8" PLANK	1	LF	51.00	51.00
52	102" x 102" x 8" PLANK	1	LF	52.00	52.00
53	104" x 104" x 8" PLANK	1	LF	53.00	53.00
54	106" x 106" x 8" PLANK	1	LF	54.00	54.00
55	108" x 108" x 8" PLANK	1	LF	55.00	55.00
56	110" x 110" x 8" PLANK	1	LF	56.00	56.00
57	112" x 112" x 8" PLANK	1	LF	57.00	57.00
58	114" x 114" x 8" PLANK	1	LF	58.00	58.00
59	116" x 116" x 8" PLANK	1	LF	59.00	59.00
60	118" x 118" x 8" PLANK	1	LF	60.00	60.00
61	120" x 120" x 8" PLANK	1	LF	61.00	61.00
62	122" x 122" x 8" PLANK	1	LF	62.00	62.00
63	124" x 124" x 8" PLANK	1	LF	63.00	63.00
64	126" x 126" x 8" PLANK	1	LF	64.00	64.00
65	128" x 128" x 8" PLANK	1	LF	65.00	65.00
66	130" x 130" x 8" PLANK	1	LF	66.00	66.00
67	132" x 132" x 8" PLANK	1	LF	67.00	67.00
68	134" x 134" x 8" PLANK	1	LF	68.00	68.00
69	136" x 136" x 8" PLANK	1	LF	69.00	69.00
70	138" x 138" x 8" PLANK	1	LF	70.00	70.00
71	140" x 140" x 8" PLANK	1	LF	71.00	71.00
72	142" x 142" x 8" PLANK	1	LF	72.00	72.00
73	144" x 144" x 8" PLANK	1	LF	73.00	73.00
74	146" x 146" x 8" PLANK	1	LF	74.00	74.00
75	148" x 148" x 8" PLANK	1	LF	75.00	75.00
76	150" x 150" x 8" PLANK	1	LF	76.00	76.00
77	152" x 152" x 8" PLANK	1	LF	77.00	77.00
78	154" x 154" x 8" PLANK	1	LF	78.00	78.00
79	156" x 156" x 8" PLANK	1	LF	79.00	79.00
80	158" x 158" x 8" PLANK	1	LF	80.00	80.00
81	160" x 160" x 8" PLANK	1	LF	81.00	81.00
82	162" x 162" x 8" PLANK	1	LF	82.00	82.00
83	164" x 164" x 8" PLANK	1	LF	83.00	83.00
84	166" x 166" x 8" PLANK	1	LF	84.00	84.00
85	168" x 168" x 8" PLANK	1	LF	85.00	85.00
86	170" x 170" x 8" PLANK	1	LF	86.00	86.00
87	172" x 172" x 8" PLANK	1	LF	87.00	87.00
88	174" x 174" x 8" PLANK	1	LF	88.00	88.00
89	176" x 176" x 8" PLANK	1	LF	89.00	89.00
90	178" x 178" x 8" PLANK	1	LF	90.00	90.00
91	180" x 180" x 8" PLANK	1	LF	91.00	91.00
92	182" x 182" x 8" PLANK	1	LF	92.00	92.00
93	184" x 184" x 8" PLANK	1	LF	93.00	93.00
94	186" x 186" x 8" PLANK	1	LF	94.00	94.00
95	188" x 188" x 8" PLANK	1	LF	95.00	95.00
96	190" x 190" x 8" PLANK	1	LF	96.00	96.00
97	192" x 192" x 8" PLANK	1	LF	97.00	97.00
98	194" x 194" x 8" PLANK	1	LF	98.00	98.00
99	196" x 196" x 8" PLANK	1	LF	99.00	99.00
100	198" x 198" x 8" PLANK	1	LF	100.00	100.00

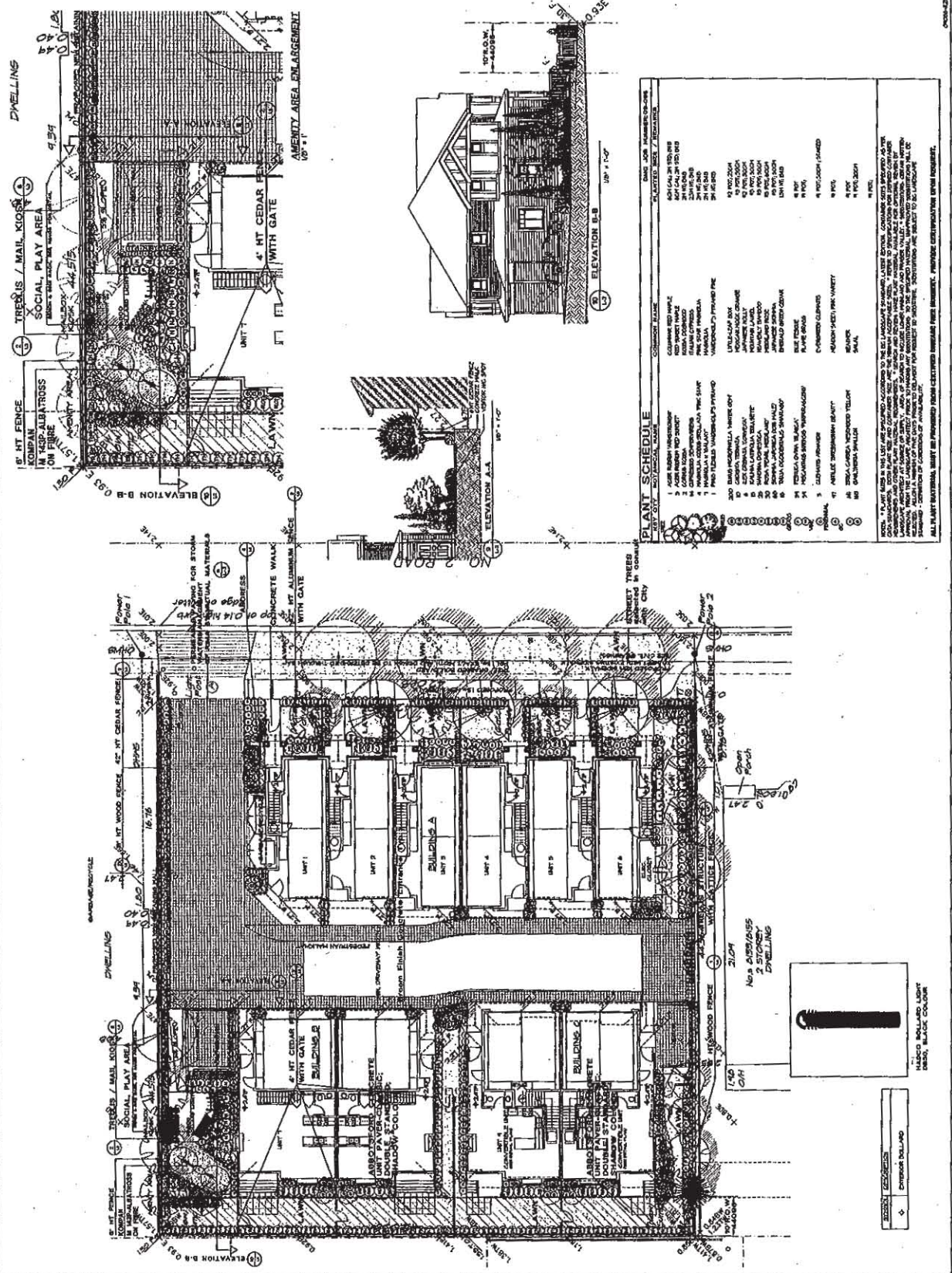


DMG
Landscaping
A Division of
221 West 1st Avenue, Suite 100
Portland, Oregon 97201
Phone: 503-228-1111
Fax: 503-228-1112
E-mail: info@dmglandscaping.com
Website: www.dmglandscaping.com

12 UNIT TOWNHOUSE DEV
8091 - 831 NO. 2 ROAD
RICHMOND, BC

LANDSCAPE PLAN

DATE	01/15/01	DESIGNED BY	DMG
SCALE	1" = 10'	CHECKED BY	DMG
DRAWN BY	DMG	DATE	01/15/01
PROJECT NAME	12 UNIT TOWNHOUSE DEV		



DP 09-19-994370

Copyright reserved. This drawing and design is the property of DMG and shall not be reproduced or used for other purposes without their permission.



NO.	REVISION	DATE	BY	CHK
1	ISSUED FOR PERMITS	08/15/17	DMG	DMG
2	REVISIONS			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				
51				
52				
53				
54				
55				
56				
57				
58				
59				
60				
61				
62				
63				
64				
65				
66				
67				
68				
69				
70				
71				
72				
73				
74				
75				
76				
77				
78				
79				
80				
81				
82				
83				
84				
85				
86				
87				
88				
89				
90				
91				
92				
93				
94				
95				
96				
97				
98				
99				
100				



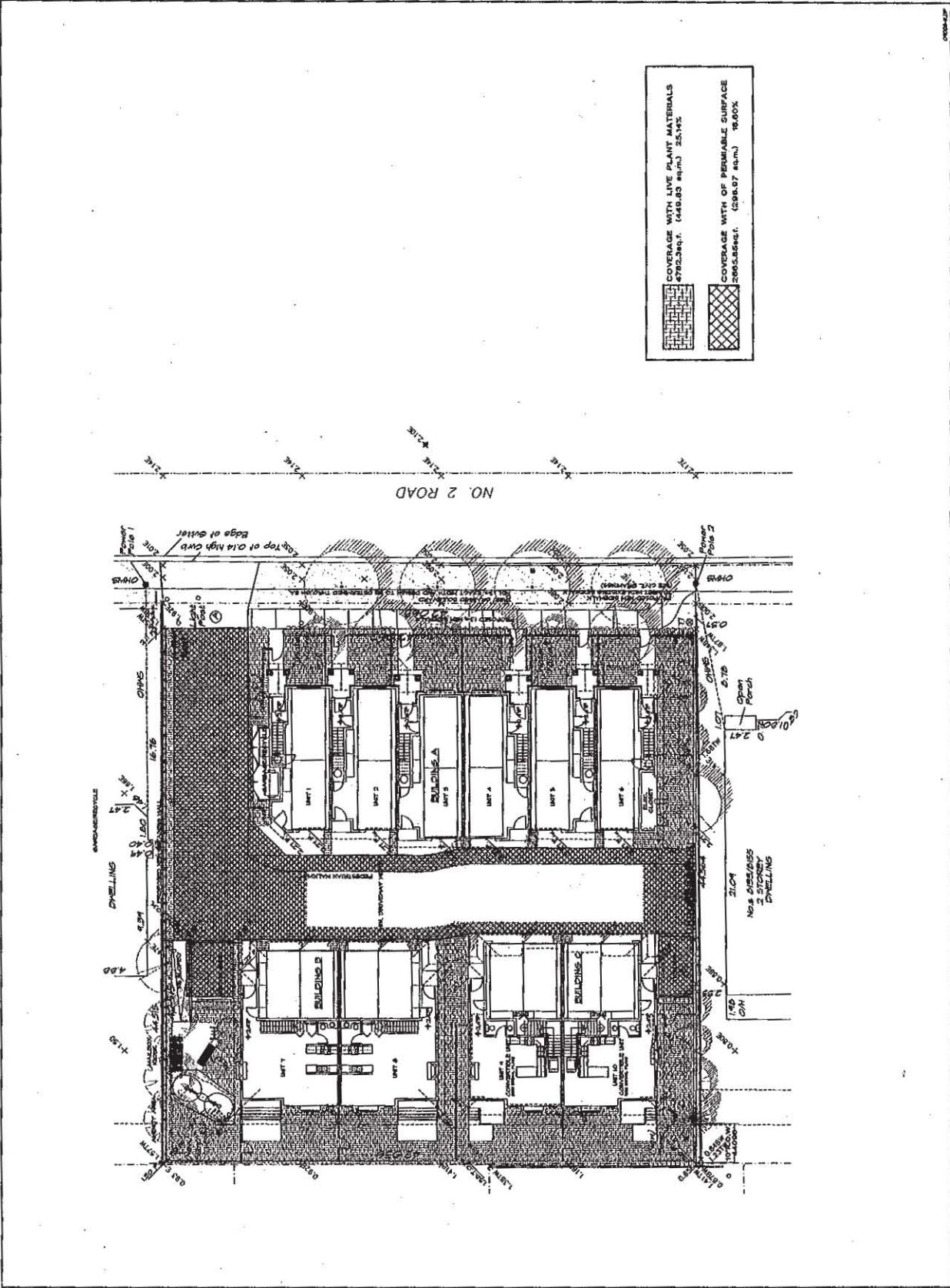
DMG
Landscape Architecture
11111 Highway 101, Suite 100
Houston, Texas 77057
Tel: 281.444.1111
Fax: 281.444.1112
www.dmg-ls.com

PROJECT:
12 UNIT TOWNHOUSE DEV
8091 - 8131 NO. 2 ROAD
RICHMOND, SC

DATE: 08/15/17
SCALE: 1/8" = 1'-0"
DRAWN: DMG
CHECKED: DMG
DATE: 08/15/17
PROJECT NUMBER: 08-1207

DATE: 08/15/17
SCALE: 1/8" = 1'-0"
DRAWN: DMG
CHECKED: DMG
DATE: 08/15/17
PROJECT NUMBER: 08-1207

DATE: 08/15/17
SCALE: 1/8" = 1'-0"
DRAWN: DMG
CHECKED: DMG
DATE: 08/15/17
PROJECT NUMBER: 08-1207



DP 09-494270

Copyright reserved. This drawing and design is the property of DMG Landscape Architects and may not be reproduced or used for other projects without permission.



NO.	DATE	REVISION/DESCRIPTION	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
82			
83			
84			
85			
86			
87			
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			

DMG
landscape architects

A Partnership of
D.M. Goss & Associates Ltd.
Partners: Douglas M. Goss, D.M. Goss
May 1999: D.M. Goss & Associates Ltd.

2000-2001: 4100-4100 Goss Drive
Surrey, British Columbia
V4C 1G8
Tel: (604) 427-4272 Fax: (604) 427-4273

PROJECT:
12 UNIT TOWNHOUSE DEV
8091 - 8131 NO. 2 ROAD
RICHMOND, BC

DRAWING TITLE:
**LANDSCAPE
DETAILS**

DATE: 01/09/01	DRAWING NUMBER:
SCALE:	L4
DRAWN: CD	
DESIGN: CD	
CHECK: PC	OF 5
DMG PROJECT NUMBER:	09-085

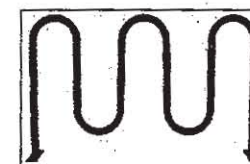
09-085-L4



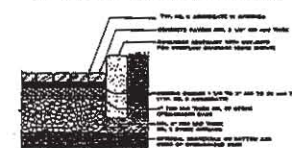
KOMPAN M 143P-ALBATROSS



7 BENCH- CENTENNIAL MODEL
FRANCES ANDREWS SF. C22-3A



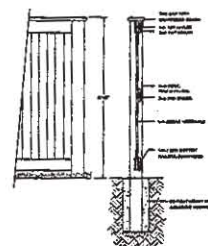
8 LOOPY BIKE RACK
FRANCES ANDREW BLACK COLOR



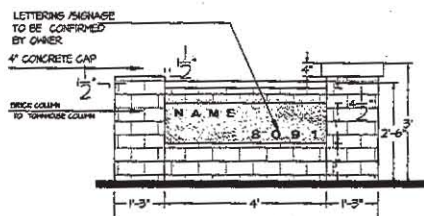
NOTE:
1. ALL POSTS PRESSURE TREATED TO GRA STANDARD AND END GITS TREATED WITH PRESERVATIVE.
2. ALL OTHER MEMBERS TO BE GRAH V4 CONSTRUCTION GRADE MEMBERS.
3. ALL WAREHOUSE TO BE HOT-DIPPED GALVANIZED.
4. APPLY 2 COATS EXTERIOR STAIN TO MANUFACTURING SPECIFICATION.
5. MATCH TRIM COLOR FOR ARCH SPEC. CONFORM WITH ARCHITECT.
6. COAT ALL CUT SURFACES WITH SIMILAR PRESERVATIVE AS ABOVE.

9. 1/2" PERMEABLE DRIVEWAY
EXFILTRATION TO SOIL SUBGRADE
NOTE: Design to be determined on site.
Curb/slope restraint will not interfere
with underlying driveway drive aisle width
of 6.7m or 5.7m (22ft).

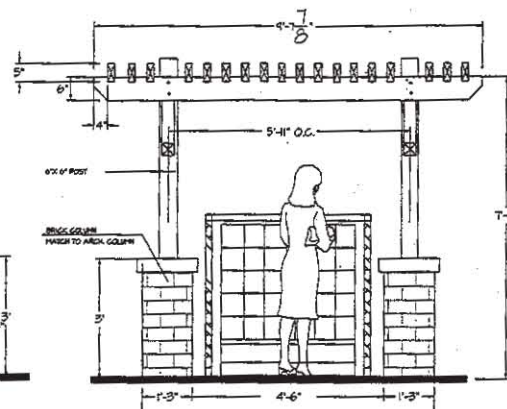
DP 09-494270



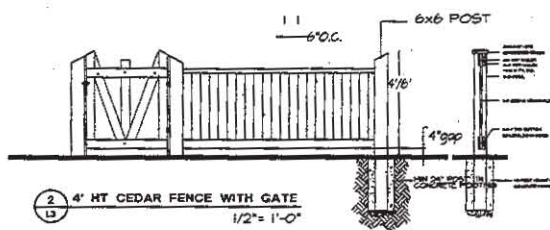
1 4' HT CEDAR FENCE
3/4" x 1/2"



5 40' HEIGHT SIGNAGE WALL
3/4" x 1/2"

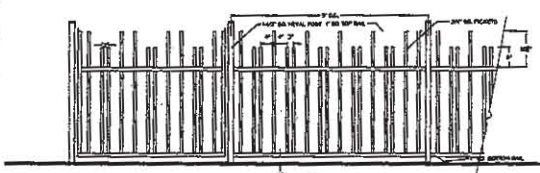


6 TRELLIS / MAIL KIOSK
SCALE: 1/2"

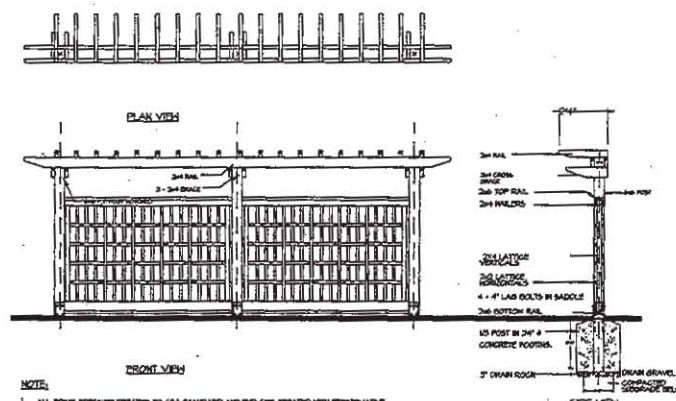


2 4' HT CEDAR FENCE WITH GATE
1/2" x 1'-0"

WOOD CONSTRUCTION NOTES:



3 4' HT ALUMINUM RAIL FENCE WITH GATE
BLACK COLOR
3/4" x 1/2"



4 TRELLIS STRUCTURE WITH LATTICE FENCE
3/4" x 1/2"

NOTE:
1. ALL POSTS PRESSURE TREATED TO GRA STANDARD AND END GITS TREATED WITH PRESERVATIVE.
2. ALL OTHER MEMBERS TO BE GRAH V4 CONSTRUCTION GRADE MEMBERS.
3. ALL WAREHOUSE TO BE HOT-DIPPED GALVANIZED.
4. APPLY 2 COATS EXTERIOR STAIN TO MANUFACTURING SPECIFICATION.
5. MATCH TRIM COLOR FOR ARCH SPEC. CONFORM WITH ARCHITECT.
6. COAT ALL CUT SURFACES WITH SIMILAR PRESERVATIVE AS ABOVE.



©Copyright reserved. The drawing and design is the property of DMO Consultants Architects and may not be reproduced or used by other entities without their permission.

[illegible]

DMG
landscape architects
A Partnership of
J.D. Mitchell & Associates Ltd.

Public Complaints Commission Ltd.
Mary Green 15a Clarendon Rd. Ltd.

11

12 UNIT TOWNHOUSE DEV
8091 - 8131 NO. 2 ROAD
RICHMOND, BC

—

LANDSCAPE SPECIFICATIONS

DATE	CLERK	<div style="text-align: center;"> <p>OF 5</p> <p>L5</p> </div>
SCALE		
GROUND ID		
POSITION ID		
CHART AC		

ORIGIN NUMBER: 00-0000

PROJECT NUMBER: 00-0000

can

DP 09-494270
DIA: LCA

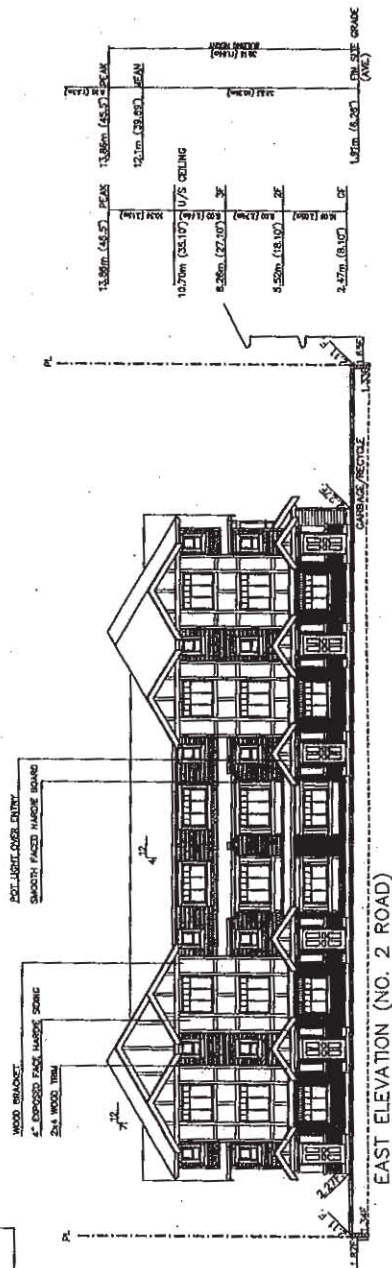
[illegible]



July 2002, 61th STAMBA SYMPOSIUM
MANCHESTER, NEW YORK, USA
July 2002, 7th IMA 2.5, 5 day, online (UK only)
for online attendance, 5 days, online (UK only)

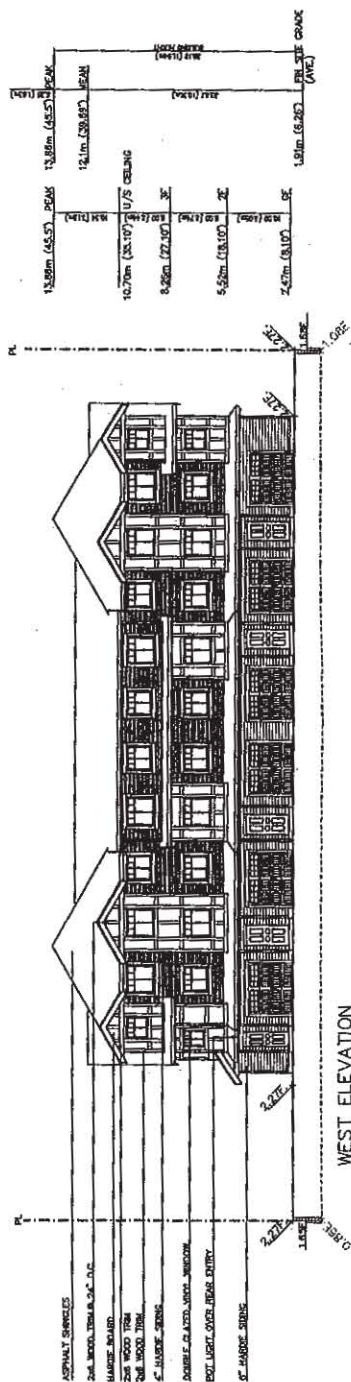
[illegible]

Op	Qtd	Function
1	3500/00/07	OP
2	3500/00/07	ADP
3	3500/00/08	ADP
4	3500/00/07	ADP



SMOOTH FACED HARD BOARD	BM HC-48
BRICKS	LXL #164 REDUCING SMOOTH
4" EXPOSED FACE HANGING SIDING	BM HC-110
TRIMS/PASCIAS	BM HC-49
ENTRY DOOR	BM 2130-10
WINDOW FRAME	SEITE
ASPHALT SHINGLES	MALCOLM'S MCCLANDER
	STORM GUAT
	CONCRETE
PORCH	BM HC-98
GARAGE DOOR	

EAST ELEVATION (NO. 2 ROAD)

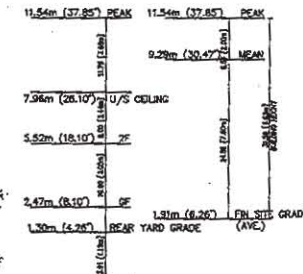
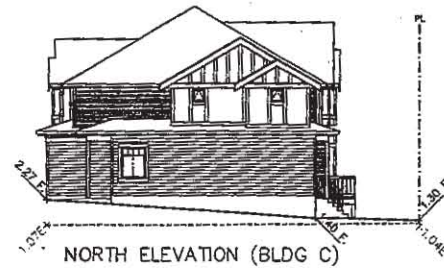
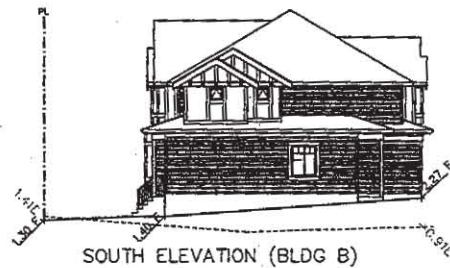
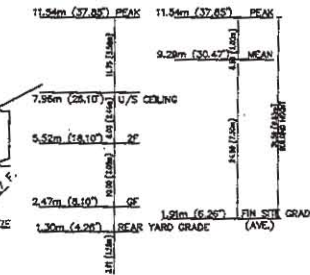
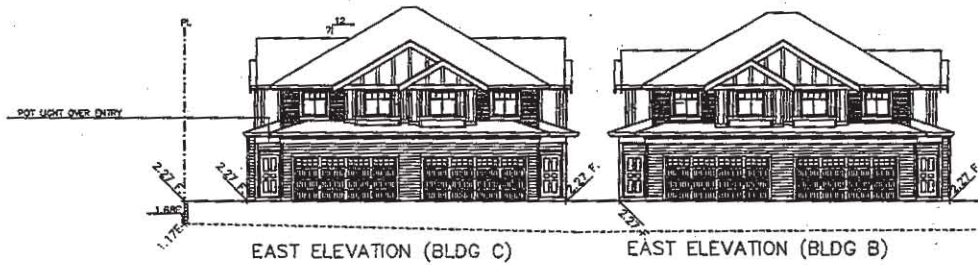
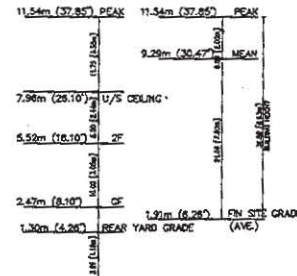
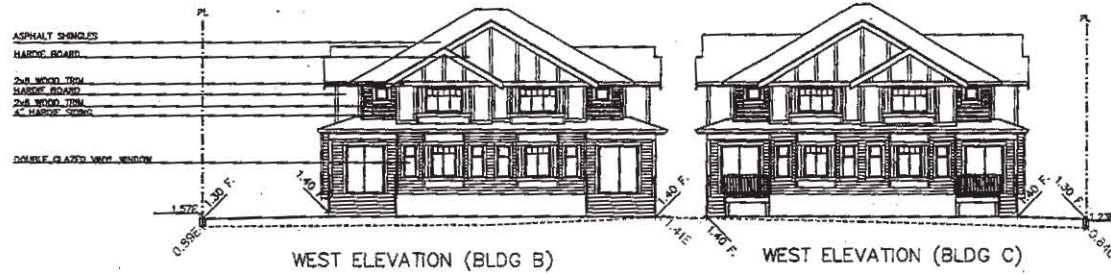


WEST ELEVATION

DP 09-494270
PLAN # 3A

0-UNIT TOWNHOUSE
DEVELOPMENT
0091-8131 NO. 2 ROAD
RICHMOND, B.C.

BUILDING A
ELEVATIONS[illegible]



SMOOTH FACED HARDY BOARD	BM HC-06
BRICKS	LXL #164 REDDURN SMOOTH
4" EXPOSED FACE HARDY BOARD	BM HC-06
TRIM/PASCHAS	BM HC-06
ENTRY DOOR	BM 2130-30
WINDOW FRAME	BM 2130-30
ASPHALT SHINGLES	BM 2130-30
PORCH	CONCRETE
GARAGE DOOR	BM HC-06



MATTHEW CHENG ARCHITECT INC.

100-1000 CHENG STREET
VANCOUVER, BC V6L 2G7
Tel: 604-271-1111 Fax: 604-271-1112
E-mail: mch@chengarchitect.com

THIS DRAWING SET FOR THE PROJECT, THE ORIGINAL CONTRACT SHALL REMAIN THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. NO PART OF THIS DRAWING SET SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC. ANY VIOLATION OF THIS NOTICE SHALL BE SUBJECT TO LEGAL ACTION.

Rev	Date	By	Reason
01	2009/07/07	DP	01
02	2009/07/07	DP	02
03	2009/07/07	DP	03
04	2009/07/07	DP	04

Calculations

Project: 100
10-UNIT TOWNHOUSE DEVELOPMENT
8091-8131 NO. 2 ROAD
RICHMOND, B.C.

Sheet: 10

BUILDING B & C ELEVATIONS

Drawn: JC	Check: JC
Scale: 1/4" = 1'-0"	Project Number: DP 09-494270
Revision Date: 2009/07/07	Drawn Date: 2009/07/07
Print Date: 2009/07/07	Sheet: 10 of 10

DP 09-494270
PLAN #3C

#04c

- 

Call 781-438-2744, ext. 200
WALDOBORO, MA 01983
Tel: 800-933-3203 / Fax: 800-933-3208
E-mail: info@welding.com / www.welding.com

THIS CONTRACT MUST NOT BE SIGNED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS SHALL BE REPORTED IMMEDIATELY TO THE ARCHITECT. CONSENT NOT OBTAINED. THIS PLAN AND DESIGN ARE NOT AT ALL TIMES TO BE THE EXCLUSIVE PROPERTY OF THE ARCHITECT. THE ARCHITECT SHALL NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT.

No	Date	Revisão
01	2020/05/17	OP
02	2020/07/07	ACP
03	2020/07/08	ACP
04	2020/08/08	OP
05	2020/08/21	
06	2020/10/05	OP REV.

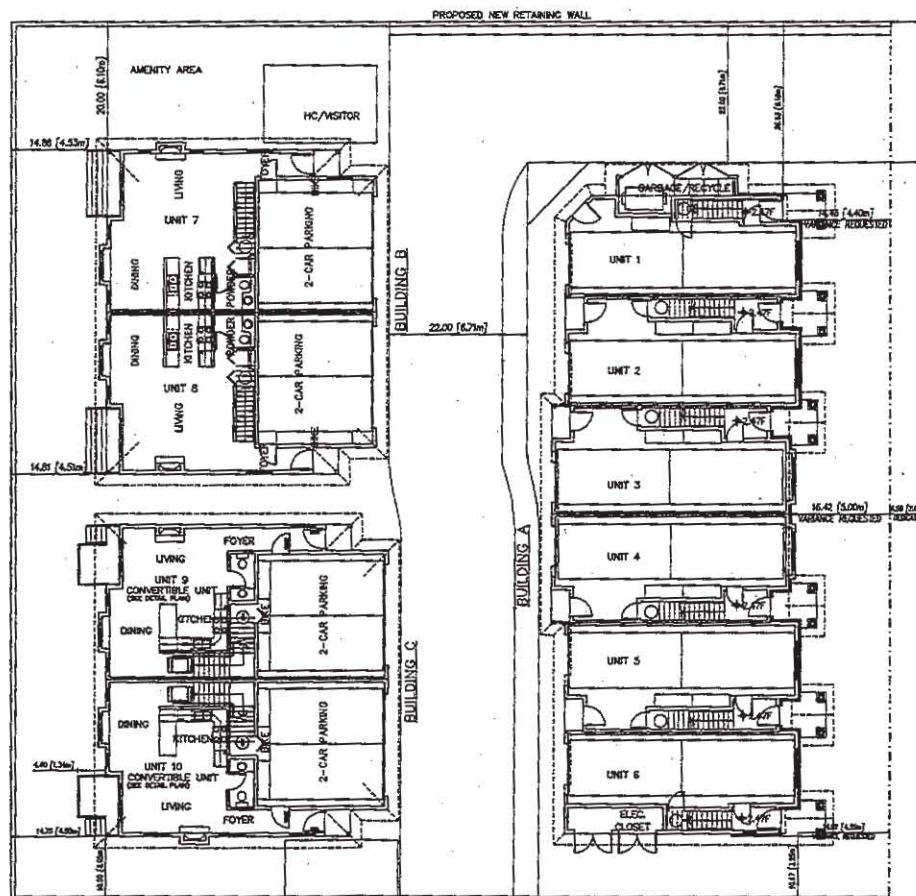
Calligraphy

Project Title
10-UNIT TOWNHOUSE
DEVELOPMENT
8091-8131 NO. 2 ROAD
RICHMOND, B.C.

SITE PLAN
GROUND FLOOR PLAN

Drawn:
MC
Checked:
MC
Scale:
 $1/8" = 1'-0"$
Project Number:
00-00-10000

Revision Date: 2000/08/30	Dep. No. #05a
Print Date: 2000/08/30	



GROUND FLOOR PLAN

DP 09-494270
REFERENCE PLAN

-

Call 800-478-TRANSLATIONS
WASHINGTON, DC 20044
Tel: 202-775-2211 • Fax: 202-775-2212
Can 416-494-6969 / Email: info@translators.com

THE DRAWING IS NOT TO BE USED FOR THE GENERAL CONSTRUCTION OF ANY OTHER BUILDING, AND MAY BE USED ONLY FOR THE CONSTRUCTION OF THE BUILDING FOR WHICH IT WAS DESIGNED. ALL RIGHTS AND INTERESTS IN THIS DRAWING ARE RESERVED BY THE ARCHITECT. ANY REPRODUCTION OR USE OF THIS DRAWING FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT IS STRICTLY PROHIBITED. THIS DRAWING IS THE PROPERTY OF MATTHEW CHONG ARCHITECT INC. AND MAY NOT BE LOANED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT.

File	Date	Revision
01	2000/02/17	CP
02	2000/03/07	ACP
03	2000/03/08	ACP
04	2000/08/18	CP
05	2000/08/21	
06	2000/10/06	CP ACP

Changshou

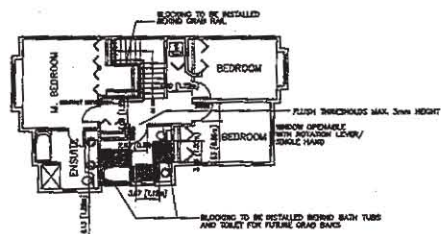
Project Title
10-UNIT TOWNHOUSE
DEVELOPMENT
8091-8131 NO. 2 ROAD
RICHMOND, B.C.

Source: *Author's calculations*.

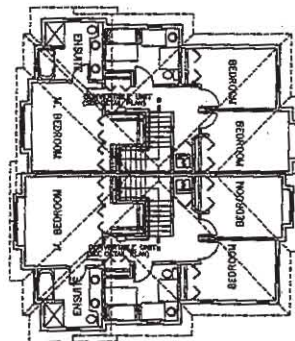
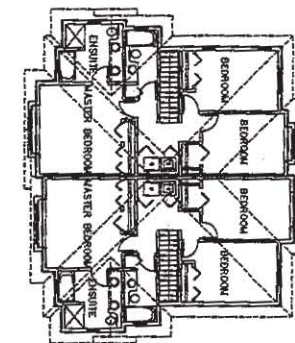
SECOND FLOOR PLAN

Drawn:
 HC
 Checked:
 MC
 Scale:
 $1/8" = 1'-0"$
 Project Number:
 DP 00-104270

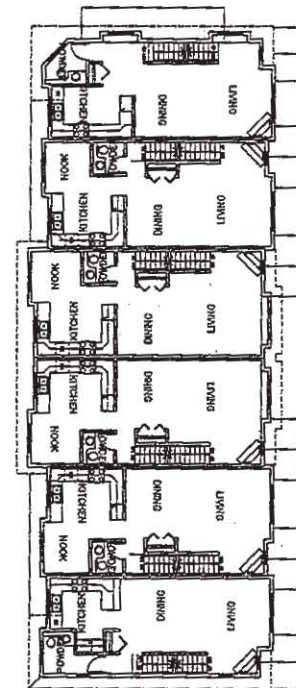
Revised Date: 2008/08/30	Orig. No. #05b
Print Date: 2008/08/30	



CONVERTIBLE UNITS (UNIT 9 AND 10) SECOND FLOOR PLAN TYP.



SECOND FLOOR PLAN



DP 09-494270
REFERENCE PLAN

- * BLOCKING TO BE PROVIDED IN ALL BATHROOMS OF ALL UNITS FOR GRAB BARS.
- * LEVER HANDLE TO BE USED FOR ALL DOORS
- * LEVER FAUCET TO BE USED IN ALL BATHROOMS AND POWDER ROOMS OF ALL UNITS.



**MATTHEW CHENG
ARCHITECT INC.**

100-1000 100-1000
Vancouver, BC V6A 1A6
Tel: (604) 681-1111 Fax: (604) 681-1112
Cell: (604) 681-1113 Email: mch@matthewcheng.ca

THIS DOCUMENT IS NOT TO BE USED FOR ANY OTHER PROJECTS. THE CONSULTANT'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CONSULTANT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CONSULTANT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CONSULTANT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT.

No.	Date	Revision
01	2009/07/27	01
02	2009/07/27	02
03	2009/07/27	03
04	2009/07/27	04
05	2009/07/27	05

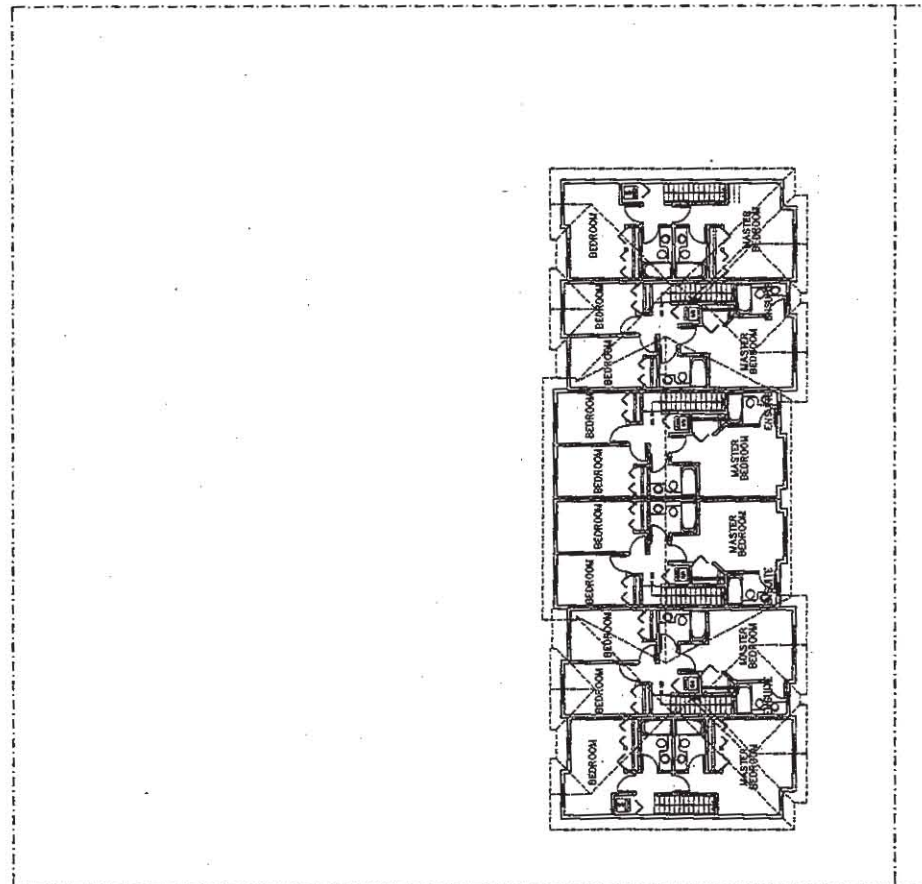
Coverage

Project No.
**10-UNIT TOWNHOUSE
DEVELOPMENT**
8091-8131 NO. 2 ROAD
RICHMOND, B.C.

Sheet No.

THIRD FLOOR PLAN

Drawn:	
By:	
Checked:	
By:	
Scale:	1/4" = 1'-0"
Project Number:	DP 09-494270
Revision:	
Date:	2009/06/20
Print Date:	2009/06/20
Sheet No.:	#05c



THIRD FLOOR PLAN

DP 09-494270
REFERENCE PLAN



General Purposes Committee

Anderson Room, City Hall
6911 No. 3 Road

Monday, November 7, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

- GP-5** *Motion to adopt the minutes of the meeting of the General Purposes Committee held on Monday, October 17, 2011.*



DELEGATION

- GP-9** 1. Tracey Lakeman, Chief Executive Officer, Tourism Richmond and Scott Johnson, Chair, Tourism Richmond Executive Committee, to present Tourism Richmond's Annual Report.

- GP-21** 2. **COUNCIL REFERRAL ON BC HYDRO SMART METERS**
(File Ref. No.: 01-0150-20-BCHY1) (REDMS No. 3392394)

[TO VIEW eREPORT CLICK HERE](#)

See Page **GP-21** of the General Purposes agenda for full hardcopy report

Designated Speaker: Cecilia Achiam

STAFF RECOMMENDATION

That the staff report entitled "Council Referral on BC Hydro Smart Meters" from the Interim Director, Sustainability and District Energy, dated October 24, 2011 be received for information.



- GP-87** 3. **GLOBAL ACCESSIBILITY MAP (GAM)**
(File Ref. No. 11-7000-06/2011-Vol 01) (REDMS No. 3246778 v.5)

[TO VIEW eREPORT CLICK HERE](#)

See Page **GP-87** of the General Purposes agenda for full hardcopy report

Designated Speaker: Alan Hill

STAFF RECOMMENDATION

That the City partner with the Rick Hansen Foundation and Richmond Centre for Disability (RCD) to support the launch and development of Global Accessibility Map Customer Service and Professional Assessment tools.



- GP-95** 4. **POLICE PRESENCE IN THE DOWNTOWN CORE**
(File Ref. No. 09-5000-01/2011-Vol 01(11.43 V11)) (REDMS No. 3376028)

[TO VIEW eREPORT CLICK HERE](#)

See Page **GP-95** of the General Purposes agenda for full hardcopy report

Designated Speaker: Rendall Nasset

STAFF RECOMMENDATION

That:

- (1) *a City Centre Community Police Office be considered on a 3 year trial basis:*
 - (a) *at 5671 No. 3 Road, as the temporary location in the downtown area;*
 - (b) *a maximum of \$573,800 in total costs over 3 years (\$167,000 in capital costs and operating costs of \$406,800) be funded from the existing RCMP budget; and*
- (2) *staff report back annually regarding the success of the program.*



- GP-107** 5. **SUSTAINABILITY FRAMEWORK – PROPOSED SOLID WASTE STRATEGIC PROGRAM**
(File Ref. No.: 01-0370-01) (REDMS No. 3395281)

[TO VIEW eREPORT CLICK HERE](#)

See Page **GP-107** of the General Purposes agenda for full hardcopy report

Designated Speakers: Margot Daykin & Suzanne Bycraft

STAFF RECOMMENDATION

That the Solid Waste Sustainability Strategic Program, as presented in Attachment 1 to the report dated October 18, 2011, be endorsed as the solid waste component of the City's Sustainability Framework.



- GP-127 6. METRO VANCOUVER: PAN-MUNICIPAL AFFAIRS SERVICE ESTABLISHMENT BYLAW**
(File Ref. No.:) (REDMS No. 3400974)

[TO VIEW eREPORT CLICK HERE](#)

See Page **GP-127** of the General Purposes agenda for full hardcopy report

Designated Speaker: Amarjeet S. Rattan

STAFF RECOMMENDATION

That Council endorse the adoption of The Greater Vancouver Regional District Pan-Municipal Affairs Service Establishment Bylaw No. 1157, 2011 by Metro Vancouver.



- GP-133 7. LABOUR RELATIONS CONVERSION AND AMENDMENT INTERIM BYLAW**
(File Ref. No.: 05-1400-01) (REDMS No. 3400659)

[TO VIEW eREPORT CLICK HERE](#)

See Page **GP-133** of the General Purposes agenda for full hardcopy report

Designated Speaker: Mike Pellant

STAFF RECOMMENDATION

That Council consent on behalf of the electors to the Labour Relations Conversion and Amendment Bylaw by adopting the following resolution:

“The Council of the Municipality of Richmond consents on behalf of the electors to the adoption of ‘The Greater Vancouver Regional District Labour Relations Conversion and Amendment Bylaw No. 1166, 2011.’”



ADJOURNMENT





General Purposes Committee

Date: Monday, October 17, 2011

Place: Anderson Room
Richmond City Hall

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

Call to Order: The Chair called the meeting to order at 4:04 p.m.

AGENDA ADDITIONS

It was moved and seconded

That the matters of the RCMP Building, Brighthouse Assessments, and the Richmond Senior's Centre each be added to the agenda as Item Nos. 2, 3 and 4.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, October 3, 2011, be adopted as circulated.

CARRIED

General Purposes Committee

Monday, October 17, 2011

1. **ALEXANDRA DISTRICT ENERGY UTILITY – PHASE II CONSTRUCTION**

(File Ref. No. 10-6340-20-P.11206) (REDMS No. 3370854)

John Irving, Director, Engineering, with the aid of a rendering, reviewed the staff report and spoke about the various construction phases for the project, as well as the additional four developments, Mayfair Place; Villa Esperanza; 9500 Cambie; and Smart Centres, that may now require Alexandra District Energy Utility (ADEU) service in the same timeframe as the Remy and Alexandra Gate projects. It was noted that a report on the options and recommendations for future governance of the ADEU, and updated models for expanding the utility through the service area was forthcoming in 2012.

It was moved and seconded

That the Chief Administrative Officer and the General Manager of Engineering and Public Works be authorized to execute a Change Order to include Phase II works for the Alexandra District Energy Utility and increase the maximum upset price of the Design-Build Agreement with Oris Geo Energy Ltd. to \$4.8 million.

The question on the motion was not called, as in answer to a query, staff advised that the application for the Smart Centres had not been to a Public Hearing as there were outstanding issues that had to be resolved first.

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

2. **RCMP BUILDING**

Councillor Greg Halsey-Brandt expressed concerns about the fencing and gates that surround the new RCMP Building, noting that there was an approximately eight foot tall chain link fence surrounding the site, as well as a large gate on wheels before entering the public parking. Councillor Halsey-Brandt commented that the site was not welcoming, and that the public art was not easily viewable.

A discussion ensued, and it was noted that the fencing and gates may have been a result of RCMP security requirements. Comments were made by members of Committee about how the old RCMP building did not have similar security measures. Staff was directed to provide information on the matter.

3. **BRIGHOUSE ASSESSMENTS**

Councillor Greg Halsey-Brandt inquired about the status of the Brighthouse Assessments in connection to the City Centre Area Transitional Tax Exemption Bylaw No. 8776, which was adopted in July 2011.

General Purposes Committee

Monday, October 17, 2011

A discussion ensued, during which, Andrew Nazareth, General Manager, Business and Financial Services, spoke about the administrative requirements that staff has been working on subsequent to adoption of the bylaw. Mr. Nazareth indicated that upon meeting the deadline associated with the bylaw, which requires tax certificates to be issued by October 31, 2011, staff will be able to work on the assessments, and that an update would be available in December 2011 or January 2012.

4. SENIORS CENTRE

Councillor Greg Halsey-Brandt asked for an update on the status of the study being conducted on the City Hall Precinct, and in particular on the feasibility of a new Senior Citizen's Centre. George Duncan, Chief Administrative Officer, advised that a report regarding the matter was currently under review. Staff was directed to provide a memo to members of Council, and to contact the Seniors about the status of the matter.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:22 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 17, 2011.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office

TOURISM RICHMOND 2010/2011 REPORT TO COUNCIL

General Purposes Committee Meeting November 7, 2011

Highlights

The 2010 Olympic Winter Games had a significant impact on Richmond and the awareness level of Richmond as a travel destination giving us the credibility within our industry, media and with visitors. The Tourism Richmond team continues to build upon the opportunities that have grown from this in all areas of our responsibility including sales (meetings, conventions, incentive travel and travel trade), marketing, media relations and visitor servicing.

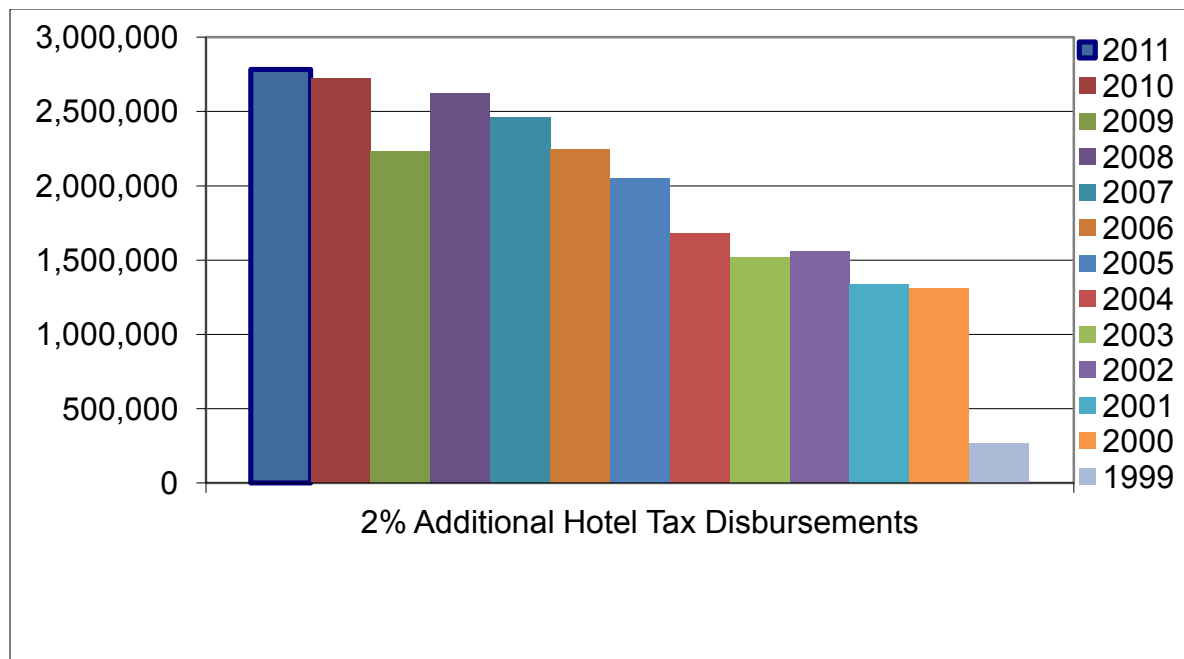
One of most significant highlights has been the growth in the 2% Additional Hotel Tax Revenue since Richmond first started collecting it.

2% Additional Hotel Room Tax Summary:

Growth Rate

2003	\$1,519,708		
2004	\$1,678,781	10.47%	
2005	2,053,943	22.35%	
2006	2,244,685	9.29%	
2007	2,459,337	9.56%	
2008	2,624,643	6.72%	
2009	2,232,028	-14.96%	(H1N1, Economy, Passports)
2010	2,723,696	22.03%	(2010 Olympic Winter Games)
2011	2,783,401	0%	(actual receipts until August only)

Since collecting the 2% AHRT, Richmond has more than doubled the tax revenue collected by our accommodation sector. The following chart illustrates the continual growth in tax revenue generated from the 2% AHRT with actual 2011 revenue figures confirmed for January to August and budget figures used for September to December. Tourism Richmond anticipates that the revenue for 2011 will surpass 2010 revenue figures and reaching our goal of \$3 million.



DMO Benchmarking Program

Tourism Richmond, for the second time, participated in a benchmarking study with 18 other DMOs from across Canada. The objective of the study was to provide a basis for DMO performance benchmarking across Canada which took into account differences in organizational & market size and funding levels. It also provided a platform for DMOs to benchmark our own performance over time using 24 metrics that were relevant to specific needs such as funding profile, staffing, budget allocation, sales and marketing and hotel room revenue. As well, it provided a strategic planning tool that will assist us in our business and marketing plan development, and in our ongoing stakeholder and community consultations. The results of our study indicated the following:

- Tourism Richmond has a higher ratio of organizational funding from hotel levies than average for DMOs.
- Ratio of organizational funding per available hotel room is lower than the average for DMOs. This implies that DMO funding for Tourism Richmond is lower relative to destination size/capacity.
- Our ratio of destination hotel room revenue per dollar sales & marketing investment is higher than average for DMOs. This implies that Tourism Richmond is helping to support higher returns/impacts for its destination stakeholders relative to our peers.

Economic Impact Study

Tourism is a significant industry sector for the City of Richmond which is estimated to generate nearly 6,200 person years of direct (i.e. excluding multiplier effects) employment in 2010/2011 (over 7,400 jobs), up approximately 27% compared to 2005. In 2010/2011, it is estimated that Richmond handled in excess of 4 million person nights of tourism activity per annum, with 2.3 million person nights staying in hotels and 1.8 million staying with friends and family for an average of 1.5 nights per stay. These non-

locals spent more than \$250 million in non-accommodation spending in Richmond.

Type of Impact	Employment (Jobs)	Employment (Person Years) ¹	Wages (\$ Millions)	GDP (\$ Millions)	Economic Output (\$ Millions)
Direct Impacts					
Hotel	3,336	2,845	98	165	275
Other Tourism Industries	510	391	15	22	39
Visitor Spending	3,618	2,954	104	166	254
Total Direct Impacts	7,464	6,190	217	353	568
Indirect	960	806	9	18	31
Induced	1,441	1,212	18	31	51
Grand Total Impacts	9,865	8,208	244	402	650

The overall tax revenue contribution to all levels of government generated by the employment impacts and visitor spending impacts of Richmond's tourism sector is nearly \$135 million. The federal government received more than \$76 million (57% of the total), while the provincial government received nearly \$4 million in tax revenue (32% of total tax revenue). Over \$15 million is estimated to be collected by the municipal government which includes the hotel tax and an estimate of residential and business property taxes.

¹ Person Years may also be referred to as Full-Time Equivalent (FTE). 1 person year is equivalent to 1 FTE.

Sales Programs

Meeting and Conventions

In 2010, 22,163 room nights were distributed to our hotel partners via our RFP program MeetingsEasy™ application, representing 51 leads. The number of leads distributed was less than the previous year (77 leads) however we are experiencing a higher yield event with a longer length of stay of 3.73 room nights. Definite room nights in the 2010 booking cycle represented 14,903 total room nights.

Historically, Associations and Corporate groups in Canada/USA registering to attend an event were sending three to four delegates. We are learning from many, that due to budget constraints and tight spending, only one or two delegates are now attending annual meetings and events which is affecting room nights generated. Additionally, with tighter spending comes a shift in the event programming with the chance of excluding the opening/hosted welcome receptions and first night networking events. This also affects shorter conference/event days. Associations are combining annual conference and board meetings – in the past these could have been two separate events.

Travel Trade

Tourism Richmond is active in the tour group business focusing on the geographic markets of China, Japan, Korea and the Pacific Northwest. We have a number of programs to assist Operators and Receptive Tour Operators to sell Richmond. One of our most successful is the Agent's Specialist Program. Travel agents in China are trained and tested on Richmond material by Tourism Richmond staff. To date we have 311 graduated agents from Beijing, Shanghai and Guangzhou. We continue to go in market and attend B2B meetings promoting Richmond.

Marketing Programs

2010 - 2011 Focus:

- Initiate a new brand strategy
- Undertake Market Segmentation Research
- Broaden our video and photography database
- Broaden campaign deployment by engaging social media platforms
- Increase number of potential visitor contact information in our database
- Develop a new marketing strategy for 2011
- Develop a new website for 2011

Brand Strategy

A new brand and creative strategy was created to clearly define how to communicate Richmond's unique identity and connect with the leisure market on an emotional level, creating consistency and build recognition.

Market Segmentation Research

We were interested in learning more about who is currently visiting Richmond, BC and who is thinking about visiting so that we could cost effectively develop strategic and tactical strategies to increase visitation, improve visitor experiences, and develop value

added partnerships.

We completed the segmentation research that has provided us with a more in-depth persona of our target segments that describes what their predominant demographics, behaviors and attitudes are. These rankings are used to assist in describing and imaging the target groups:

- Geographically
- Demographically
- Social values/attitudes/motivations
- Travel behavior
- Sports & Leisure

Video and Photography

Our focus is to inspire visitors to come through engaging photography and videos. In 2010 we conducted the following themed photo & video shoots:

- Farm to Table @ Terra Nova
- Biking @ Steveston Dyke
- Asian Dining @ Shanghai River
- Arts @ Gateway Theatre
- Heritage @ Steveston

Campaigning 2010/2011 (Examples)

Leisure Contest: July - December

Objective

- Generate awareness of Richmond as a destination for leisure travel and get travelers to put Richmond on their consideration list
- Stimulate a response and compel travelers to inquire about Richmond

Target

- Travel minded couples aged 35-55 in:
 - Primary: Short Haul Markets of British Columbia and Washington
 - Secondary: Short Haul Market of Alberta and Long Haul Markets of Ontario & California (San Francisco)

Results

- Print
 - Circulation 626,550
 - Visits 143
 - CTR (%): 0.02%
- Online
 - Impressions: 16,351,968
 - Clicks: 42,812
 - CTR (%): 0.26%
- allinrichmond.com/contest gathered 9,655 entries



Holiday Shopping: November – December

Objective

- Encourage visitors to overnight in Richmond and do their Christmas shopping
- The contest was promoted via Facebook ads, Google ads, SEM, online display and bloggers throughout BC Interior, Greater Victoria and Northern Washington State
- The primary entry form for this contest was online at www.shoppinginrichmond.com. Visitors can click on Richmond hotels, attractions, restaurants and shopping districts and enter online. The secondary entry form was through the drop boxes at all Richmond hotels

Results

- 21,897 total site visits between Nov. 20 and Dec. 31
- 8851 Facebook fan page visits between Nov. 20 and Dec. 31
- Facebook fan page grew to 751 members by campaign end
- 165,694,607 online ad impressions through campaign
- 31,490 total ad clicks
- Data capture:
 - Online – 1671 entries
 - Hotel – 1542 entries
 - Total – 3213 entries



12 Days in Richmond: December

Objective

- Showcase things to see and do in Richmond during the Christmas season and encourage visitors to overnight in Richmond and experience them
- This campaign will also drive back to the original leisure campaign to encourage visitors to enter and win 1 of 4 packages

Results

- 11,989 total visits between Nov. 25 and Dec. 31
- 12 Days ads make up 37.21% of traffic on allinrichmond.com for period
- Campaign lead to 1915 clicks on featured partner websites
- 10,262,416 display ad impressions through campaign
- 851 total ad clicks
- 305,836 Google ad impressions through campaign
- 3850 total ad clicks
- Campaign also contributed to growth of Facebook fan page and Twitter (153 new followers)



Meetings & Events 2010

Objective

- Generate awareness of the appeal of Richmond as a host for meetings/events market (600 delegates or less) (30% priority)
- Encourage meeting planners to register their name and email to learn more about hosting their meeting in Richmond (70% priority)



Target

- Meeting planners
 - Primary: Western Canada, Ottawa/Toronto/Saskatchewan
 - Secondary: US (Western) CAL, OR Washington
 - Tertiary: China and Japan (Tourism Richmond sales team focuses on this geographic segment)

Results

- 1,955 total click-throughs between Jun. 1 and Dec. 31
- Total overall click-through rate of 0.51%
- 387,009 display ad impressions through campaign
- 126,265 print ads circulated through campaign
- 187 website visits from print ads

The Year of the Rabbit: January – March 2011

Objective

- Increase allinrichmond.com site visits by 10% over 2010 (Feb/March)
- 35% conversion rate for contest entries (based on page views of landing/entry form page)
- Grow Twitter followers by 3%
- 30 interactions (replies/retweets) during campaign
- Grow Facebook likes by 7%
- 50 interactions during campaign

Results

- 210,700 impressions served
- Total overall click-through rate of 2.06%
- 3,309 acquisitions through campaign



Win a Luxury BC Trip: September – October

Objective

This campaign was in September in partnership with Vancouver, Coast & Mountains and the Tourism Whistler. This campaign is focused on promoting Richmond as an over-night destination and to increase our email contacts. Target markets are ON, AB, WA, CA.

Results

- 3,129 email contacts added to the database
- 2304 email opt-ins
- 15,642 page views
- 1,888 likes on Facebook
- 8,251 ad click-through on Facebook
- 671 ad click-through on TripAdvisor
- 530 new fans on Facebook
- 118 new followers on Twitter
- 13,534 active users



Website Development

We completed internal and external stakeholder meetings to assess our new web development. We found that all stakeholders are in alignment with the goals and objectives of the new website. We launch date was this summer. This new website is being aligned with the marketing strategies as outlined in the Marketing Plan 2011: shorten path to purchase and engage potential visitors online.

The Richmond Reel – Video Blog

The Richmond Reel is dedicated to showing off the best of what Richmond has to offer. Join Chris, our videographer, as he shows you around the city, some takes you on a guided tour of the most interesting and noteworthy destinations, and provides you with constant bite sized updates on his adventures through video and blog posts. The Richmond Reel has been integrated with our new website while maintaining its own unique identity. We have already seen the added value the Richmond Reel can bring. For example, CTV asked us permission to use one of our reels.



Destination Guide 2011/2012

In light of the organizational goal of “stay another night”, moving the average night stay to 2.54 nights, we needed to have a fresh approach to our guide. The name of the guide is an integral part of how we position and message Richmond from a pass-through (1.54 nights) to a get-away (2.54 nights) destination. Therefore, the Official Richmond Visitor’s Guide was renamed the Richmond, British Columbia Destination Guide and increased from 40 pages to 72 pages. It has a refreshed and updated format to make it more appealing to the reader. The guide is also integrated with social media marketing, driving traffic to our online properties and influential bloggers.



Media Relations Programs

This past year was full of new initiatives and innovative wins focused on building a stronger communications and media relations foundation. The post-Games media landscape, which saw the city on the world's map, provided Richmond with a higher overall profile, new prospects and access to new media. The department leveraged these changes to generate awareness of our viable travel destination that had transformed, in the media's eyes, from „suburb to city’.

Corporate Communications

The corporate communication activities focused on raising the organization's profile and the importance of tourism in Richmond, BC and Canada. On an ongoing basis, we provided guidance, releases, key messages and issues statements on tourism industry related news. We utilized every opportunity to generate corporate media stories on the city including the hat trick of awards for tourism in Richmond in 2010. There was a new emphasis on securing interviews for the organization which resulted in an unprecedented number of over 30 and a significant number of BC media articles covering a wide variety of Richmond stories.

Media Relations

This is our largest area of focus and as such our key priorities included growing a larger, highly relevant media database, updating tools such as our media kit, news releases, quarterly e-Newsletters (travel, trade and meetings & events), story ideas and new USB keys (shaped like a heritage ship). Some wins this year included stronger than ever pick up on our press releases and quarterly newsletters, a thriving Visiting Journalist Program, media buzz for timely events like the start of whale watching season, market season, Steveston Village events, Chinese New Year as well as our culinary product. Steveston, along with Asian dining, is our most popular media draw. Identified as an important opportunity for the destination as a result of the overall growth in culinary tourism, a new culinary focus included the development of a Food Strategy. As part of this, our sponsorship of the BC Chinese Restaurant Awards was maximized and a new Monthly Media Dine Around was created.

This year we also attended the top media conferences to access hundreds of Canadian, US and Asian media including: Canada Media Marketplace in San Francisco, Go Media Marketplace in Toronto, CTC events in New York and Seattle and Travel Media Association of Canada (TMAC) conference in Ottawa. In February, we hosted 50 members of the BC Chapter of TMAC at the Oval to showcase the “new” Richmond. Our destination was also part of Tourism BC's *2011 Tourism Passport* which features a profile of the city and is provided to tier 1 travel media (journalists, editors and reporters) in all major domestic and international markets.

Results of Tourism Richmond's media relations (April to April)

- Total # of Articles Tracked = 518
- Total # of Media Hosted = 340
- Total # of Press Trips = 57
- Total # of Media Events Attended = 12
- Total # of Press Releases and e-Newsletters = 61
- Total # of Tourism Richmond Interviews with Media= 32
- Two key hosted film crews: *Entertainment Tonight Canada* (500,000 viewers) two minute feature on Steveston, and *Flavours of the West Coast* a travel and food show resulting in two 30 minute features (Richmond & Steveston). Aired in BC, ON and WA.
- Key leisure articles included: The Globe and Mail, National Post, Seattle Examiner, The Ottawa Citizen, Sunset Magazine, UP Magazine (Westjet airlines), Huffington Post, Calgary Herald, Canadian Geographic Magazine, Seattle Magazine, Dreamscapes Magazine, Vancouver Sun, Metro Newspaper
- Key meetings & events articles included: Meeting & Incentive Travel, NW Meetings, Corporate Meetings & Events, Convene, Ignite, Meeting Places, Smart Mugs

Monthly Media Dine Around

A first step in the development of a larger overall Food Strategy, this program was designed to increase awareness of Richmond's unique food scene and member restaurants, raise the city's overall culinary profile with key local food influencers (who have a far reaching consumer network) and obtain media coverage. Once a month beginning in July 2010, Communications has hosted a themed fully guided dine around of three Richmond restaurants. The program was a hit immediately with an average of 10 media per event, frequent "waitlists" and has created a buzz with media and industry alike.

Travel Writer Contest

Designed as an incentive with the goal of generating a potential unprecedented number of feature stories on Richmond, a *Travel Writer Contest* was designed and then launched on April 1, 2011. Media have the chance to enter their 2011-2012 published stories about Richmond to win one of two \$1000 cash prizes. Visit www.tourismrichmond.com/media

Press Trip: "From Seed to Skillet"

In September 2011, the communications team hosted media from across North America for a "Seed to Skillet" press trip that focused upon Richmond's thriving agricultural (farm to table/100 mile diet) and culinary scenes. Seven journalists from publications including Dreamscapes Magazine, WestJet's Up! Magazine and AOL Travel enjoyed seafood dishes in Steveston, toured "Food Street", visited a cranberry bog and sampled wine at Lulu Island Winery.

Media Conference Sponsor

Designed to raise our profile, we were a media gift sponsor at the TMAC Conference and the lanyard sponsor at Canada Media Marketplace for 230 US media which was so successful that TR was the talk of the conference! Our logo was front and centre on everyone's chest.

Guidebook Outreach

An outreach to the guidebook media publishing groups was conducted to ensure Richmond product and the destination would be included in 25 essential Vancouver and BC guidebooks both online and in print.

Media Relations Focus in China

There was a new focus on generating media coverage in China with over 50 media articles and total number of 20 media hosted as part of our Visiting Journalist Program. In January 2011, in support of the organization's China goals, East Communications in China was hired in-market to keep Richmond top of mind with travel and trade media. A strategy created in conjunction with the Sales department included media support to the Director of Sales' in-market trade tour conducted in late February which alone resulted in 29 stories with a circulation of 467,300,000 and US advertising value of \$205,748.

Member/Partner Relations

We began a community partner outreach with the goal of generating awareness of the Communications department's activities, media opportunities and availability as a resource to our members for media relations. These relationships are critical to our success and ability to generate media coverage and this program will continue in 2011-2012. Communications worked closely with Member Services department to continually improve communication and add value to membership through media relations activities. The monthly member e-newsletter is a key tool providing regular features on tourism related issues, member events and workshops, market development activities, TR news and industry links. The average opening rate of the newsletter for the year was 33 per cent with a significant spike in summer months to 41 per cent.

Visitor and Partner Services Programs

Membership

Our membership remains stable at just under 300 members. These members participate in a number of events and programs throughout the year. Members were added in underrepresented industry sectors and geographical representation was broadened.

Taxi Appreciation Day

On August 10, 2011 Tourism Richmond hosted the Taxi Appreciation Event at YVR Commercial Vehicle holding area. We gave out maps, Destinations Guides and pens to approx. 400 taxi drivers

Concierge Event

On August 18, 2011 we hosted the Concierge and front line staff appreciation event at Flyzone Bodyflight. 52 front line staff and 8 Tourism Richmond members attended the event which was meant to build relationships between the front line staff and our members as well as allowing them to experience one of our tourism products.

New Member Orientation

Tourism Richmond is dedicated to ensuring that every member has an opportunity to maximize their investment in their membership. To take full advantage of the support and opportunities being offered to from Tourism Richmond's Communications, Sales, Marketing and Visitor & Partner Services departments we invite our new members to a special Member Orientation Session.

Service Awards

The Tourism Richmond Service Awards is a program focusing on encouraging and rewarding exceptional customer service and hospitality in Richmond. The awards program includes recognizing monthly winners which are featured in the Richmond News and a yearly Gala awards evening recognizing people, businesses or corporations attended by over 300 industry professionals.

Conference and Event Visitor Servicing

Conference and event visitor servicing was a focus this past year. For example Counsellors staffed information booths at the National Bantam Girls Baseball Championships, the Maritime Festival, the Canadian Burn Nurses Association conference, Ships to Shore Festival, and to 300 Model A Club of America enthusiasts.

Steveston Visitor Centre

Tourism Richmond is very excited about the upcoming partnership with the Steveston Historical Society for Tourism Richmond to manage and operate the Steveston Museum including the Post Office and Japanese Benevolent Society Building. This year-round, full-time heritage tourism centre opportunity will allow us to better service the visitors to our community, while assisting the Steveston Historical Society to preserve and grow our commercial heritage tourism product offerings.



City of Richmond

Report to Committee

To: General Purposes Committee
From: Cecilia Achiam, MCIP, BCSLA
Interim Director, Sustainability and District
Energy
Re: Council Referral on BC Hydro Smart Meters

Date: October 24, 2011
File: 01-0150-20-BCHY1/
2011-Vol 01

Staff Recommendation

That the staff report entitled "Council Referral on BC Hydro Smart Meters" from the Interim Director, Sustainability and District Energy, dated October 24, 2011 be received for information.

Cecilia Achiam, MCIP, BCSLA
Interim Director, Sustainability and District Energy
(604-276-4122)

Att. 6

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Fire Rescue	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

This report addresses a referral originated from *Resolution No. R11/17-7* generated at the Council meeting on October 11, 2011 where Council gave the following instruction:

That the matter of Smart Meters be referred to staff to report back to the General Purposes Committee with information on the following:

- (1) the issues raised by the delegation's submission;*
- (2) input from the Medical Health Officer;*
- (3) information on the status of smart meters in Richmond;*
- (4) matters of jurisdiction between the various parties involved;*
- (5) what the city's role in granting protections may be, and the associated costs;*
- (6) the various processes for shutting down power to homes with suspected grow-ops;*
- (7) BC Hydro's employment situation and other cost issues; and*
- (8) a map of the City of Richmond showing the locations of the Smart Meter data collectors.*

Council further requested that staff try and report back on the matter with whatever information they are able to collect by the beginning of November 2011.

Findings Of Fact

This section provides information that staff has been able to collect to date originated from various sources including external comments from the Medical Health Officer for Richmond from Vancouver Coastal Health and BC Hydro. It is not the purpose of this report for staff to analyse or defend the information provided from these sources.

The Medical Health Officer for Richmond from Vancouver Coastal Health provided a written response (**Attachment 1**) that addresses Council Referral items 1 and 2. BC Hydro has also provided information (**Attachment 2, 3, 4, 5 and 6**) on Council Referral items 1, 3, 4, 6, and 8. City Staff (including the Law Department) provides information in respect to Council referral items 4 and 5, summarized in this report, and Fire-Rescue has provided information on referral item 6.

The following section of this report provides point by point response to issues raised in Council Resolution No. R11/17-7.

1. Issues raised by the delegation's submission

With respect to health risks, the Medical Health Officer noted that regarding Smart Meters, Vancouver Coastal Health agrees with the assessment by Dr. Perry Kendall, BC Provincial Health Officer, *in that "given the current scientific evidence, the consensus of public health practitioners is that at current exposure levels these electromagnetic fields do not constitute a threat to the health of the public."* Vancouver Coastal Health further concluded that the

Provincial Health Officer is concerned with electromagnetic fields from mobile phones and noted that *"The possible association between mobile phone use and cancer risk, particularly among long-term heavy users of cell phones, does warrant further study - research is continuing and will be monitored."*

BC Hydro also noted in its submission (**Attachment 2**), that *"Our provincial health authorities and scientific experts have confirmed that smart meters are safe."* and that their smart meters *"are well below Health Canada's exposure limits and the precautionary limits set by Switzerland, the country with the most rigorous standards in the world."*

2. Input from the Medical Health Officer

The Medical Health Officer's input is documented in **Attachment 1** of this report.

The Medical Health Officer acknowledged the concerns expressed by the delegation in its written submission to Council and has offered that *"The Medical Health Officer will continue to monitor the scientific research on radio frequency fields in collaboration with other public health professionals."*

3. Information on the status of smart meters in Richmond

BC Hydro began installing smart meters in Richmond in July 2011, and they expect to finish installations in Richmond by January 2012. To date, BC Hydro has installed approximately 45,000 meters in Richmond (**Attachment 2**).

4. Matters of jurisdiction between the various parties involved

BC Hydro's authority is from the *Hydro and Power Authority Act*. The *Hydro and Power Authority Act* enables BC Hydro to *"generate, manufacture, conserve, acquire, and dispose of power and related products."* The *Hydro and Power Authority Act* provides that BC Hydro is not bound by the statutes that empower municipalities and health authorities.

The *Clean Energy Act* requires BC Hydro to install and operate smart meters in every private dwelling in B.C. by the end of 2012.

The BC Utilities Commission has jurisdiction concerning questions regarding BC Hydro equipment and therefore a municipality could apply to the BC Utilities Commission for an order regarding the use of BC Hydro equipment. However, the *Clean Energy Act* prevents the BC Utilities Commission from doing anything that would interfere with the installation of smart meters.

Medical health officers have the power to issue certain orders pursuant to the *Public Health Act* regarding activities that are health hazards or pose a significant risk of becoming a health hazard. As the relevant health authorities do not deem cell phone radiation to be a health hazard, it would appear unlikely that any action would be taken regarding smart meters. It is, however, within the power of the medical health officers to order an investigation into whether smart meters create a health hazard.

The Office of the Information and Privacy Commissioner (the “OIPC”) has jurisdiction over the privacy aspects of the information gathered and transmitted through the smart meter program. The OIPC has initiated an investigation into privacy matters related to smart meters but has not published a report as of the date of this report.

The *Community Charter* allows municipalities to enact bylaws with regard to protection, promotion, or preservation of the health of individuals, subject to consultation with the local medical health officer. However, as the *Community Charter* is subject to the *Hydro and Power Authority Act*, such a bylaw would not be effective to regulate or impose requirements on smart meter equipment or installation.

5. What the City’s role in granting protections may be, and the associated costs

Most of referral #5 is addressed in item 4 above. The City could pass a bylaw related to public safety, but such bylaw could not interfere with the implementation or operation of the smart meters. Further, the City could lobby the Province and BC Hydro, and can request the Medical Health Officer to conduct an investigation.

The costs associated with passing a bylaw have not been assessed at this point. Staff will obtain an estimate if Council wish to instruct staff to proceed with pursuing the bylaw option.

6. The various processes for shutting down power to homes with suspected grow-ops

Richmond Fire and Rescue advised that through Electrical and Fire Safety Inspections Program adopted July 27, 2009, Richmond Fire Rescue may request BC Hydro to disconnect the electrical service when tampering or unsafe use of the electrical service produces major fire and life safety risks. Requests to disconnect occurred only 33 times (16%) out of 209 inspections conducted from 2007 to 2010. The Property Maintenance & Repair Bylaw No. 7897 provides the authority for Fire-Rescue to request a disconnect of the power.

While it does not specifically address grow-ops, BC Hydro has also provided its procedure for shutting down power when there is physical evidence of tampering in **Attachment 2**.

7. BC Hydro’s employment situation and other cost issues

BC Hydro provided the following information. In October, BC Hydro reduced its workforce by 300 positions, in addition to the 250 position reductions already achieved with the integration with the British Columbia Transmission Corporation (BCTC). Another 150 reductions will come over the next 3 years, resulting in a total of 700 position reductions. These workforce reductions are not related to the Smart Metering Program. In fact, the Smart Metering Program has created a significant number of new jobs within BC Hydro.

According to BC Hydro, it must invest in infrastructure, mitigate rate impacts, and reduce costs for Hydro customers while being mindful of the job impact on meter readers who are employed by Accenture. Accenture has a total of almost 400 unionized employees supporting their overall meter reading services business – of which about 320 are meter readers. The remaining jobs are not affected by the Smart Metering Program. Accenture has meter reading contracts with other

utilities besides BC Hydro, including gas meter reading for Fortis (formerly Terasen Gas). BC Hydro does not know how many meter readers Accenture will need to retain to continue serving the approximately 76 per cent of meter reading routes that will still be required by Fortis.

The installation of the new smart meters will create approximately 350 temporary jobs and generate \$30 to \$40 million in direct wages throughout the province. BC Hydro has asked its contractors, including Corix - who are installing the meters - to give meter readers first consideration for any new opportunities they create.

While the introduction of smart meters will result in a transition in the types of jobs required, there will be an increase in new technology based jobs to operate and maintain the system. BC Hydro is installing approximately 2 million new pieces of technology on the grid that will need to be managed and maintained – those technology based jobs do not exist today. Also, the smart metering infrastructure provides opportunities for broader economic development such as micro-grids, electric vehicles/transportation, customer-generation, and distributed generation.

8. A map of the City of Richmond showing the locations of the Smart Meter data collectors

This information has not been made available to the City. BC Hydro responded that for safety and security reasons, it does not disclose the location grid infrastructure.

Financial Impact

There is no financial impact to the City at this time.

Conclusion

Based on the information collected to date, Council's jurisdiction and options to affect on the Smart Meter Initiative appear to be limited. Possible action options for Council's consideration include:

- a) Consult with Vancouver Coastal Health to monitor health effects of smart meters after installation;
- b) Consult with the Office of the Information and Privacy Commissioner (OPIC) in support of the OIPC investigation in regard to invasion of privacy;
- c) Attempt, again, to lobby the Province in concert with other municipalities to stop smart meter installation. This has already been attempted through the UBCM resolution (**Attachment 7**) made in Sept 2011. The Province has rejected this resolution and staff feels that any further lobbying will not change this result. The City could also lobby the Province to give homeowners the choice to postpone the installation of smart meters until the issue is resolved by BC Hydro. This will likely not be in time to halt smart meter installation in Richmond;

- d) The City has the option to apply to the BC Utilities Commission (BCUC). However, the City cannot ask for a remedy that would interfere with the activities undertaken by BC Hydro to implement the Smart Meter Initiatives; and
- e) Make available the City's research included in this report to the public for information.



Cecilia Achiam, MCIP, BCSLA
Interim Director, Sustainability and District Energy
(604-276-4122)

Attachment 1	Letter from Vancouver Coastal Health Dated Oct. 18, 2011	REDMS 3392117
Attachment 2	Submission from BC Hydro	REDMS 3392205
Attachment 3	Smart Metering Program Overview Fact Sheet	REDMS 3392206
Attachment 4	Understanding Radio Frequency & BC Hydro's Smart Meters	REDMS 3392208
Attachment 5	Smart Meter Security & Your Privacy	REDMS 3392209
Attachment 6	Smart Metering & Infrastructure Program Business Case	REDMS 3392212
Attachment 7	UBCM 2011 Resolution B174 – BC Hydro Wireless Smart Meters	



Vancouver Coastal Health - Richmond
7000 Westminster Highway
Richmond, BC V6X 1A2

October 18, 2011

Cecilia Achiam, BCSLA, MCIP
Interim Director, Sustainability and District Energy
City of Richmond

Dear Ms. Achiam:

RE: Richmond City Council Smart Meter Referral

This letter is in response to your request for Medical Health Officer input to Council resolution R11/17-7.

Regarding Smart Meters, Vancouver Coastal Health agrees with the assessment by Dr Perry Kendall, BC Provincial Health Officer. Dr. Kendall states, concerning cell phones, Wi-Fi, and smart meters: "Given the current scientific evidence, the consensus of public health practitioners is that at current exposure levels these electromagnetic fields do not constitute a threat to the health of the public. The possible association between mobile phone use and cancer risk, particularly among long-term heavy users of cell phones, does warrant further study - research is continuing and will be monitored." Dr. Kendall's statement can be accessed at <http://www.health.gov.bc.ca/pho/issues.html>

The document submitted by the public delegation makes mention of the measurements done by the BC Centre for Disease Control (BCCDC). Most of the measurements performed by BCCDC are reported as below the measurement limit of the instrument used. Measurable levels are found by BCCDC only when the instrument probe was *in actual contact* with certain areas of the Smart Meter casing, or in close proximity to the collector antenna. The levels that were measurable by the BCCDC instrument are at the lower end of the range of radio-frequency field strengths typical of what people would experience from cell phones when cell phones are held to the ear. These levels are significantly lower than Health Canada's Safety Code 6 that regulates radio frequency exposure to the Canadian public.

Exposure to radio-frequency fields has to take into account both the field strength as well as the duration. Because it was performed with the Smart Meter and the collector on a continuous operating mode, which is not how the Smart Meters and collectors will function in real life, the BCCDC report provides no information on exposure when radio transmission is intermittent. While the transmission power of the Smart Meters used by BC Hydro is similar to cell phones, the duration of transmission is extremely short compared to usual cell phone use. BC Hydro recently engaged an independent professional engineering firm to repeat the BCCDC measurements, using better instrumentation. The Medical Health Officer has been given a copy of the report and understands that BC Hydro will be posting the report online soon. The independent report confirms that the Smart Meters will be transmitting in short bursts totaling to less than 1 minute a day. The independent report notes that because of the low field level from the Smart Meter, it is difficult to separate the radio frequency field contribution of the Smart Meter from the existing background radio-frequency field in everyday environment. Even including the background into the calculation, the reported power density at 20 cm (8 inches) away from the Smart Meter is 2.3 micro Watts per centimeter squared, very similar to the information posted online by BC Hydro, and more than 200 times less than the Health Canada Safety Code 6. In terms of collectors, BC Hydro expects each of them to be transmitting less than 13 minutes a day. BC Hydro collectors will be mounted on top of utility poles, 18 – 24 feet above ground. Radio signals drops off very rapidly as the distance increases from the source (twice the distance, 1/4 of the power; ten times the distance, 1/100 of the power etc). So the field strength would decrease dramatically in the areas away from a meter or collector.

Promoting wellness. Ensuring care. Vancouver Coastal Health Authority

Regarding cancer risk, the recent decision by the WHO to classify radio frequency electromagnetic field as possibly carcinogenic (Class 2B) is based on epidemiological uncertainties surrounding the long term and heavy use of cell phones held to the ear. This is not the case with respect to exposure from Smart Meters or the collectors. Information regarding the WHO decision is available online:
http://www.iarc.fr/en/media-centre/pr/2011/pdfs/pr208_E.pdf

The public delegation is also concerned about electromagnetic hypersensitivity (EHS). A quote from the WHO is included in the delegation's submission to Council. The following is found in the conclusion section of the WHO fact sheet on EHS: "EHS is characterized by a variety of non-specific symptoms that differ from individual to individual. The symptoms are certainly real and can vary widely in their severity. Whatever its cause, EHS can be a disabling problem for the affected individual. EHS has no clear diagnostic criteria and there is no scientific basis to link EHS symptoms to EMF exposure. Further, EHS is not a medical diagnosis, nor is it clear that it represents a single medical problem".
<http://www.who.int/mediacentre/factsheets/fs296/en/index.html>

With respect to roles, the Medical Health Officer under the Public Health Act has a responsibility to monitor the health of the population and investigate health hazards. The Medical Health Officer does so in partnership with other health authority staff (including the Chief Medical Health Officer), the BC Centre for Disease Control, as well as with the province (the Provincial Health Officer, and provincial ministries). Dr. Patricia Daly, Chief Medical Health Officer for Vancouver Coastal Health recently posted online an analysis of cell phone base stations (towers):

http://www.vch.ca/about_us/news/concerns_about_cell_phone_tower_radiation_addressed Although this analysis focuses on cell phone base stations, the background information and conclusions apply to smart meters equally well. The Medical Health Officer will continue to monitor the scientific research on radio frequency fields in collaboration with other public health professionals.

Sincerely



James Lu MD, MHSc
Medical Health Officer – Richmond
Vancouver Coastal Health

CC: Dr. Patricia Daly, Chief Medical Health Officer, Vancouver Coastal Health

1. Questions raised by the delegation's submission

Utilities around the world are facing the challenge of upgrading aging infrastructure in order to continue to deliver power reliably and safely. That's why smart meters are part of the new global standard for electricity service delivery.

In British Columbia, the electricity grid is the backbone of our economy. It powers our homes and business and supports our overall quality of life. The number of electricity dependent types of technology that we use today has increased significantly since the grid was built in the 1950's. In addition, we expect our growing economy to increase the demand for electricity by 40 per cent over the next 20 years. Upgrades to the provincial grid infrastructure are necessary to ensure we can continue to deliver electricity to customers throughout the province when they need it.

Just like there are several types of cars or computers on the market, there are different types of smart metering systems, designed for different business objectives. BC Hydro's Smart Metering Program includes system wide upgrades to the electricity grid of which smart meters are the end points.

Smart meters are a safe and cost effective way to modernize the electricity system for the benefit of British Columbians. In fact, a more efficient and cost effective grid will reduce rate pressures by more than \$70 million over the next three years alone.

Smart meters will help BC Hydro get your lights back on faster and more safely in the event of an outage; they will provide you with tools to manage your energy use and save money; and they will help us keep your rates low by reducing waste and other costs.

Please find the questions addressed below in the order they were raised.

Public Consultation

Electricity is an essential service and the backbone of our economy. BC Hydro is responsible for delivering safe, reliable, and cost-effective electricity to homes and businesses across the province. The delivery of electricity service involves extensive infrastructure throughout the province - approximately 18,000 km of transmission lines, 56,000 km of distribution lines, 260 substations and 1.8 million meters. The smart meter replaces the existing BC Hydro meter that connects the customer to the electricity grid. Smart meters are part of the new a global standard for delivery.

Since smart meters were announced in 2007 at the Union of British Columbia Municipalities annual convention, BC Hydro has included smart meters in our planning and province-wide communications. We have informed customers about the program through open houses, letters, emails, bill inserts, newsletters, our website, advertising, our call centre and pre-installation communications. The majority – 99.9 per cent – of our customers accept smart meters as a necessary upgrade.

The BC Utilities Commission (BCUC) will review the prudence of BC Hydro's decisions and actions in relation to the implementation of the Smart Metering Program. Furthermore, BC Hydro submits quarterly updates to the BCUC on the program, which can be found on the [BCUC website](#).

BC Hydro is committed to continuing to build awareness of the Smart Metering Program, and addressing our customers' questions and concerns.

Procurement

BC Hydro's smart metering system contracts are awarded through a market driven, competitive and transparent process. Requests for Proposals (RFP's) were posted on BC Bid for any interested market participant to respond.

The decision to award any Smart Metering Program contract is made by an evaluation team consisting of appropriate subject matter experts. The final recommendation is then taken to the Board of Directors for approval. The Board themselves are subject to highly rigorous governance rules and policies. In addition, the smart meter procurement processes were overseen by an independent Fairness Advisor who provided BC Hydro with a written opinion that the procurements were fair and compliant with stated procurement policies and objectives.

Over the last four years, BC Hydro has thoroughly researched all of the available options and after an open, competitive tendering process, chose a smart metering system that was the best possible solution for our customer, operational and infrastructure requirements. Other options would either not work in British Columbia with our existing electricity system, infrastructure and topography, or would be prohibitively expensive.

Health

Our provincial health authorities and scientific experts have confirmed that smart meters are safe. BC Hydro's smart meters will be active, in total, for an average of one minute per day. In fact, the exposure to radio frequency from a BC Hydro smart meter over its entire 20-year life span is equivalent to the exposure during a single 30-minute cell phone call. Additionally, our smart meters are well below Health Canada's exposure limits and the precautionary limits set by Switzerland, the country with the most rigorous standards in the world.

Radio frequency has been studied extensively over the past three decades and in more than 25,000 peer-reviewed studies, and no relationship between low levels of radio frequency exposure and health has been demonstrated. BC Hydro recognizes that there is active discussion and ongoing research into the possible health and environmental effects related to radio frequency signals.

In putting radio frequency, particularly heavy cell phone use, into Category 2B, the World Health Organization (WHO) explained that after reviewing thousands of studies they could not draw any definitive conclusions, but have called for further investigation.

While smart meters and cell phones both communicate wirelessly, they have different parameters. Smart meters are located outside of the home and transmit less than one minute per day at one hundredth the power of a cell phone. Again, the cumulative exposure to radio frequency from a smart meter – over its entire 20-year lifespan – is the equivalent to a 30 minute cell phone conversation.

If everything listed in the World Health Organization's Category 2B was banned there would be no cars, no coffee, no pickles, no WiFi, no cell phones, no medical alert systems, no GPS, no radios, no TV's, or airports. Doctors would not be allowed to carry pagers to deal with emergency situations. Retailers would not be able to use debit card

readers or security systems. Couriers would not be able to track your packages. Coffee shops, convention centers and hotels with Wi-Fi would be considered hazardous work environments.

For more information on the WHO's announcement, please refer to Provincial Health Officer Perry Kendall's [statement](#).

We understand that some Richmond residents have concerns related to the Smart Metering Program. For those individuals who have unique health circumstances, BC Hydro is committed to working with them on a case by case basis to determine mutually agreeable solutions. We encourage customers who have questions or concerns to contact us directly at smartmeters@bchydro.com or 1-866-535-5505.

More information on smart meters and radio frequency can be found in the attached fact sheet.

Privacy & Security

We take the responsibility to protect our customers' privacy and security very seriously, and we are working closely with the Office of the Information and Privacy Commissioner for British Columbia to ensure we meet legislated privacy standards, and that appropriate privacy and security measures are built into the entire smart grid system. All information BC Hydro collects is handled in accordance with B.C.'s *Freedom of Information and Protection of Privacy Act*. BC Hydro does not share personal information with third parties, unless required by law.

Smart meters do not capture real-time usage – they record total energy consumption on an *hourly* basis and cannot identify the specific appliance or activity that used the energy. This is the same type of information that the old meters have always collected.

Further, it is an industry best practice to use multiple layers of security to ensure there are no single points of vulnerability in a system. BC Hydro's smart meters use multiple layers of security: the data is encrypted, transmitted through secure channels, processed in secure facilities and managed by strict access control policies – much like online banking.

For more information about the privacy and security of the smart metering system, please see the attached fact sheet.

Cost

The Smart Metering Program will pay for itself by helping BC Hydro manage the electricity system more efficiently and cost-effectively.

Smart meters will save families and businesses about \$70 million over the next three years alone through lower rates. In the longer term, the program returns \$1.6 billion in benefits over 20 years. All of those savings will be passed on to customers, helping to keep your rates among the lowest in North America.

Smart meters will also help you reduce your electricity bills by providing more information about how much power you are using. New conservation tools can help you save up to 15 per cent.

Once the smart metering system is in place, you will be able to track your energy use by accessing a password protected BC Hydro account online. Your online account will display how much energy you have used, when it was used and at what cost – up to the previous day. Every customer will have access to this new tool *free of charge*.

More information about the costs and benefits of the program can be found in the attached business case.

Experiences in Other Jurisdictions

Smart meters are the new global standard for a modern power grid – about one billion smart meters will be installed worldwide by 2020.

In Ontario, the rollout of time-of-use rates coincided with the introduction of the HST and the extreme heat wave last summer – which were the real causes of the rate increase. It should be noted, that BC Hydro will not be adopting time-of-use rates. Time-of-use rates are used by other jurisdictions to reduce demand at peak times. The fact is we don't need them here in B.C. because we have a flexible hydroelectric system. We can rely on our hydro power that we store throughout the year so that we have enough electricity available to us on those peak days.

Tests in California and Texas have shown smart meters to be 99.96 per cent accurate. Accuracy problems – that may have resulted in bill increases – in those jurisdictions turned out to be with the old meters. Federal regulations from Measurement Canada requires that all meters in service in Canada, including new smart meters, are within a 1 per cent accuracy tolerance.

Smart meter Installation

As we exchange our meters throughout the province we are finding some unsafe situations related to the customer's wiring and/or their meter socket.

Broken Meter Sockets: Through our meter installation process we are identifying a small number of situations where there is damage to the meter socket. We are taking the necessary steps to ensure the customer's home is safe.

While we're only discovering this issue in approximately 0.05 per cent of our installations, it is critical that these situations be repaired before electricity is restored so that residents and our workers are safe.

Safety must remain our top priority.

Electricity Theft: Please refer to section 6.

Fire: The risk of smart meters causing electrical problems is the same extremely low risk that exists with today's meters. Smart meters consume very little power. It would be comparable to saying your monitor on standby is a fire risk.

In addition, the Smart Metering Program will introduce new technology that will help to substantially reduce the current levels of electricity theft – and the fires associated with them. Surrey's Fire Chief Len Garris says, "If there's anything that will have a single

dramatic effect on public safety issues and the risk of fire and electrocution in communities BC, it will be the installation of smart metering."

Through the installation process, we are uncovering unsafe situations related to customers' wiring that, if left unaddressed, could cause fire. For more information, please see section 6.

Interference

Smart meters are very friendly to other wireless devices. BC Hydro meters use "frequency hopping" technology, which is resistant to interference. If the channel is being utilized by another device, the smart meter will find an alternative communication channel.

Individuals concerned about medical devices should know modern medical devices have built-in features to protect them from most types of interference produced by other electrical equipment a person may encounter in their daily lives. For example, studies indicate that current pacemakers have been designed to filter out any electromagnetic interference effects from wireless technology such as cellular phones and two-way radios.

BC Hydro's smart meters have been benchmarked against the most stringent standards in the world for radio frequency exposure, and their power density is well below that limit. In addition, they transmit for less than a minute a day.

Customers who are concerned about interference with their medical devices are advised to talk to their doctors.

2. Input from the Medical Health Officer

Not applicable.

3. Information on the status of smart meters in Richmond

BC Hydro began installing smart meters in Richmond in July 2012, and we expect to finish installations in your area by January 2012.

To date, BC Hydro has installed approximately 45,000 meters in your community.

4. Matters of jurisdiction between the various parties involved

All residential and commercial customers will be receiving a smart meter not only because doing so is integral to modernizing our system, but also as part of our requirement to meet our obligations under the Province of British Columbia's *Hydro and Power Authority Act* and the *Clean Energy Act*. Smart meters are an integral part of the provincial electricity system that BC Hydro is responsible for delivering and maintaining.

As a condition of accepting continuous electric service, BC Hydro has the right to enter your property to install and maintain electric meters, including smart meters. BC Hydro will be installing the new smart meter in the same location as the existing meter.

The homeowner owns the meter base that the smart meter connects to. Customers can move the meter base and location of the smart meter the property, at the customer's cost. If a customer would like more information about the option to relocate the smart meter and the required next steps, please contact us at 1-866-535-5505.

5. What the city's role in granting protections may be, and the associated costs

Not applicable.

6. The various processes for shutting down power to homes with suspected grow-ops

Through our meter installation process we are identifying a small number of homes where there is an illegal alteration to, or bypass of, the meter – in some cases these alterations were likely made prior to them owning and living in their house.

We must turn off the power until the safety risk of a potential electrocution or house fire can be eliminated. This step is absolutely necessary to ensure the safety of the resident and BC Hydro workers. We have no way of knowing what other alterations have been made beyond what has been observed when the meter is pulled off.

We there is physical evidence of tampering, BC Hydro takes the following steps:

- A security investigation is immediately triggered and BC Hydro personnel are sent to the premises. Power is disconnected to keep everyone safe.
- There are security protocols that must be followed when investigating a theft and that precludes immediately notifying the customer.
- The homeowner is notified after the security investigation has been completed – within 24 hours.
- The customer needs to remove the bypass and make any necessary repair before a new meter can be safely installed and power restored.
- It is the customer's responsibility to find an electrician to complete the repair work, including completing the necessary permitting process. Once the work has been completed the customer (or their electrician) will contact BC Hydro to reconnect service.
- BC Hydro recognizes that there are some cases where our customers are victims of electricity diversions, as alterations are sometimes made prior to them owning and living in their houses.

7. BC Hydro's employment situation and other cost issues

Please clarify this question to ensure we provide you with the information you require.

8. A map of the City of Richmond showing the locations of the smart meter data collector

For safety and security reasons, BC Hydro does not disclose the location grid infrastructure.

BC HYDRO'S SMART METERING PROGRAM



British Columbia's electricity system has changed very little over the past 50 years and has not kept pace with the rapid growth of technology and other demands on the system. Introducing smart meters is a key first step in modernizing BC Hydro's electricity system.

BC Hydro's new smart meters will provide many benefits to B.C. families and businesses, helping them save money and also allow them to make choices about how they manage their electricity consumption.

HOW WILL SMART METERS BENEFIT YOU?

Keeping rates low

BC Hydro can operate more efficiently with smart meters by reducing power loss, which will benefit B.C. customers by helping to keep our rates among the lowest in North America. They will save our customers about \$70 million over the next three years alone in lower rates.

New customer tools to manage energy use and save money

Customers and businesses will have access to new smart meter enabled tools that they can use to manage and conserve their energy use by up to 15 per cent, helping them save money.

Get the lights back on faster and more safely during power outages

Right now, when your power is out, you need to call BC Hydro to let us know. Smart meters will automatically send an alert to BC Hydro when your power goes out, so that our crews can get to the outage and restore power faster.

Support innovative new uses of clean electricity

Smart meters will create new opportunities in the green energy field by enabling small, local generation sources – such as wind, solar, biomass and geothermal – to connect to the grid, ensuring our energy remains clean and renewable.

DID YOU KNOW THAT SMART METERS...

- Are the new global standard for a modern power grid – about one billion smart meters will be installed worldwide by 2020.
- Are safe – they communicate at very low power for an average of 1 minute per day.
- Help keep rates low reducing rate pressures by \$70 million over the next three years alone.
- Help you reduce your energy use – new conservation tools enabled by smart meters can help you conserve up to 15 per cent of your energy.
- Are secure – your data is protected with an encryption system similar to online banking systems.
- Are accurate – tests show smart meters are 99.99% accurate.
- And other wireless electrical and water meters are used by: Nelson Hydro, FortisBC, City of Penticton, City of Abbotsford, City of Grand Forks, City of Richmond, City of Chilliwack, Village of Queen Charlotte.

Public Safety

"If there's anything that will have a single dramatic effect on public safety issues and the risk of fire and electrocution in communities throughout B.C., it will be the installation of smart metering."

Len Garis,
Surrey Fire Chief

Choices

"Our research has shown that the deployment of innovative clean technologies such as smart meters allows consumers to make choices about their use of energy. Today's enlightened consumers want to make a difference, and this type of technology allows them to do so."

John Wiebe,
CEO, GLOBE Foundation

Sustainable Clean Energy Future for Generations

"We are very fortunate that B.C. is one of the places in the world where the use of new technologies, such as electric vehicles, will really make the most difference. That's because electric vehicles operating in B.C. will be using clean, hydroelectric energy, not electricity made from burning coal. Smart metering will enable us to incorporate new renewable energy sources and advanced technologies, arming us for the inclusion of 21st century innovations."

Dr. Brian Nattrass,
Sustainability Partners

BC HYDRO'S SMART METERING PROGRAM



MYTH VS. FACT

MYTH: Smart meters are harmful to your health

FACT: Smart meters are safe, as confirmed by health and science authorities including B.C.'s Provincial Health Officer.

- Smart meters communicate for a total average of one minute per day.
- Exposure to radio frequency during a 20-year life span of a smart meter is equivalent to the exposure during a single 30-minute cell phone call.
- BC Hydro's smart meters are well below Health Canada's exposure limits and the precautionary limits set by Switzerland, the country with the most rigorous standards in the world.

MYTH: Smart meters will increase your electricity bill

FACT: The Smart Metering Program will help keep rates low by creating a more efficient power system and reducing power loss. They will save customers about \$70 million over the next three years through lower rates.

MYTH: Smart meters will reveal your personal behaviour or habits

FACT: Smart meters do not capture real-time usage – they only record total energy consumption on an hourly basis and cannot identify the specific appliance or activity that used the energy. This is the same type of information that the old meters have always collected.

MYTH: Smart meters will allow the sale of your personal information

FACT: All information BC Hydro collects is handled in accordance with B.C.'s *Freedom of Information and Protection of Privacy Act*. BC Hydro does not share personal information with third parties, unless required by law. We have also been working with the Office of the Information and Privacy Commissioner to help ensure your personal information remains secure.

MYTH: Smart meters can be easily hacked

FACT: It is an industry best practice to use multiple layers of security and ensure there are no single points of vulnerability in a system. BC Hydro's smart meters use multiple layers of security: the data is encrypted, transmitted through secure channels, processed in secure facilities and managed by strict access control policies – much like online banking.

MYTH: Smart meters will make your appliances malfunction

FACT: Installation of a smart meter at a residence generally results in a one-minute power outage. Household appliances are designed to withstand simple power interruptions, such as those caused by storms. Replacing an old mechanical meter with a smart meter is no different.

MYTH: Smart meters will not help you conserve electricity

FACT: Smart meters will provide you with access to new tools to manage your energy use, helping you save money and conserve electricity. Conservation tools can help you reduce your energy use by up to 15 per cent.

MYTH: The Smart Metering Program is too expensive

FACT: The Smart Metering Program will pay for itself by helping BC Hydro manage the electricity system more efficiently and cost-effectively. For example, the program allows a more accurate measurement of the amount of electricity on the system to help reduce wasted electricity. Another example is that we will be able to more efficiently dispatch crews during power outages, thereby reducing the number of repeat trips to a neighbourhood and streamlining the restoration process.

MYTH: Smart meters contain mercury

FACT: The Itron OpenWay CENTRON meters that are being installed in B.C. do not contain mercury. This myth stems from a product disposal manual for older Itron products that are no longer manufactured, and are not used by BC Hydro.

You can count on us to continue to provide important Smart Metering Program information.
Learn more at bchydro.com/smartmeters or e-mail us at smartmeters@bchydro.com

BC Hydro | **50**
REGENERATION



UNDERSTANDING RADIO FREQUENCY AND BC HYDRO'S SMART METERS

Safety is our top priority for BC Hydro and is an important focus of the Smart Metering Program. After decades of research, there are no demonstrable health or environmental effects from exposure to low level radio frequency signals.

Here are the facts about smart meters and their low level radio frequency:

Smart meters are active for an average of one minute per day.

Residential smart meters are active for a total average of one minute per day, which includes the relay of information that may be required for data transmission and coordination between meters. In fact, the exposure to radio frequency from a smart meter—over its entire 20-year life span—is equal to a single 30 minute cell phone call.

Smart meters communicate using very low power signals.

Unlike other wireless infrastructure, smart meters use very low power signals—about one watt. This is less than 2 microwatts per centimetre squared ($\mu\text{W}/\text{cm}^2$) when standing adjacent to the meter.

Radio frequency signal strength goes down quickly with distance.

Smart meters are installed outside customer homes and the power density reduces with distance. Three metres from the smart meter, the radio frequency signal drops to less than 0.5 per cent ($0.005 \mu\text{W}/\text{cm}^2$) of the Health Canada exposure limits.

In high-density residential complexes, like apartment buildings, the meters communicate with each other using collaborative network technology. Due to the closeness of meters within the meter bank, the cumulative effect peaks at just two times the power density of a single meter. This is equal to spending four minutes in a wireless internet café over one year.

Smart meter signals are far lower than some of the strictest thresholds in the world.

Europe has some of the world's strictest radio frequency regulations. Switzerland, for example, has a precautionary limit of $4.5 \mu\text{W}/\text{cm}^2$ for highly sensitive areas like schools and hospitals. In comparison, BC Hydro smart meter signals—at the same distance of 20 centimetres (8 inches)—are less than $2 \mu\text{W}/\text{cm}^2$.

Existing meter boxes act like a reflective shield.

Existing meter boxes, the socket where smart meters are installed, act like a reflective shield that further directs smart meter radio frequency signals away from the home.

Like smart meters, collectors use lower power, infrequent, short signals.

Collectors, which receive data from smart meters and send it to BC Hydro, are mounted on existing utility poles 5.5 to 7.5 metres (18 to 24 feet) off the ground and are inactive 99 per cent of the time. The collector also uses extremely low power—about one watt.

BC's health authorities confirm that smart meters pose no known health risk or reason for concern.

Dr. Patricia Daly and Dr. John Blatherwick, the current and previous Chief Medical Health Officers for Vancouver Coastal Health, confirm there is no known health risk and no reason for concern over radio frequency from normal cell phone usage. Smart meters transmit at one hundredth the power of a cell phone.

ADDITIONAL RESOURCES

B.C. Centre for Disease Control

Measurement of Radio Frequency (RF) Emissions from BC Hydro Smart Meters and an Associated Collector

http://www.bccdc.ca/NR/rdonlyres/43EF885D-8211-4BCF-8FA9-0B34076CE364/0/June92011_BCCDCReport_BCHydroSmartMeters.pdf.

Electric Power Research Institute

An Investigation of Radiofrequency Fields Associated with the Itron Smart Meter - December 2010

http://my.epri.com/portal/server.pt?Abstract_id=000000000001021126

California Science Council on Science and Technology

Health Impacts of Radio Frequency from Smart Meters - January, 2011

<http://www.ccst.us/publications/2011/2011smartA.pdf>

Edison Electric Institute (EEI), Association of Edison Illuminating Companies (AEIC), Utilities Telecom Council (UTC)

A Discussion of Smart Meters and RF Exposure Issues

http://www.aeic.org/meter_service/smartmetersandrf031511.pdf

University of Ottawa Wireless Communications and Health

Frequently Asked Questions

<http://www.rfcom.ca/faq/index.shtml>

International Commission on Non-Ionizing Radiation Protection (ICNIRP)

Exposure to high frequency electromagnetic fields, biological effects and health consequences (100 kHz-300 GHz) - 2009

<http://www.icnirp.de/documents/RFReview.pdf>

World Health Organization

EMF Worldwide Standards Database

<http://www.who.int/docstore/peh-emf/EMFStandards/who-0102/Worldmap5.htm>

Switzerland Federal Office for the Environment

Non-ionizing Radiation Information, Technical Reports, and Ordinance

<http://www.bafu.admin.ch/elektrosmog/01079/index.html?lang=en>

Institute of Electrical and Electronics Engineers (IEEE)

IEEE Standard for Safety Levels with Respect to Human Exposure to Radio Frequency Electromagnetic Fields, 3 kHz to 300 GHz (C95.1-2005)

<http://standards.ieee.org/findstds/standard/C95.1-2005.html>

Health Canada

Safety Code 6 - August 2009

http://www.hc-sc.gc.ca/ewh-semt/pubs/radiation/radio_guide-lignes_direct-eng.php

Industry Canada

Canadian Table of Frequency Allocations

[http://www.ic.gc.ca/eic/site/smt-gst.nsf/vwapj/spectallocation-08.pdf/\\$FILE/spectallocation-08.pdf](http://www.ic.gc.ca/eic/site/smt-gst.nsf/vwapj/spectallocation-08.pdf/$FILE/spectallocation-08.pdf)

US Federal Communications Commission

Radio Frequency Safety FAQ - August 2010

<http://www.fcc.gov/oet/rfsafety/rf-faqs.html>

Customers can count on us to continue to provide important Smart Metering Program information.
Learn more at bchydro.com/smartmeters or e-mail us at smartmeters@bchydro.com.

BC Hydro | **50**
REGENERATION



SMART METER SECURITY AND YOUR PRIVACY

BC Hydro has been collecting electricity consumption information, and protecting the privacy of your personal information, for 50 years. We continue to take the responsibility of protecting the privacy and security of your personal information very seriously and that is why we are working closely with the Office of the Information and Privacy Commissioner for British Columbia (OIPC) to ensure we meet legislated privacy standards, and that appropriate privacy and security measures are built into the entire smart grid system.

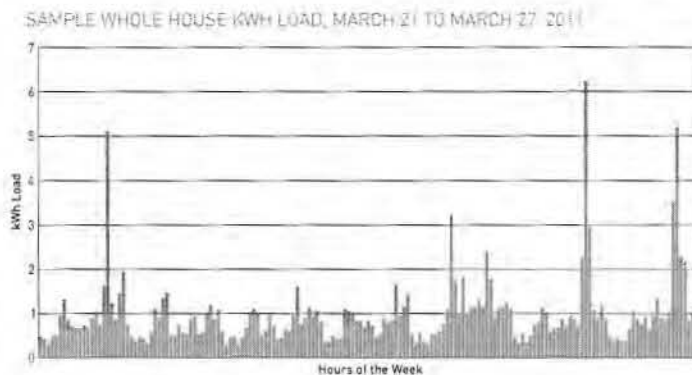
BC Hydro's smart meters do not know what appliances you are using

Smart meters cannot identify which appliances you are using, or when you are using them. Your meter will measure and report the aggregate amount of energy used or generated in your home on an hourly-basis. In total, this is the same electricity consumption data that BC Hydro has always collected, just collected more frequently.

Smart meter data does not reveal your behaviour or habits

Smart meters record the total aggregated electricity usage on an hourly basis; smart meters do not capture real-time usage.

Many appliances turn on and off automatically, such as your refrigerator or baseboard heater, while others constantly consume a low level of energy such as digital alarm clocks. Due to the automated nature of many appliances' electricity consumption, and the fact that smart meters only record total usage on an hourly basis, BC Hydro cannot identify or infer your activities within your own home. BC Hydro uses the collective information from all customers to effectively manage electricity resources and plan for electricity transmission systems to ensure high quality power is available to you whenever you need it. Below is a visualization of a house's consumption data BC Hydro collects over a week.



Smart meters do not store personally-identifiable information

The information collected by smart meters will be handled in accordance with British Columbia's *Freedom of Information and Protection of Privacy Act* (FOIPPA)—just as it is now with your existing meter. As part of our 'privacy-by-design' development approach, BC Hydro's smart meter will only contain measured consumption information and not any customer's personal identifiers (such as name, address, account numbers, or others). Once the smart meter data has been securely transmitted to BC Hydro's protected data centre, your electricity consumption information is then aligned with your account information to enable customer billing.

BC Hydro will not sell your personal information to third parties

All of the information BC Hydro collects will continue to be handled in accordance with British Columbia's *Freedom of Information and Protection of Privacy Act* (FOIPPA). BC Hydro is prohibited from disclosing personal information to third parties unless required by law as described in FOIPPA. In the case of customer service inquiries, validation of the customer's account is required and access by our customer service representatives will be logged to ensure adherence to privacy policies.

Smart meters securely communicate consumption info using multiple layers of encryption

Smart meter data is protected through a specially designed communication protocol that controls access using security certificates (asymmetric-key cryptography) and scrambles data using encryption (symmetric-key cryptography). The two cryptographic systems work together to ensure that the data remains secure and the communication channels cannot be infiltrated by external entities.

Security industry professionals recognize the industry best practice of using multiple layers of security is the best way to ensure there are no single points of vulnerability from either a security or privacy perspective. BC Hydro's smart meters use multiple layers of security, starting with the data being encrypted, transmitted through secure channels, processed in secured facilities, and managed by rigorous access control policies.

B.C. Office of the Information and Privacy Commissioner Review

The B.C. Information and Privacy Commissioner is reviewing the privacy and security of customer data collected through BC Hydro's Smart Metering Program to ensure your personal information remains secure. BC Hydro welcomes this independent review as we are confident it will help address any customer concerns about privacy within the Smart Metering Program.

Additional Resources

7 Foundational Principles of Privacy by Design Ontario Information and Privacy Commissioner

<http://www.ipc.on.ca/images/Resources/7foundationalprinciples.pdf>

Advanced Encryption Standard (AES)

http://en.wikipedia.org/wiki/Advanced_Encryption_Standard

B.C. Office of the Information and Privacy Commissioner

<http://www.oipc.bc.ca>

Communications Security Establishment Canada (CSEC)

<http://www.cse-cst.gc.ca/index-eng.html>

Elliptic Curve Cryptography (ECC)

http://en.wikipedia.org/wiki/Elliptic_curve_cryptography

Public-Key Cryptography

http://en.wikipedia.org/wiki/Public-key_cryptography

Role-Based Access Control (RBAC)

http://en.wikipedia.org/wiki/Role-based_access_control

7628 Guideline for Smart Grid Cyber Security, NIST Interagency Reports—Computer Security Resource Center

<http://csrc.nist.gov/publications/PubsNISTIRs.html>

North American Electric Reliability Corporation (NERC) Critical Infrastructure Protection

<http://www.nerc.com/page.php?cid=6169>

Customers can count on us to continue to provide important Smart Metering Program information.

Learn more at bchydro.com/smartmeters or email us at smartmeters@bchydro.com.

SMART METERING & INFRASTRUCTURE PROGRAM BUSINESS CASE

BChydro 

FOR GENERATIONS

TABLE OF CONTENTS

Executive Summary	1
Introduction	3
What is the Smart Metering Program?	4
Benefits	5
Improve Safety and Reliability	5
Enhance Customer Service	6
Reduce Electricity Theft	6
Improve Operational Efficiency and Reduce Wasted Electricity	7
Support Greater Customer Choice and Control	7
Help Modernize BC Hydro's Electricity System	8
Financial Analysis	8
Quantified Benefits	8
Benefits Realization	9
Program Costs	11
Net Present Value	11
Risks	11
Lessons Learned from Other Jurisdictions	11
Key Timeline for Customers	13
Appendix 1: Smart Meter Security, Privacy and Safety	14
Appendix 2: Program Scope	18
Appendix 3: Research	22
Appendix 4: Quantified Benefits and Key Assumptions	24
Appendix 5: Additional Non-Quantified Benefits	29
Appendix 6: Business Case Analysis	31
Appendix 7: Rate Analysis	33
Appendix 8: Key Business Risks	35
Appendix 9: Managing Risk Through Procurement	37
Appendix 10: Technology and Industry Standards Groups	38



Glossary	39
----------------	----

List of Tables

Table 1: Program Benefits as of December 2010—in Present Value	9
Table 2: Smart Metering Program Budget.....	10
Table 3: Summary of Lessons Learned from Other Jurisdictions.....	12
Table 4: Key Timeline for Customers.....	13

List of Figures

Figure 1: Budget Components by Percentage with Specific Focus on the Implementation Phase.....	11
---------------------------------------------------------------------------------------------------	----



EXECUTIVE SUMMARY

In 2011, BC Hydro will begin implementation of the Smart Metering Program. The Smart Metering Program will pay for itself through reduced theft of electricity, energy savings, and operating efficiencies.

BC Hydro's Smart Metering Program is an important foundational step in the modernization of BC Hydro's electricity system. The program involves replacing existing customer meters, now becoming obsolete, with a comprehensive smart metering system. This system includes the technology and telecommunications infrastructure needed for BC Hydro to continue to manage the electricity system in a reliable, safe and cost-effective manner.

Substantial Benefits to Customers

The Smart Metering Program will:

- **Improve safety and reliability** through faster and precise outage notification and a reduction in the damage caused by illegal electricity diversions.
- **Enhance customer service** by reporting electricity use more accurately, eliminating estimated bills, simplifying the process of opening and closing an account when moving, and reducing the need for onsite visits by field crews.
- **Reduce electricity theft** that currently amounts to approximately \$100 million a year in lost revenue—costs that are borne by all legitimate BC Hydro customers.
- **Improve operational efficiency and reduce wasted electricity** through voltage optimization. Lower operating costs are passed on to all customers in rates.
- **Support greater customer choice and control** by offering optional in-home feedback tools that provide direct and timely information to customers about their electricity consumption.
- **Help modernize British Columbia's electricity system** by replacing nearly obsolete meters, and creating the foundation for supporting new uses of electricity such as electric vehicles, customer generation and microgrids.

Implementation to be Prudent and On Budget

Smart meter installation will be on time and on budget. Installation of smart meters will begin in 2011 and will be complete by the end of 2012 with other elements of the program implemented through 2014.

Security, privacy and safety features in smart metering infrastructure will include encryption of data similar to that used by online banking systems, and mandatory criteria was included in all procurement processes to ensure only proven technologies were considered.

BC Hydro will maintain existing rate structures throughout the meter installation process. Any new rate structures will be subject to public consultation and review by the independent British Columbia Utilities Commission.

The BC Utilities Commission will review the prudence of BC Hydro's decisions and actions in relation to the implementation of the program.

Benefits for BC Hydro Customers Exceed Costs

The Smart Metering Program business case shows that the benefits exceed the cost by \$520 million in today's dollars. These benefits are attributed to four primary areas including:

- **Operating Efficiencies**—More efficient use of distribution assets and streamlining of business processes, reducing operating and future capital expenses;
- **Energy Savings**—Lower electricity use through improved system control, operational efficiencies and providing customers with new options to better manage their electricity consumption;

- **Revenue Protection**—Includes both recovery of revenue (e.g. back-billing) and prevention of future potential revenue loss (e.g. reduced theft); and
- **Capacity Savings**—Lower electricity use at certain key periods, which reduces peak demand and capacity constraints.

Almost 80 per cent of the quantified benefits delivered through the Smart Metering Program result from BC Hydro activities. If customers take advantage of the conservation tools to be implemented by the Smart Metering Program, the overall benefits increase significantly.

Positive Net Present Value

The Smart Metering Program business case has a net present value (NPV) of \$520 million through F2033. The NPV remains positive even if all costs are incurred but only the BC Hydro operational efficiencies are realized. The NPV also remains positive if all benefits are achieved at the low end of the estimated benefit range.

The following table summarizes the key financial components of the Smart Metering Program business case, resulting in the positive NPV of \$520 million.

BUSINESS CASE SUMMARY IN NOMINAL AND PRESENT VALUE

Business Case Summary	Nominal Value (\$M)	Present Value (\$M)
Gross Benefits attributable to Smart Metering Program, less costs related to the achievement of individual benefits	\$4,658	\$1,629
Less: Ongoing operating and maintenance expenses and incremental asset replacement capital	(745)	(330)
Less: Smart Metering Program Costs	(930)	(779)
Total Net Value for the period F2006 to F2033	\$2,983	\$520

Rate Analysis

Net benefits will flow into lower rates for customers, reducing them below what they would otherwise be in the absence of BC Hydro's investment in the program.

KEY TIMELINE FOR CUSTOMERS

Stage	Timeframe	Key Activities
Program Information	Underway and throughout the program	Customers have access—through the BC Hydro website, bill inserts, and community events—to information about the Smart Metering Program, the smart metering system that will be installed, how it works, and other topics of customer interest. Customers can share their feedback, concerns, and interest directly through calling, email, community events, and customer research.
Installation of Smart Meters	Mid 2011 through 2012	Customers receive information packages before smart meters are installed in their community ¹ .
In-home Feedback Tools	2012 through 2014	Customers receive information highlighting new options available to support their energy conservation efforts. Customers receive a rebate for a basic in-home display device that can be redeemed at select stores. Customers will have access to information about their electricity use, up to the previous day, through a secure Power Smart website.

¹ Smart meter installation will begin simultaneously in communities throughout the province.

INTRODUCTION

BC Hydro was created 50 years ago to plan, build and deliver a clean, reliable supply of electricity to homes and businesses throughout our growing province. Investments in dams, generating stations and transmission and distribution networks ensured a stable supply of electricity for generations of British Columbians that followed.

Thanks to this visionary planning and investment, BC Hydro has been reliably meeting our province's growing energy needs for the last 50 years. However, vitally important elements of our electricity system infrastructure are reaching an age when significant investment is required to keep our system reliable.

At the same time that our electricity system is aging, demand for power is growing. The latest forecasts show demand for electricity in British Columbia growing by as much as 40 per cent over the next 20 years. That's the equivalent of adding five more cities the size of Vancouver to our system.

The Need for Smart Metering

Home electronics, consumer products, and manufacturing automation are just a few examples of how technology has advanced, leading to more electricity use than ever before.

The electricity system that supplies the energy to support this demand hasn't kept pace. For example, meters—the devices that measure how much electricity customers are using—have not fundamentally changed since the 1950s. In fact, the electro-mechanical meter is becoming obsolete and will soon no longer be manufactured.



Customers are using more technology than ever before.

Today, BC Hydro's meters provide a one-way flow of information (from the customer to the utility) that is very basic and not timely. For example, residential and commercial customers might be surprised to learn that BC Hydro does not know of outages until, and unless, customers call to tell us the power is out.

The electricity system must be updated to ensure that BC Hydro can continue to provide customers with safe and reliable electricity.

Modernizing British Columbia's electricity system will also ensure that advances in technology can be accommodated. Without new investment in technology and systems the 20th century electricity system will be unable to support 21st century innovations such as solar panels, electric vehicles and increased customer service options.

Utilities around the world are upgrading their electricity systems and adopting smart meters to enhance customer service, improve reliability and make their operations more efficient. By 2015, 250 million smart meters will be installed worldwide².

In short, investing in smart metering infrastructure is as important as renewing and reinvesting in our dams and generating facilities.

Over the next three years, BC Hydro will be investing \$2 billion per year to build and renew dams, generating facilities, and transmission and distribution networks to ensure a safe and reliable supply of power continues to flow to B.C.'s homes and businesses. A key component of this investment is the Smart Metering Program.

WHAT IS THE SMART METERING PROGRAM?

Smart meters are part of an integrated program that will pay for itself through reduced theft of electricity, energy savings, and operational efficiencies. This means that over the long term the Smart Metering Program will reduce customer rates below what they would otherwise be in the absence of BC Hydro's investment in the program.

BC Hydro's Smart Metering Program is an important foundational step in the modernization of BC Hydro's electricity system. It involves replacing existing customer meters with smart meters and upgrading the technology and telecommunications infrastructure that allows BC Hydro to manage the electricity system in a reliable, safe and cost-effective manner.

The program consists of:

- Smart meters are digital meters that allow two-way communications between a customer's meter and BC Hydro through a secure connection that captures the amount of electricity consumed and when. For more information about smart meter safety, security, and privacy, see Appendix 1.
- Optional in-home feedback tools to provide up-to-date energy consumption and price information directly to residential and commercial customers providing them with more choices to actively manage their electricity use.
- Systems and infrastructure to reduce electricity theft that will help to create safer communities and mitigate rate impacts borne by legitimate customers.
- Advanced telecommunications infrastructure to allow BC Hydro to more accurately measure the actual flow of electricity through the system and support advanced electricity system management and customer applications.
- Information technology systems to integrate meter reading data into BC Hydro's customer billing, load forecasting and outage management systems.

The broad scope of the Smart Metering Program is described further in Appendix 2.

Smart meter installation will begin in 2011 and will be complete by the end of 2012. Customers will be notified in advance when the meter exchange will take place in their community. While customers do not need to be home for the meter exchange, they do need to ensure technicians have access to their current meter. There will be a brief service interruption during the meter exchange, which takes only minutes. Once smart meters are installed, customers will have the option of adopting in-home feedback tools. For example:

- Customers can choose to take advantage of incentives to purchase an in-home display device that provides near real-time information about their energy use; and
- All customers will have access to a secure website that provides prior day consumption data and other tools to analyze electricity use.



Your new smart meter will replace the existing meter on the outside of your home or in your meter bank if you live in a multi-dwelling unit. If you choose an optional in-home display, the smart meter can send real-time consumption and price information directly to you.

* Pike Research, November 2009

BENEFITS

BC Hydro's Smart Metering Program delivers substantial benefits to customers. Specifically, the program will:

- Improve safety and reliability;
- Enhance customer service;
- Reduce electricity theft;
- Improve operational efficiency and reduce wasted electricity;
- Support greater customer choice and control; and
- Help modernize British Columbia's electricity system.

Improve Safety and Reliability

Keeping customers' power on requires BC Hydro to dispatch crews day and night, under all types of weather conditions to search for, assess, and repair faults on the electricity system. The current metering infrastructure does not provide any residential customer outage information to BC Hydro. In fact, BC Hydro is not aware of outages until customers call in to inform us that the power is out.

Due to this lack of detailed and specific outage information, field crews engage in significant travel to identify the location and cause of an outage, increasing personal risk as well as delaying restoration times. During storm season, the outages are frequently at multiple locations and the risk is even higher due to the need to drive and fly under adverse conditions.

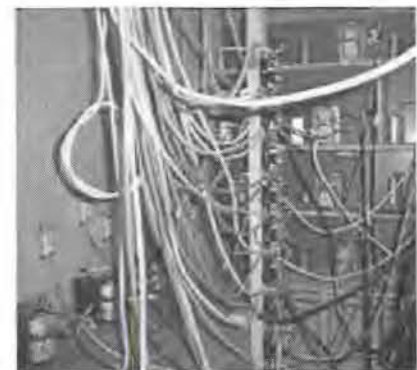
In addition, theft of electricity is occurring in increasingly dangerous ways, posing major safety risks to the general public, first responders and BC Hydro employees through the threat of fire and electrocution. For example, in Surrey, approximately 50 per cent of marijuana growing operations inspected by the fire department involved diversion of electricity from BC Hydro distribution lines. Theft also causes strain on the distribution infrastructure resulting in an estimated 100 premature transformer failures a year.

The Smart Metering Program will deploy new technologies, better analysis and notification tools, and automated decision-making that will result in improved public and employee safety and shorter outage restoration times. Benefits include:

- **Faster outage notification**—Real-time outage notification provided automatically by smart meters will serve to pinpoint problems quickly and specifically, reducing the amount of travel required under adverse conditions and accelerating the restoration process.
- **Reliable restoration notification**—Allowing field crews to quickly confirm the outage has been addressed instead of driving along the electricity lines to look for secondary outage problems.
- **Reduced risk and fewer outages from electricity diversions**—By helping identify potential electricity diversions in a more consistent and automated way, the Smart Metering Program will reduce safety risks and customer outages that are caused by premature transformer failures.



Power line technician during a Campbell River snowstorm.



Smart meters will decrease illegal electricity diversion (shown here), keeping neighbourhoods safe from fires like the one that destroyed this house. Photo credit: Vancouver Fire and Rescue Services and Vancouver Police Department

Enhance Customer Service

Smart meters capture more accurate and detailed electricity use information, which will result in enhanced customer service including:

- **More accurate meter readings**—Anomalies in reported electricity use can be reconciled quickly and accurately with the use of hourly meter data rather than bi-monthly meter reads or estimated bills.
- **Elimination of estimated billing**—With smart meters in place, customer bills will be generated from actual electricity use, not from estimated readings based on profiles.
- **More streamlined moving procedures**—With automated meter reads available on request, customers can receive an accurate, up-to-date final bill and will no longer have to deal with transferring bill amounts when they move into or move out of a home or business.
- **Better informed customer service representatives**—BC Hydro call centre employees will have substantially more accurate information available to address customer questions related to their bills, electricity use, or opportunities for energy savings.
- **Increased privacy and convenience**—Customers will no longer need to provide meter readers with regular access.
- **Reduced onsite visits**—Automated meter reading, automated connection services, and more information available for problem solving, will reduce the need for BC Hydro to send crews to customer homes and businesses resulting in direct savings that will be passed on to customers.



Call centre agents will have more accurate information available to address customer questions related to their bills, electricity use, or opportunities for energy savings.

Reduce Electricity Theft

Legitimate customers bear the cost of electricity theft, which has grown significantly from approximately 500 GWh in 2006 to an estimate of at least 850 GWh today—that's enough power to supply 77,000 homes for a year and amounts to approximately \$100 million a year in energy cost.

Although BC Hydro has identified over 2,600 electricity thefts over the past five years, identifying and confirming theft is a time-consuming, inefficient and expensive manual process. While BC Hydro cannot reasonably expect to eliminate all electricity theft, augmenting the current manual process with new technology will substantially reduce current levels of theft by:

- **Theft detection**—New distribution system meters (different from those to be installed at customer homes or businesses) located at key points on BC Hydro's system will measure electricity supplied to specific areas. Combined with software tools to enable electricity balancing analysis, distribution system meters will help BC Hydro identify electricity theft more accurately and address it more quickly.
- **Tamper detection**—Smart meters have a tamper detection feature that automatically notifies BC Hydro if they have been removed from the wall or otherwise manipulated.



Electricity theft results in higher rates for legitimate customers.

Reducing electricity theft delivers tangible financial benefits through increased revenue, revenue recovery (e.g. back-billing), and reduced cost of energy.

Improve Operational Efficiency and Reduce Wasted Electricity

Currently, BC Hydro transmits more electricity than needed by customers to ensure there is acceptable power quality delivered to every customer. Reducing wasted electricity benefits all customers through lower operating costs.

The amount of excess energy required can be substantially reduced with better monitoring and control over the distribution system including:

- **Voltage optimization**—Use voltage information collected from smart meters to make existing electricity control devices (voltage regulators, capacitor banks, and transformers) along the distribution system more efficient. Simply put, less electricity will be required to be transmitted to maintain expected power quality, resulting in less electricity having to be generated or purchased, which in turn, lowers costs.
- **Efficiencies in meter reading, meter sampling, distribution system maintenance, outage management, and load research**—Will significantly reduce operating costs.

Support Greater Customer Choice and Control

Today, customers have few tools to manage their electricity use because the current meters do not capture enough information. Without specific and timely information, it is difficult for customers to take advantage of new service options or make informed decisions to actively manage electricity in their own circumstances.

Research has shown that electricity is typically not something customers regularly think about, and that increasing customer awareness by enabling them to view their own consumption in a timely manner can achieve electricity savings of up to 15 per cent. See Appendix 3 for more information related to research.

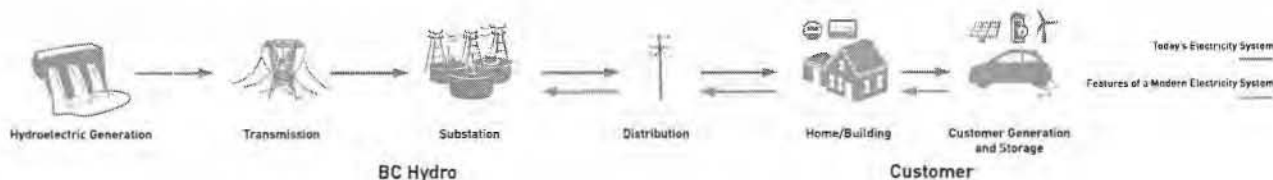
More information and control will help customers to save money—and help to achieve BC Hydro's goal of meeting two-thirds of incremental electricity demand through conservation by 2020.

The Smart Metering Program will enable customers to have greater choice and control of their energy use through:

- **Optional in-home feedback tools**—BC Hydro will provide incentives for customers to adopt market available in-home displays, programmable thermostats, and energy management software products.
- **Power Smart website**—Customers will also have the option of accessing their own secure consumption information through BC Hydro's expanded Power Smart website.
- **Rate Options**—Smart meters capture information that will enable BC Hydro to design new rate structures that encourage conservation during peak periods, such as voluntary time-of-use. The design of these rates will involve consultation with customers and will be subject to review and approval by the BC Utilities Commission.



Optional in-home feedback tools will provide customers with more choices and control.



Help Modernize BC Hydro's Electricity System

BC Hydro's electricity system, including the current base of electromechanical meters, has changed very little over the past 50 years. These older style meters are becoming obsolete, as meter vendors switch to producing smart meters.

Upgrading to a smart metering system is a key foundational step in modernizing BC Hydro's overall electricity system. Additional measurement points throughout the electricity system combined with the ability to measure electricity to and from a customer site will enable:

- **Support for new customer applications**—Advanced telecommunications infrastructure will support advanced electricity system functions and emerging applications like customer generation and microgrids.
- **Support for large-scale clean energy initiatives**—Implementation of smart metering and network operations functions will help BC Hydro to manage new uses for the electricity system such as electric vehicles, electrification of public transportation, community-based generation, and integration of renewable fuel sources. For example, with a more modern electricity system, customers who invest in solar panels, or other clean sources of electricity, could sell excess power back to BC Hydro, or draw electricity from their electric vehicles during a power outage.



With a more modern electricity system, customers who invest in solar panels, or other clean sources of electricity, could sell excess power back to BC Hydro.

FINANCIAL ANALYSIS

The Smart Metering Program business case, originally developed beginning in 2006, was most recently updated in December 2010 and reflects updated benefit assumptions as well as increased cost certainty as a result of the procurement activity during 2010. This section summarizes the benefits, costs, and net present value included in the business case.

Quantified Benefits

The Smart Metering Program business case includes approximately \$1.6 billion in quantified benefits (present value), to be realized over 20 years. These benefits are attributed to four primary areas including:

- **Operational Efficiencies**—More efficient use of distribution assets and streamlining of business processes, thereby reducing operational and future capital expenses;
- **Energy Savings**—Lower electricity use through improved distribution system control, efficiencies and reduced consumption by customers;
- **Revenue Protection**—Includes both recovery of revenue and prevention of future potential revenue loss through reduced theft; and
- **Capacity Savings**—Lower electricity use at certain key periods, which reduces peak demand and capacity constraints.

Almost 80 per cent of the quantified benefits delivered through the Smart Metering Program result from operational efficiencies within BC Hydro. If customers take advantage of the conservation tools offered through the program, the overall benefits increase significantly. Additional information regarding each specific benefit stream, including key assumptions, is provided in Appendix 4.

In addition to the quantified benefits, the Smart Metering Program will deliver numerous other benefits that have not been quantified in this business case or cannot be monetized. A summary of these additional benefits can be found in Appendix 5.

The operational savings delivered by the Smart Metering Program will benefit all BC Hydro customers. As a publically-owned cost-recovery utility, all benefits realized by BC Hydro are passed on to customers and will be reflected in rates. In addition, customers will not be billed separately for the cost of the new smart meters.

TABLE 1: PROGRAM BENEFITS AS OF DECEMBER 2010—IN PRESENT VALUE

Type of Benefit	Description	Expected Benefit (\$ Million)	Sensitivity Range ¹ (\$ Million)
Operational Efficiencies, Avoided Capital	Meter Reading Automation	\$222	\$182–\$247
	Meter Sampling	\$61	\$56–\$66
	Remote Re-connect Automation	\$47	\$42–\$52
	Distribution Asset Optimization	\$15	\$12–\$25
	Outage Management Efficiencies	\$10	\$5–\$15
	Continuous Optimization and Load Research	\$6	\$2–\$10
	Call Center & Billing	(\$2)	(\$4)–\$0
Energy Savings	Voltage Optimization—Commercial Customer Sites	\$108	\$48–\$148
	Voltage Optimization—Distribution System	\$100	\$85–\$150
Revenue Protection	Theft Detection	\$732	\$632–\$832
Derived from BC Hydro Operational Efficiencies (~80%)		\$1,299	\$1,060–\$1,545
Capacity Savings	Voluntary Time-of-use Rates	\$110	\$30–\$250
Energy Savings	Conservation Tools (in-home feedback tools)	\$220	\$170–\$270
Increased Customer Conservation (~20%)		\$330	\$200–\$520
Total Quantified Benefits		\$1,629	\$1,260–\$2,065

Benefits Realization

The Smart Metering Program is a large and complex project designed to deliver significant benefits from across several business groups at BC Hydro. The benefits described in this business case pay for the investment in the program. BC Hydro is implementing a formal benefit realization framework, base-lined with the benefit streams identified in this business case, to ensure accountability and transparency in the measurement and reporting of the benefits over time.

¹ Sensitivity ranges identified for each benefit bracket the probable benefit outcomes. The ranges are based on an assessment of the upside and downside in variability associated with the key drivers behind each benefit.

TABLE 2: SMART METERING PROGRAM BUDGET

\$ millions

Initiation Phase (Completed F2007)		1.4
Identification Phase (Completed F2008)		8.9
Definition Phase (Completed F2011)		38.8
Implementation Phase (F2011–F2014)		
Smart Metering System		
Architecture and Design	8.6	
Assets: Smart Meters, Telecommunications, Software	256.0	
Deployment Activities	126.5	
Sub-Total: Smart Metering System		391.1
Solution Integration (Information Technology)		
Architecture and Design	3.2	
Assets: Meter Data Management System and Other Applications	7.9	
Implementation Activities	49.8	
Sub-Total: Solution Integration (Information Technology)		60.9
Theft Detection		
Architecture and Design	2.6	
Assets: Distribution System Meters, Application Software	62.7	
Deployment Activities	45.2	
Sub-Total: Theft Detection		110.5
Conservation Tools		
Architecture and Design	2.4	
Assets: In-Home Displays, Website, Software Supporting Rates	18.4	
Rebate Program	42.0	
Sub-Total: Conservation Tools		62.8
Grid Modernization Infrastructure Upgrades		
Architecture and Design	1.9	
Assets: Advanced Telecom Devices and Applications	33.0	
Deployment Activities	19.3	
Sub-Total: Grid Modernization Infrastructure Upgrades		54.2
Program Delivery Activities		
Project Management and Controls	22.2	
Safety, Security, Privacy Governance	1.1	
Finance and Regulatory	2.4	
Customer Research, Engagement and Outreach	8.6	
Contract Management	2.7	
Sub-Total: Program Delivery Activities		37.0
Sub-Total: Implementation Phase		716.5
Interest During Construction		14.4
Contingency		60.0
Sub-Total		840.0
Reserve Subject to Board Control		90.0
Total: Program Authorized Amount		930.0

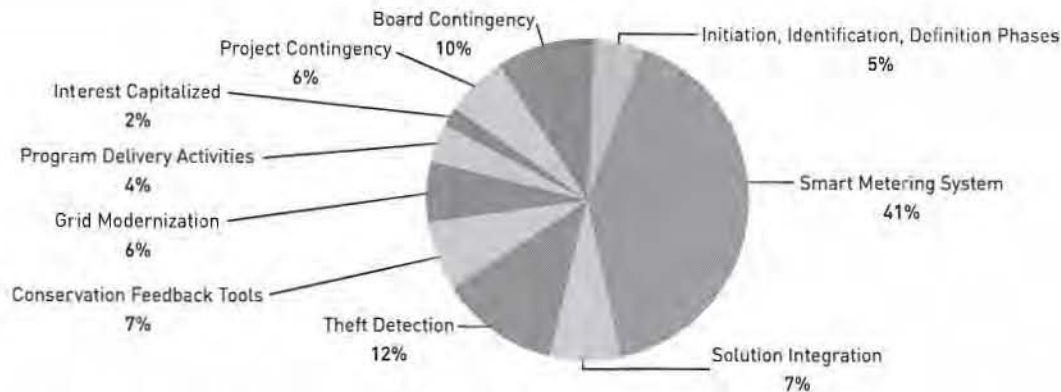


FIGURE 1 | BUDGET COMPONENTS BY PERCENTAGE WITH SPECIFIC FOCUS ON THE IMPLEMENTATION PHASE

Program Costs

The total Authorized Amount for the Smart Metering Program is \$930 million (nominal value) including contingency. The budget was developed using BC Hydro's standard project planning methodology, and is organized into four major phases (see Glossary for definition of phases):

- **Initiation Phase**—Completed in F2007
- **Identification Phase**—Completed in F2008
- **Definition Phase**—Completed in F2011
- **Implementation Phase**—Scheduled to be fully completed in F2014, with the installation of customer meters on track for the December 2012 date as legislated by the Province of British Columbia.

Net Present Value

The Smart Metering Program business case shows a net present value (NPV) of \$520 million through F2033. The NPV remains positive even if all costs are incurred and only the BC Hydro operational efficiencies are realized. The NPV also remains positive if all benefits are achieved at the low end of the estimated benefit range. A more detailed discussion of the business case analysis can be found in Appendix 6.

The positive NPV of the Smart Metering Program will benefit all BC Hydro customers. These net benefits will flow, over time, into lower rates for customers, reducing them below what they would otherwise be in the absence of BC Hydro's investment in the program. See Appendix 7 for a discussion of the Smart Metering Program rate analysis.

RISKS

BC Hydro has put in place a Risk Management process to identify, assess, and mitigate risks that could significantly impact the Smart Metering Program. Appendix 8 provides a summary of the key risks and mitigation strategies. The procurement process employed by the program has also played a significant role in mitigating technology, cost, and schedule risk. More information about how BC Hydro has managed risk through procurement can be found in Appendix 9.

LESSONS LEARNED FROM OTHER JURISDICTIONS

BC Hydro has also managed risk through learning from others. By adopting smart meters after learning from the experience of other utilities, BC Hydro has the advantage of knowing what factors contribute to successful implementation and benefit realization. Some of these key learnings are included in Table 3.

TABLE 3. SUMMARY OF LESSONS LEARNED FROM OTHER JURISDICTIONS

Program Element	Experience of other utilities	Our approach
Technology	Some utilities were adopters of early smart metering technology which had limited capabilities and ultimately had to be replaced.	BC Hydro is taking advantage of the fact that metering technology has stabilized, and technology standards are now more open, robust and secure. BC Hydro is actively involved in numerous industry standards and policy groups as outlined in Appendix 10. BC Hydro has also included mandatory criteria in procurement packages to ensure only proven and scalable technology would be considered.
Meter Accuracy	In some jurisdictions, questions were raised about meter accuracy. Ultimately, it was determined that events such as heat waves occurring at the same time as meter installation were the main factors in perceived inaccuracies. Testing has confirmed smart meters are more accurate than electro-mechanical meters.	BC Hydro is governed by the testing requirements established by Measurement Canada, a federal agency. The installed base of meters in Canada has a very high degree of accuracy due to regular random testing.
Rates	Several utilities have chosen to implement time-of-use rates at the same time as smart meter installation, resulting in higher bills for customers.	BC Hydro will maintain existing rate structures at the same time as meter installation. BC Hydro will engage customers in the design of any new rate structures and any new or modified rates will be subject to review and approval by the BC Utilities Commission.
Customer Choice and Support	Some utilities provided few in-home feedback options and provided limited transactional information through their call centre, not offering customers adequate meter installation information or support for conservation efforts.	BC Hydro will offer incentives for customers to adopt conservation tools such as in-home displays that will provide near real-time feedback, and a secure web page that provides next day consumption data, with tools to help analyze patterns. Trained call centre agents will be available to answer specific customer questions during the meter installation period, and to provide advice on how to maximize conservation savings through the use of new in-home feedback tools when they become available.
Security and Privacy	In some cases, privacy and security considerations were implemented as an afterthought.	Privacy, security and safety features were key evaluation criteria in all procurement processes related to the Smart Metering Program. Privacy-by-Design and Security-by-Design processes are used for all design, development, and implementation activities. BC Hydro also has active and ongoing involvement with industry standards and policy groups, including those focused on security, privacy and safety standards.

KEY TIMELINE FOR CUSTOMERS

A key lesson learned from other smart meter initiatives is the importance of communication with customers. Accordingly, BC Hydro has developed a proactive approach to ensure open and frequent customer engagement. The following table provides highlights from the Smart Metering Program's customer engagement approach.

TABLE 4: KEY TIMELINE FOR CUSTOMERS

Stage	Timeframe	Key Activities
Program Information	Underway and throughout the program	Customers have access—through the BC Hydro website, bill inserts, and community events—to information about the Smart Metering Program, the smart metering system that will be installed, how it works, and other topics of customer interest. Customers can share their feedback, concerns, and interest directly through calling, email, community events, and customer research.
Installation of Smart Meters	Mid 2011 through 2012	Customers receive information packages before smart meters are installed in their community ⁴ .
In-home Feedback Tools	2012 through 2014	Customers receive information highlighting new options available to support their energy conservation efforts. Customers receive a rebate for a basic in-home display device that can be redeemed at select stores. Customers will have access to information about their electricity use, up to the previous day, through a secure Power Smart website.

⁴ Smart meter installation will begin simultaneously in communities throughout the province.

APPENDIX 1: SMART METER SECURITY, PRIVACY AND SAFETY

Security, privacy and safety have been considered key priorities throughout the development of the Smart Metering Program. The program redefines many of the existing business processes—and introduces new ones—requiring that security, privacy and safety are embedded in each and every aspect. The basic principles of Security-by-Design, Privacy-by-Design and Safety-by-Design have been incorporated throughout the planning of the program. Each of these disciplines are also intrinsically linked; for example, ensuring a security objective is achieved also enhances safety and privacy.

Procurement

Security, privacy and safety requirements are included throughout all of the Smart Metering Program Requests for Proposals (RFPs). Examples of specific requirements include:

- Ensuring vendors are provided with all BC Hydro safety standards and Smart Metering Program security and privacy specifications.
- BC Hydro's Safety-by-Design Practice referenced as a specification. Examples include the metering system specifications explicitly referencing:
 - Applicable American National Standards Institute (ANSI) and Institute of Electrical and Electronics Engineers (IEEE) safety standards; and
 - Generation Project and Service Delivery Practices: Safety-by-Design.
- In RFPs, proponents are required to describe their safety programs and how they propose to comply with BC Hydro safety principles.
- Vendors are required to document, in detail, how their solutions to smart metering security standards demonstrate security best practices.
- Security penetration testing is a mandatory deliverable before implementation of each component of the solution.
- Field Operations Safety and Work Methods staff members participated in vendor evaluation sessions where worker safety practices were thoroughly reviewed. This involvement will continue for future procurements associated with smart metering field devices and related work methods.
- Enhanced meter safety and security design criteria was included in the metering system RFP.

Security in the Smart Meter and Smart Metering System

There are a number of security and safety features within the smart meters themselves, including:

- Use of the end-to-end 128-bit Advanced Encryption Standard (AES) algorithm, which is the same as typical online banking systems;
- Use of an asymmetric key algorithm, which ensures the smart meter cannot read any information it generates once that information has been encrypted. This also means that a specific smart meter can not access or read any data generated by another smart meter; and
- Limited historical data is stored on the smart meters mitigating any exposure of a customer's private data. Additionally, BC Hydro has privacy requirements in place to ensure that employees protect the privacy of customers in accordance with the *Freedom of Information and Protection of Privacy Act*.

There are also security and safety features inherent in the smart metering system:

- Home Area Network (HAN) components, such as in-home display devices, utilize a secure communication system that works only for the local network (i.e. the specific home). Nearby in-home display devices will not be able to access information from another device.

- The smart metering deployment architecture is designed to use different access keys for each localized area to ensure the overall system remains secure—essentially, the smart metering system is broken up into many isolated units. Gaining access to one isolated unit does not provide access to the whole. In other words, devices with a localized area key do not have access to the entire network and no one device is capable of accessing the entire electricity system.
- When a customer moves to a home with an existing smart meter, BC Hydro will ensure that all current in-home device connections are cleared so that usage information from the previous home owner stays private.
- Field tools, used to configure smart meters when remote configuration is not possible, are managed through a secure isolated network. Access to field tools will be limited to necessary staff members using unique passwords. Field tools also carry limited customer meter data and will be purged after each use.

Smart Meter Privacy

- The Smart Metering Program has been focused on privacy concerns since its inception. BC Hydro's Freedom of Information Coordination Office (FOICO) has been central in the discussion of privacy-related issues and participated in all aspects of the requirements and RFP phases of the project.
- In addition to FOICO, resources with expertise in privacy are assigned to the Smart Metering Program to assess and ensure that privacy requirements are met through the life of the program.
- A Privacy Impact Assessment (PIA) is completed for the entire Smart Metering Program, each individual release, and specific security or privacy sensitive components. In all, more than thirty PIAs are anticipated and each PIA will require FOICO sign-off to ensure privacy requirements are effectively managed throughout the program.
- Security and privacy frameworks are being developed for each release of the program to ensure that BC Hydro standards for security and privacy meet or exceed compliance requirements and future expectations.

Smart Meters and Radio Frequency Safety

Smart meters will use radio frequency to communicate data to and from BC Hydro. The health effects of the frequencies employed have been thoroughly investigated by BC Hydro. In addition, many reputable health authorities such as the World Health Organization and Health Canada have conducted thorough reviews of all the different types of studies and research on electromagnetic fields and health. These health authorities have examined the scientific weight-of-evidence and have determined that when all of the epidemiological and experimental studies are considered together, the consensus is that there is no cause-effect relationship between exposure to electromagnetic fields and human health.

Specific to radio frequency exposure to the public, proposed Field Area Network devices must be certified by Industry Canada and in compliance with Health Canada's Limits of Exposure to Radio Frequency Electromagnetic Energy in the Frequency Range from 3 kHz to 300 GHz [Safety Code 6]. BC Hydro will continue to monitor research related to radio frequency. General information and resources related to electromagnetic fields can be found on BC Hydro's website at: bchydro.com/safety/electric_magnetic_fields/magnetic_fields_and_health.html.

BC Hydro will collaborate with customers who are concerned about radio frequency with the objective of identifying solutions that can be mutually supported.

There are three key factors that contribute to radio frequency safety: duration of the signal, signal strength and distance from the signal.

1. Signal Duration

While the period during which a smart meter transmits data back to BC Hydro will vary depending on the specific metering system used, transmission is expected to last for only a few minutes per day.

2. Signal Strength

The signal strength emitted by a smart meter is considerably less than visible light and exposure common to everyday living, such as laptops, cell phones and handheld radios. For example, if you are standing adjacent to the smart meter and it is transmitting continually for those few minutes, exposure is between 60 times and 600 times below the acceptable level identified in Safety Code 6.

3. Distance from the Signal

Smart meters will be located in the same place as the existing meter on the outside of a customer's home, or in a meter bank in multi dwelling units such as town homes, condominiums or apartment buildings.

Standing 3 metres (10 feet) away from the meter while it is transmitting, exposure drops to 60,000 times to 600,000 times below the Safety Code 6 acceptable level. Excluding the built in safety factor in Health Canada's Safety Code 6, standing adjacent to a smart meter device, the radio frequency radiation is 60 times less than the Safety Code 6 acceptable level. This is assuming the smart meter device is transmitting 100 per cent of the time, which it does not.

Some customers have expressed concerns about the potential effect of radio frequencies on their unique personal health condition. Individuals who have concerns or questions are invited to contact us at smartmeters@bchydro.com.

The following table compares the radio frequency generated by items common to everyday life.

DEVICE RELATIVE POWER DENSITY IN MICROWATTS PER SQUARE CENTIMETRE ($\mu\text{W}/\text{cm}^2$)

Distance from the Signal	Signal Strength
FM radio or TV broadcast station signal	0.005 microwatts
Smart meter device at 3 metres (10 feet)	0.01 microwatts*
Cyber cafe (Wi-Fi)	10–20 microwatts
Laptop computer	10–20 microwatts
Cell phone held up to head	30–10,000 microwatts
Hand-held radio at head	500–42,000 microwatts
Microwave oven, 5 cm (2 inches) from door	5,000 microwatts
Summer sunlight at earth's surface	100,000 microwatts

*Adjacent to meter <10 microwatts

Design and Operation of Equipment

BC Hydro's Safety-by-Design practice addresses the design and operation of new and existing equipment throughout the system including:

- Safe placement of equipment in energized locations (e.g. collectors requiring a power source);
- Safe operation of equipment (e.g. vehicles used for deployment); and
- Designing new components (e.g. integration of distribution system meters) from a safety perspective.

An important component of the Smart Metering Program since 2008 has been the engagement of other utilities and research bodies throughout North America (e.g. Pacific Gas & Electric) to understand their safety challenges and experiences. BC Hydro is an active member of several industry groups where the focus is safety, security, and privacy standards.

BC Hydro has anticipated a possible risk of violence related to electricity theft from drug operations during the installation of smart meters. Measures to protect both employees and the public include:

- The establishment of a police coordination program;
- The development of policies to ensure employees do not engage in unsafe situations; and
- Violence risk assessment training for all installation technicians.

Internal Procedures

Internal procedures have been reviewed from a safety, security and privacy perspective. An outcome of this review is the development of enhanced and new training programs to reinforce safety awareness and safe work practices. Examples include:

- A Safety-by-Design Project Hazard Matrix will be implemented for all planned technologies and the physical placement of meters, telecommunications components and system meters.
- Standards design work is underway with the Distribution Engineering Standards department for the safe and secure placement of telecommunications components.
- Meter installer training programs will be reviewed by the BC Hydro Work Methods department and scrutinized for compliance with safe work practices.
- Mandatory safety requirements and qualifications for meter installation proponents include compliance with WorkSafeBC and the *Safety Standards Act*, with a specific focus on vehicle safety, and provision for safety audits of the installation work.
- Project team members are trained in, and will adhere to, applicable BC Hydro safe work practices in our field and laboratory environments.

Industry Standards Development

BC Hydro is participating in the National Electric Energy Testing Research and Applications Center (NEETRAC), testing and developing meter service connect/disconnect standards with respect to performance and safety. As part of BC Hydro's metering system procurement process vendors must provide formal documentation related to their compliance with the testing requirements and acceptance criteria of NEETRAC. Further, BC Hydro is working as a member of an American National Standards Institute committee on advancing service connect/disconnect standards. BC Hydro's commitment to service switch safety will enhance the safety of both customers and workers.

APPENDIX 2: PROGRAM SCOPE

For the past four years, BC Hydro has been defining the scope and approach for the Smart Metering Program. Key activities include:

- Developing a detailed set of specific functional, operational and technical requirements captured in a set of comprehensive use cases described later in this section.
- Actively participating in technology and industry standards groups focused on smart metering and the emerging smart grid sectors to ensure BC Hydro business needs are captured in industry standards.
- Monitoring the progress and results from utilities who were early implementers of smart metering projects—including Pacific Gas & Electric, Southern California Edison, San Diego Gas & Electric, Duke Power, ENEL (Italy), and in Ontario—Hydro One, Toronto Hydro—and incorporating their “lessons learned” into BC Hydro’s project planning.
- Tracking the market evolution of metering technologies, software products, and in-home energy management offerings to ensure BC Hydro’s solution choices are based on proven, secure technologies.

The activities listed above resulted in the final Smart Metering Program scope which includes the following six major components. Each will be managed and implemented as part of a single, integrated program:

Smart Metering System—Captures and communicates consumption data and meter events, such as outages, to both the customer and BC Hydro;

Solution Integration—Designs, develops, and implements the software components, business processes, and ongoing support structures required to enable smart metering capabilities;

Theft Detection—Enables BC Hydro to better localize sources of electricity diversion;

Conservation Tools—Provide information enabling customers to make informed and timely decisions in relation to their electricity consumption;

Grid Modernization Infrastructure Upgrades—Provide the smart meter operations centre, and advanced technology and telecommunications infrastructure, to help improve the reliability and security of the electricity system; and

Program Delivery Activities—Provide the overall project management activities and responsibilities designed to ensure a quality implementation of each solution component included in the program scope.

Following is a more detailed description of each scope component.

Smart Metering System

Included as part of the Smart Metering System⁵ are:

- **Smart Meters**—Digital meters—capable of two-way communications—with the ability to measure the incoming and outgoing flow of electricity from a specific location such as a customer’s home or business. The two-way communication capability enables smart meters to provide use data to both customers and BC Hydro—in different formats. When paired with an in-home display, the smart meter can send real-time consumption and price information directly to the customer. Real-time customer use information will be transmitted through the Home Area Network directly to the customer and will not be available to BC Hydro. Smart meters will capture and store use on an hourly basis and transmit the data back to BC Hydro, through the Field Area Network and Wide Area Network, during short intervals (couple of minutes) at prescheduled times during the day.
- **Metering Telecommunications**—Consisting of two parts—the Field Area Network (localized to meters in the field) and the Wide Area Network connections [enterprise wide focus]—this communications infrastructure provides the physical devices required to enable two-way transmission of data between smart meters and BC Hydro. There are several different ways this field-based communications infrastructure can be implemented, depending on the metering system selected.
- **Automated Data Collection System**—This software application is designed to aggregate meter usage and event data from smart meters and manage the Field Area Network communications infrastructure. This software is provided by the metering system vendor.

⁵ BC Hydro is currently in an active procurement process to select the Metering System vendor.

Solution Integration

In addition to the overall smart metering system, the Smart Metering Program is responsible for the business environment that supports smart metering including implementation of new business software applications, changes to existing information systems, enhanced data warehouse and analytics capabilities, and all of the business transformation activities that will help BC Hydro adapt to the new technologies and systems. Specific elements of scope include:

- **Meter Data Management System**—A software application that stores, validates, edits and analyses meter reading data prior to releasing it for integration into other BC Hydro operational systems such as customer billing, load forecasting and outage management.
- **Interfaces and Integration**—This systems integration work involves modifying existing applications to handle the enhanced automated meter reading information, and building interfaces between new and existing enterprise applications to support BC Hydro's end-to-end business processes.
- **Business Transformation**—The major elements of business transformation work involve development of new and modified business processes, design of organizational and job changes, rollout of training and knowledge management programs, employee engagement to facilitate cultural change, and effective transition to business operations for ongoing work.

Theft Detection

BC Hydro currently does not have the measurement devices and analytical tools to quickly and accurately identify where theft of electricity is occurring. A comprehensive theft detection solution, based on electricity balancing analysis, will be implemented as part of the program. Scope elements include:

- **Distribution System Meters**—New meters (different from those to be installed at customer homes or businesses) will be installed at key points on BC Hydro's system to measure electricity supplied to localized areas.
- **Theft Analytics**—A suite of software tools that support enhanced electricity network modeling methods, as well as the business rules required to analyze measurement data captured from new distribution system and smart meters.

Conservation Tools

Smart meters will enable customers to take advantage of new tools to save energy and money. These include:

- **In-home Display**—Customers will have the choice of whether or not they wish to acquire in-home display devices. BC Hydro will provide financial incentives to enable customers to acquire a basic market available in-home display device from their local retailer. In-home displays will be enabled through the Home Area Network, a communication channel between the smart meter and the customer's home or business. This secure channel, an attribute of the smart metering system, enables customers to view their consumption either on a real-time or accumulated basis, represented in both cost and kilowatt-hours.
- **Power Smart Website**—BC Hydro's existing secure Power Smart website will be expanded to include new interactive and informative applications—based on the hourly data captured from smart meters—designed to help customers better understand and model their energy use. Today, residential customer meters are read every two months, which provides little practical information for customers to determine which, if any, conservation actions they should pursue.
- **Rate Options**—The smart metering system infrastructure will enable BC Hydro to design new rate structures that encourage conservation during peak periods. While the implementation of new rates is enabled by the Wide Area Network, Field Area Network and web interface, the design and implementation of new rate structures is a separate initiative. Key functional and data requirements to support rate options will be enabled by the new smart metering system and the Meter Data Management System. The design of these rate options will involve consultation with customers and key stakeholders, and will be subject to full review and approval by the BC Utilities Commission.

Grid Modernization Infrastructure Upgrades

This program scope element involves two key components; the specific requirements of each will depend on the metering technology selected:

- **Advanced Telecommunications Infrastructure**—Involves the design and installation of additional secure and reliable Wide Area Network telecommunications infrastructure to support advanced electricity system functions and emerging customer applications like customer generation and microgrids.
- **Advanced Operational Support**—Involves the implementation of a smart metering and network operations function to support real-time operations of the metering system. This support function will likely be implemented as an extension of BC Hydro's distribution operations centre so that all real-time system and telecommunications operations can be managed seamlessly and efficiently.

Program Delivery Activities

Included in the scope of the Smart Metering Program are the overall program delivery activities and services which ensure all of the technical aspects of the project are successfully implemented, and accepted by BC Hydro's customers and stakeholders. These activities include:

- **Project Management and Controls**—Includes the personnel and support tools to manage and report on the overall delivery of all aspects of the Smart Metering Program, including scope, schedule, budget, quality, issues resolution, environment management, and transition to operations.
- **Security, Privacy and Safety**—This independent team ensures appropriate governance and compliance for all the physical security, cyber security, data privacy, and employee, vendor and contractor safety aspects of the program. Security, privacy and safety have been fundamental drivers of the program.
- **Finance & Regulatory**—This team provides financial oversight and regulatory support to the project team.
- **Customer Research, Engagement and Outreach**—Includes the resources required to support the Smart Metering Program with respect to research, community engagement, customer communications, employee engagement, and media.
- **Contract Management**—Includes the personnel and processes required to manage procurement and tendering activities, as well as manage contractual commitments and any contract issues that may emerge.

Use Cases

Use cases provide a starting point to inform the scope of complex, cross functional projects, and define the subsequent procurement requirements. Use case methodology is an industry-leading approach to matching functional needs to the appropriate technology and systems.

BC Hydro examined use cases from other utilities across North America involved in smart metering systems. From there the approach was expanded to create 17 individual use cases based on BC Hydro's unique business needs and context. For example, BC Hydro's requirements included enhanced customer service options and theft detection. The inclusion of these requirements improved program benefits and contributed to a stronger business case.

Organized into four main categories the use cases include: Customer Service, Distribution System Optimization, Home Area Network and in-home feedback, and network and meter management. Based on business scenarios the use cases capture the current and long-term (over 20 years) functional, operational and technical requirements for BC Hydro.

Category	Use Cases	Description
Customer Service	<p>Customer Contact</p> <p>Collect Interval Data</p> <p>Remote Connect or Disconnect</p> <p>Pre-pay Services</p> <p>Bill an Account</p>	<p>These use cases describe the functional requirements and business processes required to achieve enhanced customer services through improved communications, more accurate account billing, automated meter data collection, remote connect and disconnect services, and new service offerings such as pre-paid options. Customer Service Representatives will be better equipped to handle all customer requests regarding account enquiries, billing and payments, as well as help customers to monitor and adjust their energy consumption.</p>
Distribution System Optimization	<p>Extending or Reconfiguring the Distribution System</p> <p>Analyzing Meter Data for Load Research, Planning and Rates</p> <p>Detection of Tampering or Theft</p> <p>Distribution System Optimization and Automation</p> <p>Outage Detection and Restoration</p> <p>Customer Generation</p>	<p>These use cases describe the functional requirements, business processes, and operational aspects required to optimize the distribution system with respect to implementation of a new smart metering system. This includes the impact on BC Hydro's network design and engineering processes to incorporate new features and capabilities.</p> <p>Current and historical data captured through the Meter Data Management System includes accumulated energy consumption, demand profiles, aggregated time-of-use information, voltage information, and metering events (e.g. tamper flags). This more detailed and timely information supports several distribution system business processes including outage detection and analysis, theft identification and mitigation, and customer generation.</p>
Home Area Network	<p>Home Area Networks</p> <p>Providing Demand Side Management Capabilities</p> <p>Plug-in Hybrid Vehicles</p>	<p>These use cases describe the functional and technical requirements, and the business processes required to enable a Home Area Network using new smart meters and various in-home feedback tools. This may include providing pro-active notifications to customers if they choose, and the ability to accommodate electric vehicles on the distribution network.</p> <p>As customers, especially industrial and commercial customers, become more interested in direct load control, they can use demand response capabilities included in the Smart Metering Program to configure, manage, monitor and settle various load programs.</p>
Network and Meter Management	<p>Meter Lifecycle Management</p> <p>Management and Recovery of the System</p> <p>Installation and Configuration of the System</p>	<p>These use cases describe the requirements to configure, manage, recover and maintain the various metering units within the product lifecycle. A typical life cycle of a smart meter is described, including the installation, replacement, and remote troubleshooting methods involved.</p> <p>Described within these use cases is the initial installation and configuration of the smart metering system including meter procurement, quality assurance testing, logistics and installation.</p>

APPENDIX 3: RESEARCH

In addition to applying lessons learned from other utilities, BC Hydro has reviewed research findings, conducted customer research, and field tested theft detection devices to assist in shaping the delivery of the Smart Metering Program. Key results are included below.

Research on Energy Conservation Effectiveness of In-home Feedback

BC Hydro has estimated that customers who use in-home feedback tools will realize an average 4 per cent energy savings. This estimate is considered to be conservative, based on various research findings, as outlined below.

Research in relation to the effectiveness of in-home feedback tools includes both academic research related to behaviour change and actual pilots and trials that have been conducted worldwide. This research has informed the savings assumption above, as well as the overall approach BC Hydro will be taking related to in-home feedback. Key research findings have found that saving from direct and indirect feedback can range from 3–15 per cent and 0–10 per cent respectively⁶.

Specific industry initiatives have also provided a point of reference for potential energy conservation for the Smart Metering Program. For example, customer energy conservation has been reported as follows:

- Pacific Gas & Electric states an average 6.5 per cent reduction in energy use when using an in-home display⁷,
- Southern California Edison reports a 6.5 per cent reduction in energy use when using Home Area Network devices and a 2 per cent reduction in energy when using historical online feedback⁸, and
- Commonwealth Edison reported a 2 per cent reduction in energy use when customers subscribed to monthly online reports⁹.

Research on Customer Participation for In-home Feedback

Customer participation will depend on several factors, including the cost of in-home feedback tools, their overall appeal and simplicity of use, the marketing campaign that supports their distribution, and their effectiveness in helping customers save electricity. Also reported in Southern California Edison and Pacific Gas & Electric's application filing to the California Public Utilities Commission were their assumptions on participation. Southern California Edison assumes a 10 per cent penetration with 1 per cent growth per year for their online web pages while Pacific Gas & Electric assumes a 21 per cent penetration by 2030 for customer-purchased in-home displays.

BC Hydro qualitative focus group research, conducted with customers and employees, found there was strong interest in electricity feedback mechanisms. Based on focus groups completed in 2010, customers were optimistic that increased awareness via in-home feedback tools will help them conserve energy and save money. In general, most participants expressed interest in the program. In addition, it was found that 83 per cent of BC Hydro customers have at least one computer and 86 per cent had internet connectivity at home¹⁰. Given these statistics, the potential use of a secure online feedback website should be widespread.

Conservation Research Initiative

Important feedback was also derived from the Conservation Research Initiative, a program launched by BC Hydro in 2006. The goal of the Conservation Research Initiative was to examine how individual British Columbians could make a difference and help meet the growing demand for electricity in BC by conserving electricity in their homes.

⁶ The Effectiveness Of Feedback On Energy Consumption; Sarah Darby, Environmental Change Institute, Oxford University, April 2006; Residential Electricity Use Feedback: A Research Synthesis and Economic Framework; EPRI (Electric Power Research Institute), February 2009; Impact Of Informational Feedback On Energy Consumption—A Survey Of The Experimental Evidence; Ahmad Faruqi, Sanem Sergici and Ahmed Sharif, May 2009

⁷ Application filed to CPUC December 12, 2007 App No 07-12-009

⁸ Application filed to CPUC July 31, 2007 App No 07-07-026

⁹ Pilot findings: <http://usweatherizing.com/blog/?p=923>

¹⁰ Residential Customers Needs Survey F10 [February 2010]

This study was conducted in more than 1,800 residential homes across six communities: Vancouver, Burnaby, North Vancouver, West Vancouver, Campbell River and Fort St. John. The study tested time-of-use rates and smart meters to help BC Hydro better understand how adjusting the price of electricity at different times of the day influences electricity use by residential customers.

The results of the Conservation Research Initiative are summarized below:

- Overall consumption was reduced by 7.6 per cent.
- Energy use during peak hours was reduced by 11.5 per cent.
- 63 per cent of participants saved money by conserving and shifting their consumption to off-peak hours.

Theft Detection Pilots

Since 2005, BC Hydro has implemented four theft detection pilots using distribution system meters to conduct energy inventory balances with customer smart meters. All of these pilots have successfully demonstrated that the energy inventory balance approach, conducted at either the primary or secondary voltage level, can readily identify localized areas of the electricity system where theft is occurring. In total these pilots, which are still operational, covered over 800 homes, and resulted in the identification and termination of 22 electricity thefts. Where thefts have been identified and shut down quickly, there has been little recurrence. Further details regarding the theft pilots can not be released for security reasons. These theft detection pilots identified key requirements for the design of a scalable solution including the following three major components in addition to the basic smart metering system: distribution system meters; theft analytics software; and new investigation techniques and processes.

APPENDIX 4: QUANTIFIED BENEFITS AND KEY ASSUMPTIONS

This section provides a summary of the key sensitivities and assumptions for each benefit stream included in the Smart Metering Program business case.

Benefit Description	Present Value (PV) Millions (M)	Key Business Case Assumptions	Sensitivity Millions (M)
<p>Meter Reading Automation Accenture Business Services for Utilities currently provides manual meter reading services. BC Hydro supplies the infrastructure including vehicles, facilities, meter reading software and hand-held equipment.</p> <p>This benefit represents a reduction in manual meter reading services, supporting infrastructure, and green house gas emission costs, based on an assumed Field Area Network coverage for 95 per cent of customers.</p>	<p>\$222 M</p> <p>Range is: \$182 M–\$247 M</p>	<p>A Field Area Network will provide communications infrastructure to at least 95 per cent of customers.</p> <p>Costs to read the remaining 5 per cent of customers are estimated at 3 times higher than current costs.</p>	<p>Each per cent point over 95 per cent coverage adds \$6 M to the PV.</p>
<p>Meter Sampling BC Hydro has ongoing processes to ensure customer meters are maintained and operated within the accuracy requirements mandated by Measurement Canada. Each year, a statistical sample of meter groups is removed and tested for accuracy. If a sample group does not meet the accuracy standards, that entire group of meters is removed from service. An average of 40,000 meters are replaced annually under this program. Smart meters will eliminate the need to sample and test meters for some period of time.</p>	<p>\$61 M</p> <p>Range is: \$56 M–\$66 M</p>	<p>This benefit results from reduced operating costs for sampling processes and reduced capital expenditures to replace failed meter groups over a planned seven-year period following installation of smart meters.</p> <p>Health of meters in service will be monitored during the seven year suspension of sampling.</p> <p>Estimate of 1 per cent of meters replaced annually, based on increased accuracy of electronic smart meters.</p>	<p>Each per cent change in the meter failure rate results in a \$3.4 M change in PV.</p>
<p>Remote Re-connect Automation Today, meter reconnections and disconnections are completed onsite by a meter technician or power line technician. The remote on/off switch provided within smart meters enables all connection related services to be completed remotely, safely and securely.</p> <p>This benefit is due to reducing the need for manual connects/disconnects for non-payment, and the associated vehicle expenses.</p>	<p>\$47 M</p> <p>Range is: \$42 M–\$52 M</p>	<p>BC Hydro's policies and procedures for when service can and will be disconnected are not changed for this business case.</p> <p>Remote on/off switch will be included in all meters where it is technically feasible.</p>	<p>Each percentage point over 95 per cent coverage adds \$0.23 M to the PV.</p>

<p>Distribution Asset Optimization Capital expenditures related to growth of the distribution system—driven by load growth, reliability improvements, customer connections and station expansion—are approximately \$500 M per year for the foreseeable future.</p> <p>Smart Metering Program benefits from improved availability of assets and system performance data and information results in conservative capital budget savings of 0.3 to 0.5 per cent per year following implementation of all Smart Metering Program assets.</p>	<p>\$15 M Range is: \$12 M–\$25 M</p>	<p>Does not include any distribution asset optimization benefits resulting from theft detection and reduction. Only includes incremental benefits due to new distribution system meters and smart meters.</p>	<p>Each 0.1 per cent change in the distribution system capital budget impact related to smart metering results in a \$4.7 M PV change.</p>
<p>Outage Management Efficiencies Today, BC Hydro is only made aware of customer (residential/commercial) outages when they call 1 888 POWERON.</p> <p>Smart meters will provide automated outage notification, specific outage location information, and confirm when power has been restored.</p> <p>Smart Metering Program related benefits include improved time to restore outages, reduced visits to false outages, more rapid identification and restoration of embedded outages, and improved customer satisfaction.</p>	<p>\$10 M Range is: \$5 M–\$15 M</p>	<p>Includes outage management improvements from both trouble-based outages (e.g. single customer calls) and storm-based outages (i.e. wide-spread outages due to a specific event).</p>	<p>Due to the high variability of outages from year to year, this benefit is based on an average, over the term of the business case.</p>
<p>Continuous Optimization and Load Research BC Hydro's Continuous Optimization Program targets operational savings in the commercial sector. The program provides consulting services to help identify actions to reduce energy use in buildings. With smart meters, the program will no longer have to retrofit the existing meter and install additional hardware on the customer's site to capture interval meter reading data.</p> <p>Smart meters will provide Load Research with load profile information in a more timely and accurate form, avoiding capital and operational costs.</p>	<p>\$6 M Range is: \$2 M–\$10 M</p>	<p>Estimated savings in meter upgrades of \$1,800 per Continuous Optimization site, plus savings of additional hardware and installation costs of \$2,980 per site.</p> <p>Estimated annual operational savings for Load Research of \$290 K, plus one-time capital savings of \$2.2 M.</p>	<p>A 10 per cent change in the number of customers in the Continuous Optimization Program results in a change of \$0.2M PV.</p>

<p>Call Centre and Billing</p> <p>With smart meters, customer calls related to estimated bills and meter reading access arrangements will be substantially reduced. Also, call centre agents will have much more information available to help address questions regarding meter reads, billing, payments, and energy conservation.</p> <p>BC Hydro expects call volumes to increase as smart meters are being introduced and this cost has been factored in to the overall business case.</p>	<p>(\$2) M</p> <p>Range is: \$(4) M–\$0 M</p>	<p>Call volumes estimated based on inquiries related to current Power Smart programs.</p> <p>Approximately 48 per cent of billing errors will be eliminated.</p>	<p>A change of 48,000 calls results in a change of \$1 M in PV.</p> <p>Every 5 per cent change in billing exceptions changes the PV by \$0.5 M</p>
<p>Voltage Optimization</p> <p>Voltage optimization or Volt-VAR Optimization (VVO) technology helps reduce the amount of electricity that must be transmitted in order to ensure sufficient power quality at customer sites. Smart meters will enhance BC Hydro's existing VVO program by providing significantly more measurement points along the distribution network, thus helping to manage voltage more effectively. Smart metering helps deliver VVO benefits for both the Distribution system and Customers:</p> <p>Customers—Extend the VVO program to a Power Smart Program for eligible commercial customers.</p> <p>Distribution—Enhance the effectiveness of the VVO program and enable the extension of the program to additional substations.</p>	<p>\$108 M</p> <p>Range is: \$48 M–\$148 M</p> <p>\$100 M</p> <p>Range is: \$85 M–\$150 M</p>	<p>At least 2,000 commercial customer sites have use characteristics that would benefit from voltage optimization.</p> <p>Benefit is net of the Demand Side Management Program costs to incent customers to install equipment.</p>	<p>Each increase/decrease of 10 per cent in GWh/yr in energy savings results in \$14 M increase/decrease in PV.</p> <p>For each 100 increase/decrease in the number of customer sites included into the VVO program, the PV increases/decreases by \$11 M.</p>

<p>Theft Detection</p> <p>The theft detection solution includes distribution system metering, business analytics, and an upgraded topology model to quickly and accurately identify where theft is occurring. This increased automation will shift BC Hydro from a reliance on public-generated tips to system-generated tips regarding suspected theft.</p> <p>Smart meters also have automated tamper alarms to alert BC Hydro.</p> <p>Benefits result from energy and capacity savings, additional revenue through prevention of theft, and back-billing to recover cost of stolen energy and investigation costs.</p>	<p>\$732 M</p> <p>Range is: \$632 M–\$832 M</p>	<p>Estimated consumption by marijuana growing operations is 1,300 GWh/yr through F2033 (paid and theft), of which theft increases from 500 GWh/yr in F2007 to 850 GWh/yr in F2012.</p> <p>Realization of theft benefits is estimated at an initial 75 per cent, declining to about 67 per cent by F2027.</p> <p>Theft detection requires analysis and in-field investigation; the business case includes an incremental operations and maintenance increase of \$10 M, declining to \$7 M by F2015.</p> <p>Total portion of theft attributed to meter tampering is 5 per cent, with the rest attributed to diversion directly from distribution lines.</p> <p>An average of 16 per cent of back-billing for theft is collectible.</p>	<p>An increase/decrease of 10 per cent in the amount of theft reduction achieved results in an increase/decrease of \$86 M PV.</p>
<p>Voluntary Time-of-Use Rates</p> <p>Reducing peak period demand for electricity can reduce the amount of capacity BC Hydro needs in the system, thus potentially deferring the need to build more generation, transmission, and distribution assets.</p> <p>The more detailed use information captured by smart meters enables BC Hydro to investigate different rate options including time-of-use.</p> <p>BC Hydro is in the early stages of rate design and will soon begin engaging with customers and stakeholders to receive feedback on different types of rates. No decisions have been made yet regarding specific rate designs and any final rate designs will be subject to approval by the BC Utilities Commission.</p>	<p>\$110 M</p> <p>Range is: \$30 M–\$250 M</p>	<p>The business case benefits assume new time-of-use rates would be voluntary.</p> <p>Customer enrolment in time-of-use rate programs is expected to start slowly and build through 2015 to 30 per cent.</p> <p>Benefits are net of costs to design and implement the new rate structures.</p> <p>Price elasticity is assumed at -0.10.</p>	<p>A change in the participation rate of 1 per cent change results in a \$5.2 M change in PV.</p> <p>The business case benefits translate to a 10 per cent shift from on-peak to off-peak usage by participating residential customers, on average.</p>

<p>Conservation Tools (in-home feedback) Offering customers opportunities to monitor their electricity consumption in new ways can lead to increased awareness of energy consumption and therefore increased conservation behaviour. Customers will be offered two feedback options:</p> <ol style="list-style-type: none"> 1. Near real-time feedback delivered via an optional in-home display device; and/or 2. Hourly data, provided within 24 hours, through the Power Smart website. 	<p>\$220 M Range is: \$170 M-\$270 M</p>	<p>BC Hydro will offer a rebate program to encourage customers to choose a basic, market available in-home display.</p> <p>Customer take-up of in-home display is assumed at 30 per cent.</p> <p>Energy savings from in-home displays are 4 per cent with eight year persistence.</p> <p>Website-based energy savings are 2 per cent, with 15 per cent penetration of residential customers.</p>	<p>An increase/decrease of 1 per cent in customer participation translates to approximately \$1.2 M in PV.</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------

APPENDIX 5: ADDITIONAL NON-QUANTIFIED BENEFITS

In addition to the quantified benefits identified in the business case, the Smart Metering Program will deliver numerous other benefits that have not been captured in the business case to date. The following table provides a summary of these additional benefits.

Type of Benefit	Additional Benefits
Operational Efficiencies, Cost Savings and Other Benefits	<p>Additional uses of metering (unrelated to theft detection) in distribution planning and operations, asset management, etc.</p> <p>Reduction of line losses unrelated to theft detection (e.g. street lights).</p> <p>Facilitation of screening process required to assess the impact of Distributed Generation and electric vehicles during planning.</p> <p>Increased data will significantly improve the precision and quality of load profiles.</p> <p>Reduce staffing needs, related facility space and office equipment.</p> <p>Reduction in carbon offset payment for emissions for the BC Hydro fleet vehicles used by Accenture Business Services for Utilities.</p> <p>Improved overall system efficiency through better ability to optimize supply and demand levels throughout the day.</p>
Safety, Privacy and Security	<p>Reduced employee and contractor exposure to potential accidents and injury due to reduction of time spent in the field.</p> <p>Improved public safety due to the reduction in electricity theft.</p> <p>Customer security and privacy will increase as meter readers will no longer be required to enter customer property to read, disconnect or reconnect meters.</p>
Improved Customer Service and Convenience	<p>Customer service representatives will have the ability to check current meter readings directly from the meter while the customer is on the phone to validate meter functionality, address billing complaints, and confirm whether an outage is on the customer side of the meter.</p> <p>Customers will no longer be required to unlock gates, keep dogs inside, provide keys for access, etc.</p> <p>On-demand meter reading when customers move in or out of premises will avoid adjusted billings between tenants, simplifying transactions for customers.</p> <p>Customers will have the option of signing up for automated outage notification.</p> <p>Customers can choose to receive rate related information through an in-home display.</p> <p>Customers who use the in-home feedback tools, whether it is a secure web page or in-home display, and conserve energy will benefit from lower bills.</p> <p>Better ongoing information for customers and quicker response to power outage situations will enable commercial customers to make better decisions and reduce down-time costs.</p> <p>Customers will benefit from faster service re-connection.</p> <p>Commercial customers will be better able to optimize commercial building systems, saving energy and money.</p>

Environment	<p>Facilitates conservation and energy efficiency.</p> <p>System efficiencies and increased automation within BC Hydro's operations will deliver some greenhouse gas emission reductions. Support for the large scale integration of electric vehicles and electrification of the transportation system could deliver further green house gas emission reductions.</p> <p>Smart metering benefits will help to achieve the Province's target to reduce the projected demand increase by at least 66 per cent through conservation.</p> <p>Supports BC Hydro's ability to pursue all cost-effective Demand Side Management.</p>
Socio-economic	<p>Employment opportunities related to the installation of meters, and creation of more information-based jobs.</p> <p>Opportunities for local business to build on the system and create new products and services that support a green economy.</p> <p>Opportunities to build on the new smart metering infrastructure to create made-in-B.C. technology solutions that support a green economy.</p> <p>Smart meters are the first step in enabling the large scale accommodation of electric vehicles, customer self generation and microgrids that will help communities throughout British Columbia become more self sufficient.</p> <p>Enables significant energy savings that can be used for other economic purposes.</p>

APPENDIX 6: BUSINESS CASE ANALYSIS

A business case documents the economic justification to support an investment decision, such as acquiring assets. Business cases are based on forecasts of incremental cash flows, both benefits and costs, over a time horizon that reflects the economic lives of the assets acquired. These cash flows are then discounted resulting in a net present value (NPV).

A business case does not include non-cash financial impacts, such as depreciation, amortization, or write downs of existing assets. These are accounting transactions, included in appropriate financial reports, and are not a factor in the economic rationale to make a business investment.

The Smart Metering Program business case model includes all the inputs and assumptions required to complete a comprehensive financial analysis of costs and benefits over a 20 year term following the installation of the meters (through F2033). The Smart Metering Program business case analysis reflects those cash flows that are incremental to cash flows without the program. For example, the business case model captures total annual cash flows for capital expenditures, avoided and deferred capital benefits, operating expenses and operating benefits. The NPV of the cash flows over the evaluation period is then calculated. A positive NPV supports the proposed investment decision.

The table below provides a summary of the key financial modeling assumptions used in the Smart Metering Program business case model:

KEY FINANCIAL MODELLING ASSUMPTIONS

Category	Assumption	Sensitivity
Discount Rate and Inflation Rate	The present value of all costs and benefits has been calculated using the nominal (i.e., with inflation) BC Hydro discount rate of 8 per cent ¹¹ per year.	A variation of 0.25 per cent (+/-) in the discount rate changes the NPV in the business case by approximately \$30 M.
Value of Energy	Value of energy is the BC Hydro reference energy price based on the 2009 Clean Call for Power. This price is \$124 per MWh for F2010 and adjusted for inflation annually.	A 10 per cent change in the assumed value of energy results in a change in the NPV of about \$85 M.
Value of Capacity	Value of capacity is an estimate for the avoided cost of building generation, transmission and distribution assets. The capacity reference price is updated as part of the integrated resource planning process. For capacity benefits associated with energy savings in this business case, the value of capacity is \$88 per kilowatt-year (as set in F2009 and adjusted for inflation annually).	A 10 per cent change in the assumed value of the capacity results in a change in the NPV of about \$28 M.

¹¹ BC Hydro's discount rate (Weighted Average Cost of Capital) for business cases is based on BC Hydro's deemed capital structure, the allowed rate of return on equity—both of which are approved by the British Columbia Utilities Commission—and the forecasted average cost of debt. The Weighted Average Cost of Capital for F2011 is presently set at 8 per cent, and includes a 2 per cent rate of inflation.

Amortization period	Amortization periods for smart metering assets acquired are based on the estimated economic life of each asset type, as follows: <ul style="list-style-type: none"> • Smart Meters: 20 years • Telecommunications (Field Area Network): 20 years • Telecommunications (Wide Area Network): 35 years • Distribution System Meters: 15 years • IT Hardware: 5 years • IT Software: 10 years 	These amortization periods have no impact on the NPV of the business case. Assumed amortization periods do, however, affect customer rate impacts attributable to the Smart Metering Program.
Asset Refresh	Assets are typically replaced based on the estimated economic life of each asset type. Where the economic life of an asset falls within the timeframe of this business case, the asset refresh cost has been factored into the financial analysis.	No sensitivity analysis required.

Business Case Summary

The following table provides a summary of the overall business case, including the key financial components resulting in the positive net present value (NPV) of \$520 million. For greater clarity—and because benefits have typically been discussed in terms of present value and costs in terms of nominal value—both nominal and present value figures are provided.

The ongoing operating and maintenance expenses for the Smart Metering Program include any incremental costs required to operate and maintain the new assets—such as meter maintenance, software application support, and telecommunications operations and maintenance.

The capital cost to replace Smart Metering Program assets during the period to F2033, based on the economic life of each asset type, has been included in the overall NPV. This capital cost is adjusted for the un-depreciated net book value of assets remaining in service at the end of F2033.

The following table provides a net present value (NPV) scenario analysis, beginning with the base case of \$520 million. The NPV remains positive even if all the benefits are achieved at the low end of the estimated benefit range. Conversely, if all benefits are achieved at the high end of the range, the NPV increases to \$956 million.

BUSINESS CASE SUMMARY IN NOMINAL AND PRESENT VALUE

Business Case Summary	Nominal Value (\$M)	Present Value (\$M)
Gross Benefits attributable to Smart Metering Program, less costs related to the achievement of individual benefits	\$4,658	\$1,629
Less: Ongoing operating and maintenance expenses and incremental asset replacement capital	(745)	(330)
Less: Smart Metering Program Costs	(930)	(779)
Total Net Value for the period F2006 to F2033	\$2,983	\$520

Development of the Business Case

The Smart Metering Program business case has been updated and revised several times since the program was first initiated in 2006. Throughout the business case development process, BC Hydro has engaged a number of third party experts, including PricewaterhouseCoopers (PwC) and Enspira Solutions, to review and validate costs, benefits, approach and methodology. As a result of the continued evolution of the smart metering industry and related technologies, BC Hydro undertook a full refresh of the business case in 2010.

APPENDIX 7: RATE ANALYSIS

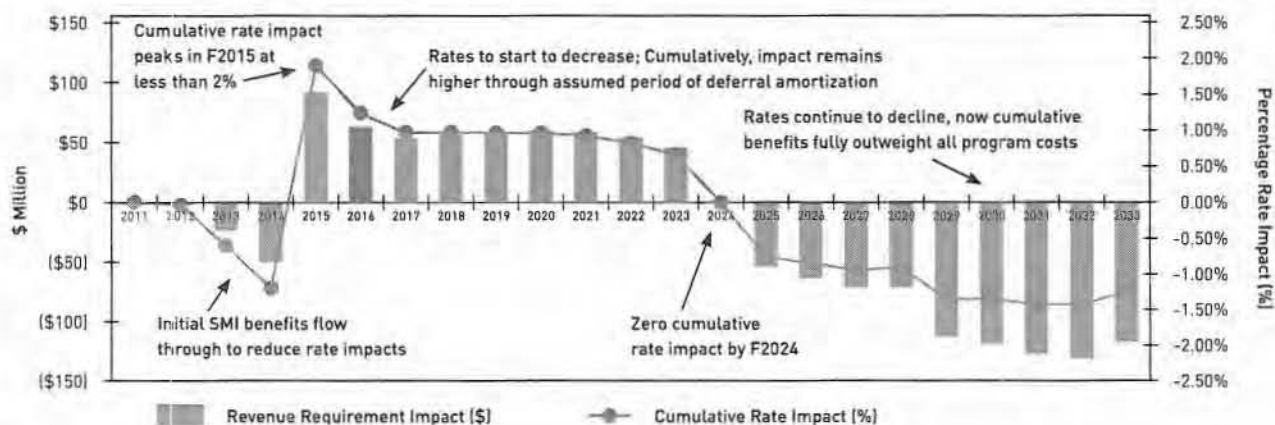
The Smart Metering Program pays for itself through reduced theft of electricity, energy savings, and operational efficiencies. Net benefits will flow to customers, reducing rates below what they would otherwise be in the absence of BC Hydro's investment in the program.

Similar to other capital projects, the Smart Metering Program has initial rate impacts which are reduced over time as the benefits accumulate. In order to better match the initial cost recovery to the timing of benefits realization, BC Hydro will seek BC Utilities Commission approval to "smooth" rate impacts.

The *Clean Energy Act* exempts the program from those sections of the *Utilities Commission Act* that specify BC Hydro's obligations to seek approvals from the BC Utilities Commission for capital projects. However, when BC Hydro seeks to recover Smart Metering Program expenditures in rates, the BC Utilities Commission will review the prudence of BC Hydro's decisions and actions in relation to the implementation of this program.

The estimated impact of the Smart Metering Program on BC Hydro's rates is based on the net cash flow benefits as presented in the business case, which are then incorporated into BC Hydro's regulatory accounting model to determine the incremental impact on BC Hydro's annual revenue requirements¹².

The graph below illustrates the projected rate impact of the Smart Metering Program over the term of the business case, before considering potential rate smoothing proposals. Specifically, the graph shows the annual impact of the program on BC Hydro's revenue requirements, as well as the cumulative rate impact which ultimately results in a sustained rate decrease of over 1.25 per cent (below what rates would otherwise be in the absence of the Smart Metering Program).



The green bars on the graph show the annual dollar impact (in millions) of the Smart Metering Program on BC Hydro's overall revenue requirement. The blue line on the graph illustrates the cumulative impact on rates over the term of the business case. To help manage current rate pressures, \$75 million in benefits from the program will flow through to customers in F2012 through F2014—resulting in a cumulative rate decrease of just over 1 per cent by F2014.

Without the planned smoothing, in the first year following full implementation of the Smart Metering Program (F2015), there is an increase in BC Hydro's revenue requirement as the recovery of current—and previously deferred—costs starts. From F2016 through F2023, the additional revenue requirement due to the Smart Metering Program starts to drop.

¹² Revenue requirement refers to the total amount of money BC Hydro must collect from customers to pay all operating costs, energy costs, amortization, financing charges, and return on equity in a given year.

From F2024 on, the Smart Metering Program benefits reduce BC Hydro's annual revenue requirement, resulting in rates being reduced below what they would otherwise be without the program. Over the term of the business case, there is a total reduction in BC Hydro's revenue requirement of over \$400 million.

This \$400 million total reduction in BC Hydro's revenue requirement differs from the business case net present value of \$520 million because the revenue requirement includes accounting impacts of non-cash transactions from a regulatory point of view. For example, the revenue requirement factors in the financial impacts due to timing of regulatory cost recovery and recovery of the un-depreciated sunk cost of existing meters—a non-cash item.

APPENDIX 8: KEY BUSINESS RISKS

SUMMARY OF KEY RISKS AND MITIGATION STRATEGIES

Risk	Description	Mitigation Strategies
Meter Supply Chain	Risk of the market's inability to meet meter supply chain requirements, and interdependencies with other vendors.	<p>Procurement evaluation criteria considered the vendor's ability to meet the timeline.</p> <p>Incentive mechanisms are in place to align the related suppliers to deliver on time and on budget. Significant liquidated damages to be included in final contracts to ensure vendors meet their commitments.</p>
Emerging Technology	Risk of technology continuing to evolve resulting in stranded assets.	<p>All meter vendors under consideration in the procurement process have met minimum mandatory criteria which included having sizable deployments in other North American and European utilities, and based on proven technologies.</p> <p>Technology selection criteria were designed to meet current and expected future business needs.</p> <p>Procurement evaluation criteria included technology "future proofing" to ensure future business, technical and operational requirements were considered.</p> <p>Where technology risks may still exist, the successful vendor will be contractually committed to meeting BC Hydro's requirements by an agreed date. In addition, they will be required to provide full backward compatibility for selected products.</p>
BC Hydro Resource Constraints	Significant resource constraints internally for telecommunications, field crews, and technology personnel—skills and head count—could impact the schedule.	<p>The Smart Metering Program is a top corporate priority with broad executive oversight and commitment.</p> <p>Leverage meter and field contract labour market for peak resource requirements—including incentives for vendors to grow and create jobs in British Columbia.</p>
Meter Deployment	Unable to complete meter deployment by the end of 2012.	<p>Contract incentives are in place for solution integrator, meter system and meter deployment vendors to meet 2012 timeline.</p> <p>Use various strategies to deploy meters in multiple regions concurrently, including distributed warehouses.</p>

Budget	Risk of exceeding project budget due to unforeseen costs or changes in scope.	<p>Procurement approach designed to achieve cost certainty for at least 50 per cent of the project budget, including mechanisms like:</p> <ul style="list-style-type: none"> • affordability ceilings • fixed price contracts • incentive mechanism shared with all vendors <p>Rigorous control over scope elements implemented including:</p> <ul style="list-style-type: none"> • formal change control process for any change in scope, timeline, or deliverables • project controls office in place to manage issues, risks, assumptions and changes <p>Rigorous financial controls are being implemented including:</p> <ul style="list-style-type: none"> • budget assigned to accountable managers and measured • financial performance tracking and forecasting tools
Safety/Security/ Customer Privacy	Risk of security or privacy breach impacting customers or system operations.	<p>Safety, security and privacy were built into all procurement processes.</p> <p>Safety, security and privacy were built into end-to-end solution architecture and all business processes, which will be validated during solution acceptance testing.</p> <p>BC Hydro is an active participant in external standards setting groups, including committees focused on safety, security, and privacy.</p> <p>A dedicated smart metering safety, security and privacy office has been established.</p> <p>Formal penetration test plan including hiring external agencies to attempt to break into the system.</p>
Customer Experience	Risk of limited customer awareness and public support of smart metering, and/or negative customer experience during meter deployment.	<p>Customer research to discover baseline level of public awareness and to identify specific issues and concerns regarding meter deployment.</p> <p>Comprehensive Smart Metering Program communications plan developed and being implemented. Includes specific customer contact plans pre-, during, and post- meter deployment.</p> <p>Incorporating lessons learned from other utilities with respect to customer engagement.</p>

APPENDIX 9: MANAGING RISK THROUGH PROCUREMENT

In 2008, BC Hydro initiated a procurement process for a single Solution Integration firm, which would in turn be responsible for selection and sub-contracting of the required technology components, meters, deployment services, and project implementation. Proposals submitted at that time were significantly over budget and did not achieve the risk transfer expected by BC Hydro.

In March 2010, BC Hydro decided to proceed with a "disaggregated" procurement approach to contract directly with proven industry vendors—ensuring BC Hydro retains direct control over the program while building business relationships that would extend over the economic life of the assets. Partnerships BC was engaged to provide expertise in structuring a comprehensive and open procurement process.

Specific project risk mitigation managed through procurement includes:

- **Minimum mandatory criteria:** a number of mandatory 'pass/fail' criteria were established to ensure only established, proven and scalable proponents are considered.
- **Affordability ceilings:** establishing the maximum value BC Hydro is prepared to pay for a product or service providing cost certainty.
- **Subject matter experts:** both internal and external subject matter experts have been involved to ensure a full understanding of proposed technologies.
- **Panel interviews:** because experienced professional resources are critical to the success of the project, panel interviews are conducted with key individuals proposed by vendors.
- **Fairness Advisor:** an independent and experienced Fairness Advisor participated in all procurement processes.
- **Due Diligence Committee:** a senior level independent advisory committee reviews procurement recommendations of the selection teams to ensure that the process was followed and the basis of recommendations is appropriately documented.

As of December 31, 2010, BC Hydro continues in active procurement or final contracting in four key procurement streams—Solutions Integrator, Metering System, Meter Data Management System and Meter Deployment Services. Announcements related to the successful proponents are expected in the near future.

APPENDIX 10: TECHNOLOGY AND INDUSTRY STANDARDS GROUPS

BC Hydro has been active with industry in North America for several years to understand and influence the technology and standards that will impact the success of the Smart Metering Program. This work has included participation on a number of committees and collaboration with various industry associations as outlined below:

Industry Association	Purpose	BC Hydro Participation and Value
Electric Power Research Institute (EPRI)	To advance innovation, research and utility solutions.	Active participation on power delivery programs including smart grid applications.
National Institute of Standards and Technology (NIST)	To advance industry standards. Currently working on priority action plans related to smart grid development.	BC Hydro is closely following the NIST guidelines and standards for security including NISTIR 7628 and Federal Information Processing Standards.
GridWise Alliance	To advance smart grid business and technology solutions, including policy and legislation.	Membership has provided direct access to the latest industry advancements.
National Electric Energy Testing Research and Applications Center (NEETRAC)	To test and validate industry solutions, particularly safety for metering services.	Involved in defining and testing the latest smart metering functionalities and applications.
Open Smart Grid (OpenSG)	Address delivery of utility smart grid and smart metering requirements and related key industry technology issues.	BC Hydro is actively involved in OpenSG efforts including smart grid security and applying best practices for protecting the smart metering network and smart grid.
Canadian Standards Association (CSA)	To certify the safety of electrical equipment.	Assist in the evaluation of new smart grid components to meet safety standards.
Canadian Electrical Association (CEA)	To represent the Canadian utility industry. Currently addressing metering standards and acceptance with Measurement Canada.	Committee work to support acceptance of future metering solutions.
Utilities Telecom Council (UTC)	To advance telecom solutions and set standards.	Participation to establish efficient smart grid communication solutions.
Canadian National Committee on Smart Grid Technology and Standards	To address appropriate standardization for smart grid in Canada.	Participation to guide Canadian standards in a global context.
Institute of Electrical and Electronics Engineers (IEEE)	To address international technology issues and set standards.	Participation on a variety of technical committees related directly to BC Hydro's program.
ZigBee Alliance:	To develop open industry standards for low-power wireless communications.	Active participation in the "Smart Energy Profile" working group, which defines data communication standards for smart meters and in-home devices over a Home Area Network.
Health Canada	Responsible for helping Canadians maintain and improve their health, while respecting individual choices and circumstances.	Ensuring compliance with the protection of customers and workers related to electricity including electromagnetic fields (EMF).
SAP Lighthouse Council	To foster collaboration between SAP, major utilities and industry vendors to integrate Advanced Metering Infrastructure with utility Enterprise technology.	Exposure to leading practices that achieve integration of end-to-end processes between the meter and the backend systems, and to reduce a company's total cost of ownership for Advanced Metering Infrastructure.

GLOSSARY

Authorized Amount

Requested funding for a project inclusive of all contingencies and based on a fixed scope and in-service date.

British Columbia Utilities Commission (BC Utilities Commission)

An independent regulatory agency of the provincial government operating under and administering the *Utilities Commission Act*. The BC Utilities Commission's responsibility is the regulation of the energy utilities under its jurisdiction to ensure that the rates charged to utility customers for energy are fair, just and reasonable. The BC Utilities Commission is responsible for ensuring customers receive safe, reliable and non-discriminatory rates and shareholders receive a fair return.

Capacity

The maximum sustainable amount of energy that can be produced or carried at an instant. For example, a car engine's horsepower rating is its energy capacity.

Capital Refresh of Assets

The program assets are assumed to be replaced periodically based on the estimated economic life of each asset type.

Clean Energy Act

A long-term vision for BC to become a clean energy leader. This Act guides government, BC Hydro and the British Columbia Utilities Commission in advancing the province's ambitious sustainable energy vision.

Contingency

An amount provided in the estimate for a project having a fixed scope and in-service date to allow for potential costs which cannot be specifically identified at the time of estimate preparation but which experience shows will likely occur.

Customer Generation

Allows customers to generate power on a smaller-scale in order to provide an alternative to, or an enhancement of, the traditional electrical power system. It can take the form of solar panels, wind power, biomass, etc.

Definition Phase

Detailed investigation of the approved approach and preparation of a preliminary design, procurement, and Project Plan for Implementation Phase funding complete with business case. This phase also includes the securing of all key defining agreements.

Demand Side Management (DSM)

Actions that modify customer demand for electricity, helping to defer the need for new energy and capacity supply additions.

Direct Labour Cost

Labour cost without benefits or overhead loadings.

Distribution System

The portion of the power system that converts energy to the right voltage and delivers power to homes and businesses across the province.

Electrical Distribution System Optimization (EDSO)

Helps to reduce electricity usage and costs with no capital investment through matching voltage to equipment requirements.

Energy

How much is consumed (or produced) over a period of time.

Field Area Network

A secure two-way telecommunication network between customer meters, other end point devices, aggregation devices and network extenders.

Greenhouse Gas (GHG)

Gases that are thought to contribute to global climate change, or the "greenhouse effect," including carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O).

Grid Modernization

An automated, intelligent power delivery system that supports additional services and benefits to customers, the environment and the economy.

Gross Benefits

The value of benefits before the deduction of related costs.

Home Area Network (HAN)

A data communications system contained within a premise, such as a residence, that can connect devices (e.g. in-home display device) in the premise to the smart meter.

Identification Phase

Review of conceptual alternatives, evaluation of feasibility, review of alternatives, and delivery of a project plan for Definition Phase funding. This phase ends with a decision on whether or not to proceed to the next phase.

In-home Display

A device that can communicate with a smart meter to show how much energy is being consumed and at what cost.

In-home Feedback Tools

Different ways through which customers can receive feedback about the electricity they are consuming, and the cost of that electricity, in their home, business or other location. In-home feedback can include an in-home display and/or secure websites, home energy management systems etc. that provide information about energy consumption.

Implementation Phase

Includes detailed design, material and equipment procurement, construction, testing and commissioning into service. The phase ends with a Post-Expenditure Review and a Project Completion Report.

Initiation Phase

Establishment of an initial project team, research and benchmarking. This phase ends with a decision to proceed on whether or not to proceed to the next phase.

Interest During Construction (IDC)

When an asset is constructed, there is often a considerable period between the start of a project and its completion. Because the cost of an asset should include all costs incurred to prepare it for use, interest costs related to the construction are generally included in the cost of the asset that is capitalized.

Interval Data Recording (IDR)

A record of energy consumptions, with reading made at regular interval throughout the day, every day.

Measurement Canada

A federal agency responsible for ensuring the integrity and accuracy of measurement in the Canadian marketplace, including the accuracy of electricity meters.

Meter Data Management System

The software applications and infrastructure required to support the integration of data from the smart metering system into other BC Hydro systems. The data is made available to the utility for a variety of business functions such as billing, energy diversion detection and outage tracking.

Microgrids

Small networks of generating sources capable of operating independently from the electricity system. Microgrids can switch quickly between operating on and off the system, allowing communities to become more self-sufficient.

Net Benefits

The value of the benefits after the reduction of related costs.

Net Present Value (NPV)

The difference between the present value of benefits and the present value of costs (including capital, operating, maintenance and administration costs) for a given discount rate.

Nominal Growth/Price

Growth or price measured in current dollars at the time the goods are produced; change includes the amount of inflation.

Ongoing Operating Expenses

The incremental operating costs required to operate and maintain program assets, such as meter maintenance and telecommunications and software application operating costs.

Present Value

Today's discounted value of future receipts or expenditures.

Price Elasticity

The price responsiveness of consumption, expressed as the percentage change in quantity per a 1 per cent change in price. For example, an elasticity of -0.10 means that a 1 per cent increase in real price would lead to a 0.1 per cent decrease in consumption.

Project Costs

The authorized amount for the Smart Metering Program is \$930 million (nominal), and this reflects the costs to put the program's assets required by regulation into operation.

Project Plan

A document that sets out a strategy and course of action for meeting the project objectives.

Revenue Requirement

A revenue requirement is the forecast cost of doing business for a period of time and must be approved by the British Columbia Utilities Commission. BC Hydro can collect its required revenue through tariffs—the rate charged to customers.

Regulatory Account

Deferred amounts related to the Smart Metering Program will be recorded in the Smart Metering Program Regulatory Account. BC Hydro's accounting policies allow for the deferral of amounts that under Canadian generally accepted accounting principles would otherwise be recorded as expenses or income in the current accounting period. The deferred amounts are either recovered or refunded through future rate adjustments.

Smart Grid

A smart grid delivers electricity from suppliers to consumers using digital communications to save energy, reduce costs and increase reliability and transparency. A smart grid is made possible by applying sensing, measurement and control devices with two-way communications, making it possible to dynamically respond to changes in system condition. A smart grid includes an intelligent monitoring system that keeps track of all electricity flowing in the system. It also has the capability of integrating clean, renewable electricity such as solar and wind.

Smart Meter

Smart meters provide two-way communication between the customer's meter and BC Hydro, capturing the amount of power that is consumed and when.

Smart Metering and Infrastructure Program

The Smart Metering and Infrastructure Program or Smart Metering Program plays a key role in modernizing BC Hydro's electricity system. It involves the introduction of new digital smart meters and the supporting infrastructure.

Supervisory Control and Data Acquisition (SCADA)

Computer systems used to send and collect supervisory controls and monitor data through power lines.

Volt-VAR Optimization (VVO)

Optimizes the energy delivery efficiency on distribution systems using real-time information, minimizing power loss.



Smart meters will allow BC Hydro to continue to manage the electricity system in a reliable, safe, and cost-effective manner.

natural gas, based on their carbon content and contribution to global warming. The carbon tax covers 70% of BC's total greenhouse gas emissions, nearly all of BC's emissions associated with the burning or combustion of fossil fuels.

However, the Committee understands that some industrial process emissions (non-combustion) are exempt from the carbon tax, such as landfill emissions and fugitive emissions from the production of oil and gas. The BC government chose to exclude these sources of emissions, indicating that they would be subject to a "cap and trade system" to cap industrial emissions and reduce them over time. The Province has indicated that it continues to work on the development of a cap and trade system to target industrial emissions.

Conference decision: _____

SELECTED ISSUES

B173 TUITION FEES

Logan Lake

WHEREAS education in the Province of British Columbia should be a right not a privilege;

AND WHEREAS student debt in British Columbia is the highest in Canada outside of the Maritimes with students receiving 70% (the lowest amount in Canada), less non-repayable financial aid:

THEREFORE BE IT RESOLVED that UBCM petition the Province to reduce tuition fees to affordable levels, establish a BC student grants program, restore the per-student college and university funding to ensure quality education and eliminate the interest on student loans.

ENDORSED BY THE SOUTHERN INTERIOR LOCAL GOVERNMENT ASSOCIATION

UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: *No Recommendation*

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee advises that the UBCM membership has not previously considered a resolution calling on the Province to reduce tuition fees, establish a BC student grants program, restore per-student college and university funding, and eliminate interest on student loans.

Conference decision: _____

B174 BC HYDRO WIRELESS SMART METERS

Colwood

WHEREAS significant and serious health, privacy and other concerns have been identified regarding the installation of wireless smart meters in British Columbia;

AND WHEREAS BC Hydro is proceeding with its program to install wireless smart meters in British Columbia although it recognizes there is active discussion and ongoing research into the possible health and environmental effects related to radio frequency signals and it is aware the World Health Organization has called for further investigation on this matter in its press release issued on May 31, 2011:

THEREFORE BE IT RESOLVED that a moratorium be placed on the mandatory installation of wireless smart meters until the major issues and problems identified regarding wireless smart meters are independently assessed and acceptable alternatives can be made available at no added cost to the

consumer.

NOT PRESENTED TO THE ASSOCIATION OF VANCOUVER ISLAND & COASTAL COMMUNITIES

UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: *No Recommendation*

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee advises that UBCM members have not previously considered a resolution on smart meters.

Conference decision: _____

B175 PROVINCIAL INCOME ASSISTANCE RATES

Kelowna

WHEREAS the October 2010 CMHC Rental Market Report for Kelowna indicates average rents far exceed the shelter allowance portion of BC Assistance, and the cost of living, particularly shelter, in this province has continually increased without corresponding adjustments to the levels of assistance;

AND WHEREAS thousands of low-income households in our city are paying far in excess of 30%, the majority in excess of 50%, of their gross income before tax on shelter including adults with disabilities who may have greater expenses than seniors in order to address the needs of their disability, including access to special needs housing;

THEREFORE BE IT RESOLVED that the provincial Ministry of Social Development be asked to increase current assistance rates and implement a program to adjust those rates annually based on the BC Average Annual Consumer Price Index;

AND BE IT FURTHER RESOLVED that the provincial Ministry of Social Development also be asked to increase assistance for adults with disabilities to the same level of assistance available to seniors.

ENDORSED BY THE SOUTHERN INTERIOR LOCAL GOVERNMENT ASSOCIATION

UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: *No Recommendation*

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee notes that the UBCM membership considered resolution 2006-B171 and referred it to the UBCM Executive. Resolution 2006-B171 called on the provincial government to increase assistance rates and implement a program to adjust those rates annually based on the Consumer Price Index; and also requested that the Province increase assistance for adults with disabilities to the same level of assistance available to seniors.

At the 2006 UBCM Convention the Premier announced the Province's intent to raise the shelter rate portion of income assistance. After consideration of both resolution 2006-B171 and the Premier's announcement at Convention, the UBCM Executive decided that the UBCM President should write to the Province expressing support for increases to assistance that met the basic needs of individuals and families. In response to the UBCM President's letter, the provincial government thanked UBCM for supporting the increase to shelter rates.

Though the UBCM membership has not directly endorsed a resolution calling for increased assistance rates adjusted annually based on the Consumer Price Index; nor have members endorsed an increase in assistance for adults with disabilities, the membership has endorsed several related resolutions requesting:



City of Richmond

Report to Committee

To: General Purposes Committee
From: Cathryn Volkering Carlile
General Manager - Community Services
Re: Global Accessibility Map (GAM)

Date: October 19, 2011
File: 11-7000-06/2011-Vol 01

Staff Recommendations

That the City partner with the Rick Hansen Foundation and Richmond Centre for Disability (RCD) to support the launch and development of Global Accessibility Map Customer Service and Professional Assessment tools.

Cathryn Volkering Carlile
General Manager - Community Services
(604-276-4068)

Att: 1

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Recreation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The Global Accessibility Map (GAM), which was formerly known as Global Accessibility Initiative (GAI), is a comprehensive rating system, assessment tool, and set of guidelines that will provide practical online information regarding the level of accessibility of buildings in participating communities. It is an initiative of the Rick Hansen Foundation that is being launched to celebrate that organisation's twenty-fifth anniversary.

In mid 2010, the Rick Hansen Foundation approached the City and Richmond Centre for Disability (RCD) to explore ways in which the three organisations could work in partnership to plan a GAM initiative in Richmond. In January 2011, in accordance with staff recommendations, Council endorsed the City's partnership in the project and agreed on short term funding to allow RCD to begin carrying out and updating accessibility assessments in the community.

This report provides an update on work to date and identifies next steps for City of Richmond involvement in the project. It is responding to two Council Term Goals:

- *Advance the City's destination status and ensure our continued development as a vibrant cultural city...*
- *Improve the effectiveness of the delivery of social services in the City...*

Background Information

For over 25 years, the City of Richmond has been working with the disability community, advocates, and supporters, towards the goal of making Richmond the most accessible community in Canada. A key community partner for the City in these efforts has been the RCD, which in 2010 celebrated its 25th anniversary. Likewise, the Rick Hansen Foundation has spent several years as an advocate and a campaigning and capacity building organisation for those living with disabilities. The GAM was chosen as a project to celebrate the 25th anniversary of the Rick Hansen "Man in Motion World Tour". It was motivated by the recognition that there is not one standard assessment tool or accessibility rating system that has been universally adopted across Canada and internationally. Countries in Asia, Europe and North America will be testing the GAM. The official global launch will occur at an international conference called "Interdependence 2012", to be held in Vancouver in May 2012.

The GAM has offered an opportunity for the City to be an "early adopter" beta site for this initiative. By pursuing the opportunity, the City of Richmond and its partners can play a key leadership role, not only in improving, but also facilitating the creation of the built environment in Richmond.

The GAM builds on existing work in the accessibility field. Between 2006 and 2008, the RCD implemented a project called 'Access Richmond', which was funded by the City. 'Access Richmond' is an online database with information on accessibility assessments carried out on a range of public and private facilities throughout the City. The GAM would take 'Access

Richmond' information and update, expand, and collate it into an internationally recognised rating system.

Project Update

Council endorsed City involvement in this project in January 2011 and allocated \$13,000 to RCD to begin implementation. The complete RCD progress report is included in **Attachment 1**.

In the first six months of the project RCD has:

- Carried out accessibility assessments across Richmond on a range of public and private sector facilities, including hotels, heritage sites, YVR and non-profit agencies.
- Updated the 'Access Richmond' website.
- Worked with Rick Hansen Foundation to link existing 'Access Richmond' material into the developing GAM information storage formats.
- Responded to enquiries about accessibility from community members on topics including ramp standards, accessible accommodation, and building code standards.

The Rick Hansen Foundation is behind schedule with software development for the Global Accessibility Map. It has however, been recruiting a Canada wide network of professional GAM assessors who will be trained once the software development stage is completed. The Foundation is also in the process of developing both its professional and consumer assessment tools, and the official media launch of the project occurred in October 2011.

Analysis

Communities across Canada, including Richmond, have been making continued efforts to increase accessibility through the direct provision and encouragement of such measures as curb cuts, ramps elevators, automatic doors, panels featuring braille, accessible housing developments that include accessible suites, audible traffic signals and designated parking spots. Nonetheless, there is still a great deal to be done, and the level of accessibility differs vastly amongst communities.

The GAM is intended to achieve two primary objectives: (1) empower people living with disabilities in Richmond to make informed decisions and leverage their consumer power to help increase the overall accessibility of buildings in our community over time, and (2) inform businesses, providing them with the information and tools to make their buildings more accessible and increase their understanding of the economic benefits of accessible venues and communities. In addition, the GAM should provide useful information for the City to consider regarding accessibility improvements that could be made to its buildings, over time, and within budgets.

Given the foregoing, the initiative should create widespread accessibility awareness across Richmond and provide an impetus for individuals, businesses and City departments to make change, measure progress over time, and increase accessibility for all members of society.

Buildings and facilities already assessed and to be assessed in the future include City of Richmond community centres, City parks and City run sports facilities. It is important to stress

that the GAM is primarily intended to assist consumers - helping them to realize the best possible experience when accessing Richmond based facilities. While some facility operators may choose to upgrade their premises based on the information available in the GAM, that is not the key priority of the tool. Any upgrades to City facilities identified in the assessment would be voluntary and subject to Council consideration.

Good accessibility within our city is essential for all sectors of the population, not just those living with a disability. Richmond has an aging population and increasing numbers of people in need of fully accessible facilities and services (e.g., pregnant women and families using strollers). There is thus a fit between the City of Richmond's priorities in relation to accessibility, and the GAM. There is also a fit with all three pillars of the City's sustainability agenda in that the initiative promotes economic, social, and environmental benefits for all.

Involvement in the Global Accessibility Map will allow the City and RCD to take existing accessibility assessment information, update it, and make it internationally recognized and relevant through the development of a internationally recognised rating system. In addition, Richmond's continued involvement in this initiative will allow the City an opportunity to partner and learn from one of Canada's leading disability organisations and experts on accessibility, and continue our efforts to improve the overall accessibility of our community. The City's role as an "early adopter" for this project should also raise the City's profile as a leader and a destination, both nationally and internationally.

Next Steps

The City of Richmond's continued role in this project would involve:

- Assistance and partnership with the Rick Hansen Foundation for the media launch of the GAM project and the professional and consumer assessment tools.
- The continued funding for a further six months of a worker for RCD to carry out accessibility assessments in Richmond and to become a trained professional assessor for the GAM.
- Assistance with the testing and evaluation of the GAM project assessment tools (note: consumer and professional assessment tools are in the process of being developed).
- Continued assistance with the collection of baseline data on accessibility initiatives in Richmond, including existing information held by the "Access Richmond" project, and with collating information on the accessibility of Richmond's public and commercial facilities.
- Working to assist with the transferring of accessibility assessment information held on the RCD Access Richmond website in to the GAM.
- Coordinating input, marketing, and messaging to partner organisations e.g.; Richmond Oval, School District 38, Richmond Chamber of Commerce, Richmond based service clubs and non-profits, YVR, RCMP, and Tourism Richmond.
- Assisting with the implementation of market research and dissemination of project findings about assessed facilities/promotion of best practice.
- Rolling out project outcomes to the Federation of Canadian Municipalities.

Future steps may include:

- Reviewing how the City can appropriately pursue and apply best accessibility practices to City owned buildings, facilities and spaces (e.g., Parks)
- Reviewing how the City can best encourage the private sector to pursue accessibility improvements for their premises (Note: any regulatory approach would be first reviewed with the private sector and approved by Council).

Financial Impact

The financial impact is \$13,000 of one time funding from within City General Contingency Funds.

Conclusion

The GAM is a comprehensive five star rating system, assessment tool and set of guidelines that will provide practical online information regarding the level of accessibility of buildings.

This initiative provides the City with an opportunity to strengthen its relationship with our existing partner, the RCD, as well as learn from the Rick Hansen Foundation, one of Canada's leading disability organisations and experts on accessibility. Through its involvement as an "early adopter" for this project, the City may raise its profile as a leader and a destination both nationally and internationally. It is recommended that the City's participation in the GAM be endorsed as outlined in the report.



Alan Hill
Cultural Diversity Coordinator
(604-276-4391)

AH:ah



Richmond Centre for Disability

"Promoting a new perspective on disability"

PROGRESS REPORT TO CITY OF RICHMOND GLOBAL ACCESSIBILITY INITIATIVE PARTICIPATION

Jun 30, 2011

Background

The City of Richmond confirmed support for the Rick Hansen Foundation (RHF) Global Accessibility Initiative (GAI) in December 2010, and under the same context granted funding of \$13,000 to the Richmond Centre for Disability (RCD) allowing for human resources allocation to participate in this project from January to June 2011.

RHF proposed a GAI partnership whereby RHF and RCD work together to achieve common accessibility goals. The shared vision of an inclusive society provides a sound basis for collaboration. More specifically, the proposed GAI partnership results in the technical integration of the existing Access Richmond Website which is administered by the RCD, with GAI software system, as well as the participation of RCD in the Beta Site testing for the initiative in Richmond.

The RCD received the funding in February 2011, and the initiative has been underway since then. The lead staff persons from the City of Richmond are John Foster and Alan Hill from the Community Services Department, while Kit Tam represents the RHF and Ella Huang the RCD.

Partnership Process

First Meeting on January 24, 2011 – attended by Alan Hill, Ella Huang and Kit Tam with RHF's technical team. RHF gave a general presentation on the concept of the initiative, its vision and directives, as well as conducted discussion on the next step and action plan.

Outcome: The consumer tools are under development, and will be available for testing when ready. There are some technical challenges pertaining to Internet interface and platform; RHF is in sole responsibility at this phase. The City of Richmond and RCD will be involved after this stage for testing of tools and integration of technical data.

Second Meeting on June 9, 2011 – attended by John Foster and Alan Hill from the City of Richmond, Ella Huang and Rich Green from RCD, also Jim Watson, Secretary of RHF Board of Directors, and Kit Tam with RHF's technical team. RHF demonstrated the consumer tools which will be launched shortly, their rating mechanism and technical

system. Professional tools are still under construction, and training for professional survey is tentatively planned for coming few months. There are interests expressed by various community partners such as Tourism Richmond.

Outcome: The official launch of the consumer tools is ready and waiting for the “to go” signal from RHF, as part of their 25th Anniversary Marketing Scheme. The City of Richmond and RCD are both in “get set” position to assist with the launch.

The Work of RCD

In the preparation phase of the GAI, the RCD took the initiative to get ready for action, plan ahead for possible involvement and enrich our experience and assets. We start to revise and build inventory for the Access Richmond website, so that the information and data are up to date. This will complement what RHF is designing for their new initiative, as the foundation of local business accessibility survey is already in place.

- New Survey and Re-Survey Activity Log:
 - Richmond Caring Place (January 2011)
 - Park & Fly (April 2011)
 - Advanced Mobility in Vancouver (April 2011 updated info with new address)
 - Touchstone Family Association (April 2011)
 - Gulf of Georgia Cannery (May 2011)
 - Holiday Inn Vancouver Airport (May 2011)
 - Executive Plaza Hotel, including Carver Restaurant (June 2011)
 - Sandman Signature Inn, including Chop Steakhouse and Bar and Danny's Restaurant (June 2011)
- Locations lined up for Survey: Steve Nash Sports Club and Shark Club
- Improvement on the Access Richmond Website: ongoing from January till now
- Responding to enquiries from community members: ongoing, on average about 1 to 5 enquiries a month. Most common topics include ramp standards, accessible accommodation, and building code standards, in order of popularity.

Next Step

1. Wait for the lead of RHF to assist launching of GAI
2. Take an active role in promoting the rating tool for consumer
3. Be engaged in the professional tool development, training and surveying
4. Propose to the City of Richmond for further funding:

Proposal: Part-time Accessibility Analyst – 3 days a week

Funding Request: Salary 3 days x 7.5 hours x \$18 x 26 weeks = \$10,530

MERCs CPP 4.95% + EI 2.49% = \$ 784

Administration 10% = \$ 1,132

TOTAL **\$ 12,446**



City of Richmond

Report to Committee

To: General Purposes Committee

From: Rendall Nasset
Officer In Charge,
Richmond RCMP Detachment

Phyllis Carlyle
General Manager
Law & Community Safety

Date: November 1, 2011

File: 09-5000-01/2011-Vol 01
(11.43 V11)

Re: Police Presence in the Downtown Core

Staff Recommendation

That:

1. A City Centre Community Police Office be considered on a 3 year trial basis:
 - a. at 5671 No. 3 Road, as the temporary location in the downtown area;
 - b. a maximum of \$573,800 in total costs over 3 years (\$167,000 in capital costs and operating costs of \$406,800) be funded from the existing RCMP budget.
2. Staff report back annually regarding the success of the program.

Rendall Nasset
Officer in Charge, Richmond RCMP Detachment
(604) 207-4718
Att:2

Phyllis Carlyle
General Manager, Law & Community Safety
(604) 276-4104

FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks and Recreation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Project Development	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Facilities Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Community Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

In contemplation of the potential impact of the relocation of the RCMP Detachment to a new location Council requested that a report be prepared:

(4)(b) on a continued police presence in the City centre area including the possibility of having community police stations.

This report supports Council's term goals to:

1. Ensure Richmond remains a safe and desirable community to live, work and play in through an interdisciplinary approach to community safety.

Background

The RCMP Detachment and staff previously located at the Courthouse (7577 Elmbridge Way) have recently relocated to the new Community Safety building located at 11411 No. 5 Road, thus leaving the City Centre core with a seemingly reduced policing presence.

Operational Response in the City Centre

Transitional Period (Short-term)

Until the end of October 2011, the Detachment's mobile command post remained on the site of 6900 Minoru Blvd, to maintain an RCMP presence during the short-term transition period. The command post was staffed with Municipal Employees, Regular Members and Auxiliary Constables who:

1. Educated the public attending the office of the new address for the RCMP.
2. Completed any routine requests for police information or crime prevention programs.
3. Completed any tasks, formerly conducted by the RCMP front counter staff, which could be completed in the confines of the command post.
4. Dispatched a police officer for any request requiring police attendance or follow-up.

The command post was open between the hours of 8am to 6pm, Monday through Friday. After hours, a sign was posted with directions and contact numbers for the new Detachment.

Current Operational Deployment Strategy

The City Centre community is located in Zone 3 of the Richmond RCMP's deployment strategy (Attachment 1). Zone 3's boundaries are No 2 Road to the west, No 4 Road to the east, Granville Avenue to the south, and River Road to the north. The Zone is approximately 3.6 square miles¹ in size and is home to approximately 38,610 citizens.

¹ Information found in: http://www.richmond.ca/shared/assets/Population_Hot_Facts6248.pdf

Currently, Zone 3 has 5 full-time General Duty uniformed members assigned to patrol the downtown core 24 hours per day, 7 days per week. In December 2010, Council was advised of a "Beat (Foot) Patrol Initiative" that operated during the months of December 2010 and January 2011. In March 2011 Council received the results of the initiative and the conclusion was made that the objectives of the initiative were not only met but were exceeded. As a result, Beat (Foot) Patrol has been implemented as a regular strategy to be utilized in the City centre on a permanent basis.

Additionally, each of the support sections such as Plain Clothes, Traffic, and Crime Prevention play an active roll in keeping the citizens of Richmond safe and can also be relied upon for covert police presence.

Summation

As the response-to-call for service requirement in the City Centre remains the same, as before the move, the addition of a City Centre Community Police office will not impact the Zone's operations. In order to ensure appropriate future operational response to the City Centre, crime statistics have been tracked and will continue to be monitored. This will enable the Detachment's Leadership team to modify the deployment strategy if necessary.

City Centre Community Police Office

A City Centre Community Police office would be an elevated level of service above what has historically been available in the downtown core. A new office would equate to an additional 33% increase in the Community Policing Programs delivered across the City.

At the July 12, 2011 Community Safety Committee meeting, Committee received a report from Superintendent Nasset recommending that the existing Community Police Offices at South Arm and Steveston remain open and accessible to the public in their current form. Residents in the South Arm and Steveston areas have endorsed the concept of community policing and the importance of community partnerships to the sustainability of key preventative programs. South Arm and Steveston's Community Police Offices now serve as a significant base for volunteers engaged in community outreach programs. It is the proximity of the volunteers' residences to the Community Police Office that supports their engagement in the programs. Most are able to walk, or conveniently take public transit, to the respective offices.

The existence of these two offices in their respective central community locations contributes to the sustainability of volunteer based crime prevention programs. In their day-to-day focused tasks, RCMP members consistently use the South Arm and Steveston locations to complete paperwork and make inquiries related to ongoing investigations and follow-ups. This leads to an increased police visibility and therefore, an increased perception of police presence; a greater awareness of crime prevention; a reduction in the fear of crime; and is an effective crime reduction strategy.

Management of the community programs is the responsibility of a full-time municipal employee (Community Police Office Co-ordinator) in each office. These co-ordinators recruit, train, motivate and organize a number of volunteers who assist in the administration, operation of the various programs and office support.

Currently the Community Police Offices offer the following programs:

South Arm

Lock-Out Auto Crime
Speed Watch
Distracted Drivers
Bike Patrol
Rent Safe
Stolen Auto Recovery

Steveston

Lock-Out Auto Crime
Speed Watch
Distracted Drivers
Mature Drivers
Crime Free Multi-Housing

In addition to the above-noted programs, a local Community Police Office fosters strong allegiance with both volunteers and local businesses that are making a difference in the community. Furthering partnerships with local community business groups, like the Richmond Chamber of Commerce, would be a priority of a City Centre Community Police Office.

In addition, Council has previously allocated \$25,000 annually for a community police office in the Hamilton area. The Community Liaison police officer currently occupies a space at the Community Centre and some of these funds will be used for modifications to this space. A future community police office will require discussions with the development industry.

A survey of neighbouring communities' Community Police Office operations illustrates a number of different models:

Municipality	Number of Community Police Offices	Programs Offered
Delta	4	Lock-Out Auto Crime Speed Watch Bike Patrols Crime Watch Senior's Abuse
New Westminster	0	Currently No Community Police Offices
Surrey	5	Lock-Out Auto Crime Speed Watch Bike Patrols
Vancouver	8	Lock-Out Auto Crime Speed Watch Bike Patrols

In each of the 3 municipalities that have Community Police Offices, there is a regular member stationed at the office, which is a substantial cost to the municipality. The Officer in Charge does not support the permanent placement of a regular member at a City Centre Community Police Office at this time, due to resource allocation priorities. The Community Police Offices in the neighbouring communities were located either in a stand-alone location or in a strip-mall style location with an outside entrance; none were located in an indoor mall.

Options

As directed by Council a review was undertaken regarding a continued police presence in the City Centre area, including the possibility of a community police station. The Detachment's Leadership Team proposes the following two options:

1. All City Centre walk-in clients report to the new location at No 5 Road - The Officer in Charge has advised that the existing level of operational police presence in the downtown core can be maintained with the resources currently allocated.
2. A 3 year trial City Centre Community Police Office, similar to both South Arm and Steveston, that includes the following additional requirements:
 - (a) a new temporary full-time City Employee position;
 - (b) offices for the Youth Intervention and Restorative Justice Program Coordinators; and
 - (c) storage space for both the Auxiliary Constables' and the Bike Squad's equipment.

Analysis of Options

Recognizing that safety is a primary concern to Richmond citizens, the City has identified the delivery of Public Safety Services as a top priority. The above options have been evaluated based on the Detachment's vision of providing "*Safe Homes and Safe Communities*" to the citizens of Richmond.

Option 1: All City Centre walk-in clients report to the new location at 11411 No. 5 Road (Not Recommended)

This option provides a centralized location for both police-based and community based programs for all areas of the City, except for Steveston and South Arm. All Detachment personnel would be deployed from the main Detachment located on No. 5 Road. This location provides adequate parking for the public and allows easy access for citizens.

Pros: The service level to the community remains the same as it was whilst the Detachment was located at the Minoru location.

Cons: The move of the RCMP Detachment to the No. 5 Road location may result in a perceived reduction of police presence by the citizens of the City Centre; citizens will have to travel further to access RCMP resources.

Option 2: 3 year trial City Centre Community Police Office staffed with a temporary full-time City employee (Recommended)

This facility would represent an enhanced level of service to the City Centre core. The availability of a City Centre Community Police Office would provide an office space for General Duty, Traffic and Crime Prevention Unit members to complete paperwork; engage with the public and plan/coordinate crime prevention activities.

A benefit of having a City Centre location would be the ability to efficiently deploy the Bike Squad and the numerous auxiliary constables and volunteer resources from this location as the vast majority of their duties occur in the downtown core. Furthermore, these units require a significantly large storage area for equipment such as mountain bikes and Speed Watch items.

The proposed City Centre Community Police Office would require a centrally located office space that is visible and accessible to all clients. Adequate parking for staff, police vehicles and the public would have to be provided which would be no more than 20 to 30 feet from the front entrance for easy access. The office space should be comparable to the South Arm Community Police Office with the addition of two enclosed office spaces to accommodate private interviews with the general public or prospective volunteers. This would include a counter reception space, work cubicles for volunteers, a small project/break room, storage space for office supplies and equipment, and washroom facilities.

Pros: Management of the community programs will be the responsibility of a temporary full-time municipal employee Community Police Office Co-ordinator. This new temporary City employee would be responsible to provide services to the community as follows:

- Personal counter service to the public, receives telephone inquiries, generates police files, conducts background searches and forwards file information to appropriate parties.
- Recruits, trains and supervises volunteers based in the City Centre Community Police Office.
- Co-ordinates the delivery of community programs by volunteers, such as Anti-graffiti, Lock it or Lose it, Speed Watch and Business Watch.
- Develops and maintains working relationships with community partners such as the community centre and the Chamber of Commerce.
- Maintains the Community Police Office space for members and volunteers, ensuring supplies, equipment and work areas are available and in good working order.

Two additional community programs, which are staffed by two full-time Municipal Employees, are better suited to a City Centre Community Police Office: Youth Intervention and Restorative Justice. This location is preferable due to the proximity to public transit, location of alternative and public high schools and the School Board's Office.

Cons: Additional cost to provide a temporary full-time City employee. The facility may require modifications to the building, including enhanced security features. Annual operating and rental costs will also be required.

Possible Locations for a Community Police Office (Attachment 2)

Location 1: 5671 No. 3 Road, City-Owned Premise (Recommended)

The City-owned premise at 5671 No. 3 Road is the preferred location to accommodate a City Centre Community Police Office. A number of key elements were examined in determining the requirements of a Community Police Office, such as: police presence, accessibility by the public, proximity to public transit, ease of access and building security.

The City Centre Community Police Office would provide office space for General Duty, Traffic Section, and Crime Prevention Unit members. The City Centre would benefit from the increased police presence in the downtown core and provide opportunities for members to engage with the public and to plan/coordinate crime prevention activities. Operational benefits of having a Community Police Office located in the downtown minimizes the time required for deployment of the Bike Squad and the auxiliary constables, as the majority of their calls for service occur in the Downtown area.

The premises at 5671 No. 3 Road of approximately 4,473 square feet, represents an opportunity for a City Centre Community Police Office, as follows:

- a central City Centre location
- across the street from the Lansdowne Canada Line Station
- immediately available
- more than 12 parking stalls located outside the premises
- two entry areas off the parking lot for a variety of purposes including confidential access for clientele, bike access, etc.
- City-owned property
- easy access to all areas of the City Centre including the Oval via Lansdowne Road (and laneways)

A section of the building is currently tenanted by the Richmond Centre for The Disability (RCD). The RCD has been advised of the potential for a Community Police office to be located adjacent to its premises. On September 29, 2011 staff met with both the principals and the Executive Director of the RCD to discuss the opportunity and long-term vision of the RCMP's Community Police Office and City's use of the building. The RCD had no objections to the Community Police Office and saw many potential opportunities could be gained from the co-location of the two community services.

Location 2: 6900 Minoru Boulevard, Old Public Safety Building (not recommended)

Currently there is a study being undertaken for a future civic precinct. Any costs attributed to a Community Police Office would have to be considered as part of the overall vision for this project. The initial estimate is \$50,000 for the Community Police Office function alone, without the presence of the other community-based functions such as Restorative Justice, Youth Intervention or the Bike Squad storage. This option is not immediately available.

Location 3: 140-8279 Saba Road and Firbridge/Minoru Boulevard, City Community Centres (not recommended)

The City Centre community centres, Firbridge and Lang, are not immediately available. The programming of these two spaces does not currently envision a policing presence, as there is a continued need for neighbourhood level recreational services.

Location 4: 7577 Elmbridge Way, Old RCMP Annex (not recommended)

Although RCMP staff had previously been occupying some of the space above the courthouse, this option is not preferred for the following reasons:

- Site is not easily accessible by Transit.
- Office space is on the second floor with no street level entrance.
- No ability to store bicycles.
- Limited parking.
- "E" Division Security approval has not been sought.
- Space is larger than what is required, and a substantial retrofit is anticipated although the costs have not been estimated.

Location 5: Development Industry to Contribute Space (not recommended)

It is the desire of the Detachment's Leadership Team to operate as a functional Community Police Office on a trial basis. This would allow a full cost/benefit analysis before requesting Council's permission to locate in the City Centre on a permanent basis. The timing of development is paramount to this philosophy, however there are currently no opportunities in the immediate future. After the trial is conducted, then the preservation of the function in the City Centre could be the subject of discussion with the developers in the area.

Location 6: Shopping Centre Storefront (not recommended)

The neighbouring municipalities have not placed their Community Police Office's in indoor shopping centres but have located them in strip malls. Challenges identified by the other municipalities with shopping centres were security issues, and unrealistic expectations by mall management as to uniformed police presence.

Recommended Option

Given the above analysis, Option 2 – a 3 year trial of a City Centre Community Police Office staffed with a temporary full-time City employee position is recommended as this option would enhance a downtown police presence and provide Community Policing services to a segment of the City that does not currently have them.

Financial Impact – Option 2 at 5671 No. 3 Road**Operating Budget for 3 years only**

Temporary FT City Employee Salary & Benefits	\$ 78,000 ²
Community Policing Program Operating Costs	\$ 2,600 ³
Operating Budget Impact (OBI)	\$ 28,000 ⁴
Janitorial Services	\$ 27,000 ⁵
Total Annual Costs	\$135,600

Capital Budget

Tenant Improvements (Paint, front counter, carpet, security)	\$ 72,000 ⁶
Information Technology	\$ 95,000 ⁷
Total One Time Costs	\$167,000

The costs of the one time capital costs of \$167,000; annual operating costs of \$135,600 for 3 years (\$406,800) for a total of \$573,800 would be funded within the RCMP budget. As this is a City-owned building the annual lost rental opportunity would be in the order of \$62,622 and annual lost tax revenue of \$6,398. This would result in an opportunity cost of \$207,060 over the 3 years of the trial project.

² ME Costs are based on 2011 Richmond Detachment Community Policing Co-ordinator City Employee

³ CP Program Operating Costs are based on 2011 Programming Costs for South Arm and Steveston Community Police Office's

⁴ Operating (OBI) Costs are based on information from CoR Real Estate Services \$3.50/sf for general building costs plus \$2.75/sf for utility costs (gas, electricity, garbage, etc.)

⁵ Janitorial Services are based on information from CoR Building Maintenance, \$6.00/sf

⁶ Tenant Improvement Costs are based on information from CoR Project Development

⁷ IT Costs are based on estimates from CoR and RCMP IT

Conclusion

Although a Community Police Office is not required for an operational response to the City Centre, it would provide the citizens of Richmond with a higher level of service than currently received. Option 2 provides a model that will be fully functional within two months and the City has the ability to recruit and maintain a volunteer base to support and sustain crime prevention programs in the City Centre of Richmond. A Community Police Office would assist in maintaining a visible police presence during and after hours in the City Centre. This increased level of service is balanced against the overall costs to the City of \$780,860 for the 3-year trial.

The continuation of this program after 3 years will be subject to Council review and approval.



Lainie Goddard
Manager, RCMP Administration
(604) 207-4767



Oct 6 2011



For convenient visualization only.
May not be accurate or complete.
© City of Richmond, all rights reserved.
Scale approximate, directions, locations approximate.
Top of page is oriented toward grid north.

By: David McGee, GIS Analyst, L&CS Department

RCMP Zones





To: General Purposes Committee
From: Tom Stewart, ASCT.
Director, Public Works Operations

Date: October 18, 2011
File: 01-0370-01/2011-
Vol01

Cecilia Achiam, MCIP, BCSLA
Interim Director, Sustainability and District Energy

Re: Sustainability Framework - Proposed Solid Waste Strategic Program

Staff Recommendation

That the Solid Waste Sustainability Strategic Program, as presented in **Attachment 1** to the report dated October 18, 2011, be endorsed as the solid waste component of the City's Sustainability Framework.

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

Cecilia Achiam, MCIP, BCSLA
Interim Director, Sustainability and District Energy
(604-276-4122)

Att. 7

FOR ORIGINATING DEPARTMENT USE ONLY			
CONCURRENCE OF GENERAL MANAGER		CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

This report presents a recommended Solid Waste Strategic Program to fulfill a key piece in City's Corporate Sustainability Framework (**Attachment 1**). The Sustainability Framework is being developed in support of the following Council Term Goal:

Council Term Goal #7: "Sustainability and the Environment – Demonstrate leadership in and significant advancement of the City's agenda for sustainability through the development and implementation of a comprehensive strategy that among other objectives includes incorporating sustainability into our City policies and bylaws".

In addition, at their meeting on May 24, 2011, Council directed that the City's "Report 2010: Towards Excellence in Recycling and Solid Waste Management" ('Report 2010')¹ be used as the basis to prepare the solid waste component of the City's Sustainability Framework. This report addresses this request.

Background

The City's Sustainability Framework and Policy

The City is developing a Sustainability Framework to bring together the City's individual components of sustainability into a unified and coherent program. The Sustainability Framework developed to-date, inclusive of the proposed Solid Waste Strategic Program, is provided in **Attachment 2**.

The Framework captures the multiple actions at various levels throughout the organization to provide a 'one-stop' overview of the City's activities as they relate to achieving sustainability. It also serves to collate and develop performance-based targets and establish an overall system for measuring and reporting progress across the many objectives of sustainability. By having the targets clearly defined in one place, the City will be able to maximize opportunities for collective and multi-objective based action.

The Framework is being developed in phases with the incorporation of new components as they become developed. On January 25, 2010, Council adopted the conceptual structure for the Sustainability Framework which identified 9 goal areas that span across the full breadth of sustainability². On April 26, 2010, Council adopted the City's Corporate Sustainability Policy 1400 – the first major component of the Sustainability Framework (**Attachment 3**). This Policy provides an overall vision of sustainability and establishes overarching sustainability principles to help guide City decision-making and activities.

¹ "Report 2010: Towards Excellence in Recycling and Solid Waste Management", Printed copies of the report can be found at customer service desk and electronically at http://www.richmond.ca/shared/assets/Report_201030546.pdf.

² The goal areas adopted by Council are climate change, sustainable resource use, mobility, green built and natural environment, local agriculture and food, sustainable business, leadership in municipal practices, vibrant communities and inclusive, safe and accessible communities.

In order to complete the sustainability framework, Strategic Programs are being developed for each of the identified goal areas. The Strategic Programs serve to establish baseline conditions, targets, strategies and actions. These incorporate and build upon the City's existing initiatives in a manner that supports a particular goal area but also aligns with other sustainability goal areas. A key objective in developing the Sustainability Framework is to better enable the City to identify interconnections between goal areas and advance actions that support advancement of multiple sustainability objectives. Each of the Strategic Programs are being developed in a consistent format to support coherence and enable greater understanding of how the full suite of activities contribute to an overall program.

To-date, Council has adopted two Strategic Programs:

1. Climate Change Strategic Program (June 28, 2010)
2. Sustainable Resource Use – Energy Strategic Program (July 26, 2010).

Combined these two Programs have established 8 targets, including:

- community-wide greenhouse gas emission reduction targets of 33% by 2020 and 80% by 2050 from 2007 levels; and
- 10% community energy use reduction by 2020.

This report presents the Solid Waste Strategic Program to complete another major component within the overarching goal area of "Sustainable Resource Use".

Analysis

In order to develop the Solid Waste Strategic Program component of the framework, it is helpful to understand its relationship to sustainability as well as provide an overview of current activities in this already well-developed program.

Solid Waste Management & Sustainability

Effective solid waste management is critical for advancing overall sustainability. It preserves resources and supports long-term supply. It also helps to reduce greenhouse gas emissions and the impacts of climate change. In addition, effective solid waste management helps ensure that toxic materials are managed appropriately to protect the health and safety of people and the natural environment. Given these considerations, effective waste management was identified as a priority component to be included in the City's Sustainability Framework.

Further background on solid waste and its implications for sustainability is provided in **Attachment 4**. A key finding in this backgrounder is the achievement of Richmond community's residential recycling rate of 50%. This is a significant achievement, particularly when compared with Canada's national recycling average of 30%.

Solid Waste Management – Current City Activities

On May 24, 2011, Council endorsed the “Report 2010: Towards Excellence in Recycling and Solid Waste Management” (‘Report 2010’).

The ‘Report 2010’ highlights the significant advancements and results achieved through the City’s various recycling and solid waste management programs. Through these programs, the City achieved 50% waste diversion and has maintained this level of recycling despite population growth. A summary of the City’s current solid waste and recycling services are provided in **Attachment 5**.



Figure 1: Report 2010: Towards Excellence in Recycling and Solid Waste Management

Recognizing the achievement of the 50% waste diversion goal and the need to move forward with new waste diversion targets and other strategies for managing waste and residuals, a new plan was developed by Metro Vancouver in consultation with Richmond and other Lower Mainland municipalities. The municipal actions outlined in the new plan, “Integrated Solid Waste and Resource Management Plan” (ISWRMP) were endorsed by Council on October 25, 2010. The ISWRMP received provincial approval on July 22, 2011. The ISWRMP establishes a new waste diversion target of 70% by 2015 and an aspirational target of 80% by 2020.

In order to help guide the City toward achievement of these new targets, the ‘Report 2010’ serves to outline key expected focus areas such as: increased emphasis on education; enhanced recycling depots or Eco Centres; expanding recycling to public spaces; evaluating options for recycling programs for business; targeting organics for recycling and energy recovery; targeting demolition, land clearing and construction waste for increased reuse and recycling, etc.

The establishment of a new waste diversion target and the direction outlined in the ‘Report 2010’ presents the opportunity at this time to embed solid waste as a strategic component within the sustainability framework.

Proposed Solid Waste Strategic Program

The proposed Solid Waste Strategic Program is outlined in **Attachment 1**. The proposed Program incorporates the commitments and actions from the ‘Report 2010’ and Council’s endorsement of the ISWRMP.

The Program proposes an overarching City’s goal statement in the solid waste area to be: “A Recycling Smart City” – ‘where excellence in recycling and solid waste management is continuously pursued to ensure waste generation is minimized and reuse, recycling and material recovery opportunities are maximized and accessible for the community’.

It proposes that the City incorporate a corporate waste management target and embed the community target of 70% waste diversion by 2015. The benefit of establishing a corporate waste management target is that it will help the City to measure how, as a business, our own actions are

contributing to the larger community target. It will also help the City manage its own carbon footprint.

In summary, the proposed Solid Waste Strategic Program:

- articulates an overarching goal statement (as noted above);
- embeds the City's long-time existing strategies: Reduce, Reuse and Recycle into the City's broader sustainability action agenda;
- formalizes one Solid Waste and Recycling Program that encapsulates both corporate and community activities;
- establishes a commitment to set a corporate waste management target by the end of 2012;
- embeds the community target to achieve 70% waste diversion by 2015;
- establishes baseline conditions for reporting progress based on a benchmark year consistent with other core sustainability objectives.

The City's progress in expanding and advancing recycling services and initiatives have been continuously pursued and done in a manner which demonstrates leadership in the region. By embedding and populating the Sustainability Framework with the proposed Solid Waste Strategic Program, the City will continue to be leaders in the region in capturing this important element as part of the broader sustainability agenda.

Implementation

As with the activities outlined in the 'Report 2010', the proposed Solid Waste Strategic Program will be managed by the City's Fleet and Environmental Programs Manager. A proposed 5-year implementation plan is provided in **Attachment 6**.

Resource Considerations

There is no direct financial impact associated with the adoption of the proposed Solid Waste Strategic Program. At the corporate-scale, the Solid Waste Strategic Program includes a commitment to develop a corporate waste management target. Council will determine what target to adopt depending on resource and funding implications.

At the community-scale level, the proposed Solid Waste Strategic Program embeds an existing target previously endorsed by Council (i.e. 70% waste diversion by 2015). New initiatives and resources will be required to reach the community target, which were outlined when Council considered adoption of the municipal actions in the ISWRMP. Key activities include expanding recycling into the multi-family and commercial sector, and most likely developing an Eco-Centre to expand recycling depot servicing. Other activities will also be required. The cost and resource implications will be identified and reported to Council for evaluation and approval as each item is considered. The existing model of cost recovery from those who benefit from the services and programs will be maintained.

Sustainability Framework – Next Steps

The City's Sustainability Framework is being developed in phases through the work of staff across City departments. Components of the Sustainability Framework are being brought forward as they are developed.

To date, the Sustainability Framework includes an overarching Sustainability Policy and completed Climate Change goal area. A Strategic Energy Program has also been developed as part of Sustainable Resource Use. The addition of the proposed Solid Waste Strategic Program would further complete this goal area. Sustainable Resource Use will be completed with the future development of the Water Strategic Program.

The anticipated timeline for developing the remaining goal areas of the Sustainability Framework is provided in **Attachment 7**.

Financial Impact

There is no direct financial impact associated with adopting the Solid Waste Strategic Program.

Conclusion

By bringing the pieces of sustainability together into one unified and coherent program, the City's Sustainability Framework helps the City adopt a holistic and integrated approach to sustainability and achieve a new level of sustainability performance. Based largely on the findings from the City's recent "2010 Report: Towards Excellence in Recycling and Solid Waste Management", the proposed Solid Waste Strategic Program completes another major milestone in the development of the City's Sustainability Framework.



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

MD:md



Margot Daykin
Sustainability Manager
(604-276-4130)

City of Richmond's Corporate Sustainability Framework — Solid Waste Strategic Program (Overview) —

The Solid Waste Strategic Program consists of:

Goal: A Recycling Smart City – “where excellence in recycling and solid waste management is continuously pursued to ensure waste generation is minimized and reuse, recycling and material recovery opportunities are maximized and accessible for the community”

Strategies:

- Reduce – *reduce waste at source*
- Reuse – *convert waste to a new use (including energy)*
- Recycle – *re-introduce into the supply chain*



Action Program:

- Solid Waste and Recycling Program (Corporate & Community)

Targets:

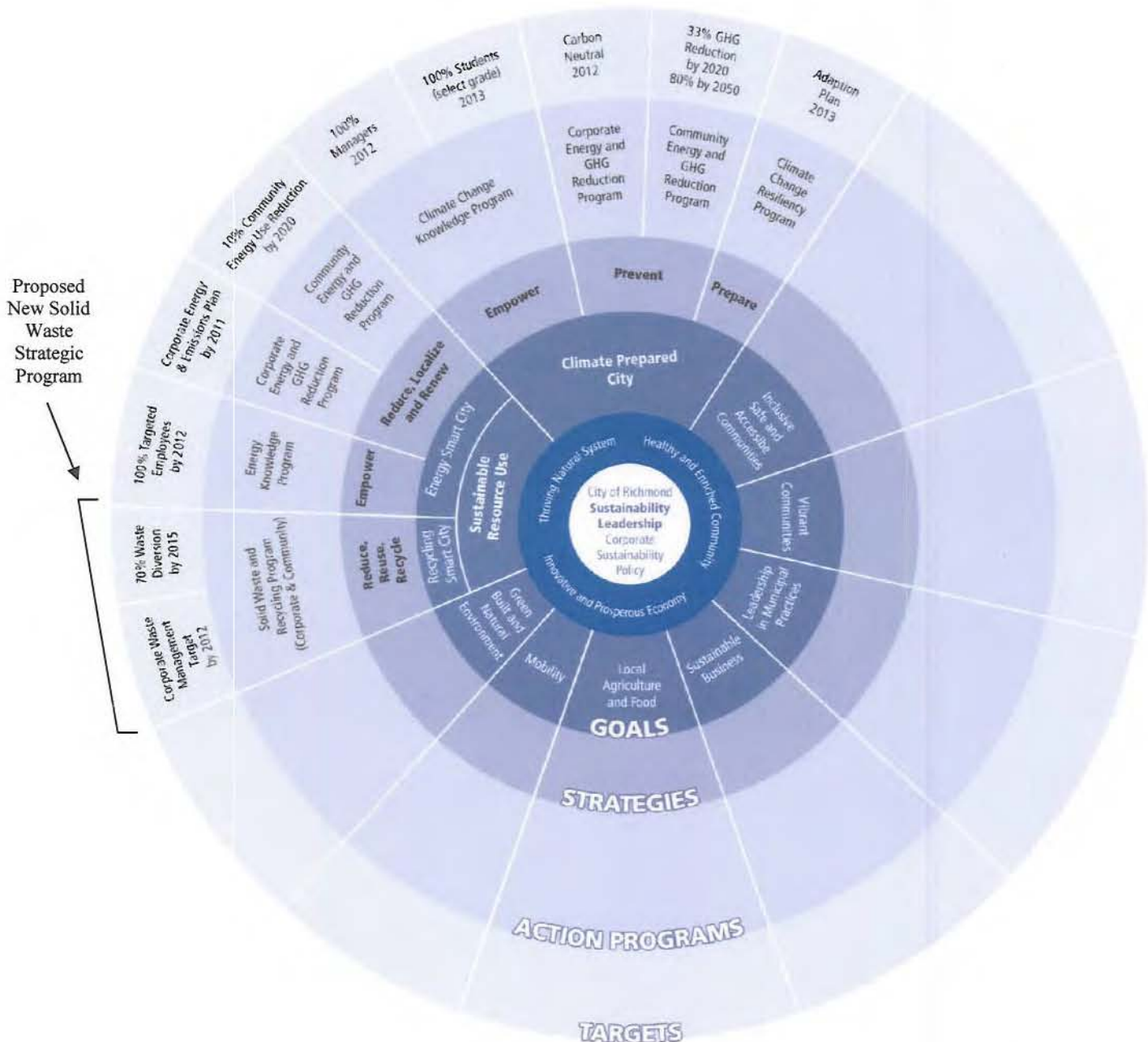
- To develop a corporate waste target by the end of 2012.
- To achieve a community-wide waste diversion rate of 70% by 2015.

Baseline*:


- Corporate waste generation (2007): @ 6,175 tonnes
- Community waste generation (2007): @ 125,000 tonnes
- Residential recycling rate (2007): 50% (collectively, residents are recycling approximately half of the overall waste generated)

* To establish a common benchmark, 2007 has been selected as the base year for each of the goal areas in the Sustainability Framework.

City of Richmond's Corporate Sustainability Framework – Solid Waste Strategic Program –



City of Richmond's Corporate Sustainability Frame Work – Corporate Sustainability Policy –

 City of Richmond Policy Manual		
Page 1 of 3	Adopted by Council: April 26, 2010	Policy 1400
File Ref: 10-6125	Corporate Sustainability Policy	

Policy 1400:

It is Council's Policy that:

1. The City of Richmond's Corporate Sustainability Policy provides the commitment, shared vision, guiding principles and corporate strategic practices for how the City of Richmond embraces and advances sustainability.

Corporate Commitment

2. The City of Richmond recognizes that a sustainable community is essential for achieving the City's Corporate Vision of "being the most appealing, liveable and well-managed community in Canada".

The City of Richmond is committed to becoming a recognized leader in sustainability, advancing local community sustainability through excellence in local governmental sustainability practice and serving as an inspiration for greater collective change.

Envisioning Sustainability

3. The City of Richmond is guided by the following Vision of a Sustainable Richmond:
"A sustainable Richmond community is a healthy, safe and enriched island community with thriving natural systems and a responsible and prosperous economy, sustained for current and future generations."

The City recognizes that the realization of this Vision is dependant on the collective achievement of three interdependent conditions:

Social Sustainability – the condition where "basic needs are met, wealth and resources are distributed justly, equitable opportunities exist for social enrichment at the individual and community level and resiliency exists to address challenges"

Environmental Sustainability – the condition where "the integrity of the life support systems of the Earth are maintained and enriched by socio-economic choices"


Economic Sustainability – the condition where "social, natural and economic capital is managed to produce benefits that are enriching, non-eroding, equitable and fiscally responsible"

Realizing Sustainability

4. The City will act according to the following Sustainability Principles (RESES):
 - Respect - There is respect for humans (individuals, the local community, the global community and future generations) and biodiversity.

2889154

2009/154

 City of Richmond		Policy Manual
Page 2 of 3	Adopted by Council: April 26, 2010	Policy 1400
File Ref: 10-6125	Corporate Sustainability Policy	
<ul style="list-style-type: none">• Equity - It is recognized that no one should be constrained from realizing a just and acceptable standard of living. Decisions and actions will be made to result in a just distribution of resources and costs, among communities today and in the future.• Social Inclusion and Cultural Enrichment - Diversity is respected and celebrated, everyone is able to fully participate in and enjoy all aspects of community life and act on their responsibilities, and people enjoy and are supported by strong and vibrant human interactions.• Ecological Integrity - Ecological health is recognized as an essential foundation for social and economic well-being and decisions and activities are managed to achieve positive environmental outcomes.• Security and Adaptability - Individuals and communities are supported by resilient socio-economic systems, including a responsible economy based on renewable and reliable inputs (e.g., energy, water, food and raw resources), fiscal resilience and social effectiveness. Life-supporting systems, such as atmospheric conditions, are secure and both individuals and communities are able to anticipate and effectively respond to change.		
5. The City will adhere to the following Sustainability Practices:		
<ul style="list-style-type: none">• Demonstrating Leadership - The City will set sustainability-based goals of significance, adopt leading-edge practice and deliver results of substantive sustainability benefit.• Being Accountable - The City will advance a robust sustainability-driven management program, one which leads by need, focuses action investment on areas of high sustainability importance, takes action based on its established sustainability principles and measures performance against well-defined targets.• Conducting Integrated Decision-Making - The City will integrate sustainability throughout the organization, working in partnership with internal and external parties. The City will undertake <i>triple bottom line decision-making</i>, the practice of considering the socio-cultural, economic and environmental benefits and costs to current and future generations.• Learning and Being Innovative - The City will grow long-term organizational capacity and foster a culture of sustainability awareness and responsibility that promotes new ways of thinking. The City will challenge established norms, share knowledge, adopt emerging technologies and practices and drive progress through continual improvement.• Engaging the Community - The City recognizes that Sustainability requires collective action by all. Over time, the City will encourage greater levels of participation of the community, business, academia and other sectors to create a more sustainable community through partnerships and supportive programs.		
2009154		



City of Richmond

Policy Manual

Page 2 of 3	Adopted by Council: April 26, 2010	Policy 1400
File Ref: 10-6125	Corporate Sustainability Policy	

- **Equity** - It is recognized that no one should be constrained from realizing a just and acceptable standard of living. Decisions and actions will be made to result in a just distribution of resources and costs, among communities today and in the future.
 - **Social Inclusion and Cultural Enrichment** - Diversity is respected and celebrated, everyone is able to fully participate in and enjoy all aspects of community life and act on their responsibilities, and people enjoy and are supported by strong and vibrant human interactions.
 - **Ecological Integrity** - Ecological health is recognized as an essential foundation for social and economic well-being and decisions and activities are managed to achieve positive environmental outcomes.
 - **Security and Adaptability** - Individuals and communities are supported by resilient socio-economic systems, including a responsible economy based on renewable and reliable inputs (e.g., energy, water, food and raw resources), fiscal resilience and social effectiveness. Life-supporting systems, such as atmospheric conditions, are secure and both individuals and communities are able to anticipate and effectively respond to change.
5. The City will adhere to the following Sustainability Practices:
- **Demonstrating Leadership** - The City will set sustainability-based goals of significance, adopt leading-edge practice and deliver results of substantive sustainability benefit.
 - **Being Accountable** - The City will advance a robust sustainability-driven management program, one which leads by need, focuses action investment on areas of high sustainability importance, takes action based on its established sustainability principles and measures performance against well-defined targets.
 - **Conducting Integrated Decision-Making** - The City will integrate sustainability throughout the organization, working in partnership with internal and external parties. The City will undertake *triple bottom line decision-making*, the practice of considering the socio-cultural, economic and environmental benefits and costs to current and future generations.
 - **Learning and Being Innovative** - The City will grow long-term organizational capacity and foster a culture of sustainability awareness and responsibility that promotes new ways of thinking. The City will challenge established norms, share knowledge, adopt emerging technologies and practices and drive progress through continual improvement.
 - **Engaging the Community** - The City recognizes that Sustainability requires collective action by all. Over time, the City will encourage greater levels of participation of the community, business, academia and other sectors to create a more sustainable community through partnerships and supportive programs.

2009154



City of Richmond

Policy Manual

Page 3 of 3	Adopted by Council: April 26, 2010	Policy 1400
File Ref: 10-6125	Corporate Sustainability Policy	

Policy Scope

6. The scope of the City of Richmond Corporate Sustainability Policy is as follows:
- The policy applies to all City decision-making and activities.
 - The policy recognizes the City's responsibility to operate in a manner that is socially, environmentally and financially sound and its broader ability to influence others to make more sustainable living choices.

Policy Review

7. This Policy will be reviewed and revised regularly.

2005154

Solid Waste Backgrounder

Canadian Solid Waste Management Trends

- Canadians generate approximately 31 million tonnes of solid waste each year, of which only 30% is recycled. Most solid waste is disposed of in landfills and takes many years to decompose (RCBC, 2010).
- While landfilling is the most common way to dispose of waste in Canada, existing landfill space is reaching capacity and many residents are opposed to having landfills created close to their communities. This presents a challenge for all Canadian communities.
- Compared to 17 other developed countries, Canada ranks last on the municipal waste generation indicator by the Conference Board of Canada (Figure 1).

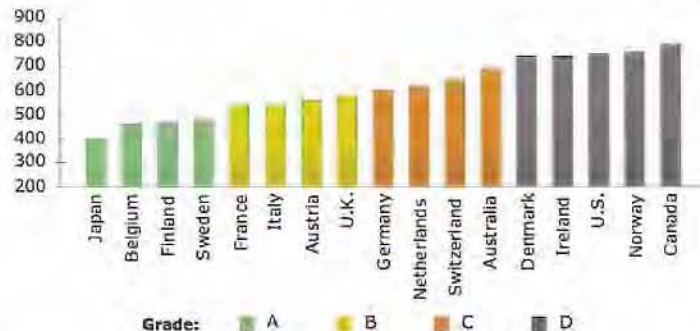


Figure 1. Municipal Waste Generation, 2005 or Most Recent Year (kilogram per capita) Source: The Conference Board of Canada

Regional Trends in Metro Vancouver

- Waste generation has been on the rise with population growth; however recycling efforts have increased steadily and successfully prevented further increases in waste disposed.
- The cost to dispose garbage is growing. Tipping fees have increased by almost 50% since 2007 and are projected to rise to over \$180/T by 2015 as landfill space continues to decrease in the region (Figure 2) (City of Richmond, 2010).
- Metro Vancouver developed an *Integrated Solid Waste and Resource Management Plan* with an aggressive goal to reduce waste generated per capita to at least 90% of 2010 levels by year 2020, and waste diversion (recycling) targets of 70% by 2015 with an aspiration target of 80% by 2020³ (City of Richmond, 2010).

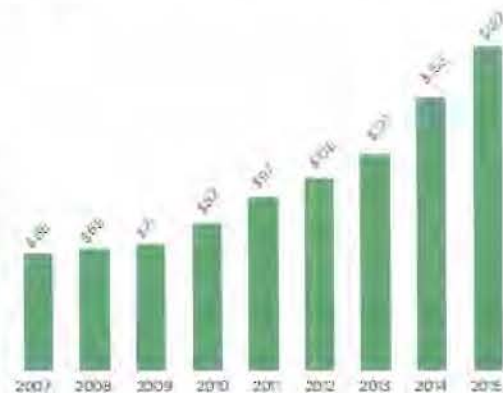


Figure 2 Tipping Fees, Current and Projected, Per Tonne Source: City of Richmond, 2010

³ The overall 70% diversion target implies a 30% diversion rate by multi-family home residents, 65% by single-family home residents, 70% by institutional, commercial and industrial operators, and 80% by demolition, land clearing and construction industry operators.

Richmond Solid Waste Management Trends

- Compared to a national average of 30%, Richmond residents recycle more than 50% of unwanted material (Figure 3).
- Despite significant population growth, the City of Richmond's solid waste management programs have successfully increased recycling and decreased waste generation for single family homes since 1990 (Figure 4). Recycling, yard trimming and food scraps collected have all seen steady growth since implementation of various programs (City of Richmond, 2010).
- Total residential waste sent to landfill fell from 27,236 tonnes in 1990 to 16,633 tonnes in 2010 as a result of the successful implementation of comprehensive recycling programs (Appendix A) and full-service Recycling Depot (City of Richmond, 2010).

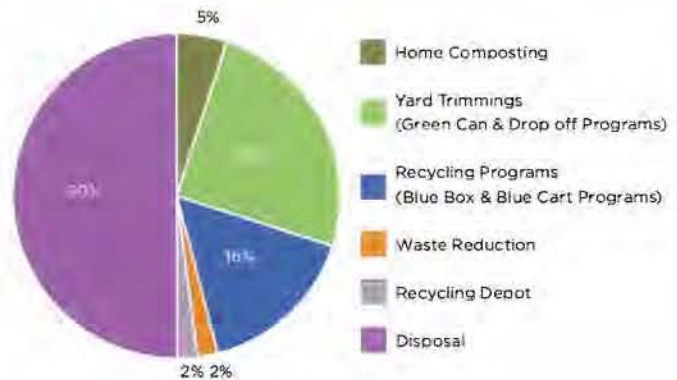


Figure 3. Richmond Residential Recycling
Source: City of Richmond, 2010

Solid Waste, Natural Resources and Climate Change

- Solid waste decomposing in landfills contributes to climate change directly through the emission of methane, a greenhouse gas (GHG) that is 21 times more potent than CO₂ in terms of its global warming potential (RCBC, 2010; Environment Canada, 2010).
- Solid waste is estimated to be responsible for 14% of Canada's annual GHG emissions (EPIC, 2002; Environment Canada, 2010). In Richmond, solid waste contributed about 4% of community GHG emissions (2007) and to about 9% of corporate GHG emissions (2007) (Province of British Columbia, 2007; City of Richmond, 2011).
- Recycled materials require fewer resources, such as energy and water, and emit fewer GHG during manufacturing processes than virgin raw materials⁴ (Roseland, 2005; RCBC, 2010). Waste prevention and recycling can also delay the need to extract raw materials, which decreases GHG emissions from the extraction process and the transportation of raw materials⁵ (RCBC, 2010).

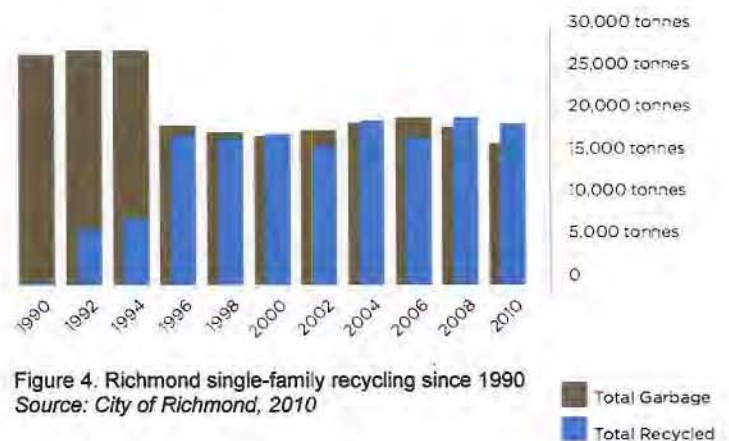


Figure 4. Richmond single-family recycling since 1990
Source: City of Richmond, 2010

⁴ For instance, research has found a 90% energy use savings in the manufacturing of aluminum when using recycled materials as the input rather than using raw resources.

⁵ By recycling beverage containers, consumers help reduce the amount of CO₂ emissions by 135,000 tonnes, which is equivalent to taking 39,000 cars off BC's roads for a year.

Solid Waste and the Economy

- Much of the solid waste produced in the US and Canada is not directly generated by consumers, but is generated through the manufacturing and distribution phases of consumer products production⁶ (Roseland, 2005). As such, opportunities exist for producers and manufacturers to reduce waste from its source.
- While Recycling and Reuse programs can lead to job creation and business opportunities, governments also benefit from savings in tipping fees⁷ (Roseland, 2005).
- Recycling and Reuse programs help transition communities from unsustainable open loop systems (cradle-to-grave) to closed loop systems (i.e., cradle-to-cradle).

Sustainable Solid Waste Management Characteristics

- A hierarchy of strategies exists. Source reduction should be the first priority; secondly, efforts should be made to reuse resources; thirdly, materials that cannot be reuse should be recycled; finally, when materials can no longer be reused nor recycled, options to recover energy should be explored (Roseland, 2005).
- It is important to note that waste diversion strategies (recycle and recover) only delays the onset of landfill crises in communities, while reduce and reuse offer the greatest opportunities for eliminating pollution and depletion of natural resources (Roseland, 2005).

Solid Waste Backgrounder References:

- City of Richmond. (2011). Corporate GHG emissions and Energy Inventory for 1995, 1999 & 2007. Richmond, BC: City of Richmond
- City of Richmond. (2010). *Towards excellence in recycling and solid waste management: report 2010*. Richmond, BC: City of Richmond.
- Conference Board of Canada. (2011). *Environment - municipal waste generation*. Retrieved July 7, 2011, from Conference Board of Canada: http://www.conferenceboard.ca/hcp/details/environment/municipal-waste-generation.aspx#_ftn8
- Environment Canada. (2010). *Municipal solid waste and greenhouse gases: methane gas and landfills*. Retrieved July 7, 2011, from Environment Canada: <http://www.ec.gc.ca/gdd-mw/default.asp?lang=En&n=6F92E701-1>
- EPIC. (2002). *Opportunities for reducing greenhouse gas emissions through residential waste management*. Mississauga, ON: Environment and Plastics Industry Council .
- Metro Vancouver. (2010). *Integrated solid waste and resource management plan: a solid waste management plan for the Greater Vancouver Regional District and member municipalities*. Burnaby, BC: Metro Vancouver.
- Province of British Columbia. (2007). *Richmond City Updated 2007 Community Energy and Emissions Inventory* . Victoria, BC: Province of British Columbia.
- RCBC. (2010). *RCBC recycling fact sheets: recycling and climate change*. Retrieved July 7, 2011, from Recycling Council of British Columbia: http://rcbc.bc.ca/files/u6/rg_100212_Recycling_and_Climate_Change.pdf
- RCBC. (2010). *RCBC recycling fact sheets: think twice! where does our garbage go?* Retrieved July 7, 2011, from Recycling Council of British Columbia: http://rcbc.bc.ca/files/u6/rg_100128_Think_Twice.pdf
- Roseland, M. (2005). *Toward sustainable communities: resources for citizens and their government*. Gabriola Island, BC: New Society Publishers.

⁶ For every 100 pounds of products manufactured in the US, at least 3,200 pounds of wastes are produced.¹⁰

⁷ Montreal created five eco-centres where residents can dispose of items not accepted in regular garbage or recyclables. These eco-centers received almost 85,000 tonnes of materials from 1997-2000, saving \$400,000 a year in every 1,000 tonnes of materials collected.³⁴

Current City Solid Waste and Recycling Initiatives

Targeted User Groups		Initiatives	Description
Community			
Residents	All residents	Waste & Recycling Collection Services	Provides curb-side waste collection services.
		Blue Box/Cart Recycling Services	Provides convenient collection services for single-family homes and multi-family complexes to collect and recycle newspaper, paper products and cardboard along with tin, aluminium and glass food and plastic containers.
		Food Scraps & Yard Trimmings Services	Provides curb-side collection services for food scraps and yard trimmings. Provides drop-off locations for yard trimmings.
		Composting Services	Provides free composting workshops from January to November and compost bins for sale at the Recycling Depot.
	Single-family homes	Green Can Services	Provides curb-side collection services and 80L or smaller containers (with Green Can decals) for residents to collect food scraps.
	Multi-family Homes	Multi-Family Building Guidelines	Supports consistent standards at all multi-family residential and mixed-use buildings. Guidelines identify basic service requirements, minimum container size and measures to enable access.
Commercial Buildings		Commercial Building Guidelines	Provides design considerations for recycling and garbage in commercial properties to support waste management activities in these facilities. The guidelines specify: <ul style="list-style-type: none"> • design of storage facilities for garbage & recycling, • selection of containers for garbage and recycling, and • planning of access for both tenants and collection service providers.
Residents & Small Commercial Businesses		Recycling Depot Services	Offers central drop off recycling services for residents and small commercial waste generators to collect a range of various recycling materials, including yard trimmings, paint/solvents/pesticides, compact fluorescent lamps (CFLs) and appliances.
General Public		Public Spaces Collection Services	Provides garbage services in public spaces, disposes and recycles litter and illegally-dumped materials.
		Public Spaces Recycling Services	Provides collection services and containers for public spaces recycling and special events recycling.
		Compost Demonstration Garden	Provides education on composting and compost bins to community work.
		Product Stewardship Service	Supporting product stewardship (e.g., policy development, using municipal infrastructure to collect products on cost-recovery basis, etc.)
		Community Outreach Services	Organizes presentations and displays on environmental awareness for community events and school classes.
Corporate			
City Corporate		Corporate Recycling and Waste Services	Provides recycling and waste collection services in corporate buildings. Promotes waste reduction behaviour with employees.

City's Sustainability Framework – Solid Waste Strategic Program

- Implementation Plan and Short-term Deliverables -

Table 1: 5-Year Implementation Plan

Action		2011	2012	2013	2014	2015
GP - 123 Reduce, Reuse & Recycle	Solid Waste and Recycling Program (Corporate and Community)					
	Manage	Oversee Program through Fleet & Environmental Programs Manager				
	Inventory	Establish and Manage Corporate Inventory System				
		Manage Community Inventory System				
	Action Plan	Corporate & Community Solid Waste & Recycling Strategic Plans (Towards Excellence)				
	Targets	Develop Corporate Waste Target				
		Community Waste Reduction Target (completed)				
	Action	Continued Delivery of Existing Waste Reduction and Recycling Services (corporate and community)				
		Implement Additional Services (per Strategic Plans)				
	Report, Innovate & Improve	Research and Explore Innovations/Best Practices				
		Annual Report				Review



Anticipated to be funded within current resources



Requires additional resources

Attachment 6 (Cont'd)

Table 2: Solid Waste Strategic Programs – 2012 Short-Term Deliverables

Deliverable	Action Program	Lead Department	2012 Timeline
Townhouse Organics Pilot Program – Review and Service Recommendations (RTC)	Community Solid Waste and Recycling Program	Fleet and Environmental Services	1 st Quarter
Eco Centre Concept – Review and Recommendations (RTC)	Community Solid Waste and Recycling Program	Fleet and Environmental Services	2 nd Quarter
Public Spaces Recycling Initiative – Review and Recommendations (RTC)	Community Solid Waste and Recycling Program	Fleet and Environmental Services	3 rd Quarter
Communications Strategy - Waste Reduction and Recycling Services	Community Solid Waste and Recycling Program	Fleet and Environmental Services	3 rd Quarter
Evaluate Carbon Value Benefits for Organic Recycling	Community Solid Waste and Recycling Program / Corporate Energy & Emissions Program	Sustainability Services	3 rd Quarter

City of Richmond's Corporate Sustainability Framework - Development Timeline⁸ -

The City is currently developing an overarching Sustainability Framework to establish a comprehensive set of sustainability goals, action programs and targets for the City. The current timeline for developing the Framework is provided in Table 1.

Table 3: Schedule for the Development of the City of Richmond's Sustainability Framework

Development Phase	Schedule	Progress*
<i>Phase 1: Conceptual Framework</i>	Jan 2010	✓
<i>Phase 2: Sustainability Foundations – Corporate Sustainability Policy</i>	April 2010	✓
<i>Phase 3: Climate Change Strategic Program</i>	June 2010	✓
<i>Phase 4: Sustainable Resource Use - Energy Strategic Program</i>	July 2010	✓
<i>Phase 5: Sustainable Resource Use – Solid Waste Strategic Program</i>	Nov. 2011	
Framework Launch		
<i>Phase 6: Mobility Strategic Program</i>	March 2012	
<i>Phase 7: Local Agriculture and Food Strategic Program</i>	Sept. 2012	
<i>Phase 8: Sustainable Resource Use – Water Strategic Program</i>	Dec. 2012	
<i>Phase 9: Green Built & Natural Environment Strategic Program</i>	March 2013	
<i>Phase 10: Sustainable Business Strategic Program (Resilient Economy)</i>	Sept. 2013	
<i>Phase 11: Social Inclusion, Safe Communities & Accessibility Strategic Program</i>	Dec. 2013	
<i>Phase 12: Vibrant Communities Strategic Program</i>	March 2014	
<i>Phase 13: Municipal Leadership Governance**</i>	Dec. 2014	

*: ✓ denotes complete; shading denotes current phase

** : this strategic program area will focus on reviewing city decision-making process and practices, and developing further tools for assisting the corporation in conducting triple bottom line decision-making.

⁸ Amended October 2011



To: General Purposes Committee

Date: November 2, 2011

From: Amarjeet S. Rattan
Director, Intergovernmental Relations & Protocol Unit

File:

Re: Metro Vancouver: Pan-Municipal Affairs Service Establishment Bylaw

Staff Recommendation

That Council endorse the adoption of *The Greater Vancouver Regional District Pan-Municipal Affairs Service Establishment Bylaw No. 1157, 2011* by Metro Vancouver.

Release per A.R.

Amarjeet S. Rattan
Director, Intergovernmental Relations & Protocol Unit
(604-247-4686)

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER <i>[Signature]</i>		
REVIEWED BY TAG <i>[Signature]</i>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO <i>CVL per GD</i>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

The City has received a request from the Chair of the Metro Vancouver Board for Council endorsement of *The Greater Vancouver Regional District Pan-Municipal Affairs Service Establishment Bylaw No. 1157, 2011 (Attachment 1)* for final adoption by Metro Vancouver on November 25, 2011.

Analysis

According to the information received from Metro Vancouver, the *Pan-Municipal Affairs Service Establishment Bylaw* is being adopted to permit the Regional District 'to provide various services of pan-municipal interest'. The *Bylaw* provides for two types of services: Pan-Municipal Affairs Services and Special Projects Services.

The Pan-Municipal Affairs Services provisions will permit the regional district to convene dialogues, public outreach and consultations on matters of mutual interest to its members. It will also permit the regional district to use that information, as well as information obtained from additional research, to provide policy papers and reports to members on issues of interest to its members.

The Special Projects Services provisions will permit the regional district to retain legal, policy or technical experts to advise on special projects relating to policing, culture and ports within the region. In addition, the *Bylaw* provides the regional district with the authority to lobby other levels of government on issues of common interest to the members.

Final adoption of this *Bylaw* by Metro Vancouver would be contingent on endorsements from all member partners.

Financial Impact

The *Bylaw* sets out maximum financial requisition limits of \$200,000 for Pan-Municipal Affairs Service and \$250,000 for Special Projects Service. These dollar amounts would be part of the general Metro Vancouver budget, and, not require any additional separate levy to municipalities.

Conclusion

The *Pan-Municipal Affairs Service Establishment Bylaw* is being adopted to permit the Regional District to continue to provide various services of pan-municipal interest. The City is being requested to provide endorsement of this *Bylaw* in order to facilitate final adoption by Metro Vancouver on November 25, 2011.



Amarjeet S. Rattan
Director, Intergovernmental Relations & Protocol Unit
(604-247-4686)

AR:ar

GREATER VANCOUVER REGIONAL DISTRICT

PAN-MUNICIPAL AFFAIRS SERVICE ESTABLISHMENT BYLAW No. 1157, 2011

A Bylaw to Establish Services related to Pan-Municipal Affairs

WHEREAS:

- A. A regional district may, under section 796(1) of the *Local Government Act*, operate any service that the board considers necessary or desirable for all or part of the regional district, subject to certain limitations and conditions;
- B. Under section 800(1) of the *Local Government Act*, in order to operate a service, the board of a regional district must first adopt an establishing bylaw for the service;
- C. The board of the Greater Vancouver Regional District (the "Board") considers it desirable to provide services to its member municipalities, Tsawwassen First Nation and Electoral Area A (the "**Members**") in relation to issues of general interest to the Members;
- D. The Board has obtained participating area approval for the entire service area by way of an alternative approval process pursuant to sections 801(2)(b), 801(4) and 801.3 of the *Local Government Act* to establish this services described in this Bylaw;

NOW THEREFORE the Board in open meeting assembled enacts as follows:

PAN-MUNICIPAL AFFAIRS SERVICE

1. The pan-municipal affairs service consists of the following:
 - a) providing a forum for discussions between the Members;
 - b) organizing public outreach events;
 - c) undertaking research on behalf of Members;
 - d) providing expertise to Members; and
 - e) drafting policy and preparing reports for Members.

on issues of general interest to the Members ("**Pan-Municipal Affairs Service**").

2. The Board hereby establishes the Pan-Municipal Affairs Service.

Participating Areas

3. Electoral Area 'A', Tsawwassen First Nation and each member municipality of the Greater Vancouver Regional District, excluding the City of Abbotsford, is a participating area for the purposes of the Pan-Municipal Affairs Service (each a "**Participating Area**").

Service Area

4. The service area for the Pan-Municipal Affairs Service is the area within the boundaries of all of the Participating Areas (the "**Service Area**").

Cost Recovery

5. The annual costs for the Pan-Municipal Affairs Service shall be recovered by property value taxes imposed in accordance with Division 4.3 of the *Local Government Act*.

Cost Apportionment

6. The costs of the Pan-Municipal Affairs Service after deducting the revenues (if any) raised or received under subsections 1(b), (c) and (d) above, shall be apportioned among all of the Participating Areas on the basis of the proportion that the net taxable assessment of each participating member bears to the total net taxable assessment of all participating members.

Maximum Requisition

7. The maximum amount that may be requisitioned for the Pan-Municipal Affairs Service is \$200,000 dollars.

SPECIAL PROJECTS SERVICE

8. The Special Projects Service consists of taking action including undertaking consultation, conducting polls, researching, engaging experts to provide legal, policy or technical advice on behalf of Members when requested to do so by the Board on the following issues, up to the financial limits specified (the "**Special Projects Service**");
 - a) policing within the region, expenditures not to exceed \$50,000 per calendar year;
 - b) promoting culture within the region, expenditures not to exceed \$50,000 per calendar year;
 - c) ports within the region, expenditures not to exceed \$100,000 per calendar year;
 - d) lobbying other levels of government on issues of common interest to the members, expenditures not to exceed \$50,000 per calendar year.

Participating Area

9. Electoral Area 'A', Tsawwassen First Nation and each member municipality of the Greater Vancouver Regional District, excluding the City of Abbotsford, is a participating area for the purposes of the Special Projects Service (each a "**Participating Area**").

Service Area

10. The service area for the Special Projects Service is the area within the boundaries of all of the Participating Areas (the "**Service Area**").

Cost Recovery

11. The annual costs for the Special Projects Service shall be recovered by property value taxes imposed in accordance with Division 4.3 of the *Local Government Act*.

Cost Apportionment

12. The costs of the Special Projects Service after deducting the revenues (if any) raised or received under subsections 8(b), (c) and (d) above, shall be apportioned among all of the Participating Areas on the basis of the proportion that the net taxable assessment of each participating member bears to the total net taxable assessment of all participating members.

Maximum Requisition

13. The maximum amount that may be requisitioned for the Special Projects Service is \$250,000 dollars.

Citation

14. This Bylaw may be cited as the "Greater Vancouver Regional District Pan-Municipal Affairs Service Establishment Bylaw No. 1157, 2011".

READ A FIRST TIME this ____ day of _____, 2011.

READ A SECOND TIME this ____ day of _____, 2011.

READ A THIRD TIME this ____ day of _____, 2011.

APPROVED BY THE INSPECTOR OF MUNICIPALITIES this ____ day of _____, 2011.

RECONSIDERED, PASSED AND FINALLY ADOPTED by an affirmative vote this ____ day of _____, 2011.

Paulette A. Vetleson
Secretary

Lois E. Jackson
Chair



City of Richmond

Report to Committee

To: General Purposes Committee

Date: November 2, 2011

From: Mike Pellant
Director, Human Resources

File: 05-1400-01/2011-Vol
01

Re: Labour Relations Conversion and Amendment Interim Bylaw

Staff Recommendation

That Council consent on behalf of the electors to the Labour Relations Conversion and Amendment Bylaw by adopting the following resolution:

"The Council of the Municipality of Richmond consents on behalf of the electors to the adoption of *The Greater Vancouver Regional District Labour Relations Conversion and Amendment Bylaw No. 1166, 2011.*"

Mike Pellant
Director, Human Resources
(604-276-4092)

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER 		
REVIEWED BY TAG 	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO 	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

On June 24, 2011, the Metro Vancouver (GVRD) Board resolved to pursue an 'autonomy model' for Labour Relations. The Regional Advisory Committee (RAAC) was requested to develop this model for implementation.

The Labour Relations Bureau decided to stand down, other than for statutory duties, as this new direction did not contemplate the Labour Relations Bureau continuing the role had previously played.

RAAC established a subcommittee to fulfill the Board's request. The sub-committee wishes to spend more time resolving the details of an autonomy model, particularly the scope, governance and funding.

In light of this, Metro Vancouver staff has, with the support of the RAAC sub-committee, prepared the attached interim bylaw. This bylaw essentially extinguishes the previous function and its associated Letters Patent and their ramifications. In their place it establishes a structure of a labour relations service as envisioned in the work done on the autonomy model. It provides for 'base services' which are minimal – essentially research and distribution of relevant information and facilitating strategic discussions by participating members – and additional optional services to be provided on a fee for service basis.

The interim bylaw provides no authority for Metro Vancouver in any form over local municipal bargaining, compensation, job evaluation or any other aspect of labour relations. Nor does membership in the service carry with it any implication that Metro Vancouver staff or elected officials will have any involvement in local bargaining, compensation, job evaluation, etc. It thus satisfies the wish of those who desire full autonomy.

At the same time, it enables Metro Vancouver to provide bargaining, compensation and other services to municipalities for whom this would be a benefit. The interim bylaw does not prevent voluntary alliances between willing municipalities who wish to establish common policy or bargaining strategies.

The Metro Vancouver Board has respectfully requested Council include this item on the agenda of their next Council meeting. In order to meet the timelines required to process the documentation and approvals by the GVRD Board on November 25th, Richmond Council is requested to communicate their decision by November 18, 2011.

Analysis

The City of Richmond previous served notice of withdrawal (2002) from the Labour Relations function and we have been considered a non-participating municipality with no vote at either the Labour Relations Bureau or HRAC tables. Under current provisions, Richmond has continued to pay an annual service fee of approximately 25% of fully participating members.

Under this interim bylaw, Richmond will not pay any levy for 2012 as all costs for participating and non-participating members will be covered by the current surplus within the GVRD Labour Relations department. We will continue to be able to access the base services of labour relations strategic discussions and research on compensation, benefits and labour negotiations.

Participation in the 'autonomy' model makes sense for Richmond. We do willingly participate in strategic labour relations discussions and do avail ourselves of the research services provided.

Financial Impact

For 2012, a cost savings of \$44,950 will exist as Richmond's 25% non-participant levy will be covered by the GVRD using the accumulated reserves of the labour relations function.

Membership in 2013 will be dependent on the as-yet-undetermined costs associated with the 'autonomy model' for the services in which Richmond may wish to participate.

Conclusion

That Council consent on behalf of the electors to the Labour Relations Conversion and Amendment Bylaw by adopting the following resolution:

"The Council of the Municipality of Richmond consents on behalf of the electors to the adoption of The Greater Vancouver Regional District Labour Relations Conversion and Amendment Bylaw No. 1166, 2011."



Mike Pellant
Director, Human Resources
(604-276-4092)

MP:mp

GREATER VANCOUVER REGIONAL DISTRICT

LABOUR RELATIONS CONVERSION AND AMENDMENT BYLAW NO. 1156, 2011

A bylaw to convert and amend the Labour Relations Function of the Greater Vancouver Regional District to a Labour Relations Service

WHEREAS:

- A. The Greater Vancouver Regional District was incorporated by Letters Patent issued pursuant to the provisions of the *Municipal Act* on June 29, 1967;
- B. Supplementary Letters Patent dated December 13, 1973, as amended by Supplementary Letters Patent dated November 22, 1982, granted the Greater Vancouver Regional District the authority to provide labour negotiations and ancillary services;
- C. Pursuant to section 774.2(3) of the *Local Government Act* a regional district may convert the labour negotiations service to a service exercised under the authority of an establishing bylaw and may in the same bylaw amend the power to the extent that it could if the power were in fact exercised under the authority of an establishing bylaw;
- D. The Board of the Greater Vancouver Regional District wishes to convert the labour negotiations service to a labour relations service exercised under the authority of an establishing bylaw and to amend the service established thereby;
- E. The consent of all of the participants has been obtained in accordance with section 802.3 of the *Local Government Act*.

NOW THEREFORE the Board in open meeting assembled enacts as follows:

1. CITATION

- 1.1 This bylaw may be officially cited for all purposes as the "Greater Vancouver Regional District Labour Relations Conversion and Amendment Bylaw No. 1156, 2011".

2. CONVERSION

- 2.1 The function of labour negotiations and ancillary services as granted to the Greater Vancouver Regional District by Supplementary Letters Patent dated December 13, 1973, and amended by Supplementary Letters Patent dated November 22, 1982, is hereby converted, amended and established as a local service to provide labour relations and ancillary services.

3. TERM OF SERVICES

- 3.1 The local service to provide labour relations and ancillary services shall expire on December 31, 2012 unless the GVRD Board of Directors extends the service beyond that date by a majority weighted vote of those directors present representing participating municipalities.

4. SCOPE OF SERVICES

- 4.1 It shall be the function of the Greater Vancouver Regional District ("the Regional District") to undertake and carry out for all members the following base services:
- a) Assisting and undertaking strategic discussions on labour negotiations and labour relations issues amongst the members; and,
 - b) Providing research on compensation, benefits and labour negotiations; ("Base Services").
- 4.2 On a fee for services basis member municipalities may retain the Regional District to provide one or more of the following additional services:
- a) Labour negotiations and collective bargaining services;
 - b) Compensation and job evaluations and related research;
 - c) Customized training program;
 - d) Human rights complaint investigations and human rights training; and,
 - e) Benefits services including education and training on usage patterns and assessing, managing and controlling benefits costs; ("Additional Services").
- 4.3 On a fee for services basis the Greater Vancouver Regional District may provide Base Services and Additional Services to other public bodies. For the purposes of this section, other public bodies include, without limiting the generality of the foregoing, school boards, health boards, library boards, police boards, museum boards, parks and recreation commission, community associations and other municipalities outside the Greater Vancouver Regional District.

5. COST RECOVERY

- 5.1 For the year 2012, the annual cost attributable to providing the Base Services to participating members shall be paid out of the accumulated reserves of the labour negotiations function as they existed immediately before the adoption of this bylaw.

- 5.2 The costs attributable to providing the Additional Services shall be charged on a fee for services basis, except that during 2012, participating members who were previously members of the Labour Relations function and had not served notice to leave that function may have bargaining, compensation and job evaluation services provided and the costs paid out of accumulated reserves of the labour relations function as they existed immediately before the adoption of this bylaw so long as funds remain in those accumulated reserves sufficient for that purpose.
- 5.3 If the Labour Relations Service is extended beyond 2012, the annual costs for the Base Services shall be recovered by:
- (a) The imposition of fees and other charges that may be fixed by a separate bylaw;
 - (b) Property value taxes imposed in accordance with Division 4.3 of the *Local Government Act*;
 - (c) Revenues raised by other means authorized under the *Local Government Act* or another Act; or,
 - (d) Revenues received by way of agreement, enterprise, gift, grant or otherwise.
- 5.4 The costs of the Base Services after deducting the revenues (if any) raised or received under subsections 5.3(a), (c) and (d) above, shall be apportioned among all of the Participating Areas on the basis of the proportion that the net taxable assessment of each participating member bears to the total net taxable assessment of all participating members.

6. PARTICIPATING AREA

- 6.1 The Regional District and each member municipality of the Greater Vancouver Regional District, excluding the City of Abbotsford, is a participating area for the purposes of the Base Services (each a "**Participating Area**").

7. SERVICE AREA

- 7.1 The service area for the Base Services is the area within the boundaries of all of the Participating Areas (the "**Service Area**").

8. MAXIMUM REQUISITION

- 8.1 In 2012 the accumulated reserves of the Labour Negotiations Function shall be applied to the costs of the Base Services and the Additional Services in accordance with the provisions of sections 5.1 and 5.2. The maximum amount that may be requisitioned for the Labour Relations Service in 2012 is \$0.00.

- 8.2 If the Board approves the extension of the service past December 31, 2012, the maximum amount that may be annually requisitioned for the Labour Relations Service is \$ 2.0 million.

READ A FIRST TIME this _____ day of _____, 2011.

READ A SECOND TIME this _____ day of _____, 2011.

READ A THIRD TIME this _____ day of _____, 2011.

APPROVED BY THE INSPECTOR OF MUNICIPALITIES this _____ day of _____, 2011.

RECONSIDERED, PASSED AND FINALLY ADOPTED by an affirmative vote this _____ day of _____, 2011.

Paulette a. Vetleson
Secretary

Lois E. Jackson
Chair



Parks, Recreation and Cultural Services Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, October 25, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

PRCS-3

Motion to adopt the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, September 27, 2011 (Schedule 1, copy on file).



NEXT COMMITTEE MEETING DATE

Tuesday, November 29, 2011 (tentative date) at 4:00 p.m. in the Anderson Room.

DELEGATION

Bud Sakomoto, Scotch Pond Cooperative, to provide an update on the Scotch Pond Cooperative.

COMMUNITY SERVICES DEPARTMENT

PRCS-9

- 1. REQUEST TO EXTEND THE TEMPORARY EXHIBITION OF THE PUBLIC ARTWORK "WATER #10"**

(File Ref. No. 11-7000-09-20-129) (REDMS No. 3378876)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PRCS-9** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

Parks, Recreation & Cultural Services Committee Agenda
Tuesday, October 25, 2011

Pg. # ITEM

Designated Speaker: Eric Fiss

STAFF RECOMMENDATION

That the extended temporary exhibition of the artwork “Water #10” until the end of 2013 at the Cambie Drainage Pump Station in Richmond, as outlined in the staff report dated October 11, 2011 from the Director, Arts, Culture & Heritage, be approved.

☐

PARKS AND RECREATION DEPARTMENT

- PRCS-15 2. OVAL WEST WATERFRONT PARK – CONCEPT DESIGN**
(File Ref. No. 06-2400-20-OWWA1/Vol 01) (REDMS No. 3383678)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PRCS-15** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

Designated Speaker: Mike Redpath

STAFF RECOMMENDATION

That the concept design for the Oval West Waterfront Park, as detailed in the staff report entitled “Oval West Waterfront Park – Concept Design” from the Senior Manager, Parks, dated October 18, 2011, be endorsed.

☐

3. **MANAGER’S REPORT**

ADJOURNMENT

☐



Parks, Recreation & Cultural Services Committee

Date: Tuesday, September 27, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Evelina Halsey-Brandt, Vice-Chair
Councillor Sue Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty

Also Present: Councillor Greg 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 Parks, Recreation and Cultural Services Committee held on Thursday, July 21, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, October 25, 2011 (tentative date) at 4:00 p.m. in the Anderson Room.

COMMUNITY SERVICES DEPARTMENT

1. CITY CENTRE AREA PUBLIC ART PLAN

(File Ref. No. 11-7000-09-00) (REDMS No. 3358529)

Eric Fiss, Public Art Planner, provided background information. In reply to queries from Committee, Mr. Fiss provided the following information:

- it is anticipated that the City work with transit authorities (InTransit and TransLink) to fund art programs to enhance Richmond's transit routes;

Parks, Recreation & Cultural Services Committee

Tuesday, September 27, 2011

- the City would utilize the Public Art Reserve fund to finance artwork;
- any artwork that would be situated on City property would go through the full review process, including a report to Council and a donation / transfer process of the artwork to the City; and
- there are several filters in place to ensure that public art adheres to specific parameters such as theme.

Discussion ensued and it was noted that the Middle Arm Waterfront currently has several large pieces of equipment such as play structures along the dyke. Therefore, any public art installed adjacent to these pieces should stand out.

In reply to queries from Committee, Kim Somerville, Manager, Arts Services, advised that (i) staff need to continue discussions regarding public art at the Brighthouse Station; and (ii) Biennale artwork is scheduled to be uninstalled by the end of 2011.

It was moved and seconded

- (1) *That the revised City Centre Area Public Art Plan as reviewed by the Public Art Advisory Committee and as presented in the report dated September 14, 2011, from the Acting Director, Arts, Culture & Heritage Services, be approved as a guide for the placement of public art in the City Centre; and*
- (2) *That staff bring forward amendments to the Richmond Official Community Plan Schedule 2 of Bylaw 7100 to update Public Art Section 2.4.1(c) of the City Centre Area Plan to incorporate the proposed Public Art Plan strategy.*

CARRIED

Discussion ensued regarding public art along the Canada Line, and in particular the Brighthouse Station. As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

That staff come forward with two to three different options on how to proceed in a timely manner with the completion of the Canada Line and the installation of artwork.

CARRIED

2. MANAGER'S REPORT

(i) *Britannia Shipyard National Historic Site*

The Chair provided background information and distributed materials related to the Britannia Shipyard National Historic Site (attached to and forming part of these Minutes as Schedule 1).

Parks, Recreation & Cultural Services Committee

Tuesday, September 27, 2011

It was moved and seconded

That the materials distributed from Councillor Harold Steves, dated September 27, 2011 regarding the Britannia Shipyard National Historic Site be referred to staff, with particular attention to the following:

- (1) "that staff investigate and report back to Committee the means of maintaining full public access to the wharf and fleet";*
- (2) "that staff review and consider implementation of the remaining recommendations of the Britannia Heritage Business Plan"; and*
- (3) "that staff consider the establishment of a Building Committee to determine the uses of the final three buildings, the Seine Net Loft, Japanese Duplex and Longhouse and develop a timeline and costs to bring them up to code for those uses".*

CARRIED

Discussion ensued and Committee queried the status of past referrals from the Parks, Recreation and Cultural Services Committee and the costs associated with completing those referrals.

As result of the discussion, the following motion was introduced:

It was moved and seconded

- (1) That the Parks, Recreation and Cultural Services Committee establish a referral list to be included in each Agenda package; and*
- (2) That the Parks, Recreation and Cultural Services Committee request Council to have all Committees have such referral lists.*

CARRIED

(ii) Parks Department Update

Mike Redpath, Senior Manager, Parks, provided an update on the Parks Department's activities and it was noted that (i) the construction of a prospect point and boardwalk are underway at Terra Nova Rural Park; (ii) the pier at Garry Point will be relocated to the Britannia Heritage Shipyard for repairs; and (iii) the Thompson Youth Park is anticipated to be completed by the end of November 2011.

Discussion ensued regarding the possibility of constructing a pier similar to the one at Imperial Landing at Garry Point Park.

Dee Bowley-Cowan, Acting Manager, Parks Programs, referenced a memorandum dated September 27, 2011 regarding raccoons (copy on file, City Clerk's Office) and noted that staff will continue to provide information to the public regarding raccoons.

Discussion ensued and in reply to a query from Committee, Ms. Bowley-Cowan advised that staff are developing a webpage for the City's website to address wildlife issues.

Parks, Recreation & Cultural Services Committee

Tuesday, September 27, 2011

Also, Ms. Bowley-Cowan referenced a memorandum dated September 27, 2011 regarding community gardens (copy on file, City Clerk's Office). She highlighted that the City has approximately 240 community garden plots at six locations, with a waiting list of approximately 100.

Mr. Redpath added that future community garden locations are being examined in the Steveston and Shellmont areas.

(iii) Community Recreation Services Update

Elizabeth Ayers, Manager, Community Recreation Services, referenced a memorandum dated September 21, 2011 regarding Richmond Children First (copy on file, City Clerk's Office) and provided an update on how staff is working with the Richmond Children First Committee.

Ms. Ayers referenced a memorandum dated September 6, 2011 regarding the City Centre Community Centre (copy on file, City Clerk's Office) and spoke of the various ways the public is being engaged to participate in the development of the new Community Centre.

Ms. Ayers commented on the future of the Lang Centre (currently the City Centre Community Centre) and noted that the Association wishes to continue operating at the Lang Centre in addition to the future City Centre Community Centre.

Discussion ensued regarding the square footage of the future City Centre Community Centre and Ms. Ayers advised that the new Centre is expected to provide approximately 33,000 square feet of space.

Discussion further ensued regarding several past community centre expansions and it was noted that space has not been taken away from a community centre in light of an expansion or new facility being constructed.

(iv) Sports & Community Events Update

Eric Stepura, Manager, Sports & Community Events, referenced a memorandum dated September 16, 2011 regarding the Richmond Lawn Bowling Club (copy on file, City Clerk's Office) and commented on the Club's request for a new clubhouse. He noted that a Capital project submission for \$2.5 million has been put forward in the Five Year Capital Budget, however this request will be weighed against several high priority sport and recreation Capital projects.

Discussion ensued and it was noted that the Richmond Sport Council is in the midst of developing a sport facility needs assessment for Richmond based community groups, including the Richmond Lawn Bowling Club.

In reply to a query from Committee, Cathryn Volkering Carlile, General Manager – Community Services, advised that the City has a minimum standard of LEED Silver for new City buildings.

Also, Mr. Stepura reviewed upcoming community events.

Parks, Recreation & Cultural Services Committee

Tuesday, September 27, 2011

(v) Parks Programs Update

Ms. Bowley-Cowan commented on several upcoming parks programs and highlighted the following: (i) Applepalooza – an event held at the apple orchard on Gilbert Road on October 2, 2011; (ii) Wild Things – a popular Halloween festival that invites families to take an evening walk along a forest trail lit by hundreds of jack-o-lanterns; and (iii) the Halloween fireworks.

Also, Ms. Bowley-Cowan spoke of a tree planting event at the Terra Nova Rural Park and a shore line clean up event.

(vi) Arts Services Update

Ms. Somerville commented on Culture Days, highlighting that Richmond has 35 events planned to take place September 30, 2011 through October 2, 2011.

Ms. Somerville spoke of the Terra Cotta Warriors Public Art Project.

(vii) Parks Operations Update

Ted G. deCrom, Acting Manager Parks Operations, provided background information regarding a request to remove a City-owned hedge in west Richmond.

Also, Mr. deCrom commented on the recent wind storms and its effects on trees.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:18 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Tuesday, September 27, 2011.

Councillor Harold Steves
Chair

Hanieh Floujeh
Committee Clerk



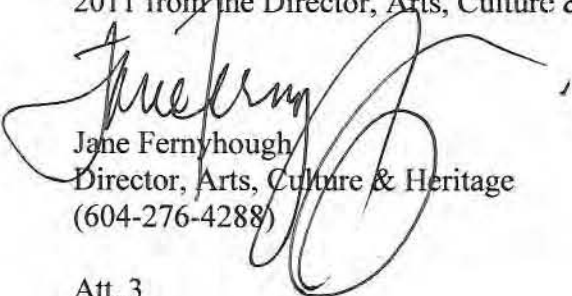
City of Richmond

Report to Committee

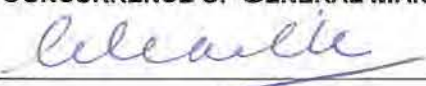


To: Parks, Recreation and Cultural Services Committee **Date:** October 11, 2011
From: Jane Fernyhough
Director, Arts, Culture & Heritage **File:** 11-7000-09-20-129/Vol 01
Re: Request to Extend the Temporary Exhibition of the Public Artwork "Water #10"

Staff Recommendation

That the extended temporary exhibition of the artwork "Water #10" until the end of 2013 at the Cambie Drainage Pump Station in Richmond, as outlined in the staff report dated October 11, 2011 from the Director, Arts, Culture & Heritage, be approved.


Jane Fernyhough
Director, Arts, Culture & Heritage
(604-276-4288)

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
			

Staff Report

Origin

On July 28, 2009, Council endorsed the proposal for the Richmond Public Art Program to participate in the Vancouver Biennale 2009-2011, a high-profile temporary outdoor public art exhibition. The sculptures, located along bike and walking paths, parks and urban plazas, and public places throughout Richmond are scheduled to be removed by December 31, 2011, the date stipulated in the agreement between the City and the Biennale for permission to exhibit the works on City sites.

One of the works, *Water #10* by Jun Ren (China), located at the Cambie Drainage Pump Station along the Middle Arm Greenway (**Attachment 1**), was purchased by the developer for the Parc Riviera development at 10071 River Drive. It is proposed that the artwork be relocated to this new development project in 2013, subject to the pace of development at the site. The new owner of the artwork, David Chung, has requested that the artwork be permitted to remain at its current location beyond December 31, 2011 (**Attachment 2**).

Analysis

The artwork, *Water #10*, has been well received by the public at this location. An extension to the exhibition at the Cambie Drainage Pump Station would continue to be a benefit to the artistic and cultural enrichment of the city. The new City Centre Area Public Art Plan identifies this location as a prime location for a signature artwork and currently there is no funding source or art plan identified for the replacement of *Water #10* after it is removed.

As well, if *Water #10* remains in its current location for the time being, the Vancouver Biennale education program would include the artwork in the BIG IDEAS project, an art education program that will run from January through May 2012. This would benefit the community and provide an opportunity for Richmond schools to participate in this well established educational program (**Attachment 3**).

The new owner of the artwork would be responsible for maintenance and insurance coverage for risk of loss, release and indemnity, with the City named as additional insured, to the satisfaction of the City.

The developer will be responsible for all costs associated with the removal of the work from this site and subsequent relocation to the development site for Parc Riviera, at 10071 River Drive, to satisfy the voluntary contribution to public art associated with the rezoning for the site.

Financial Impact

There is no financial impact to this report.

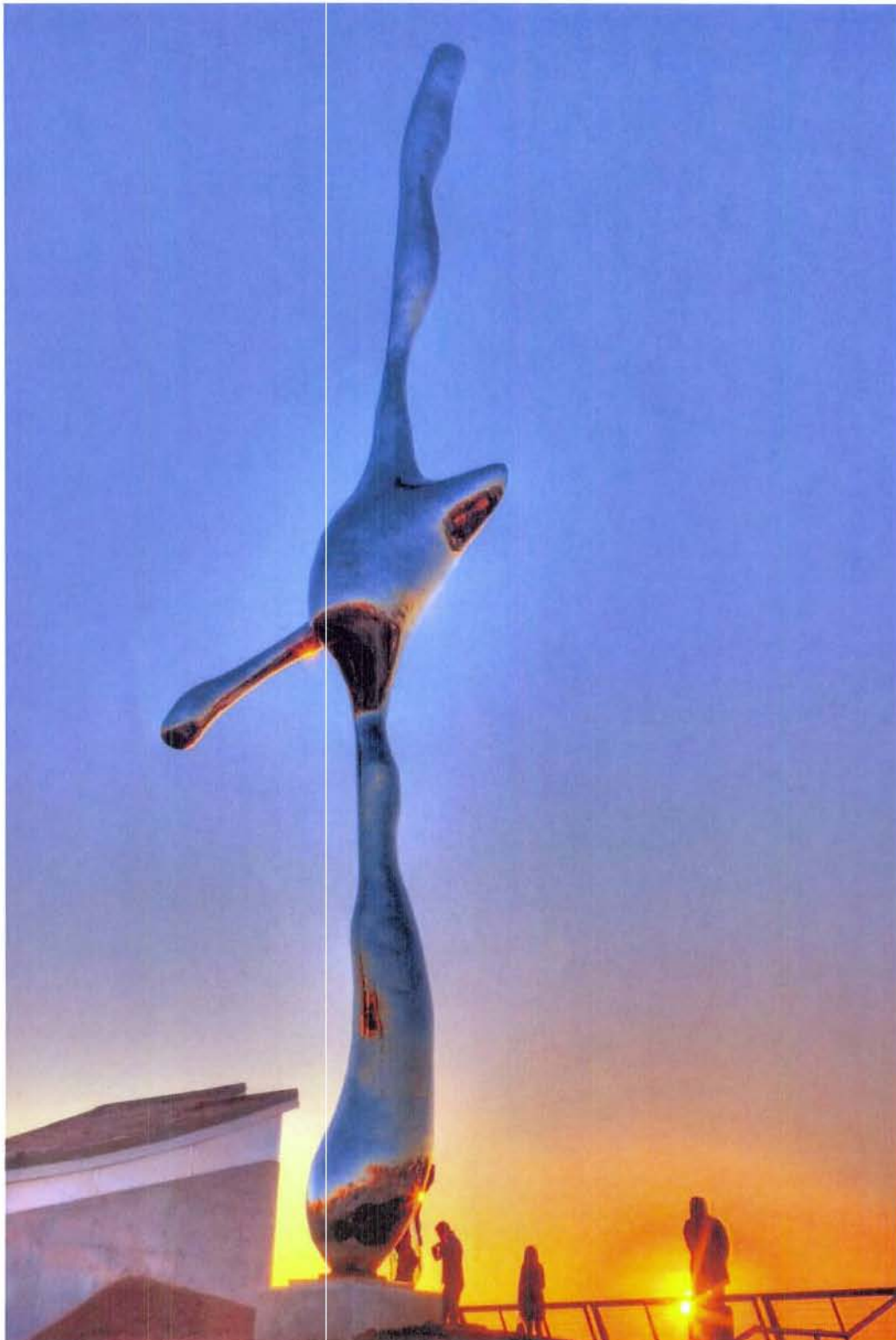
Conclusion

The extended temporary exhibition of the artwork "*Water #10*" until the end of 2013 at the Cambie Drainage Pump Station in Richmond will continue to offer many opportunities to enrich the City's cultural fabric, promote tourism, advance art education, and provide a legacy of community engagement.

A handwritten signature in black ink, appearing to read 'Eric Fiss', with a stylized flourish at the end.

Eric Fiss
Public Art Planner
(604-247-4612)

EF:ef



Water #10, Jun Ren, Dan Fairchild Photography



October 5, 2011

Mr. Eric Fiss
Public Art Planner
Arts, Culture and Heritage Services
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Mr. Fiss :

Re: Vancouver Biennale Artwork: Water #10

Our company has recently purchased the sculpture "Water #10", currently installed at the Cambie pump station site from the Vancouver Biennale with the intention to relocate the artwork to the Parc Riviera Project site.

Today I received a request from Vancouver Biennale Education inquiring on the feasibility to defer the relocation until after July, 2012 so that the Richmond schools can participate in the 2011-2012 Vancouver Biennale education project – BIG IDEAS/Perform. Since this proposed program will add compelling values and benefits to Richmond community, I hereby request approval from the City of Richmond to allow the above sculpture remain at its current site until July 31, 2012.

I am aware that the current insurance expires on December 31, 2011 and we will be responsible for insurance coverage starting January 1, 2012. I am wondering if insurance coverage can be extended in the City's master policy and I will reimburse the cost to the City. It would be a lot simpler.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "David Chung", with a stylized flourish at the end.

David Chung
President
Parc Riviera Project Inc.

228 – 2680 Shell Road, Richmond, B.C. V6X 4C9 Tel : 604-273-6266 Fax : 604-273-6121



Previous BIG IDEAS Exhibition, 2011



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee **Date:** October 18, 2011
From: Mike Redpath
Senior Manager, Parks **File:** 06-2400-20-
OWWA1/Vol 01
Re: **Oval West Waterfront Park – Concept Design**

Staff Recommendation

That the concept design for the Oval West Waterfront Park, as detailed in the report “Oval West Waterfront Park – Concept Design” from the Senior Manager of Parks, dated October 18, 2011, be endorsed.

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

Att. 2

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Engineering		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Sustainability		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Development Applications		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG		YES	NO	REVIEWED BY CAO	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

Staff Report

Origin

In February, 2007, Council approved the Oval Site West Open Space Concept (Attachment 1), which addressed the waterfront open space opportunities presented by the development of the Richmond Olympic Oval. Since then, the Oval lands have been purchased and are under various stages of development. The Oval West Waterfront Park concept is the updated design for the waterfront City park between the #2 Road Bridge and the Oval on the Fraser River Middle Arm (Attachment 2). The purpose of this report is to present the Oval West Waterfront Park concept design for endorsement.

Analysis

Context:

The Oval West Waterfront Park will provide a high quality park amenity to the community developing in the Oval lands, and will further link the Fraser River Middle Arm to the City Centre generally, as envisioned in the City Centre Area Plan and the Official Community Plan. It supports both the Parks, Recreation and Cultural Services Master Plan and the 2010 Trails Strategy, by providing new gathering spaces, and by linking people to neighbourhoods and to nature.

Concept Design:

The concept design integrates the site with the urban character of the Oval waterfront to east, and the more natural waterfront starting at the #2 Road Bridge to the west. This advances the overall vision for the Middle Arm waterfront—as a progression of distinct character zones—outlined in the Oval Site West Open Space Concept (Attachment 1).

As detailed in Attachment #2, at the east end of the park, the junction of the dike trail and the greenway linking to River Road is marked by a plaza and seating area, as well as informal lawn gathering spaces that afford scenic views of the Middle Arm. As the trail moves west, it passes between plantings of native grasses and shrubs. In the middle of the park, the trail intersects Fish Trap Way, a park in a public right-of-way that features water, public art, and a pedestrian connection from River Road to the waterfront. A plaza at the water's edge, with seating and furnishings, marks this location. The dike trail continues west through more native plantings as the site blends into the natural waterfront towards the #2 Road Bridge. Here, a secondary boardwalk trail affords an alternative route through the planted areas, and an overlook into the water feature in ASPAC's adjacent development.

Throughout Oval West Waterfront Park, the line between the public park and the adjacent private development is visually blurred to help integrate the site into its context. Lighting, site furnishings and plantings will all be of a high quality, in keeping with Middle Arm park development to date, maintaining and enhancing the waterfront view corridor throughout.

Flood protection will be enhanced through the development of this concept. Improvements to the City's diking system will be built concurrently with the park, meeting or exceeding the

standards required by the Ministry of the Environment. To allow for the need to raise the dike crest in the future, dike trail surfacing will be asphalt, with feature areas in unit paving; there will be no cast-in-place concrete paving.

As well as including the environmental works required due to construction by regulatory agencies, the concept embodies the City's "eco-plus" approach to development. This will include plantings of native grasses, shrubs and trees where there is currently turfgrass, and the "greening" of portions of the waterside dike face with native riparian species, similar to the dike treatment in parts of the Middle Arm Waterfront Greenway and at the Oval to the east.

Phasing:

Construction of the Oval West Waterfront Park will be split into two phases, as follows:

- Phase I (the western phase) is from the 2 Road Bridge to the eastern edge of ASPAC's current development. Construction is scheduled to be completed in the spring of 2013.
- Phase II (the eastern phase) extends from the end of Phase I to the Oval site. Phase II will be constructed at a future date, concurrent with ASPAC's phased residential development.

Financial Impact

The project is proposed to be funded as follows:

ITEM	AMOUNT	FUNDING
Phase I		
Overall Concept Design, Phase I Detailed Design	\$95,000	Approved in the 2011 Capital Program
Phase I preliminary park construction	\$205,000	Approved in the 2011 Capital Program
Phase I dike construction	\$150,000	Submitted for approval in the 2012 Capital Program, from Drainage Utilities
Phase I remaining construction	\$700,000	Submitted for approval in the 2012 Capital Program, from Parks DCC's
Phase I Total	\$1,150,000	
Phase II		
Phase II dike construction	\$150,000	Will be submitted for approval in future Capital Program(s), from Drainage Utilities
Phase I Detailed Design, Phase II construction	\$1,000,000	Will be submitted for approval in future Capital Program(s), from Parks DCC's
Phase II Total	\$1,150,000	

Conclusion

The concept design for the Oval West Waterfront Park is consistent with the original park concept approved by Council in 2005, and with the City's objectives for the Oval district. The design will be an excellent template for the development of the Oval West Waterfront Park, which will create a new community gathering space, increase connections to the Fraser River Middle Arm, and enhance the liveability of the surrounding community.



Doug Shearer
Park Planner
(604-247-4452)

DS:ds

Oval Site West Public Open Space Concept




RICHMOND

 PHILLIPS · FAREVAAG · SMALLENBERG
PLANNING · URBAN DESIGN · LANDSCAPE ARCHITECTURE

Publication date: Feb 16 2006



1.0 CONCEPTUAL APPROACH

1.1 Intent of Design and Document

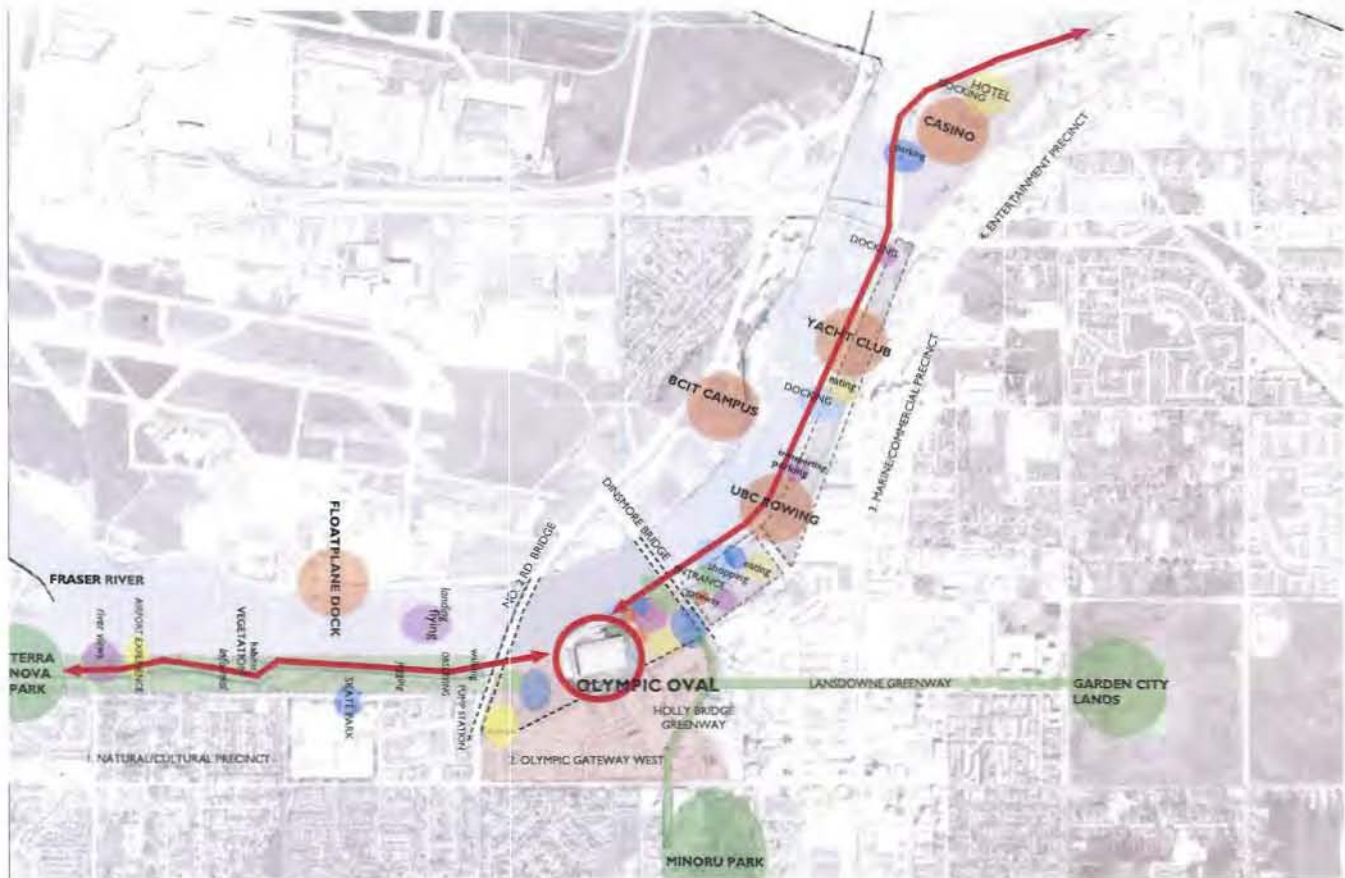
The intent of this document is to provide the City of Richmond and developers with a shared vision for the character, form, program and quality of open space for the future 'world-class' riverfront community that will emerge on the site west of the speed skating oval on the Fraser River, otherwise known as Oval Site West.

The landscape concept developed for this document also takes into consideration the guiding principles established for the subject parcels of the site, the surrounding future neighbourhood, and the oval site itself:

- build a legacy;
- build a complete community;
- build green;
- build economic viability.

The intent of the landscape concept for the Oval Site West is to provide a transition from the active, civic, formal, and urban character of the Olympic Oval to the quiet, pastoral, and naturalised landscape existing between No.2 Road Bridge and Terra Nova Park. The landscape concept integrates the public realm of the waterfront park along the dyke with the residential use and programming of the upland.

The guidelines proposed in this document address the site's role within the greater context of the City of Richmond. Oval Site West is crucial in providing access and amenities to the proposed community and enhancing downtown Richmond by linking it with the river through continuous urban fabric and supporting enhanced use of the river as proposed by the Official Community Plan.



Riverfront activity locations and concentrations

1.2 Planning Context

The Olympic Gateway West is a crucial urban activity node along the Fraser River. It is located at the intersection of the waterfront route, mid-point between Terra Nova Park and the River Rock Casino, with the planned Landsdowne Greenway leading to the City's future athletic park at the Garden City Lands, and an enhanced Gilbert Road Greenway linking to Minoru Park. The context of the riverfront can be divided into four distinct character areas:

1) The Natural Precinct to the west is predominantly natural in its character with indigeneous vegetation at the foreshore edge, and the dyke reading as a strong cultural landscape feature along a residential edge.

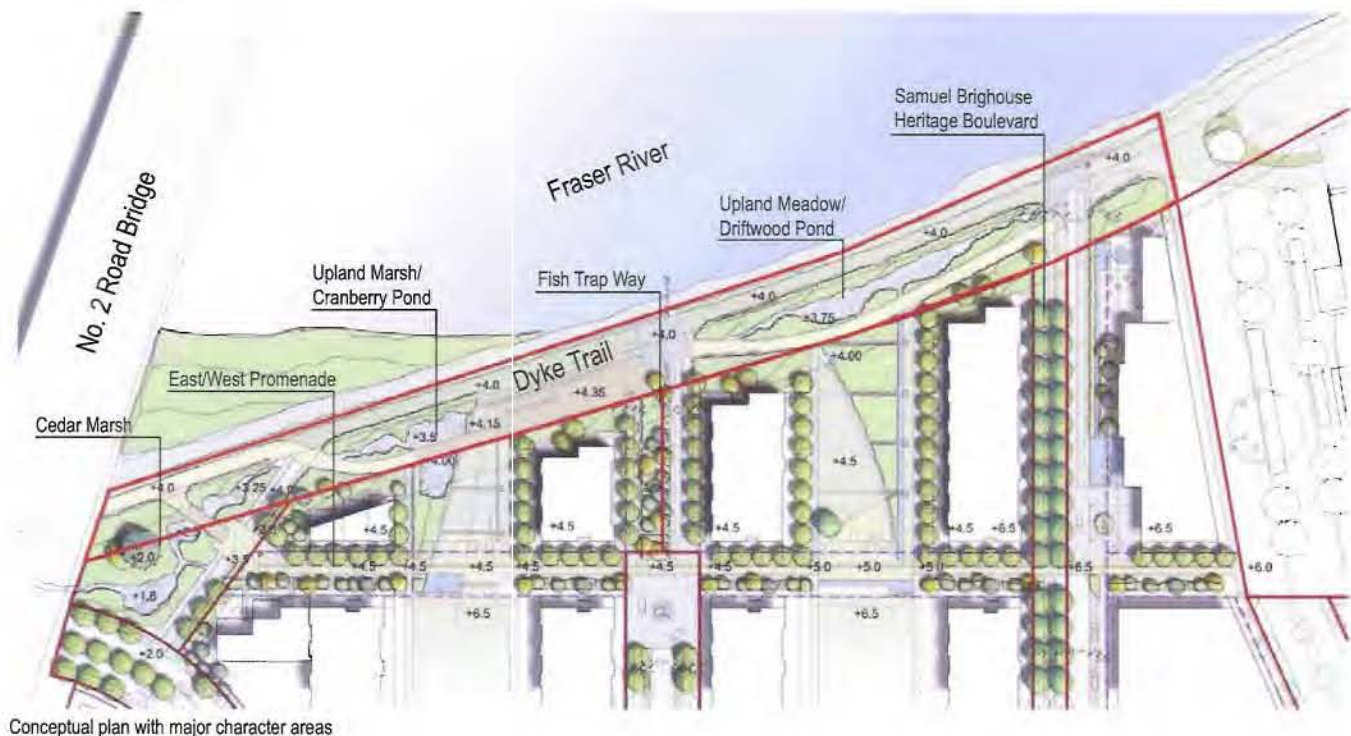
2) Olympic Gateway West contains the Olympic Oval and surrounding future development to create an intensified urban node.

3) Marine/Commercial Precinct to the east contains mixed marine-oriented industrial and commercial, including the new University of British Columbia Rowing facility and the Richmond Yacht Club. Activity on the river will be limited to non-motorized traffic.

4) Entertainment Precinct includes the River Rock Casino and hotel along with future entertainment uses associated with the future Canada Line station at Bridgeport.

All four precincts comprise a unique and culturally rich river history to be exemplified in the future 'River Story: Richmond's Fraser River Experiential Network'. It will operate with the mission:

"To stimulate curiosity and enhance public awareness, appreciation, and enjoyment of the Fraser River and its complex human and natural connections -- past, present, and future."



1.3 Open Space Concept

The public open spaces of Oval Site West encourage public involvement in the systems of the Fraser River by creating a transition from naturalised waterfront to the urban conditions at the Olympic Oval. Each open space strikes a balance that is progressively more naturalised from east to west along both the riverfront and the East / West Promenade. The dyke trail landscape (red boundary in image above) abuts the north end of all three parcels and mitigates the modern / urban edge.

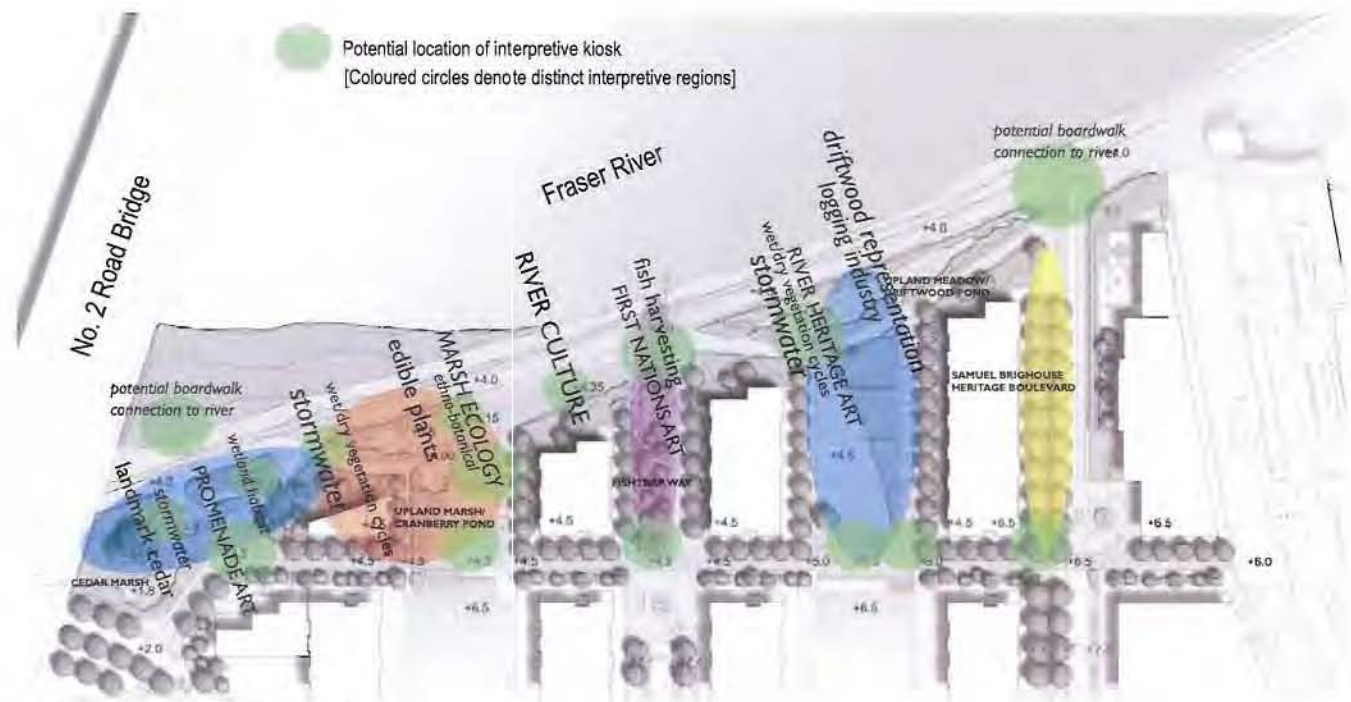
Within the dyke landscape the following gross statistics of surface materials are:

Total Area: 6400 m²
 Stormwater detention: 665 m²
 Hard landscape: 1740 m²
 Permeable dyke: 1405 m²
 Softscape: 2590 m²

The overall open space concept responds to five principles that give program, form, and meaning to this important part of Richmond's riverfront:

1) Permeability addresses the movement of people along the river and the East / West Promenade, and from the promenade through the open spaces to the riverfront and to the south towards downtown Richmond. The design proposes a high degree of permeability that encourages openness to the water. Permeability is also expressed in attention to stormwater infiltration and management.

2) Contrast between nature and modern / urban development is expressed in the use of native plant ecology throughout the site in combination with contemporary built materials and forms.



Site and context specific interpretive opportunities

The public art opportunities on site intensify this contrast by abstracting riverfront activities into modern form and program (e.g. modern materials in interpretive driftwood pond).

3) Contemporary Urban Sustainability is exhibited through landscape features that combine environmental and social sustainability. Examples include visible on-site stormwater management as public landscape elements, using ethno-botanical practices to create an edible landscape for people and wildlife, and the use of native vegetation.

4) Social Vitality occurs with the integration of historic and cultural features within the landscape through public art, educational children's play, and places that engage residents with one another. These features promote connections between time, place and people while creating animated and fun spaces.

5) Financial Viability is achieved by the dyke landscape being financed through Development Cost Changes while open spaces within the parcels are phased with development.

6) Interpretation of Place reflects the waterfront location and site heritage. Interpretation of historic, cultural, and natural aspects are experienced through landscape references to logging and booms on the river, ethno-botanical plants within the riverfront and marsh environments, and public art interpretation of First Nations use of the site for seasonal fish trapping and berry harvesting. The Samuel Brighthouse Heritage Boulevard celebrates the history of the site's first pioneer and tells the story of the settlement of agricultural lands along the river.

Site specific interpretation of environmental and social history and culture enhance the experience of being on site and create distinct gateways at site entry points that assist with wayfinding.



SITE PLAN

EXISTING FEATURES

- 01 Existing Dyke
- 02 River Ecology & Storm Water
- 03 Parcel 2 - Wetland Water Feature
- 04 Fishtrap Way / Water / Play Element
- 05 Parcel 4 - Wetland Water Feature
- 06 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 Brightside 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



OVAL WEST WATERFRONT PARK - CONCEPT DESIGN: PHASE I
OCTOBER 13, 2011

SCALE: 1:200

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 Bighouse 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 not used
- 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



PHILLIPS FAREVAAG-SHALLENBERG
ARCHITECTS
1000 West 1st Avenue, Suite 100, Vancouver, BC V6C 1A1
OCTOBER 13, 2011

SCALE: 1:200

PHILLIPS FAREVAAG-SHALLENBERG
ARCHITECTS
1000 West 1st Avenue, Suite 100, Vancouver, BC V6C 1A1
OCTOBER 13, 2011

CONCEPTS + MATERIALS

Attachment #2

CONCEPT: NATIVE PLANTING & GRASS ALONG WATERS EDGE: SEATING AND GATHERING NODES WHOSE FAMILY OF MATERIALS CREATE A DATUM OF REPETITION & VARIATION ALONG THE DYKE



MATERIALS



GATHERING NODES



NATIVE PLANTS

SEATING



DIKE EDGE

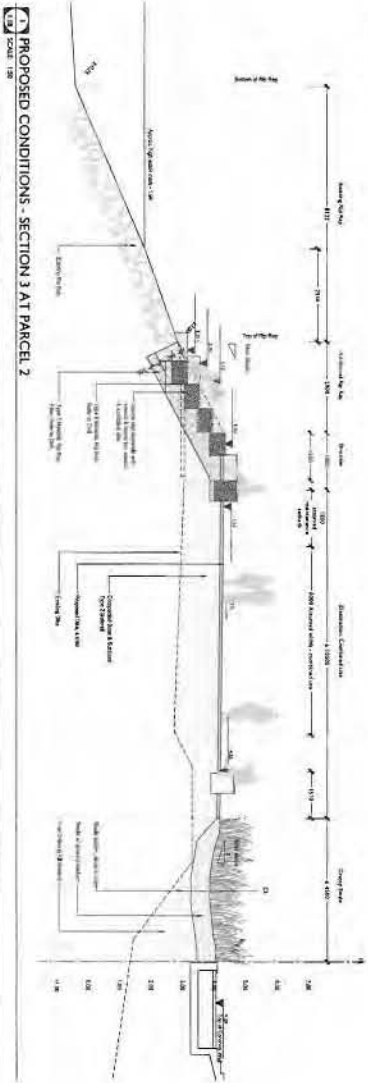
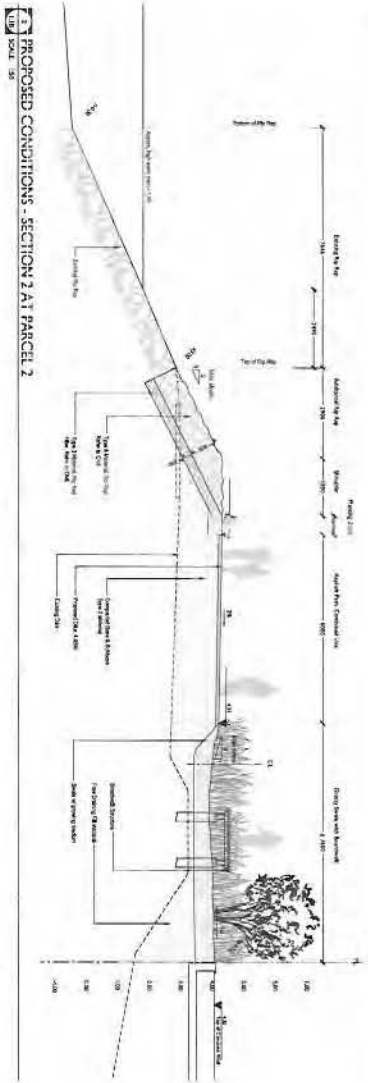
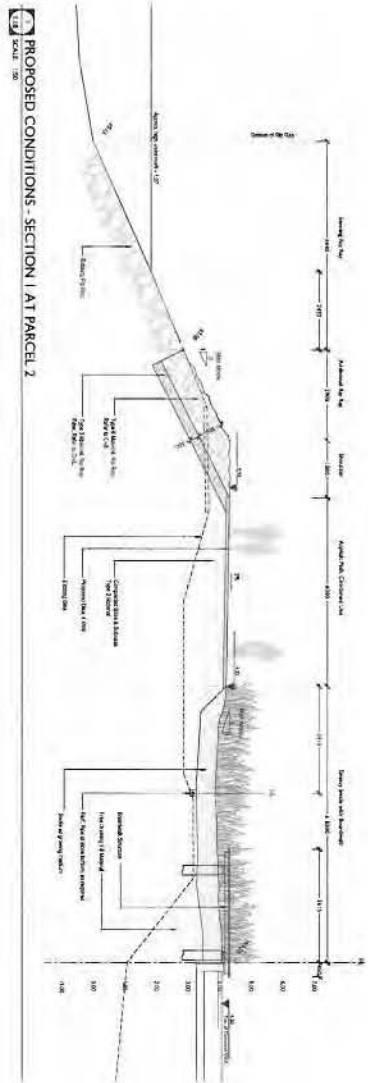


SHELTER



SECTIONS - PHASE I

ATTACHMENT #2





Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, November 8, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, October 4, 2011.*



NEXT COMMITTEE MEETING DATE

Tuesday, November 22, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

- PLN-9** 1. **APPLICATION BY AMPAR VENTURES LTD. FOR REZONING AT 9451/9491/9511/9531/9551 BRIDGEPORT ROAD AND 9440/9460/9480 BECKWITH ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (RS1/F) AND SCHOOL AND INSTITUTIONAL USE (SI) TO LIGHT-INDUSTRIAL, OFFICE AND HOTEL (ZI10) – BRIDGEPORT VILLAGE (CITY CENTRE)**
(File Ref. No. 12-8060-20-8767/8764, **RZ 10-539048**) (REDMS No. 3205526)

TO VIEW eREPORT CLICK HERE

See Page **PLN-9** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

- (1) *That Official Community Plan, Amendment Bylaw No. 8767, to amend Schedule 2.10 of Official Community Bylaw 7100 (City Centre Area Plan – Bridgeport Village) “Urban Centre T4 (25m)” specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, to permit 60% non-industrial uses and 40% industrial/office uses of the net floor area and to permit non-industrial uses to extend from 50m to 65m north of Bridgeport Road, be introduced and given first reading;*
- (2) *That Bylaw No. 8767, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw No. 8767, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8764, to create “Light-Industrial, Office and Hotel (ZI10)” – Bridgeport Village (City Centre)” and rezone 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road from “Single Detached (RS1/F)” and “School and Institutional Use (SI)” to “Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)”, be introduced and given first reading.*



- PLN-51 2. 0901551 BC LTD. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 7331 BRIDGE STREET AND 9571 GENERAL CURRIE ROAD FROM SINGLE DETACHED (RS1/F) TO SINGLE DETACHED (ZS14) IN ORDER TO CREATE 9 SINGLE FAMILY LOTS.**

(File Ref. No. 12-8060-20-8805/8816, **RZ 11-562929**) (REDMS No. 3248590)

TO VIEW eREPORT CLICK HERE

See Page **PLN-51** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

- (1) *That Bylaw 8816 for the text amendment of Permitted Density section of the “Single Detached (ZS14) – South McLennan (City Centre)” zone, be introduced and given first reading.*

- (2) *That Bylaw No. 8805, for the rezoning of 7331 Bridge Street and 9571 General Currie Road "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.*



- PLN-69 3. APPLICATION BY AJIT THALIWAL FOR REZONING AT 10391 FINLAYSON DRIVE FROM SINGLE DETACHED (RS1/D) TO SINGLE DETACHED (RS1/B)**

(File Ref. No. 12-8060-20-8822, **RZ 11-588990**) (REDMS No. 3367097)

TO VIEW eREPORT CLICK HERE

See Page **PLN-69** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8822, for the rezoning of 10391 Finlayson Drive from “Single Detached (RS1/D)” to “Single Detached (RS1/B)”, be introduced and given first reading.



- PLN-83 4. APPLICATION BY RAJ DHALIWAL FOR REZONING AT 10020 AQUILA ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH)**

(File Ref. No. 12-8060-20-8824, **RZ 11-585027**) (REDMS No. 3373251)

TO VIEW eREPORT CLICK HERE

See Page **PLN-83** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No.8824, for the rezoning of 10020 Aquila Road from “Single Detached (RS1/E)” to “Coach Houses (RCH)”, be introduced and given first reading.



- PLN-101 5. HOUSING AGREEMENT (CONCORD MONET PROJECT GP LTD.)
BYLAW NO. 8828 - TO SECURE AFFORDABLE HOUSING UNITS
LOCATED IN 9099 COOK ROAD**
(File Ref. No. 08-057-05) (REDMS No. 3390859)

TO VIEW eREPORT CLICK HERE

See Page **PLN-101** of the Planning agenda for full hardcopy report

Designated Speaker: Dena Kae Beno

STAFF RECOMMENDATION

That Bylaw No. 8828 be introduced and given first, second, and third readings to permit the City, once Bylaw No. 8828 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application No. 10-557918.

☐

6. **MANAGER'S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, October 4, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Greg Halsey-Brandt, Vice-Chair
Councillor Linda Barnes
Councillor Sue Halsey-Brandt
Councillor Harold Steves
Mayor Malcolm Brodie

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, September 20, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, October 18, 2011, (tentative date) at 4:00 p.m. in the Anderson Room.

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY CHING-HO CHEN FOR REZONING AT 9500 ALBERTA ROAD FROM SINGLE DETACHED (RS1/F) TO RESIDENTIAL CHILD CARE (RCC)**
(File Ref. No. 12-8060-20-8810, RZ 09-467609) (REDMS No. 3212775)

In response to Committee queries, staff provided information regarding: (i) parking stalls for staff members and parking stalls for parents/guardians; (ii) the allocation of childcare spaces for various age groups; (iii) the recent addition to the Anderson Elementary School indicating the school will be part of the neighbourhood for the foreseeable future; and (iv) two conversations City staff had with Richmond School Board staff during which the school district expressed no concerns with the rezoning application.

Planning Committee

Tuesday, October 4, 2011

It was moved and seconded

That Bylaw No. 8810, for the rezoning of 9500 Alberta Road from "Single Detached (RS1/F)" to "Residential Child Care (RCC)", be introduced and given first reading.

CARRIED

2. APPLICATION BY STUDIO ELEMENTAL DESIGN FOR REZONING AT 9220 NO. 3 ROAD FROM LAND USE CONTRACT 078 AND SINGLE DETACHED (RS1/E) TO LOCAL COMMERCIAL (CL)

(File Ref. No. 12-8060-20-8820/8821, RZ 10-531707) (REDMS No. 3351982)

In response to a query staff advised that animals receiving medical treatment could be boarded at the Richmond Animal Hospital building, but any animals not receiving medical treatment cannot be boarded.

It was moved and seconded

(1) *That Official Community Plan Amendment Bylaw No. 8820, to redesignate 9220 No. 3 Road from "Low-Density Residential" to "Commercial" in the Official Community Plan Specific Land Use Map (Attachment 2 to Schedule 1 of Bylaw No. 7100), be introduced and given first reading.*

(2) *That Bylaw No. 8820, having been considered in conjunction with:*

(i) the City's Financial Plan and Capital Program;

(ii) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

(3) *That Bylaw No. 8820, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require any further consultation.*

(4) *That the provisions of "Land Use Contract 078" be discharged from the southern portion of 9220 No. 3 Road and that Bylaw No. 8821, to amend the "Local Commercial (CL)" zoning district and rezone 9220 No. 3 Road from "Land Use Contract 078" and "Single Detached (RS1/E)" to "Local Commercial (CL)", be introduced and given first reading.*

CARRIED

3. MANAGER'S REPORT

None.

Planning Committee

Tuesday, October 4, 2011

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:07 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, October 4, 2011.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** October 18, 2011

From: Brian J. Jackson, MCIP
Director of Development **File:** RZ 10-539048

Re: Application by Ampar Ventures Ltd. for Rezoning at 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road from Single-Family Housing District, Subdivision Area F (RS1/F) and School and Institutional Use (SI) to Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)

Staff Recommendation

1. That Official Community Plan, Amendment Bylaw No. 8767, to amend Schedule 2.10 of Official Community Bylaw 7100 (City Centre Area Plan – Bridgeport Village) “Urban Centre T4 (25m)” specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, to permit 60% non-industrial uses and 40% industrial/office uses of the net floor area and to permit non-industrial uses to extend from 50m to 65m north of Bridgeport Road, be introduced and given first reading.
2. That Bylaw No. 8767, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8767, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Bylaw No. 8764, to create “Light-Industrial, Office and Hotel (ZI10)” – Bridgeport Village (City Centre)” and rezone 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road from “Single Detached (RS1/F)” and “School and Institutional Use (SI)” to “Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)”, be introduced and given first reading.

Brian Jackson
Brian J. Jackson, MCIP
Director of Development

BJ:bg
Att. 8

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	<i>De Eneq</i>

Staff Report

Origin

Ampar Ventures Ltd., has applied to the City of Richmond for permission to rezone 9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road from "Single Detached (RS1/F)" and "School and Institutional Use (SI)" to "Light-Industrial, Office and Hotel (ZI10) -- Bridgeport Village (City Centre)" in order to develop a phased, mixed-use development consisting of 2 hotels (9-storeys and 11-storeys) plus a Business Centre (12-storeys) with a gross floor area of 39,668.9 m² and a net floor area of 29,210.8 m² excluding enclosed vehicle parking.

A separate Servicing Agreement is required for frontage improvements along Bridgeport Road, Beckwith Road and the new north-south lane connecting Bridgeport Road and Beckwith Road, together with the required infrastructure (sanitary, water and stormwater) upgrades and site service connections to the property lines. The applicant has agreed to the requirements of the Servicing Agreement.

Project Description

The site is located between Bridgeport Road and Beckwith Road, immediately east of the Highway 99 viaduct/Oak Street Bridge. The existing 8 lots will be consolidated to create three separate development parcels situated along a new north-south lane connecting Bridgeport Road and Beckwith Road. The 3 phases will consist of the following:

Phase	Type of Land Use	No. of Storeys	Gross Floor Area (m ²)	Net Floor Area (m ²)	No. of Rooms	Parking Required	Parking Provided
1	Hotel 1 (rooms, restaurant, lounge & amenities)	9	7,793.9 m ²	7,374.4 m ²	122	75	75
2	Business Centre (light-industrial & office space)	12	21,486.5 m ²	11,950.2 m ²	-	242	260
3	Hotel 2 (rooms, restaurant, lounge & amenities)	11	10,388.5 m ²	9,886.2 m ²	167	99	99
Totals	-	-	39,668.9 m ²	29,210.8 m ²	289	416	434

The two hotels will have frontage on Bridgeport Road while the business centre/office building will have frontage on Beckwith Road. A parkade structure will be constructed in conjunction with the second phase of development (the business centre/office building) and contains 4 levels of parking located in a podium structure under the office building that extends to the west property line.

The proposed hotels contain a total of 289 rooms with a net floor area of 17,260.6 m² including space for restaurants, lounges, kitchen uses, conference and meeting spaces, lobbies, amenity and administrative spaces. The proposed 12-storey Business Centre (i.e., to be built before Hotel 2) contains a net floor area of 11,950.2 m² for office and light industrial spaces plus meeting and restaurant uses excluding the parkade. The ground floor of the business centre/office building has a floor to ceiling height of 4.0m in order to accommodate light industrial uses while the upper 10-storeys are proposed as office space.

Findings of Fact

See **Attachment 1** for a site location plan and aerial photo. Development Application Data Sheet in **Attachment 2** provides a general summary of the development proposal. See **Attachment 3** for a more detailed statistical summary of the proposed development.

Surrounding Development

To the North: in the City Centre Area Plan (CCAP) – Bridgeport Village is an area of typically older, large single family residential lots with some vacant land that are zoned “Single Detached (RS1/F)” plus 1 lot currently zoned “Auto-Oriented Commercial (CA)”. This area is designated “Business and Industry” in the OCP and “General Urban – T4 (25m) Area B in the CCAP and is located in the Industrial Reserve – Limited Commercial” overlay area (CCAP section 3.2.2 Sub-Area A.2).

To the East: along the north half of the east property line is a house and workshop (9520 Beckwith Road) on a lot zoned “Single Detached (RS1/F)” and along the south half of the east property line is a large retail/commercial development (Airport Gateway Plaza – 9711 Bridgeport Road) with 4 separate buildings with a total floor area of approximately 6,900 m² that have Auto-Oriented Commercial (CA) zoning. This area is designated “Business and Industry” in the OCP and “General Urban – T4 (25m) Area B – Industrial Reserve: Limited Commercial” in the CCAP.

To the South: across Bridgeport Road is vacant land and the ramp access to and from Highway 99 zoned “School and Institutional Use (SI)”, a 5-storey hotel (Sandman Inn – 3233 St. Edwards Drive) zoned Auto-Oriented Commercial (CA) and further beyond Highway 99 are single family homes within the West Cambie Plan Area with “Single Detached (RS1/B and RS1/E)” plus 1 lot with Two Unit Dwellings (RD1) zoning. The hotel property is designated “Commercial” in both the OCP and the West Cambie Area Plan (WCAP) while the residential lots are designated “Neighbourhood Residential” in the OCP and “Residential (Single Family Only)” in the WCAP; and

To the West: are older, single family residential lots, with some vacant land zoned Single Detached (RS1/F). Beyond the Oak Street Bridge is a 7-storey hotel (Holiday Inn Express – 9351 Bridgeport Road) currently zoned Hotel Commercial (ZC1). This area is designated “Business and Industry” in the OCP and “General Urban – T4 (25m and 35m) Area B in the CCAP – Bridgeport Village and in the “Industrial Reserve – Limited Commercial” overlay area.

Related Policies & Studies

There are 4 matters to be addressed regarding CCAP – Bridgeport Village policies:

- the proposed 47.0m building height exceeds the allowable height;
- the proposed 1.81 FAR density exceeds the allowable density;
- the proposed non-industrial (hotel) uses extend beyond 50m from Bridgeport Road; and
- the proposed proportion of non-industrial uses exceeds industrial uses.

1. **Building Height:** The proposed 47.0m building height exceeds the allowable 35m height within 50m of Bridgeport Road and 25m elsewhere on-site. However, the CCAP includes flexibility regarding building height as indicated in the sub-section “2.10.1(e) Encourage Human-Scaled Development”, which states “Increased height may be permitted where it enhances public views to a designated ‘gateway’ or provides some other public benefit, but does not compromise other CCAP objectives (e.g. housing mix, sun to public open spaces)”.

The proposed maximum height is 47m geodetic and the building heights are different to create a varied skyline. This is acceptable because the proposed development creates a ‘gateway’ experience by incorporating public art into the design of the proposed towers, with a distinctive roof element for each tower and well articulated façade treatments including special effect night lighting. Therefore, staff support the increase in the maximum building height in the new zoning district for this site. No OCP amendment is required.

2. Floor Area Ratio (FAR): The proposed overall 1.81 FAR exceeds the allowable 1.2 FAR. However, the CCAP permits discretion related to increased density as indicated in 2 locations:

- CCAP – Bridgeport Village detailed transect description for “General Urban T4 (25m) – Area B” states “Additional density where applicable: Industrial Reserve – Limited Commercial: To be determined on a site specific basis via City development application processes.”
- CCAP Section 3.2.2 Sub-Area A.2 Industrial Reserve – “Limited Commercial”, which states “Maximum Net Density: 1.2 FAR (additional density permitted where this benefits industry)”

The proposed overall 1.81 FAR is acceptable because the proposed hotels will support nearby industrial uses within the Bridgeport Village as well as the concentration of other industrial lands associated with the Vancouver International Airport (YVR). Further the applicant is proposing an amount of employment generating office uses higher than originally envisaged in the CCAP. Therefore, staff support the increase in the maximum allowable density in the new zoning district for this site. No CCAP amendment is required.

3. Non-Industrial Uses Extending Beyond 50m from Bridgeport Road: As part of the proposed development, Hotel 1 extends 60m from Bridgeport Road while Hotel 2 extends 62m from Bridgeport Road. The CCAP indicates that non-industrial uses such as hotels, are not to extend more than 50m from the Bridgeport Road.

However, the proposed development includes a new north-south lane connecting Bridgeport Road with Beckwith Road and this will provide an interim improvement in the surrounding road network until such time as the ultimate road network is completed. The future road improvements in the surrounding area will ultimately include:

- the northward extension of a new road from the signalized intersection on Bridgeport Road servicing the Airport Gateway Plaza at 9711 Bridgeport Road and intersecting with Beckwith Road; and
- the extension of Beckwith Road to the east in order to connect with No. 4 Road.

If the subject development proposal did not include the north-south lane, then the 2 hotels could be located to fit within 50m of Bridgeport Road. However, as the maximum requirement in the CCAP was established in the absence of a specific development proposal for this site staff recommend flexibility for this actual proposal by allowing non-industrial uses to extend 65m from Bridgeport Road. This proposal is acceptable as the proposed north-south lane provides improved site access. This issue can be acceptably resolved by a CCAP text amendment to increase the maximum extent of non-industrial uses north of Bridgeport Road from 50m to 65m and by increasing the maximum extent of non-industrial uses north of Bridgeport Road from 50m to 65m in the new zoning district.

4. Proportion of Non-Industrial Uses Exceed Industrial Uses: The proposed net floor area of non-industrial space (Hotel 1 and Hotel 2) is 17,260.6 m² or 59% of the proposed total net floor area. The proposed net floor area of industrial/office space is 11,950.2 m² or 41% of the proposed total net floor area. The CCAP – Bridgeport Village detailed transect description for Area B states, “the total floor area of non-industrial uses (*e.g., hotel and office uses*) may not exceed that of industrial uses (excluding parking)”.

Since proposed non-industrial uses exceed industrial uses an CCAP amendment is required. In this regard, the following points are noted:

- The CCAP maximum 50/50 split between non-industrial and industrial uses will be met with the first 2 development phases (i.e. Hotel 1 in phase 1 and the Business Centre in phase 2). The applicant will be required to construct the Business Centre prior to Hotel 2. It is only with Hotel 2, in phase 3 that a 59/41 split (non-industrial/industrial) occurs.
- The CCAP envisions this area as Industrial Business Park (IB), which clearly allows offices (not just industrial) as per CCAP Sub-Section 2.2.1 - Industry.
- The CCAP policies never anticipated that this area of Bridgeport Village would ultimately yield the significant amount of combined office and light-industrial space currently proposed on this site.
- The City's 2041 Employment Land Strategy supports the location of hotels around the periphery of industrial areas to encourage industrial uses and both uses are supported.
- With the difficulty in attracting office uses to Richmond, the CCAP never intended to support industrial uses to the exclusion of office uses.
- Office uses are permitted within the Bridgeport Village - Area B, provided that the ground floor uses are light-industrial as proposed. The ground floor of the Business Centre is designed to accommodate light-industrial uses with a floor to ceiling height of 4.0m;
- The inclusion of office uses in Area B creates an appropriate transition to Area A, located to the north of the subject site, which is an exclusive zone for light-industry; and
- The applicant has already agreed to eliminate 1 floor of Hotel 1 in phase 1, thereby reducing the amount of non-industrial use on the site.

In summary, a CCAP amendment can be supported to permit the non-industrial uses to be 60% of the proposed total net floor area (excluding parking) on this site, given the significant amount of office space to be provided in the City Centre by this development, the benefits to nearby industrial areas provided by the 2 hotels, the phasing of development (i.e., the Business Centre must be constructed before the second hotel) and the interim improvements in the local road network.

Dedications and Public Rights of Passage – Statutory Rights of Way (PROP-SRW's): Prior to final adoption of OCP Amendment Bylaw 8767 and Bylaw No. 8764, to create a new zoning district "Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)", the applicant has agreed to provide the required road dedications and PROP-SRW's, as identified below:

1. Provision of an approximate 2.0 m wide road dedication, along the entire Beckwith Road frontage for road/boulevard improvements (1.8m wide bike lane, 1.5m wide landscape planting strip and a 2.0 m wide sidewalk).
2. Provision of an approximate 0.65 m wide road dedication, along the entire Bridgeport Road frontage for road/boulevard improvements (raised centre median, 1.5m wide landscape planting strip and a 2.0 m wide sidewalk).
3. Provision of a 9.0 m wide Public Rights of Passage - Statutory Right of Way (PROP-SRW) generally in a north-south alignment connecting Bridgeport Road and Beckwith Road for a new lane.

The Rezoning Considerations (**Attachment 4**) contain a complete list of the requirements, which must be completed prior to final adoption of OCP Amendment Bylaw 8767 and Bylaw No. 8764, to create a new zoning district "Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)".

Consultation

School District

According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application involves no residential units therefore, this application was not referred to School District No. 38 (Richmond). Nevertheless, as a courtesy, this application will be forwarded to the School District for information only.

Public Input

A development sign has been posted on-site as public notification of the intent to rezone these properties. No concerns have been received regarding the rezoning.

Other Agency Coordination

1. BC Ministry of Transportation and Infrastructure (MoTI): This site is within the jurisdiction of MOTI, given the proximity of the Highway 99 access/egress along Bridgeport Road. MOTI has requested:

- a solid, raised centre median along Bridgeport Road to preclude eastbound left turns into the subject site; and
- an existing road and SRW lane connection through the adjacent property to the east (Airport Gateway Plaza at 9711 Bridgeport Road) to be provided as an alternate interim access to the subject site from Bridgeport Road via 9711 Bridgeport Road to Beckwith Road including the removal of bollards along Beckwith Road.

The applicant has agreed to the MOTI requirements and the opening the SRW lane through the Airport Gateway Plaza (onto Beckwith Road) has been discussed with Mr. William Wright of Cape Development Corporation, who has expressed support for the proposed development.

2. Kinder Morgan Canada Inc. (KMC) - Jet Fuel Line: The jet fuel line to YVR is located in close proximity to the proposed development site along Bridgeport Road. The applicant has agreed to KMC requirements, including compliance with KMC design and construction guidelines, issuance of an "Approved Proximity Permit" (Facility Crossing Permit) for any works within the KMC-ROW or 7.5m of the pipeline (whichever is greater) and/or issuance of a "Ground Disturbance Safety Zone Field Permit" for all works within 30m of the KMC-ROW. Accordingly, KMC has confirmed by email that KMC has no objections to the proposed development on the subject site.

Staff Comments

Staff review comments are attached. There are no significant, outstanding concerns from the technical review process. Preliminary design drawings including site plans, building elevations, floor plans and landscape plans are included for reference (**Attachment 7**). Apart from the rezoning process, the applicant is required to submit separate applications for Subdivision (Consolidation), Development Permit, Servicing Agreement and Building Permit.

Analysis

Conditions of Adjacency:

9711 Bridgeport Road: The Airport Gateway Plaza is located immediately to the east of the subject site. This is an existing 7.4 acre, retail/commercial development consisting of 4 separate buildings (Michael's, Tim Horton's, Pier 1 Imports, and Office Depot/Golf Town). Cape Development Corporation, the developer of the Airport Gateway Plaza has indicated support for this development proposal.

9520 Beckwith Road: This RS1/F zoned residential lot is located between the Airport Gateway Plaza and the proposed development. Cape Development Corporation conducted property negotiations with the owner of 9520 Beckwith Road at the time the Airport Gateway Plaza development came forward (approximately 10 years ago), but no agreement could be reached on the sale/purchase price. In order to minimize the impacts of the proposed development on 9520 Beckwith Road, the developer of the subject site has:

- Attempted to purchase 9520 Beckwith Road and incorporate this lot into the overall proposed development but the 2 parties could not agree on a sale/purchase price.
- Demonstrated that 9520 Beckwith Road can be redeveloped in the future (see **Attachment 8**) as light-industrial/office space with a comparable FAR to the proposed development on the subject site (i.e., 6 storeys with 2 levels of parking and 4 levels office/light-industrial space).
- Allowed for future vehicle access/egress for 9520 Beckwith Road via the proposed north-south lane on the subject site.
- Provided increased separation between the proposed buildings on the subject site and the property lines with 9520 Beckwith Road (i.e. minimum 16.52m from the 9-storey Hotel 1 in phase 1 and 19.77m from the 12-storey Business Centre in phase 2).
- Retained a grove of 15 large coniferous trees straddling the south property line of 9520 Beckwith Road; and
- Proposed a continuous hedgerow of columnar coniferous trees (minimum 3.0m high at time of planting) along the north-south shared property line with 9520 Beckwith Road.

The proposed development has been reviewed with the Owner of 9520 Beckwith Road, who indicated the following:

- appreciation for the retention of (15) existing, large coniferous trees along the shared east-west property line;
- preference for a continuous, tall cedar hedge along the shared north-south property line (minimum 3.0m high at the time of planting), which has been provided;
- request that the proposed overhead trellis and vine planting along the shared north-south property line be extended north to the front face of the house on the adjacent site but the trellis currently terminates 6m from the front of the adjacent house; and
- concern regarding the anticipated increase in vehicle traffic on the surrounding roads with particular reference to the opening of a laneway SRW connecting Bridgeport Road and Beckwith Road through the Airport Gateway Plaza to the east of the subject site (9711 Bridgeport Road), however this is a specific MoTI requirement.

9420 Beckwith Road: The proposed Business Centre parkade is located immediately adjacent to the west property line of the consolidated development site that is shared with 9420 Beckwith Road, which is a RS1/F zoned residential lot. This lot is currently the subject of a rezoning application for a proposed 5-storey Philippine Community Centre (RZ 09-506899) to be located immediately adjacent to the proposed parkade structure on the subject development site. The proponents of the Philippine Community Centre are aware of the proposed parkade structure on the subject site and have no objections.

Transportation & Traffic:

Site Access: As required by MOTI, the applicant will provide a solid, raised centre median along Bridgeport Road, which will restrict access to right-in and -out along Bridgeport Road.

Access for eastbound traffic along Bridgeport Road will be via Great Canadian Way and/or Gage Road to Beckwith Road and then to the subject site. MOTI also requires an alternative access route from the signalized intersection serving the Airport Gateway Plaza (9711 Bridgeport Road) via an existing Statutory Right of Way (SRW) through the Airport Gateway Plaza to Beckwith Road and then to the subject site. This alternative access route through Airport Gateway Plaza is an interim measure until Beckwith Road can be connected to No. 4 Road, which in turn will allow the partially completed new road through the Airport Gateway Plaza to be connected with the Beckwith Road extension. There is an existing SRW across the Airport Gateway Plaza for this future road connection but there is one large single family residential lot, which currently precludes the extension of Beckwith Road to No. 4 Road.

Parking: See the table below for a summary of vehicle parking. The applicant has provided a supportable rationale for shared parking between the hotel and office uses for this phased development proposal, since it is anticipated that the peak parking for the office use will occur during weekdays from 8 to 5 pm while the peak parking for the hotels will be during weekday evenings and on weekends. Accordingly, the staff supports parking reductions from the zoning bylaw requirement for shared parking between the hotel and office/light-industrial uses and in consideration of Transportation Demand Measures (TDM) as indicated in the table below.

Site Uses	Required Parking based on Bylaw	Required Parking based on allowance for Shared Office/Hotel Parking		Required Parking with allowance for Shared Parking & TDM Measures	Proposed Parking to be Provided	
		Monday to Friday 8am to 5pm	All Other Times		by Phase	Total
Hotel 1	83	70% reduction = 59	83	10% reduction = 75	On-site at-grade = 53 (+22 in Phase 2)	75
Business Centre	315	315	15% reduction = 268	10% reduction = 242	On-site at-grade = 33 Parkade = 286 Sub-Total = 319 (Allocated for Phase 1) -22 (Allocated for Phase 2) -37 Total On-site = 260	260
Hotel 2	109	70% reduction = 77	109	10% reduction = 99	On-site at-grade = 62 (+37 in Phase 2)	99
Total	507	451	460	416		434

The proposed TDM's include:

- a shuttle bus service between the site, YVR and Canada Line - Bridgeport Station;
- contribution of \$22,000.00 for a City Centre bus shelter to be located within the vicinity;
- provision of 'End of Trip Bike Facilities' (i.e. separate male and female showers and change/locker rooms) in each of the 3 tower buildings; and
- covenant registered on title to allow shared parking/loading access between the different parcels.

Bike Parking: More class 1 bike parking will be provided (40) than required (32) however less class 2 bike parking will be provided (19) than required (46) in total, with Transportation staff support, given the hotel uses (i.e., guests/visitors are not expected to arrive by bike).

Loading: The applicant proposes 3 large (WB-17) loading spaces and 6 medium (SU9) loading spaces. The medium loading spaces can overlap with the large loading spaces therefore an additional 6 medium loading spaces can be accommodated on this combined site. The large loading spaces are located along the central east-west drive aisle. The medium loading spaces are partially enclosed and located at the rear of each building to minimize impacts for adjacent properties and along the two road frontages (Bridgeport Road and Beckwith Road). Based on the applicant's proposal for shared use of the large (WB-17) loading spaces, staff supports the proposed loading spaces, which meet the needs of the development and the City requirements.

Servicing & Engineering:

The applicant has agreed to all the required off-site utility up-grades, improvements and site service connections, according to City standards, to be prescribed in the Servicing Agreement. The Rezoning Considerations (**Attachment 4**) set out the complete off-site and site servicing requirements. The new PROP-SRW north-south lane will accommodate a City water main and the applicant has agreed that private utilities such as gas, hydro and telephone will not be located within the north-south lane.

Site Planning & Urban Design:

Site Planning: The siting of proposed buildings conforms to the policies and guidelines in the OCP and CCAP for Bridgeport Village with the exception of a guideline suggesting a 30m setback from the Oak Street Bridge deck for buildings that extend above the bridge deck. Hotel 2 proposes a minor encroachment of 2.25m into this suggested bridge setback distance (above the bridge deck), however this is not a required zoning setback and no variance is required. The 3 towers have been sited to minimize view blockage and sun shadowing while framing views from the bridge.

Streetfront Character: The proposed Bridgeport Road streetfront design respects and maintains a similar building orientation to other nearby and relatively recent hotel towers (Holiday Inn Express to the west and Sandman Inn to the east). Both hotel podiums extend toward the street and contain restaurant uses fronting Bridgeport Road with significant amounts of glazing and differing podium parapet treatments that will contribute to the streetscape with visible restaurant activities during the day and night lighting during the evening. The wider podiums provide a more continuous streetwall at-grade while the slender hotel towers above permit slot views to the north. The business centre frontage along Beckwith Road consists of a 12-storey tower featuring a sloping west side glass curtain-wall and a 4-storey podium that extends to the west property line. The parkade is recessed behind light-industrial/office storefront spaces.

Building Height: All 3 towers minimize shadowing, view and privacy impacts through the provision of a comfortable transition to fronting streets that conceal on-site parking. Hotel 1 has been reduced in height by one storey and the relatively low height of this building (9-storeys) results in minimal over shadowing of the isolated residential lot (9520 Beckwith Road) to the north. The proposed towers on the east side of the Oak Street Bridge frame views to the north shore mountains from south of the site and northbound along the Highway 99 Viaduct with their slender footprints and the north-south alignment of the buildings. Retention of the 15 large existing coniferous trees (north of proposed Hotel 1) will provide screening and minimize privacy impact to the rear yard of the remaining residential lot to the north.

Parkade Design: The proposed phase 2 parkade will be recessed under and behind the Business Centre with a small portion of the parking podium exposed at the west end of the site but set back from Beckwith Road. Along the east elevation of the business centre the parkade is completely concealed behind the Business Centre building. The exposed south wall of the parkade is enhanced with a trellis/green screen treatment in combination with vine planting.

The proposed west wall of the parkade is adjacent to the shared property line with the 9420 Beckwith Road, which is the subject of a current rezoning application for a Philippine Community Centre (RZ 09-506899). The west parkade wall will be completely screened by the future Philippine Community Centre, which is proposed to extend above the parkade.

Detailed Form & Character: Other more specific issues regarding the detailed form and character of the proposed development will be dealt with during the Development Permit application process including but not limited to the detailed architectural design, building façade treatment and detailed landscape design.

Sustainability & Accessibility:

The proposed development includes the following sustainable features:

- All proposed buildings will meet minimum LEED Silver equivalent standard including the use of effective water and waste management systems, passive solar shading strategies, a geothermal system, and low flow fixtures. See the attached LEED checklist **Attachment 5**.

The proposed development also includes the accessible design elements listed below:

- **General:** As required by the 2006 BC Building Code (BCBC), all buildings will be fully compliant with Section 3.8 'Building Requirements for Persons with Disabilities.' and the at-grade, pedestrian links between the 3 towers will be barrier free for wheel-chair accessibility.
- **Hotels:** According to the 2006 BCBC, Section 3.8.2.31 'Hotels and Motels' - "Access shall be provided to every type of public facility, including those located outside the building, all storeys to which the public is admitted, and one barrier-free suite for every 40 sleeping units." The combined number of wheelchair accessible suites within the 2 hotels exceeds the BCBC requirement by 4 (8 required versus 12 provided). There are 4 wheelchair accessible suites in Hotel 1 and 8 in Hotel 2. In addition, as per BCBC 3.8.2.31 (3) "accessible washrooms need only be those provided for public use" and these have been provided for on both the ground floor and second levels of both hotels. The hotel amenities will also be handicap accessible, including the locker rooms and pools, as per the 2006 BCBC, Section 3.8.2.13 'Gymnasiums and Swimming Pools'. Finally, the hotels include weather protected porte-cochere areas at the front lobbies to ease drop-off and pick-up of mobility impaired clients.
- **Business Centre:** This building will comply with the 2006 BCBC, Section 3.8.2.32 'Business and Personal Service Occupancies' with wheelchair accessible washrooms to be provided for all suites on all floors.

Landscape & Open Space Design:

Existing Trees: From the tree survey and arborist report, there are 197 existing on-site trees larger than 20cm in caliper size and 5 off-site trees (4 along Beckwith Road and 1 along Bridgeport Road) plus 8 trees on neighbouring properties. The 8 trees on neighbouring properties will be protected and preserved (6 along the south property line of 9520 Beckwith Road and 2 along the west property line of the Airport Gateway Plaza at 9711 Bridgeport Road).

The 5 trees along fronting roads will be removed to permit frontage improvements. There are 31 higher value trees on-site:

- 21 large elm trees clustered in the centre of the existing lot at 9451 Bridgeport Road,
- 9 large cedar trees along the north property line of 9531 Bridgeport Road (shared with 9520 Bridgeport Road); and
- 1 large fir tree along the north property line of 9460 Beckwith Road.

Retention of the 21 elm trees will be significantly impacted by the preloading operation for Hotel 2 in phase 3 and are proposed for removal but will be accounted for as part of an overall tree compensation package that includes both replacement trees at larger than minimum size and cash-in-lieu for replacement trees that cannot be relocated on-site. The 9 large coniferous trees along the shared property line with 9520 Beckwith Road will be protected and retained. The large fir tree along Beckwith Road will be retained. There are a total of 187 proposed on-site tree removals plus 5 off-site tree removals for a total of 192 proposed tree removals resulting in the need for 384 replacement trees at 2 replacement trees for each proposed tree removal. However the site plan can only accommodate 184 replacement tree (124 are larger than minimum size) with the remainder provided as cash-in-lieu (200 replacement trees that cannot be located on site). Therefore, the tree compensation package includes:

- installation of 184 on-site replacement trees (see landscape plans for the types, quantities and sizes of proposed tree planting);
- provision of \$100,000.00 as cash-in-lieu for replacement trees not planted on-site (i.e. 200 x \$500.00 per replacement tree), and
- provision of a Tree Survival Security to the City in the amount of \$90,000.00 for 18 trees (\$5,000.00 per tree) to be retained (10 on-site and 8 along shared property line with 9520 Beckwith Road and 9711 Bridgeport Road).

Streetscape Design: The streetscape design along Bridgeport Road proposes the continuation of the existing boulevard treatment including a 1.5m wide planting strip with street trees and grass and a 2.0m wide sidewalk. Behind the public sidewalk is a proposed 3.5m wide planting area for trees, shrubs and groundcovers that extends to the face of both hotels. The design for the Beckwith Road frontage will consist of a new 1.8m wide bike lane in combination with a 1.5m landscaped boulevard (trees and grass) and a 2.0m wide sidewalk. Behind the sidewalk on private property, the proposed landscape design retains an existing large fir tree in a 4.0m wide shrub and groundcover planting bed with a second row of formal street trees.

Site Landscape Design: The on-site landscape design consists of perimeter planting, including a variety of trees and shrub plantings in combination with an intermittent overhead trellis and vine plantings. There is a 1.5m wide walkway along the east and west sides of the north-south lane bordered with small tree and shrub plantings. Decorative paving is proposed on the entire length of the north-south lane and in the hotel porte-cochere areas. The landscape buffering of the shared property line with the single family residential lot to the northeast (9520 Beckwith Road) is a combination of existing tree retention along the shared east-west property line and the provision of a tall windrow of columnar coniferous trees (minimum 3.0m high at the time of planting) and evergreen shrubs along the shared north-south property line.

Public Art:

The applicant has agreed to provide public art as part of the overall development. The value of the public art installation (\$125,769.00) will approximate the recommended value of cash in lieu for public art (i.e. 314,422 ft² x \$0.40/ft²). The details of the public art installation and provision of the formal public art plan will be set out in the Development Permit application process. In the meantime, the applicant has provided the following general information regarding the proposed public art:

- **General Description:** The intent is to create a landmark element as part of this major gateway to Richmond, integrated with the building and landscape design, which will support the market strategy for the development and create visual interest along the north-south lane through the development site.
- **Location:** Public art will be incorporated into all 3 towers in the form of the façade treatment, variations in the rooftop design, special effect night-lighting and at-grade near the hotel entries along the north-south lane.
- **Phasing:** Public art will be provided on a development phase-by-phase basis.
- **Theme:** To be determined by the Public Art Plan during the Development Permit stage.
- **Artist Selection Process:** Open competition from a local and regional proposal call.

Community Planning:

The owner/applicant has agreed to contribute approximately \$78,605.00 (314,422 ft² x \$0.25/ ft²) to assist the City with the community planning program in keeping with the CCAP.

Crime Prevention Through Environmental Design (CPTED):

Due to the mix of land uses there will be constant surveillance of the on-site public open spaces, lobby areas, building entries, and the parkade assisting in the creation of a safer and more secure pedestrian environment adjacent to and within the proposed development. Detailed CPTED features to improve visibility, deter crime and promote a safer pedestrian environment will be addressed during the Development Permit application process.

Richmond Advisory Design Panel

This rezoning application was presented to the Richmond Advisory Design Panel (ADP) on February 23, 2011 as a preliminary application. The ADP supported this proposed development subject to the applicant addressing its comments and suggestions. See Attachment 6 for a list of ADP comments followed by the applicant's response highlighted in bold italics.

Financial Impact or Economic Impact

There is no financial impact.

Conclusion

This proposed development represents a significant addition to the inventory of office space within the City Centre, located conveniently to rapid transit and will serve as an important catalyst to encourage light-industrial development in the Bridgeport Village as well as continue to improve the visual interest and variety of architectural design in the surrounding area. Staff support this rezoning application.



Brian Guzzi, MCIP, MCSLA
Senior Planner (Urban Design)

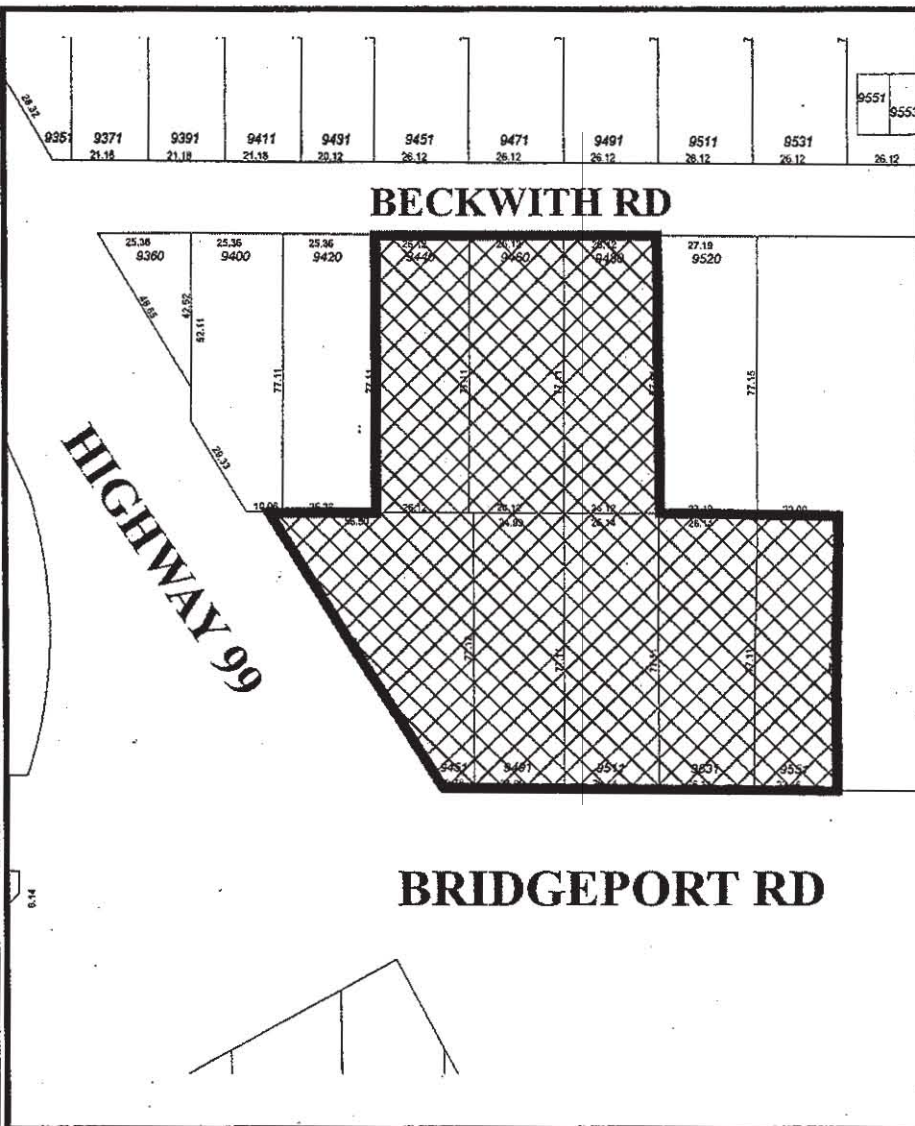
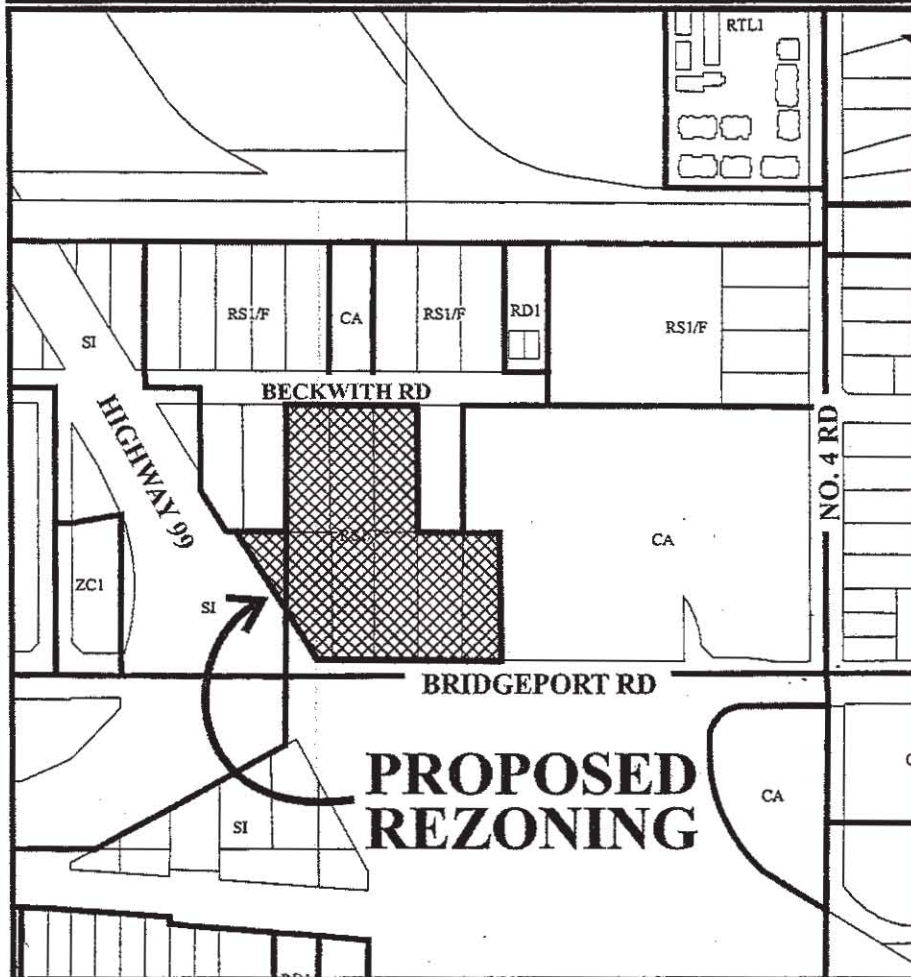
BG:cas

- Attachment 1: Location Maps
- Attachment 2: Development Application Data Sheet
- Attachment 3: Detailed Statistical Summary of Proposed Development
- Attachment 4: Rezoning Considerations
- Attachment 5: LEED Checklist
- Attachment 6: Richmond Advisory Design Panel
- Attachment 7: Preliminary Design Drawings
- Attachment 8: 9520 Beckwith Road – Redevelopment Potential



City of Richmond

PLN - 22



ATTACHMENT 1A

RZ 10-539048

Original Date: 07/28/10

Revision Date:

Note: Dimensions are in METRES



ATTACHMENT 1B
RZ 10-539048

Original Date: 02/11/10

Amended Date:

Note: Dimensions are in METRES



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 10-539048

Attachment 2

Address: 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road

Applicant: Ampar Ventures Ltd.

Planning Area(s): City Centre Area Plan – Bridgeport Village

	Existing	Proposed
Owner:	Ampar Ventures Ltd.	Ampar Ventures Ltd.
Site Size (m²):	16,362.8 m ² (176,128 ft ²) before dedications	16,134.3 m ² (173,668 ft ²) after dedications
Land Uses:	Single Family Residential & Vacant	Light-Industrial, Office & Hotel
OCP Designation:	Business & Industry	Business & Industry
Area Plan Designation:	General Urban T4 (25m)	General Urban T4 (25m)
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F) & School and Institutional Use (SI)	Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)
Other Designations:	Industrial Reserve: Limited Commercial	Industrial Reserve: Limited Commercial

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR) :	Max. 1.85 FAR	1.81	none
Lot Coverage – Building:	Max. 50%	35%	none
Lot Size (min. dimensions):	none	none	none
Setback – Bridgeport Road: Setback – Beckwith Road: Setback – Highway 99:	Min. 2.5 m Min. 3.0 m Min. 10.0 m	Phase 1: 2.56 m Min. Phase 2: 10.62 m Min. Phase 3: 10.04 m Min.	none
Setback – Side Yard	Min. 10.0 m	Phase 1: 14.43 m Min. to east property line Phase 2: 19.77 m Min. to east property line Phase 3: 16.10 m Min. to east property line	none
Setback – Rear Yard:	Min. 9.0	Phase 1: 16.52m - Phase 2: 9.52m - Phase 3: 14.82m	none
Height (m):	47 m geodetic	47 m geodetic	none
Off-street Parking Spaces:	Hotel 1: 75 Business Centre: 242 Hotel 2: 99 Total: 416	Hotel 1: 75 Business Centre: 260 Hotel 2: 99 Total: 434	none
Amenity Space – Indoor:	none	Total 452 m ² includes 2 pools, 2 gyms, 1 sauna & 3 separate End of Trip Bicycle Facility (1 in each building)	none
Amenity Space – Outdoor:	none	106 m ²	none

Supplemental Development Application Data

Bridgeport Hotels & Business Centre

9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road

Item	Supplemental Development Application Data
Owner	Ampar Ventures Ltd., 9751 No. 6 Rd., Richmond, BC V6W 1E5
Applicant	IBI Group, Suite 700, 1285 West Pender St., Vancouver, BC V6E 4B1
Land Uses	Commercial & Light Industrial
Proportion of Uses	60% Non-Industrial Uses; and 40% Industrial/Office Uses
OCP Designation	Mixed Use
Area Plan Designation	City Centre Area Plan (CCAP) Bridgeport Village, Area B
Sub-Area Plan Designation	Sub-Area A.2: Industrial Reserve – Limited Commercial
Existing Zoning	Single-Family Housing District, Subdivision Area F (R1/F) & School and Institutional Use (SI)
Proposed Zoning	Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)
Site Size	16,362.8 m ² (176,128 ft ²) before & 16,134.3 m ² (173,668 ft ²) after dedications
Gross Building Area (including parkade, mechanical allowance, & exempt circulation)	39,668.9 m ² (426,993 ft ²)
Net Building Area	29,210.8 m ² (314,422 ft ²)
Overall Site FAR (Maximum) (excluding parkade, mechanical, allowance, & exempt circulation)	1.85
Overall Site FAR (Proposed) (excluding parkade, mechanical, allowance, & exempt circulation)	1.81
Site Size by Phases	Phase 1: 4,737.9 m ² (50,988 ft ²) before & 4,697.1 m ² (50,559 ft ²) after dedications Phase 2: 6,048.3 m ² (65,103 ft ²) before & 5,891.4 m ² (63,415 ft ²) after dedications Phase 3: 5,577.6 m ² (60,037 ft ²) before & 5,545.8 m ² (59,694 ft ²) after dedications Total: 16,362.8 m ² (176,128 ft ²) before & 16,134.3 m ² (173,668 ft ²) after dedications
Gross Floor Area by Phase	Phase 1: 7,793.9 m ² (83,893 ft ²) Phase 2: 21,486.5 m ² (231,279 ft ²) Phase 3: 10,388.5 m ² (111,821 ft ²) Totals: 39,668.9 m ² (426,993 ft ²)
Net Floor Area by Phase	Phase 1: 7,374.4 m ² (79,377 ft ²) Phase 2: 11,950.2 m ² (128,631 ft ²) Phase 3: 9,886.2 m ² (106,414 ft ²) Totals: 29,210.8 m ² (314,422 ft ²)
Maximum Building Height	47.7m (156'-6")
Maximum Building Heights	Phase 1: 37.19m (122') Phase 2: 46.41m (152'-3") Phase 3: 47.7m (156'-6")
Overall Site Coverage	35.5%
Site Coverage by Phases	Phase 1: 26.6% Phase 2: 54.5% Phase 3: 25.5%

Item	Supplemental Development Application Data
Hotel 1 - Rooms	Total – 122 (Standard Units – 84; Corner Units – 28; Accessible – 4; Standard Penthouse – 4; Corner Penthouse – 2)
Hotel 2 - Rooms	Total – 167 (Standard Units – 112; Corner Units – 40; Accessible – 8 Standard Penthouse – 4; Corner Penthouse – 3)
Required & Proposed Minimum Setbacks – Hotel 1 (Phase 1)	Bridgeport Road: Required 2.5 m & Proposed 2.56 m West Property: Required 10.0 m & Proposed 15.57 m Rear Property Line: Required 9.0 m & Proposed 16.77 m East Property Line: Required 10.0 m & Proposed 14.35 m
Required & Proposed Minimum Setbacks – Business Centre (Phase 2)	Beckwith Road: Required 3.0 m & Proposed 10.62 m East Property Lane: Required 10.0 m & Proposed 19.77 m Rear Property Line: Required 9.0 m & Proposed 9.86 m West Property Line: Required 10.0 m & Proposed 36.13 m
Required & Proposed Minimum Setbacks – Hotel 2 (Phase 3)	Bridgeport Road: Required 2.5 m & Proposed 3.31 m Highway 99: Required 10.0 m & Proposed 10.04 m Rear Property Line: Required 9.0 m & Proposed 14.82 m East Property Line: Required 10.0 m & Proposed 16.10 m
Hotel 1 - Maximum Setback from Bridgeport Road	59.97 m (196.8')
Hotel 2 - Maximum Setback from Bridgeport Road	61.4 m (201.4')
Required Parking – Overall	416 stalls
Proposed Parking – Overall	434 stalls
Required Parking by Phase	Phase 1 – Hotel 1: 75 stalls Phase 2 – Office: 242 stalls Phase 3 – Hotel 2: 99 stalls Total – 416 stalls
Proposed Parking by Phase	Phase 1 – Hotel 1: 75 stalls ultimately (22 in Phase 2) Phase 2 – Office: 260 stalls ultimately (319 – 22 = 297 in Phase 2) Phase 3 – Hotel 2: 99 stalls (37 in Phase 2) Total – 434 stalls
Proposed Loading Spaces	Phase 1 – Hotel 1: 2 medium (SU-9) & 1 large (WB-17) Phase 2 - Office: 2 medium (SU-9) & 1 large (WB-17) Phase 3 – Hotel 2: 2 medium (SU-9) & 1 large (WB-17)
Bike Parking by Phases	Phase 1: Class 1 Req. 2 & Provided 2; Class 2 Req. 2 & Provided 2 Phase 2: Class 1 Req. 2 & Provided 2; Class 2 Req. 2 & Provided 2 Phase 3: Class 1 Req. 28 & Provided 36; Class 2 Req. 42 & Provided 19
Maximum Building Height by Phase (to Roof & Mast)	Phase 1 – Hotel 1: Highest Rooftop: 34.42m (112'-11"); Mast: 40.23m (132') Phase 2 – Office: Highest Rooftop: 46.98m (154'-2"); Mast: 46.98m (154'-2") Phase 3 – Hotel 2: Highest Rooftop: 46.41m (152'-3"); Mast: 46.94m (154'-0")
Bridgeport Road Setback	3.0m (9.84')
Beckwith Road Setback	12.62m (41'-5")
East Property Line Setback	Hotel 1 - 14.35m (47'-1"); Business Center – 19.77m (64'-10")
West Property Line Setback	10.04m (32'-11")
NEF	Area 1A
ESA Designation	not applicable

Bridgeport Hotels & Business Centre
9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road
RZ 10-539048

Prior to final adoption of Official Community Bylaw 7100 Amendment Bylaw 6767 and Richmond Zoning Bylaw 8500 Amendment Bylaw No. 8764, the developer is required to complete the following:

1. Consolidation of the following existing 8 lots into one (1) development parcel (which will require the demolition of the existing dwellings).

Address	PID	Legal Address	Zoning	Applicant
9451 Bridgeport Road	003-665-623	Parcel "231" Except: Part now Highway on Statutory Right of Way Plan 67635; Section 22 Block 5 North Range 6 West New Westminster District Reference Plan 65748	School & Institutional SI / Residential Single Detached RS1/F	Ampar Ventures Ltd.
9491 Bridgeport Road	011-197-170	East 82 Feet Lot 5 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9511 Bridgeport Road	004-070-402	West Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9531 Bridgeport Road	004-254-899	East Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9551 Bridgeport Road	004-887-018	West 76 Feet Lot 7 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9440 Beckwith Road	000-659-606	Lot 22 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9460 Beckwith Road	004-085-388	Lot 21 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931	Residential Single Detached RS1/F	Ampar Ventures Ltd.
9480 Beckwith Road	003-653-161	Lot 20 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931	Residential Single Detached RS1/F	Ampar Ventures Ltd.

2. Subdivision of the consolidated development parcel to create a three (3) lot subdivision for the proposed 3 phase development. Note: The proposed phase 2 component (Business Centre) must be constructed prior to the construction of the phase 3 component (Hotel 2).
3. Registration of a legal agreement on title ensuring the project phasing will proceed according to the following sequence, Phase 1 (Hotel 1), Phase 2 (Business Centre) and Phase 3 (Hotel 2). While Phase 2 (Business Centre) may precede Phase 1 (Hotel 1), the intention is to ensure that the Business Centre (ie. Phase 2) is constructed and occupied before Hotel 2 (Phase 3) can be occupied. In addition, this does not preclude Phases 1 and 2 proceeding simultaneously or Phases 2 and 3 proceeding simultaneously.
4. Registration of an aircraft noise indemnity covenant on title as this site is located within the Area 1A of the Aircraft Noise Sensitive Development Map (Official Community Plan, Sub-Section 5.4 Noise Management).
5. Registration of a flood indemnity covenant on title. The minimum flood proof elevation for the subject site is 2.9m GSC Flood Control Level (FCL) but since this site is in the exemption area, the FCL can be 300mm above the highest elevation of the road crown fronting your proposed development. However, mechanical rooms plus other habitable space (excluding parking) must be a minimum of 300mm above the highest elevation of the road crown fronting your proposed development.

6. Registration of a legal agreement on title ensuring that none of the hotel rooms in either Hotel 1 (Phase 1 or Hotel 2 (Phase 3) can be individually stratified or sold.
7. City acceptance of the developer's offer to voluntarily contribute \$100,000.00 to the City's Tree Compensation Fund for the planting of replacement trees (200 replacement trees x \$500.00/replacement tree) within the City.
8. Submission of a Tree Survival Security to the City in the amount of \$90,000.00 (18 trees at \$5,000.00 per tree) as security to further ensure the retention of 18 existing, large trees (10 on-site and 8 along shared property lines with 9520 Beckwith Road and 9711 Bridgeport Road) for the planting of replacement trees on-site or within the City, as and if required.
9. Submission of a Contract entered into between the Applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
10. City acceptance of the developer's offer to voluntarily contribute \$0.40 per buildable square foot or approximately \$125,769.00 (314,422 ft² x \$0.40/ft²) based on a site area of 173,668 ft² and a 1.81 FAR for the integration of public art with the project, the terms of which are to be addressed in a Public Art Plan to be submitted for the City's approval prior to adoption of the rezoning application.
11. City acceptance of the developer's offer to voluntarily contribute \$0.25 per maximum buildable square foot or approximately \$78,605.00 (314,422 ft² x \$0.25/ft²) based on a site area of 173,668 ft² and a 1.81 FAR to assist the City with community planning in the City Centre.
12. City acceptance of the developer's offer to voluntarily contribute \$48,900 for gravity sewer upgrades and \$10,950 for pump station upgrades, both in excess of OCP conditions. The contributions shall be made to account 2253-10-000-14912.
13. City acceptance of the developer's offer to voluntarily contribute \$22,000.00 for a standard City bus shelter to be located within the City Centre vicinity, as part of the Transportation Demand Measures (TDM's) agreed to by the Owner/Applicant prior to final adoption of the rezoning.
14. Required Land Dedications and Public Rights of Passage – Statutory Right of Way (PROP-SRW):
 - .1 Approximate 2m wide road dedication along the entire Beckwith Road frontage, for the benefit of general public use including a wider pavement width for vehicular traffic lanes and a cycling lane, 1.5m wide landscaped planting strip and a 2.0m wide sidewalk. The dedication to include corner cuts (minimum 3m x 3m) required where the north-south PROP-SRW lane intersects with Beckwith Road. Exact size of PROP-SRW and corner cuts to be confirmed by survey, as required by the City via the Servicing Agreement process.
 - .2 Approximate 0.65m wide road dedication along the entire Bridgeport Road site frontage, to accommodate a continuous, new concrete landscaped centre median for Bridgeport Road, as per MoTI requirements extending to the Highway 99 access road intersection with Bridgeport Road, plus Bridgeport Road boulevard improvements (north-side only) including a 1.5m wide landscaped planting strip and a 2.0m wide sidewalk, for the benefit of general public use. The dedication to include corner cuts (minimum 3m x 3m) required where the north-south PROP-SRW lane intersects with Bridgeport Road. Exact size of corner cuts to be confirmed by survey, as required by the City via the Servicing Agreement process.
 - .3 The granting of an approximate 9.0m wide lane Public Rights of Passage – Statutory Right of Way (PROP-SRW) for a new north-south lane connecting Bridgeport Road and Beckwith Road through the centre of the consolidated and subdivided development site, for the benefit of general public use including vehicle, bicycle, pedestrian and commercial access to be maintained by the Developer/Owner. In addition, the Owner agrees to widen those portions of the north-south lane as the City deems necessary in order to accommodate vehicle turning movements required by the Ministry of Transportation and Infrastructure and confirmed by functional design plans by a certified engineer to the satisfaction of the Richmond Director of Transportation.
 - .4 The granting of Public Rights of Passage - Statutory Right of Way (PROP-SRW) connecting the proposed north-south PROP-SRW lane on the development site with 9520 Beckwith Road. The PROP-SRW shall apply to all lands in Phase 2 (Business Centre) of the combined development site, east of the proposed north-south SRW. This PROP-SRW is intended to provide access to/from 9520 Beckwith Road through the development site via the proposed north-south lane if 9520 develops as an independent site or consolidated with the proposed development lands on the subject site. This PROP-SRW is intended to

provide access/egress for 9520 Beckwith Road including vehicle, bicycle, pedestrian and commercial access/egress for the future redevelopment of 9520 Beckwith Road and may be replaced with a more specific PROP-SRW when the future redevelopment of 9520 Beckwith Road occurs, with the agreement of the City. If 9520 Beckwith Road is consolidated with and develops in association with the Airport Gateway Plaza at 9711 Bridgeport Road, this PROP-SRW can be discharged with the agreement of the City.

15. Registration of a legal agreement on title restricting vehicle access and egress along Bridgeport Road, as per the MOTI requirement, is via 1 right-in and –out access/egress point only, provided that a concrete landscaped median is provided to physically restrict westbound left-turn movements Bridgeport Road into the development site. Note: There is full vehicle movement to and from the proposed north-south lane connection at the intersection with Beckwith Road in order to provide additional access and egress for the development site
16. Registration of a blanket cross access easement over the Hotel 2 (phase 3 development parcel) and in favour of the Business Centre (phase 2 development parcel) allowing access to/from the development site for shared commercial vehicle access including space for loading and unloading. This blanket cross access agreement will only be discharged following the construction of the respective internal drive-aisles, legal survey and registration of a more specific replacement cross access easement over the appropriate portions of the internal drive-aisles for Hotel 2 (phase 3 development parcel) in favour of the Business Centre (phase 2 development parcel) in order to provide access for shared commercial vehicle access including space for loading and unloading.
17. Registration of a blanket cross access agreement over the Business Centre and Parking Structure (phase 2 development parcel) in favour of all other development parcels allowing access to/from the Business Centre and Parking Structure (phase 2 development parcel) including space for shared vehicle parking, bicycle parking and associated pedestrian access. This blanket cross access agreement will only be discharged following the construction of the Business Centre and Parking Structure (phase 2 development parcel), legal survey and registration of a more specific replacement cross access easement over the appropriate portions of the Business Centre and Parking Structure (phase 2 development parcel) in favour of all other development parcels in order to provide access including space for shared vehicle parking, shared bike parking and associated pedestrian access.
18. Enter into a Servicing Agreement* for the design and construction of off-site road improvements, utility upgrades and site service connections. Works include, but may not be limited to the following.
 - .1 BC Ministry of Transportation & Infrastructure (MoTI) approval required. MoTI indicated that as part of the development, Applicant is responsible to establish a vehicular connection from the signalized access serving 9711 Bridgeport Road to:
 - .1 Beckwith Road - via the existing PROP registered on 9711 Bridgeport Road however, this will involve the removal of the jersey barriers currently placed at the driveway off Beckwith Road and minor road work upgrade as deemed necessary to establish a functional road connection. Exact scope of work to be determined as part of the Servicing Agreement process.
 - .2 Access Arrangement: Via one (1) right-in-right-out access off Bridgeport Road, provided that a concrete landscaped median is provided to physically restrict left-turn movements. Applicant to provide a road functional design drawing and submit it to the City and MoTI for review and approval. Only one access off Beckwith Road is supported.
 - .3 Exact dedication along Bridgeport Road would be subject to the functional design to be prepared by the Applicant. Note that in addition to the concrete landscaped median, a 1.5m wide boulevard (type of treatment within the 1.5m wide boulevard to be confirmed as part of the SA process) and 2m wide sidewalk are required along the Bridgeport Road frontage.
 - .2 Required Land Dedications and Public Rights of Passage – Rights of Way (PROP-ROW): Reference to Item 14 above.
 - .3 As part of the Phase 1 development, developer is responsible for the design and construction of:
 - .1 Beckwith Road Improvements: widening on the southern half of Beckwith Road to accommodate the following ultimate cross-section (from south to north):
 - 2m wide concrete sidewalk
 - 1.5m wide boulevard
 - 0.15m wide concrete curb/gutter
 - 1.8m wide bike lane
 - 3.25m wide curb lane

- 3.1m wide centre lane

Note that the above would be mirrored on the northern half of Beckwith Road. Proper tie-in's are to be provided as part of this project to existing Beckwith Road east & west of the site.

- .2 Bridgeport Road Improvements: Including but not limited to concrete landscaped centre median to MoTI approval plus new north-side boulevard improvements including standard City Centre 1.5m wide landscape planting strip (type of treatment within the 1.5m wide landscaping planting strip to be confirmed as part of the SA process) plus 2.0m wide concrete sidewalk complete with 1 right-in-right-out site access/egress location as per City requirements.
- .3 9.0m wide PROP-ROW north-south lane connecting Bridgeport Road and Beckwith Road through the consolidated and subdivided development site, to include (from west to east):
 - minimum 1.5m wide sidewalk with lighting
 - minimum 7.5m wide asphalt driving surface with roll-over curb on both sides
- .4 The City has reviewed your Servicing Capacity Analysis including the associated letters and makes the following comments:
 - .1 Watermain Improvements: The City has reviewed your Water Capacity Analysis and letter dated September 1, 2011 and makes the following comments:
 - .1 According to your analysis, the required fire flow for the hotels fronting Bridgeport Road is 275 l/s and the available flow is at 509 l/s at 9491 Bridgeport Road. The City accepts your recommendation that no upgrade is required.
 - .2 Based on your analysis, the required fire flow for the business centre fronting Beckwith Road is 200 l/s and the available flow is at 78 l/s at 9440 Beckwith Road. The City accepts your recommendation to construct a temporary looped watermain to tie the existing 300mm dia. Bridgeport watermain into the existing 150mm dia. Beckwith Road watermain. The temporary watermain is to be constructed in a registered Right of Way within the site.
 - .3 There shall be no tie-ins to the proposed watermain (ie. hydrants, service connections, etc.).
 - .4 Once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.
 - .2 Storm Sewer Improvements: The City has reviewed your Storm Capacity Analysis and letter dated March 21, 2011 and makes the following comments:
 1. According to your calculations and assessment, the existing storm sewer along the development frontage on both Beckwith Road and Bridgeport Road are not adequately sized under the "Existing + In-stream + Proposed development" and OCP conditions.
 2. According to your analysis, there is no downstream roadway or property flooding based on the "Existing + In-stream + Proposed development" condition.
 3. The City accepts your recommendation to upgrade the frontage storm on northside of Beckwith Road from STMH6314 (approximately 20m west of west property line) to STMH6315 (close to east property line) to 1050mm diameter and to upgrade the frontage storm on Bridgeport Road from STMH4203(approximately 10m west of south-west corner) to STMH4206 (approximately 39m east of east property line) to 750mm diameter.
 4. The City requires the analysis calculations to be included in the Servicing Agreement design drawings.
 - .3 Sanitary Sewer Improvements: The City has reviewed your Sanitary Capacity Analysis and letter dated July 26, 2011 and makes the following comments:Service Connection Improvements:
 - .1 Based on the calculations, the existing sanitary sewer and pump station have adequate capacity under the "Existing + In-stream + Proposed Development" condition.
 - .2 According to your analysis, there are sections of downstream gravity sanitary sewer main and the existing Van Horne sanitary pump station/forcemain requires upgrade under the "OCP + Proposed Development" condition.
 - .3 According to developer's assessment and due to the developer's request for an increase in density from the City's 2041 OCP related to the site, the additional demand from the development will deplete the sanitary system's capacity otherwise intended to be utilized for future developments within the catchment. (Note: See financial contributions for City acceptance of a voluntary contribution of \$48,900 for gravity sewer upgrades and \$10,950 for pump station upgrades, both in excess of OCP conditions.)

.4 The City requires the analysis calculations to be included in the Servicing Agreement design drawings.

19. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development including the following requirements:

- .1 Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. 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;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 384 required replacement trees with the following minimum sizes:

Number of Required Replacement Trees	Minimum Caliper Size of Deciduous Replacement Trees	or	Minimum Height of Replacement Coniferous Trees
374 (on-site) + 10 (off-site) (184 to be provided on site and cash in lieu for 200)	6cm caliper (dbh)		2.0m high

- .2 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.
- .3 Provision of the following Transportation Demand Measures (TDM) agreed to by the Owner/Applicant during the rezoning process including:
 - A shuttle bus service between the site, YVR and Canada Line - Bridgeport Station, via confirmation letter and agreement from Owner/Applicant prior to issuance of development permit; and
 - Provision of 'End of Trip Bike Facilities' (i.e. separate male and female showers and change/locker rooms) in each of the 3 buildings via confirmation letter and agreement from Owner/Applicant prior to issuance of development permit.
- .4 All internal drive aisle shall be no less than 7.5m wide.

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. 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.

Signed _____

Date _____

Bridgeport Hotels & Business Centre

9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road

REZONING APPLICATION RESUBMISSION & DESIGN PANEL REVIEW FEB. 10, 2011

LEED Canada-NC 2009 Project Checklist									
Bridgeport Hotel / Business Center									
Req	1	2	3	4	5	6	7	8	9
Project Totals (See last section estimates) 152 Possible Points									
Over 60-65 points: Silver 65-70 points: Gold 70-75 points: Platinum 80 points and above									
17	3	8							
Section 1: Sustainable Sites									
Req 1									Notes
Req 1.1									Construction Activity Pollution Prevention
Req 1.2									Site Selection
Req 1.3									Development Density and Community Connectivity
Req 1.4									Brownfield Redevelopment
Req 1.5									Alternative Transportation: Public Transportation Access
Req 1.6									Alternative Transportation: Bicycle Storage & Changing Rooms
Req 1.7									Alternative Transportation: Low-Emitting & Fuel Efficient Vehicles
Req 1.8									Alternative Transportation: Parking Capacity
Req 1.9									Site Development: Paved and Restore Habitat
Req 1.10									Site Development: Maximize Open Space
Req 1.11									Stormwater Design: Quantity Control
Req 1.12									Stormwater Design: Quality Control
Req 1.13									Heat Island Effect: Non-Roof
Req 1.14									Heat Island Effect: Roof
Req 1.15									Light Pollution Reduction
4	4	9							Notes
Section 2: Water Efficiency									
Req 2									Notes
Req 2.1									Water Use Reduction
Req 2.2									Water Efficient Landscaping
Req 2.3									Innovative Water Use Technologies
Req 2.4									Water Use Reduction
11	1	17							Notes
Section 3: Energy & Atmosphere									
Req 3									Notes
Req 3.1									Fundamental Commissioning of Building Energy Systems
Req 3.2									Minimum Energy Performance
Req 3.3									Fundamental Refrigerant Management
Req 3.4									Optimize Energy Performance
Req 3.5									On-Site Renewable Energy
Req 3.6									Enhanced Commissioning
Req 3.7									Enhanced Refrigerant Management
Req 3.8									Measurement and Verification
Req 3.9									Green Power
11	1	7							Notes
Section 4: Materials & Resources									
Req 4									Notes
Req 4.1									Storage and Collection of Recyclables
Req 4.2									Building Reuse: Maintain Existing Walls, Floors, and Roof
Req 4.3									Building Reuse: Maintain Interior Non-Structural Elements
Req 4.4									Construction Waste Management
Req 4.5									Materials Reuse
Req 4.6									Recycled Content
Req 4.7									Regional Materials
Req 4.8									Rapidly Renewable Materials
Req 4.9									Certified Wood
11	1	8							Notes
Section 5: Indoor Environmental Quality									
Req 5									Notes
Req 5.1									Minimum Indoor Air Quality Performance
Req 5.2									Environmental Tobacco Smoke (ETS) Control
Req 5.3									Outdoor Air Delivery Monitoring
Req 5.4									Increased Ventilation
Req 5.5									Construction IAQ Management Plan: During Construction
Req 5.6									Construction IAQ Management Plan: Before Occupancy
Req 5.7									Low-Emitting Materials: Adhesives and Sealants
Req 5.8									Low-Emitting Materials: Paints and Coatings
Req 5.9									Low-Emitting Materials: Flooring Systems
Req 5.10									Low-Emitting Materials: Composite Wood and Agglomerate Products
Req 5.11									Indoor Chemical and Pollutant Source Control
Req 5.12									Controllability of Systems: Lighting
Req 5.13									Controllability of Systems: Thermal Comfort
Req 5.14									Thermal Comfort: Design
Req 5.15									Thermal Comfort: Ventilation
Req 5.16									Daylight and Views: Daylight
Req 5.17									Daylight and Views: Views
11	1	8							Notes
Section 6: Innovation & Leadership									
Req 6									Notes
Req 6.1									Innovation in Design - Green Education
Req 6.2									Innovation in Design - Green Housekeeping
Req 6.3									Innovation in Design - Green Pest Control
Req 6.4									Innovation in Design - Exemplary Performance Recycled Content
Req 6.5									Innovation in Design - Exemplary Performance Local/Regional Materials
Req 6.6									LEED Accredited Professional
11	1	6							Notes
Req 7									Notes
Req 7.1									Durable Building
Req 7.2									Regional Priority Credit
Req 7.3									Regional Priority Credit
Req 7.4									Regional Priority Credit

BRIDGEPORT HOTEL & BUSINESS CENTER
RICHMOND, B.C.

Bridgeport Hotels & Business Centre

9451/ 9491/ 9511/ 9531/ 9551 Bridgeport Road and 9440/ 9460/ 9480 Beckwith Road

The Bridgeport Hotels and Business Centre rezoning application (RZ 10-539048) was presented to the Richmond Advisory Design Panel (ADP) on Wednesday, February 23, 2011. The ADP supported this application and provided a series of 8 comments as identified below, which are followed by the Applicants responses highlighted in *bold italics*.

Panel Decision

It was moved and seconded "That RZ 10-539048 move forward to the Planning Committee subject to the applicant addressing the items discussed by the Panel, including key items highlighted below":

1. Consider the design of all hotel bathrooms to maximize ease of use by hotel guests with disabilities;

Consideration has been given to this item, upon which it was deemed reasonable to provide 4 accessible suites in Hotel-1 and 8 accessible suites in Hotel-2, which exceeds by 4 suites the BCBC requirement of one universally designed sleeping unit for every 40 (2.5%).

Furthermore, all public areas inside and outside the building will be wheelchair accessible, including sidewalks, entries, ground floor washrooms, restaurants, and amenity areas. All storeys of all three buildings will likewise be accessible, with all doorways to all suites providing 32" clear openings for wheelchair access. The provision of making all washrooms in all the hotel suites wheelchair accessible was ultimately deemed to be not feasible as it would require the reduction in rooms by one per floor in order to accommodate this item.

2. Development of pedestrian movement i) along Bridgeport Road, ii) north/south through the site to Beckwith Road, and iii) potential for linkage with the eastern adjacent site;

i) Bridgeport: this cross section separates a City standard concrete sidewalk from the road with a row of large deciduous street trees planted in lawn. The site acknowledges the pattern set by the development to the east and builds on it – it features a low glossy dark green evergreen hedge with taller ornamental grass in the second layer of planting. Planting a combination of deciduous and evergreen trees to partially screen views of parking areas enhances the pedestrian experience.

ii) North/South Internal Road: this section provides grade separated pedestrian sidewalks on both sides of the road. Pedestrian crosswalks receive special treatment to 'give pedestrians priority'.

iii) East/West connection: Internal east-west pedestrian access to the rear of Hotel 2 has been added and Hotel 1 has a direct access to the rear parking area on the east side of the site. There is no public SRW that directly connects the development site with the property immediately to the east (Airport Gateway Plaza) however pedestrian access has been provided east and west of the subject site along Bridgeport Road and Beckwith Road.

3. Development of property edges i) landscape design and ii) carry the quality of the Bridgeport Road along the sides of the development;

Property edges have received special attention to ensure a positive integration into the site. Special attention has been given to property lines adjacent to residential use that includes

protection of large evergreen trees by the creative design of retaining wall footings, proposed dense planting of a distinctly Richmond pattern of planting that includes a hedge row of trees under planted with a dogwood hedge. The residential property is also screened by the introduction of a high quality metal trellis planted with climbing vines.

The north/south internal lane is proposed as cast-in-place decorative concrete paving with a medium sandblast finish including saw cut patterns. The high quality paving materials will significantly improve and unify the character of the internal north-south lane.

4. Add more density to trees to elevate the level of the planting materials throughout the development;

Deciduous trees have been increased in caliper size to a minimum of 10cm and conifers vary from a minimum of 3m to 7m in height. The spacing of trees has also been decreased (i.e., the cedar hedgerow along the east property line is proposed at 3 meters on centre to create the effect of a 'green wall'). Likewise more trees have been added to the north/south corridor to improve the landscape appearance.

5. Design development to reference unifying theme with the development i) integration of public realms, landscaping and building architecture components and ii) design elements that tie the three buildings together;

i) Primary unifying element between buildings is intended to be the new north-south lane, as it connects all three buildings and their activities. As noted in the landscape architect's comments, more emphasis has been placed on landscape elements in order to improve the quality of the public realm that unifies the site.

ii) As the principal design element that ties the project together, the north-south lane will have consistent landscape planting, decorative paving, lighting, and street furniture throughout the site, allowing the buildings to retain their unique individuality while creating an overall harmonious composition.

6. Architectural development i) celebrate visibility of the buildings from Bridgeport Road and emphasize not only the east and west side of the buildings but also the south elevations, ii) significant design gestures may be suitable due to close proximity to the traffic ramp, and iii) development of business center building (introduction of horizontal design elements on the east façade and design development of the west building façade);

i) The visibility of the towers from the Oak Street Bridge deck has been considered in the provision of 'Gateway Elements' on the north and south facades of both hotels, which will be visible as unique lighting elements in the twilight hours and distinctive glazing elements during the day, which constitute significant design gestures, transcending from simple building elements into the realm of visual art. Further design development has been considered as well with the Business Center, as the horizontal shading elements on the east façade have been extended as per the Design Panel's comments, with the further introduction of a sloping glass wall on the building's west elevation in order to provide passive solar shading, a design element, which will also be visible from the Oak Street Bridge deck.

7. Reduce second storey projection on the east side of Hotel 1 so that it will not take away the slimness of the tower;

While we agree with the Design Panel's comments that the projection on the east side of Hotel 1 takes away from the slimness of the tower, the addition of this projection has been necessary

due to the requirements of locating an at grade mechanical space for the geothermal system, a system which requires a significantly larger mechanical space than what was previously provided for. In addition, the relocation of hotel rooms, staff rooms and a meeting room due to the request to reduce the height of the hotel by one floor has resulted in this projection. In response, glazing has been added to this second floor projection to lighten it's appearance as much as possible, while the ground floor consists primarily of covered parking next to the mechanical room.

8. Provide additional context information.

The Landscape Plan has been superimposed on an aerial photograph to provide context.

BRIDGEPORT HOTEL & BUSINESS CENTER

AMPAR VENTURES LTD

PROJECT OVERVIEW:

The proposed mixed-use complex consisting of two hotels and a business center is located at the lot north of Bridgeport Road, east of the Highway 99/Oak Street Bridge and south of Beckwith Road. The site is surrounded by mixed-use retail and hotel uses to the south, west and east along the arterial roads. The north is primarily old residential buildings, with some light-industrial uses. The site is also approximately 1km walking distance from Bridgeport Canada Line station.

The primary design approach for the project is to maximize the full potential of the strategic location of the site that has considerable street frontage on the south and north sides, with exposure to major traffic along arterial roads, proximity to the airport, Canada Line and surrounding mixed use commercial and hotel uses. The project has three major components - two Hotel structures 9 and 12 stories each placed along Bridgeport Road and an 11 storey Business Center, placed further north closer to Beckwith Road, will be a vibrant urban planning and architectural solution that will revitalize the character of the neighbourhood and stimulate its future potential. A generously landscaped central north-south internal road connecting Bridgeport to Beckwith Road serves as the main access for all the three buildings, while a perpendicular east-west internal road serves as the main distribution to parking and services for each building. Each of the hotels are to have their own surface parking to their rear and north sides with a landscaped buffer between them and Bridgeport Road. The business center is to have its own surface parking as well as a 4 storey parkade attached to the building.

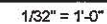
Every effort has been taken in the development of these three buildings to respect the OCP design guidelines, as well as to implement an environmentally friendly and sustainable design approach, while introducing strong design elements that will enhance the City's vision for future growth in this area. It is the intent of the project, with its landscaped site layout and proportionately articulated building masses, that combined with efficient land use that it in turn may become a landmark for the north Richmond area, to stand as a gateway to Richmond as one approaches from the north on Highway 99.

CONSULTANTS LIST:

OWNER / DEVELOPER	AMPAR VENTURES LTD 9751 NO. 6TH ROAD RICHMOND BC V6W 1E5 TEL: 604-277-8453
ARCHITECT:	IBI/HB ARCHITECTS 700-1285 W PENDER ST VANCOUVER BC V6E 4B1 TEL: 604-683-8797
LANDSCAPE ARCHITECT:	IBI GROUP 700-1285 W PENDER ST VANCOUVER BC V6E 4B1 TEL: 604-683-8797
TRANSPORTATION ENGINEERING	IBI GROUP 700-1285 W PENDER ST VANCOUVER BC V6E 4B1 TEL: 604-683-8797
CIVIL ENGINEER	CORE CONCEPT CONSULTING LTD 1268-13351 COMMERCE PARKWAY RICHMOND BC V6V 2X7 TEL: 604-249-5040
SURVEYOR:	STEPHEN D MILNER 102-5007 47A AVENUE DELTA BC V4K 1T9 TEL: 604-946-1788
GEOTECHNICAL:	GEOPACIFIC 215 - 1200 W. 73 AVENUE VANCOUVER BC V6P 6G5 TEL: 604-439-0922



2010-07-16 ISSUED FOR REZONING APPLICATION
2011-05-06 REISSUED FOR REZONING/DESIGN PANEL REVIEW
2011-09-30 REISSUED FOR REZONING APPLICATION







IBI
GROUP

BRIDGEPORT HOTEL / BUSINESS CENTER

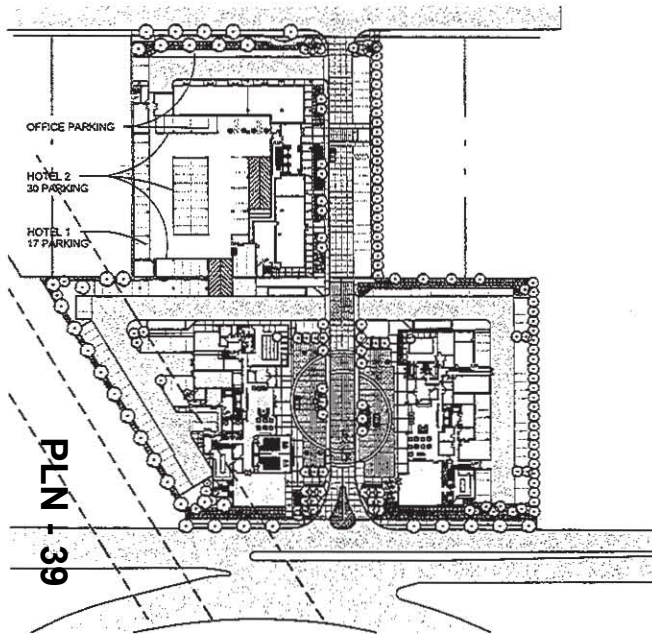
A 1007

SUB-DIVISION LEGEND

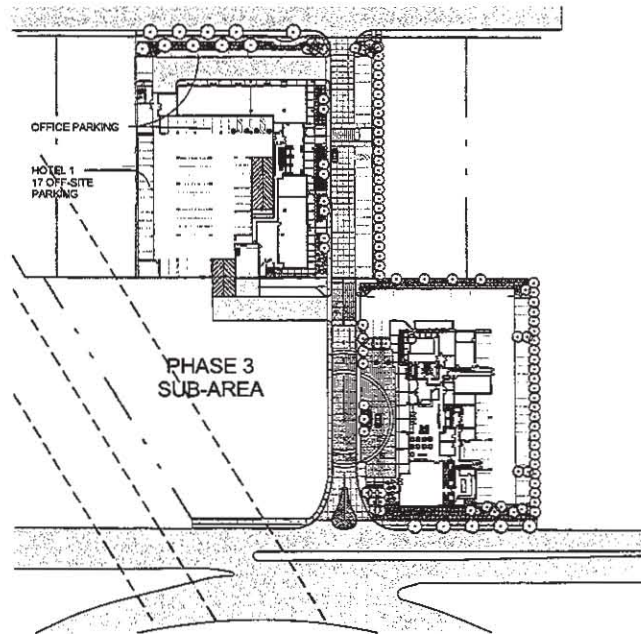
-  PHASE 1
 PHASE 2
 PHASE 3
 SRW & DEDICATIONS

* THIS DWG IS FOR REFERENCE ONLY. SUB-DIVISION & PROP ROWS RE DEDICATION OR EGRESS TO BE CONFIRMED BY CITY & FINAL DWGS TO BE PREPARED BY CIVIL ENGINEER / SURVEYOR

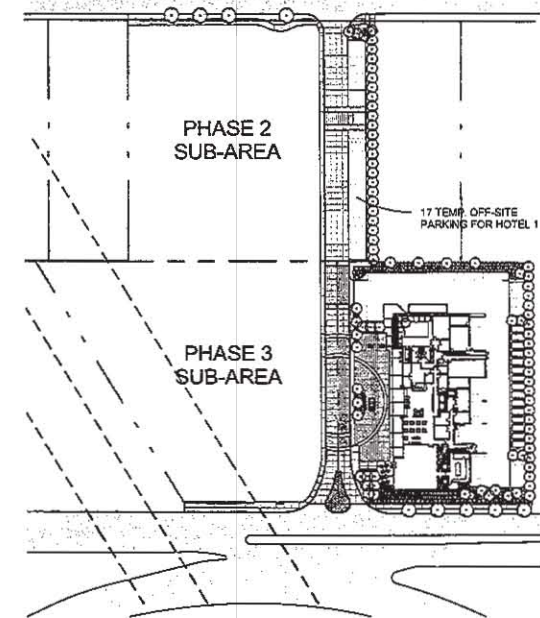
SUB-DIVISION LAYOUT FOR PHASED DEVELOPMENT



PHASE 3-HOTEL 2	
SUB-DIVISION AREA:	60037 SF**
TOTAL PARKING REQUIRED:	109
TOTAL PARKING PROVIDED:	92*
* NOTE: 92 PARKING PROVIDED IN TOTAL, INCLUDES 62 ON SITE PARKING, PLUS 30 OFF SITE PARKING ON PH2 PARKING STRUCTURE. REFER TO SHEET A1102	
** SUB-DIVISION TO BE CONFIRMED BY CIVIL ENGINEER / SURVEYOR	



PHASE 2-BUSINESS CENTER	
SUB-DIVISION AREA:	65103 SF**
TOTAL PARKING REQUIRED:	315
TOTAL PARKING PROVIDED:	272*
* NOTE: 315 PARKING PROVIDED IN TOTAL, INCLUDING 272 PROVIDED FOR PHASE-2 BUSINESS CENTER, 17 PROVIDED TO ACCOMMODATE PARKING FOR PHASE-1, HOTEL 1: 30 PROVIDED TO ACCOMMODATE PARKING FOR FUTURE PHASE-3 HOTEL 2. REFER TO SHEET A1102	
** SUB-DIVISION TO BE CONFIRMED BY CIVIL ENGINEER / SURVEYOR	



PHASE 1-HOTEL 1	
SUB-DIVISION AREA:	50988 SF**
TOTAL PARKING REQUIRED:	83
TOTAL PARKING PROVIDED:	70*
* NOTE: 70 PARKING PROVIDED IN TOTAL, INCLUDES 53 ON SITE, PLUS 17 OFF SITE PARKING ON PHASE 2 SITE. OFF-SITE PARKINGS TO BE MOVED TO PH2 PARKING STRUCTURE UPON COMPLETION. REFER TO SHEET A1102	
** SUB-DIVISION TO BE CONFIRMED BY CIVIL ENGINEER / SURVEYOR	

BRIDGEPORT HOTEL & BUSINESS CENTER			
9451,9491,9511,9531,9551 Bridgeport RD. & 9440,9460,9480 Beckwith Rd.			
ZONING SUB-AREA		A EA-B; SUB AREA A2 (EXPECTING OVERLAP)	
SITE AREA (S.F.) (BEFORE DEDICATION)		176,128	
SITE AREA (S.F.) (AFTER DEDICATION)		173,668	
FAR ALLOWED (S.F.) (AFTER DEDICATION)		FSR 1.2 PER AREA-B (T4) TARGET FSR 2 (T5)	
FAR PROVIDED (S.F.)		314,422	
DIFFERENCE (S.F.)		FSR 1.81 - 32,914	

AREA (FAR) SUMMARY			
	FSR (S.F.)	MEP/SERV. (S.F.)	GROSS (S.F.)
HOTEL 01	79,377	4,516	83,893
HOTEL 02	106,414	5,407	111,821
BUSINESS CENTER	128,631	102,648	231,279
TOTAL	314,422	112,571	426,993

BIKE PARKING SUMMARY					
	CLASS 1		CLASS 2		TOTAL
HOTEL 01	REQ	2	REQ	2	REQ 4
	PROV	2	PROV	2	PROV 4
HOTEL 02	REQ	2	REQ	2	REQ 4
	PROV	2	PROV	2	PROV 4
BUSINESS CENTER	REQ	28	REQ	42	REQ 70
	PROV	36	PROV	15	PROV 51
TOTAL	REQ	32	REQ	46	REQ 78
	PROV	40	PROV	19	PROV 59

As per City of Richmond Parking Bylaw Section 7, Table 7.7.2.3 General Parking Requirements & Table 7.9.4.1 Blended City Centre Parking Requirements for Zone 3.

- 1 space per 2 hotel guest bedrooms (ie 0.5 space per 1 hotel guest bedroom); plus
- 10 spaces per 100.0 m² of gross leasable floor area of building used for accessory restaurant, meeting/convention facilities, lounges and banquet hall purposes, plus
- 3 spaces per 500.0 m² of gross leasable floor area of building used for general or convenience retail.

(Also on the first floor of the building, a rate of 4.4 spaces per 100.0 m² of gross leasable floor area of building would be applicable for retail, restaurants and office and on the second floor or above, a rate of 3 spaces per 100.0 m² of gross leasable floor area of building would be applicable)

Note: Parking reduction assumed as per TDM 10% = 15% reduction in required parking, as per City of Richmond email comments dated April 27, 2011.

PARKING RATIO										
		REQUIRED BASED ON BYLAW	REQ. PARKING BASED ON SHARED OFFICE/HOTEL PARKING		REQ. PARKING WITH ALLOWANCE FOR SHARED PARKING & TDM MEASURES	PROPOSED PARKING TO BE PROVIDED			TOTAL	
			MON. TO FRI. 8am TO 5pm	ALL OTHER TIMES		BY PHASE				
HOTEL 01	BR. UNITS	63 (0.5 per/unit)	70% REDUCTION = 59	63	10% REDUCTION = 75	53	ON SITE		75	
	CONFERENCE	7 (10 per/1076 SF)								
	RESTAURANT	9 (4.4 per/1076 SF)				22	OFF SITE ON PHASE 2 LOT			
	LOUNGE & BREAKFAST	4 (4.4 per/1076 SF)								
	SUB-TOTAL	83				75				
HOTEL 02	BR. UNITS	84 (0.5 per/unit)	70% REDUCTION = 77	109	10% REDUCTION = 99	62	ON SITE		99	
	RESTAURANT	8 (4.4 per/1076 SF)								
	CONFERENCE	15 (10 per/1076 SF)				37	OFF SITE ON PHASE 2 LOT			
	LOUNGE & BREAKFAST	2 (4.4 per/1076 SF)								
	SUB-TOTAL	109				99				
BUSINESS CENTER	OFFICE SPACE	295 (3 per/1076 SF)	315	15% REDUCTION = 268	10% REDUCTION = 242	319	ON SITE	EXTERIOR PARKING	33	260
	MEETING	10 (3 per/1076 SF)						L1 PARKING	62	
		10						P1 PARKING	66	
		10						P2 PARKING	66	
	RESTAURANT	(4.4 per/1076)	L3 ROOF PARKING	88						
	SUB-TOTAL	315								
	TOTAL		507	451	460	416	260		434	
						-22	SHARED OFF SITE PARK HOTEL 1			
						-37	SHARED OFF SITE PARK HOTEL 2			



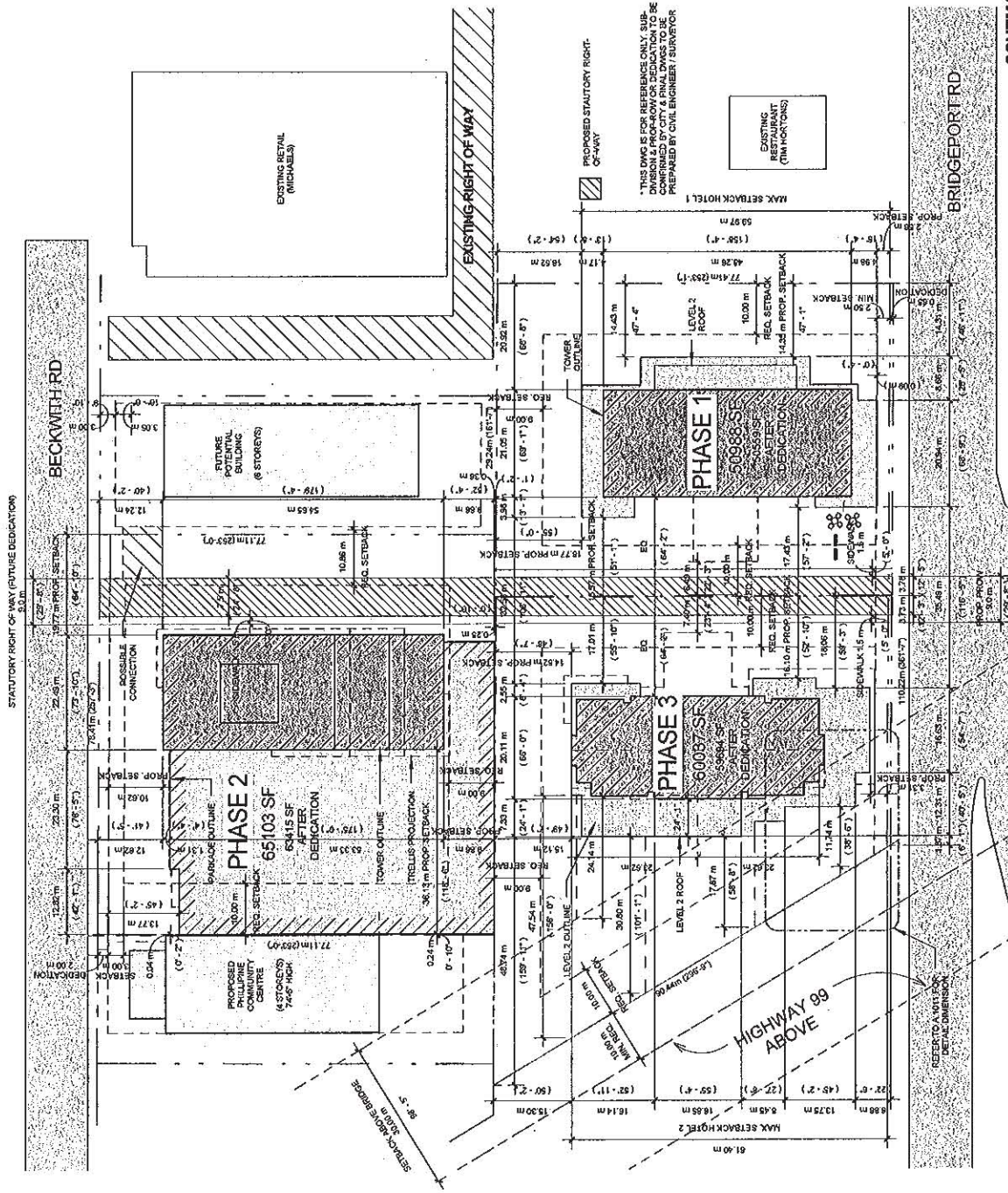


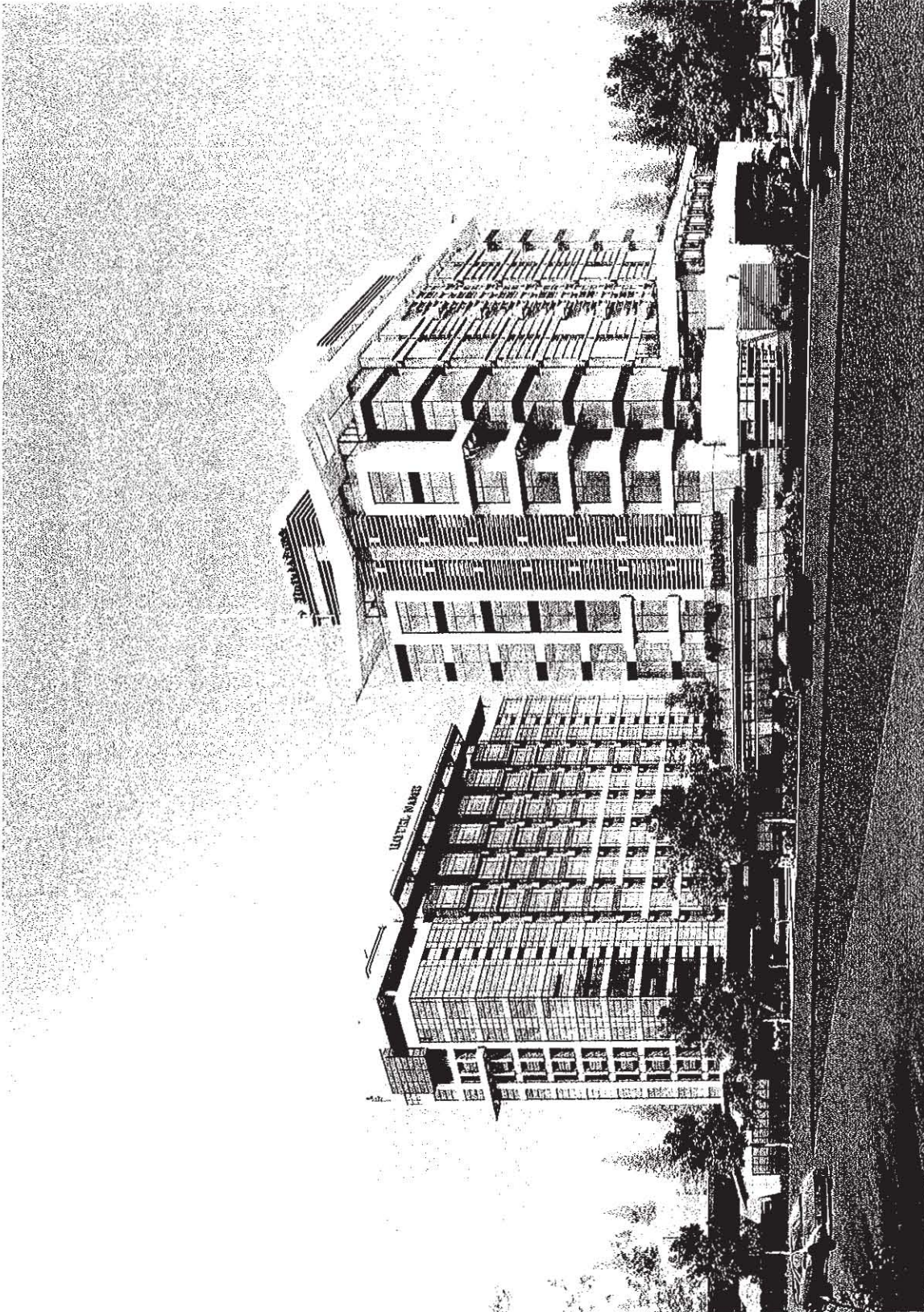
BRIDGEPORT HOTEL / BUSINESS CENTER

A 1010

SCHEMATIC BUILDING SETBACK

1/32" = 1'-0"

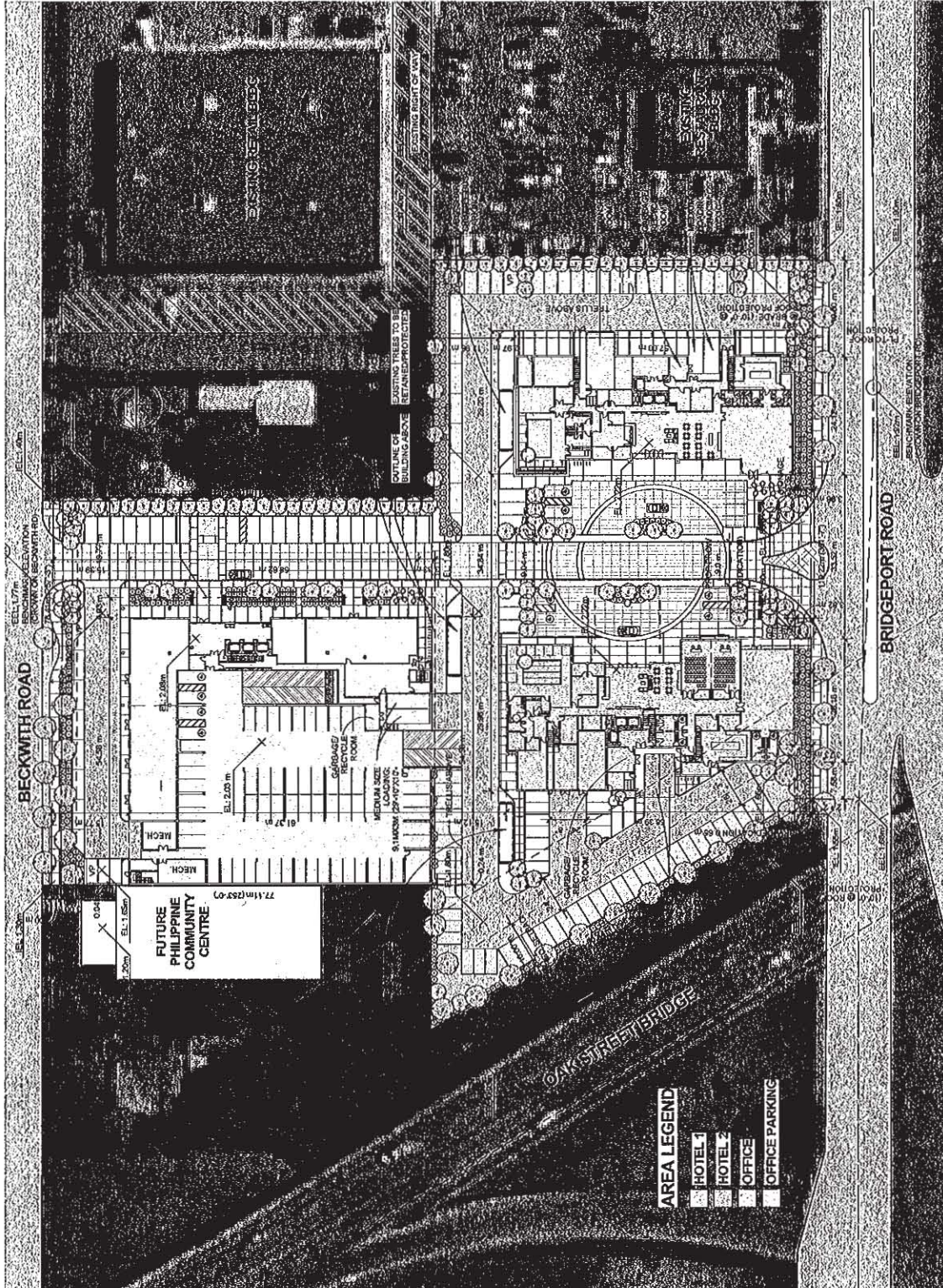






BRIDGEPORT HOTEL / BUSINESS CENTER

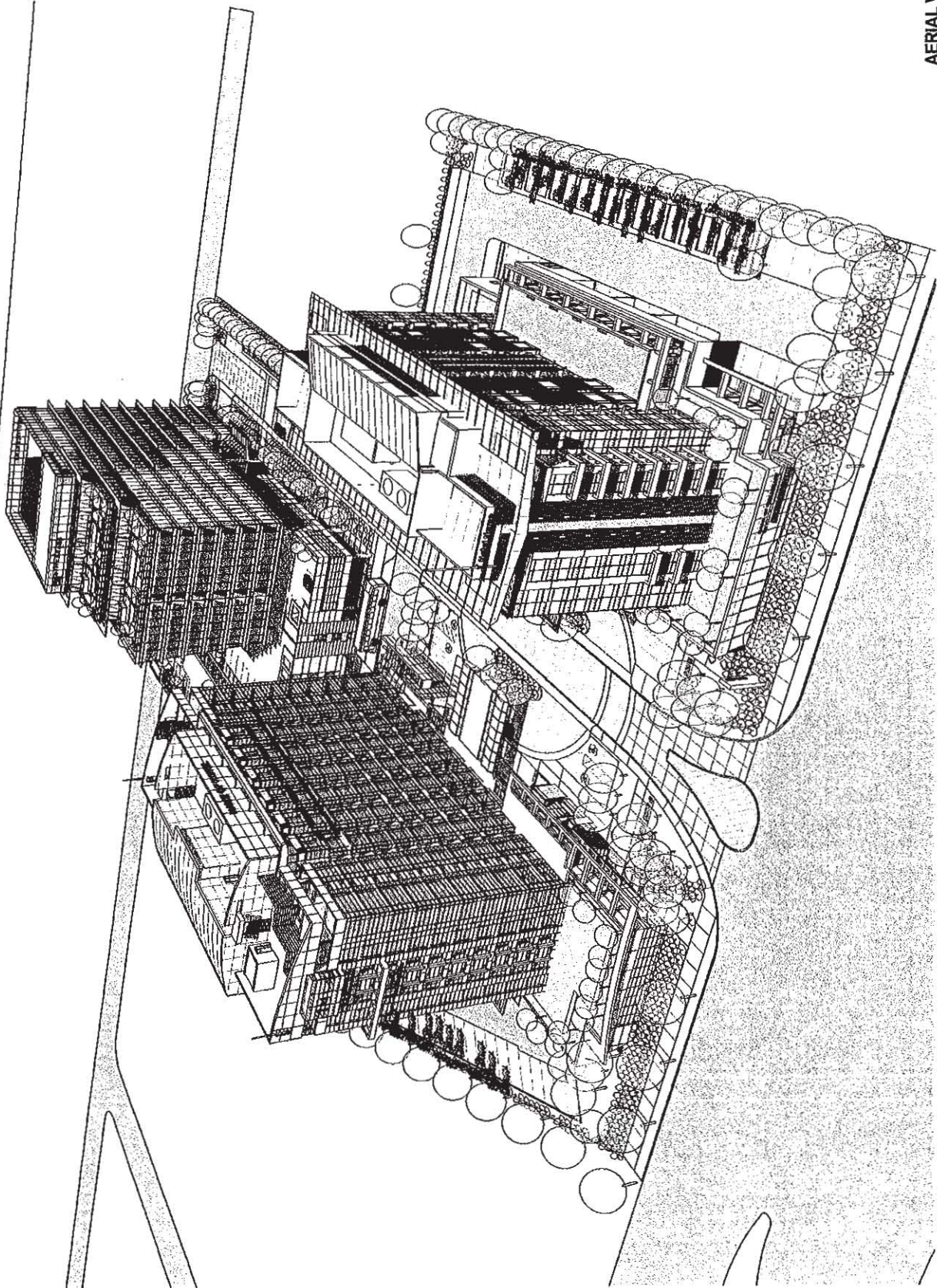
A-1102



SITE PLAN GROUND FLOOR LAYOUT

1/32" = 1'-0"

2011-09-30 REISSUED FOR REZONING





**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8767 (RZ 10-539048)
9451/9491/9511/9531/9551 Bridgeport Road and
9440/9460/9480 Beckwith Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Official Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:
 - a) Repealing the existing text in “3.2.2 Sub-Area A.2 Industrial Reserve – Limited Commercial” with regard to “A. Typical Distribution of Uses” and replacing it with the following:

- Ground Floor: light industry and, within 50 m (164 ft.) of designated street frontages, retail, restaurant, and hotel with the exception of 9451, 9491, 9511, 9531 and 9551 Bridgeport Road, which permits retail, restaurant and hotel uses to extend 65 m (213 ft.) from Bridgeport Road.
- Upper Floors: office, education (excluding provincial kindergarten to grade 12 programs), and within 50 m (164 ft.) of designated street frontages, restaurant and hotel with the exception of 9451, 9491, 9511, 9531 and 9551 Bridgeport Road, which permit retail, restaurant and hotel uses to extend 65 m (213 ft.) from Bridgeport Road.
- Parking: within or to the rear of the building and concealed from public view by non-parking uses or screened from public view by a landscape buffer at least 3 m (10 ft.) deep.

- b) Repealing the existing text in the “Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions” with regard to “Maximum Average Net Development Site Density” for “Urban Centre T4 (25m)” and replacing it with the following:

For Area A:

- 1.2

For Area B:

- 1.2, provided that:

- a) the total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking);
- b) non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses).

Additional density, where applicable:

- Industrial Reserve – “Limited Commercial”: To be determined on a site specific basis via City development application processes
- 1.85, specifically for 9451/9491/9511/9531/9551 Bridgeport Road and 9440/9460/9480 Beckwith Road, provided that the total net floor area of non-industrial uses does not exceed 60% of the net floor area for the entire site.

2. This Bylaw is cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw No. 8767"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>AC</i>
APPROVED for legality by Solicitor <i>MS</i>

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw No. 8764 (RZ 10-539048)
9451/9491/9511/9531/9551 Bridgeport Road and
9440/9460/9480 Beckwith Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 23.10 thereof the following:

"23.10 Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)

23.10.1 Purpose

The zone provides for **light-industrial**, commercial support, **office**, **hotel** and other compatible uses.

23.10.2 Permitted Uses

- industrial, general
- office
- hotel
- parking, non-accessory

23.10.3 Secondary Uses

- manufacturing, custom indoor
- education, commercial
- entertainment, spectator
- health services, minor
- recreation, indoor
- restaurant
- retail, convenience
- retail, general
- service, personal
- studio
- veterinary clinic

23.10.4 Permitted Density

1. The maximum **floor area ratio** of the **site** is 1.85, except for **non-accessory parking** which has no maximum **floor area ratio**.
2. Notwithstanding Section 23.10.4.1, the maximum floor area of **hotel** and related **secondary uses** is limited to 7,374.4 m², unless a minimum of 11,950.2 m² of combined **light industrial**, **office** and related **secondary uses**, exclusive of **non-accessory parking**, is provided in a **building** on the **site**.
3. **Hotel** and related **secondary uses** shall not exceed 60% of the floor area, exclusive of **non-accessory parking**, provided on the **site**.

4. For the purposes of Section 23.10.4 the maximum **floor area ratio** shall be calculated based on the maximum **site area** of 16,134.3 m² regardless of **subdivision**.

23.10.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 50% for **buildings**.

23.10.6 Yards & Setbacks

1. The minimum **setback** from Bridgeport Road is 2.5 m.
2. The minimum **setback** from Beckwith Road is 3.0 m.
3. The minimum **setback** from the Highway 99 is 10.0 m.
4. The minimum **setback** from a **side lot line** is 10.0 m.
5. The minimum **setback** from a **rear lot line** is 9.0 m.
6. **Enclosed parking** may project into the **side yard** or **rear yard** up to the **property line**, provided that the **structure** is specified in a Development Permit approved by the **City**.

23.10.7 Permitted Heights

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

23.10.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

23.10.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

23.10.10 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.

23.10.11 Other Regulations

1. **Buildings** containing **hotel** and related **secondary uses** must be located within 65m of Bridgeport Road.
2. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground.
3. The **first storey** of any **building** located more than 65 m from Bridgeport Road is restricted to **industrial, general** and related **secondary uses**.
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 **Light-Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)**:

P.I.D. 003-665-623

Parcel "231" Except: Part now Highway on Statutory Right of Way Plan 67635; Section 22 Block 5 North Range 6 West New Westminster District Reference Plan 65748

P.I.D. 011-197-170

East 82 Feet Lot 5 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 004-070-402

West Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 004-254-899

East Half Lot 6 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 004-887-018

West 76 Feet Lot 7 Section 22 Block 5 North Range 6 West New Westminster District Plan 6125

P.I.D. 000-659-606

Lot 22 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931

P.I.D. 004-085-388

Lot 21 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931

P.I.D. 003-653-161

Lot 20 Section 22 Block 5 North Range 6 West New Westminster District Plan 8931

3. This Bylaw is cited as "**Richmond Zoning Bylaw 8500 Amendment Bylaw 8764**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. <i>al</i>
APPROVED for legality by Solicitor <i>ny</i>



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: October 17, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-562929

Re: 0901551 BC LTD. has applied to the City of Richmond for permission to rezone 7331 Bridge Street and 9571 General Currie Road from Single Detached (RS1/F) to Single Detached (ZS14) in order to create 9 single family lots.

Staff Recommendation

1. That Bylaw 8816 for the text amendment of Permitted Density section of the "Single Detached (ZS14) – South McLennan (City Centre)" zone, be introduced and given first reading.
2. That Bylaw No. 8805, for the rezoning of 7331 Bridge Street and 9571 General Currie Road "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development
(604-276-4138)

Att.

FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:

Real Estate Services.....

Affordable Housing

CONCURRENCE

Y ☒ N ☐

Y ☒ N ☐

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

0901551 BC Ltd. has applied to rezone 7331 Bridge Street and 9571 General Currie Road (**Attachment 1**) from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)" in order to permit a nine (9) lot single-family subdivision fronting onto Bridge Street, General Currie Road and the backstreet known as Armstrong Street (**Attachment 2**).

The development will dedicate lands to facilitate the construction of Armstrong Street, starting from and connecting to General Currie Road. The development will also facilitate the anticipated road and frontage improvements to General Currie Road between Bridge Street and Armstrong Street. Not only will these improvements allow vehicle access to the proposed nine (9) lots but will provide a long awaited connection to the north-south Armstrong Street in accordance with the neighbourhood plan.

The applicant wishes to purchase the western half of 9571 General Currie from the City and incorporate this land as part of the proposed nine (9) lot subdivision. Details of this transaction are provided in a separate report supplied by the Manager of Real Estate Services. A minor text amendment to the density section of the ZS14 zone is included in with this proposal to allow consistency to existing single family zones when larger sized lots are proposed.

Findings of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Surrounding Development

To the North: A Single Detached lot at 7291 Bridge Street zoned "Single Detached (RS1/F)".

To the East: Across Bridge Street, Single Detached lots at 7320 Bridge Street, zoned "Single Detached (ZS14) – South McLennan (City Centre)" and two Single Detached Lots at 7360 and 7380 Bridge Street, zoned "Single Detached (ZS15) – South McLennan (City Centre)"; and

The eastern half of 9751 General Currie Road and 7351 Bridge Street with a Single Detached Dwelling on each lot zoned "Single Detached (RS1/F)".

To the South: Across General Currie Road, a Single Detached lot at 7411 Bridge Street zoned "Single Detached (RS1/F)".

To the West: Four Single Detached Lots (7360 – 7420 Ash Street) zoned "Single Detached (RS1/F)".

Related Policies & Studies

Official Community Plan

Official Community Plan (OCP) designation: McLennan South Sub-Area Plan, Schedule 2.10D. The proposal conforms with the relevant policies contained within the OCP.

McLennan South Sub-Area Plan

OCP Sub-Area Land Use Map (**Attachment 4**): Residential, “Historic Single-Family”, two and a half storeys maximum, with a maximum density of 0.55 F.A.R. The proposal conforms to the issues and policies contained within the plan.

Floodplain Management Implementation Strategy

In accordance with the City’s Flood Management Strategy, the minimum allowable elevation for habitable space is 2.9 m GSC or 0.3 meters above the highest crown of the adjacent road. Prior to final adoption of this rezoning application, a Flood Indemnity Covenant is to be registered on title when 7331 Bridge Street and 9751 General Currie Road are consolidated.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is not located within the OCP ANSD policy area and is not subject to noise mitigation measures and the registration of an Aircraft Noise Sensitive Use Restrictive Covenant.

Affordable Housing Strategy

In accordance with the City’s Affordable Housing Strategy, the applicant can provide a Single Family house with a secondary suite to at least 50% of the new lots, or provide a voluntary contribution to the Affordable Housing Reserve Fund in the amount of \$1.00 per square foot of maximum allowable density. Details of this is outlined later in this report.

Public Input / Consultation

The rezoning application complies with the public consultation component of the Official Community Plan (OCP). A notice board is posted on the subject property to notify the public of the proposed development and no public comments have been received to date. Should this application receive first reading, a public hearing will be scheduled when final comments from the public will be presented.

Staff Comments

Drawings for the proposed subdivision are enclosed for reference (**Attachment 2**). Separate from the rezoning process, the applicant is required to submit separate applications for a Servicing Agreement and Subdivision. As this proposal is intended to subdivide two parcels into nine (9) Single Detached lots, no Development Permit is required for Single Family homes.

Analysis

The analysis is set out to clarify the proposed text amendment to Zoning Bylaw 8500 and the rezoning Bylaws.

Proposed text amendment to “Single Detached (ZS14) – South McLennan (City Centre)” (Section 15.14)

This amendment is intended to provide consistency in the size of single family homes allowed on larger lots zoned ZS14.

The current zone identifies a maximum allowable Floor Area Ratio (FAR) of 0.55 regardless of lot area which permits larger homes than other single detached zone areas. In other cases, single family zones allow for an FAR of 0.55 up to 5,000 ft² (464.5 m²) of lot size. For lots exceeding 5,000 ft² in size, an additional 0.3 FAR is permitted to make up the difference in lot area. The ZS14 zone currently does not reduce the maximum FAR on lots in excess of 5,000 ft² like other

single detached zones. This proposed change will provide greater consistency for the size of single family homes constructed on large lots zoned ZS14.

As the existing structure at 9571 General Currie Road is affected by the sale of the western portion of the property and subsequent decrease in lot size, the total area of the house would not meet the density requirements of this amendment. Therefore a site specific amendment to this address is added to allow the resulting density of this house to comply with Zoning Bylaw 8500. This site specific amendment will not result in this structure being out of character with other existing houses in the area.

Proposed Zoning to “Single Detached (ZS14) – South McLennan (City Centre)”

The proposal to develop single family homes is consistent with the McLennan South Sub-Area Plan that establishes minimum lot sizes (**Attachment 4**). To maintain the “country estate” character of design that is identified in the Plan, the policy permits lot widths of at least 18 meters for properties fronting Bridge Street and at least 11.3 meters wide lots for back streets such as Armstrong. The proposal also meets the minimum lot area requirements as per policy and the proposed zoning regulation. No amendments to the OCP or the Zoning Bylaw are necessary.

Sale of the western portion of 9571 General Currie Road

9571 General Currie Road is a 2,345 m² (25,241 ft²) City owned piece of land located between Ash Street and Bridge Street, and consists of a house on the eastern portion of the lot with the remaining western half sitting vacant. The applicant wishes the purchase of the western half of the property to create this nine (9) lot proposal, with the western half of the site making up most of lot 6 and all of lots 7 and 8 (**Attachment 2**). The proposed Lot 9 is where the existing structure of 9571 General Currie Road sits, and will remain under City ownership.

A separate report by the Manager of Real Estate Services outlining the sale of this portion of land will be considered concurrently with the report.

Transportation and Site Access

To manage the expected population growth in the South McLennan area, the Sub-Area Plan outlines a series of new roads to facilitate the creation of new single family lots to the neighbourhood. The proposed subdivision conforms to the neighbourhood plan with the introduction of Armstrong Street to this part of the neighbourhood. The proposed connection to the existing part of General Currie Road will allow vehicular access to each individual lot being proposed from all street frontages identified within the proposal.

To facilitate the development of Armstrong Street, the subdivision proposal includes a nine (9) meter wide land dedication from the western edge of both properties. This dedication and the construction of this street will result in a half-width road upon completion, with the remaining half completed when the properties to the west are ready for redevelopment and an application for rezoning and/or subdivision is received.

Because this section of Armstrong Street is being introduced on this block, the nine (9) meter dedication does not provide sufficient road area when taking into account of the curb and gutter, grass and treed boulevard and sidewalk for vehicles to manoeuvre for the undetermined length of time this half road will be in existence. To help with this function, a one meter wide Public Access Right-of-Way (ROW) will be registered within the new property line along the western edge of the proposed lots. The purpose of this is to ensure a functional road width is available before the full road is completed when the properties to the west are redeveloped. The

registration of the ROW will allow the sidewalk to be placed within its boundary, with the other frontage improvements leaving enough paved road left over to ensure this desired functionality.

Frontage improvements along General Currie and Bridge Street is not limited to the subject properties, but will include the lot at the corner of Bridge Street and General Currie Road (7351 Bridge Street) as well. This will have a greater benefit to the corner as these improvements include the standard curb and gutter, grass and treed boulevard and sidewalk. Access to the existing structure on 9751 General Currie Road will remain during the construction period.

Trees

An Arborist report and tree survey (**Attachment 5**) have been submitted and reviewed by City staff for the purpose of assessing the existing trees on the subject property for either their removal or retention. It should be noted that trees located within the future road development of Armstrong Street were not assessed as the construction of the road will necessitate their removal.

The report identifies 49 on-site trees that meet the size requirements for protection under the Bylaw. Given the condition of the trees, the location within the footprint and the requirement to meet the ground elevations for flood protection, all 49 trees have been identified for removal. There are three (3) off-site trees located on the site to the south at 7351 Bridge Street that affect the subject site and are intended to be protected during the construction period.

City staff conducted a site visit and concur with the report that of the 49 existing trees on site, none are good candidates for retention due to poor health or that their location is within the development footprint. The three (3) off-site trees located on the neighbour's property will require retention and protection during the construction period.

Of the 49 trees under consideration, nine (9) are located within the land dedication for the development of Armstrong street. As these trees are located within an area that has been considered for road development in accordance with the neighbourhood plan, they are not candidates for replacement.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	49	-	-	-
Within Right of Ways for New Roads.	9	0	0	Located within excavation and construction zones for road works.
Within private property	40	2:1	80	To be removed, due to conflicts with proposed building locations, driveways, or poor health or structure of the trees.
Trees To be Retained	3 (off-site)	-	-	To be protected during construction.

In accordance with City policy, a 2:1 tree replacement ratio is required. Of the 40 trees that are to be removed, 80 will need to be planted in replacement. As this results in an average of approximately ten (10) replacement trees per lot, and given the various lot sizes being proposed with this application, this average number of trees would take up substantial space and limit developable area – especially in the smaller lots. Because of this, staff is recommending the optimum number of trees be planted on the following lots to help ensure the survival of the trees in the younger years. As displayed in the chart below, the optimum number of trees per lot is shown with the total number of trees to be planted is 33. The remaining number of trees can be

provided through a voluntary payment towards the City's Tree Compensation Fund which the applicant has agreed to provide. As the applicant is to be providing a large amount of street frontage improvements beyond the scope of their properties, a reduction in the potential number of trees that would be planted within the required boulevard is being counted as part of their tree planting schedule. Upon an estimation that eleven (11) trees could potentially be planted on the boulevard fronting 7351 Bridge Street and the eastern half of 9571 General Currie Road, will result in a 36 tree shortfall. Therefore, based on a payment of \$500 per tree, the total contribution to the Tree Compensation Fund is \$18,000.00.

Number of Trees to be Planted per Lot

Proposed Lot Numbers	Proposed Lot Size	Number of trees	
1 & 2	798.3m ² and 781.3m ² (respectively)	6 per lot (12 trees)	33 total trees
3, 4 and 5	526.9m ² , 526.9m ² and 514.4m ² (respectively)	4 per lot (12 trees)	
6, 7 and 8	321.6m ² , 331.5m ² and 334.5m ² (respectively)	3 per lot (9 trees)	
9	1,042.8m ²	Existing structure on City land. No additional trees necessary.	
Summary	80 trees required		
	33 new trees to be planted on the proposed lots 47 tree shortfall 11 trees to be planted off site due to frontage improvements on property beyond the scope of this application = 36 tree shortfall (to be paid cash-in-lieu)		

The new street trees are to be planted in accordance with the Servicing Agreement, along the boulevards fronting Bridge Street, General Currie Road and Armstrong Street. As the existing street trees fronting the neighbouring property at 7351 Bridge Street are to be retained, the Servicing Agreement trees are to take these trees into consideration in the design.

The existing wood fence and hedge that separate the western 33 meters of 9751 General Currie Road from the eastern half are to remain, and to provide a physical separation and visual screening between the proposed Lots 6, 7 and 8 from the proposed Lot 9 (**Attachment 2**). This is secured through the landscaping security that is to be provided by the applicant prior to the adoption of this rezoning bylaw. The security will be held for at least one year after final inspection is complete to ensure the landscaping is complete and all the road works are done in accordance with the servicing agreement.

As a condition of rezoning, the applicant is to submit a contract with a Certified Arborist for supervision of any on-site works for the protection of the hedge that is to be retained and is shared between the developer (proposed lots 6,7,8) and the City (proposed lot 9). 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.

Affordable Housing

In accordance with the Affordable Housing Strategy, the applicant has opted to provide a voluntary contribution of \$1 per buildable square foot of density for all new lots in relation to the proposed zone. This voluntary contribution amount to the Affordable Housing Reserve Fund is \$22,963.00, and is payable prior to the adoption of this rezoning application.

Utilities and Site Servicing

Engineering has reviewed the submitted servicing plans and have determined that:

- No upgrades are required for water supply;
- No upgrades are required for sanitary services; and
- Upgrade the existing storm system to 600mm on Bridge Street.
- Extension of water and sanitary lines to service the new lots fronting Armstrong Street is required.

Information to this effect will be outlined on the forthcoming Servicing Agreement.

Servicing Agreement and Subdivision

The applicant is required to make a separate application for a Servicing Agreement. This agreement will outline the frontage improvements on Bridge Street and half road construction and frontage improvements to General Currie Road and Armstrong Street that will be undertaken by the developer. Some of the improvements include but are not limited to:

- Frontage improvements to Bridge Street from the north property line of 7331 Bridge Street to General Currie Road. The street trees fronting 7351 Bridge Street are to be retained and the frontage design are to take these trees into consideration of its design.
- Paving of a half road of General Currie Road with frontage improvements from Bridge Street to the western property line of 9571 General Currie Road.
- A 9.0 meter land dedication for the half- road development and frontage improvements for Armstrong Street from General Currie Road to the north property line of 7331 Bridge Street.
- After the 9.0 meter wide land dedication above, the registration of a 1.0 meter wide Public Access Right-Of-Way (ROW) directed east of the new western property line. The ROW is to contain the new sidewalk as part of the frontage improvements listed above
- Frontage improvements to include curb and gutter, boulevard and sidewalk in accordance with City standards along Bridge Street, General Currie Road and Armstrong Street that connect the subject properties.
- Offsite works such as water, storm and sewer to the individual lots, and a watermain and sanitary sewer extension along General Currie Road to Armstrong Street.

It is anticipated that the applicant will be making a separate application for subdivision upon receiving third reading.

Financial Impact

None expected.

Conclusion

The Bylaw amendment to Section 15.14 of Zoning Bylaw 8500 is intended to keep the consistency to the size of single family homes in the City. The current zone would allow a larger home on lots exceeding 5,000 ft² than other lots of similar size but zoned differently.

The developer is proposing to rezone the subject site to a nine (9) lot single family subdivision in the South McLennan area at 7331 Bridge Street and 9571 General Currie Road. The applicant wishes to purchase the western 33 meters of this City owned property at 9751 in order to create this subdivision and is the topic of a separate report from the Manager of Real Estate Services. The proposed subdivision meets the requirements of the lot sizes contained in the OCP (McLennan South Neighbourhood Plan) as well as the zoning requirements set out in the "Single

Detached (ZS14) – South McLennan (City Centre)” zone. Staff recommend that rezoning application RZ 11-562929 proceed to first reading.



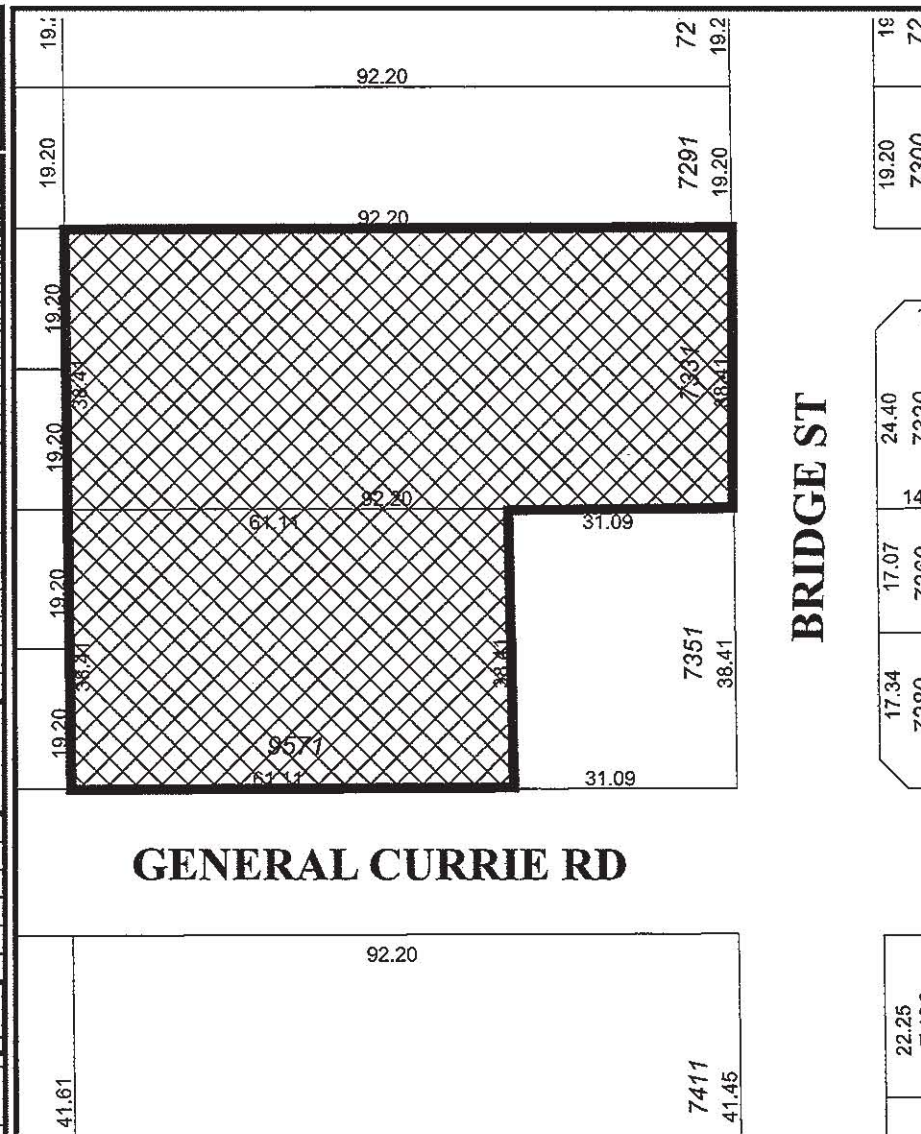
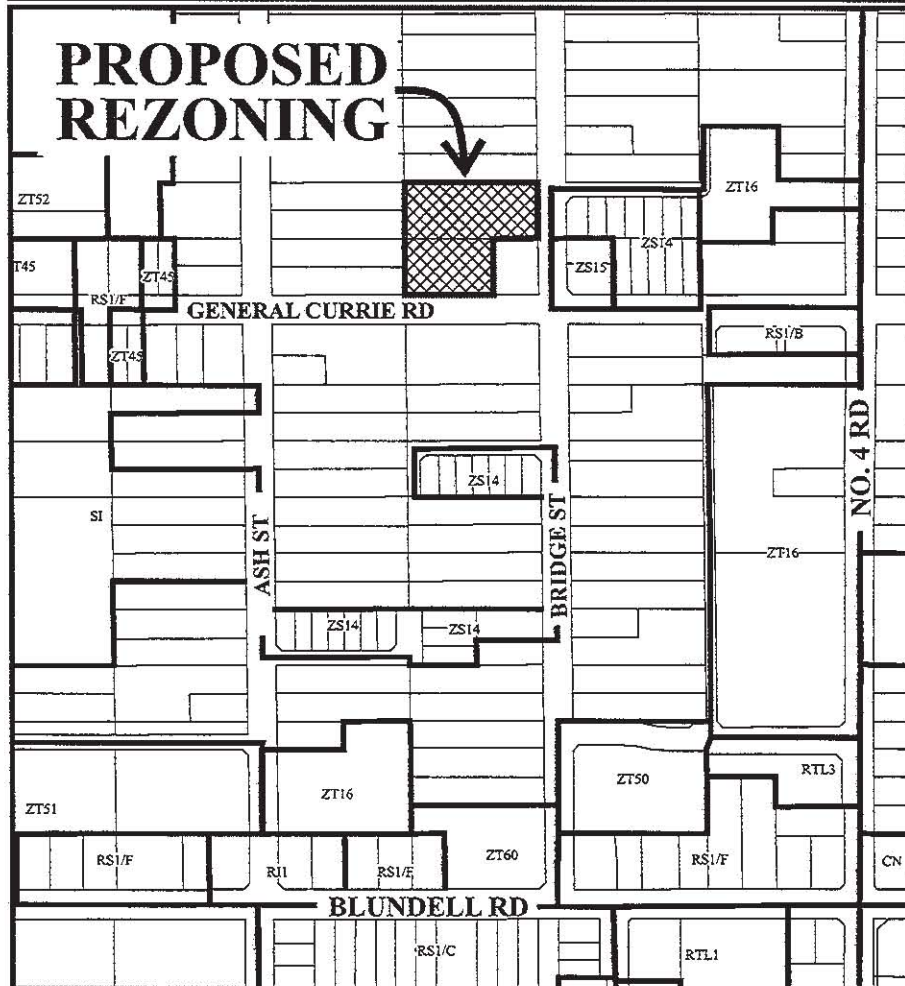
David Johnson
Planner
(604-276-4193)

DJ:cas

- Attachment 1: Location Map
- Attachment 2: Survey proposal of the subdivision
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Land Use Map
- Attachment 5: Tree Survey Map
- Attachment 6: Conditional Rezoning Requirements



PROPOSED REZONING



RZ 11-562929

Note: Dimensions are in METRES



RZ 11-562929

Original Date: 02/25/11

Revision Date:

Note: Dimensions are in METRES

**PRELIMINARY SUBDIVISION PLAN OF
LOT 11 EXCEPT: THE EAST 102 FEET, AND OF LOT 12,
BOTH OF BLOCK 'C', SECTION 15, BLOCK 4 NORTH, RANGE 6 WEST,
NEW WESTMINSTER DISTRICT PLAN 1207.**

SCALE 1:500

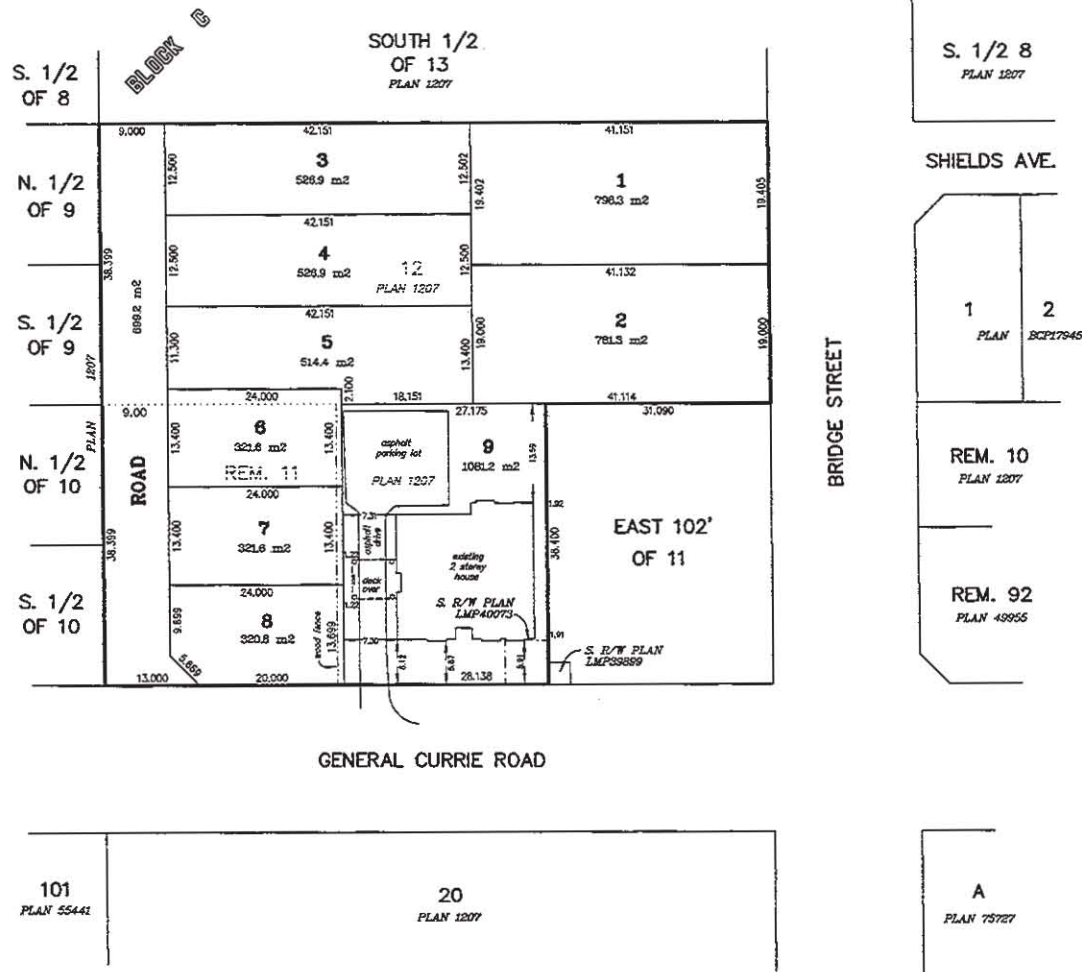


All Distances are in Metres.

CIVIC ADDRESS	CIVIC ADDRESS
9571 GEN. CURRIE ROAD	7331 BRIDGE STREET
RICHMOND, B.C.	RICHMOND, B.C.
P.I.D. 003-589-582	P.I.D. 013-819-283



PLN - 61





City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 10-545529

Address: 7331 Bridge Street and 9571 General Currie Road

Applicant: 0901551 BC LTD.

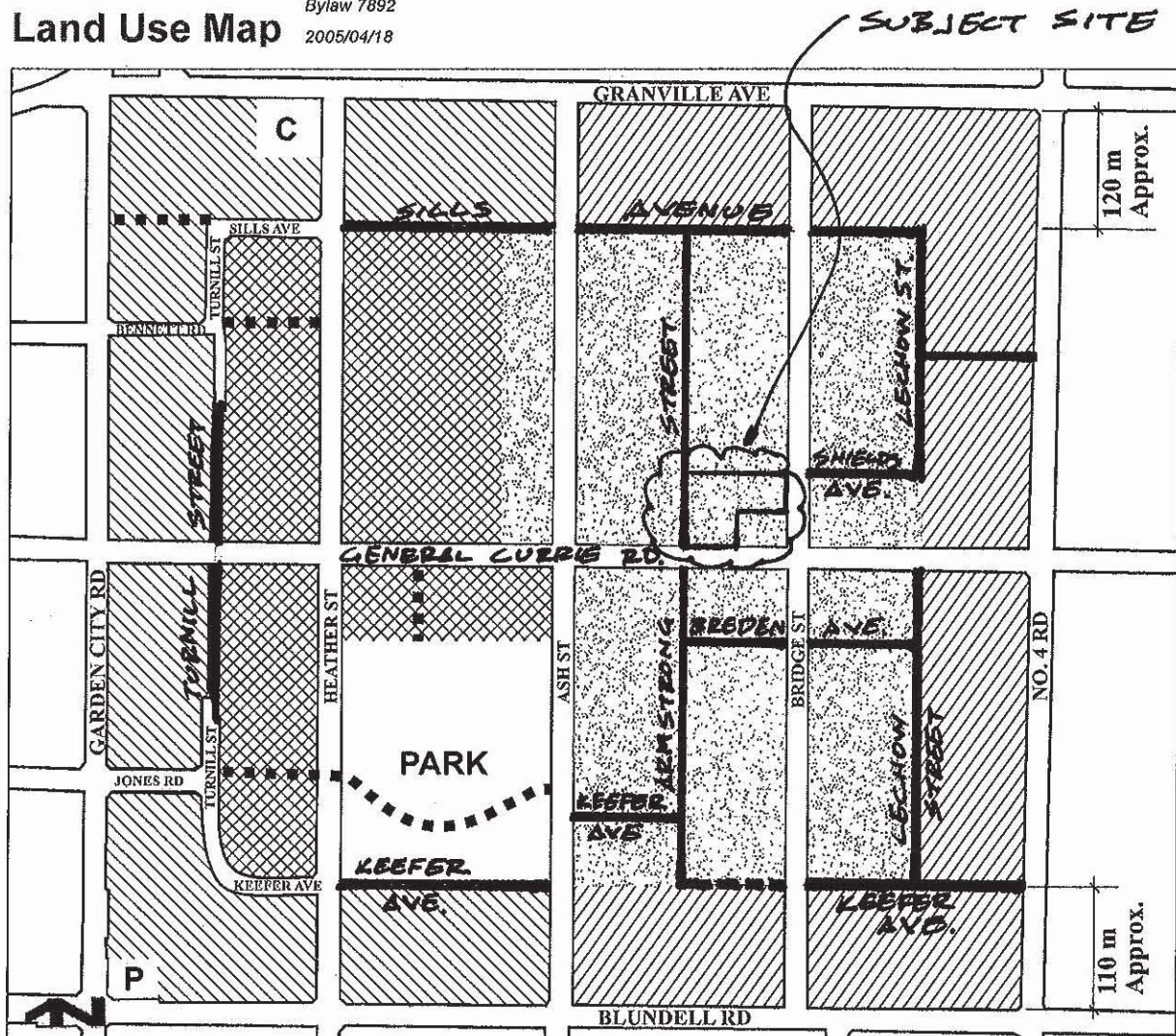
Planning Area(s): City Centre Area, McLennan South Sub-Area Plan (Schedule 2.10D)


	Existing	Proposed
Owner:	0901551 BC LTD.	Same
Site Size (m²): (by applicant)	5,877.5 m ²	5,187.3 m ² <ul style="list-style-type: none"> The gross site area is reduced by a 9.0 m (29.5 ft.) wide dedicated right-of-way (Armstrong Street) along the subject site's west edge for road and frontage construction, complete with 4 m x 4 m corner cut at General Currie Road.
Land Uses:	Single-family residential	No change
OCP Designation:	Residential	No change
Area Plan Designation:	Residential, Historic Single-Family" 2 1/2 storeys max. - 0.55 floor area ratio (FAR)	No change
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F)	Single Detached (ZS14) – South McLennan (City Centre)
Number of Units:	1 single-family dwelling per lot	No change, but over 9 lots


On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 FAR, plus additional areas for covered areas, off-street parking, and floor area above garage	0.55 F.A.R.	none permitted
<u>Bridge Street</u> Minimum Lot Area Minimum Lot Width Minimum Lot Depth	550.0 m ² 18.0 m (wide) N/A (depth)	781.3 m ² (Lot 2) 19.0m (wide) 41.1 m (depth)	none
<u>Armstrong Street and General Currie Road</u> Minimum Lot Area Minimum Lot Width Minimum Lot Depth	320 m ² 11.3 m (13.0 m corner lot) (wide) 24.0 m (depth)	320.8 m ² (Lot 8) 11.3 m (13.7 corner lot) (wide) 24.0 m (depth)	none


City of Richmond


Land Use Map

Bylaw 7892
2005/04/18

 Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.

 Residential, 2 1/2 storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

 Residential, 2 1/2 storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

 Residential, Historic Single-Family, 2 1/2 storeys maximum 0.55 base F.A.R. Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m²/ 5,920 ft² min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m²/ 3,444 ft² min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■ ■ ■ ■ Trail/Walkway

C Church

P Neighbourhood Pub

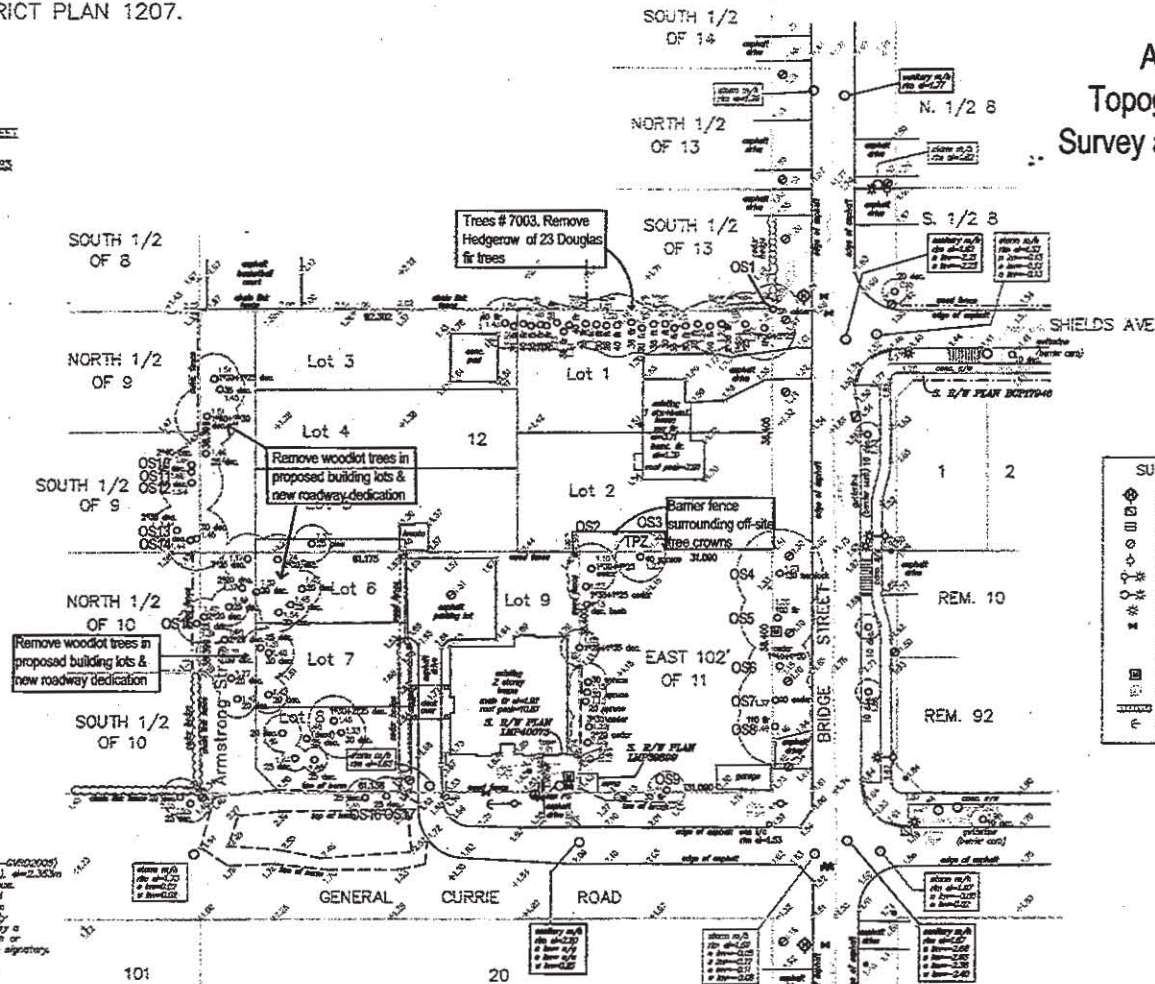
Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".

TOPOGRAPHIC AND TREE SURVEY PLAN OF
LOT 11 EXCEPT: THE EAST 102 FEET, AND OF LOT 12,
BOTH OF BLOCK 'C', SECTION 15, BLOCK 4 NORTH, RANGE 6 WEST,
NEW WESTMINSTER DISTRICT PLAN 1207.

SCALE 1:500

10 0 10 20 30
All Distances are in Metres

CIVIC ADDRESS CIVIC ADDRESS
24751 GEN. CURRIE ROAD 27210 BRIDGE STREET
VICHANGUO, B.C. VICHANGUO, B.C.
TEL: 607-598-588 TEL: 607-819-285



Appendix 1

Arborist
Topograph Tree
Survey and Site Plan

SURVEY LEGEND	
	HYDRANT
	CATCH BASIN - TOP ENTRY
	CATCH BASIN - SIDE ENTRY
	CATCH BASIN - ROUND
	UTILITY POLE
	UTILITY POLE WITH LIGHT
	STREET LIGHT - DAY
	STREET LIGHT - POST TOP
	WATER VALVE
	SEWER
	WATER METER
	JUNCTION BOX
	DRIVeway LETDOWN
	OUT WIRE

- NOTES:**
- 1) Elevations are in metres and are geoidal (CVD25-CH2000)
 - 2) Elevations are derived from OGM 94/1524 (HPI/150), ±2.35m located at the Int. of No. 5 Road & Granville Avenue.
 - 3) This Plan was prepared for architectural design and site servicing purposes, and is for the exclusive use of our client. The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of reproduction, transmission or alteration to this document without consent of the signatory.
 - 4) Prior to any construction, underground services are to be confirmed by Municipal Engineering Dept.
 - 5) If there is any conflict in information between the hard copy of this Plan and the digital data provided, the hard copy shall be taken to be correct. Any information taken from digital data shall be confirmed by information shown on the hard copy of this plan.
 - 6) Tree diameters are taken at 1.4m above grade and are shown in cm. All trees 20cm and larger on project and any trees required by Richmond's Tree Preservation By-law are also shown.

Underwater Land Surveying Ltd.
B.C. Land Surveyors
#104 - 5920 176 'A' Street
Coquitlam, B.C.
FILE: JH01247P_REV

Arborist notes:

- Arborist notes and annotations by VanArbor, June 21, 2011
- The development proposes to remove all on-site trees located with the subdivision lots 1 - 9
- Topograph Tree Survey with Site Plan overlay provided by Core Concepts Consultants Ltd.

Located elevations and datum on the 4th day of May, 2011.
Certified correct, completed on the 22nd day of January, 2011.

©

B.C.L.S.

Conditional Rezoning Requirements

7331 Bridge Street and 9571 General Currie Road

RZ 11-562929

Prior to final adoption of Zoning Amendment Bylaw No. 8805, the developer is required to complete the following requirements:

1. The developer shall be required to enter into a purchase and sale agreement with the City for the acquisition of the western thirty-three (33) meters of 9571 General Currie Road (measured from the west property line), with the eastern portion remaining under City ownership. The primary business terms of the PSA shall be approved by Council as outlined in the staff report by the manager of Real Estate Services;
2. After acquisition of the western half of 9751 General Currie Road, consolidation of the two parcels into one development parcel, complete with a land dedication of a 9.0 m wide strip of land for the establishment of Armstrong Street along the entire west edge of the subject site, complete with 4m x 4m corner cut at the intersection of General Currie Road;
3. Registration of a Flood Indemnity Covenant on title of the consolidated lots.
4. Registration of a 1.0m Public Rights of Passage ROW for sidewalk along the west edge of Armstrong Street and inside of the property line;
5. A voluntary contribution of \$22,963.00 is payable towards the City's Affordable Housing reserve fund;
6. A voluntary contribution of \$18,000.00 (five-hundred dollars per replanting shortfall) is payable to the City's Tree Compensation Fund in lieu of planting trees over the nine lots;
7. Submission of a Landscape Security to the City of Richmond in the amount of \$15,000.00 (five-hundred dollars per new tree) for the replacement trees (30 trees) of a minimum size of 6.3 cm DBH to be distributed among eight of the nine new lots (proposed lot 9 excluded) as shown in the table below. The City may retain the security for up to one year after inspection of the completed landscaping to ensure the plant material has survived;

Proposed Lot Numbers	Proposed Lot Size	Number of trees per lot
1 and 2	798.3m ² and 781.3m ² (respectively)	6
3, 4 and 5	526.9m ² , 526.9m ² and 514.4m ² (respectively)	4
6, 7 and 8	321.6m ² , 331.5m ² and 334.5m ² (respectively)	3
9	1,042.8m ²	Existing structure on City Land. No additional trees necessary.

- o The Landscape Security listed above is to also retain the existing fence and hedge line that separates the eastern half of 9751 General Currie Road to the eastern half for the same one year period. This affects the separation of Lots 6, 7 and 8 with Lot 9.

Contract should include the scope of work to be undertaken, including: The proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.

9. Enter into the City's standard Servicing Agreement*. Works include, but may not be limited to, the design and construction of:
 - a) Bridge Street (frontage improvements): from General Currie Road to north property line of 7331 Bridge Street, curb & gutter, pavement widening, creation of a 3.85m wide grass and treed boulevard (9m spacing), including a 2.6m wide utility corridor, "Zed" street lights, and a 1.75m wide concrete sidewalk, at or near the western property line of Bridge Street. Existing street trees fronting 7351 Bridge Street are to remain and be considered as part of this frontage design;
 - b) General Currie Road (half road development with frontage improvements along the entire north property line of General Currie Road): from Bridge Street to western property line of the site. Peat removal (if applicable), curb & gutter, pavement widening, creation of a 3.85m wide grass and treed boulevard (9m spacing), including a 2.6m wide utility corridor, "Zed" street lights, and a 1.75m wide concrete sidewalk, at or near the north property line of General Currie Road. A watermain and sanitary sewer extension are also required;
 - c) Armstrong Street (half road), along entire western property line of the site. Works to include, but not limited to: peat removal (if applicable) and appropriate replacement material, storm sewer, sanitary sewer, curb & gutter, asphalt pavement, a grass and treed boulevard (9m spacing), incorporating a utility corridor with hydro telephone, gas & cable, "Zed" street lights, and a 1.5m concrete sidewalk at or near the new east property line of Armstrong Street. Note: design should include driveway crossings, water, storm and sanitary connections for each lot;

Then, prior to issuance of the Building Permit*:

1. Provision of a construction parking and traffic management plan to the Transportation Department to include: location for parking for services, deliveries, workers, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570 (<http://www.richmond.ca/services/ttp/special.htm>).
2. The management plan listed above is to include provisions that access to the existing house located at 9571 General Currie Road will be made available at all times during the construction period.

* Note: This requires a separate application.

Signed

Date



**Richmond Zoning and Development Bylaw 8500
Amendment Bylaw 8805 (RZ 11-562929)
7331 BRIDGE STREET AND 9571 GENERAL CURRIE ROAD**

The Council of the City of Richmond enacts as follows:

1. 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 areas and by designating it **Single Detached (ZS14) – South McLennan (City Centre)**.

P.I.D. 013-819-283

Lot 12 Block "C" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

P.I.D. 003-599-582

Lot 11 Except: The East 102 Feet; Block "C" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw is cited as **"Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8805"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

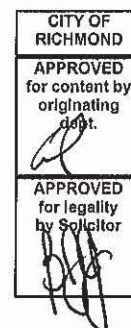
THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





**Richmond Zoning and Development Bylaw 8500
Amendment Bylaw 8816 (RZ 11-562929)
7331 BRIDGE STREET AND 9571 GENERAL CURRIE ROAD**

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

1. Richmond Zoning and Development Bylaw 8500, is amended by repealing subsection 15.14.4.2 and replacing it with the following:

“2. The maximum **floor area ratio** (FAR) is 0.55 applied to a maximum of 464.5 m² of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m².”

2. Richmond Zoning and Development Bylaw 8500, is amended by adding the following new subsection 15.14.4.4:

“4. Notwithstanding Section 15.14.4.2, the maximum **floor area ratio** (FAR) is 0.55 for the **lot** located at:

9571 General Currie Rd.”

3. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8816**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee
Fast Track Application

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 5, 2011
File: RZ 11-588990
Re: **Application by Ajit Thaliwal for Rezoning at 10391 Finlayson Drive from Single Detached (RS1/D) to Single Detached (RS1/B)**

Staff Recommendation

That Bylaw No. 8822, for the rezoning of 10391 Finlayson Drive from "Single Detached (RS1/D)" to "Single Detached (RS1/B)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Item	Details
Application	RZ 11-588990
Location	10391 Finlayson Drive (Attachment 1)
Owner	Kam and Connie Ho
Applicant	Ajit Thaliwal

Date Received	August 30, 2011
Acknowledgement Letter	September 14, 2011
Fast Track Compliance	September 22, 2011
Staff Report	October 5, 2011
Planning Committee	November 8, 2011

Site Size	1,118 m ² (12,034.4 ft ²)
Land Uses	Existing – One (1) single detached dwelling
	Proposed – Two (2) single detached lots, each 559 m ² (6,017.2 ft ²)
Zoning	Existing – Single Detached (RS1/D)
	Proposed – Single Detached (RS1/B)
Planning Designations	<ul style="list-style-type: none"> • Official Community Plan (OCP) Generalized Land Use Map designation – “Neighbourhood Residential”. • Bridgeport Area Plan Land Use Map – “Residential (Single-Family)”. • Lot Size Policy 5448 (adopted by Council in 1991) – permits subdivision of properties in accordance with the provisions of “Single Detached (RS1/B)” (Attachment 2). • Aircraft Noise Sensitive Development Policy – The subject site is located within the Aircraft Noise Sensitive Development (ANS) Policy Area within a designation (Area 2) that permits new single-family development that is supported by an existing Lot Size Policy. As a condition of rezoning, the applicant is required to register a restrictive covenant on Title to address aircraft noise mitigation and public awareness. <p><i>This application conforms with applicable land use designations and policies.</i></p>

Surrounding Development	<ul style="list-style-type: none"> • The subject property is located on the north side of Finlayson Drive, between McLennan Avenue and Shell Road, in an established residential neighbourhood consisting of a mix of older single detached dwellings on larger lots and newer single detached dwellings on smaller lots. • Development immediately surrounding the subject lot is as follows: <ul style="list-style-type: none"> ○ To the north is a single detached dwelling zoned "Single Detached (RS1/D)"; ○ To the east is a single detached dwelling zoned "Single Detached (RS1/D)"; ○ To the south across Finlayson Drive is a single detached dwellings zoned "Single Detached (RS1/D)"; ○ To the west is a single detached dwelling zoned "Single Detached (RS1/B)".
Staff Comments	<p><u>Background</u></p> <p>A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).</p> <p><u>Trees & Landscaping</u></p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ One (1) bylaw-sized tree, one (1) undersized tree and a Cedar hedge on the subject property; ○ One (1) bylaw-sized tree on City owned property; and ○ Two (2) bylaw-sized trees on neighbouring properties. • The City's Tree Preservation Coordinator reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendation to remove and replace the bylaw-sized tree on site (Tree #586) due to its poor condition and conflict with the future building envelope. • The Parks Department concurs with the Arborist's recommendation to remove and replace the bylaw-sized tree on City property (Tree # 585) due to damage from inappropriate pruning and grass cutting machinery. Compensation of \$650 is required. • The two (2) bylaw-sized trees on neighbouring properties are located greater than 2 m from the property line and therefore require no additional protection measures during construction.

	<p>The final Tree Retention Plan is included in Attachment 4.</p> <ul style="list-style-type: none"> • Based on the 2:1 replacement ratio goal in the OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of two (2) replacement trees (minimum 9 cm deciduous calliper/5 m coniferous height) are required to be planted and maintained on the future lots. • In addition, Council Policy adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain two (2) additional trees (minimum 6 cm deciduous calliper/2.5 m coniferous height). • To ensure the new trees are planted and maintained, the applicant is required to submit a landscaping security in the amount of \$2,000 (\$500/tree) prior to final adoption of the rezoning bylaw. <p><u>Affordable Housing</u></p> <ul style="list-style-type: none"> • Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City's 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 adoption. 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. \$6,110.4).
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p><u>Flood Management</u> Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.</p> <p><u>Site Servicing & Vehicle Access</u> There are no servicing concerns with rezoning.</p> <p><u>Subdivision</u> At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvement Charges (for future road improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.</p>
Analysis	This redevelopment proposal is consistent with Lot Size Policy 5448 as the property is intended to be subdivided into two (2) lots, each approximately 13.7 m wide. Other properties within this neighbourhood have the potential to rezone and subdivide in accordance with the Lot Size Policy.
Attachments	<p>Attachment 1 – Location Map/Aerial Photo</p> <p>Attachment 2 – Lot Size Policy 5448</p> <p>Attachment 3 – Development Application Data Sheet</p> <p>Attachment 4 – Tree Retention Plan</p>
Recommendation	This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with all applicable land use designations and policies and is consistent with the direction of redevelopment currently on-going in the surrounding area. On this basis, staff support the application.



Erika Syvokas
Planning Technician
(604-276-4108)

Prior to final adoption of Zoning Amendment Bylaw 8822, the developer is required to complete the following:

1. Submission of a Landscaping Security in the amount of \$2,000 (\$500/tree) for the planting and maintenance of four (4) replacement trees with the following minimum calliper sizes/heights:

# Replacement Trees	Min. calliper of deciduous tree	or	Min. height of coniferous tree
2	6 cm		2.5 m
2	9 cm		5 m

2. 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. \$6,110.4) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

3. Registration of a flood indemnity covenant on Title.
4. Registration of an aircraft noise sensitive covenant on Title.

At demolition stage*, the applicant will be required to:

- Obtain formal tree removal authorization from the Parks Department and pay compensation of \$650 to remove Tree # 585 located on City owned property.

At subdivision stage*, the developer will be required to:

- Pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvement Charge (NIC) fees for future road improvements, School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

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.

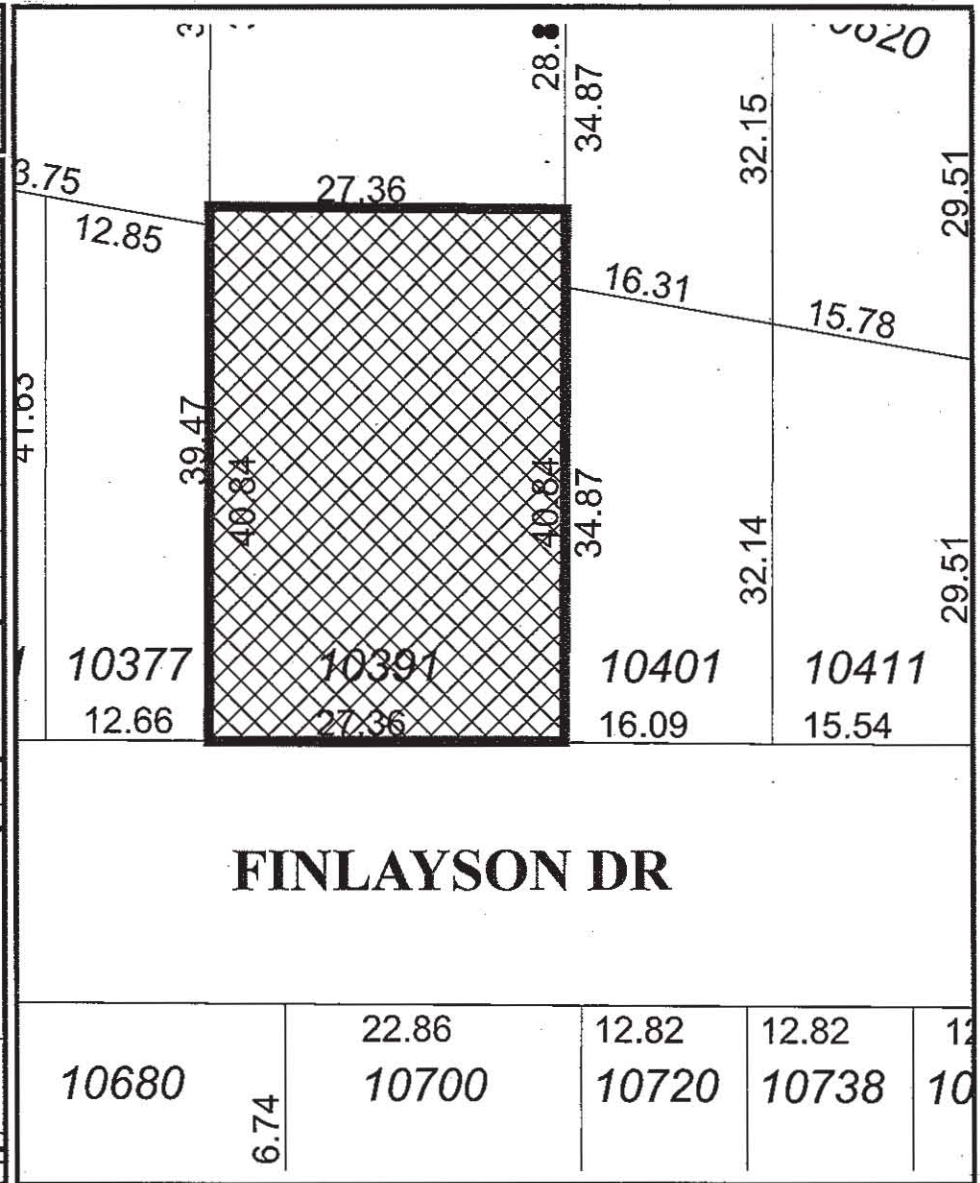
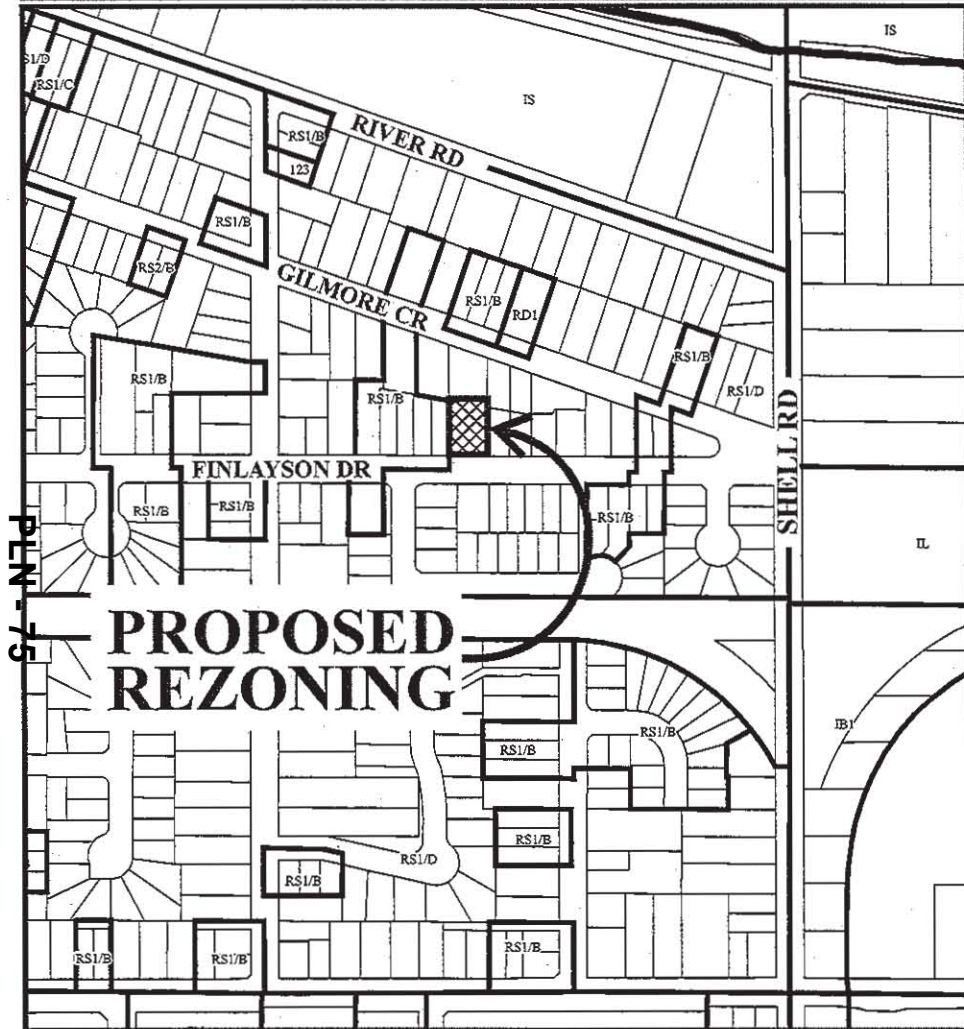
[Signed original on file]

Signed

Date



City of Richmond



RZ 11-588990

Original Date: 09/13/11

Revision Date:

Note: Dimensions are in METRES



RZ 11-588990

PLN - 76

Original Date: 09/12/11

Amended Date:

Note: Dimensions are in METRES



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6

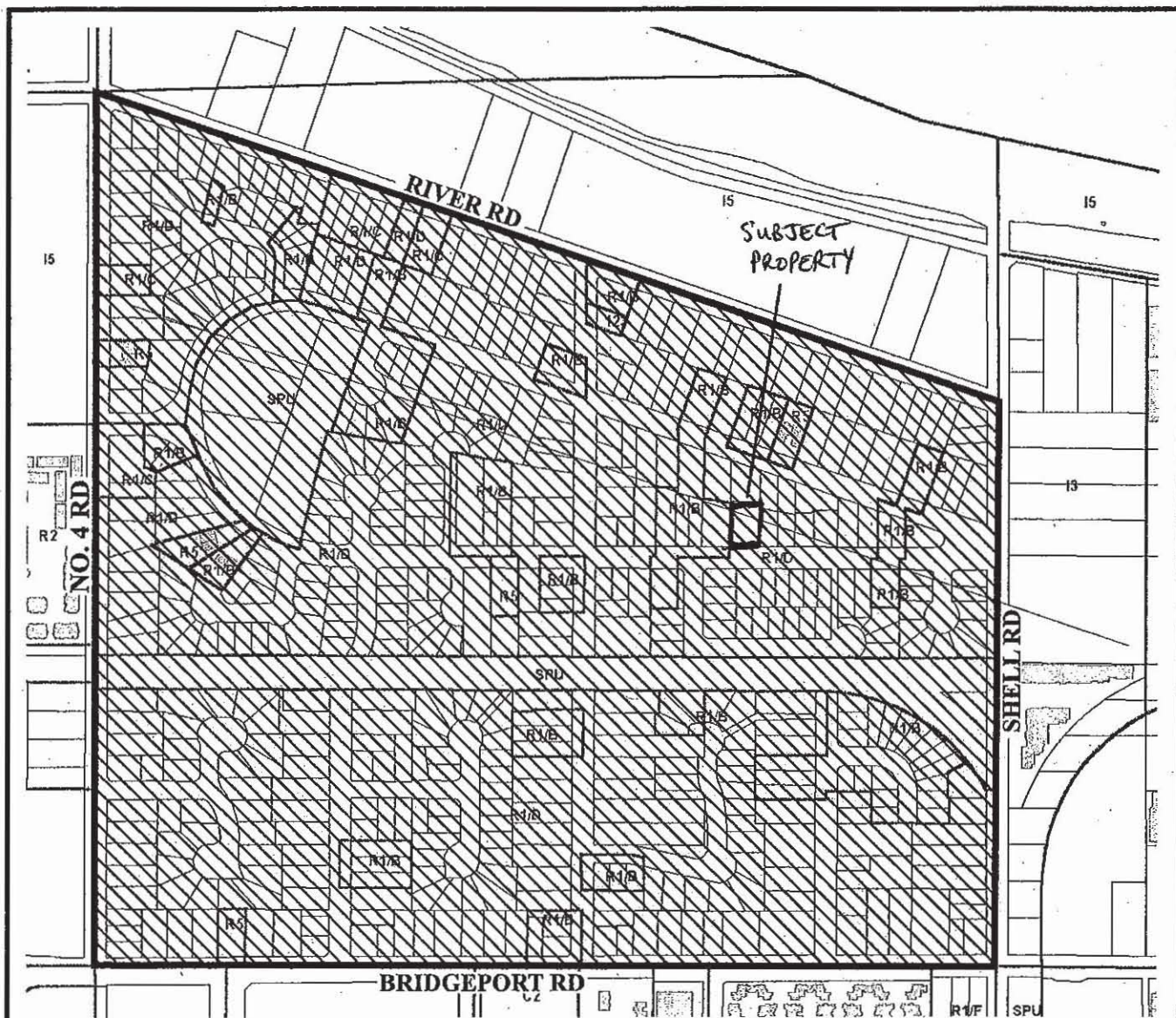
POLICY 5448:

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 subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) Properties along Bridgeport Road and Shell Road will be restricted to Single-Family Housing District (R1/D) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;
- (b) Properties along No. 4 Road and River Drive will be restricted to Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/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.



Subdivision permitted as per **R1/B** except:

1. River Drive: **R1/C** unless there is a lane or internal road access, then **R1/B**.
2. Shell Road: **R1/D** unless there is a lane or internal road access, then **R1/B**.
3. No. 4 Road: **R1/C** unless there is a lane or internal road access then **R1/B**.
4. Bridgeport Road: **R1/D** unless there is a lane or internal road access then **R1/B**.



POLICY 5448 SECTION 23, 5-6

Adopted Date: 09/16/91

Amended Date:

**City of Richmond**

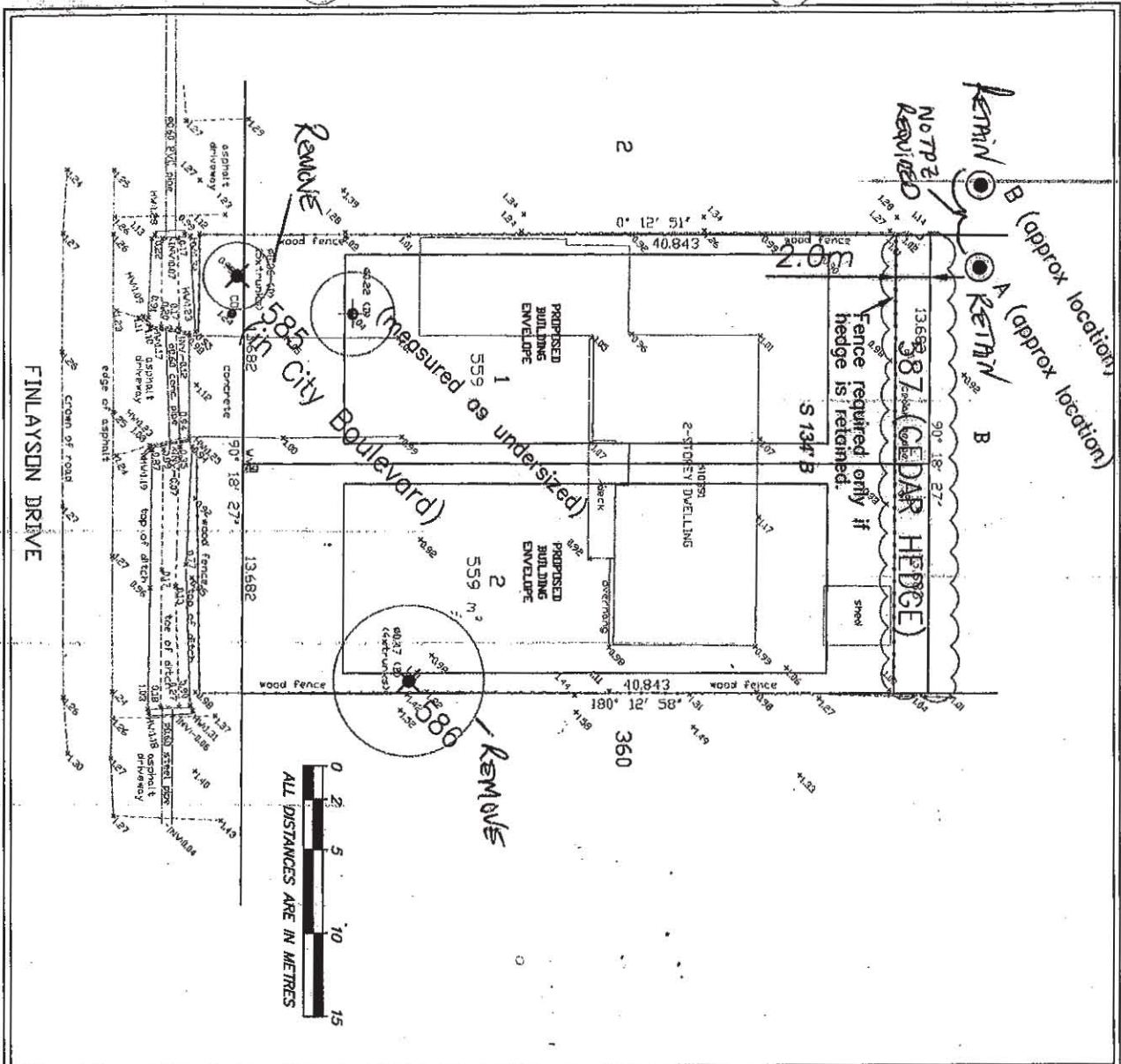
6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

**Development Application
Data Sheet****RZ 11-588990****Attachment 3**Address: 10391 Finlayson DriveApplicant: Ajit ThaliwalPlanning Area(s): Bridgeport

	Existing	Proposed
Owner:	Kam and Connie Ho	To be determined
Site Size (m²):	1,118 m ² (12,034.4 ft ²)	Two (2) lots each approx. 559 m ² (6,017.2 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	<ul style="list-style-type: none">Generalized Land Use Map – Neighbourhood Residential	No change
Area Plan Designation:	Bridgeport Area Plan Land Use Map – “Residential (Single-Family)”	No change
702 Policy Designation:	Lot Size Policy 5448 (adopted by Council in 1991) – permits subdivision of properties in accordance with the provisions of “Single Detached (RS1/B)”.	No change
Zoning:	Single Detached (RS1/D)	Single Detached (RS1/B)

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 (2) lots, each approx. 559 m ² (6,017.2 ft ²)	none
Setback – Front & Rear Yards (m):	Min. 6.0 m	6.0 m Min.	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

Other: Tree replacement compensation required for loss of significant trees.



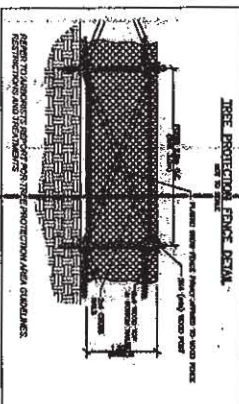
LEGEND - TREE RETENTION

- ⊕ denotes TREE HAZARD. Refer to report and tree inventory for type.
- ⊙ denotes TREE TO BE REMOVED AND REPLANTED.
- ⊕ denotes TREE TO BE REMOVED. Remove any nearby special measures.
- ⊕ denotes UNDER BRUIE SIZE TREE TO BE REMOVED. Species and size on record.
- ⊕ denotes OFFSITE tree requiring PROTECTION. Refer to Tree Retention Plan.
- ⊕ denotes OFFSITE tree requiring PROTECTION. Refer to Tree Retention Plan.

If recommended for removal (see legend) or REPLANT, to owner.

⊕ denotes OFFSITE tree requiring PROTECTION. Refer to Tree Retention Plan.

⊕ denotes OFFSITE tree requiring PROTECTION. Refer to Tree Retention Plan.



For the purpose of this drawing, the following definitions apply:

Tree: A plant with a woody stem and a spreading canopy of leaves or needles.

Shrub: A plant with a woody stem and a spreading canopy of leaves or needles.

Under-bruiie size tree: A tree with a diameter at breast height (DBH) of less than 100 mm.

Tree hazard: A tree that is likely to cause damage or injury to people or property.

Tree retention: The process of protecting a tree from damage or removal.

Tree removal: The process of cutting down a tree.

Tree replanting: The process of planting a new tree in the same location as a removed tree.

ACL
 arbotech consulting ltd
 Suite 200 - 3740 Chatham Street
 Richmond, BC Canada V6E 2Z3
 P 604 275 3484 F 604 275 9554
 email: info@arbotech.bc.ca

TREE RETENTION DRAWING

Client: AJIT THALIWAL - GURJ JOHAL
 Project: PROPOSED TWO LOT SUBDIVISION
 Address: 10391 FINLAYSON DRIVE RICHMOND
 Date: AUGUST 17 2011
 Our File: 11213

PLN - 80

Muni File:

Scale 1:250



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8822 (RZ 11-588990)
10391 FINLAYSON DRIVE**

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 (RS1/B)**.

P.I.D. 009-275-321

The South 134 Feet of Lot "B" Section 23 Block 5 North Range 6 West New Westminster District Plan 22503

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8822"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond
Planning and Development Department

Report to Committee
Fast Track Application

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: October 7, 2011
File: RZ 11-585027
Re: Application by Raj Dhaliwal for Rezoning at 10020 Aquila Road from Single Detached (RS1/E) to Coach Houses (RCH)

Staff Recommendation

That Bylaw No.8824, for the rezoning of 10020 Aquila Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Item	Details
Application	RZ 11-585027
Location	10020 Aquila Road
Owner	Raj Dhaliwal
Applicant	Raj Dhaliwal

Date Received	July 20, 2011
Acknowledgement Letter	August 8, 2011
Fast Track Compliance	September 29, 2011
Staff Report	October 7, 2011
Planning Committee	November 8, 2011

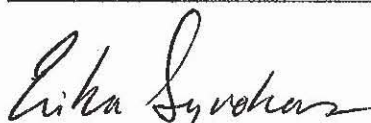
Site Size	714 m ² (7,685.7 ft ²)
Land Uses	Existing – One (1) single detached dwelling
	Proposed – Two (2) single detached lots 383 m ² (4,122.7 ft ²) and 331 m ² (3,562.9 ft ²)
Zoning	Existing – Single Detached (RS1/E)
	Proposed – Coach Houses (RCH)
Planning Designations	<ul style="list-style-type: none"> • Official Community Plan (OCP) Generalized Land Use Map designation – “Neighbourhood Residential”. • OCP Specific Land Use Map designation - “Low-Density Residential”. • Lot Size Policy 5443 (adopted by Council 1990/amended 2006) - permits rezoning and subdivision of lots fronting Williams Road to “Single Detached (RC2)” or “Coach Houses (RCH)” providing no direct accesses are created to the arterial roads (Attachment 2). The current proposal would create two (2) lots, one (1) approximately 11.890 m wide and a second 10.058 m wide, with vehicle access from an existing operational rear lane off Aquila Road. • Lane Establishment and Arterial Road Redevelopment Policies - The rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies, as it is a single-family residential development proposal with access to an operational lane. <p><i>This application conforms with applicable land use designations and policies</i></p>

Surrounding Development	<ul style="list-style-type: none"> • The subject property is located on the corner of Williams Road and Aquila Road. In recent years, both the north and south sides of this block of Williams Road have undergone considerable redevelopment to smaller lots through rezoning and subdivision. Other lots within close proximity have redevelopment potential due to the existing rear lane system. • Development immediately surrounding the subject lot is as follows: <ul style="list-style-type: none"> ○ To the north, across Williams Road are new single detached dwellings zoned "Compact Single Detached (RC1)"; ○ To the east, is a single detached dwelling zoned "Single Detached (RS1/E)"; ○ To the south, is a single detached dwelling zoned "Single Detached (RS1/E)"; ○ To the west, across Aquila Road is a single detached dwelling zoned "Single Detached (RS1/E)" and further along Williams Road are new single detached dwellings zoned "Compact Single Detached (RC1)".
Staff Comments	<p><u>Background</u></p> <p>A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).</p> <p><u>Trees & Landscaping</u></p> <ul style="list-style-type: none"> • The site survey (Attachment 4) submitted by the applicant shows the presence of two (2) bylaw-sized trees on City-owned property along the Williams Road frontage, one (1) bylaw-sized tree on City-owned property along Aquila Road, as well as a hedge along both the Williams Road and Aquila Road frontages. There are no bylaw-sized trees on site. • The Parks Department has reviewed the site survey and has provided preliminary approval for removal of the street tree adjacent to the site's west property line (Tree #1) to enable frontage improvements along Aquila Road. No compensation is required as planting of two (2) to three (3) street trees at 9 m spacing along Aquila Road are part of the servicing requirements.

Staff Comments (Con't)	<ul style="list-style-type: none"> • Tree #3 located on City-owned property along the Williams Road frontage is situated in a pre-cast concrete surround; therefore, no tree protection barrier is required. However, Tree #2 is located in the grass boulevard and tree protection according to City standard must be provided prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed. • To illustrate how the front yard along Aquila Road and flanking side yard along Williams Road of the future corner lot will be treated, the applicant has submitted a Landscape Plan (Attachment 5) prepared by a Registered Landscape Architect for the future corner lot (Lot A) in support of the application. The Landscape Plan indicates the front yard and flanking side yard will be landscaped with a mixture of small trees, shrubs and ground cover, and is considered in compliance with the guidelines of the Official Community Plan's Arterial Road Redevelopment Policy. In order to ensure that this work is undertaken, the applicant has agreed to provide a landscape security in the amount of \$6,049.40 for the future corner lot prior to final adoption of the rezoning bylaw. • Council Policy adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain four (4) trees [two (2) trees per future lot] (minimum 6 cm deciduous calliper/2.5 m coniferous height). • As a condition of rezoning, the applicant must submit a Landscape Plan for future Lot B, prepared by a Registered Landscape Architect, along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that two (2) replacement trees are planted and maintained, and that the front yard of the future lot will be enhanced. <p><u>Building Elevation Plans</u></p> <p>To illustrate how the future corner lot interface will be treated, the applicant has submitted a set of preliminary Building Elevations (Attachment 6). The plans indicate that the main entrance to the future dwelling on the corner lot is from Aquila Road. At future development stage, Building Permit plans must be in compliance with zoning.</p>
------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Staff Comments (Con't)	<p><u>Affordable Housing</u> Richmond's Affordable Housing Strategy requires a secondary suite or coach house 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.</p> <p>This rezoning application to permit a subdivision to create two (2) lots, each with a principal single-family dwelling and accessory coach house above a garage, conforms to the Affordable Housing Strategy.</p> <p><u>Site Servicing</u> Prior to final adoption of the rezoning bylaw, the developer is required to dedicate a 4 m x 4 m corner cut at the corner of Aquila Road and Williams Road.</p> <p>Prior to approval of Subdivision, the developer will be required to enter into the City's standard Servicing Agreement for design and construction of road upgrading along the entire frontage on Aquila Road and Lane upgrading along entire frontage on the existing lane at their sole cost including, but are not limited to:</p> <ol style="list-style-type: none"> 1. Aquila Road - curb & gutter, pavement widening, 1.5 m concrete sidewalk near the east property line of Aquila Road, grass boulevard (between back of curb & sidewalk), street trees at 9 m spacing, and street lighting. 2. Lane - full lane construction to current standards, which includes Storm sewer, sand/gravel base, rollover curb & gutter (both sides), asphalt pavement, and lane lighting. <p>Note: Design to include water, storm and sanitary connections for each lot.</p> <p><u>Vehicular Access</u> Vehicular access to the site at future development stage is not permitted to or from Williams Road as per Bylaw 7222. Access is to be from the new rear lane only. A Covenant will be required at future subdivision stage to ensure that vehicular access to the new corner lot will be from the lane only, with no direct access permitted to Aquila Road.</p> <p><u>Flood Management</u> Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.</p>
------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Staff Comments (Con't)	<u>Subdivision</u> At future Subdivision stage, the applicant will be required to pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.
Analysis	This is a relatively straightforward redevelopment proposal. This redevelopment proposal is consistent with Lot Size Policy 5443 as the property is into two lots, approximately 11.9 m and 10.1 m wide. The rezoning application also complies with the Lane Establishment and Arterial Road Redevelopment Policies, as it is a residential coach house development on an arterial road where there is an existing municipal lane. The future lots will have vehicle access to the laneway with no access being permitted onto Williams Road.
Attachments	Attachment 1: Location Map/Aerial Photo Attachment 2: Lot Size Policy 5443 Attachment 3: Development Application Data Sheet Attachment 4: Tree Survey Attachment 5: Preliminary Landscape Plan for Lot A Attachment 6: Preliminary Architectural Plans
Recommendation	Staff have reviewed the technical merits of the application for rezoning of 10020 Aquila Road. The rezoning application complies with all policies and land use designations contained within the Official Community Plan (OCP) and is consistent with the direction of redevelopment currently ongoing in the surrounding area. On this basis, staff support the application.



Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

Prior to final adoption of Zoning Amendment Bylaw 8824, the developer is required to complete the following:

1. Dedication of a 4 m x 4 m corner cut at Aquila Road and Williams Road.
2. Submission of a Landscaping Security to the City of Richmond in the amount of \$6,049.40 for the landscape works as per the landscape plan for the corner lot (Lot A) attached to the report (**Attachment 5**).
3. Submission of a Landscape Plan for future Lot B, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect (including installation costs). 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; and

- Include the two (2) replacement trees with a minimum size/height of 6 cm deciduous calliper/ 2.5 m coniferous height.
4. Submission of a Tree Survival Security to the City in the amount of \$1,000 for Tree #2. The City will release 90% of the security after construction and landscaping on the future lots is completed and inspections are approved. The remaining 10% of the security would be released one (1) year later subject to inspection.
 5. Registration of a flood indemnity covenant on Title.

At demolition stage*, the applicant will be required to:

- Obtain formal tree removal authorization from the Parks Department and pay compensation of \$650 to remove Tree # 1 located on City-owned property.
- Install Tree Protection Fencing around Tree #2 located on City-owned property to be retained.

At subdivision stage*, the developer will be required to:

1. Enter into a standard Servicing Agreement for design and construction of road upgrading along the entire frontage on Aquila Road and Lane upgrading along entire frontage on the existing lane at their sole cost including, but are not limited to:
 - a) Aquila Road - curb & gutter, pavement widening, 1.5m concrete sidewalk near the east property line of Aquila Road, grass boulevard (between back of curb & sidewalk), street trees at 9 m spacing, and street lighting.
 - b) Lane - full lane construction to current standards which includes Storm sewer, sand/gravel base, rollover curb & gutter (both sides), asphalt pavement, and lane lighting. Note: Design to include water, storm and sanitary connections for each lot.
2. Register a Restrictive Access Covenant, to ensure that vehicular access for the proposed corner lot is to be from the rear lane only.
3. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fee, and servicing costs.

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.

[Signed original on file]

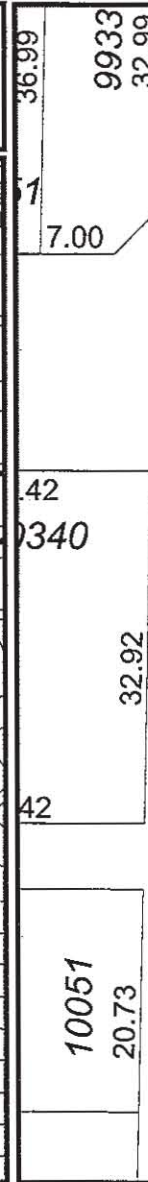
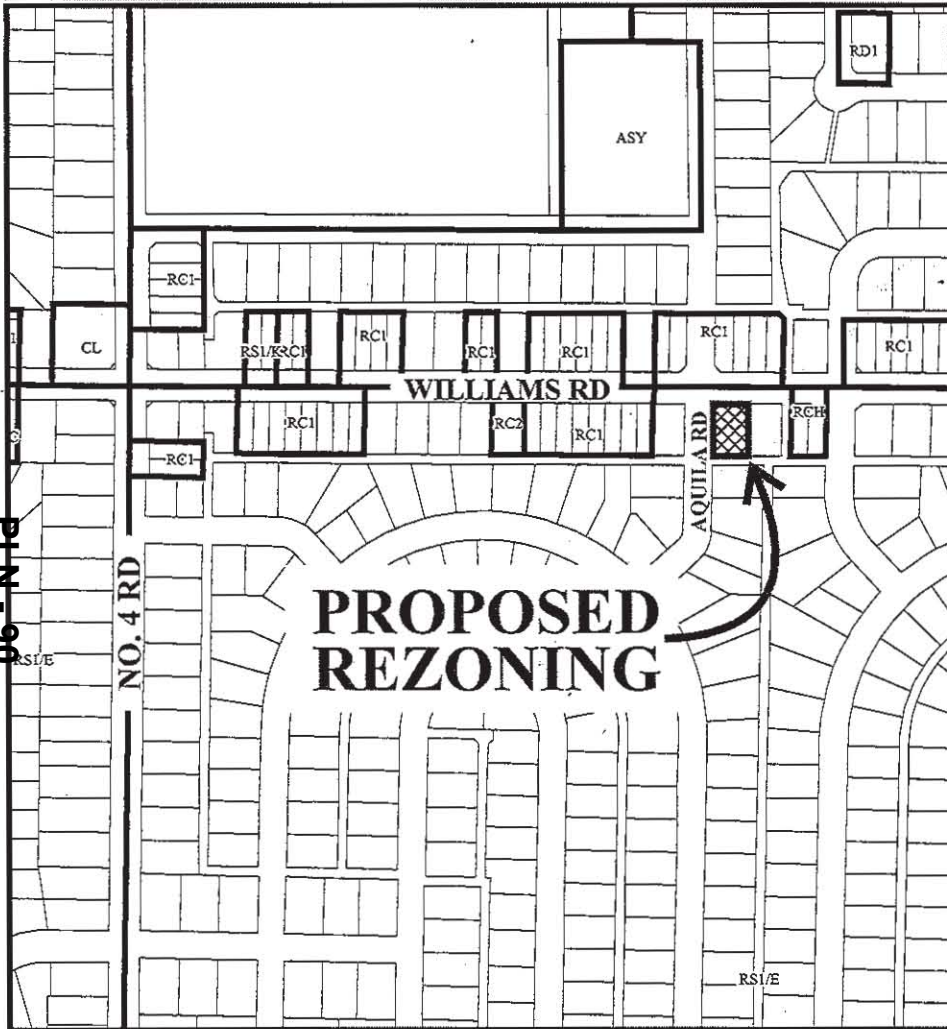
Signed

Date

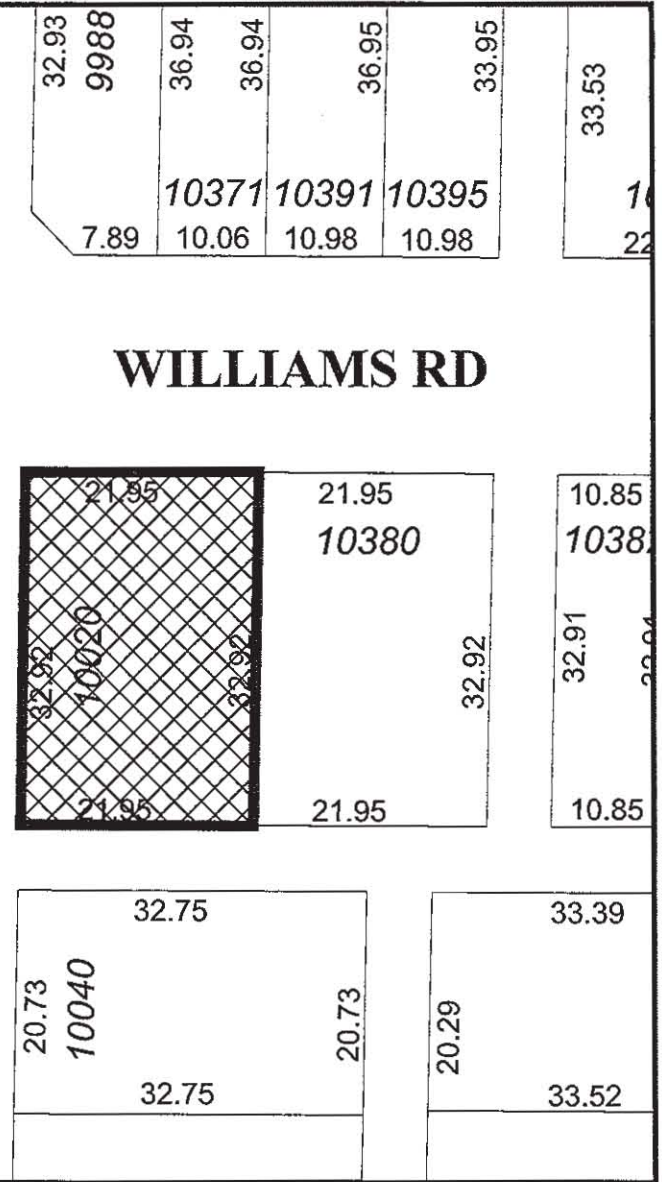


City of Richmond

06-N7d



AQUILA RD

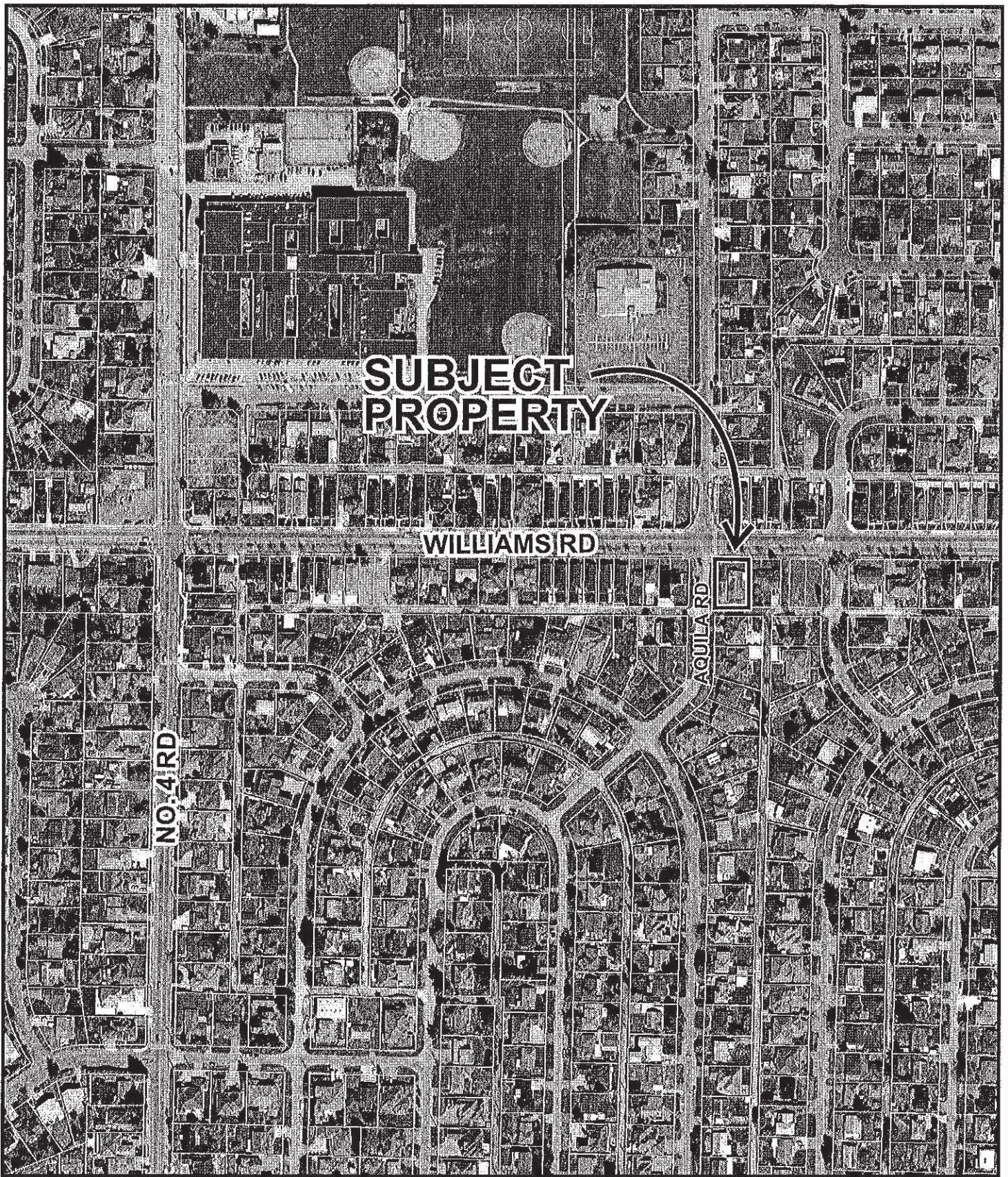


RZ 11-585027

Original Date: 07/28/11

Revision Date:

Note: Dimensions are in METRES



RZ 11-585027

PLN - 91

Original Date: 07/28/11

Amended Date:

Note: Dimensions are in METRES



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: December 17, 1990

POLICY 5443

Amended by Council: December 18, 2006

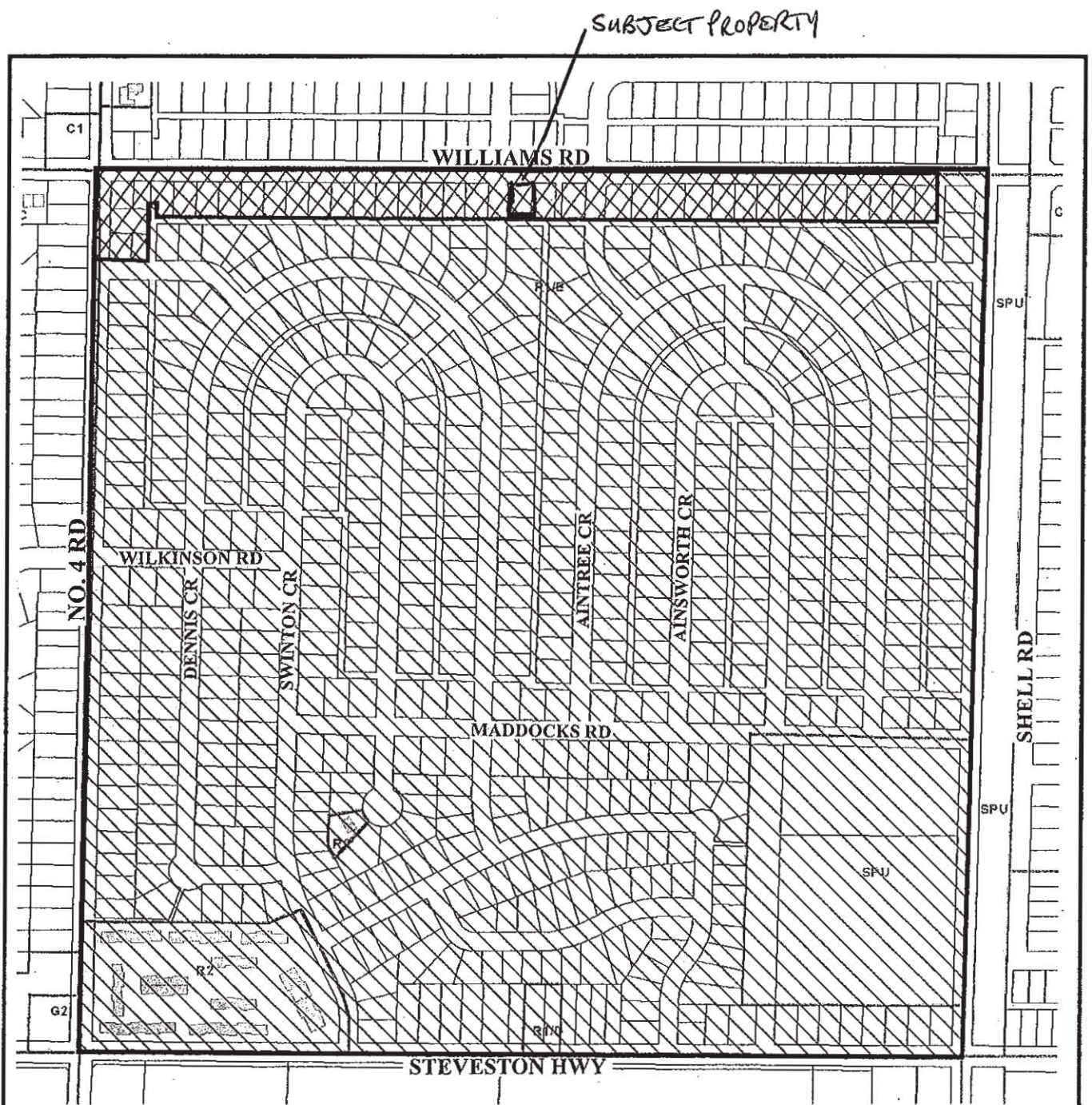
File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 35-4-6

POLICY 5443:

The following policy establishes lot sizes in Section 35-4-6 located in the area bounded by **Steveston Highway, Shell Road, No. 4 Road and Williams Road:**

1. That properties within the area bounded by Steveston Highway, Shell Road, No. 4 Road and Williams Road, in Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) as per Zoning and Development Bylaw 5300, with the exception that:
 - a) Properties fronting on Williams Road from No. 4 Road to Shell Road and properties fronting on No. 4 Road from Williams Road to Dennis Place, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R9) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, except as per the amending procedures contained in the Zoning and Development Bylaw 5300.



Subdivision permitted as per **R1/E**.



Subdivision permitted as per R1-0.6 or R9 provided that access is to a constructed lane and not to the arterial road.



Policy 5443 Section 35, 4-6

Adopted Date: 12/17/90

Amended Date: 12/18/06



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

RZ 11-585027

Attachment 3

Address: 10020 Aquila Road

Applicant: Raj Dhaliwal

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Raj Dhaliwal	To be determined
Site Size (m²):	714 m ² (7,685.7 ft ²)	Two (2) lots 383 m ² (4,122.7 ft ²) and 331 m ² (3,562.9 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings with one (1) coach house per lot
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential	No change
702 Policy Designation:	Compact Single Detached (RC1) or Coach Houses (RCH)	No change
Zoning:	Single Detached (RS1/E)	Coach Houses (RCH)
Other Designations:	Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment along this arterial road.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	270 m ² (2,906.35 ft ²)	383 m ² (4,122.7 ft ²) & 331 m ² (3,562.9 ft ²)	none
Setback – Front & Rear Yards (m):	6.0 m Min.	6.0 m Min.	none
Setback – Side Yard (m):	Min. 1.2 m / Min. 3.0 m along Aquila Road	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

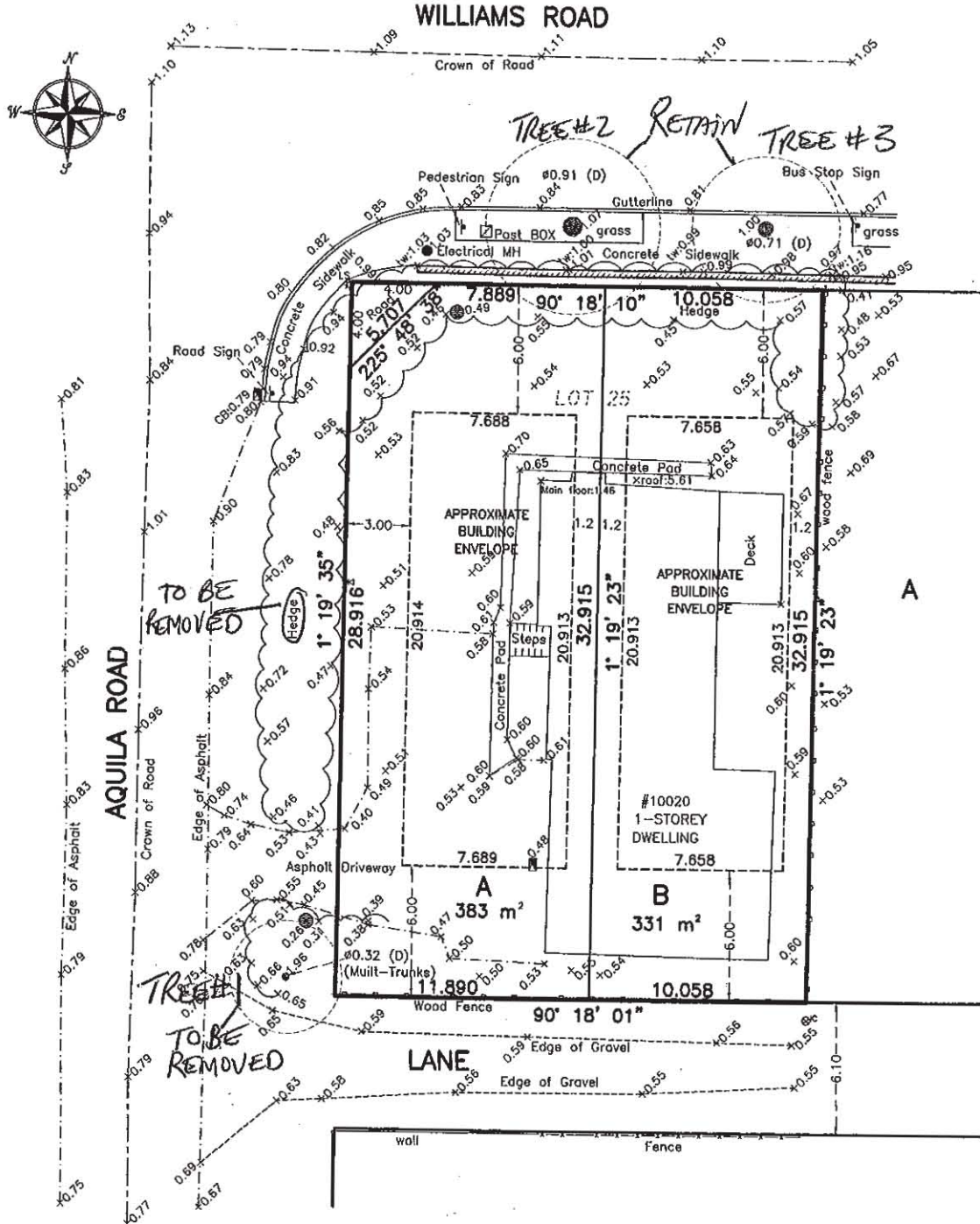
Other: Tree replacement compensation required for loss of significant trees.

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 25 BLOCK 11
SECTION 35 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 18549**

SCALE: 1:200 ATTACHMENT 4

#10020 AQUILA ROAD,
RICHMOND, B.C.
P.I.D 004-132-360

0 5 10 15
ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



© 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. 4544
FB-188 P24-26
Drawn By: TH

LEGEND:

- (D) denotes deciduous
- MH denotes manhole
- ☐ denotes catch basin
- WV denotes water valve
- LS denotes lamp standard
- tw denotes top of concrete retaining wall
- denotes round catch basin
- IC denotes inspection chamber

NOTE:

Elevations shown are based on City of Richmond HPN
Benchmark network.
Benchmark: HPN #191, Control Monument 02H2453
Located at S edge traffic island @ Riverside Dr &
Featherstone Way
Elevation = 1.664 metres

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

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

DWG No. 4544-TOPO

PLN - 95

JULY 12th, 2011

WILLIAMS ROAD

PLN - 96

AQUILA ROAD



NOTE: EXISTING HEDGE TO BE REMOVED AS REQUESTED BY CITY

EXISTING TREE TO BE RETAINED

EXISTING TREE TO BE REMOVED

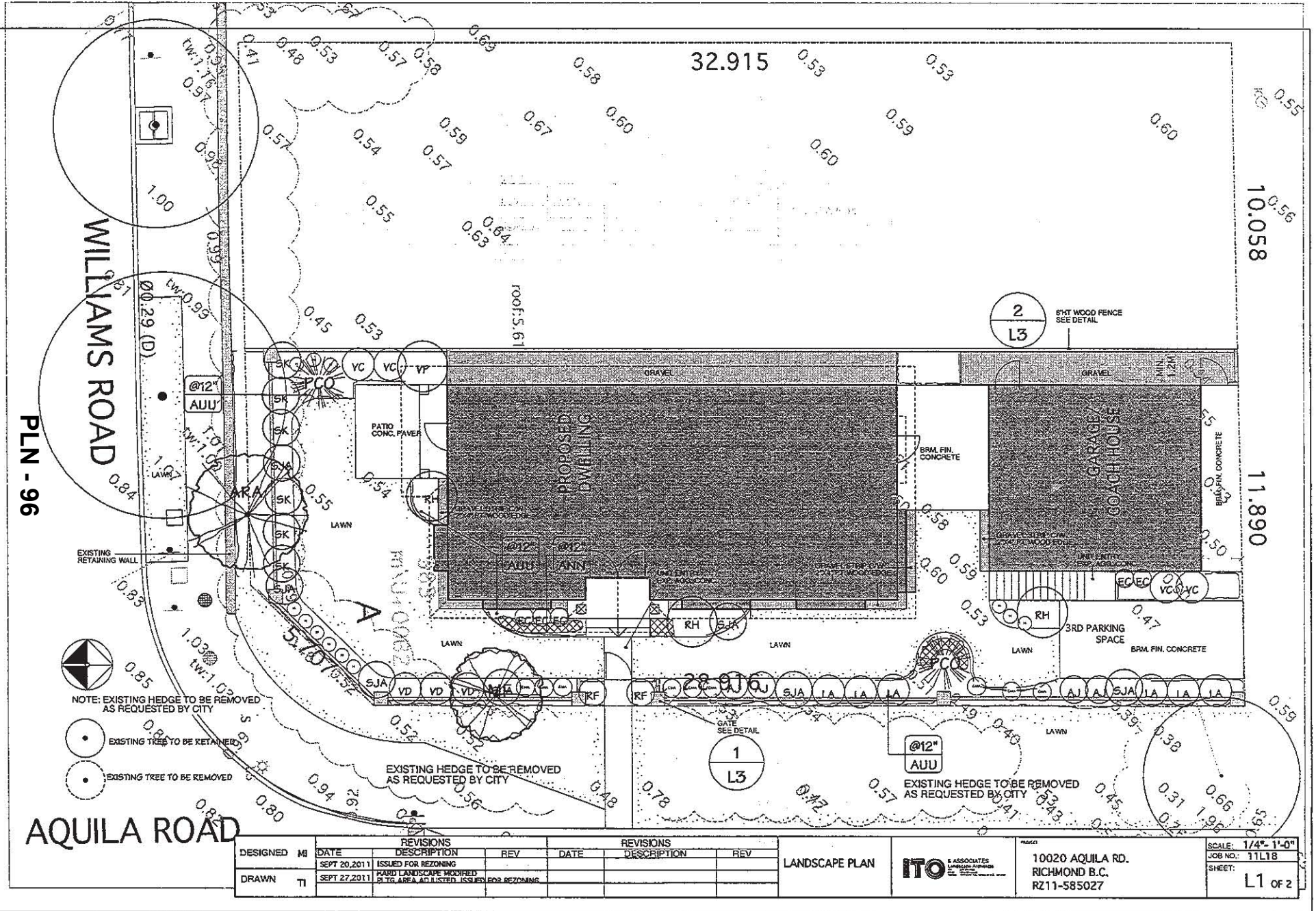
DESIGNED	DATE	REVISIONS	REV	DATE	REVISIONS	REV
MI	SEPT 20, 2011	ISSUED FOR REZONING				
DRAWN	TI	REVISIONS				
	SEPT 27, 2011	LANDSCAPE MODIFIED TO 1/4" AREA AS LISTED. ISSUED FOR REZONING				

LANDSCAPE PLAN

ITO & ASSOCIATES
Landscape Architecture

10020 AQUILA RD.
RICHMOND B.C.
R211-585027

SCALE: 1/4" = 1'-0"
JOB NO.: 11L18
SHEET: L1 OF 2



PLANT LIST

PROJECT ADDRESS 11491 WILLIAMS RD. RICHMOND

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
ARA	1	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG MAPLE	5.0cm CAL. B&B 1.8m S
MF	1	MALUS FLORIBUNDA	FLOWERING CRABAPPLE	5.0cm CAL. B&B 1.8m S
PCO	2	PICEA OMORICA	SERBIAN SPRUCE	1.5m HT. B&B

SHRUBS

AJ	4	AZALEA JAPONICA **	JAPANESE AZALEA	#2 POT
EC	5	ERICA CARNEA	WINTER HEATHER	#2 POT
LA	6	LEUCOTHOE AXILLARIS	COAST LEUCOTHOE	#2 POT
RH	3	RHODODENDRON **	RHODODENDRON	#5 POT
RF	2	ROSA FLOWER CARPET	FLOWER CARPET ROSE	#1 POT
SK	6	SKIMMIA JAPONICA	SKIMMIA	#2 POT
SJA	7	SPIRAEA JAPONICA 'ANTHONY WANTHONY'	ANTHONY WATERER SPIRAEA	#2 POT
VC	4	VACCINIUM CORYMBOSUM	NORTHERN HIGHBUSH	#2 POT
VP	1	VACCINIUM PARVIFOLIUM	HUCKLEBERRY	#2 POT
VD	3	VIBURNUM DAVIDII	DAVID'S VIBURNUM	#2 POT

GROUND COVERS

AUI	190	ARCTOSTAPHYLOS UVA URSI	KINKINNICK	#SP3 POT
-----	-----	-------------------------	------------	----------

PERENNIALS/ANNUALS/FERNS/GRASSES/AQUATIC PLANTS

CMA	9	CAREX MORROWII 'AURO-VARIE'	CAREX	#1 POT
H	12	HEMEROCALLIS 'STELLA D'ORO'	GOLD DAY LILY	#1 POT
ANN	40	ANNUALS **		#SP3 POT

NOTES

** DENOTES SPECIES AND VARIETY TO BE APPROVED BY THE LANDSCAPE ARCHITECT.

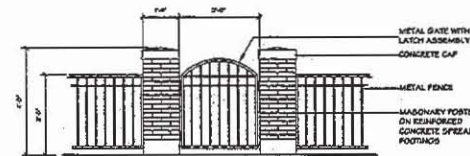
ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT BRITISH COLUMBIA LANDSCAPE STANDARDS.

PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CNRA STANDARDS FOR NURSERY STOCK AND THE BC NA STANDARDS FOR CONTAINER GROWN PLANTS

EXISTING TREE REPLACEMENT RATIONAL

PROJECT ADDRESS (RZ. NO.)

EXISTING TREE TO BE REMOVED	QTY	SIZE	REQUIRED QTY OF REPLACEMENT TREES	PROPOSED TREES	BALANCE
Ø30-40CM	-	Ø8CM CAL./4.0M HT.	-	-	0
Ø40-50CM	-	Ø9CM CAL./5.0M HT.	-	-	0



NOTE:

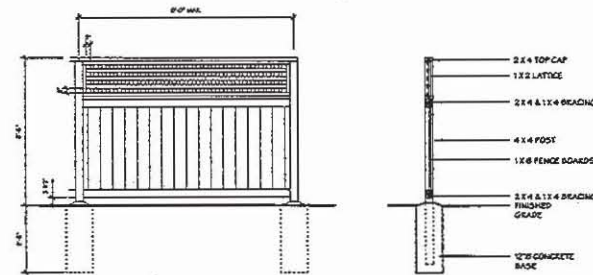
ALL WOOD SHALL BE PRESSURE TREATED FOR S.A.S.

ALL WOOD SHALL BE STAINED WITH 3 COATS SOLID STAIN, COLOUR TO BE COORDINATED WITH THE BUILDING AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO APPLICATION.

ALL NAILS AND OTHER METAL COMPONENTS SHALL BE GALVANIZED.

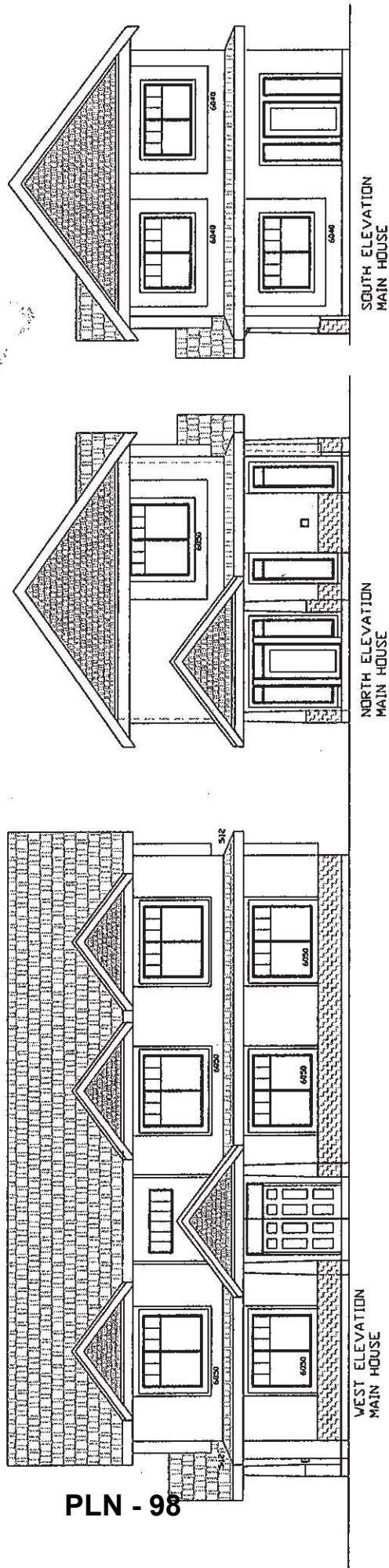
ALL GATES SHALL BE PROVIDED WITH METAL LATCH ASSEMBLIES

1 METAL FENCE
SCALE: 1/4"=1'-0"

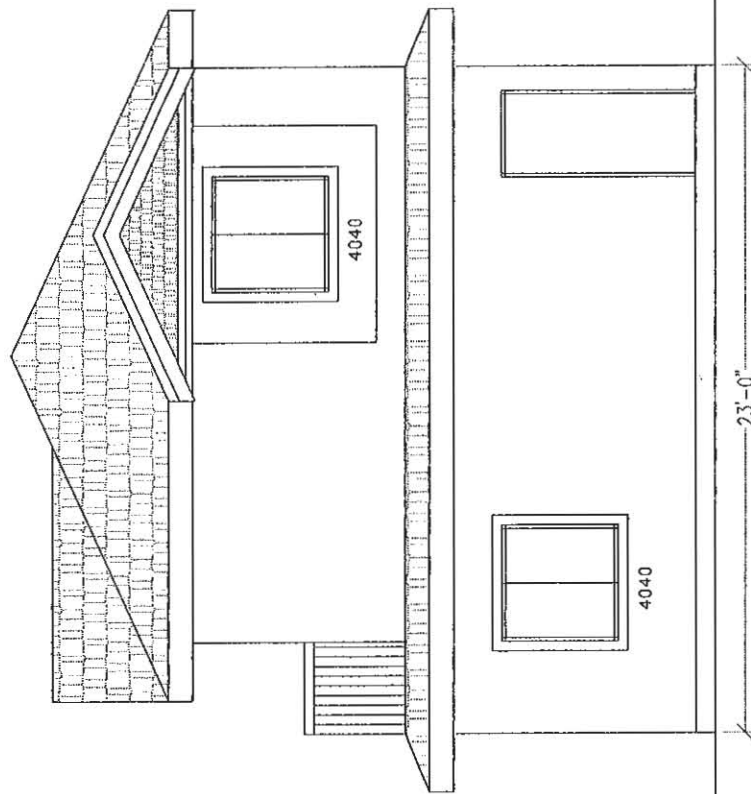


2 6' HT WOOD FENCE DETAIL
SCALE: 3/4"=1'-0"

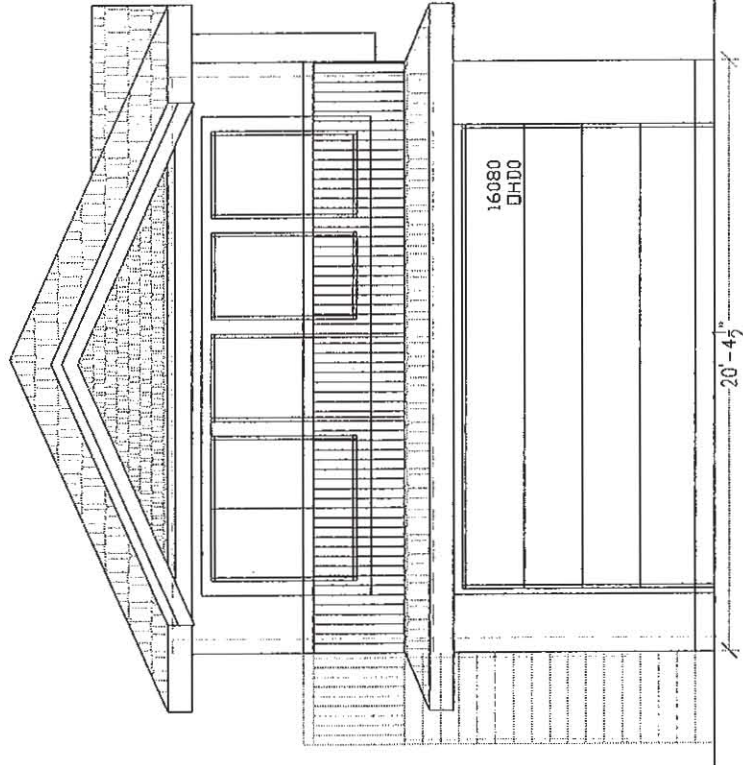
DESIGNED	MI	REVISIONS			DATE	REVISIONS			PLANT LIST/ DETAILS	PROJECT	10020 AQUILA RD. RICHMOND B.C. RZ11-585027	SCALE: 1/4"=1'-0" JOB NO.: 11L18 SHEET: L2 OF 2
		DATE	DESCRIPTION	REV		DATE	DESCRIPTION	REV				
		SEPT 20, 2011	ISSUED FOR REZONING									
DRAWN	TI	SEPT 27, 2011	FINAL LANDSCAPE MODIFIED PLANT AREA ADJUSTED, ISSUED FOR SOIL REZONING									



PLN - 98



SIDE ELEVATION
(COACH HOUSE)



GARAGE/
COACH HOUSE



City of Richmond

Bylaw 8824

Richmond Zoning Bylaw 8500 Amendment Bylaw 8824 (RZ 11-585027) 10020 AQUILA ROAD

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

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

P.I.D. 004-132-360

Lot 25 Block 11 Section 35 Block 4 North Range 6 West New Westminster District Plan 18549

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8824"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond

Report to Committee

To: Planning Committee **Date:** October 19, 2011
From: Cathryn Volkering Carlile **File:** 08-4057-05/2010
General Manager - Community Services
Re: **Housing Agreement (Concord Monet Project GP Ltd.) Bylaw No. 8828 -
To Secure Affordable Housing Units located in 9099 Cook Road**

Staff Recommendation

That Bylaw No. 8828 be introduced and given first, second, and third readings to permit the City, once Bylaw No. 8828 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application No. 10-557918.

Cathryn Volkering Carlile
General Manager - Community Services
(604-276-4068)

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law.....		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Development Applications.....		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

Staff Report

Origin

The purpose of this report is to recommend Council adoption of a Housing Agreement Bylaw (Bylaw No. 8828, **Attachment 1**) to secure 7 affordable housing units in a proposed development at 9099 Cook Road (map 1, **Attachment 2**).

The report and bylaw are consistent with Council's adopted term goal:

Improve the effectiveness of the delivery of social services in the City through the development and implementation of a Social and Community Services Strategy that includes.....increased social housing, implementation of the campus of care concept and an emergency shelter for women...

Concord Monet Project GP Ltd. has applied to rezone 9099 Cook Road from "Single Detached (RS1/F)" to "High Rise Apartment (ZHR8)-North McLennan (City Centre)" of approximately 142 units, 7 affordable rental housing units within a 16-storey high-rise residential tower, and a six-storey mid-rise building over a parking structure, and 11 two-storey townhouse units with ground level entry.

This rezoning application received second and third reading at the Public Hearing on July 26, 2011. Execution of the Housing Agreement is a rezoning consideration of the Concord Monet Project GP Ltd. application.

The residential component includes seven low end market rental units, consisting of four two-bedroom; two-storey townhouse units; two two-bedroom apartment units; and a one-bedroom apartment unit.

The *Local Government Act*, Section 905, states that a local government may, by bylaw, enter into a Housing Agreement to secure affordable housing units. The proposed Housing Agreement Bylaw for the subject Concord Monet Project GP Ltd. development (Bylaw 8828) is presented in **Attachment 1**. It is recommended that the Bylaw be introduced and given first, second, and third readings. Following adoption of the Bylaw, the City will be able to execute the Housing Agreement and arrange for notice of the agreement to be filed in the Land Title Office.

Analysis

As noted, the subject rezoning application involves the development of 7 low end market rental units, including: four two-bedroom, two-storey townhouse units; two two-bedroom apartment units; and a one-bedroom apartment unit.

The applicant has agreed to register notice of the Housing Agreement on title to secure the 7 affordable rental units. The Housing Agreement restricts the annual household incomes for eligible occupants and specifies that the units must be made available at low end market rates in

perpetuity. The agreement also includes provisions for annual adjustment of the maximum annual household incomes and the rental rates. The applicant has agreed to the terms and conditions of the attached Housing Agreement (**Attachment 3**).

Financial Impact

Administration of this Housing Agreement will be covered by existing City resources.

Conclusion

In accordance with the Local Government Act (Section 905), adoption of Bylaw No. 8828 is required to permit the City to enter into a Housing Agreement to secure 7 low end market rental units that are proposed in association with Rezoning Application No. 10-557918.

It is thus recommended that first, second, and third reading be given to Bylaw No. 8828.

A handwritten signature in black ink, appearing to read 'D. Beno'.

Dena Kae Beno
Affordable Housing Coordinator
(604) 247-4946

Attachment 1	Housing Agreement 9099 Cook Road) Bylaw No. 8828	Doc #3390857
Attachment 2	Map of proposed development at 9099 Cook Road	Doc #3391324
Attachment 3	Housing Agreement – Concord Monet Project GP Ltd.	Doc #3384399



**City of
Richmond**

Bylaw 8828

Housing Agreement (9099 Cook Road) Bylaw No. 8828

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the land legally described as:

No PID Number

Lot 1 Section 10 Block 4 North Range 6 West New Westminster District Plan

BCP _____

2. This Bylaw is cited as **“Housing Agreement (9099 Cook Road) Bylaw No. 8828”**.

FIRST READING

SECOND READING

THIRD READING

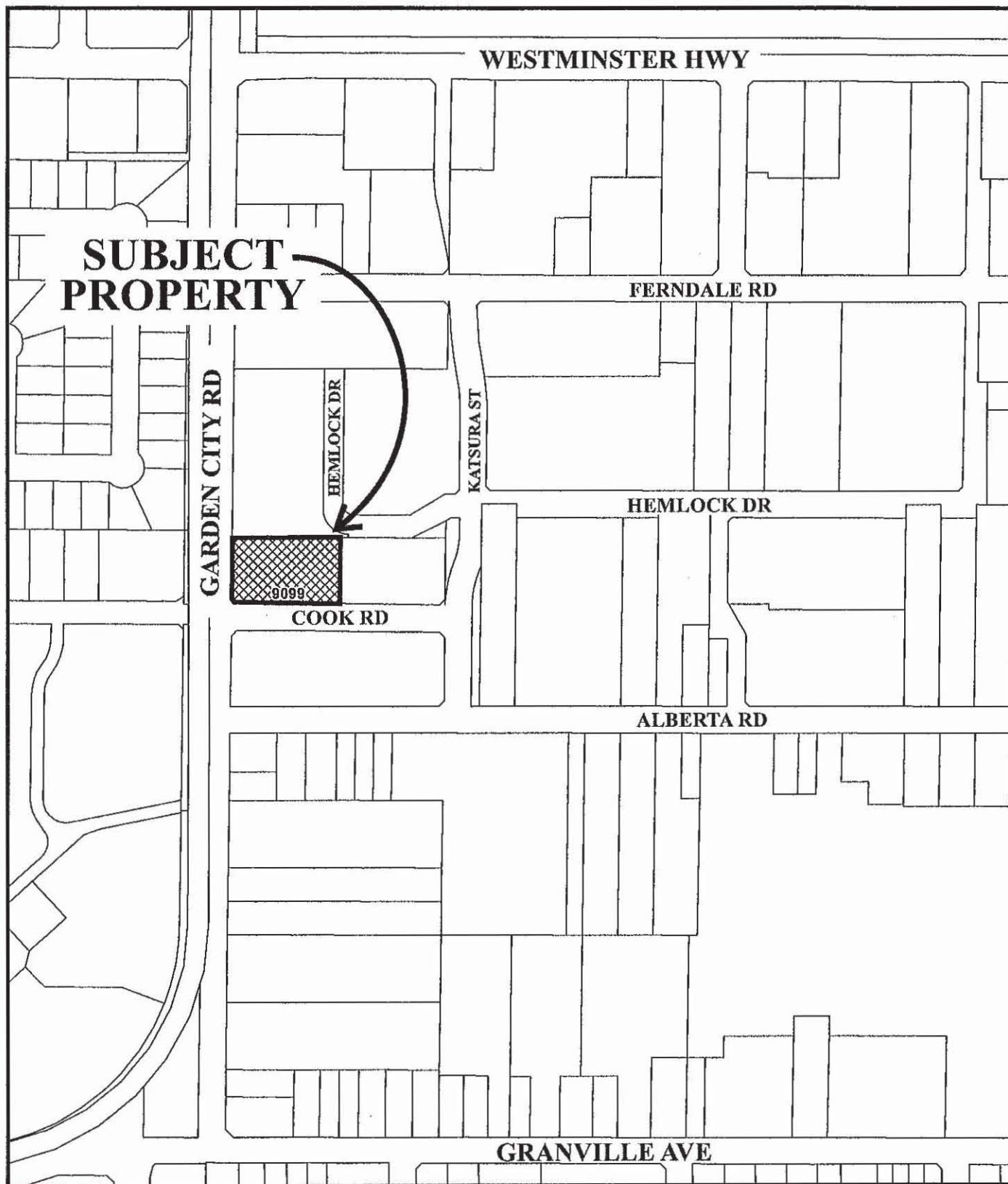
ADOPTED

_____	CITY OF RICHMOND

_____	APPROVED for content by originating dept.
_____	APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER



**SUBJECT
PROPERTY**

GARDEN CITY RD

HEMLOCK DR

KATSURA ST

WESTMINSTER HWY

FERNDALE RD

HEMLOCK DR

COOK RD

ALBERTA RD

GRANVILLE AVE



9099 Cook Road

Original Date: 10/20/11

Revision Date:

Note: Dimensions are in METRES

Schedule A

To Housing Agreement (9099 Cook Road) Bylaw No. 8828

HOUSING AGREEMENT BETWEEN CONCORD MONET PROJECT GP LTD. AND
CITY OF RICHMOND IN RELATION TO 9099 COOK ROAD

HOUSING AGREEMENT
(Section 905 *Local Government Act*)

THIS AGREEMENT is dated for reference the 13th day of October, 2011.

BETWEEN:

CONCORD MONET PROJECT GP LTD.

(Inc. No. BC0899219)

a company duly incorporated under the laws of the Province of British Columbia and having its offices at 900 – 1095 West Pender Street, Vancouver BC V6E 2M6

(the “Owner” as more fully defined in section 1.1 of this Agreement)

AND:

CITY OF RICHMOND

a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the “City” as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 905 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the registered owner of the Lands (as hereinafter defined);
- C. As a condition of approving Rezoning Application RZ 10-557918 to rezone the Lands, the Owner is required to register the City’s standard Housing Agreement to secure at least seven (7) Affordable Housing Units (as hereinafter defined) being constructed on the Lands; and

- D. The Owner and the City wish to enter into this Agreement (as hereinafter defined) to provide the Affordable Housing Units (as hereinafter defined) on the terms and conditions set out in this Agreement.

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
- (b) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (c) **"City"** means the City of Richmond;
- (d) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (e) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (f) **"Dwelling Unit"** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (g) **"Eligible Tenant"** means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$31,500 or less;
 - (ii) in respect to a one bedroom unit, \$35,000 or less;

- (iii) in respect to a two bedroom unit, \$42,500 or less; or
- (iv) in respect to a three or more bedroom unit, \$51,000 or less

provided that, commencing July 1, 2010, the annual incomes set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;

- (h) **"Family"** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (i) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) charging the Lands registered on the ____ day of ____, 2011 under number _____;
- (j) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238;
- (k) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250;
- (l) **"Lands"** means the following lands and premises situate in the City of Richmond and any part, including a building or a portion of a building, into which said land is Subdivided:

 No PID Number
 Lot 1 Section 10 Block 4 North Range 6 West New Westminster District Plan
 BCP _____
- (m) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 1996, Chapter 323;
- (n) **"LTO"** means the New Westminster Land Title Office or its successor;

- (o) **"Owner"** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (p) **"Permitted Rent"** means no greater than:
 - (i) \$788.00 a month for a bachelor unit;
 - (ii) \$875.00 a month for a one bedroom unit;
 - (iii) \$1,063.00 a month for a two bedroom unit; and
 - (iv) \$1,275.00 a month for a three (or more) bedroom unit,

provided that, commencing July 1, 2010, the rents set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;
- (q) **"Real Estate Development Marketing Act"** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41;
- (r) **"Residential Tenancy Act"** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78;
- (s) **"Strata Property Act"** means *Strata Property Act* S.B.C. 1998, Chapter 43;
- (t) **"Subdivide"** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the *Real Estate Development Marketing Act*;
- (u) **"Tenancy Agreement"** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (v) **"Tenant"** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2

USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the

form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.

ARTICLE 3

DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than five (5) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) Affordable Housing Units.
- 3.3 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will not require the Tenant or any permitted occupant to pay any strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cablevision, telephone, other telecommunications, gas, or electricity fees, charges or rates;
 - (d) the Owner will attach a copy of this Agreement to every Tenancy Agreement;

- (e) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(g) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.3(f)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(g) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.3(f)(ii) of this Agreement, termination shall be effective on the day that is 6 months following the date that the Owner provided the notice of termination to the Tenant;

- (g) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (h) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

3.4 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

**ARTICLE 4
DEMOLITION OF AFFORDABLE HOUSING UNIT**

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

**ARTICLE 5
STRATA CORPORATION BYLAWS**

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or amenities of the strata corporation.
- 5.5 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation except on the same basis that governs

the use and enjoyment of any common property, limited common property or other common areas, facilities or amenities of the strata corporation by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after ten (10) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 905 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 905 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units then City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The

Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.3 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.4 Indemnity

The Owner will indemnify, protect and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (c) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.5 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators,

personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement; and/or
- (b) the exercise by the City of any of its rights under this Agreement or an enactment.

7.6 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.7 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 905(5) of the *Local Government Act* will be filed on the title to the Lands;

7.8 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.9 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and

- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.10 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.11 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

To: Clerk, City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

And to: City Solicitor
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.12 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.13 Severability

If any provision of this Agreement is found to be invalid or unenforceable such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.14 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising

any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.15 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.16 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.17 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.18 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.19 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

CONCORD MONET PROJECT GP LTD.

by its authorized signatories:

Per: _____

Per: _____

CITY OF RICHMOND

by its authorized signatories:

Per: _____

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

Appendix A to the Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A
)	HOUSING AGREEMENT WITH
PROVINCE OF BRITISH COLUMBIA)	THE CITY OF RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____ the Affordable Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

[Names, addresses and phone numbers of Eligible Tenants *and their employer(s)*]:

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$_____ per month;
 - (b) the rent on the date of this statutory declaration: \$_____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$_____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title

Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of)
 Richmond, in the Province of British Columbia,)
 this _____ day of _____, 2011.)

 A Commissioner for Taking Affidavits in the)
 Province of British Columbia)

 DECLARANT



Housing Agreement (9099 Cook Road) Bylaw No. 8828

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the land legally described as:

No PID Number

Lot 1 Section 10 Block 4 North Range 6 West New Westminster District Plan
BCP _____

2. This Bylaw is cited as **"Housing Agreement (9099 Cook Road) Bylaw No. 8828"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED



MAYOR

CORPORATE OFFICER