



**City Council**

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

**Monday, November 25, 2013  
7:00 p.m.**

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ITEM

**MINUTES**

1. *Motion to:*

(1) *adopt the minutes of the Regular Council meeting held on Tuesday, November 12, 2013 (distributed previously); and*

**CNCL-9**

(2) *adopt the minutes of the Regular Council meeting for Public Hearings held on Monday, November 18, 2013.*



**AGENDA ADDITIONS & DELETIONS**

**PRESENTATION**

**CNCL-104**

Dean Kaardal, Vice-President, Buildings Engineering, Stantec, to present the Award of Excellence for the Alexandra District Energy Utility from the Canadian Consulting Engineer magazine and the Association of Consulting Engineering Companies.

## COMMITTEE OF THE WHOLE

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

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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. 14.)**

4. *Motion to rise and report.*

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## 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
- 2014 Age-Friendly Community Grant Submission
- Draft 2014-2018 YVR Noise Management Plan – City of Richmond Comments
- 2014 Utility Budgets and Rates
- Land use applications for first reading (to be further considered at the Public Hearing on Monday, December 16, 2013):
  - 7460 Ash Street – Rezone from RS1/F to ZS14 (Man-Chui Leung and Nora Leung – applicant)
  - 4691 Francis Road – Zoning Text Amendment to ZS21 to increase the overall allowable Floor Area Ratio (Vanlux Development Inc. – applicant)

## Council Agenda – Monday, November 25, 2013

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ITEM

- Alexandra District Energy Utility Bylaw No 8641, Amendment Bylaw No 9073 and 2013 Performance Summary
- Towards Carbon Neutrality: Implementation Strategy

5. *Motion to adopt Items 6 through 13 by general consent.*

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Consent  
Agenda  
Item

6. **COMMITTEE MINUTES**

*That the minutes of:*

CNCL-105 (1) *the Community Safety Committee meeting held on Wednesday, November 13, 2013;*

CNCL-110 (2) *the General Purposes Committee meeting held on Monday, November 18, 2013;*

CNCL-116 (3) *the Planning Committee meeting held on Tuesday, November 19, 2013;*

CNCL-126 (4) *the Public Works & Transportation Committee meeting held on Wednesday, November 20, 2013;*

*be received for information.*

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Consent  
Agenda  
Item

7. **2014 AGE-FRIENDLY COMMUNITY GRANT SUBMISSION**  
(File Ref. No.) (REDMS No. 4006859)

CNCL-132

See Page CNCL-132 for full report

### GENERAL PURPOSES COMMITTEE RECOMMENDATION

*That a letter be submitted to the Seniors Housing and Support Initiative to indicate Council's support for the City of Richmond's submission for a 2014 Age-Friendly Community Planning and Project Grant and the City's willingness to provide overall grant management for the proposed project, as presented in the staff report from the General Manager, Community Services titled 2014 Age-Friendly Community Grant Submission.*

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Consent  
Agenda  
Item

8. **DRAFT 2014-2018 YVR NOISE MANAGEMENT PLAN – CITY OF RICHMOND COMMENTS**

(File Ref. No. 01-0153-04-01) (REDMS No. 4003635 v.3)

CNCL-135

See Page **CNCL-135** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the Vancouver Airport Authority (VAA) be advised that the City supports the draft 2014-2018 YVR Noise Management Plan (Plan) on the condition that the following changes be incorporated into the final Plan, prior to VAA Board approval:*
- (a) *indicate how the previous 2009-2013 YVR Noise Management Plan has been implemented and any outstanding initiatives;*
  - (b) *clarify the purpose, rationale, expected benefits, priority and timing of each proposed Plan initiative over the coming five-year period;*
  - (c) *identify the air travel growth scenario used to prepare the proposed Plan; and*
- (2) *That the staff report titled Draft 2014-2018 YVR Noise Management Plan – City of Richmond Comments be forwarded to the Vancouver Airport Authority for its consideration in the finalization of the 2014-2018 YVR Noise Management Plan.*



Consent  
Agenda  
Item

9. **2014 UTILITY BUDGETS AND RATES**

(File Ref. No. 03-0970-01) (REDMS No. 3981721 v.3)

CNCL-142

See Page **CNCL-142** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

*That the 2014 Utility Expenditure Budgets, as outlined under Option 1 for Water and Sewer, Option 3 for Drainage and Diking, and Option 2 for Solid Waste and Recycling, as contained in the staff report dated November 5, 2013 from the General Manager, Finance & Corporate Services and General Manager, Engineering & Public Works, be approved as the basis for establishing the 2014 Utility Rates and preparing the 5 Year Financial Plan (2014-2018) Bylaw.*





## ADDITIONAL STAFF RECOMMENDATION

### 2014 UTILITY RATE AMENDMENT BYLAWS

(File Ref. No. 03-0970-01) (REDMS No. 4036651)

CNCL-164

See Page **CNCL-164** for full report

#### ADDITIONAL STAFF RECOMMENDATION

- (1) *That Solid Waste and Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 9079, be introduced and given first, second, and third readings;*
- (2) *That Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 9080, be introduced and given first, second, and third readings; and*
- (3) *That Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 9081, be introduced and given first, second, and third readings.*



Consent  
Agenda  
Item

10. **APPLICATION BY MAN-CHUI LEUNG AND NORA LEUNG FOR REZONING AT 7460 ASH STREET FROM “SINGLE DETACHED (RS1/F)” TO “SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)”**

(File Ref. No. 12-8060-20-8907, RZ 11-586861) (REDMS No. 4024242)

CNCL-182

See Page **CNCL-182** for full report

#### PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 8907, for the rezoning of 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be forwarded to the December 16, 2013 Public Hearing.*



Consent  
Agenda  
Item

11. **APPLICATION BY VANLUX DEVELOPMENT INC. FOR A ZONING TEXT AMENDMENT TO INCREASE THE OVERALL FLOOR AREA RATIO TO 0.55 FOR THE ENTIRE PROPERTY LOCATED AT 4691 FRANCIS ROAD**

(File Ref. No. 12-8060-20-9077, ZT 13-646207) (REDMS No. 4008719)

CNCL-219

See Page **CNCL-219** for full report

PLANNING COMMITTEE RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9077, for a Zoning Text Amendment to the “Single Detached (ZS21) – Lancelot Gate (Seafair)” site specific zone, to increase the overall allowable Floor Area Ratio (FAR) to a maximum of 0.55 for the entire property, be introduced and given first reading.*



Consent  
Agenda  
Item

12. **ALEXANDRA DISTRICT ENERGY UTILITY BYLAW NO 8641, AMENDMENT BYLAW NO 9073 AND 2013 PERFORMANCE SUMMARY**

(File Ref. No. 12-8060-20-9073; 10-6600-10-01) (REDMS No. 4014235 v.6)

CNCL-237

See Page **CNCL-237** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

*That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9073 be introduced and given first, second and third readings.*



Consent  
Agenda  
Item

13. **TOWARDS CARBON NEUTRALITY: IMPLEMENTATION STRATEGY**

(File Ref. No. 10-6000-01) (REDMS No. 4022113 v.3)

CNCL-246

See Page **CNCL-246** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

*That the staff report titled Towards Carbon Neutrality: Implementation Strategy, dated October 24, 2013, which identifies a pilot program to offset greenhouse emissions from corporate operations by implementing the Richmond Carbon Marketplace, a mechanism for purchasing community-based carbon offsets be approved.*



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CONSIDERATION OF MATTERS REMOVED FROM THE  
CONSENT AGENDA  
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PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

**CNCL-280**      5 Year Financial Plan (2013-2017), Amendment **Bylaw No. 9060**  
Opposed at 1<sup>st</sup>/2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

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**CNCL-285**      Integrated Older Adults' Centre, Aquatic Centre and Minoru Pavilion Loan  
Authorization **Bylaw No. 9075**  
Opposed at 1<sup>st</sup>/2<sup>nd</sup>/3<sup>rd</sup> Readings – None.

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DEVELOPMENT PERMIT PANEL

14. RECOMMENDATION

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

**CNCL-286**      (1) *That the minutes of the Development Permit Panel meeting held on  
Wednesday, October 30, 2013, and the Chair's report for the*  
**CNCL-292**      *Development Permit Panel meeting held on April 10, 2013, be  
received for information; and*

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- (2) *That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 12-622136) for the property at 3388 SwedenWay (formerly 12751 Bathgate Way), be endorsed, and the Permit so issued.*

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ADJOURNMENT

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**Regular Council Meeting for Public Hearings  
Monday, November 18, 2013**

Place: Council Chambers  
Richmond City Hall  
6911 No. 3 Road

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

Michelle Jansson, Acting Corporate Officer

Absent: Councillor Linda McPhail

Call to Order: Mayor Malcolm Brodie opened the proceedings at 7:00 p.m.

**1. RICHMOND ZONING BYLAW 8500, ZONING AMENDMENT  
BYLAW 8903 (RZ 11-591985)**

(Location: 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road; Applicant: Polygon Development 192 Ltd.)

*Applicant's Comments:*

The applicant was available to answer questions.

*Written Submissions:*

None.

*Submissions from the floor:*

None.



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PH13/10-1

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Zoning Amendment Bylaw 8903 be given second and third readings.*

**CARRIED**

PH13/10-2

It was moved and seconded

*That Cambie Field – Sale of Park Bylaw 8927 be given second and third readings.*

**CARRIED**

**2. OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 8947; OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 8948; AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 8986 (RZ 11-593406)**

(Location: 4991 No. 5 Road; Applicant: Interface Architecture Inc.)

*Applicant's Comments:*

The applicant was available to answer questions.

*Written Submissions:*

None.

*Submissions from the floor:*

Marie Murtagh, 4771 Dumont Street, expressed concern (i) with the excessive speed and volume of traffic on No. 5 Road, (ii) that the pedestrian activated crosswalk at McNeely Drive is ignored by vehicular traffic, and (iii) that the traffic study only examining northbound traffic volumes. In her opinion a decision on the application should be postponed until a more extensive traffic study has been completed and suggested a signalized traffic light for the intersection of No. 5 Road and Dewsbury Drive.

Mr. Ip, 4760 Dewsbury Court, spoke in favour of retaining the existing zoning as the neighbourhood is inundated with vehicles, and the proposal to allow townhouse residential would only increase congestion in the area. In his opinion the traffic report did not accurately reflect the anticipated increase in vehicular traffic. If the land is rezoned the City should consider single-family residential rather than the higher density residential townhouse use.



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In response to queries regarding the traffic study, speeds along No. 5 Road, and the installation of a traffic light, Victor Wei, Director, Transportation, advised that the study captured the traffic generated by the proposed development during morning and afternoon peak hours for vehicular traffic. Speeds tend to be higher for northbound vehicles along No. 5 Road as the vehicles are exiting the Highway 91 overpass. Currently, there are no plans for a signalized intersection from Dewsbury Drive, however, staff could review the general area for signalized traffic control over the next five years.

Discussion ensued regarding the installation of a signalized traffic light on No. 5 Road as a traffic calming measure.

PH13/10-3

It was moved and seconded

*That Official Community Plan Bylaw 9000, Amendment Bylaw 8947; Official Community Plan Bylaw 7100, Amendment Bylaw 8948; and Richmond Zoning Bylaw 8500, Amendment Bylaw 8986 be given second and third readings.*

**CARRIED**

PH13/10-4

It was moved and seconded

*That the matter of traffic control, including the possibility of traffic signalization between Highway 91 and Cambie Road, be referred to staff.*

**CARRIED**

**3. RICHMOND OFFICIAL COMMUNITY PLAN (OCP) BYLAW 7100, AMENDMENT BYLAW 9024**

(Location: McKessock Neighbourhood – Bridgeport Area Plan; Applicant: City of Richmond)

*Applicant's Comments:*

The applicant was available to answer questions.

*Written Submissions:*

Mark Cheng, Vancouver Airport Authority (**Schedule 1**)



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*Submissions from the floor:*

Trevor Charles, 2380 McKessock Avenue, raised concern with the increased density and the location of the servicing Right-of-Way and read from his written submission (attached to and forming part of these minutes as **Schedule 2**).

Wayne Craig, Director, Development, advised that the application before Council allows zoning for single-family and townhouse units at the maximum 0.60 Floor Area Ratio (FAR). The size of the units will determine the number of units built on the site. Site servicing will be designed and adjusted, including determining the exact location of the existing services, in association with the rezoning application and a Servicing Agreement will be required for any adjustment to City utilities.

Brian Cray, 10651 Bridgeport Road, spoke in support of the application.

PH13/10-5

It was moved and seconded

***That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9024 be given second and third readings.***

**CARRIED**

PH13/10-6

It was moved and seconded

***That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9024 be adopted.***

**CARRIED**

**4. OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 9052; OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 9053; AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9054 (RZ 12-626430)**

(Location: 5580 and 5600 Parkwood Way; Applicant: Kasian Architecture Interior Design and Planning)

*Applicant's Comments:*

The applicant was available to answer questions.

*Written Submissions:*

None.





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*Submissions from the floor:*

None.

PH13/10-7

It was moved and seconded

***That Official Community Plan Bylaw 9000, Amendment Bylaw 9052; Official Community Plan Bylaw 7100, Amendment Bylaw 9053; and Richmond Zoning Bylaw 8500, Amendment Bylaw 9054 be given second and third readings.***

**CARRIED**

**5. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9061  
(RZ 13-639817)**

(Location: 6580 Francis Road; Applicant: Rav Bains)

*Applicant's Comments:*

The applicant was available to answer questions.

*Written Submissions:*

None.

*Submissions from the floor:*

None.

PH13/10-8

It was moved and seconded

***That Richmond Zoning Bylaw 8500, Amendment Bylaw 9061 be given second and third readings.***

**CARRIED**

**6. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9064  
(RZ 11-590130)**

(Location: 22691 and 22711 Westminster Highway; Applicant: Jordan Kutev Architects Inc.)

*Applicant's Comments:*

The applicant was available to answer questions.

*Written Submissions:*

None.



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*Submissions from the floor:*

Wayroen Lin, 22720 and 22740 Westminster Hwy, expressed concern that there would be adequate on-site parking provided with the development.

Mr. Craig noted that the proposed development complies with the Bylaw requirements by providing 22 residential parking spaces and three visitor parking spaces.

Rekada Clarke, 22788 Norton Court, and Jo-Anne Warwick, 22728 Norton Court, expressed concern for an existing retaining wall and fence which abuts the subject property and whether the developer would consider working with the adjacent property owners to reconstruct the wall and fence during construction. They also expressed concern for the access due to the speed and volume of truck and vehicular traffic on Westminster Highway.

Mr. Craig stated that the overall traffic patterns are being reviewed in association with the Hamilton Area Plan study currently under way. In terms of this application, an analysis for access from the site was completed. Preliminary site grading information has been received with the application; however, the elevations will be refined during the Development Permit process. The preliminary drawings show a slight increase in the site grading to meet the adjacent site.

Council directed Ms. Clarke and Ms. Warwick to speak with the applicant, directly after the meeting, to discuss their concerns. In reply to a query concerning the retaining wall, Mr. Craig noted that staff would pay close attention to site grading as part of the Development Permit process.

PH13/10-9

It was moved and seconded

***That Richmond Zoning Bylaw 8500, Amendment Bylaw 9064 be given second and third readings.***

**CARRIED**

*Councillor Steves left the meeting at 7:49 p.m. and returned at 7:51 p.m.*



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**7. OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 8865; OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT BYLAW 8973; AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 8864 (RZ 10-528877)**

(Location: 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road; Applicant: First Richmond North Shopping Centres Ltd. (SmartCentres))

*Applicant's Comments:*

With the aid of a PowerPoint presentation (on file City Clerk's Office) Sandra Kaiser, Vice-President for Corporate Affairs, SmartCentres, accompanied by Mike Gilman, Senior Land Development Manager, SmartCentres, provided a overview of the proposed project and highlighted the following:

- the community shopping centre has been designed to provide a convenience place to shop, eat, and gather with friends and neighbors;
- three new or upgraded bus stops will be constructed,
- along with other street improvements, sidewalks will be constructed on Alderbridge Way, Garden City Road, and Alexandra Road, as well as on High Street and May Drive;
- bike lanes will be constructed on Alderbridge Way and Garden City Road;
- Alexandra Way, an internal pedestrian walkway, will provide safe and easy access to residents within the Alexandra neighborhood;
- sustainability initiatives will met LEED Silver Equivalency through a number of environmental measures and will connect to the Alexandra District Energy Utility;
- the compact design has eliminated five-acres of surface parking and provides for 300 bicycle parking spaces;



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- in order to meet flood proofing requirements the site will be raised by five feet which would not allow the retention of the existing trees; however, the site will be replanted with 556 trees of 34 different evergreen and deciduous species which is 3.9 times the number of trees being removed;
- over 1600 shrubs and 100 different species of grasses will also be planted on the site;
- the landscaping will be designed to provide maximum screening of the buildings and provide an attractive view from the surrounding street and from the Garden City lands to the south;
- the Environmental Sensitive Area (ESA) will be impacted by the development but will be dedicating any lands retained to the City and are providing funding to permit the enhancement of the adjacent park and any ESA lands;
- the site is made up of two mixed use areas within the WCAP;
- a comprehensively designed pedestrian focus development containing a variety of local service and commercial uses with a density of 0.62 FAR and a height under seventeen-meters is proposed for Area A;
- large and small store front commercial uses are proposed for Area B with a total retail floor plate of 99,440 ft<sup>2</sup> with a height under nineteen-metres and a 0.6 FAR;
- on each portion of the site the developer has reduced the maximum allowable density by 40%;
- the reduced scale of development is sensitive to the current and future residents in the area and addresses concerns raised about the view corridors;
- economically SmartCentres will be investing over \$150,000,000;
- annual property taxes in the amount of \$2,500,000 will be generated;



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- 1000 permanent jobs will be created in addition to the construction jobs; and
- the development will be home to approximately 45-50 small, medium and large businesses.

*Written Submissions:*

Sharon MacGougan, 7411 Ash Street (**Schedule 3**)

Steve Sangha, 4560/4562 Garden City Road (**Schedule 4**)

Jim Wright, Garden City Conservation Society (**Schedule 5**)

Nancy Trant, 201-10100 No. 3 Road (**Schedule 6**)

Lorraine Bell, 10431 Mortfield Road (**Schedule 7**)

Keith & Mikiko Evans, Resident (**Schedule 8**)

Anneliese Schultz, 54-8640 Bennett Road (**Schedule 9**)

Shawn Sangha, 4560/4562 Garden City Road (**Schedule 10**)

Lorri Romhanyi, 35-12055 Greenland Drive (**Schedule 11**)

John Ligtenberg, Richmond Resident (**Schedule 12**)

Glenda Ho, Richmond Resident (**Schedule 13**)

Jim Wright, 8300 Osgoode Drive (**Schedule 14**)

Patty Zaborowicz, Richmond Resident (**Schedule 15**)

Yvonne Bell, 10431 Mortfield Road (**Schedule 16**)

Lusha Zhou, Richmond Resident (**Schedule 17**)

Steve Sangha, 4560/4562 Garden City Road (**Schedule 18**)

Melanie Beggs-Murray, Richmond Resident (**Schedule 19**)

Terri Havill, Richmond Resident (**Schedule 20**)

Margaret Moreau, 9-13400 Princess Street (**Schedule 21**)

Shirley Doyle, Richmond Resident (**Schedule 22**)

Lisa Coulthard, 9333 Albert Road (**Schedule 23**)



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Stephen Toban, 9333 Albert Road (**Schedule 24**)  
Sunny Mak, 10171 Hollywell Drive (**Schedule 25**)  
Guadalupe Kover, 23-8451 Ryan Road (**Schedule 26**)  
Keith Peters, 10191 Hollywell Drive (**Schedule 27**)  
Walloce Sohl, 22760 River Road (**Schedule 28**)  
Melvin Yap, 8051 Spires Road (**Schedule 29**)  
Ester Nielsen, 25-8451 Ryan Road (**Schedule 30**)  
Lois Armerding, 205-7831 No. 1 Road (**Schedule 31**)  
Sharon Douceline, 4911 Pendlebury Road (**Schedule 32**)  
Ivan Goroun, 3508 Lockhart Road (**Schedule 33**)  
Olga Tkatcheva, 3508 Lockhart Road (**Schedule 34**)  
Pamela Dantu, 205-8870 Citation Drive (**Schedule 35**)  
Paul Ly, 6571 Maple Road (**Schedule 36**)  
John Bustos, 8297 Saba Road (**Schedule 37**)  
Graeme Bone, 407-9288 Odlin Road (**Schedule 38**)  
Deirdre Whalen, 13631 Blundell Road (**Schedule 39**)  
Carol Day, Richmond Resident (**Schedule 40**)

*Submissions from the floor:*

George Pope, 8280 No. 2 Road, supported the development and suggested that 80% of the roof area be grassed in order to convert a portion of the heat signature into green space.

Mr. Craig explained that a highly reflective roof material is proposed to address the heat island effect, referred to by the delegation.

Simeon Leong, 8400 Ackroyd Road, spoke in support of the proposal as the off-site improvements will reduce congestion in the area.

Cori and Alice Richet, 8900 Citation Drive, spoke in favour of the development as it would create jobs and a number of environmental measures had been undertaken by the applicant.



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Brian Williams, 4631 Shell Road, spoke as the business owner of Ashton Service Groups and as Chair of the Richmond Chamber of Commerce, and was in favour of the proposal as it will bring a vibrant commercial development into the area. The development provides a great opportunity for smaller businesses to build off of the anchor store with approximately 1,000 jobs being created. The building will meet LEED Silver standards, connect to the ADEU, and bring in \$20,000,000 in property tax which benefits everyone.

Deirdre Whalen, 13631 Blundell Road, had nothing further to add to her written submission (attached to and forming part of these minutes as **(Schedule 39)**).

Graeme Bone, 9288 Odlin Road, spoke in opposition to the development and, although there had been design improvements, objected to the inward orientation, possibly leading to criminal activity in the area. He also voiced concern for pedestrian safety at the Alderbridge Way and Garden City Road intersection and for development design in light of the “show piece” Garden City Park adjacent to the site.

Mr. Craig advised that crime prevention issues would be refined through the Advisory Design Panel and development permit process.

Cecilia Goodchild, 10191 Rosecroft Crescent, spoke in favour of the development. People have to shop and the proposal would provide an environmentally safe and friendly shopping experience. To allow the development would create competition and, as local residents would not have to travel to shop, vehicle emissions would be reduced.

Joseph Hizon, 9831 Waller Court, as a consumer was in support of the development.

Erika Simm, 4991 Westminster Highway, spoke in support of the development and read from her written submission (attached and forming part of the minutes as **Schedule 41**).

Shelley Dubbert, 4420 Garden City Road, supported the development as it meets the City’s vision to be a great place to work, live, and play. If the lands were to be developed as a park it would cost the ratepayers of Richmond millions of dollars which she, for one, could not support. The land is currently an eyesore for the City and in her opinion the development would meet the demands of the residents.



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Lorraine Bell, 10431 Mortfield Road, did not support the proposed development for the West Cambie Area. In her view the development was unattractive and she believed that the City would benefit more from parks and greenspace. There are enough shopping centres within walking and biking distance to the Alexandra neighbourhood and the City would be doing an irretrievable disservice to the landscape in Richmond by eliminating the greenspace north of Alderbridge Way.

Nancy Trant, 10100 No. 3 Road, spoke in opposition to the proposed development and read from her written submission (attached to and forming part of these minutes as **Schedule 42**).

Jim Wright, 8300 Osgoode Drive, spoke reluctantly against the application and read from his written submission (attached to and forming part of these minutes as **Schedule 43**).

*Councillor Halsey-Brandt left the meeting at 8:38 p.m. and returned at 8:40 p.m.*

Lorne Slye, 11911 Third Avenue, spoke in support of the additional shopping and employment opportunities the proposed development could bring to Richmond.

Yvonne Bell, 10431 Mortfield Road, spoke in opposition to the proposed development. She raised concern with regard to the loss of natural and liveable space within the City and was of the opinion that the proposed shrubs and trees would not replace the existing natural habitat. Ms. Bell questioned the need for more commercial units, in light of retail closures in the nearby Lansdowne Mall. She also expressed concern for cyclists' safety due to the projected increase in traffic on Garden City Road and Alderbridge Way.





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Cathy Shannon, 9651 Glendower Drive, spoke against the Walmart proposal and raised concern that the development did not address the traffic and infrastructure concerns along Alderbridge Way and Garden City Road. In her opinion a box store mall was not needed as the City had enough shopping; however she was in favour of residential, park and greenspace development. Although it was suggested that 1,000 new jobs would be created as a result of the proposed development, Ms. Shannon questioned how many jobs would be lost through this same development. It was her view that the proposal did not remain true to the Richmond vision for the West Cambie Area.

Michelle Bron, 10900 Springmont Drive, commented that the proposal was beneficial to residents, created construction and permanent employment, and was in support of the development.

Vijay Sidhu, 9211 Oldin Road, spoke on behalf of the West Cambie Resident Association and advised that there was over 95% support for the Walmart development. He requested that Council approve the application to support the sustainable area plan approved by Richmond citizens.

Michael Wolfe, 9371 Odlin Road, spoke in opposition to the proposed development citing concerns with the degradation of ESA land, the loss of natural habitat, and the environmental effects related to the proposal.

Carolyn Prentice, 4731 Larkspur Avenue, spoke in opposition to the proposed development noting that she wished to see the plant and animal habitat be saved. In her view the SmartCentre proposal was not a community mall, that another big box store was not needed in Richmond, and hoped Council would reject the proposal.

*Councillor Barnes left the meeting at 9:15 p.m. and returned at 9:17 p.m.*



**Regular Council Meeting for Public Hearings**  
**Monday, November 18, 2013**

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With the aid of a PowerPoint presentation (on file City Clerk's Office), John ter Borg, addressed the disappearance of farm and ESA land and suggested that the ESA has inherent value and must be considered. To celebrate the value of nature and the City's legacy as a "Garden City", Mr. ter Borg proposed an agricultural buffer or natural greenspace along Alderbridge Way that would function as an on-site bio-retention and drainage basin for the management of both stormwater and heavy metal pollution. He noted that the buffer's benefits would include: (i) climate regulation and carbon storage, (ii) regulation of groundwater recharge, (iii) abatement of noise and air pollution, (iv) habitat for pollinators, and (v) natural pest control.

In reply to a query regarding the use of the concept presented by the delegation for maintaining the higher water levels, Mr. Craig explained that the comprehensive stormwater management plan associated with the proposal proposes bio-swales for on-site stormwater management; however the direction of that water towards the Garden City Lands has not been considered. Mr. Craig stated that staff could work with the applicant and the Engineering Division to examine what could potentially be accommodated on the subject site.

In response to a query regarding the retention system, Mr. ter Borg suggested that the retention system would be one component of the greenspace and that the agricultural buffer would provide a natural screening for travelling pollutants across Alderbridge Way to the Garden City Lands.

Kevin Ho, 3111 Broadway Street, spoke in opposition to the proposal with the view that, in order to build a sustainable City, new commercial development should be on a small scale and not encourage vehicular traffic.

Reg Shear, Richmond resident, spoke in support of the development and expressed appreciation that the unsightly properties would be renewed.

Ying Wang, 8140 Colonial Drive, spoke in opposition to the proposed development and commented on the negative effects of rapid development that took place in her hometown of Beijing, China. Ms. Wang wished to see Richmond remain rich with farmland, clean water, and blue skies. Ms. Wang was of the opinion that Richmond is losing its rich farmland step by step when it should demonstrate its desire to be the most well managed City in the world by retaining its farmland.



**Regular Council Meeting for Public Hearings**  
**Monday, November 18, 2013**

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Lynn Davis, 6591 Clematis Drive, was of the opinion that natural environments were not respected or well managed. She stated that Richmond has a huge potential to attract tourists and new residents; however, such potential can only be achieved with a more inspired vision than that of the proposed development.

*Mayor Brodie acknowledged the conclusion of the first round of public speakers. There were no speakers wishing to address Council for a second time with new information.*

PH13/10-10

It was moved and seconded

***That Official Community Plan Bylaw 7100, Amendment Bylaw 8865; Official Community Plan Bylaw 9000, Amendment Bylaw 8973; and Richmond Zoning Bylaw 8500, Amendment Bylaw 8864 be given second and third readings.***

The question on Resolution No. PH13/10-10 was not called as discussion ensued regarding the merits of the application. Generally, members of Council supported the proposal in relation to it meeting the vision of the West Cambie Area Plan. Council members opposed to the proposed development expressed concern with regard to the size of the development, and the loss of natural ESA land. Council commented on the suggestion of an agricultural buffer and it was suggested that the matter be referred to staff.

The question on Resolution No. PH13/10-10 was then called and it was **CARRIED** with Cllr. Au and Cllr. Steves opposed.

PH13/10-11

It was moved and seconded

***That staff explore the potential for the provision of an agricultural buffer along Alderbridge Way and report back.***

**CARRIED**



**Regular Council Meeting for Public Hearings  
Monday, November 18, 2013**

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**ADJOURNMENT**

PH13/10-12

It was moved and seconded

*That the meeting adjourn (10:27 p.m.).*

**CARRIED**

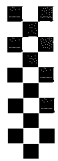
Certified a true and correct copy of the  
Minutes of the Regular Meeting for Public  
Hearings of the City of Richmond held on  
Monday, November 18, 2013.

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Mayor (Malcolm D. Brodie)

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Acting Corporate Officer  
City Clerk's Office (Michelle Jansson)

VANCOUVER  
AIRPORT  
AUTHORITY

Schedule 1 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.

<b>To Public Hearing</b>
Date: <u>Nov 18/13</u>
Item # <u>3</u>
Re: <u>McKessock Neighbourhood</u> <u>Bridgeport Area Plan</u>

13 November 2013

Mr. David Weber  
Director, City Clerk's Office  
CITY OF RICHMOND  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Via Fax: (604) 278-5139

Dear Mr. Weber:

**RE: Proposed Amendment to the Bridgeport Area Plan (McKessock Neighbourhood)**

This letter is in response to the proposed amendment to the Bridgeport Area Plan for the McKessock Neighbourhood, outlined in your letter to Anne Murray, Vice President Community & Environment Affairs – Airport Authority, dated 30 October 2013. We understand the proposal will change existing land use from residential (single-family) to residential (single family and/or townhouse).

The proposal was sent for our initial review in early 2013, and our comments remain the same - while the McKessock Neighbourhood area is located just outside the Noise Exposure Forecast 30 contour, it is under the extended centerline of the north runway (08L/26R) and is exposed to noise and low level (less than 1,000 feet) aircraft over-flights. If the City proceeds with this proposal, we support the requirements for covenants, sound insulation, etc. under the City's Aircraft Noise Sensitive Development Policy.

Thank you for the opportunity to review and provide comments.

Sincerely yours,

Mark Christopher Cheng, M.Eng. (mech)  
Supervisor – Noise Abatement & Air Quality  
Vancouver Airport Authority



2380 Mc Kistock Ave  
 Richmond BC  
 Nov 18th/2013  
 WAS NOT GIVEN, POINT OF ORDER AT LAST MEETING  
 TO SPEAK AT COUNCIL MEETING ON  
 POINT OF ORDER TO CHANGE FROM LAST MEETING  
 AGENDA (SUBJECT HIGHER DENSITY FACTOR; WAS 12.68 PER ACRE.  
 IN JAN/MEETING BEFORE COUNCIL, DENSITY BY PREVIOUS FORMATS  
 PUBLIC HEARINGS 3 TIMES ALREADY at Cambie School  
 (NOT OF PROPOSED BY) DENSITY FACTOR } 1 CHAIRMAN BY TERRY CROW  
 WANYIE CRAIG, IS WRONG. } 12.68. } PLANNER  
 SET UP } 2 TAIT SCHOOL  
 ALREADY } 3 COUNCIL MEETING & PUBLIC  
 AT PUBLIC HEARING. & BEFORE MAYOR. HEARING AT JAN MEETING

RAISED DENSITY RATIO FACTOR TO MIN 12.68.

HIGHEST & BEST POSSIBLE USE OF LAND, MIN 52 PER DETACHED HOUSED

Schedule 2 to the Minutes of the  
 Council Meeting for Public  
 Hearings held on Monday,  
 November 18, 2013.

MIN 52 COACH HOUSED

MIN 4-56 UNIT APARTMENT BLOCKS

HIGHER DENSITY PROPOSED AT LAST MEETING  
 BEFORE CHAIR (MYSELF SPEAKING) WAS FOR TOWN HOUSED  
 ON 4 1/2 ACRES OF LAND PROPOSED DENSITY AT MAX USE  
 OF LAND AT 180 UNITS, THIS IS THE MAX USE OF  
 LAND & DOES NOT WASTE ANY, MAX TAX TO CITY,

IF YOU DO NOT FOLLOW YOUR TOWN PLANNERS PREVIOUS

MR JACKSON, BRYAN } TOWN DENSITY AT MIN 12.68 PER ACRE  
 MR HOLCOMB, BIRK } PLANNERS  
 MR TERRY CROWN } NOW NEW TOWN GUARANTEE  
 SET UP FOR HIGHER DENSITY

IF YOU DO NOT FOLLOW PREVIOUS ADVICE BY OUR OWN MEMBERS  
 & HEARINGS & AGENDAS THEN YOU ARE WASTING PUBLIC MONIES & TIME  
 YOURS SINCERELY TREVOR CHARLES

**Schedule 3 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Guzzi, Brian**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Guzzi, Brian  
**Sent:** Wednesday, 18 September 2013 17:12  
**To:** 'Sharon MacGougan'  
**Cc:** Jansson, Michelle  
**Subject:** RZ 10-528877 - SmartCentres/Walmart Rezoning Application - Correspondence

Ms. MacGougan,

This is also to acknowledge and thank you for your recent correspondence regarding the City of Richmond rezoning application RZ 10-528877 by First Richmond North Shopping Centres Ltd. (also known as SmartCentres) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500. This rezoning application also includes a proposed Walmart Store.

Please be advised that your comments regarding the SmartCentres rezoning application will be included in subsequent staff reporting to Planning Committee regarding this rezoning application.

Thanks again for taking the time to provide your comments.

Brian Guzzi, CIP, CSLA  
Senior Planner - Urban Design,  
City of Richmond, Planning & Development Department,  
Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Tel: 604.276.4393 Fax: 604.276.4052  
Email: [BGuzzi@richmond.ca](mailto:BGuzzi@richmond.ca)

**From:** MayorandCouncillors  
**Sent:** Tuesday, 17 September 2013 13:16  
**To:** 'Sharon MacGougan'  
**Subject:** RE: Walmart mall

This is to acknowledge and thank you for your email of September 17, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**  
**Manager, Legislative Services**  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

**From:** Sharon MacGougan [<mailto:sharonmacg@telus.net>]  
**Sent:** Tuesday, 17 September 2013 12:20 PM  
**To:** MayorandCouncillors  
**Subject:** Walmart mall

Dear Mayor and Councillors,

I am writing against the proposed Walmart development. Walmart is not the type of corporate citizen that I want to see in Richmond and especially not in such a key area as has been proposed.

According to a Globe and Mail editorial (September 16, 2013) Walmart has done nothing to assist the victims of the devastating fire in a clothing factory in Bangladesh that killed more than 1,100 workers. Walmart took advantage of cheap labour but has taken no action in the five months since the fire to compensate the victims.

“Shockingly, only nine of the 29 brands whose products were made in the Rana Plaza complex attended a meeting last week that was called to discuss compensation for the victims. The talks, chaired by the International Labour Organization in Geneva, were intended to figure out how to help the injured and the families of those killed.”

“Many big retailers, including Walmart ... didn’t bother to send anyone to the meeting, although they were invited.”

To date, only one of the 29 companies has given out any compensation and it was not Walmart. “Perhaps some companies think that because the Rana Plaza disaster is no longer in the headlines, they can slink away from their responsibility to those who suffered.”

I’m sure that Walmart representatives will be out in force as this proposal is discussed. But is this the type of company we want in Richmond’s heart (centre of Richmond)? I don’t think so; not in the Richmond I grew up in, know and love.

Saying no to Walmart, and saying yes to preserving a mixed urban forest of the Alderbridge wildlife corridor, would create a legacy for Richmond worthy of the slogan that invites people into our community: Island City, by nature. I want our future generations to hear songbirds: not just hear about what we lost.

Respectfully yours,

Sharon MacGougan

7411 Ash Street

Richmond, BC V6Y 2R9



**Schedule 4 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Mayor and Councillors**

**From:** Craig, Wayne  
**Sent:** Monday, 23 September 2013 4:48 PM  
**To:** Mayor and Councillors  
**Cc:** Guzzi, Brian; Konkin, Barry; Taylor, Kirk; Powell, Jo Anne; Erceg, Joe  
**Subject:** RE: Walmart Development RE HOLDOUT PROPERTY FOR CONNECTOR ROAD

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

TO: MAYOR & EACH  
COUNCILLOR  
To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

Dear Mayor and Councillors,

Please be advised information on the land acquisition strategy for the future Alexandra Rd/Leslie Rd connector road realignment will be included in the October 8 referral response to Planning Committee. Staff will ensure that the referral response includes information on the history of acquisition efforts Smartcentres has made regarding the two properties that they have been unable to acquire.

Staff will also be contacting the author of the below email and offering to meet with them should they wish to discuss the Smartcentres rezoning proposal.

Should you have any questions or concerns regarding the email below that you would like addressed prior to the October 8 Planning Committee meeting, please let myself or Kirk Taylor know. Thanks

*Wayne Craig*

Director of Development  
Ph: 604-247-4625  
Fax: 604-276-4052  
Email: wcraig@richmond.ca

---

**From:** Mayor and Councillors  
**Sent:** Thursday, 19 September 2013 4:21 PM  
**To:** 'steve sangha'  
**Subject:** RE: Walmart Development RE HOLDOUT PROPERTY FOR CONNECTOR ROAD

This is to acknowledge and thank you for your email of September 18, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson

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**Manager, Legislative Services**

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

Phone: 604-276-4006 | Email: [miansson@richmond.ca](mailto:miansson@richmond.ca)

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**From:** steve sangha [<mailto:stevesangha@shaw.ca>]

**Sent:** Wednesday, 18 September 2013 11:05 PM

**To:** Mayor and Councillors

**Cc:** [rxshawn@yahoo.com](mailto:rxshawn@yahoo.com)

**Subject:** Walmart Development RE HOLDOUT PROPERTY FOR CONNECTOR ROAD

**Importance:** High

My parents (family Mr and Mrs B Sangha) own 4560/4562 Garden City Road. This property is opposite Leslie Road and is an integral part of the connector road to the Walmart project. We were quite shocked and dismayed about reading recent submissions about the development in the local paper.

Firstly, Smartcentres has been accumulating property in the neighborhood for over 10 years. This has destroyed the neighborhood that I grew up from the early 1970's. There were vacant houses many break-ins, homeless living in the area for the past few years. They have held the entire area hostage for the past few years.

We were quite shocked that Smartcentres has said that there are holdout owners. This is not true. Over the past year three years, my parents have signed real estate purchase agreements with the developer (we have copies which we can send you) for the sale of our property. Smartcentres or their agents acting on their behalf sign these legal real estate agreements that agree to a purchase price and terms for the purchase. They let the term expire and they have locked up the property for the past two years. But what happened last year is that developer assumed the CITY of Richmond was going to pay for the purchase price they agreed upon for the connector road. When the City OF Richmond refused to build a road for the richest corporation on Earth, the developer let the purchase agreement expire. My parents tired of being give the run around (they are in their late seventies), were presented with new offers by the developers which is less than the half of the original offer they presented. Because the City of Richmond refused to pay for the road, they use intimidation and threats (expropriation or eminent domain via the City) to buy our property. They are now offering even less than the appraisal price. Their current offer is less than half of their original offer which they signed and agreed upon. They say the property value is only worth for road/asphalt because that is what it is zoned for. (For all the properties they bought ten years ago, they will not accept the appraisal price for their own properties but they ask that of all the other home owners.)

This has been very stressful for my elderly parents. They rent out the duplex to students, young families and aboriginal for affordable housing.

To read in the paper that the city planners have come to an agreement for the road to be built in ten years is unacceptable. If this road is critical then it cannot wait ten years.

The logistics of having Alexandra/ Garden City Road and Garden City Road/ Alderbridge intersections 20 feet apart and as an access to the property (size of Richmond Oval) will not work. There will be 50 stores (London drugs, wall mart) major anchors – the current road system will not handle the volume and congestion of traffic in the area. It will be ten times worse than Ironwood (No 5 road nad Steveston mess ). I do not understand how the city planners will allow this to be pushed aside for ten years while Wal Mart gets its way. How will the City enforce Walmart to build the road in ten years if they won't do it now? No road no permit.

My family feels Smartcentres has a more sinister plan to make the neighbourhood suffer horribly by increasing traffic congestion to our property so that we will be forced to give in. How will the residents that currently live on Garden City enter their properties? Currently there is a back alley that goes from Alexandra off of garden city to get to the homes. It will be impossible for families in the neighborhood to get in or out of their houses. The way Walmart has proposed - to leave the current roads in use to access their shopping centre will not work.

I would appreciate something in writing that the councilors and mayor have received this email.

My phone number is 778-228-6872.

Thank you for your time in this matter.

Dr Steven Sangha on behalf of Mr and Mrs B Sangha

**Schedule 5 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Mayor and Councillors**

**From:** Garden City Conservation Society [gardencitylands@shaw.ca]  
**Sent:** Sunday, 29 September 2013 8:55 PM  
**To:** Mayor and Councillors  
**Cc:** hrlybrown@telus.net; Editor  
**Subject:** Re: passing on message from Isabella and C Brown

**Categories:** 06-2345-20-GCIT1 - Garden City Lands Public Space

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**A clarifying note:**

As council has reason to be aware, Cheryl Brown's sister, Lana Paddington, evidently foresees a different outcome for the 4751 No. 4 Road property.

Both sisters are deeply committed to the wellbeing of their mother, Isabella Brown.  
Their mother has had Alzheimer's for eight years.  
The two sisters appear to have a lot of common ground in their thinking about the property.  
However, only one sister seems determined to enable their mother to remain in her home of forty years.  
The other sister is working on means that could involve selling the home.

Jim Wright

---

**From:** Jim Wright <gardencitylands@shaw.ca>  
**Date:** Sunday, 29 September, 2013 1:37 AM  
**To:** Mayor and Councillors <MayorandCouncillors@richmond.ca>  
**Cc:** "hrlybrown@telus.net" <hrlybrown@telus.net>, Editor <editor@richmondreview.com>  
**Subject:** passing on message from Isabella and C Brown

Mayor and Councillors,

The attached comments were posted by C Brown and Isabella Brown (daughter and mother), residents of 4751 No. 4 Road, on the Richmond's Garden City Conservation blog on September 28, 2013 in response to a recent reports in the *Richmond Review* related to the block bordered on the south by Alderbridge Way and on the east by No. 4 Road. When one reads the comments, it is evident that they were intended for Richmond council. I am therefore forwarding them to you.

Jim Wright  
Garden City Conservation Society, Richmond

Note: In view of the comments related to the *Richmond Review*, this message also has a cc to the editor.

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*AW*

Mayor and Councillors,

The following comments were posted by C Brown and Isabella Brown (daughter and mother), residents of 4751 No. 4 Road, on the Richmond's Garden City Conservation blog on September 28, 2013 in response to a recent reports in the *Richmond Review* related to the block bordered on the south by Alderbridge Way and on the east by No. 4 Road. When one reads the comments, it is evident that they were intended for Richmond council. I am therefore forwarding them to you.

Jim Wright  
Garden City Conservation Society, Richmond

Hi there, and excuse me for asking what may be a stupid question, but we as owners of one of 5 properties on the 4 Road and Alderbridge corridor, we have no information, or have not been notified of any such meetings, or tours, that have taken place, or are to be taking place, with reference to future use of OUR PROPERTY /OR PROPERTIES.!! Why are we not included in the bulletins, or having some sort of correspondence sent to our homes.

I am aghast with what you are saying, i am the daughter, one of 3 who share the reservation of Beautiful parklike settings we have here, and that what i see in this September 27 2013 article, is ONE HELLUVA AN EYESORE that will scare any form of wildlife that we have visiting us daily.

I have the Utmost respect for our Mr Harold Steves, as I have had the priviledge of meeting his family, and descendants of New Brunswick myself, and am very proud to know that i have their respect as well. I moved away from the family home in 1981 when i was 17 and now have moved back, and hear the stories from others of our property and have observed the beautiful animals that visit us daily, and now are disappearing.

Whats left of the property must be looked at in the eyes of what it is...PARKLAND, AND PROTECTED AGRICULTURAL. It brings to mind the article my dad George Frederick Thomas Brown had put into a paper back in August 8, 1990 The Richmond News... By Gordon Mckay RICHMOND CARES THESE TREES STAY.. , AND 2ND ARTICLE & LETTERS. ENVIRONMENTAL Every Tree is Significant from The Editor Doug Louth .

Gordon McKay was a editor or writer in VOX POP,... and he spoke about the City, i assume of Richmond who at this time was ready to cut down George Browns 60 year old trees, of which to this day thank you lord, has not happened. Now think back, that was in 1990, it is now 2013, and those trees are still here., surrounding our little World War II 2-bedroom rancher, that is falling down around us because of the development, i assume, and or disregard for the properties around the development , or acres being left with sand and or "lack of trees", protecting us.

The conditions of the properties down the road from us, on Alexandra, and or Alderbridge , are affecting the Moss , the ground, the Bog, that is our back yard. I would like to ask those who are educated in these areas of our City Council or ASL teams, who may not be aware, we do not have the updated sewer systems of all these newer condos, or units that have come in, we are on septic tanks still, and it is of our expectations and or cost to keep the properties, and the systems in place, in a working condition, and safe for others as we wait out the decisions of what is going to happen to our properties. If these tanks or systems were to break, would we then would contaminate these grounds,?.

The Richmond Review paper has always been the paper of choice out here, and of past Wednesday September 18 2013 and again Richmond Review Friday September 20 2013, and now, Friday September 27 2013 i see that there are things in the works..

Please allow me this to be submitted to your council as a concern, as a family, that has taken care of this property and its reserves with the utmost respect over the years of its wildlife and its worth to the people of Richmond.

Please do not take any disrespect or prejudice towards my comments, these are my comments, (the middle daughter) who has witnessed the changes in the years as devastating, as i enjoyed horses, of past, riding them on the trails, of Alderbridge and shell road, and see the nightmare of another Concrete city, or jungle coming in.

C-Brown

Richmond Resident

and Isabella Brown - Resident / Mother living in the home since 1973

Schedule 6 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

DATE: OCT. 2, 2013

TO: RMD. CITY COUNCIL, CITY HALL,  
FROM: N. J. TRANT.

PC: Wayne Craig - for  
response  
Joe Erceg - FYI

RE: WALMART DEVELOPMENT, etc. & ALDERBRIDGE  
ES AREA.

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877

L 8864

Dear Sir or Madam:

4660-4740 Garden City Road  
9040-9500 Alexandra Road

Please, enough is enough. We don't need Walmart  
& a hundred other stores. We have enough  
for the size of Richmond. What we do need  
are more wildlife corridors and  
natural habitat so something else can  
live here but us, and what a sorry  
lot we are. When will we ever learn?  
Please say "no" and keep Richmond  
livable for us all & for wildlife, too.

Thank you in advance,  
Nancy J. Trant.

Phone: (604) 277-0450

Address: #201-10100 #3 Rd.

Rmd., V7A 1W5.

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To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

Schedule 7 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday, October 2, 2013  
November 18, 2013.

PC: Wayne Craig - <sup>Tue</sup> response  
Joe Erceg - <sup>Fri</sup> P21

Dear Members of Richmond City Council,

Now will be doing the landscape of Richmond an irretrievable disservice if you eliminate the green space along Alderbridge Way from #4 Rd. to Garden City Rd.

I have not travelled north on Gardencity Rd. for quite awhile and was shocked by how many more trees are missing from the green space and how shabby the view looks. That greenway allowed Alderbridge Way a backdrop, giving the road a perfect green corridor. How can city planners who are so well paid make such drastic, ugly decisions? Surely children in elementary school would choose the green space over a spindly landscaped shopping centre.

Evelina, you once mentioned at a meeting that we need more evergreens in Richmond and I wholeheartedly agree. In winter Richmond can be a pretty bleak place. The buffer zone which should at least be 50' in depth is a perfect spot to integrate

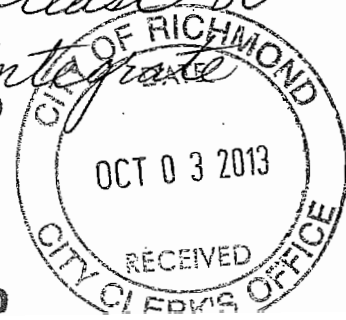
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OCT - 7 2013

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beautiful evergreens.

The destruction to the greenspace along Alderbridge Way is an example of the developers arrogant sense of entitlement to a project that hasn't even been given the go ahead.

As for Walmart and the rest of the developement, I think it is an atrocious intrusion into an area that would better benefit from parks and greenspace. What about the children who live in the area? Is a shopping mall all they will have to look at?

There are plenty enough shopping centres within bicycle and walking distance from the Cambie area. There is Lansdowne Centre, Price Smart, Insaohan Centre, Aberdeen Centre, Parker Place, Canadian Tire and Great Canadian Super Store.

Sincerely,

Lorraine Bell  
10 (431) Mortfield Rd.,  
Richmond, B.C.

V7A 2W1

**Schedule 8 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Guzzi, Brian**

**From:** Guzzi, Brian  
**Sent:** Tuesday, 15 October 2013 17:51  
**To:** 'Keith&Mikiko Evans'  
**Cc:** Jansson, Michelle  
**Subject:** RZ 10-528877 - SmartCentres Rezoning Application - Correspondence

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

Mr. Evans,

This is to acknowledge and thank you for your recent correspondence regarding the City of Richmond rezoning application RZ 10-528877 by First Richmond North Shopping Centres Ltd. (also known as SmartCentres) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500. This rezoning application also includes a proposed Walmart Store.

Your correspondence has been forwarded to Mayor and Councillors, will be kept on file and included in any subsequent staff reporting to Planning Committee and/or Council regarding this rezoning application.

Thanks again for taking the time to provide your comments.

Brian Guzzi, CIP, CSLA  
Senior Planner - Urban Design,  
City of Richmond, Planning & Development Department,  
Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Tel: 604.276.4393 Fax: 604.276.4052  
Email: [BGuzzi@richmond.ca](mailto:BGuzzi@richmond.ca)

**From:** MayorandCouncillors  
**Sent:** Thursday, 03 October 2013 16:09  
**To:** 'Keith&Mikiko Evans'  
**Subject:** RE: walmart

This is to acknowledge and thank you for your email of October 2, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**  
**Manager, Legislative Services**  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

**From:** Keith&Mikiko Evans [<mailto:kmevans@shaw.ca>]  
**Sent:** Wednesday, 02 October 2013 11:44 PM  
**To:** MayorandCouncillors  
**Subject:** walmart

Richmond does not need another mall, especially walmart. It also does not need more condos. enough is enough. Have some foresight and vision and leave a legacy that the residents of Richmond can enjoy for generations to come. like a park and green space because once it's gone you never get it back.

cheers, Keith Evans.

**Schedule 9 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Guzzi, Brian**

**From:** Guzzi, Brian  
**Sent:** Tuesday, 15 October 2013 17:52  
**To:** 'Schultz, Anneliese'  
**Cc:** Jansson, Michelle  
**Subject:** RZ 10-528877 - SmartCentres Rezoning Application - Correspondence

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

Anneliese Schultz,

This is to acknowledge and thank you for your recent correspondence regarding the City of Richmond rezoning application RZ 10-528877 by First Richmond North Shopping Centres Ltd. (also known as SmartCentres) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500. This rezoning application also includes a proposed Walmart Store.

Your correspondence has been forwarded to Mayor and Councillors, will be kept on file and included in any subsequent staff reporting to Planning Committee and/or Council regarding this rezoning application.

Thanks again for taking the time to provide your comments.

Brian Guzzi, CIP, CSLA  
Senior Planner - Urban Design,  
City of Richmond, Planning & Development Department, Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Tel: 604.276.4393 Fax: 604.276.4052  
Email: [BGuzzi@richmond.ca](mailto:BGuzzi@richmond.ca)

-----Original Message-----

**From:** MayorandCouncillors  
**Sent:** Thursday, 03 October 2013 16:07  
**To:** 'Schultz, Anneliese'  
**Subject:** RE: Walmart proposal

This is to acknowledge and thank you for your email of October 2, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson  
Manager, Legislative Services  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

-----Original Message-----

**From:** Schultz, Anneliese [<mailto:anneliese.schultz@ubc.ca>]  
**Sent:** Wednesday, 02 October 2013 9:43 PM  
**To:** MayorandCouncillors  
**Subject:** Walmart proposal

Dear Mayor and Councillors,

I trust that if you decide to prioritize shopping/vehicle use/tax income over green space and the health and well-being of your constituents, you will also have the backbone to voluntarily and publicly withdraw our municipality from the 'Partners for Climate Protection' programme. It is very clearly impossible to have it both ways.

Thank you for your attention,

Anneliese Schultz  
54 - 8640 Bennett Road  
Richmond, BC  
V6Y 3T9

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

Schedule 10 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.

**Mayor and Councillors**

From: Mayor and Councillors  
Sent: Thursday, 03 October 2013 4:13 PM  
To: 'Shawn Sangha'  
Subject: RE: Smartcentres application for Walmart in West Cambie

PC: Wayne Craig  
Joe Erceg - FYI

This is to acknowledge and thank you for your email of October 3, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson  
Manager, Legislative Services  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

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OCT - 3 2013

**& DISTRIBUTED**

Aw

-----Original Message-----

From: Shawn Sangha [<mailto:shawnsangha@yahoo.ca>]  
Sent: Thursday, 03 October 2013 12:10 AM  
To: Mayor and Councillors  
Cc: [stevesangha@shaw.ca](mailto:stevesangha@shaw.ca); [news@richmondreview.com](mailto:news@richmondreview.com); [editor@richmond-news.com](mailto:editor@richmond-news.com)  
Subject: Smartcentres application for Walmart in West Cambie



Dear Mr. Mayor and councillors,

I am writing in response to the upcoming Planning Committee meeting tentatively scheduled for October 8th in regards to the proposed Walmart development in the West Cambie area.

My family owns two strata properties located at 4560 and 4562 Garden City Road which are part of the proposed connector road realignment b/w Leslie Road and Alexandra Road. My brother, Dr. Steven Sangha, also wrote to you on September 18th and I would like to reiterate some additional concerns and disturbing oversights we would like you to reconsider.

The councillors are absolutely correct to be concerned and try to nullify any current or future liability of the connector road properties against the taxpayers of Richmond. How does Smart Centres know the exact price in 10 years from now? They cannot even predict who will own the properties in 2023, let alone the asking price! This is a false and dangerous presumption that will leave Richmond taxpayers, including my family who has proudly resided in Richmond for over 40 years, on the hook for a large corporation's goal to execute its mandate.

During the last Planning committee meeting on September 17th, Mr. Victor Wei stated the City's Real Estate division was involved in determining appropriate land costs for the two

properties (one of ours) for acquisition. However, nobody from the City has EVER contacted us to discuss any plans about costs to acquire these lands. The City Real Estate division's "involvement" is severely one-sided and appears to be communicating strictly with the developer and NOT the actual owner(s) of the properties. This seems to be perplexing since the proposal has been in the planning stages for over a decade. Even after the keen questions posed by the respected councillors on the Planning Committee, there have been no discussion/calls/contact made from City staffers as vaguely suggested at the September 17th meeting. It is a false presumption on the part of the developer and the City's staff, who are responsible for forwarding the information to Planning committee, to assume and possibly suggest the final sale price of the "holdout" properties on Garden City Road without the consent of the property owners.

Both Sandra Kaiser and Mike Gilman have stated at the September 17th, 2013 meeting, and I quote for the record, "their company would NOT provide the balance of funds needed to acquire the remaining two properties in order facilitate the connector road should the current amount proposed be insufficient". This hardly sounds like a confident analysis or prediction after having City staffers and Smart Centres claim they have done their homework in a diligent, accurate and predictable manner.

Moreover, we find the comments of GM Planning and Development Joe Erceg's suggestion that the City has the option to expropriate our property for the connector road preposterous. We also thank Councillors McNulty and Steves for challenging this suggestion. Again, another false assumption by senior city staff to make the city liable for the connector road. I sincerely hope the City will not enter the business of "kicking" owners/tenants out of their homes and land when the developers themselves should continue their own negotiation(s) for a private acquisition they are strictly responsible for.

When one takes a close look at the Garden City, Leslie and Alexandra Roads, there are some important details that the developer and City staffers failed to mention in any of the previous Planning Committee meetings. The two largest and closest competitors for WalMart, both Target and Loblaws (aka Superstore) are within a two to five minute drive from this proposed development.

Target, the new major anchor at Landowne Mall, is set to open within weeks and will draw a heavy volume of additional traffic down the Alderbridge corridor and along Garden City Road.

Superstore is currently partaking in a \$4 million dollar renovation and upgrade to their store on Number 3 Road to match the modern day selection and amenities offered by their competitors Target and Walmart. Superstore is located at the West end of Leslie Road. Even without the Walmart development adding 45 to 50 new stores, current traffic patterns show a hundreds of vehicles daily trying to avoid Alderbridge road and transverse their way along Leslie Road to Garden City Road or Alexandra Road between Garden City Road and # 3 Road.

The terminus point for this high volume of diversion is at the Pennzoil Auto Centre and Car Wash located at Alexandra and Garden City Road. A constant stream of vehicles dangerously passes through this private complex on Alexandra road adjacent to the Harvest Montessori School next door where families stop to take their kids to pre-school.

If this state of congestion already exists at the "inner roads" of Alexandra, Leslie and Garden City Roads, imagine the heightened chaos and risk to the safety of commuters/pedestrians and associated congestion and liability that the new Walmart development would bring. Victor Wei suggested intersection improvement can adequately manage the anticipated increase in traffic volume. As a regular commuter of the Garden City Road/Alderbridge way intersection, I strongly suggest intersection improvements are needed now, regardless of additional Walmart development at the corner. If the proposed Walmart development is to proceed, the connector road should NOT be delayed for 10 years, rather steps taken to ensure its construction be built concurrently with the proposed development.

In addition, there are several Garden City Road homes accessing their properties off the back lane from Alexandra Road. For these homes, there are no driveways off Garden City Road. Alexandra Road is not merely a service road as suggested by Smart Centres, it is a life line to the families of these homes. We know...we lived there since the early 1970's. With the congestion of heavy trucks, speeding delivery vehicles and a vast number of store patrons having access to the road, the flow of traffic will instantly back up more at the intersection of Alexandra and Garden City Road, thereby "choking" the residents trying to access their homes. I am very interested to see if the forecasted traffic counts Councillor McNulty has requested for from the developer includes the effect of the service road on these longtime residents.

Finally, I would like to comment on the potential loss of 0.4 acres of ESA land. The 10 years of degradation and neglect by Smart Centres between Alexandra Road and Alderbridge Way on their previously purchased properties is sad to say the least. This shouldn't be a reason for the City and its residents to lose an additional 0.4 acres of ESA land. My parents have proudly owned/operated farmland throughout Richmond for 36 years and continue to do so under the City of Richmond business licensee "Blueberry Lane". They/we don't farm for profit. Trust me, the margins are so thin and the year long work is strenuous, even with the advent of machinery over recent years. We farm because of the value it brings to the City, the food sustainability for our long term customers throughout the City and the acres of livable green space we maintain for ourselves and our children. The City's goal and mandate to protect and preserve ESA land needs to be respected.

The green space replacement suggested by the developer is an elevated deck. Are you kidding me? People are coming to shop at Walmart and its neighbouring tenants, not to walk around a loosely accessible garden. This elevated green space should be a community garden for the Richmond's food bank and its users OR an educational grounds for local school children, a concept similar to Richmond's Community Garden. I understand that would carve into the Walmart's produce sections sales and profitability, but as the current proposal stands, they would save money on the connector road AND pass on the liability risk to the City anyways.

In closing, we thank you for your ongoing critical evaluation of this development. Our request as loyal, life long Richmondites and property owners is for the connector road to be an immediately constructed prerequisite for issuance of a development permit, at no risk or cost liability to the City of Richmond taxpayers and the reevaluation of the ESA land potentially lost. Otherwise, we will continue to look after our long term home and the ESA land remain in its current humble state.

Kind regards,  
Shawn Sangha on behalf of the Sangha family  
T: 604-312-7067



**Schedule 11 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Mayor and Councillors**

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

PC: Wayne Craig  
Joe Erceg FYI

From: Mayor and Councillors  
Sent: Tuesday, 08 October 2013 10:49 AM  
To: 'Lorri R'  
Subject: RE: Garden City Lands

This is to acknowledge and thank you for your email of October 7, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson  
Manager, Legislative Services  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

-----Original Message-----

From: Lorri R [<mailto:lhaan@shaw.ca>]  
Sent: Monday, 07 October 2013 6:48 PM  
To: Mayor and Councillors  
Subject: Garden City Lands

Dear Mayor and Councillors,

I am writing to ask you to consider pausing and taking a deep breath before considering further development in our lovely city. The traffic, the towers and the densification have proceeded at break neck speed and we need to stop and think.

Think about the value of open space, of farmland, of green areas. Not the price, but the value. More and more studies show that we as human beings are suffering from a nature deficit and our children are affected the most. Every time another structure, be it condos, an enormous house (have you driven down #5 Road lately? It's not all Highway to Heaven) or industry takes over farmland and greenspace, it is gone forever.

A Walmart NEVER made a city "Better in ANY Way". Neither does another strip mall, shopping centre or hotel. We DO NOT need more places to shop. We DO need more places to be in nature. Bird song and fields make a place better. In every way. Like our motto. If you don't intend to honor the city motto, be honest and change it.

Thank you.

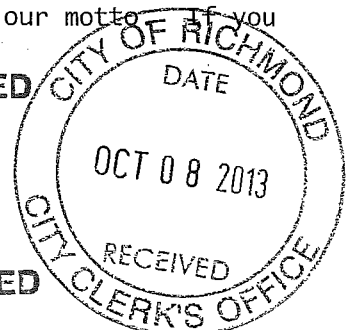
Lorri Romhanyi  
#35 12055 Greenland Drive  
604 278 1315

**CNCL - 45**

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**Schedule 12 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Guzzi, Brian**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Guzzi, Brian  
**Sent:** Tuesday, 15 October 2013 17:46  
**To:** 'Ligtenberg, John [RH]'  
**Cc:** Jansson, Michelle  
**Subject:** RZ 10-528877 - SmartCentres Rezoning Application - Correspondence

John Ligtenberg,

This is to acknowledge and thank you for your recent correspondence regarding the City of Richmond rezoning application RZ 10-528877 by First Richmond North Shopping Centres Ltd. (also known as SmartCentres) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500. This rezoning application also includes a proposed Walmart Store.

Your correspondence has been forwarded to Mayor and Councillors, will be kept on file and included in any subsequent staff reporting to Planning Committee and/or Council regarding this rezoning application.

Thanks again for taking the time to provide your comments.

Brian Guzzi, CIP, CSLA  
Senior Planner - Urban Design,  
City of Richmond, Planning & Development Department,  
Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Tel: 604.276.4393 Fax: 604.276.4052  
Email: [BGuzzi@richmond.ca](mailto:BGuzzi@richmond.ca)

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**From:** MayorandCouncillors  
**Sent:** Monday, 07 October 2013 15:35  
**To:** 'Ligtenberg, John [RH]'  
**Subject:** RE:

This is to acknowledge and thank you for your email of October 4, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**  
**Manager, Legislative Services**  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

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**From:** Ligtenberg, John [RH] [<mailto:John.Ligtenberg@vch.ca>]  
**Sent:** Monday, 07 October 2013 3:20 PM  
**To:** MayorandCouncillors  
**Subject:**

I don't want no Wal-Mart. Surely something more useful and positive can be done with our remaining land.

**Schedule 13 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Guzzi, Brian**

**From:** Guzzi, Brian  
**Sent:** Tuesday, 15 October 2013 17:43  
**To:** 'Glenda Ho'  
**Cc:** Jansson, Michelle  
**Subject:** RZ 10-528877 - SmartCentres Rezoning Application - Correspondence

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

Glenda Ho,

This is to acknowledge and thank you for your recent correspondence regarding the City of Richmond rezoning application RZ 10-528877 by First Richmond North Shopping Centres Ltd. (also known as SmartCentres) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500. This rezoning application also includes a proposed Walmart Store.

Your correspondence has been forwarded to Mayor and Councillors, will be kept on file and included in any subsequent staff reporting to Planning Committee and/or Council regarding this rezoning application.

Thanks again for taking the time to provide your comments.

Brian Guzzi, CIP, CSLA  
Senior Planner - Urban Design,  
City of Richmond, Planning & Development Department,  
Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Tel: 604.276.4393 Fax: 604.276.4052  
Email: [BGuzzi@richmond.ca](mailto:BGuzzi@richmond.ca)

---

**From:** MayorandCouncillors  
**Sent:** Monday, 07 October 2013 15:22  
**To:** 'Glenda Ho'  
**Subject:** RE: Please protect Garden City Lands and Mountain View

This is to acknowledge and thank you for your email of October 5, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Mike Redpath, Senior Manager, Parks for response. If you have any questions or further concerns at this time, please call Mr. Redpath at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**  
**Manager, Legislative Services**  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

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**From:** Glenda Ho [<mailto:jadegho@yahoo.ca>]  
**Sent:** Saturday, 05 October 2013 5:33 PM  
**To:** MayorandCouncillors  
**Subject:** Please protect Garden City Lands and Mountain View

Dear Mayor Brodie and Councillors

I am writing to you about the Garden City Lands.

I was at the community participation process Ideas Fair that was held at Garden City Lands in June 2013.

There was a variety of visions input from participants such as keeping the green space, having a family gathering area, children playground, dog park, community/sharing garden, farming, and various environment sustainability visions.

Important: I would like to bring to your attention that there was no mention from any of the participants at that community participation Ideas Fair of wanting a Walmart, dollar stores or shopping mall/centre.

I am extremely upset that the visions of the participants was not even considered. It seems that a decision has been made prior this fair, to have a Walmart & Dollar Store (which we have many of), and other shops, etc. That by asking the public for their input was just a farce?

Please do not go ahead with building Walmart or any highrises or any buildings that will obscure the view of the mountain.

Please take the time to contact the people at Garden City Lands about the outcome of the Ideas Fair. (website [www.creategardencitylands.ca](http://www.creategardencitylands.ca))

I live 1 block away from Lansdowne mall and seldom go there. By having a Walmart in Richmond, does not interest me. There is one in Queensborough and I don't see the need to have one here. There are also many shopping centres (Blundell, Garden City, etc..) We don't need more car pollution, traffic, Walmart and so forth

I do always enjoy seeing the spectacular view of the mountain and Garden City Lands. Whether driving pass or walking pass, I always stop and admire the beauty of these two places.

The mountain view we see is breathtaking and beautiful to look at, with Garden City Lands complimenting this. This should be kept this way.

Please consider keeping Garden City Lands natural and mountain view for all to enjoy.

I hope that there will be a positive decision in keeping Garden City Lands thriving for the community to enjoy (i.e. park, picnic area, as suggestions at Idea Fair).

Thanking you.

Yours sincerely

Ms G. Ho

**Schedule 14 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Guzzi, Brian**

**From:** Guzzi, Brian  
**Sent:** Tuesday, 15 October 2013 17:37  
**To:** 'Jim Wright'  
**Cc:** Jansson, Michelle  
**Subject:** RZ 10-528877 - SmartCentres Rezoning Application - Correspondence

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

Mr. Wright,

This is to acknowledge and thank you for your recent correspondence regarding the City of Richmond rezoning application RZ 10-528877 by First Richmond North Shopping Centres Ltd. (also known as SmartCentres) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500. This rezoning application also includes a proposed Walmart Store.

Your correspondence has been forwarded to Mayor and Councillors, will be kept on file and included in any subsequent staff reporting to Planning Committee and/or Council regarding this rezoning application.

Thanks again for taking the time to provide your comments.

Brian Guzzi, CIP, CSLA  
Senior Planner - Urban Design,  
City of Richmond, Planning & Development Department,  
Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Tel: 604.276.4393 Fax: 604.276.4052  
Email: [BGuzzi@richmond.ca](mailto:BGuzzi@richmond.ca)

**From:** MayorandCouncillors  
**Sent:** Monday, 07 October 2013 15:34  
**To:** 'Jim Wright'  
**Subject:** RE: Walmart mall proposal

This is to acknowledge and thank you for your email of October 7, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**  
**Manager, Legislative Services**  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

**From:** Jim Wright [<mailto:jamesw8300@shaw.ca>]  
**Sent:** Monday, 07 October 2013 11:42 AM  
**To:** MayorandCouncillors  
**Subject:** Walmart mall proposal

Mayor and Councillors,

I've put some current Walmart mall analysis for you in three blog articles immediately after the Welcome message at <http://gardencitylands.wordpress.com>:

"The Walmart Mall and the ESA farce" describes why the developer's decimation of a segment of its property is a reason for reclamation by the developer, not total capitulation to the developer. (All the ESA inspections in the agenda package occurred AFTER the decimation of the segment by the developer, affecting both that segment and adjoining ones.)

"Council meeting re Walmart, Tues, Oct 8, 2013" will fill in those who were not at the last planning committee meeting and will fill out the picture for those who were there.

"Walmart versus West Cambie Community Plan" shows how there will be a good outcome for all if council insists on following the official community plan. Trimming back the development in keeping with the OCP would free up enough land to conserve and restore a ribbon of Alderbridge wildlife corridor along the north edge of Alderbridge where the ESA is still supposed to apply to the development because the application was made before that land was stripped of its protection. (I learned that from Terry Crowe.)

I suggest that the illustrations also tell a story. For example, they show that the trees that the developer is depicting in front of the Walmart building, which appear to be up to 60 feet in height, are almost as wide. Even if the developer could somehow magically install mature trees there, a tree with foliage that's almost 60 feet in diameter is not even remotely possible when the front of the building will be close to the Alderbridge lot line.

Regards,  
Jim Wright  
8300 Osgoode Drive, Richmond

**Schedule 15 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Guzzi, Brian**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Guzzi, Brian  
**Sent:** Tuesday, 15 October 2013 17:38  
**To:** 'pfrazy@telus.net'  
**Cc:** Jansson, Michelle  
**Subject:** RZ 10-528877 - SmartCentres Rezoning Application - Correspondence

Patty Zaborowicz,

This is to acknowledge and thank you for your recent correspondence regarding the City of Richmond rezoning application RZ 10-528877 by First Richmond North Shopping Centres Ltd. (also known as SmartCentres) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500. This rezoning application also includes a proposed Walmart Store.

Your correspondence has been forwarded to Mayor and Councillors, will be kept on file and included in any subsequent staff reporting to Planning Committee and/or Council regarding this rezoning application.

Thanks again for taking the time to provide your comments.

Brian Guzzi, CIP, CSLA  
Senior Planner - Urban Design,  
City of Richmond, Planning & Development Department, Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Tel: 604.276.4393 Fax: 604.276.4052  
Email: [BGuzzi@richmond.ca](mailto:BGuzzi@richmond.ca)

-----Original Message-----

From: MayorandCouncillors  
Sent: Monday, 07 October 2013 15:30  
To: 'pfrazy@telus.net'  
Subject: RE: walmart complex at alderbridge way and garden city road

This is to acknowledge and thank you for your email of October 6, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson  
Manager, Legislative Services  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

-----Original Message-----

From: [pfrazy@telus.net](mailto:pfrazy@telus.net) [<mailto:pfrazy@telus.net>]  
Sent: Sunday, 06 October 2013 11:20 PM  
To: MayorandCouncillors  
Cc: [pfrazy@telus.net](mailto:pfrazy@telus.net)  
Subject: walmart complex at alderbridge way and garden city road  
Importance: High

Hello to our mayor and councillors,

After reading letters to the editor in the Richmond Review on October 2, I felt compelled to also voice my opposition , along with these concerned Richmond residents about the potential loss of green space. I could give you many reasons why this is a bad idea. One reason is we do not need another shopping mall as we already have plenty of them. Walmart, in my opinion, has not been a good corporate citizen, so please do some more homework. The jobs they propose are low -paying ones. However, the loss of this beautiful little forrest in the heart of Richmond would be a travesty and turn a sacred place into a desecrated place. There are fewer and fewer wild places left in this world and once they are gone, they are gone forever. The worthiness of these places truly reveal themselves when they pass away by the hands of developers. This urban gem is home to many creatures, many of them are song birds. I have noticed over the years less and less songbirds in the city of Richmond and this saddens me. Therefore, I am asking our miyor and councillors, what is the right thing to do? I have hope and faith in you all. Just say no.

Patty Zaborowicz  
Richmond.



**Schedule 16 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Guzzi, Brian**

<b>From:</b>	Guzzi, Brian	To Public Hearing
<b>Sent:</b>	Tuesday, 15 October 2013 17:44	Date: November 18, 2013
<b>To:</b>	'Bell, Yvonne [HSSBC]'	Item #: 7
<b>Cc:</b>	Jansson, Michelle	Re: RZ 10-528877
<b>Subject:</b>	RZ 10-528877 - SmartCentres Rezoning Application - Correspondence	4660-4740 Garden City Road 9040-9500 Alexandra Road

Yvonne Bell,

This is to acknowledge and thank you for your recent correspondence regarding the City of Richmond rezoning application RZ 10-528877 by First Richmond North Shopping Centres Ltd. (also known as SmartCentres) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500. This rezoning application also includes a proposed Walmart Store.

Your correspondence has been forwarded to Mayor and Councillors, will be kept on file and included in any subsequent staff reporting to Planning Committee and/or Council regarding this rezoning application.

Thanks again for taking the time to provide your comments.

Brian Guzzi, CIP, CSLA  
Senior Planner - Urban Design,  
City of Richmond, Planning & Development Department,  
Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Tel: 604.276.4393 Fax: 604.276.4052  
Email: [BGuzzi@richmond.ca](mailto:BGuzzi@richmond.ca)

---

**From:** MayorandCouncillors  
**Sent:** Monday, 07 October 2013 15:19  
**To:** 'Bell, Yvonne [HSSBC]'  
**Subject:** RE: Proposed Walmart at Garden City and Alderbridge Way

This is to acknowledge and thank you for your email of October 4, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**  
**Manager, Legislative Services**  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

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**From:** Bell, Yvonne [HSSBC] [<mailto:Yvonne.Bell@hssbc.ca>]  
**Sent:** Friday, 04 October 2013 6:47 PM  
**To:** MayorandCouncillors  
**Subject:** Proposed Walmart at Garden City and Alderbridge Way

There are many reasons why I do not think Wal-Mart should be allowed to build a mall at Garden City and Alderbridge Way. Here are five: 1) There are already malls in this area. Kitty corner to the proposed Wal-Mart is Lansdowne mall with a Target, Homesense, Winners, The Source, banks, etc. Then a long #3 Road you have Great Canadian Superstore, Aberdeen Centre, Yaohan Centre, Canadian Tire, Price Smart, London Drugs and then Richmond Centre. All of these are within one or two kilometers of the proposed mall. Why would you allow another mall to be built? Lansdowne is never busy. And if memory serves me correctly, before Great Canadian Superstore settled at their present location, they also wanted to build on the east side of Garden City Road but the city planners said they wanted to concentrate large retail stores along #3 Road. So Great Canadian Superstore located in the old Toyota plant on #3 Road. In my opinion this was a very good example of working with city planners and using an area that was already zoned for commercial. 2) This area was an urban forest until the developer preloaded it with sand. It can easily go back to being an urban forest with the removal of the sand and remediation work. The sand should not have been allowed to be dumped here until council had heard from the residents of Richmond on whether or not they wanted a mall here in the first place. 3) Wal-Mart refuses to work with the community and leave an important urban forest buffer along Alderbridge Way between Garden City Road and #4 Road. An urban forest buffer already exists along Alderbridge between #4 Road and Shell Road. 4) Wal-Mart has a terrible reputation for giving the consumer the cheapest product at the cheapest price at the expense of the environment and the worker. Please read the attached articles titled "Wal-Mart Accepted Clothing from Banned Bangladesh Factories" <http://www.propublica.org/article/walmart-accepted-clothing-from-banned-bangladesh-factories> and "Wal-Mart to Skip Discussion on Compensation for Bangladesh Factory Victims" [http://www.huffingtonpost.com/2013/09/12/walmart-bangladesh\\_n\\_3912246.html](http://www.huffingtonpost.com/2013/09/12/walmart-bangladesh_n_3912246.html). Here is an excellent article by Mayor Malcolm Brodie from the Richmond News titled, "Throw-away designs need tossing" <http://www.richmond-news.com/opinion/editorial/throw-away-designs-need-tossing-1.631703>. It states that every year local governments in Canada spend 2.6 billion tax dollars managing 34 million tonnes of garbage. Wal-Mart is all about throw-away designs. Their merchandise does not last and ends up a year later in landfills. 5) I absolutely do not support the city of Richmond taking the responsibility off the Wal-Mart Mall developer's hands for buying Garden City Road lots to reduce the traffic congestion from the mall. Why would you make a decision that would put a Wal-Mart across from Richmond's greatest legacy, "The Garden City Lands"?

Yvonne Bell  
10431 Mortfield Road  
Richmond, BC  
V7A 2W1

**Schedule 17 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Guzzi, Brian**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Guzzi, Brian  
**Sent:** Tuesday, 15 October 2013 17:41  
**To:** 'Lusha Z'  
**Cc:** Jansson, Michelle  
**Subject:** RZ 10-528877 - SmartCentres Rezoning Application - Correspondence

Lusha Zhou,

This is to acknowledge and thank you for your recent correspondence regarding the City of Richmond rezoning application RZ 10-528877 by First Richmond North Shopping Centres Ltd. (also known as SmartCentres) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500. This rezoning application also includes a proposed Walmart Store.

Your correspondence has been forwarded to Mayor and Councillors, will be kept on file and included in any subsequent staff reporting to Planning Committee and/or Council regarding this rezoning application.

Thanks again for taking the time to provide your comments.

Brian Guzzi, CIP, CSLA  
Senior Planner - Urban Design,  
City of Richmond, Planning & Development Department,  
Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Tel: 604.276.4393 Fax: 604.276.4052  
Email: [BGuzzi@richmond.ca](mailto:BGuzzi@richmond.ca)

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**From:** MayorandCouncillors  
**Sent:** Monday, 07 October 2013 15:24  
**To:** 'Lusha Z'  
**Subject:** RE: Bulletin 2013-09-23

This is to acknowledge and thank you for your email of October 6, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**  
**Manager, Legislative Services**  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

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**From:** Lusha Z [<mailto:lusha.zhou@dartmouth.edu>]  
**Sent:** Sunday, 06 October 2013 8:51 AM  
**To:** MayorandCouncillors; Garden City Lands Coalition  
**Subject:** Fwd: Bulletin 2013-09-23

Hi,

I am a recent college graduate and I have always appreciated the balance Richmond hit between cosmopolitan and agricultural. In addition, Richmond has a unique shopping scene that brings tourists and supports local, small businesses. I wish to see the councillors steward the beautiful urban planning legacy we have inherited - so that as I and others my age move forward in life, we could raise families in environs as blessed as we were to have. To that end I lend my support to specific suggestions made by the Garden City Conservation Society on their blog, which you may find references to below.

Thank you,  
Lusha

----- Forwarded message -----

From: **Garden City News** <[gardencitynews@shaw.ca](mailto:gardencitynews@shaw.ca)>

Date: 2013/9/23

Subject: Bulletin 2013-09-23

To: Garden City Conservation Society <[gardencitylands@shaw.ca](mailto:gardencitylands@shaw.ca)>

Friends of Garden City,

Your letters to Richmond council were a factor in council sending the Walmart Mall application back to staff (and the developers) for improvement. It will probably return to council on Oct. 8. The <http://gardencitylands.wordpress.com> blog will provide updates and links as they become available.

Please read the attached 1-page bulletin on the topic. This is a crucial time for the particular issue. Bad results on the Walmart issue, especially the viewscape aspect, would be likely to have surprisingly far-reaching effects, as discussed in the bulletin and at <http://wp.me/p97QM-2g1>.

In other words, your prompt further action can have high impact in this window of opportunity.

Jim Wright

Garden City Conservation Society

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*Garden City News* is sent to members and friends of the Garden City Conservation Society, Richmond, B.C. To opt out of receiving the *News*, simply reply with "Unsubscribe" in subject line. Please forward the

*Garden City News* to friends. To opt in, they can simply send a message to GardenCityLands@shaw.ca with "Subscribe" in the subject line.

**Schedule 18 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Guzzi, Brian**

**From:** Guzzi, Brian  
**Sent:** Tuesday, 15 October 2013 18:01  
**To:** 'stevesangha@shaw.ca'  
**Cc:** Jansson, Michelle  
**Subject:** RZ 10-528877 - SmartCentres Rezoning Application - Correspondence

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

Mr. Sangha,

This is to acknowledge and thank you for your recent correspondence regarding the City of Richmond rezoning application RZ 10-528877 by First Richmond North Shopping Centres Ltd. (also known as SmartCentres) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500. This rezoning application also includes a proposed Walmart Store.

Your correspondence has been forwarded to Mayor and Councillors, kept on file and included in any subsequent staff reporting to Planning Committee and/or Council regarding this rezoning application.

If you would like to meet with City staff regarding this rezoning application, I would be pleased to arrange a meeting with the appropriate staff.

Thanks again for taking the time to provide your comments.

Brian Guzzi, CIP, CSLA  
Senior Planner - Urban Design,  
City of Richmond, Planning & Development Department,  
Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Tel: 604.276.4393 Fax: 604.276.4052  
Email: [BGuzzi@richmond.ca](mailto:BGuzzi@richmond.ca)

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**From:** Mayor and Councillors  
**Sent:** Wednesday, 09 October 2013 16:39  
**To:** 'steve sangha'  
**Subject:** RE: Re: SmartCentre Proposal project Property acquisition Richmond News article

This is to acknowledge and thank you for your email of October 8, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**  
**Manager, Legislative Services**  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

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**From:** steve sangha [<mailto:stevesangha@shaw.ca>]  
**Sent:** Tuesday, 08 October 2013 11:32 PM  
**To:** [acampbell@richmond-news.com](mailto:acampbell@richmond-news.com)

**Cc:** Mayor and Councillors; Guzzi, Brian; Jansson, Michelle; Craig, Wayne  
**Subject:** Re: SmartCentre Proposal project Property acquisition Richmond News article  
**Importance:** High

Re: Campbell Article Richmond News October 8, 2013

My name is Steven Sangha. My family owns the property in question. It is correct what you reported in October 8, 2013 news article - but you have put the request of 2.4 million out of context. SmartCentres purchased 9071 Alexandra Road - a 2800 square foot house for \$1.5 million dollars as one of the properties for the connector road. The price paid for 9071 Alexandra Road works out to be \$175 a square foot. This property is on Alexandra Road. Our property is on Garden City Road - it is on a major roadway with exposure and frontage. Our property is actually 4560/4562 Garden City Road it is actually two separate strata properties - it is a duplex (almost quadplex). The building size itself is two to three times the size of 9071 Alexandra Road. Our property size in terms of square footage is well over 11,300 square feet. The property is currently zoned for office/building mixed use by the City of Richmond. You cannot compare the two properties exactly the same due to location and size. Also, our property is rental income producing for my parents retirement. SmartCentres provided a price (\$2 million) based upon similar square footage cost which was agreed upon but expired after SmartCentres failed to follow through with the deal. They then subsequently presented an offer 40% below their last offer whereby we countered the 2.4 figure in protest. Why did SmartCentres offer 40% less? Because the City of Richmond told them that they would have to purchase the property themselves for the connector road - not the City of Richmond. SmartCentres assumed the city would just buy the properties at the agreed price. So now SmartCentres has said they are at an impasse with the property owner so they have given the responsibility of land acquisition to the City of Richmond. SmartCentres knew all along that the WCAP for this development required a connector road for over seven years. SmartCentres will put in High Street to alleviate traffic and they move ahead with their project. They are getting what they wanted - building permit. Meanwhile the City of Richmond and the taxpayers will now be responsible for purchasing real estate for a road. This is a dangerous precedent for future developments in the city in providing infrastructure to private developers.

I wanted to present our side of the story because it paints our family as being unreasonable and greedy. SmartCentres presented most of the information related to real estate negotiations. The City did not contact our family for any information. When we asked about this to the Planning department, the City's response was that "they are not in the position in negotiating land deals". Funny thing this is what SmartCentres is asking the City of Richmond to do.

I can be reached at 778-228-6872

S. Sangha

Here is the article in the Richmond News October 8:

"Some councillors were also worried about the possibility of the city not being able to acquire two properties on the site — needed to build a new realigned connector road at Alexandra and Leslie roads.

It's an acquisition which, thus far, has eluded the developer and is now being handed to the city to complete, along with around \$3.4 million of developer's cash.

The threat of expropriating the two properties stuck firmly in several councillors' throats when it was aired last month.

And city staff don't seem to have too much to offer in terms of alternatives, should the two homeowners fail to budge.

Complicating the acquisition further are new details revealed in this week's report, which highlight how one of the owners earlier this year asked the developer for \$2.4 million — three times the assessed property tax value — for his family's Garden City Road property.

If such a deal was to take place between the city and the owner, it would leave only \$1 million in the pot to purchase the remaining property.

The owner told the News how a \$2 million price tag had been tentatively agreed with the developer in 2011 and he upped his demand by 40 per cent this year after the developer dropped their offer by the same percentage.

Staff, meanwhile, are sticking to the assertion that the realigned connector road is not needed for ten years due to the developer's extensive intersection improvements in the immediate area"

## **2) REVISED Smart Centres Proposal for *Central at Garden City***

- SmartCentres will purchase three properties (9071, 9091 and 9111 Alexandra) and will dedicate the land across these properties required for the Alexandra Road realignment to the City at a cost of **\$3,550,000**. The properties are appraised at \$2,016,000 in total.
- SmartCentres will increase the amount it gives the City to purchase the two remaining properties required for the Alexandra Road realignment from \$2,000,000 to **\$3,450,000**. The properties are appraised at \$1,566,000 in total.
- SmartCentres will pay 100% of the capital cost for the Alexandra Road realignment of **\$3,206,774 (2023 cost)**.



**Mayor and Councillors**

**Schedule 19 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

**From:** Mayor and Councillors  
**Sent:** Thursday, 24 October 2013 11:23 AM  
**To:** 'Melanie Beggs-Murray'  
**Subject:** RE: Richmond at the Crossroads

PC: Wayne Craig - for response  
Joe Erceg - FYI

This is to acknowledge and thank you for your email of October 19, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**  
**Manager, Legislative Services**  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

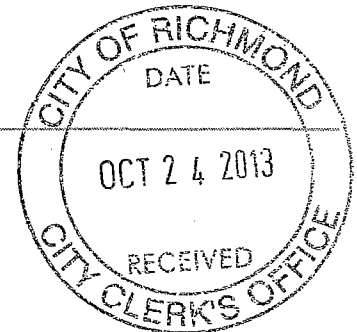
To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**PHOTOCOPIED**

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AW

**From:** Melanie Beggs-Murray [mailto:[mbeggsmurray@gmail.com](mailto:mbeggsmurray@gmail.com)]  
**Sent:** Saturday, 19 October 2013 9:12 PM  
**To:** Mayor and Councillors  
**Subject:** Richmond at the Crossroads



Dear Members of the City of Richmond Planning Committee and Richmond City Council,

**Richmond at the Crossroads**

I write as a resident of Richmond in hopes of persuading you against approving the rezoning of the lands at the intersection of Garden City Road and Alderbridge Way. A Walmart-anchored shopping centre is the wrong choice for this most pivotal intersection in our still maturing municipality. The very character of our developing city centre is at stake, along with all hope that Richmond's proposed central park will be something which Richmondites can look upon with pride or delight.

I am calling on the Planning Committee of the Richmond City Council to:

1. Reject the concept of a Walmart-anchored shopping centre for Alderbridge Way and Garden City Road outright and completely.
2. Reject all applications for rezoning this corridor until a complete, binding community plan is in place to safe-guard the future of the Garden City Lands, Richmond's central park.

Here are my top ten reasons why a Walmart-anchored shopping centre is the wrong choice for Garden City and Alderbridge Way:

### **1. The Walmart-anchored centre puts the future of the Garden City Lands at risk**

Allowing First Richmond Shopping Centres to go ahead any further with plans to develop this land as a shopping mall puts the cart before the horse for this whole area. A real proposal for the future of the GCL seems years away still. An awful lot can happen in that time. The provincial government may yet do away with the ALR entirely. A whole new council could be elected. What then?

### **2. The new worst intersection in Richmond**

Look out No.3 Road and Westminster Highway! Garden City and Alderbridge is looking to steal your title! Regardless of any theoretical back road to the centre, traffic will be bottling up on Garden City and along Alderbridge. These are vital access routes to both Highway 91 and Highway 99 and main arteries connecting Richmond to her neighbouring municipalities. What has Ironwood and Coppersmith done for traffic on Steveston Highway onto Highway 99? The prognosis for Alderbridge Way and Garden City is doubly bleak.

### **3. It eliminates land that was zoned for housing**

This new development funnels prime low-rise housing land away from its intended purpose and goes against Richmond City Council's own goal to improve accessibility to affordable housing by making this type of land an even-rarer commodity. Amid a revitalized nature strip -- instead of a traffic-clogging, view-destroying Walmart -- Richmond could instead be creating housing for low-income families, below and behind the existing tree level: a habitat for humanity.

### **4. It is not accessible to transit**

The Canada Line stops on No. 3 Road at Lansdowne Road. That's a 20-minute walk from the station for an able-bodied person. Some of the buses that run along Garden City only run once an hour. Do we really think Translink has the money for more buses for Richmond? Bring your SUV! Everyone else will (see point 2).

### **5. It's not environmentally sustainable**

Richmond has sustainability plans and aims to be the most environmentally-conscious and livable of cities. Where does driving your vehicle to buy cheap merchandise shipped thousands of kilometres across oceans on fossil fuel fit in? Walmart is the largest beneficiary on earth of unhealthy, disposable consumer culture. They sell junk for the home, junk for the kids to eat, and junk for our landfills.

### **6. American big box bonanza**

Does Richmond need a new Walmart less than a kilometre away from our brand new Target? Lansdowne is the shopping centre with ample free parking, community events, and a skytrain stop right on its doorstep. Why are we sacrificing so much for something Richmond already has? – and really, really close by.

### **7. Walmart is the worst**

Whether they are blocking their ultra-minimum-wage employees from unionizing, illegally dumping hazardous waste, or selling guns across the street from schools in the US, Walmart has a bad reputation for a reason. Communities fight it for a reason. Wherever they go they systematically kill local business and leave only the lowest common denominator in their place.

### **8. There is still plenty of “ugly Richmond” left to go around**

The Canada Line has given Richmondites new perspective on our city, literally. For the first time we can see certain parts of Richmond slightly from above. There is still a lot of already despoiled and underutilized Richmond in need of redevelopment. Richmond shouldn't have a Walmart. But if we absolutely *have* to have one, why can't it be somewhere else?

### **9. What about Richmond's other wants? What about better visions?**

Create Garden City Lands Idea Fair, on 1 June 2013, was an impressive and inspiring event. However, it was clear on that community visioning day that the residents of Richmond also want things that are not going to be

feasible on the GCL. Some of the things that the people of Richmond want, and need, could be at Garden City and Alderbridge instead of a shopping centre. City resources would be complementary, appropriate, and logical at just such a location – directly across from Richmond's own destination park.

**10. A Walmart-anchored centre sets the tone of our nascent city centre really low**

The City used to have the slogan, *Richmond: better in every way*. Have we changed the way we see ourselves as a city so much since then? Richmond, where's your self respect? Vancouver would never put a Walmart across from their Stanley Park, or Burnaby allow such a blight on the doorstep of their Central Park. Seriously, Richmond aren't we better than this?

The decisions we make today will bring about the city of the future. Before allowing this shopping centre to become part of the future of our city, please consider how very far a Walmart-anchored centre is from the kind of city we want to be -- from the ideas and dreams that have been gathered from the community, for our future community. A Walmart centre can only degrade and devalue the Garden City Lands, its natural view scape, and the health and well-being of future Richmond residents.

Yours sincerely,

Melanie Beggs-Murray, Richmond Resident

**Mayor and Councillors**

**Schedule 20 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

PC: Wayne Craig-Fyi

**From:** Terri Havill [auntieunion@telus.net]  
**Sent:** Saturday, 26 October 2013 8:57 AM  
**To:** Melanie\_Beggs-Murray@bcit.ca  
**Cc:** Mayor and Councillors; news@richmondreview.com  
**Subject:** walmart

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

Hello Melanie,

I read your Richmond Review 10 reasons why Walmart doesn't belong in Richmond.  
You gave the reader compelling reasons to vote out 7 of 8 Richmond Councilors.  
To place Walmart blight in front of Garden City Lands when so many other de-treed despoiled  
land is available is reckless.

Thank you Melanie for taking your personal time to inform Richmondites why Walmart across  
from Garden City Lands makes Richmond "worse in every way."

local community gardener  
terri havill  
Sent from my iPad

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

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**Schedule 21 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Mayor and Councillors**

TO: MAYOR & EACH  
COUNCILLOR OF  
FROM: CITY CLERK'S OFFICE

**From:** Mayor and Councillors  
**Sent:** Thursday, 07 November 2013 3:23 PM  
**To:** 'Margaret Morerau'  
**Subject:** RE: Walmart petition: fire safety in Bangladesh garment factories

This is to acknowledge and thank you for your email of November 5, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson  
Manager, Legislative Services  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

-----Original Message-----

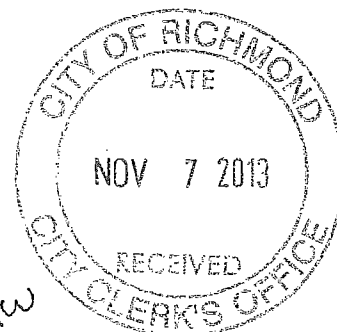
From: Margaret Morerau [<mailto:maggiemoreau@yahoo.ca>]  
Sent: Tuesday, 05 November 2013 3:05 PM  
To: Mayor and Councillors  
Subject: Fwd: Walmart petition: fire safety in Bangladesh garment factories

> Dear Mayor Brodie and Richmond City Councillors  
>  
> It is absolutely essential that Walmart address this human rights issue before being given  
permission to open a store in Richmond.  
>  
> I would also hope that all of you would sign this petition.  
>  
> Sincerely,  
>  
> Margaret Moreau  
> Manfred Kuchenmuller  
> 9 - 13400 Princess Street  
> Richmond V7E 6R5  
>  
> <http://action.sumofus.org/a/walmart-bangladesh/>  
>  
>  
> Sent from my iPad

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& DISTRIBUTED



CNCL - 65

**Schedule 22 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Mayor and Councillors**

**From:** Mayor and Councillors  
**Sent:** Monday, 18 November 2013 9:17 AM  
**To:** 'Shirley Doyle'  
**Subject:** RE: Walmart and More

<b>To Public Hearing</b>	
<b>Date:</b>	<u>Nov 18 / 13</u>
<b>Item #</b>	<u>7</u>
<b>Re:</b>	<u>4660-4740 Garden City Rd</u> <u>9040-9500 Alexandra Rd</u> <u>R2 10-528877</u>

This is to acknowledge and thank you for your email of November 17, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information and will be made available at the Public Hearing tonight.

In addition, your email has been referred to Wayne Craig, Director of Development. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**

**Manager, Legislative Services**

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

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**From:** Shirley Doyle [<mailto:shirldoyle@hotmail.com>]

**Sent:** Sunday, 17 November 2013 9:21 AM

**To:** Mayor and Councillors

**Cc:** Shirley Doyle

**Subject:** Walmart and More

WE don't need a Walmart in Richmond. When Bellingham Walmart opened so many Mom and Pop businesses closed. Downtown became a ghost town for many years.

Those people who found jobs at Walmart had to live on minimum wages while the execs make huge salaries.

The products are made in many cases by children working 10-15 hours a day in factories with poor conditions.

We don't need more traffic congestion in Richmond. Why have a huge store near an already congested mall. It's bad enough that Target has opened.

What we do need in Richmond is more facilities for families like indoor family play centres which could have a farm theme and petting zoo.

We don't need more shopping. We already are huge consumers. One trip to Value Village is a lesson in what's being discarded.

Check this out. Brocketts Farm. Children get to experience and learn about real animals on a working farm. The large animals are in pastures and the small ones are in barns and have access to pastures.

There is an indoor and outdoor playground for all ages with huge slides, mazes, climbing areas. They have miniature and real tractors and rides. The gift shop can feature local products and crafts. There's a restaurant as well. Parties of all kinds can be booked there.

I think something like this in Richmond would be a huge success since we are a city with a background of farming and fishing.

We need to get our families having fun together not "shopping".

Richmond is becoming a concrete jungle. Even the malls don't include a family activity.

The most fun in Richmond for a family is Richmond Country Farm.....

I have visited Bocketts Farm recently and was very impressed with all the events that happen there.

Time to give back to the families in Richmond. With all the taxes being paid in to the City of Richmond certainly some should be used to provide some fun.

Garden City should be "Garden" and "Farm" and "Family" City with a lot of fun for everyone.

<http://www.bockettsfarm.co.uk/> Please check this out.

Well that's my two cents worth.

Cheers,

Shirley Doyle

Richmond Taxpayer for 46 years

**Schedule 23 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

**Mayor and Councillors**

**From:** Mayor and Councillors  
**Sent:** Monday, 18 November 2013 9:49 AM  
**To:** 'Lisa Coulthard'  
**Subject:** RE: opposed to SmartCentres

<b>To Public Hearing</b>
Date: <u>Nov 18 / 13</u>
Item # <u>7</u>
Re: <u>4660-4740 Garden City Rd</u> <u>9040-9500 Alexandra Rd</u> <u>R210-528877</u>

This is to acknowledge and thank you for your email of November 16, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information and will be made available at the Public Hearing tonight.

In addition, your email has been referred to Wayne Craig, Director of Development. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

**Michelle Jansson**

**Manager, Legislative Services**

City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1

Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

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**From:** Lisa Coulthard [<mailto:lmcoulthard@gmail.com>]

**Sent:** Saturday, 16 November 2013 6:42 PM

**To:** Mayor and Councillors

**Subject:** opposed to SmartCentres

I live at 9333 Albert Rd, Richmond B.C. and am vehemently opposed to the proposed SmartCentres/ Walmart development.

Lisa Coulthard



Schedule 24 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.

Mayor and Councillors

From: Mayor and Councillors  
Sent: Monday, 18 November 2013 12:14 PM  
To: 's@bluedragonmining.com'  
Subject: RE: Opposed to SmartCentres

<b>To Public Hearing</b>	
Date:	Nov 18/13
Item #	7
Re:	4660-4740 Garden City Rd 9040-9500 Alexandra Rd R2 10-528877

This is to acknowledge and thank you for your email of November 18, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information and will be made available at the Public Hearing tonight.

In addition, your email has been referred to Wayne Craig, Director of Development. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson  
Manager, Legislative Services  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

-----Original Message-----

From: [s@bluedragonmining.com](mailto:s@bluedragonmining.com) [<mailto:s@bluedragonmining.com>]  
Sent: Monday, 18 November 2013 11:04 AM  
To: Mayor and Councillors  
Subject: Opposed to SmartCentres

To whom it may concern,

I live at 9333 Albert Rd, Richmond B.C. and am strongly opposed to the proposed SmartCentres/Wallmart development.

Stephen Toban

Schedule 25 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.

**CityClerk**

**From:** Sunny Mak [smak168@gmail.com]  
**Sent:** Monday, 18 November 2013 11:28 AM  
**To:** CityClerk  
**Subject:** Central at Garden City Proposal  
**Categories:** 12-8060-20-008864 - Walmart-Smart Centre

		INT
	DW	
✓	MJ	MA
	DB	

I would like to give my support for this development as I feel it is important that the City of Richmond benefit from both a services perspective as well a financial perspective.

The property tax this project will generate for the city allows for better amenities without resorting to higher household taxes.

Thanks

Sunny Mak  
10171 Hollywell Drive

<b>To Public Hearing</b>	
Date:	Nov 18 / 13
Item #	7
Re:	4660-4740 Garden City Rd 9040-9500 Alexandra Rd R210-528877



**Schedule 26 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**Mayor and Councillors**

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 2:42 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #756)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

**Send a Submission Online (response #756)**

**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 2:41:44 PM

**Survey Response**

Your Name	Guadalupe Kover
Your Address	23 - 8451 Ryan Road
Subject Property Address OR Bylaw Number	Official Community Plan By Law 7100 Amendment By Law 8865
Comments	Landsdowne Mall is close by the proposed site for Wall Mart and Target has just opened right there. We don't need more big box stores. I feel that it would also affect the small business around the area. There is also Aberdeen Centre and Yoahan Mall. Wall Mart will bring more traffic from Vancouver to Richmond creating more congestion in our roads. We have enough traffic problems as it is right now.

## **MayorandCouncillors**

### **Schedule 27 to the Minutes of the Council Meeting for Public Hearings held on Monday, November 18, 2013.**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 2:39 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #755)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

## **Send a Submission Online (response #755)**

### **Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 2:38:59 PM

### **Survey Response**

Your Name	Keith Peters
Your Address	10191 Hollywell Drive
Subject Property Address OR Bylaw Number	4660,4680,4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 934
Comments	I fully support this application. Walmart and this development are needed. It will help create jobs for our citizens, reduce our property tax burden, and encourage more people to shop locally.

**Schedule 28 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**MayorandCouncillors**

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 2:02 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #754)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

**Send a Submission Online (response #754)**

**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 2:01:54 PM

**Survey Response**

Your Name	Walloce Sohl
Your Address	22760 River road
Subject Property Address OR Bylaw Number	Wal-Mart smart centre development
Comments	I support this rezoning and development!! It's about time Richmond will get Wal-Mart.

**Schedule 29 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**Mayor and Councillors**

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 2:02 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #753)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

**Send a Submission Online (response #753)**

**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 2:01:16 PM

**Survey Response**

Your Name	Melvin Yap
Your Address	8051 Spires Road, Richmond
Subject Property Address OR Bylaw Number	First Richmond North Shopping Centres (SmartCentres) - NE corner of Alderbridge & Garden City
Comments	I support the rezoning application and the development.

## MayorandCouncillors

### Schedule 30 to the Minutes of the Council Meeting for Public Hearings held on Monday, November 18, 2013.

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 2:01 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #752)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

## Send a Submission Online (response #752)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 2:01:02 PM

### Survey Response

Your Name	Ester Nielsen
Your Address	25-8451 Ryan Road, Richmond, BC
Subject Property Address OR Bylaw Number	Official Community Plan Bylaw 7100, Amendment Bylaw 8865
Comments	<p>I am against the proposal to re-zone from single-detached residential to mall use. A large mall with Walmart as an anchor will be a destination mall, not for the neighborhood, but for people coming from Vancouver (where Walmart was turned down a couple to times) it will cause traffic congestion in the area. There is a Walmart already in East Richmond for the people who are fans of Walmart. We also have two shopping centers close by with Target just opened last week, how many more of that type of stores do we need? If we get too many big box stores, it will kill the smaller store, as they do not have the buying power, and have to charge more. Lets protect those stores, or we will end up in a very sad place with nothing but Walmart and Costco.</p>

**Mayor and Councillors****Schedule 31 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 1:44 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #751)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

## Send a Submission Online (response #751)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 1:43:30 PM

### Survey Response

Your Name	Lois Armerding
Your Address	205-7831 No. 1 Road
Subject Property Address OR Bylaw Number	Walmart Mall public hearing
Comments	<p>I would like to voice my opposition to SmartCentres proposal for a Walmart based mall on the section of land between Alderbridge and Alexandra Roads. First of all, the location is eco-sensitive and adjacent to other valuable ecological resources such as the Garden City Lands. Secondly, Walmart does not bring neighbourhood shopping as was the original intent for this area. Instead it will bring shoppers from far and wide, adding to the already congested traffic in our city. The Lansdowne Shopping Centre is quite close to this proposed development and provides alternatives for locals in terms of the newly opened Target as well as other big shops like Future Shop and Best Buy. The Alexandra neighbourhood may need everyday shops, such as Safeway and Shoppers Drug...a butcher, a baker, etc., but it does not need Walmart. Please know that I would vote NO for this proposal, even the modified version. Thank you.</p>



## Mayor and Councillors

### Schedule 32 to the Minutes of the Council Meeting for Public Hearings held on Monday, November 18, 2013.

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 1:26 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #750)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

## Send a Submission Online (response #750)

### Survey Information

Site: City Website

Page Title: Send a Submission Online

URL: <http://cms.richmond.ca/Page1793.aspx>

Submission Time/Date: 11/18/2013 1:25:41 PM

### Survey Response

Your Name: Sharon Doucelin

Your Address: 4911 Pendlebury Road, Richmond BC

Subject Property Address OR Bylaw Number: Official Community Plan Bylaw 7100 & 9000: Richmond Zoning Bylaw 8500

### Comments

Re: ALL Official Community Plan Bylaw changes proposed for First Richmond North Shopping Centres Ltd. Every neighbourhood needs a local shopping mall. It is great to be able to walk over to the veggie market, get my hair cut, visit the bank, pick up some groceries, or renew my car insurance. Small shopping areas foster a sense of community. Gigantic malls don't. Most people will walk to a grocery store or other little places, but putting a "SmartCentre" on Garden City will do nothing for the existing neighbourhood. It has a special character with its large green space and deserves to develop that character. Develop a mall in keeping with the surroundings and you will have a hit. The developers talk about 'improved amenities'. I don't count wall-to-wall paving, more expensive clothing and jewellery stores, and increased traffic pollution as amenities. I hardly ever have fun dodging cars in a parking lot. I'd rather stop and watch a rabbit or squirrel run into a

tree. Leave the green space where it is... embellish it and let it grow. We've already driven the raccoons and rats into houses looking for places to live. Once the ground is paved, the rain can't even soak into the soil to feed what few going things there are left. Once it's paved you won't reclaim it for green space, ever. The developers talk about green roofing... again who is going to get into their car and drive to a mall to go for a walk on a store rooftop? Anyone who has visited the Lansdowne Mall recently will notice the empty storefronts despite the new Target. Sears is leaving the Richmond Centre mall. The Aberdeen Mall has been renovated, but it too has empty places. How about the new "high end" mall under construction on Sea Island? The Duck Island project is another one. Richmond already has a Wal-Mart centre in Queensboro and there will soon be one in Tsawwassen and on Marine Drive in South Vancouver. How many opportunities do we need to buy cheap disposable merchandise that comes from China? Real Canadian Superstore has renovated their store to bring the produce section right out front. And although they too have a line of cheap clothing at least they carry 'local' produce. Didn't we as taxpayers spend billions of dollars to bring the Canada Line into Richmond? If I remember correctly, the argument for bringing it down No. Three Road instead of Garden City was so it would revitalize the city core allowing people to get out of their cars and go shopping in the local malls. Are you going to add an extension to the sky train so people can now get to the Wal-Mart? I'm also curious why 'people' think shopping as we know it, will be the same in 30 years when Richmond's population will supposedly require all these stores. Lots of people I know purchase on line to save money and time. They buy children's Halloween costumes, medical supplies, vitamins, car parts, clothing etc on line without the hassle of spending the day driving to a mall, searching for a parking space, walking through long hallways to try on several items that may or may not fit. As the next techie generation grows up, this trend will undoubtedly increase. On the bright side though, when our major malls go out of business, we can always convert the buildings to badminton clubs or computer gaming hovels! Do not bring another Wal-Mart centre to Richmond. We have enough space for shopping: just use it more wisely!

Respectively, Sharon Doucelin

## Mayor and Councillors

### Schedule 33 to the Minutes of the Council Meeting for Public Hearings held on Monday, November 18, 2013.

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 12:30 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #749)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

## Send a Submission Online (response #749)

### Survey Information

Site: City Website

Page Title: Send a Submission Online

URL: <http://cms.richmond.ca/Page1793.aspx>

Submission Time/Date: 11/18/2013 12:28:55 PM

### Survey Response

Your Name

Ivan Goroun

Your Address

3508 Lockhart rd Richmond BC

Subject Property Address OR  
Bylaw Number

Walmart mall public hearing on Monday, Nov. 18

Comments

I am a landscape photographer and my trained eye always catches the good and bad scenery around the town. For instance, I always feel grateful to the Richmond's city hall for keeping the Alderbridge corridor in a lush greenery on both sides of the road, so even being in a city you still feel the connection to a nature. The proposal of the Walmart developer to destroy the green wall along the Alderbridge way came as a negative shock to me - it is so out of line with the previous practice. Please be consistent with the previous achievements and keep the continuous green corridor intact to lessen the urban life stress for both, the people of Richmond and for the wild life that lives there.

## Mayor and Councillors

### Schedule 34 to the Minutes of the Council Meeting for Public Hearings held on Monday, November 18, 2013.

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 12:24 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #748)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

## Send a Submission Online (response #748)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 12:23:03 PM

### Survey Response

Your Name	Olga Tkatcheva
Your Address	3508 Lockhart rd Richmond BC
Subject Property Address OR Bylaw Number	Walmart mall public hearing on Monday, Nov. 18
Comments	I am very concern that the plan proposed by the developer, includes the loss/destroying the natural habitat area along the Alderbridge way. The relocation of the ecologically sensitive area is not possible and another spot would not be the same. Please provide a guidance to developer that enforces keeping the area intact and working around it not paving it over.

**Schedule 35 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**Mayor and Councillors**

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 3:56 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #758)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

## Send a Submission Online (response #758)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 3:55:41 PM

### Survey Response

Your Name	Pamela Dantu
Your Address	205 8870 Citation Drive Richmond BC
Subject Property Address OR Bylaw Number	Smartcentres Application
Comments	I believe Richmond could use a facelift in the area where the Smartcentres want to build. It would be nice to have the variety of shopping. Richmond continues to grow and will need more stores for its residents. I am in favour of this project.

**Schedule 36 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**Mayor and Councillors**

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 3:30 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #757)

**Categories:** 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

## Send a Submission Online (response #757)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 3:30:18 PM

### Survey Response

Your Name	Paul Ly
Your Address	6571 Maple Rd, Richmond, BC, V7E 1G4
Subject Property Address OR Bylaw Number	First Richmond North Shopping Centres Ltd. (SmartCentres) rezoning application at northeast corner o
Comments	I am in support of the development of the Shopping Centres at Alderbridge and Garden City. It will definitely provide additional retail outlets for consumers and bring competitive pricing. I also like the new road improvements planned for this development. It satisfies my concerns from the potential increased of traffic which many residents currently experience with No. 3 Road between Cambie and Alderbridge. Detouring to River Road is not a solution.

**Schedule 37 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**Mayor and Councillors**

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 5:46 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #759)

**Send a Submission Online (response #759)**

**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 5:45:34 PM

**Survey Response**

Your Name	John Bustos
Your Address	8297 Saba Rd
Subject Property Address OR Bylaw Number	Walmart Supercentre
Comments	<p>Bottom line is Jobs..Jobs..Jobs. This is what we need with the growing number of residents in Richmond. We have condos sprouting left and right like mushrooms and how will the city provide jobs for these residents? It is not only Walmart who will be set up there but other businesses as well. And there may be close to a thousand jobs available once this shopping complex opens. As we can see, not everyone drives a Ferrari in Richmond. Walmart is also an alternative place to shop for affordable items. Walmart..Save Money, live better. Go Walmart!</p>

## Mayor and Councillors

### Schedule 38 to the Minutes of the Council Meeting for Public Hearings held on Monday, November 18, 2013.

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**From:** Webgraphics  
**Sent:** Monday, 18 November 2013 5:53 PM  
**To:** Mayor and Councillors  
**Subject:** Send a Submission Online (response #760)

## Send a Submission Online (response #760)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	11/18/2013 5:52:22 PM

### Survey Response

Your Name	Graeme Bone
Your Address	407-9288 Odlin Rd
Subject Property Address OR Bylaw Number	SmartCentres (Walmart) Rezoning
Comments	<p>Dear Mayor and Councillors, I am writing in regards to SmartCentre's application for the rezoning of their property at Garden City and Alderbridge. I am against the development in its current form for the following reasons: 1) it turns its back on the surrounding streets and the Garden City Lands 2) the single use and inward facing design means it will not be animated at night, potentially attracting criminal activity; already a problem in the neighbourhood because of its dark and undeveloped streets. A lower scale mixed-use, 1 level retail with 2-3 stories of apartments on top, is a better choice. Refer to Morgan Crossing in South Surrey and Circa Residences at No 3 Rd and Williams in Richmond. 3) Garden City Lands is our Central Park, Stanley Park, Edmonton River Valley and the quality of the surrounding development should reflect this importance. This is a poor suburban stripmall design that Richmond has moved away from. 4) the Garden City and Alderbridge intersection is extremely dangerous for all users. The fast-moving traffic, right-turn lanes,</p>



and 60km/hr speed limits create a toxic environment for those on foot, bike, or in a wheelchair. This development will add more traffic to the area, even adding lanes to the intersection, making it wider and more dangerous. This problem will become worse over the years as the Garden City Lands become heavily used by people in the neighbourhood and pedestrian/bike/wheelchair crossings increase. 5) poor bus connections and an incomplete sidewalk network leading to Lansdowne Station means the vast majority of users will be driving to the development 6) it's meant to be the heart of a complete neighbourhood, but the scale of this development, both in terms of size and the international brands due to arrive, show that this is not for West Cambie, but for the entire city 7) since this rezoning first came to Council in 2006 hundreds of families have moved into the neighbourhood. It's time to ask us what we want in our shopping centre. There has been zero community engagement done by the developer. 8) a project as important to a neighbourhood as this (it will change the way residents of West Cambie live) needs to have its final design completed with a high level of input from local residents Just last year our Mayor and Council did us proud by telling YVR Airport that their planned outlet mall, far away from public transit, wasn't good enough for our city. So, why is this? We need to start thinking big. We need to build a city around transit and inspiring design. We need to send a message to our younger residents that Richmond is a place you can be proud of living in. It's a place where you can get an education, start a business, and grow a family. Richmond is a city we should all take pride in. It's not just a suburb anymore. We should all be saying, "This is Richmond, and this development isn't good enough." Thank you, Graeme Bone

**Schedule 39 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.**

To Public Hearing  
Date: November 18, 2013  
Item #: 7  
Re: RZ 10-528877  
4660-4740 Garden City Road  
9040-9500 Alexandra Road

**WAL-MART SUPERCENTRE DEVELOPMENT PROPOSAL  
PUBLIC HEARING NOVEMBER 18, 2013**

My name is **Deirdre Whalen** and I reside at **13631 Blundell Road, Richmond**. Thank you for the opportunity to address Richmond City Council on this important subject of the Wal-Mart Smart Centres development proposal. I am **opposed to the development** and will state my six reasons why.

1. Wal-Mart does not contribute to a complete and balanced community.

What does a complete and balanced community look like? Terra Nova on Richmond's tony west side is a good example. In Terra Nova we have a medium-sized grocery store, small restaurants and services such as a credit union, insurance agency and a vet. Parks are close by and residents can walk on safe sidewalks or bike on a myriad of trails. The roads are gently curved to slow and calm traffic and bus stops are nearby. Contrast this to the proposed Wal-Mart development - a mega-mall full of big box stores, an immense parking lot covering up the natural landscape, and green roofs instead of park space. A highway dividing the mall from residents, no services, no bus stops and no bike trails.

2. Wal-Mart increases road congestion and does not contribute to building neighbourhood.

I understand the Wal-Mart Smart Centres proposal included a big concession to the City by agreeing to finance a High Way, a horizontal slash east to west through the newly built condo and townhouse developments. A highway for easy access for out-of-towners certainly does nothing to contribute to building community in the newly developed Alexandra neighbourhood. Why is it that Terra Nova residents get gently curving roads and natural parks but Alexandra residents get a highway and "green roofs" on parking garages for their children?

3. Wal-Mart lessens the ability for residents to choose alternatives.

The proposed Wal-Mart Smart Centres development eliminates real choices. Need food? Drive to Wal-Mart! Want a bank? Credit can be arranged at Wal-Mart! How about a family style restaurant? McDonalds at Wal-Mart for your dining pleasure! Invite your in-laws to stay in Richmond, but not in a hotel- in Wal-Mart's parking lot - for free! Choices? Right, as long as it's Wal-Mart.

4. Wal-Mart kills off locally owned businesses.

Wal-Mart's aggressive pricing practice makes it virtually impossible for local businesses to survive. Even though a local business will give you personalized service and high quality goods, they can't stand up against Wal-Mart's assault on prices. In one US state, Wal-Mart expanded to 60 stores and in this same time span hundreds of stores closed, including 555 grocery stores, 591 building and hardware supply stores, 161 variety shops, 158 clothing stores and 116 pharmacies. Market analysts say that for every new Wal-

Mart Supercenter that opens, two local supermarkets close and 150 retail jobs are lost.

5. Wal-Mart profit does not stay in the community.

The net worth of the heirs of Wal-Mart founder Sam Walton is more than Bill Gates and Warren Buffet combined, about \$90 billion. The Walton family makes nearly \$1 billion a year in dividends from Wal-Mart. Whereas with local businesses, the money and profits stay in Richmond, with Wal-Mart the money goes directly into the pockets of one American family and their shareholders.

6. Wal-Mart flaunts labour standards and environmental laws.

International labour experts have exposed numerous labor abuses in Wal-Mart's supplier factories, mostly in China and Bangladesh, revealing child labor abuses and pay as low as 3 cents an hour. Workers in stores in the US and Canada report they are required to work unpaid "off-the-clock" hours after their shifts to restock shelves and are denied overtime. Workers efforts to organize are openly attacked and stores close if workers are successful in bringing in a union. They have been fined a number of times by the American Environmental Protection Agency for violating the Clean Water Act and the Clean Air Act. They pay the fines (in the millions) and pledge to do better.

Wal-Mart acts like its own country, making up its own rules. It ignores labour and environmental laws and even if they occasionally have to pay a fine, it is much cheaper than doing business within the letter of the law. In fact, Wal-Mart was ousted from investor benchmark The Domini 400 Social index. This index includes companies with positive records on issues such as employee and human relations, product safety, environmental safety, and corporate governance. Wal-Mart certainly does not fit the criteria.

In conclusion, if people really need to shop at Walmart, they can drive to the outskirts of cities next door – to Vancouver's Marine Drive or New Westminster's Queensborough. This mega-mall does not belong in the center of Richmond. If it goes ahead as is, City Councillors will have agreed to the worst deal since their bright idea to put high-rises on the Garden City Lands (Cllr. Steves excluded).

Thank you,

Deirdre Whalen  
13631 Blundell Road  
Richmond, V6W 1B6  
C 604.230.3158

To Richmond City Council  
Nov 18th, 2013

**Re: Smart Centers : Walmart proposal for West Cambie area**

Smart Centers should be smart and propose the new store be a "Walmart Neighbourhood store". These more compact stores are smaller and tailored to the communities they serve. There are now 286 stores called "Walmart Market" and they are about 40,000 sq ft as opposed to the approx 160,000 sq ft proposed by the proponent.

The City of Richmond created the West Cambie Area plan as part of the Official Community plan for a reason, to create a sustainable community. The plan states "Under no circumstances should design teams consider this character area as being solely "highway - orientated." Development along Alderbridge must be compact, urban form and meet high standards of site planning and urban design."

A Big Box store does not serve the needs of the "Character Area" it draws shoppers from outside the area and even outside the city. West Cambie deserves a community mall like Terra Nova, Seafair, Ironwood, Blundell and Garden City malls. Normally Big Box stores are located in area's off the beaten track and along major highways not in new communities like West Cambie which are struggling to find their special identity.

A perfect example of a smart plan is the new 33,000 sq ft "Walmart Neighbourhood Market" in Lake Oswego, Oregon it opened to rave reviews and at the grand opening the store donated \$10,000 dollars to local charities, this is the kind of neighbour West Cambie needs to be a Sustainable Character community. We should not sell this community

short by allowing a development that will overshadow the community and change the character and livability of the area forever.

In 2008 the City of Vancouver decided that the proposed Walmart for Marine drive was not a good fit and I suggest that it is not a good fit for this area of Richmond either. We do not need to draw more traffic into the Alexandra neighbourhood but should instead help the neighbourhood develop a character that the community can build on.

*I ask City Council to choose to follow the OCP and not allow more changes which would for a proposal like this, the choice is yours. This is a land use issue and how council votes will affect the unique character of the West Cambie neighbourhood. Richmond City Council has a responsibility to respond to the needs of the community and to listen to their concerns . I live in Ironwood and the original proposal for the mall was too big , and as a community we fought to lower the overall size of the mall, increase the parking and in the end the city was offered a library for \$1 per year for 25 years as an incentive. Through a thoughtful process City Council and stakeholders came up with a better plan that was a success story that we can all be proud of .*

A Walmart Market would be a better fit for the west Cambie area and the extra space in the new mall would allow be a better variety of stores and potentially stores that will support our local economy and not purchase all their wares from China.

I ask Council to once again show leadership and work with the community for a *" Made in Richmond Solution."*

Thanks Carol Day

# Walmart Market Stores, A better Fit for Richmond

approx 40,000 square feet ,these stores cater to the neighbourhoods.



Exterior of a Neighborhood Market by Walmart in [Winter Springs, Florida](#)



First Neighborhood Market Logo used from 1998-2008.



Second Neighborhood Market Logo used from 2008-2010.

Introduced in 1998 as **Wal-Mart Neighborhood Market** (some stores still call it **Walmart Neighborhood Market**), Walmart Markets range around 40,000 square feet (3,700 m<sup>2</sup>), which is a quarter of the size of a typical Walmart Supercenter in the [United States](#). However, in many countries, stores of this scale would be classified as superstores or "compact [hypermarkets](#)." Walmart Markets employ 80–100 employees and offer about 28,000 items.

**United States**[\[edit\]](#)

**Walmart Neighborhood Market**[\[edit\]](#)

As of 2008, the Walmart Neighborhood Market chain has expanded into many smaller Southern markets in the United States. Some of these stores are located relatively close to existing Walmart Supercenter stores; such examples include [Newport News, Virginia](#); [Center Point, Alabama](#); [Mandeville, Louisiana](#); [Cape Coral, Florida](#); [Homewood, Alabama](#); [Sherwood, Arkansas](#); [Fayetteville, Arkansas](#); [Southaven/Horn Lake, Mississippi](#); [Kenner, Louisiana](#); [Plano, Texas](#) and [Norfolk, Virginia](#). Aggressive expansion of this division is planned in the next five years.<sup>[*citation needed*]</sup> 5 stores were built in Wichita, Kansas. A new Hispanic oriented Walmart Neighborhood Market opened in [Hialeah, Florida](#) in early 2012, replacing a closed [Circuit City](#) location.<sup>[4]</sup>

There are also some stores opened in Wisconsin, and [Beaverton, Oregon](#) replacing a recently closed [Ashley Furniture HomeStore](#).<sup>[5]</sup> Another store in Bellevue, Washington opened in late June 2012, replacing an old [Kmart](#) space. A Neighborhood Market opened in Wauwatosa, Wisconsin on June 20, 2012 and was the first to open in southeastern Wisconsin. Since the opening of the first store in the Wisconsin market, two additional stores opened in the Menomonee Falls & Milwaukee Area. The newest "Walmart Neighborhood Market" has opened October 2, 2013 in Mount Pleasant, Wisconsin. This will make it the fourth Walmart Neighborhood Market in southeastern Wisconsin. Two new stores in Bellevue, NE and Omaha, NE opened March 1, 2013.

Additionally, a location has been announced for [Levittown, New York](#) in the former location of a Waldbaums® supermarket in Levittown Mews (which opened on July 10, 2013).

Also, a new Walmart Neighborhood Market opened January 30, 2013 in Newport News, Virginia, just a short distance away from a brand new Super Center Walmart, which will open two days later in the city. This Walmart Market will be the second Market store in the Commonwealth and is the only Walmart store in the region with a drive-thru Pharmacy. Also, a new Walmart Neighborhood Market opened March 1, 2013 in [Altadena, California](#), despite opposition from small businesses along the Lincoln Avenue corridor as well as international grocer Super King Market because it will hurt many small businesses and it is the first Walmart (store or neighborhood market) serving the [Pasadena, California](#) area. Plus Walmart recently announced that in late fall 2013, the first Neighborhood Market in the [Palm Springs, California](#) area will open in a 45,000-square-foot building formerly owned for 21 years by Toys R Us.

Greer, South Carolina will have the latest market, opening in 2013 and currently under construction. According to *The Oakland Tribune*, several Walmart neighborhood markets have opened in the [San Jose, California](#) market, including a 38,000-square-foot store at Westgate Mall in the southwest section of the city which opened in October 2012, and in January 2013, a 41,000 square foot store opened in the city's Evergreen district just off Aborn Road.

Prepared by Carol Day

Dear Mayor & Council

I am here today to express my views in favour of the proposed Walmart anchored mall in the West Cambie area. I think this mall is a necessity for the future residents of that area of Richmond Centre.

I believe the company that came forward with this plan certainly has accommodated the nay-sayers to this project by proposing less than half the density and height permitted under the West Cambie Area Plan.

They have offered \$ 238 000 toward park enhancements, as well as a number of intersection improvements. After 10 years their proposal is something which time has come.

I believe that any more cutting of density or height would render this mall as inadequate, as it happened with the Terra Nova Shopping mall, which is not big enough to accommodate the amount of residents who moved into the north west corner of Richmond.

I believe that the company proposing this mall has done its due diligence and that it is now up to Richmond residents to accept the plan that is before them.

I certainly am.

Thank you for taking my views into consideration.

Erika Simm  
4991 Westminster Hwy  
Richmond, V7C 1B7



NANCY TRANT - 201 - 10100 #3 RD, K  
SUBJECT - WALMART / SMART CENTRES

Schedule 42 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday,  
November 18, 2013.

From previous city hall meetings, I believe its  
a foregone conclusion that you will be putting  
in a shopping mall in the Alexandra neigh-  
bourhood, whether we like it or not. But why  
would you allow the shopping mall that's being  
considered, a big, ugly behemoth of big, ugly  
buildings? Why not one like Ironwood, as  
tasteful as a shopping mall can be, and  
esthetically pleasing to the eye? In place of the  
environmentally sensitive, wildlife & wild,  
natural area <sup>(ESA)</sup> that was/is there, we'll get  
a row of trees to mask the ugliness and  
believe me, they will never grow fast e-  
nough or high enough. Why would we do  
this? Bill McNulty, in a previous mtg. at  
City hall that was to allow Walmart / Smartcentre  
to present something better than their <sup>previous</sup> ~~disappointing~~  
approx. 10 years ago, said openly that we,  
the City of Rnd, didn't need Walmart so what  
was their improved plan? It seems to have  
gone from 'worse to worse'. Is it the perks the  
have offered that was the 'deal breaker'? It  
was said in the meeting of Nov. 12/13, that our  
finances are in good order, even excellent  
order. Does the lure of <sup>SmartCentres, et al</sup> putting in an nice  
road, a roof garden, a few trees, really  
compensate for what we are losing? Why would  
such tall, large buildings be allowed in an  
area adjacent to <sup>set well inside the housing</sup> ~~land~~ that cries out for  
lower & smaller bldgs, the people of Rnd. don't want

Nov <sup>Ironwood areas</sup> get the smaller-sized <sup>shopping malls,</sup> practical but fitting in with the neighbourhood? Another glaring oversight is good cycling & bus access. Evelina H.B. said people don't shop by bus (or bike) they use cars. Evelina obviously <sup>does</sup> but there are many, many people who don't drive cars. Some because cars almost single-handedly create our climate change & global warming, others because they can't afford a car insurance, repairs, etc. and still others because they are seniors <sup>or students</sup> on fixed budgets or because they no longer want to drive a car. Or, the whole we are an unfit country and aren't we encouraging people to get out & walk and cycle & maybe even "smell the roses" on our way? Evelina should ride a bus once-in-a-while and see the grocery shoppers with their portable bags squeezed onto our buses and seniors <sup>& others</sup> who walk or bus to the nearest food store & shopping mall. She should see the crowded bike racks at Super Store & #3 Road and cyclists who care about the calamity called "Climate Change / Global Warming" and use bike bags to carry their needs. Young mothers with children & amazing stores that have a place for everything, including the groceries, etc., ride the buses and so do others in wheelchairs. Everyone moves fast back, they flip up the seats & strap themselves in, or with the bus driver's help. There is a whole lot of people who don't drive

to walk, ride a bike, wheelchair, take their small children for a walk in the sun or even rainy weather (these strollers have water proof covers) or bus it, will anyone want to end up at a big box mall. At Lansdowne Shopping Mall, there is no sidewalk appeal, no small bakery/deli; I don't even think there is an off the sidewalk Starbucks except perhaps inside that "soulless" place. They try with their planting of trees & shrubs but basically it's a big box mall with big box stores that smell of all the chemicals that have gone into the production of their goods. Even Canadian Tire which I hope is at least somewhat Canadian & not considered huge or against the big box stores, has a chemical smell that hits ones nose the minute it has been entered into. Believe me everyone, we need to get back to the basics, reduce our consumption, respect the earth that gives us life, recycle, reuse, recover and stop living like there is no tomorrow.

The big box Walmart/Smart Centres is not "as good" as it gets, to repeat the quote of one of our councilors. In fact, it's trying to make a silk purse out of a sow's ear. If we really need a shopping centre in this area, pray it will be in keeping with Richmond's standards & values, not Walmart's/Smart Centres value.

I'm Jim Wright, 8300 Osgoode Drive, Richmond, and president of the Garden City Conservation Society.

Mayor Brodie and Councillors,

I am now reluctantly *against* affirming the application. In the Local Government Act, I see you have the option of affirming the application **with changes** at the end of this public hearing. However, at this stage, I think it's better if any changes are brought into a new application.

In that context, I'll discuss why changes are needed in the best interests of the current and future **citizens of Richmond**. I'll focus on *two factors*.

One factor is the **wildlife corridor**, which people also call a *natural buffer* and which always was an *ESA*. With some breaks, it goes from Garden City Road far to the east. On the Odlinwood side of No. 4 Road, the corridor ranges from about 9 metres to 16, but in addition the tree branches extend over walls into the housing developments. I now think that the equivalent for the Alderbridge wildlife corridor bordering the Alexandra Neighbourhood would be 23 metres, or about 75 feet. That allows for taller trees, with their branches *within* the natural buffer. It would be at street level, probably with a retaining wall at the back, the mall side.

A reliable city manager told me that the Alderbridge ESA bordering the Alexandra Neighbourhood would still apply to applications that began while it was in effect. That means this one. I ask that it be applied by mutual agreement between city and developer. Of course, a large segment has been buried under deep grey sand. That has wiped out almost all the life in that segment and affected adjoining ones, so restoration is needed. One approach would be for the developer or anchor store to sponsor and direct it, in consultation with local experts like Michael Wolfe. Maybe it could even be called the Walmart Wildlife Corridor.

As long as the interests of our citizens come first, it's fine with me if SmartCentres and Walmart prosper too. If the 23-metre buffer is *additional* green space, it could take up 15% of the SmartCentres property, helping it to achieve neighbourhood mall size. That will also reduce capital costs. It may even reduce *traffic* — enough that the Alexandra-to-Leslie connector may not be needed, a huge saving. In any case, Walmart and SmartCentres would get terrific natural publicity. It's a win-win for the citizens and the developers.

The second factor is **natural viewscales**. We *had* natural viewscales from the City Centre south of Alderbridge Way until a long pile of sand was deposited on the mall site a few years ago.

**[Viewscape graphic]**

A year or two before that, Michael Wolfe took this photo from the greenspace to the south, the Garden City Lands. The City of Richmond aims for view *corridors*, and *natural viewscales* are the gold standard of view corridors. From the Lands, we are close to having a *panorama* of natural viewscales from beyond the Lions in the northwest all the way past Mount Baker and the Seven Sisters in the southeast.

Notice that this viewscape goes all the way from one's vantage point as far as one can see into the distance. In a *natural* viewscape, there's essentially nothing but nature and elements that are harmonious with it. Here we see the early spring colours of the Garden City Lands, with one of the red-winged blackbirds that nest there (at bottom right). Further out, there's the northwest berm, the trees of the Alderbridge median and the mixed urban forest of the Alderbridge wildlife corridor. In the distance, we see Grouse Mountain on the left and other North Shore mountains. Because of the berm, Alderbridge traffic is not evident, and there's an optical illusion that the trees are on the lands.

Our panorama of viewcapes from an inland downtown may be unique in the world. It is certainly one of Richmond's great natural legacies. It is a priceless gift from the past, a wonderful asset for community wellness, and a tourist draw when the enhancement of the Garden City Lands as our central park lives up to expectations. Please don't squander our legacy.

### **[Mallscape graphic]**

This second view is *exactly* the same photo as the natural viewscape *except* that an artist took some available Walmart mall art and slid it onto the north side of Alderbridge. (I should mention that the median trees would still be in the view, making it less stark than shown.) The shopping centre looks as though it is on the lands, and that's how it would seem. I do realize that the developer's artists have been adding more trees lately, as you saw in the illustration for my Digging Deep column in last Friday's *Richmond Review*, but being less bad isn't good enough.

### **[Viewscape + Mallscape graphic]**

Here are the natural viewscape and the mallscape together.

Since the Walmart store and parkade are high, we need evergreens that are tall enough to screen them and perhaps Alexandra Court —without blocking the mountains. That is still doable. Since the mall is a \$150 million project, the cost can still be reasonable. Naturally, the viewscape restoration and wildlife corridor restoration go together.

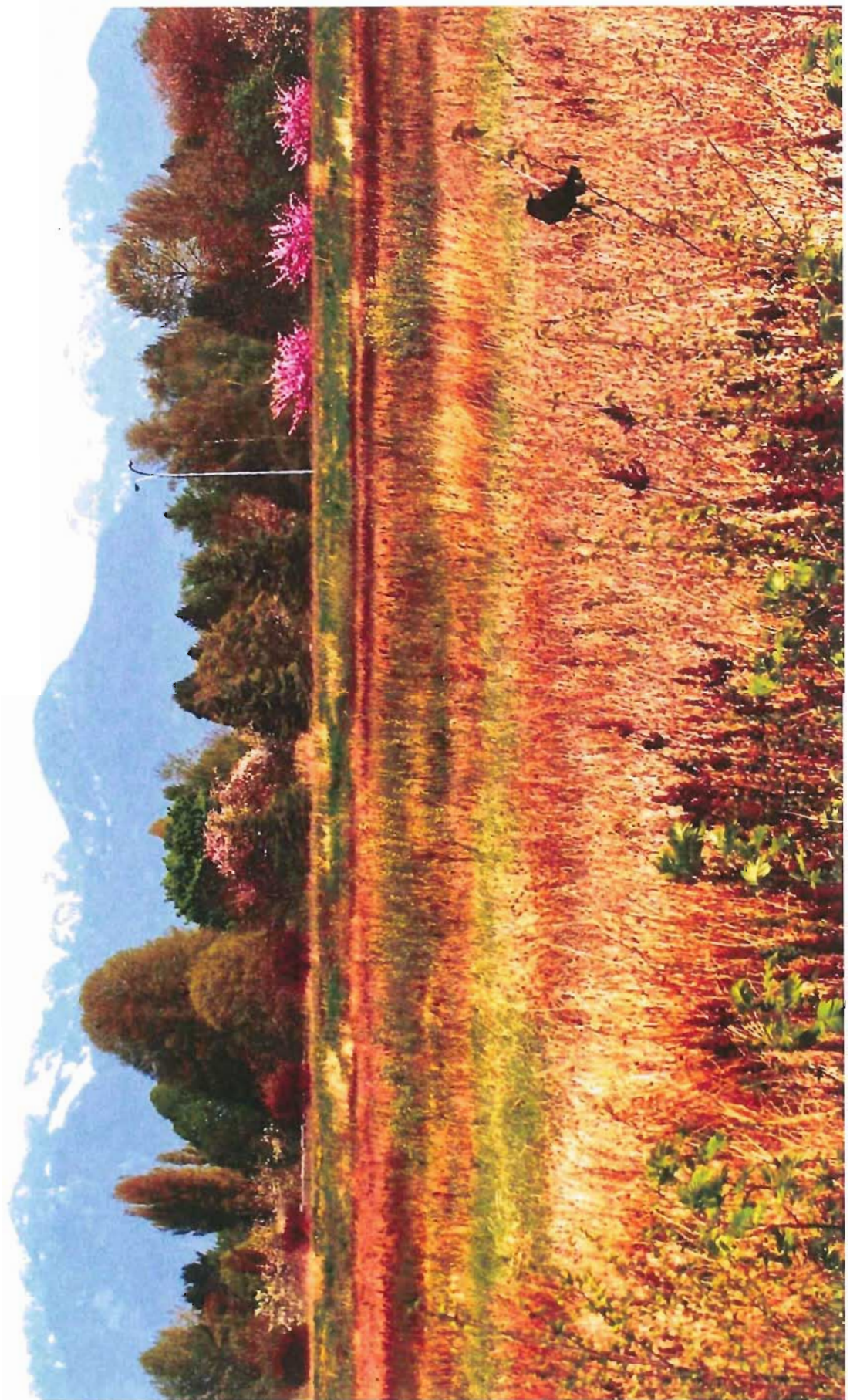
**[IESCO Certificate graphic]**

That fits in with my final exhibit, the elegant folder for a certificate. It goes with our spectacular plaque from IESCO, the International Eco-Safety Cooperative Organization, a UN affiliate. In December 2010, we were one of just three cities in the world to be chosen as International Eco-Safety Demonstration Cities. It's an award for a three-year period, and it's different from a trophy because it brings with it a *responsibility*. We are a model of ecological cooperation for the world.

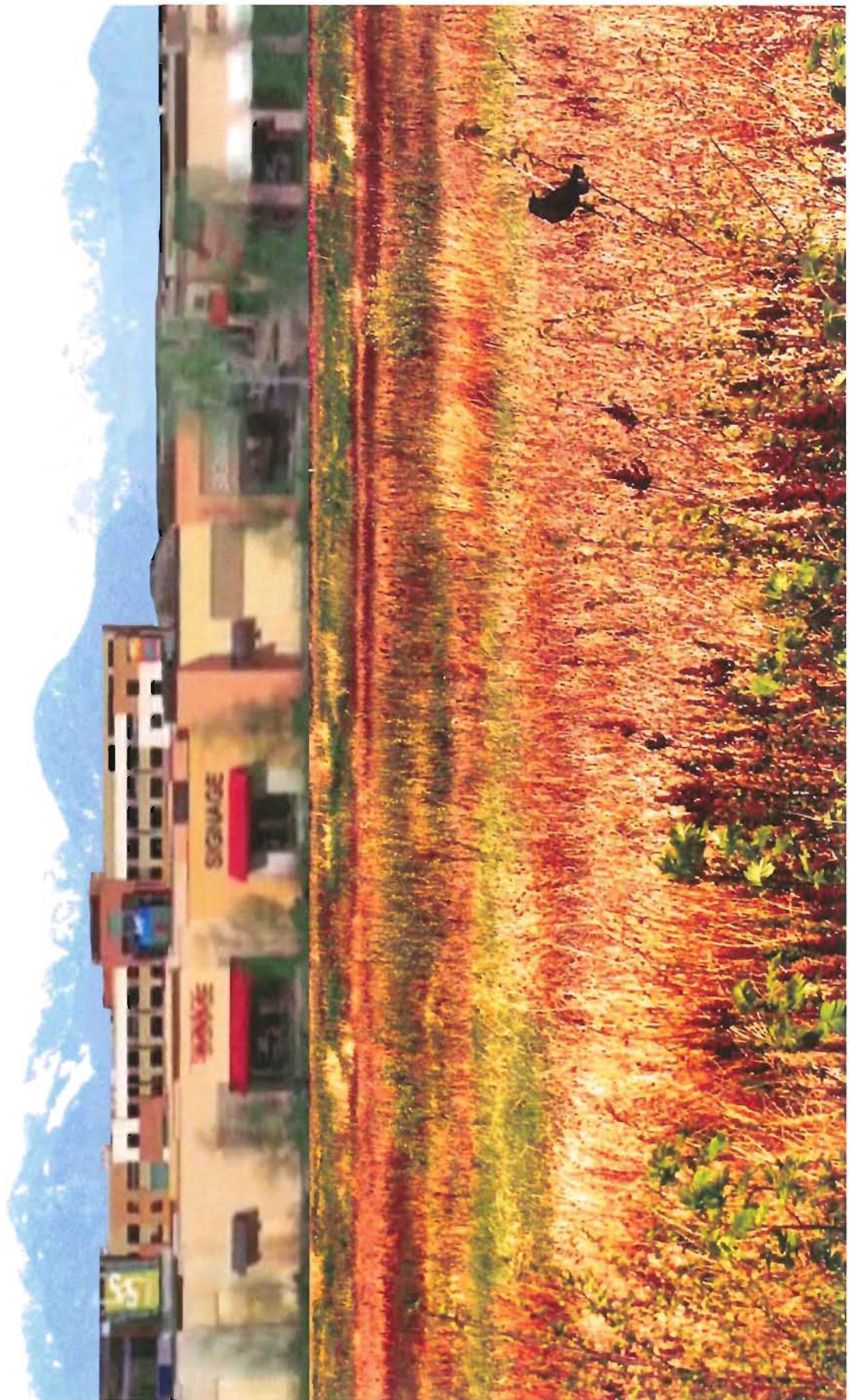
Our 3-year term will end next month, and the timing of the Walmart Wildlife Corridor is perfect. By doing the right thing, we will finish strong with a leading-edge cooperative achievement. It will inspire the world, and it will inspire the people who matter most, the citizens of Richmond.

Please vote against the application as a helpful step toward an achievement that will be far better for SmartCentres, Walmart, the world and the people of Richmond.

















# CERTIFICATE

## Background – CCE Awards 2013 Award of Excellence Presentation to Council

On October 22, 2013 the Association of Consulting Engineering Companies-Canada (ACEC) and the Canadian Consulting Engineer magazine awarded Alexandra District Energy Utility (ADEU) the Award of Excellence in the 2013 Canadian Consulting Engineering Awards.

The Awards for Engineering Excellence are given to projects that demonstrate a high quality of engineering, imagination and innovation. They have been held for over 40 years and are recognized as the industry's highest honours, offered only to the most remarkable engineering feats featured in projects by Canadian firms. They also provide municipalities and consulting engineers the opportunity to showcase their projects throughout Canada.

The ADEU was constructed to provide a sustainable energy system that centralizes energy production for heating, cooling and domestic hot water heating for residential and commercial customers located in the Alexandra neighbourhood. The project will assist in meeting the community-wide greenhouse gas emission reduction targets adopted as part of Richmond's Sustainability Framework.

The Energy Centre structure is located within a park that will be surrounded by major residential development. To better showcase this facility and the park in which it is located, a public artist was engaged to create artistic exterior wall panels. Also, the building's interior is visible through large windows thus providing a view of the infrastructure within.

Delivery of the Alexandra District Utility project was truly a team effort involving many staff through the design and construction process.



Alexandra District Energy Utility



## Community Safety Committee

Date: Wednesday, November 13, 2013

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda McPhail, Vice-Chair  
Councillor Ken Johnston  
Councillor Bill McNulty

Absent: Councillor Derek Dang  
Councillor Evelina Halsey-Brandt

Call to Order: The Vice-Chair called the meeting to order at 5:11 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Community Safety Committee held on Wednesday, October 16, 2013, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Tuesday, December 10, 2013, (tentative date) at 4:00 p.m. in the Anderson Room



**Community Safety Committee**  
**Wednesday, November 13, 2013**

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**DELEGATION**

1. Chuck Doucette, Past President, D.A.R.E. BC Society, provided an update on the Drug Awareness Resistance Education (D.A.R.E.) program commending the City of Richmond for operating, in conjunction with the Richmond RCMP, the successful education program with over 1800 students participating last year. The Society raised approximately \$11,000 through donations from various organizations and is looking for municipal funding to offset an approximate \$6,000 shortfall in operating expenses.

Discussion ensued and Committee suggested that, in addition to the request to the City, the Society approach the Richmond School Board for funding in support of the D.A.R.E. program and look for Sponsorship opportunities.

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

It was moved and seconded

*That the D.A.R.E. BC request for funding be referred to staff for input and discussion with the Richmond School Board.*

**CARRIED**

**LAW AND COMMUNITY SAFETY DEPARTMENT**

2. **COMMUNITY BYLAWS – SEPTEMBER 2013 ACTIVITY REPORT**  
(File Ref. No.) (REDMS No. 4010345 v.3)

Edward Warzel, Manager, Community Bylaws, advised that parking meter vandalism and theft have resurfaced and that staff is looking to have the vandalised meters replaced as quickly as possible. Further, he advised that the enforcement of “newspaper boxes” and “newspaper distribution agents” had begun, resulting in the removal of unauthorized boxes and an agent being ticketed.

It was moved and seconded

*That the staff report titled Community Bylaws – September 2013 Activity Report dated October 10, 2013, from the General Manager, Law & Community Safety be received for information.*

**CARRIED**

3. **RCMP'S MONTHLY REPORT – SEPTEMBER 2013 ACTIVITIES**  
(File Ref. No. 09-5000-01) (REDMS No. 4006856)

Inspector Sean Maloney, Richmond RCMP, commented on the SWOOP event, highlighting that officers and 50 speed watch volunteers participated in an effort to catch distracted drivers and speeders in the community.

**Community Safety Committee**  
**Wednesday, November 13, 2013**

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It was moved and seconded

*That the report titled RCMP's Monthly Report – September 2013 Activities (dated November 8, 2013, from the Officer in Charge, RCMP) be received for information.*

**CARRIED**

**4. RICHMOND FIRE-RESCUE – SEPTEMBER 2013 ACTIVITY REPORT**

(File Ref. No. 09-5000-01) (REDMS No. 4020500 v.2)

Deputy Fire Chief Tim Wilkinson, Richmond Fire-Rescue (RFR), advised that although RFR has the best in equipment and training for resuscitation, they are not always able to resuscitate. He emphasized the importance of members of the public receiving Cardiopulmonary Resuscitation (CPR) training in order to increase survival rates in a medical emergency.

It was moved and seconded

*That the staff report titled Richmond Fire-Rescue – September 2013 Activity Report, dated October 28, 2013, from the Fire Chief, Richmond Fire-Rescue, be received for information.*

**CARRIED**

**5. FIRE CHIEF BRIEFING**

(Verbal Report)

Items for discussion:

**(i) Progress on Smoke Alarm Program**

Deputy Fire Chief Wilkinson advised that a memorandum would be provided to Council on the Smoke Alarm Program.

**(ii) Christmas Open House Events**

Deputy Fire Chief Wilkinson advised that a memorandum would be prepared extending an invitation to Council to the Christmas Open House events.

## **Community Safety Committee**

### **Wednesday, November 13, 2013**

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#### ***(iii) BC Ambulance Service Protocol Changes***

Deputy Fire Chief Wilkinson stated that on October 29<sup>th</sup> BC Ambulance Service (BCAS) fully implemented changes to the Resource Allocation Plan (RAP). In the new RAP, a number of event types have been downgraded from Code 3 “lights and sirens” to Code 2 “BCAS response”. RFR, along with other Fire Departments, are currently in discussions to determine how these changes will affect response assignments and priorities. The discussions include a consideration of whether Fire Departments will also change their responses to routine for these incidents and if the increased BCAS response times could affect the amount of time RFR are required on-scene. Until further clarification is provided, all Fire Departments are continuing to respond at the priority level dispatched. A further update will be provided at the next Community Safety Committee meeting.

#### **6. RCMP/OIC BRIEFING**

(Verbal Report)

Items for discussion:

##### ***(i) Youth Squad***

Inspector Maloney advised that Youth Squad was a positive initiative designed to introduce students in grades ten to twelve to various facets of policing and emergency services. The students had the opportunity to meet with police officers working in specialize units (i.e. traffic, canine, drug, emergency response, and forensics services). The other agencies participating with the RCMP were RFR, BCAS and the Canadian Military. The program exceeded the RCMP’s expectations with 40 students registered and a graduation ceremony is scheduled for December 9, 2013.

##### ***(ii) Youth Crime Prevention Website***

Inspector Maloney noted that the Youth Crime Prevention Website is a national site that will assist RCMP members and children to access a variety of resources related to bullying, cyber bullying, dating and violence. A National Youth Advisory Committee has been announced seeking applications from youth age thirteen to seventeen to participate in secure on-line forums against youth crime, victimization issues, drugs, and bullying.

##### ***(iii) Media Meet and Greet***

Inspector Maloney advised the RCMP held a Media Meet and Greet event with approximately 30 attendees in an effort to build communication with the local media.



**Community Safety Committee**  
**Wednesday, November 13, 2013**

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*(iv) Crime Alert*

Inspector Maloney noted that community police volunteers will assist in posting and circulating the 'Crime Alert' notice that advises the public on residential break-ins and provides tips on home security practices.

**7. MANAGER'S REPORT**

***Emergency Programs – October Functional Exercise***

Deborah Procter, Manager, Emergency Programs, updated Committee on the October Functional Emergency Operational Centre exercise featuring a 6.7 to 6.9 earthquake in the Georgia Strait. The exercise included damage assessment after the earthquake and again after an aftershock. Generally, a tabletop exercise and a functional exercise are conducted annually.

**ADJOURNMENT**

It was moved and seconded

***That the meeting adjourn (5:32 p.m.).***

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Wednesday, November 13, 2013.

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Councillor Linda McPhail  
Vice-Chair

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Heather Howey  
Committee Clerk



## General Purposes Committee

Date: Monday, November 18, 2013

Place: Anderson Room  
Richmond City Hall

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

Absent: Councillor Linda McPhail

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

### AGENDA ADDITION

It was moved and seconded

*That the BC Athletic Commission be added to the agenda as Item 4.*

**CARRIED**

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on Monday, November 4, 2013, be adopted as circulated.*

**CARRIED**

### COMMUNITY SERVICES DEPARTMENT

**General Purposes Committee**  
**Monday, November 18, 2013**

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**1. 2014 AGE-FRIENDLY COMMUNITY GRANT SUBMISSION**

(File Ref. No.) (REDMS No. 4006859)

It was moved and seconded

*That a letter be submitted to the Seniors Housing and Support Initiative to indicate Council's support for the City of Richmond's submission for a 2014 Age-Friendly Community Planning and Project Grant and the City's willingness to provide overall grant management for the proposed project, as presented in the staff report from the General Manager, Community Services titled 2014 Age-Friendly Community Grant Submission.*

**CARRIED**

**PLANNING & DEVELOPMENT DEPARTMENT**

**2. DRAFT 2014-2018 YVR NOISE MANAGEMENT PLAN – CITY OF RICHMOND COMMENTS**

(File Ref. No. 01-0153-04-01) (REDMS No. 4003635 v.3)

It was moved and seconded

*(1) That the Vancouver Airport Authority (VAA) be advised that the City supports the draft 2014-2018 YVR Noise Management Plan (Plan) on the condition that the following changes be incorporated into the final Plan, prior to VAA Board approval:*

- (a) indicate how the previous 2009-2013 YVR Noise Management Plan has been implemented and any outstanding initiatives;*
- (b) clarify the purpose, rationale, expected benefits, priority and timing of each proposed Plan initiative over the coming five-year period;*
- (c) identify the air travel growth scenario used to prepare the proposed Plan; and*

*(2) That the staff report titled Draft 2014-2018 YVR Noise Management Plan – City of Richmond Comments be forwarded to the Vancouver Airport Authority for its consideration in the finalization of the 2014-2018 YVR Noise Management Plan.*

The question on the motion was not called as clarification was requested regarding the newer aircraft requirements under the Noise Management Plan and whether there was any correlation with the Open Skies concept. Victor Wei, Director, Transportation, advised that there was an indirect relationship between Open Skies and the type of aircraft arriving and departing from the Vancouver Airport. Open Skies opens up international passenger flights arriving in Vancouver which are quieter than the older cargo aircraft. The question on the motion was then called and it was **CARRIED**.

## **FINANCE AND CORPORATE SERVICES DEPARTMENT**

**3. 2014 UTILITY BUDGETS AND RATES**  
(File Ref. No. 03-0970-01) (REDMS No. 3981721 v.3)

**WATER UTILITY BUDGET:**

Lloyd Bie, Manager, Engineering Planning provided a brief summary of the Water Utility Budget noting that the difference between each option is the reduction in the amount drawn from the rate stabilization contribution which incrementally increased the water rates associated with each option.

With respect to advising the public that the 2014 rate reflects a significant increase in the water rate charged by Metro Vancouver, Suzanne Bycraft, Manager, Fleet & Environmental Programs, noted that an insert, explaining and identifying the increased rates from Metro Vancouver, will be mailed with the utility bill.

Robert Gonzalez, General Manager, Engineering & Public Works, advised that when a debt has been reduced, Metro Vancouver's policy is to transfer those funds to the operating budget. Those funds are used to offset water and sewer utilities.

**SEWER UTILITY BUDGET:**

In regard to the Sewer Utility Budget, Mr. Bie advised that efficiencies had been identified in materials and power purchases, which were applied directly to the operating expenditures under option 1 to maximize the value. Option 2 applied the efficiencies to the Capital Infrastructure Replacement Program to assist in achieving the City's long-term target for sustainable funding. Option 3 reduced the draw from the Rate Stabilization Fund to \$300,000 which in turn increased the rate.

In response to a query regarding the application of the efficiencies, Mr. Bie clarified that in option 1 the cost efficiencies were passed along to the customer and in option 2 the savings were applied to the Capital Infrastructure Replacement Program.

Committee was advised that there was debate at Metro Vancouver over future charges for the Island and Lulu Island wastewater treatment plants. Vancouver and the North Shore proposed changes to the funding formulas that would see regional Municipalities pay a larger share of the cost for rebuilding Vancouver's treatment plant. Further increases will be coming but not as significant as Vancouver was seeking.

## **General Purposes Committee**

### **Monday, November 18, 2013**

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#### **DRAINAGE AND DIKING UTILITY BUDGET:**

Mr. Bie advised that the Drainage and Diking Utility options are reflective of incremental increases of zero, \$5.00 or \$10.00 for the collection of reserve funds for drainage infrastructure replacement costs. Option 3 is recommended as a mechanism to reach the long-term annual sustainable funding target level of \$10.4 million within two-years.

Mr. Bie was requested to provide dike replacement information including yearly dike replacement and remaining upgrades needed. Mr. Bie noted that approximately 0.5 to 0.75 kilometre of dike work is completed each year.

John Irving, Director, Engineering, noted that over the past few years the majority of the Capital Infrastructure Replacement funding has been directed to the reconstruction of the City's wastewater pumping stations, and reconstruction of the dike around the pumping station is undertaken at the same time.

Committee requested that staff provide information on (i) the status of future obligations for dike replacement, (ii) whether the schedule for the upgrades needs to be accelerated, (iii) the current balance of the reserve fund, and (iv) dikes being raised due to climate control and those being raised to control flooding along the Fraser River.

In reply to concerns expressed by Committee regarding the work to raise the dike by a meter, Mr. Bie noted that the dike exceeds Provincial standards for development around the Richmond Olympic Oval with a height of 4.0 to 4.7 metres and through the development process a dike width upwards of 300 metres was constructed, well exceeding the standard of ten-metres.

Mr. Gonzalez advised that areas of the west dike have been raised around the pumping stations meeting elevation obligations to the year 2100 based on the information available. New waterfront development has been designed to meet these standards.

#### **SOLID WASTE AND RECYCLING UTILITY BUDGET:**

Suzanne Bycraft advised that option 1 of the Solid Waste and Recycling budget includes the full year implementation for the Green Cart program, the large item pickup program, and the multi-family pilot organics project. Option 2 includes all of the programs from option 1 plus funding for the six-month pilot program for cart-based weekly versus bi-weekly garbage collection. Option 3 provides for the multi-family pilot organics project to be funded from the rates.

## General Purposes Committee

### Monday, November 18, 2013

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In reply to a query regarding the increase to townhouse rates and the bi-weekly collection pilot, Ms. Bycraft noted that the increase to the rates was due to the implementation of the green cart program to townhouse residents. The funding for bi-weekly collection for 2014 is only for the pilot project which is scheduled to be implemented in February. The pilot will operate for six-months to 800-900 units in each collection method. The pilot applies to garbage collection only as organic and recycling collection would continue to be picked up weekly. At the conclusion of the pilot project various collection options, including proposals for Condominium complexes, will be presented to Council.

Committee inquired whether revenues from Multi Material British Columbia (MMBC) are factored into the budget. Ms. Bycraft noted that revenues from MMBC are not reflected in the budget and that any monies received would be directed toward the 2014 reserve fund.

It was moved and seconded

*That the 2014 Utility Expenditure Budgets, as outlined under Option 1 for Water and Sewer, Option 3 for Drainage and Diking, and Option 2 for Solid Waste and Recycling, as contained in the staff report dated November 5, 2013 from the General Manager, Finance & Corporate Services and General Manager, Engineering & Public Works, be approved as the basis for establishing the 2014 Utility Rates and preparing the 5 Year Financial Plan (2014-2018) Bylaw.*

**CARRIED**

#### 4. **BC ATHLETIC COMMISSION**

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

Councillor Steves requested that staff report to Committee on whether the Richmond Athletic Commission should be disbanded and the following **referral** was introduced:

It was moved and seconded

*That the Athletic Commission matter be referred to staff to review the disbanding of the Richmond Athletic Commission in light of the establishment of the BC Athletic Commission.*

The question was not called on the motion as Mike Redpath, Senior Manager, Parks, advised that the Province has changed the legislation and have taken over the responsibility for Sports. A staff report is being prepared at this time. Committee requested that the staff report include discrepancies between the City of Richmond and Provincial philosophy concerning sports, particularly in regard to mixed martial arts, and whether there will be local representation on or input to the BC Athletic Commission. At the conclusion of the discussion the question was then called and it was **CARRIED**.

**General Purposes Committee**  
**Monday, November 18, 2013**

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:32 p.m.).*

**CARRIED**

Certified a true and correct copy of the  
Minutes of the meeting of the General  
Purposes Committee of the Council of the  
City of Richmond held on Monday,  
November 18, 2013.

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Mayor Malcolm D. Brodie  
Chair

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Heather Howey  
Committee Clerk



## Planning Committee

Date: Tuesday, November 19, 2013

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Evelina Halsey-Brandt  
Councillor Chak Au  
Councillor Linda Barnes  
Councillor Harold Steves

Also Present: Councillor Linda McPhail

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, November 5, 2013, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Tuesday, December 3, 2013, (tentative date) at 4:00 p.m. in the Anderson Room



**PLANNING & DEVELOPMENT DEPARTMENT**

1. **APPLICATION BY MAN-CHUI LEUNG AND NORA LEUNG FOR REZONING AT 7460 ASH STREET FROM “SINGLE DETACHED (RS1/F)” TO “SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)”**

(File Ref. No. 12-8060-20-8907, RZ 11-586861) (REDMS No. 4024242)

Wayne Craig, Director, Development, advised that the staff report responds to the referral made at the May 21, 2013 Public Hearing. Mr. Craig reviewed the actions taken by staff and the applicant to comply with the five items in the referral relating to (i) species of trees being removed and planted on the subject site, (ii) whether a reduction in the number of lots and in density would increase the number of trees to be retained, (iii) wildlife protection on the subject site, (iv) sidewalk extension to 7500 Ash Street, and (v) traffic calming measures along Ash Street. Also, Mr. Craig noted that the number of trees to be planted on the site has been increased from fourteen to eighteen trees.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 8907, for the rezoning of 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be forwarded to the December 16, 2013 Public Hearing.*

**CARRIED**

2. **APPLICATION BY VANLUX DEVELOPMENT INC. FOR A ZONING TEXT AMENDMENT TO INCREASE THE OVERALL FLOOR AREA RATIO TO 0.55 FOR THE ENTIRE PROPERTY LOCATED AT 4691 FRANCIS ROAD**

(File Ref. No. 12-8060-20-9077, ZT 13-646207) (REDMS No. 4008719)

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9077, for a Zoning Text Amendment to the “Single Detached (ZS21) – Lancelot Gate (Seafair)” site specific zone, to increase the overall allowable Floor Area Ratio (FAR) to a maximum of 0.55 for the entire property, be introduced and given first reading.*

**CARRIED**

**Planning Committee**  
**Tuesday, November 19, 2013**

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**3. APPLICATION BY ONNI DEVELOPMENT (IMPERIAL LANDING) CORP. FOR A ZONING TEXT AMENDMENT AT 4020, 4080, 4100, 4180, 4280 AND 4300 BAYVIEW STREET (FORMERLY 4300 BAYVIEW STREET) TO AMEND STEVESTON MARITIME MIXED USE (ZMU12) AND STEVESTON MARITIME (ZC21)**

(File Ref. No. 12-8060-20-9062/9063; RZ 13-633927) (REDMS No. 3991455)

Mr. Craig provided background information on the rezoning application and advised that staff worked with the applicant to limit the range of non-maritime uses of the subject development. Also, Mr. Craig stated that a bylaw is being proposed to allow retail and service uses on the subject site. Mr. Craig concluded by commenting on community benefits of the proposed project, noting that the applicant has agreed to voluntarily contribute \$1,500,000 towards the City's Leisure Facilities Fund, which could be used at Council's discretion.

In response to queries from Committee, staff provided the following information:

- the list of proposed additional land uses on the subject site was agreed to by staff and the applicant;
- the original amount proposed for the voluntary contribution was between \$1,800,000 to \$2,000,000 as the previous development proposal was larger and therefore had the potential to generate more revenue;
- the applicant is scheduled to meet with the Steveston Merchants Association on November 26, 2013;
- the applicant has indicated that the proposed additional land uses would include rental space for a potential future library and exhibit space; and
- the proposal would retain all existing Maritime Mixed Use (MMU) permitted uses and add retail and service uses; however, there is no guarantee that there will be an even balance between retail and service uses and MMU uses on the subject site.

Discussion ensued regarding traffic and parking and Victor Wei, Director, Transportation, advised that the applicant retained a traffic and parking consultant that prepared a Transportation Impact Study. Mr. Wei further advised that Transportation staff had reviewed the Study and agreed with its findings. Also, Mr. Wei reviewed proposed traffic improvements, such as traffic calming measures, and noted that such measures are anticipated to address traffic concerns in the area.

In response to a comment from Committee, Mr. Wei stated that staff is confident that existing loading and parking facilities and the proposed traffic improvements can accommodate projected traffic increase in the area.

**Planning Committee**  
**Tuesday, November 19, 2013**

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In reply to queries from Committee, Mr. Wei provided the following information:

- the proposed additional retail and service uses on the subject site are anticipated to increase traffic volume by ten percent;
- future residents of the subject development could report violations of truck delivery hours and appropriate fines could be imposed by the City; and
- the City has authority over the public parking spaces on the site.

In reply to further queries from Committee, staff provided the following information:

- the proposed rezoning Bylaw does not permit commercial uses on the subject site such as body massage and adult video stores;
- only Item No. 2 of the MMU is being proposed to be amended;
- the proposed rezoning would allow MMU uses in addition to more general commercial service uses; and
- a “Mixed-Use” zone permits maritime-related uses.

In response to comments from Committee, Beau Jarvis, Vice-President of Development, Onni Group, provided the following information:

- the proposed additional uses on the subject site, which include a gym, yoga studio, and massage services, received positive feedback during the public consultation;
- the proposed uses are not expected to compete with services provided by the Steveston Community Centre;
- the applicant has met with some members of the Steveston Merchants Association and will meet with the entire membership in the immediate future to present the current proposal;
- the applicant is willing to lease spaces for public use such as a library; however, the applicant was not aware that the City had previously offered to lease a space for a library on the subject site;
- the lease rates have been determined to make the subject development financially viable;
- the Transportation Impact Study prepared by the applicant’s consultant indicated that the proposed traffic and transportation improvements would address traffic concerns even in a worst case scenario; and

**Planning Committee**  
**Tuesday, November 19, 2013**

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- the current zoning of the subject site allows light industrial uses and does not provide restrictions on the size and hours of operation of trucks on the site; however, the applicant has agreed to the proposed restrictions to address the concerns of the residents and the community.

In response to queries from Committee, Mr. Jarvis provided the following information:

- retailers and service providers that have expressed interest in locating within the subject site include a grocery store, a bank, a private child care facility, a chiropractic practitioner, and restaurants;
- kayak rental and boating services could be accommodated on the subject site due to its proximity to the waterfront;
- the decision to charge parking fees on the subject development would be driven by the market;
- Hume Consulting Corporation conducted a retail analysis that suggested that the proposed commercial uses would be complementary to the existing businesses in Steveston;
- the large open spaces on the subject site are intended for future public events;
- once occupied, the commercial spaces would mitigate the current barrenness of the subject site as they could likely generate more activity;
- the applicant will coordinate with commercial occupants regarding their compliance with the City's signage Bylaw;
- the vacant spaces necessitate the expansion of commercial land uses on the subject site; and
- the public consultation conducted by the applicant indicated that 79% of those who participated support the proposed commercial uses on the subject site.

Staff was directed to provide the Committee with a summary of the retail analysis report by Hume Consulting Corporation. In response to Committee's direction, Mr. Craig advised that an executive summary of the retail analysis report is provided on Page 78 of the Staff Report.

Iqbal Ladha, Owner, Steveston Marine and Hardware, spoke in opposition to the applicant's proposal and commented that the proposed commercial uses on the subject development such as the grocery store would negatively impact the existing businesses in Steveston and discourage other small businesses from coming into the area.

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Mr. Ladha advised that canvass stores and boat repair services could be located in the mixed maritime use spaces and was of the opinion that the applicant has shown a lack of interest in accommodating these uses. Mr. Ladha also spoke of the importance of not drawing customers away from the commercial core in Steveston as it would adversely impact existing businesses in this downtown area.

In response to queries from Committee, Mr. Ladha provided the following information:

- the applicant could subdivide the existing mixed maritime spaces into smaller units to make them more affordable;
- the subject site could accommodate complementary maritime related small businesses in view of the future construction of a marina; and
- he was not consulted by the applicant regarding the proposal for additional commercial land uses on the subject site.

Jim Kojima, 7611 Moffatt Road, commented that the \$1,500,000 voluntary contribution by the applicant should be earmarked for Steveston. Also, Mr. Kojima expressed concern that the proposed additional land uses on the subject development would negatively impact the Steveston Community Centre and the small businesses in Steveston. Also, Mr. Kojima was of the opinion that the public consultation conducted by the applicant was inadequate and queried whether offices could be located on the subject site.

Joe Erceg, General Manager, Planning and Development, advised that offices on the subject site should be maritime-related.

In response to queries from Committee, Mr. Kojima provided the following information:

- the subject site could provide spaces for youth and seniors services;
- Steveston Community Centre revenues have decreased by approximately 25%; and
- a yoga studio would compete with a similar facility at the Steveston Community Centre.

Ralph Turner, 3411 Chatham Street, stated that the funds from the voluntary contribution by the applicant should be earmarked to provide assistance to the Steveston Community Centre. Also, Mr. Turner was of the opinion that the proposed development did not benefit the community.

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Jim van der Tas, President, Steveston Merchants Association and Co-Chair of the 20/20 Group in Steveston, advised that merchants who are members and non-members of the Association will meet with the applicant on November 26, 2013 at the Steveston Community Centre to hear the applicant's proposal.

Mr. van der Tas expressed the Association's concern regarding the proposed rezoning application and was of the opinion that (i) it not meet the needs of the Steveston community; (ii) it duplicated the existing businesses in the area, and (iii) it allowed large retailers to enter the area, which would adversely impact the existing smaller retailers in the Steveston area. Also, Mr. van der Tas commented on parking concerns in the area, noting that this is also a concern of the Association.

Mr. van der Tas commented that the Association does not want to see empty spaces on the subject site and therefore is open to non-residential land uses on the subject site. He suggested that non-residential land uses on the subject site could be divided as follows: 25% for mixed maritime use, 50% for office space use, and 25 % for retail use. Also, he stated that there is a strong preference among Association members for the office space use. Mr. van der Tas expressed support for the marina project and was of the opinion that a strong demand exists for its use.

Mr. van der Tas further advised that (i) more developments with retail spaces for lease would be coming into the area, and (ii) there are struggling businesses in Steveston which would be forced to close down should their revenues decrease by five to ten percent.

In response to a concern raised by Committee on the lack of information regarding the plans, commitments, and recent developments on the marina development, Cathryn Volkering Carlile, General Manager, Community Services, advised that a memorandum on the subject would be distributed to Council.

In response to a query from Committee, Mr. van der Tas reiterated that members of the Association do not wish to see the vacant spaces on the subject development as it could potentially negatively impact the community.

In response to a query from Committee, Mr. Wei advised that 99 of the 270 parking spaces on the site are allotted for staff parking.

In response to a query from Committee, Mr. van der Tas noted that there is a feeling of distrust by members of the Association towards the applicant; however, he anticipates good attendance by members at the upcoming meeting with the applicant.

Discussion ensued regarding the need to determine the commercial and community services that are needed by Steveston residents and the proper methods and precedents that should be used.

**Planning Committee**  
**Tuesday, November 19, 2013**

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In response to a query from Committee, Terry Crowe, Manager, Policy Planning, advised that in the preparation of the Hamilton Area Plan, residents and developers were consulted regarding commercial and public amenities needs.

Loren Slye, 11911 3<sup>rd</sup> Avenue, expressed concern regarding parking concerns in residential areas in Steveston. Mr. Slye was of the belief that the \$1,500,000 voluntary contribution by the applicant should be earmarked for Steveston and used for projects such as the tram system and road improvements. Also, he suggested that another meeting should be held between the applicant and the 20/20 Group in Steveston.

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

It was moved and seconded

***That the Application by Onni Development (Imperial Landing) Corp. for a Zoning Text Amendment at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street) to amend Steveston Maritime Mixed Use (ZMU12) and Steveston Maritime (ZC21) be referred back to staff.***

The question on the referral was not called as discussion ensued regarding (i) the need to ascertain the types of retailers and service providers that are needed by Steveston area residents and their potential impacts on existing businesses in Steveston and City facilities in the area, (ii) the possibility of having a library, a maritime museum and community services facilities for youth and seniors, located on the subject site, (iii) the location and proportion of spaces for mixed maritime and other commercial uses on the subject site (iv) the need for more information and updates on the marina project, (v) how the \$1,500,000 voluntary contribution by the applicant would be allocated to different uses in Steveston, and (vi) transportation related items such as parking fees and truck parking restrictions.

In response to a query from Committee, Mr. Erceg advised that conducting a public consultation in Steveston regarding the needs of area residents would be complex as potential impacts to existing businesses and community facilities would also need to be examined. He commented that public consultations typically take approximately four to six months to complete and require consulting services. Also, Mr. Erceg commented the costs of obtaining consulting services.

The question on the **referral**, which now reads,

***That the Application by Onni Development (Imperial Landing) Corp. for a Zoning Text Amendment at 4020, 4080, 4100, 4180, 4280 and 4300 Bayview Street (formerly 4300 Bayview Street) to amend Steveston Maritime Mixed Use (ZMU12) and Steveston Maritime (ZC21) be referred back to staff and that staff undertake the following:***

**Planning Committee**  
**Tuesday, November 19, 2013**

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- (1) *attend the scheduled meeting between the applicant and the Steveston Merchants Association as an observer and provide an update to the Committee;*
- (2) *conduct a study and analysis regarding (i) the types and number of mixed maritime and commercial uses that are needed in the area through consultation with the residents, business owners, and business and community organizations in Steveston, (ii) potential implications of specific uses on City facilities and existing businesses in the area, (iii) the suitable proportion and location of mixed maritime and commercial uses on the subject site including the suggestion to confine the commercial use area only in spaces between Easthope Avenue and No. 1 Road, (iv) transportation related items including potential parking fees and truck parking restrictions; (v) the future developments and expected increase in commercial use spaces in the area, and (vi) how the \$1,500,000 voluntary community amenity contribution by the applicant would be allocated to different uses in Steveston;*
- (3) *study the possibility of the applicant providing a rental space for a City library on the space allotted for commercial use, having the same size and lease rate as the City library at Ironwood, as a requirement for the subject rezoning application;*
- (4) *study the possible location of a maritime museum on the subject site on the space allotted for mixed maritime use; and*
- (5) *provide updates to Committee on the marina development.*

was then called and it was **CARRIED**.

**4. MANAGER'S REPORT**

**(a) Planning and Development Department Updates**

Mr. Erceg advised that the City currently does not issue permits for preloading; however, properties with Environmentally Sensitive Areas (ESAs) or those with existing bylaw-sized trees should comply with pertinent City requirements and bylaws.

In response to queries from Committee, Mr. Erceg stated that (i) the City has never issued preloading permits, (ii) staff do not favour a registration system for preloading, and (iii) there have been complaints received by City staff regarding preloading activities.



**Planning Committee**  
**Tuesday, November 19, 2013**

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***(b) Community Services Department Updates***

In response to a request for an update on the affordable housing development at 8111 Granville Avenue and 8080 Anderson Road, John Foster, Manager, Community Social Development, advised that a staff report on the matter is anticipated to go before the General Purposes Committee meeting on December 16, 2013.

Mr. Foster further advised that staff have been regularly meeting with their project partners and that preload materials are expected to be delivered on the site soon.

**ADJOURNMENT**

It was moved and seconded

***That the meeting adjourn (6:32 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 19, 2013.

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Councillor Bill McNulty  
Chair

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Rustico Agawin  
Auxiliary Committee Clerk



## Public Works & Transportation Committee

Date: Wednesday, November 20, 2013

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda Barnes, Chair  
Councillor Chak Au  
Councillor Derek Dang  
Councillor Linda McPhail

Absent: 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 Public Works & Transportation Committee held on Wednesday, October 23, 2013, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Wednesday, December 18, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

There was agreement to add 'Cigarette Butt Recycling Program' to the agenda as Item 4A.

**ENGINEERING AND PUBLIC WORKS DEPARTMENT**

**1. 2013 CORPORATE ENERGY MANAGEMENT UPDATE**

(File Ref. No. 10-6000-01) (REDMS No. 4022107 v.5)

In reply to a queries from Committee, Levi Higgs, Corporate Energy Manager, provided the following information:

- the lighting retrofit at the Burkeville tennis courts achieved higher than anticipated energy conservation results;
- staff are reviewing the Sustainable 'High Performance' Building policy, and as part of the review, staff are examining different energy targets;
- Richmond remains the only BC municipality to achieve the Leadership Excellence Award from BC Hydro for its energy management efforts;
- on average, the City sees a return on its investments of approximately five to eight years for retrofit projects, such as the lighting retrofit at the Burkeville tennis courts;
- although the amount of external funding available for energy management projects remains relatively the same, there is currently more demand for those funds; and
- the City web site's Corporate Energy Management page highlights information related to the City's Corporate Energy Management Program.

It was moved and seconded

*That the staff report titled 2013 Corporate Energy Management Program Update from the Director, Engineering, dated October 31, 2013 be received for information.*

**CARRIED**

**2. ALEXANDRA DISTRICT ENERGY UTILITY BYLAW NO 8641, AMENDMENT BYLAW NO 9073 AND 2013 PERFORMANCE SUMMARY**

(File Ref. No. 12-8060-20-9073; 10-6600-10-01) (REDMS No. 4014235 v.6)

In reply to a query from the Chair, Peter Russell, Senior Manager, Sustainability and District Energy, advised that the proposed rate increase follows the financial model for the Alexandra District Energy Utility, and that any surpluses for up to ten years are set aside to build a reserve fund.

It was moved and seconded

*That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9073 be introduced and given first, second and third readings.*

**CARRIED**

2.

**Public Works & Transportation Committee**  
**Wednesday, November 20, 2013**

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**3. UPDATE ON 2013/2014 SNOW AND ICE RESPONSE PREPARATIONS**  
(File Ref. No.) (REDMS No. 4026186)

In reply to queries from Committee, Ben Dias, Manager, Roads and Construction Services, advised that staff are in the process of acquiring equipment that will allow for the in-house mixture of brine (the solution used to pre-treat road surfaces prior to frost and ice events). He highlighted that making the brine solution in-house will reduce the cost of utilizing brine, and minimize the amount of road salt used on City roadways. Also, Mr. Dias spoke of the Snow Angels and Good Neighbour Programs, noting that the City provides information on these programs on its web site, however does not provide such services.

It was moved and seconded

*That the staff report titled Update on 2013/2014 Snow and Ice Response Preparations, dated October 31, 2013, from the Director, Public Works Operations be received for information.*

**CARRIED**

**4. TOWARDS CARBON NEUTRALITY: IMPLEMENTATION STRATEGY**

(File Ref. No. 10-6000-01) (REDMS No. 4022113 v.3)

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Mr. Russell spoke of the 'Towards Carbon Neutrality: Implementation Strategy' and the following information was highlighted:

- in an effort to offset greenhouse gas (GHG) emissions, the proposed strategy is guided by five principles: (i) focusing on sustainability, (ii) investing in the community, (iii) reducing first, offsetting second, (iv) focusing on action, not accounting, and (v) reducing harm and restoring;
- the Richmond Carbon Marketplace (RCM) will act a mechanism to identify and purchase offsets from local project proponents who invest in GHG reductions; and
- Phase One of the proposed strategy will focus on determining the potential for local GHG reduction projects, and if it is determined that there are projects that can supply offsets, a Request for Proposal would be issued as part of Phase Two.

Also, Mr. Russell advised that as part of the proposed pilot program, Council would receive updates at each phase to determine whether the program proceeds to the next phase.

**Public Works & Transportation Committee**  
**Wednesday, November 20, 2013**

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In reply to queries from Committee, Mr. Russell commented on the proposed RCM operational model, noting that it will be managed by City staff; the Cowichan Energy Alternatives (CWA) will merely play an advisory role by providing their expertise to City staff. Also, Mr. Russell provided an update on the Pacific Carbon Trust, stating that the Crown carbon offset agency will be closed in an effort to reduce costs.

Discussion ensued regarding criteria for projects submitted to the RCM, and Mr. Russell advised that a survey tool that pre-assessed projects prior to their submission was developed as part of CWA's pilot program. Should the City proceed with Phase Two of deploying the RCM, the City could specify criteria for such projects in its Request for Proposal.

Mr. Russell then provided an overview of the RCM deployment phases.

It was moved and seconded

*That the staff report titled Towards Carbon Neutrality: Implementation Strategy, dated October 24, 2013, which identifies a pilot program to offset greenhouse emissions from corporate operations by implementing the Richmond Carbon Marketplace, a mechanism for purchasing community-based carbon offsets be approved.*

**CARRIED**

**4A. CIGARETTE BUTT RECYCLING PROGRAM**

(File Ref. No.)

Councillor Linda McPhail distributed a copy of an article from the *Vancouver Sun* dated November 12, 2013 titled 'Vancouver the first city in North America to launch cigarette butt recycling program' (attached to and forming part of these Minutes as Schedule 1) and provided background information.

Discussion ensued and Committee queried (i) whether the City has a cigarette butt problem, (ii) the details of the City of Vancouver's program, and (iii) if there were cigarette butt recycling programs other than that launched by the City of Vancouver.

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

It was moved and seconded

*That Cigarette Butt Recycling Program be referred to staff to examine (i) whether the City has a cigarette butt problem, (ii) the details of the City of Vancouver's program, and (iii) if there are cigarette butt recycling programs other than that launched by the City of Vancouver.*

**CARRIED**

**Public Works & Transportation Committee**  
**Wednesday, November 20, 2013**

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**5. MANAGER'S REPORT**

Robert Gonzalez, General Manager, Engineering and Public Works, updated Committee on Multi-Material BC's position with regard to contamination.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:55 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, November 20, 2013.

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Councillor Linda Barnes  
Chair

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Hanieh Berg  
Committee Clerk

# Vancouver the first city in North America with cigarette butt recycling program

Schedule 1 to the Minutes of the  
Public Works and Transportation  
Committee meeting held on  
Wednesday, November 20, 2013.

BY JEFF LEE, VANCOUVER SUN NOVEMBER 12, 2013

Vancouver on Tuesday became the first municipality in North America to initiate a cigarette butt recycling program, and it will cost taxpayers the grand sum of \$110.

Not \$110 per person, or even per property, but for the entire six-month program.

That's because the city is kicking \$1 for each of the 110 pole-mounted fireproof cigarette butt recycling containers that have now been installed in four downtown Vancouver business districts. The rest of the project, total cost unknown, is being underwritten by TerraCycle, the New York-based company that already has established consumer-based cigarette butt recycling programs.

Two Vancouver social services agencies, United We Can and Embers, are also involved.

Embers provided the manpower necessary to mount the canisters in the Downtown, Robson, Gastown and West End business districts, and United We Can, which works with the poor and unemployed in the inner city, will employ people to empty the canisters on a regular basis and ship the collected butts to TerraCycle's Canadian depot.

The long, slim receptacles are marked with stickers that say "Recycle Your Butts Here."

Albe Zakes, the global vice-president of communications for TerraCycle, said the company has already proven there is a market for the cellulose acetate contained in cigarette butt filters. The company has collected more than 10,000 pounds of the material and turned it into items such as plastic pallets and plastic lumber. Zakes said butts contain highly toxic compounds that can get into groundwater, and are the single biggest source of street litter in the world.

TerraCycle, which specializes in recycling difficult-to-recycle material, uses proprietary technology to clean and convert the toxic wastes into inert material, he said. If the Vancouver experiment is a success, another 2,000 butt receptacles could be deployed.

Vancouver Deputy Mayor Andrea Reimer said the city has been trying to get the butt recycling program off the ground for four years after Mayor Gregor Robertson met with TerraCycle officials in New York. The idea is part of the city's drive to become the greenest city in the world by 2020.

Reimer, who recently gave up smoking, said complaints about cigarette butt litter is among the top complaints she receives.

Although Vancouver is the first city to sign on with the program, New York State has been working on a bill require a butt recycling program. It began considering the idea in 2010 but the issue is now stuck in a state environmental conservation committee.

Zakes said TerraCycle chose Vancouver to launch its municipal program in part because Vancouver was determined to start a program itself.

"We would love to do this in New York and Chicago and London and Tokyo and the world's biggest cities, but we also need buy-in from the city, from the mayors themselves, and we found that excitement, that enthusiasm and commitment here in Vancouver," he said.

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# City of Richmond

## Report to Committee

**To:** General Purposes Committee  
**From:** Cathryn Volkering-Carlile  
General Manager, Community Services  
**Re:** **2014 Age-Friendly Community Grant Submission**

**Date:** October 22, 2013

**File:**

### Staff Recommendation

1. That a letter be submitted to the Seniors Housing and Support Initiative to indicate Council's support for the City of Richmond's submission for a 2014 Age-friendly Community Planning and Project Grant and the City's willingness to provide overall grant management for the proposed project, as presented in the report from the General Manager, Community Services entitled "2014 Age-Friendly Community Grant Submission."

Cathryn Volkering-Carlile  
General Manager, Community Services  
(604-276-4068)

REPORT CONCURRENCE		
<b>ROUTED TO:</b>  Parks Services Recreation Services	<b>CONCURRENCE</b>  <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b>  
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b>  DW	<b>APPROVED BY CAO</b>  



## **Staff Report**

### **Origin**

The Province of BC, through the Ministry of Health and the Union of BC Municipalities (UBCM) recently announced continued funding of \$500,000 for the Age-friendly Community Planning and Project Grant program. A grant application has been submitted under the program to enable the City to develop a plan to assist Richmond in its application for Age-friendly City designation from the World Health Organization. The program guidelines require that resolutions indicating Council support accompany each submission.

This report complies with Council Term Goal 2.1; “Completion of the development and implementation of a clear City social services strategy that articulates the City’s role, priorities and policies.” Further, it is consistent with Action 9.1 of the recently adopted Richmond Social Development Strategy which indicates the City will pursue the City of Richmond’s designation as an Age-friendly City, joining the World Health Organizations Global Network of Age-friendly Cities and Communities.

### **Analysis**

The Province of BC has advanced the age-friendly agenda since 2007, collaborating with UBCM and other key partners to engage and support local governments in preparing their communities to effectively serve an aging population. Age-friendly BC is built around three key components:

1. Support – Provision of grants (through UBCM) and staff support from the Ministry of Health
2. Recognition – The Ministry of Health will recognize and reward local governments that undertake appropriate steps to become more age-friendly
3. Information – Provision of a resource package and website with tools to assist local government staff.

The Ministry of Health announced that a maximum of 25 grants of up to \$20,000 are available for 2014 community planning initiatives or projects. The priority in 2014 is to engage communities that have not yet completed an age-friendly plan or undertaken a project focused on age-friendly communities.

To take advantage of the funding opportunity, staff prepared and submitted a grant application prior to the Province’s deadline of October 18, 2013. Tight timelines precluded inclusion of a Council resolution of support with the Richmond application. Grant administrators indicated, however, that a late resolution from Richmond City Council would be accepted.

### **Financial Impact**

There is no funding impact at this time.

**Conclusion**

The Ministry of Health and UBCM have partnered to provide grant funding to BC municipalities for age-friendly community projects. Staff has prepared and submitted a grant application under the program with the intention of developing a plan to pursue Age-friendly designation for Richmond. It is recommended that a letter be sent to the grant administrators that indicates Council's support for the attached submission for a 2014 age-friendly community planning and project grant and the City's willingness to provide overall grant management for the proposed project.



Sean Davies  
Diversity Services Coordinator  
(604-276-4390)




# City of Richmond

## Report to Committee

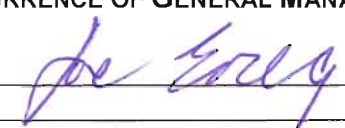

**To:** General Purposes Committee  
**From:** Victor Wei, P.Eng.  
Director, Transportation  
**Date:** November 1, 2013  
**File:** 01-0153-04-01/2013-Vol 01  
**Re:** **DRAFT 2014-2018 YVR NOISE MANAGEMENT PLAN – CITY OF RICHMOND  
COMMENTS**

### Staff Recommendation

1. That the Vancouver Airport Authority (VAA) be advised that the City supports the draft *2014-2018 YVR Noise Management Plan* (Plan) on the condition that the following changes be incorporated into final Plan, prior to VAA Board approval:
  - (a) indicate how the previous 2009-2013 YVR Noise Management Plan has been implemented and any outstanding initiatives;
  - (b) clarify the purpose, rationale, expected benefits, priority and timing of each proposed Plan initiative over the coming five-year period; and
  - (c) identify the air travel growth scenario used to prepare the proposed Plan;
2. That this report be forwarded to the Vancouver Airport Authority for its consideration in the finalization of the 2014-2018 YVR Noise Management Plan.

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

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT/ AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW
APPROVED BY CAO 	

## Staff Report

### Origin

As per its ground lease with the federal government, the Vancouver Airport Authority (VAA) is responsible for noise management for up to 10 nautical miles from the airport and the YVR Board must have an approved five-year noise management plan signed by the Federal Minister of Transport to guide it in its noise management practices. The current five-year YVR Noise Management Plan (NMP) is now in its fifth and final year and a new five-year 2014-2018 YVR Noise Management Plan (Plan) is being prepared by the Vancouver Airport Authority (VAA) for delivery to Transport Canada for approval by December 1, 2013.

The first draft of the Plan was distributed to the YVR Aeronautical Noise Management Committee (YVR ANMC) for review and comment on September 10, 2013. Following a meeting between City and VAA staff, a revised version was provided to staff on October 16, 2013. This report provides comments on the revised version.

### Analysis

#### 1. Preparation of 2014-2018 Noise Management Plan

Each NMP is a five-year action plan created through consultation with YVR ANMC members and other industry stakeholders, a review of best practices, plus analyses of YVR public web survey feedback regarding aeronautical noise concerns and aircraft noise-related complaints. The City has both City staff and citizen representation on the YVR ANMC.

The proposed initiatives of the 2014-2018 NMP (see **Attachment 1**) set broad objectives and deliverables. Actions and results will be subject to further work and assessments to ensure decisions can be made with all available input, information and data. Structuring initiatives over a five-year period assists the VAA in preparing annual work and business plans.

#### 2. City Input into 2014-2018 Noise Management Plan

Through the YVR ANMC and separate meetings with VAA staff, City staff and its YVR ANMC citizen representatives suggested the following initiatives which are included in the proposed Plan. City and VAA staff jointly crafted the following planning Initiatives 1.1 and 1.2:

- 1.1 - Existing 2015 Aircraft Noise Exposure Frequency Map: this map shows where noise exposure occurs and, as it was established in 1994, requires review to assess its continued applicability given that airport and aircraft operations have changed since that time. Following this joint map review, relevant related documents (e.g., brochures, policies, bylaws, covenants, noise mitigation standards) would also be reviewed to determine the need for any updates.
- 1.2 - Review of existing YVR Aeronautical Zoning Regulations: the heights of buildings and obstacles in close vicinity to the airport are governed by Transport Canada's YVR Aeronautical Zoning Regulations (formally called Vancouver International Airport Regulations), which set maximum building heights to ensure safe aircraft operations. The

Airport Authority will conduct a review of the federal Zoning Regulations to seek protection for runway options identified in the YVR 2027 Master Plan (Federally approved June 19, 2008) and to protect existing runways given increased zoning requirements. As part of this review, the Airport Authority will also consult with the City of Richmond and other stakeholders to explore possibly increasing building height around City Hall to improve City Centre sustainability, social, economic and environmental benefits. This YVR led review is welcomed, as the City has wanted to explore increasing building height for some time. City staff will work closely with YVR staff during the review.

Staff also provided input into Initiatives 2.1-2.4 (**Attachment 1**) that identify opportunities to better inform the community about aeronautical noise and measures to mitigate noise impacts. In addition, the City's citizen representatives suggested the following initiatives in the draft NMP:

- 3.5 – YVR Fly Quiet Awards: raise the profile of these annual VAA awards, to create more incentive for operators to reduce their noise impacts on the community through greater participation of and recognition by municipalities that are members of the YVR ANMC. The number of categories could be expanded to include float plane operators, pilots and fleet renewal.
- 6.1 - Pre-Flight Checks: as engine tests that are part of pre-flight check procedures do not occur within the ground run-up enclosure, establish preferred headings for aircraft to minimize noise impacts to residents living south of Sea Island.
- 7.1-7.4 - Flight Procedures: encourage a shift to optimized departure and arrival profiles through the adoption and use of new technology (i.e., performance-based navigation). The use of advanced navigation techniques has the potential to more accurately define arrival and departure procedures at an airport, thus narrowing flight corridors and reducing noise exposure by avoiding more densely populated residential areas.

### 3. Staff Comments on 2014-2018 Noise Management Plan

Overall, while the draft 2014-2018 NMP is responsive, staff concluded that the document could be improved by:

- 2009-2013 Noise Management Plan: clarifying the degree to which the previous NMP was implemented (e.g., status of initiatives, how stakeholders contributed to their progress) along with a discussion of any outstanding initiatives, if they have been carried over to the proposed NMP and if not, why not; and
- Initiatives & Actions: clarifying the intent, rationale and expected benefits of the proposed NMP initiatives, as well as their priority and timing over the five-year period.

Staff also offer the following additional specific comments:

- Future Growth & Development at YVR: the document states that VAA has “considered a range of possible air travel scenarios” based on low, medium and high forecast growth rates in global, national and local air travel as shown in **Attachment 2**. The VAA should clarify which scenario is used in preparing the 2014-2018 Noise Management Plan, to balance meeting air traffic demand and minimizing aircraft noise impacts on adjacent communities.

- *Roles & Responsibilities in Aviation*: in addition to identifying the role of each agency, their past contributions towards the implementation of the past 2009-2013 NMP should also be outlined. For example, the City has developed noise covenants and communications material that is used by developers at residential sales offices.

### **Financial Impact**

None.

### **Conclusion**

The Vancouver Airport Authority must update its noise management plan every five years, as a requirement of its land lease agreement with the Government of Canada. As part of this current update, staff recommend that the VAA be advised that the City's support for the proposed 2014 – 2018 ANM Plan is conditional upon the incorporation of several key revisions and additions into the final Plan, prior to VAA Board approval.



*For* Joan Caravan  
Transportation Planner  
(604-276-4035)

JC:le



Terry Crowe  
Manager, Policy Planning  
(604-276-4139)

Summary of Proposed Initiatives and Action in the Draft 2014 – 2018 YVR Noise Management Plan			
#	Issue	Objective	Draft Initiative/Action
1	Land Use Planning	Build on existing collaborative partnership and work with local municipalities on land use planning to minimize the level of aircraft noise, nuisances and disturbances for those living in the vicinity of the airport.	<p><b>Review the 2015 YVR Noise Exposure Forecast Contours</b></p> <p>The 2015 Noise Exposure Forecast planning contours, created in 1994, were meant to provide guidance to municipalities on land use planning efforts. To account for future growth in air traffic and changes in aircraft fleet mix, the Airport Authority will review the existing 2015 Noise Exposure Forecast contour to assess future noise exposure and provide information to municipalities to help with long term land use planning decisions. Following this review, relevant noise mitigation measures and documents (e.g., brochures, policies, bylaws covenants, noise mitigation standards) will be updated as required.</p>
			1.1
		Maintain and enhance safe aircraft operations, while minimizing aircraft noise exposure, and consider desires to maximize building heights.	<p><b>Review Existing YVR Aeronautical Zoning Regulations</b></p> <p>The heights of buildings and obstacles in close vicinity to the airport are governed by the YVR Aeronautical Zoning Regulations, which set maximum building heights to ensure safe aircraft operations. The Airport Authority will conduct a review of the Zoning Regulations to seek protection for runway options identified in the YVR Master Plan and to protect existing runways given increased zoning requirements. As part of this review, the Airport Authority will also consult with the City of Richmond and other stakeholders to explore possibly increasing building height around City Hall to improve City Centre sustainability, social, economic and environmental benefits.</p>
			1.2
2	Awareness - Community	Better inform the public about aircraft operations, flight paths, and noise management measures to enable a greater understanding of the implications of aircraft noise and airport operations, and to match public expectations with experience.	2.1
			2.2
			2.3
			2.4
3	Awareness - Industry	Engage with aviation stakeholders to improve noise management activities and discussions about aircraft noise management.	3.1
			3.2
			3.3
			3.4

Summary of Proposed Initiatives and Action in the Draft 2014 – 2018 YVR Noise Management Plan			
#	Issue	Objective	Draft Initiative/Action
			noise management opportunities, and to coordinate responses and positions to national issues. Review the YVR Fly Quiet Award and explore possible opportunities for further recognition and engagement of the aviation community.
			3.5
4	Night-time Operation	Monitor and report on the number of night operations.	4.1 4.2 4.3
5	YVR ANMC	Ensure that the YVR ANMC remains relevant and functional.	5.1
6	Run-ups	Further manage noise from engine run-ups.	6.1
CNCL - 140	Performance Based Navigation (PBN) Procedures	Better understand the potential impacts associated with PBN procedures, and ensure that noise, emissions and capacity impacts of PBN are considered during implementation.	7.1
			7.2
			7.3
			7.4
8	YVR Float Plane Operations	Further manage noise impacts from YVR float plane operations.	8.1 8.2
9	Noise Abatement Procedures	Ensure procedures to manage noise remain relevant and current.	9.1 9.2
10	Managing Runway Demand	Ensure runway system at YVR is used effectively to reduce delays while managing noise impacts on the community.	10.1 10.2



2005 – 2027 Possible YVR Air Travel Low, Medium and High Growth Scenarios

Forecasts from governments, companies and agencies suggest that the global, national and local demand for air travel will grow between 2007 and 2027.

To ensure that YVR can meet future passenger and cargo needs, the Airport Authority has considered a range of possible air travel scenarios out to 2027 and developed low-, medium- and high-growth scenarios (see table below).

As with all projections, there are risks and uncertainties associated with these forecasts and they will require frequent review, discussion and adjustment.

Given the projected future growth of air traffic, and the emergence of Asian economies, it is imperative that YVR is positioned to capitalize on opportunities to support and contribute to the economy of British Columbia.

TABLE 1: 2027 FORECASTS – Low, Medium, High Growth Scenarios*				
SECTOR	2005 ACTUAL	2027 (LOW) 2027	(MEDIUM) 2027	2027 (HIGH)
Passengers (millions)	16.4	26.9	33.4	40.5
Runway (landings and takeoffs)	275,000	383,000	484,000	581,000
Cargo (tonnes)	223,700	400,000	500,000	600,000
* These forecasts were created in 2006 and will be updated as part of the upcoming update to the YVR Master Plan.				

Source: Except from 2014-2018 YVR NOISE Management Plan -Vancouver International Airport  
Prepared by Vancouver Airport Authority Environment Department, August 2013.



## City of Richmond

## Report to Committee

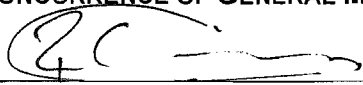

**To:** General Purposes Committee  
**From:** Andrew Nazareth  
General Manager, Finance & Corporate Services  
Robert Gonzalez, P.Eng.  
General Manager, Engineering & Public Works  
**Date:** November 5, 2013  
**File:** 03-0970-01/2013-Vol 01  
**Re:** 2014 Utility Budgets and Rates

### Staff Recommendation

That the 2014 Utility Expenditure Budgets, as outlined under Option 1 for Water and Sewer, Option 3 for Drainage and Diking, and Option 2 for Solid Waste and Recycling, as contained in the Staff report dated November 5, 2013 from the General Manager of Finance & Corporate Services and General Manager of Engineering & Public Works, be approved as the basis for establishing the 2014 Utility Rates and preparing the 5 Year Financial Plan (2014-2018) Bylaw.

Andrew Nazareth  
General Manager, Finance & Corporate Services  
(4095)

Robert Gonzalez, P.Eng.  
General Manager, Engineering & Public Works  
(4150)

REPORT CONCURRENCE		
<b>ROUTED TO:</b>  Finance Division	<b>CONCURRENCE</b>  <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b> 
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b>  DW	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

This report presents the recommended 2014 utility budgets and rates for Water, Sewer, Drainage and Solid Waste & Recycling. The utility rates need to be established by December 31, 2013 in order to facilitate charging from January 1, 2014.

### Analysis

Key issues of note pertaining to the utility budgets in 2014 include:

- Metered rates have increased due to a number of variables. The primary driver relates to Greater Vancouver Sewerage and Drainage District (GVS&DD) and Greater Vancouver Water District (GVWD) operating cost increases.
- GVS&DD operating and maintenance (O&M) costs are increased by \$1.5 million (9%) which must be collected through the sewer utility rate. This increase is driven by Metro Vancouver debt retirement policy, increased operating costs for the Lulu Island Wastewater Treatment Plant and various infrastructure improvement projects. Significant, multi-year infrastructure improvement projects include Gilbert Trunk Sewer twinning and Iona and Lions Gate Wastewater Treatment Plant upgrades.
- GVS&DD debt costs are reduced by 91% (\$0.83 million) as a result of debt repayments. Debt costs are recovered through property taxes and don't directly impact utility rates; however, Metro Vancouver policy increases O&M costs the same amount as the retired debt, which directly impacts utility rates. For 2014, this policy represents 54% of the Metro Vancouver O&M increase.
- GVWD regional water rates are increased by 4% (from \$0.6054 per cubic meter to \$0.6296 per cubic meter [blended rate]).
- Metro Vancouver solid waste tipping fees have increased to \$108 per tonne for 2014 (from \$107 in 2013).

A significant component of the utility budget relates to replacement of ageing/deteriorating municipal infrastructure. As noted in the "Ageing Infrastructure Planning – 2013 Update" report presented to Council on October 15, 2013, increases in the annual capital funding contributions for sanitary and drainage are required to meet long-term infrastructure replacement targets, whereas the required annual capital replacement funding contribution for water has been met.

The long-term annual contribution required to maintain sanitary sewer infrastructure is \$6.4 million, whereas the current funding level is \$4.3 million. The long-term annual contribution required to maintain drainage infrastructure is \$10.4 million, whereas the current funding level is \$8.1 million. The annual water reserve contribution is \$7.5 million and is sufficient at this time to meet reserve funding requirements. Therefore, no increase in the annual reserve contribution for water is proposed. The 2014 budget figures outlined represent options for infrastructure replacement increases in drainage and sanitary only.

Recognizing the challenges of increasing costs outside of the City's control and those associated with maintaining City infrastructure, Staff has presented various budget and rate options for 2014. Budgets and rates are presented under three different options for each of the City's utilities. Option 1 presents the minimum increases necessary to meet those demands placed on the City by external or other factors outside of the City's direct control (e.g. regional or other agency increases, contractual obligations, plant growth, fuel, insurance, etc.) based on the same level of service. Options 2 and 3 present various actions the City can take to either reduce or increase the budget and rates depending on the varying circumstances and needs within each budget area. The various options are presented for each of the City utilities in the following tables:

- Water
- Drainage & Diking
- Sewer
- Sanitation and Recycling

The concluding summary of proposed rates for 2014 is shown in Tables 12 and 13.

### Water Utility

Table 1. Water Utility Budget				
Key Budget Areas	2013 Base Level Budget	Option 1 (Recommended) Non-Discretionary Increases	Option 2 Non-Discretionary Increases with \$250,000 Reduction to Rate Stabilization Contribution	Option 3 Non-Discretionary Increases with \$500,000 Reduction to Rate Stabilization Contribution
Operating Expenditures	\$7,784,600			
2013 OBI Adjustment	\$32,700			
Salary		\$159,500	\$159,500	\$159,500
PW Materials/Equipment/Power Costs		\$20,300	\$20,300	\$20,300
Monthly Vehicles		\$12,400	\$12,400	\$12,400
Internal Shared Costs/ Postage / Cell Phones		\$6,300	\$6,300	\$6,300
Water Meter Reading and Maintenance		\$80,000	\$80,000	\$80,000
Toilet Rebate Program	\$150,000	(\$50,000)	(\$50,000)	(\$50,000)
GVRD Water Purchases (MV)	\$21,516,000	\$2,009,000	\$2,009,000	\$2,009,000
Capital Infrastructure Replacement Program / Asset Management System	\$7,550,000	\$0	\$0	\$0
Firm Price / Receivable	\$1,761,200	\$20,000	\$20,000	\$20,000
Residential Water Metering Program / Appropriated Surplus	\$1,400,000	(\$80,000)	(\$80,000)	(\$80,000)
Overhead Allocation	\$864,600	\$0	\$0	\$0
<b>Total 2013 Base Level Budget</b>	<b>\$41,059,100</b>	<b>\$43,236,600</b>	<b>\$43,236,600</b>	<b>\$43,236,600</b>
<b>Total Incremental Increase</b>		<b>\$2,177,500</b>	<b>\$2,177,500</b>	<b>\$2,177,500</b>
Revenues				
Apply Rate Stabilization Fund	(\$750,000)	\$0	\$250,000	\$500,000
Investment Income	(\$427,000)	\$0	\$0	\$0
Firm Price / Receivable Income	(\$1,761,200)	(\$20,000)	(\$20,000)	(\$20,000)
Meter Rental Income	(\$1,194,400)	(\$511,600)	(\$511,600)	(\$511,600)
Miscellaneous Revenue	(\$10,000)	\$0	\$0	\$0
Provision (Toilet Rebate / Flushing)	(\$301,100)	\$50,000	\$50,000	\$50,000
Provision (OBI Adjustment)	(\$32,700)	\$32,700	\$32,700	\$32,700
<b>Net Budget</b>	<b>\$36,582,700</b>	<b>\$38,311,300</b>	<b>\$38,561,300</b>	<b>\$38,811,300</b>
<b>Net Difference from 2013 Base Level Budget</b>		<b>\$1,728,600</b>	<b>\$1,978,600</b>	<b>\$2,228,600</b>

The following is an explanation of the budget reductions and increases outlined in Table 1:

### ***Operating Expenditures***

Operating expenses generally increased due to inflationary factors including:

- Salary increases as per union agreements;
- BC Hydro rate increases;
- Increasing material costs;
- Postage rate increases; and
- Vehicle fuel cost increases.

### ***Toilet Rebate Program***

All options recommend reducing the Toilet Rebate Program funding to \$100,000. In 2013, the program had a funding level of \$150,000. Approximately \$66,000 in toilet rebates have been issued to date in 2013 and Staff estimate that there will be an additional \$14,000 in rebates issued before the end of the year. As such, it is recommended that the program funding be reduced by \$50,000 to a funding level of \$100,000 to better match the current level of participation in this program. This program is funded through the Water provision (not the utility rates) and, as such, does not impact the water rates.

To date, approximately 3,800 toilets have been replaced through the Toilet Rebate Program. This program is one of the key water conservation programs for existing apartments, townhomes and single-family homes. The program includes a rebate of \$100 per toilet, with a maximum allowable rebate of \$200 per household replacing 6 litre (or more) toilets with 4.8 litre or 4.1 litre/6 litre dual-flush (or less) toilets.

### ***GVRD Water Purchases – Metro Vancouver***

Water is purchased from Metro Vancouver on a unit volume basis. Metro Vancouver has indicated that the unit rate for bulk water will increase from \$0.6054 per cubic meter to \$0.6296 per cubic meter (blended rate), or 4%, for 2014. The volume of water the City purchases from Metro Vancouver has a degree of variability, primarily due to weather impacts on summer irrigation demand. The total volume estimated for budget purposes is based on average City water demand over the last 5 years. The variability in the demand during this period has been approximately plus or minus 5%, and a similar variability can be anticipated in the 2014 water purchase.

### ***Capital Infrastructure Replacement Program***

There are no proposed increases for contribution to water capital infrastructure replacement under any of the proposed options. The annual capital contribution for water-related infrastructure replacement has reached \$7.5 million, plus \$50,000 for future upgrade/replacement of the asset management system. Per the “Ageing Infrastructure Planning – 2013 Update” report presented to Council on October 15, 2013, the long-term annual water infrastructure replacement funding requirement is \$7.2 million. A reduction in the annual funding contribution is not recommended as inflation will reduce the difference in the medium term. Staff will continue to undertake further assessments to determine infrastructure replacement requirements going forward and identify any recommended changes to the annual contribution, if required.

### ***Residential Water Metering Program***

Currently, \$1.4 million is allocated annually to the residential water metering program. The proposed budget re-allocates \$80,000 of this funding for meter reading and maintenance, thereby reducing the

Residential Water Metering Program budget to \$1.32 million. Council has endorsed a mandatory single-family water meter program to be completed over the next 5 years. Given this program, the funding requirement will diminish over the next 5 years. Accordingly, Staff are proposing that the additional cost for meter maintenance and replacement be offset by a corresponding reduction in meter installation funding.

*Universal Single-Family Water Metering:* Building on the success of the Volunteer Single-Family Water Meter Program, the City is implementing universal metering for remaining unmetered single-family homes. Universal single-family metering has a target completion of 5 years. To support this program, a capital submission has been included in the 2014 Capital Program to utilize \$600,000 from the Capital Infrastructure Replacement Program for installation of mandatory single-family water meters. Utilizing this funding strategy will help the City avoid large fluctuations in the overall water utility budget when the universal single-family metering program concludes at the end of 2018.

*Multi-Family Water Meter Program:* The City's Multi-Family Water Meter Program has been very successful. To date, the City has received approval from 127 volunteer complexes (comprising 7,883 multi-family dwelling units) to install water meters. Of these, 121 complexes have been completed (7,640 units), including 47 apartment complexes (5,079 units) and 70 townhouse complexes (2,121 units). These voluntary installations will continue to be funded through the water metering program funding allocation.

### ***Metered Rate***

From inception, the metered rate has included an incentive to encourage those on the flat rate to switch to meters. As endorsed by Council, over the next 5 years the City will complete universal metering of single-family customers and the number of multi-family residential volunteers will continue to grow. As metering becomes the typical method of water billing and the number of flat rate customers decline, most customers will pay for the actual amount of water they use instead of an estimated quantity. Given that the average metered customer uses less water than the estimated quantity for a flat rate customer, the metered rate must be adjusted to ultimately harmonize with the financial requirements of the Water Utility. This harmonization began in 2013 with a metered rate increase that was larger than the flat rate increase. The proposed 2014 rates are a continuation of this trend. The tables presented in this report detail the impacts of proposed budget options on both metered and flat rate customers.

### ***Water Rate Stabilization Contribution***

The rate stabilization fund was established by Council as a tool to offset anticipated spikes in regional water purchase costs. Capital projects associated with the Capilano Seymour Water Filtration Plant are substantially complete and the forecasted spike in rate increases is being realized. The base level budget currently reflects a \$750,000 drawdown from the water rate stabilization fund. Option 1 (recommended) maintains the \$750,000 drawdown of the rate stabilization fund, while Options 2 and 3 include reducing the drawdown to \$500,000 and \$250,000 respectively.

By the end of 2013, the water stabilization account will have a balance of \$4.4 million plus any surplus that is allocated to this account at year-end.

### ***Regional Issues***

The Regional District increases support the drinking water treatment program and transmission improvement programs. Metro Vancouver's current 5-year projections for the regional water rate are outlined in Table 2.

Table 2. Metro Vancouver Bulk Water Rate Projections					
	2014	2015	2016	2017	2018
Projected Metro Vancouver Water Rate (per m <sup>3</sup> )	\$ .6296	\$ .6806	\$ .7344	\$ .7976	\$ .8367
% Increase Over Prior Year	4%	8.1%	7.9%	8.6%	4.9%

### ***Impact on 2014 Water Rates***

The impact of the three budget options on water rates is shown in Tables 3 and 4. Table 3 shows the various options for metered rate customers; Table 4 shows the options for flat rate customers.

Option 1 (recommended) results in the lowest rates as it includes the highest rate stabilization fund drawdown. Options 2 and 3 have increasingly higher rates as they include lower contributions from the rate stabilization fund. The percentage increase of the recommended Option 1 is lower than the Metro Vancouver increase, as efficiencies in City operations and well-managed budgets have allowed the City to mitigate cost impacts from Metro Vancouver.

Table 3. Net Metered Rate Water Options				
Customer Class	2013 Rates	Option 1 (Recommended)	Option 2	Option 3
Single-Family Dwelling (based on 300 m <sup>3</sup> average)	\$323.34	\$332.88 \$9.54	\$335.52 \$12.18	\$338.07 \$14.73
Townhouse (based on 210 m <sup>3</sup> average)	\$226.34	\$233.02 \$6.68	\$234.86 \$8.53	\$236.65 \$10.31
Apartment (based on avg. 163 m <sup>3</sup> average)	\$175.68	\$180.86 \$5.18	\$182.30 \$6.62	\$183.68 \$8.00
Metered Rate (\$/m <sup>3</sup> )	\$1.0778	\$1.1096 \$.0318	\$1.1184 \$.0406	\$1.1269 \$.0491

\*Metered rates above do not include base rates.

Table 4. Net Flat Rate Water Options				
Customer Class	2013 Rates	Option 1 (Recommended)	Option 2	Option 3
Single-Family Dwelling	\$577.95	\$589.19 \$11.24	\$592.24 \$14.29	\$595.55 \$17.60
Townhouse	\$473.11	\$482.32 \$9.21	\$484.81 \$11.70	\$487.52 \$14.41
Apartment	\$304.87	\$310.80 \$5.93	\$312.41 \$7.54	\$314.16 \$9.29

The rates outlined in Tables 3 and 4 are net rates. The Water Bylaw provides a 10% discount for utility bills paid prior to a deadline. The net rates shown will be increased by 10% in the supporting bylaws to provide for the discount incentive while ensuring appropriate cost recovery.

***Advantages/Disadvantages of Various Options*****Option 1 (recommended)**

- Represents the minimum increase necessary to sustain operations, while maintaining business as usual.
- Includes a \$50,000 reduction to the toilet rebate program to more accurately reflect current levels of program participation.
- Updates water operating expenditures to include \$80,000 for water meter reading and maintenance.
- Maintains the \$750,000 subsidy from the water rate stabilization fund.

**Option 2**

- Represents the minimum increase necessary to sustain operations, while maintaining business as usual.
- Includes a \$50,000 reduction to the toilet rebate program to more accurately reflect current levels of program participation.
- Updates water operating expenditures to include \$80,000 for water meter reading and maintenance.
- Reduces the subsidy from the water rate stabilization fund to \$500,000.

**Option 3**

- Represents the minimum increase necessary to sustain operations, while maintaining business as usual.
- Includes a \$50,000 reduction to the toilet rebate program to more accurately reflect current levels of program participation.
- Updates water operating expenditures to include \$80,000 for water meter reading and maintenance.
- Reduces the subsidy from the water rate stabilization fund to \$250,000.

***Recommended Option***

Staff recommends the budgets and rates outlined under Option 1 for Water Services. This option maintains infrastructure funding levels above those identified in the “Ageing Infrastructure Planning – 2013 Update” report, facilitates a 5-year program to universally meter single-family homes, and allows for volunteer water metering of multi-family homes. It reduces the toilet rebate budget to a level that matches current levels of program participation and maintains a \$750,000 drawdown of the rate stabilization fund to minimize rate increases.



**Sewer Utility**

Table 5. Sewer Utility Budget				
Key Budget Areas	2013 Base Level Budget	Option 1 (Recommended) Non-Discretionary Increases with Operating Efficiencies	Option 2 Applying Operating Efficiencies in Option 1 to Capital Infrastructure Replacement Program	Option 3 Reducing Rate Stabilization Contribution
Operating Expenditures	\$4,658,800			
2013 OBI Adjustment	\$10,000			
Salary		\$70,400	\$70,400	\$70,400
PW Materials/Equipment		(\$96,700) <sup>1</sup>	(\$96,700) <sup>1</sup>	(\$96,700) <sup>1</sup>
Monthly Vehicles		\$25,700	\$25,700	\$25,700
Internal Shared Costs/ Postage / Cell Phones		\$1,100	\$1,100	\$1,100
Power Costs		(\$10,500) <sup>2</sup>	(\$10,500) <sup>2</sup>	(\$10,500) <sup>2</sup>
GVS&DD O&M (MV)	\$17,350,900	\$1,517,000	\$1,517,000	\$1,517,000
GVS&DD Debt (MV)	\$916,700	(\$831,000)	(\$831,000)	(\$831,000)
Capital Infrastructure Replacement Program / Asset Management System	\$4,306,400	\$0	\$120,000	\$0
Firm Price / Receivable	\$580,000	\$6,300	\$6,300	\$6,300
Overhead Allocation	\$498,200	\$0	\$0	\$0
Operating Debt	\$157,800	(\$157,800)	(\$157,800)	(\$157,800)
<b>Total 2013 Base Level Budget</b>	<b>\$28,478,800</b>	<b>\$29,003,300</b>	<b>\$29,123,300</b>	<b>\$29,003,300</b>
<b>Total Incremental Increase</b>		<b>\$524,500</b>	<b>\$644,500</b>	<b>\$524,500</b>
Revenues				
Apply Rate Stabilization Fund	(\$500,000)	\$0	\$0	\$300,000
Debt Funding	(\$42,600)	\$42,600	\$42,600	\$42,600
Investment Income	(\$166,000)	\$0	\$0	\$0
Firm Price / Receivable Income	(\$580,000)	(\$6,300)	(\$6,300)	(\$6,300)
Property Tax for DD Debt (MV)	(\$916,700)	\$831,000	\$831,000	\$831,000
Provision (OBI Adjustment)	(\$10,000)	\$10,000	\$10,000	\$10,000
<b>Net Budget</b>	<b>\$26,263,500</b>	<b>\$27,665,300</b>	<b>\$27,785,300</b>	<b>\$27,965,300</b>
<b>Net Difference from 2013 Base Level Budget</b>		<b>\$1,401,800</b>	<b>\$1,521,800</b>	<b>\$1,701,800</b>

<sup>1</sup> Combines \$100,000 efficiency and \$3,300 inflationary increase for an overall \$96,700 reduction.<sup>2</sup> Combines \$20,000 efficiency and \$9,500 inflationary increase for an overall \$10,500 reduction.

A description explaining the increases and budget reductions in each of the areas identified above is described below.

### ***Operating Expenditures***

Operating expenses generally increased due to inflationary factors including:

- Salary increases as per union agreements;
- BC Hydro rate increases;
- Increasing materials costs;
- Postage rate increases; and
- Monthly vehicle increase due to a new service utility vehicle for sanitary pump stations.

### ***Efficiencies***

Sewer Services has identified efficiencies in materials and power purchases that are reflected in this budget. The materials efficiency is valued at \$100,000. When combined with inflationary increases of \$3,300, Public Works materials and equipment has an overall decrease of \$96,700. An efficiency of \$20,000 has been identified in hydro power consumption. An inflationary increase in hydro power costs of \$9,500 combines with the efficiency resulting in a decrease in power costs of \$10,500.

### ***GVS&DD Operating and Maintenance Costs – Metro Vancouver***

Greater Vancouver Sewerage and Drainage District O&M charges are increased by approximately \$1.52 million (9%). There are two reasons for this increase.

\$685,952 (45%) of this increase relates principally to the operation of the Lulu Island Wastewater Treatment Plant and the Gilbert Trunk Sewer twinning project. Other Metro Vancouver projects that influence the O&M rate are the replacement of the Lions Gate and Iona wastewater treatment plants.

The second driver is a Metro Vancouver policy regarding retiring debt. When sanitary sewer debt is retired or matures, the value of the retired debt charge is transferred to the O&M budget. For 2014, Metro Vancouver is retiring \$831,033 in debt charges for Richmond. While there will be a corresponding decrease in property tax recovery (debt charges are recovered from property tax), there is a corresponding \$831,033 increase in the Metro Vancouver O&M charges, which represents 55% of the O&M increase.

### ***GVS&DD District Debt***

As noted above, GVS&DD debt costs are reduced by \$831,033 (91%). These debt costs are recovered from property taxes; therefore, the required recovery from property tax is reduced. However, this reduction will generate an increase to the O&M charges as described above.

The overall/combined net impact of regional costs (operating/maintenance and debt) to the City is a 3.9% increase in Metro Vancouver charges.

### ***Capital Infrastructure Replacement Program***

Options 1 and 3 maintain the annual contribution to the sewer infrastructure capital replacement program at \$4.25 million (the remaining \$50,000 portion is earmarked for future upgrade/replacement of the asset management system). The “Ageing Infrastructure Planning – 2013 Update” report noted that the annual funding contribution required to support long-term sustainability is \$6.4 million. The current funding gap is \$2.15 million. Option 2 utilizes \$120,000 in materials and power efficiencies to increase contributions to the capital infrastructure replacement program for a total of \$4.37 million. Staff recommend the

funding level be maintained at current levels or \$4.25 million at this time given the significant Metro Vancouver cost increase.

### ***Metro Vancouver Special Permit ICI Users Adjustment***

This change in the sewer rate structure prevents double billing businesses that have special discharge permits. The City has 44 commercial sanitary sewer customers that hold special permits to discharge liquid waste into the Metro Vancouver sanitary sewer system. These permits are primarily required due to the volume of liquid waste produced by these customers and/or the nature of the waste being discharged. Metro Vancouver has changed the manner in which these customers are charged. Previously, these customers were surcharged based on the content of their waste, with the volume and treatment plant charges being collected through the Sewer Levy. The City's current rate structure was developed based on this strategy. Metro Vancouver has shifted the volume and treatment plant charges for special permit customers out of the sewer levy and into the permit fees charged to these customers. Based on this change, Staff will introduce a reduced rate for special permit customers that does not include the Metro Vancouver volume and treatment charges.

### ***Sewer Rate Stabilization Contribution***

The sewer rate stabilization fund was established to offset significant spikes in regional sewer treatment and capacity costs. The sewer rate stabilization account is projected to have a \$5.7 million balance by the end of 2013. Any surplus in the sewer operating budget will add to this balance.

Options 1 and 2 maintain the \$500,000 drawdown on the sewer rate stabilization fund to partially offset Metro Vancouver O&M increases. Option 3 applies \$120,000 in materials and power efficiencies to reduce the water rate stabilization drawdown to \$380,000.

### ***Regional Issues***

The main budget drivers impacting the projected increase in Metro Vancouver costs include a variety of capital infrastructure projects, such as the Gilbert Trunk Sewer twinning project, and the Lions Gate and Iona waste water treatment plant upgrades. Metro Vancouver projections indicate a 3.9% sewer levy increase (combined debt reduction and O&M cost increases) for Richmond in 2014. Staff estimate the sewer levy will increase an average of 8% per year based on trends in regional O&M costs. The O&M increases are recovered through sewer utility rates.

### ***Impact on 2014 Sewer Rates***

The impact of the three budget options on the sewer rates is shown in Tables 6 and 7. Table 6 shows the options for metered rate customers; Table 7 shows the options for flat rate customers. There is a larger percentage increase for metered customers than for flat rate customers, which will reduce the meter incentive and harmonize metered rates with sewer utility funding requirements.

Table 6. Net Metered Rate Sewer Options				
Customer Class	2013 Rates	Option 1 (Recommended)	Option 2	Option 3
Single Family Dwelling (based on 300 m <sup>3</sup> average)	\$278.61	\$289.35 \$10.74	\$290.88 \$12.27	\$294.42 \$15.81
Townhouse (based on 210 m <sup>3</sup> average)	\$195.03	\$202.55 \$7.52	\$203.62 \$8.59	\$206.09 \$11.07
Apartment (based on 163 m <sup>3</sup> average)	\$151.38	\$157.21 \$5.83	\$158.04 \$6.67	\$159.97 \$8.59
Metered Rate (\$/m <sup>3</sup> )	\$.9287	\$0.9645 \$.0358	\$.9696 \$.0409	\$.9814 \$.0527

Table 7. Net Flat Rate Sewer Options				
Customer Class	2013 Rates	Option 1 (Recommended)	Option 2	Option 3
Single Family Dwelling	\$385.38	\$395.45 \$10.07	\$396.74 \$11.36	\$399.87 \$14.49
Townhouse	\$352.61	\$361.83 \$9.22	\$363.01 \$10.40	\$365.88 \$13.27
Apartment	\$293.68	\$301.35 \$7.67	\$302.33 \$8.65	\$304.72 \$11.04

The rates outlined in Tables 6 and 7 are net rates. The bylaw provides a 10% discount for utility bills paid prior to a deadline. The net rates shown will be increased by 10% in the supporting bylaws to provide for the discount incentive while ensuring appropriate cost recovery.

### *Advantages/Disadvantages of Various Options*

#### Option 1 (recommended)

- Represents the status quo with minimum inflationary increases and \$120,000 in materials and power efficiencies.
- Includes efficiencies in City operations, which mitigate the overall rate increase, which is mainly driven by Metro Vancouver operational cost increases.
- Does not meet the City's long-term infrastructure plan to increase the capital program for replacement of ageing infrastructure. Capital replacement remains fixed at \$4.25 million for 2013, which represents an annual \$2.15 million shortfall from the funding recommended in the "Ageing Infrastructure Planning – 2013 Update" report. The ultimate objective is to build the annual infrastructure replacement for sewer to \$6.4 million.
- Utilizes a \$500,000 drawdown from the sewer levy stabilization account to minimize the impact of regional increases on sewer rates.

#### Option 2

- Represents the minimum increase necessary to sustain operations, while maintaining existing service levels.
- Utilizes \$120,000 in materials and power efficiencies to increase funding of the Capital Infrastructure Replacement Program to \$4.37 million. This is in alignment with the long-term goal to build the sewer infrastructure replacement program to \$6.4 million, and reduces the annual shortfall to \$2.03 million.

- Utilizes a \$500,000 drawdown from the sewer levy stabilization account to minimize the impact of regional increases on sewer rates.

### Option 3

- Represents the minimum increase necessary to sustain operations, while maintaining existing service levels.
- Does not meet the City's long-term infrastructure plan to increase the capital program for replacement of ageing infrastructure. Capital replacement remains fixed at \$4.25 million for 2013, which represents an annual \$2.15 million shortfall from the funding recommended in the "Ageing Infrastructure Planning – 2013 Update" report. The ultimate objective is to build the annual infrastructure replacement for sewer to \$6.4 million.
- Includes a \$300,000 reduction in rate stabilization drawdown.

### ***Recommended Option***

In light of the considerable impact of the Metro Vancouver operations and maintenance charges, Staff recommend the budgets and rates outlined under Option 1 for Sewer Services.

### **Drainage and Diking Utility**

Table 8. Drainage and Diking Net Rate Options				
Utility Area	2013 Rates	Option 1	Option 2	Option 3 (Recommended)
Drainage	\$110.31	\$110.31	\$115.31	\$120.31
Diking	\$10.00	\$10.00	\$10.00	\$10.00
Total Drainage & Diking	\$120.31	\$120.31	\$125.31	\$130.31
<i>Increase Over 2013</i>		<i>\$0</i>	<i>\$5.00</i>	<i>\$10.00</i>

The rates outlined in the above tables are net rates. The bylaw provides a 10% discount for utility bills paid prior to a deadline. The net rates shown will be increased by 10% in the supporting bylaws to provide for the discount incentive while ensuring appropriate cost recovery.

### ***Background***

#### Drainage

In 2003, a drainage utility was created to develop a reserve fund for drainage infrastructure replacement costs. The objective, as outlined in the "Ageing Infrastructure Planning – 2013 Update" report, is to build the fund to an anticipated annual contribution of approximately \$10.4 million, subject to ongoing review of the drainage infrastructure replacement requirements.

As adopted by Council in 2003, the rate started at \$10 (net) per property and is increased an additional \$10 each year until such time as the \$10.4 million annual reserve target is reached. This can be achieved in two years. The net rate in 2013 was \$110.31, resulting in approximately \$8.13 million being collected towards drainage services.

Option 1 presents no increase from 2013; Option 2 has an increase of \$5; Option 3 (recommended) includes the full increase of \$10, as per prior Council approvals. The recommended increase under Option 3 will result in approximately \$9 million in annual reserve contributions for drainage in 2014. A continued increase in capital contributions for drainage is recommended due to the importance of drainage infrastructure in Richmond.

Diking

An annual budget amount of approximately \$600,000 was established in 2006 to undertake structural upgrades at key locations along the dike, which equated to a net charge of \$10 per property. Continued annual funding is required to support studies and dike upgrades required to protect the City from long-term sea level rise due to climate change. There is no increase proposed to the \$10 net rate for 2014. This will result in revenues of approximately \$749,400 in 2014, based on total estimated number of properties in Richmond.

***Recommended Option***

Staff recommends the budgets and rates outlined under Option 3 for Drainage and Diking Services.

**Solid Waste and Recycling**

Table 9. Solid Waste &amp; Recycling Budget

Key Budget Areas	2013 Base Level Budget	Option 1 Non-Discretionary Increases	Option 2 (Recommended) Includes Funding for Pilot Weekly/Bi- Weekly Collection	Option 3 Multi-Family Food Scraps Pilot Funded from Utility Rates
Salaries	\$2,077,700	\$111,300	\$111,300	\$111,300
Contracts	\$5,556,400	\$458,400	\$558,400	\$558,400
Equipment/Materials	\$428,300	\$27,700	\$252,700	\$252,700
Metro Disposal Costs (MV)	\$1,753,800	\$56,800	\$56,800	\$56,800
Recycling Materials Processing	\$1,104,700	\$43,600	\$43,600	\$43,600
Container Rental/Collection	\$149,300	\$12,000	\$12,000	\$12,000
Operating Expenditures	\$158,300	\$29,700	\$29,700	\$29,700
Internal Shared Costs	\$159,200	\$1,400	\$1,400	\$1,400
Agreements	\$171,300	\$2,900	\$2,900	\$2,900
Rate Stabilization	\$138,700	(\$61,700)	(\$61,700)	(\$61,700)
<b>Total 2013 Base Level Budget</b>	<b>\$11,697,700</b>	<b>\$12,379,800</b>	<b>\$12,704,800</b>	<b>\$12,704,800</b>
<b>Total Incremental Increase</b>		<b>\$682,100</b>	<b>\$1,007,100</b>	<b>\$1,007,100</b>
Revenues				
Apply General Solid Waste and Recycling Provision	(\$205,500)	(\$244,500)	(\$344,500)	\$105,500
Recycling Material	(\$781,400)	\$211,800	\$211,800	\$211,800
Garbage Tags	(\$17,500)	\$0	\$0	\$0
Revenue Sharing Grant	\$0	(\$2,100)	(\$2,100)	(\$2,100)
Allocation from Capital	\$0	\$0	(\$225,000)	(\$225,000)
<b>Net Budget</b>	<b>\$10,693,300</b>	<b>\$11,340,600</b>	<b>\$11,340,600</b>	<b>\$11,790,600</b>
<b>Net Difference Over 2013 Base Level Budget</b>		<b>\$647,300</b>	<b>\$647,300</b>	<b>\$1,097,300</b>

A description explaining the increases and budget reductions in each of the areas outlined above is outlined below.

### ***Salaries***

Salary cost increases under all options correspond with collective agreements. Approximately one-half of the increase (\$52,200) is for temporary staffing to support the multi-family organics recycling pilot program, which runs through to the end of 2014. There is no impact to the rates associated with the temporary support component of this increase under Options 1 and 2 as all costs for the multi-family pilot organics program are offset by a contribution from provision. Option 3 includes recovery of the temporary support component from rates.

### ***Contracts***

Option 1 contract costs relate to non-discretionary increases for solid waste and recycling collection services as outlined in Council-approved agreements. In addition, contract costs include the full year implementation for the Green Cart program and large item pickup programs, which were approved by Council on September 24, 2012 and commenced in June, 2013. The total increased annual operating cost of these programs is approximately \$950,000, of which \$550,000 was reflected in the 2013 budget and rates (due to the June start date) and the balance of costs (or \$400,000) is included in the budget and rates for 2014. These programs impact the rate only to those residents who benefit from these services, i.e. single-family and townhome residents. There is no impact to the rates for multi-level multi-family residents associated with these new programs. Contract costs also include a portion related to the multi-family pilot organics program, which is offset by a contribution from provision under Options 1 and 2. Option 3 includes recovery of these contract costs from rates.

#### ***Weekly vs. Bi-Weekly Garbage Collection Pilot***

Option 2 contract costs include an additional estimated amount to undertake a six-month pilot program for cart-based weekly vs. bi-weekly garbage collection (\$100,000). As background, the Public Works and Transportation Committee, at their October 23, 2013 meeting, requested that Staff formulate a 6-month pilot program to test the recycling and environmental performance of weekly vs. bi-weekly garbage collection using carts. The purpose of the pilot would be to gain information on which approach produces better results for recycling diversion performance and other environmental benefits from which to formulate a full-scale program. Staff will bring forward a separate report with further information and seek approval for the proposed pilot program. Costs for the 6-month pilot have been included with this report for Council's consideration in order to secure the funding at this opportune time in the event Council's wishes to proceed with the pilot. The additional costs relates to the fact that additional equipment is required for this service due to the additional time required to service carts compared to cans. The amount is proposed to be offset from a contribution from provision, thereby having no impact on rates under all Options.

### ***Equipment/Materials***

Material costs are increased associated with demand requirements as well as costs for Green Cart replacements due to wear and tear (breakage, damage, etc.) as well as to accommodate growth under this program.

*Weekly vs. Bi-Weekly Garbage Collection Pilot*

Equipment/materials costs under Options 2 and 3 include estimated costs for acquisition of carts for the cart-based weekly vs. bi-weekly collection pilot (\$225,000). There is available funding in the existing capital project for the Green Cart program previously approved by Council to fund the purchase of the carts needed for the pilot program. Therefore, the offset for this cost is shown in the revenue portion of the table "Allocation from Capital".

*Metro Vancouver Disposal Costs (MV)*

The regional tipping fee is increased by \$1.00/tonne for 2014, from \$107/tonne to \$108/tonne. Single-family residential waste volumes are declining in Richmond due to implementation of recycling initiatives such as the Green Cart program. The increased amount of \$56,800 is net of the reduction in costs for single-family waste disposal plus the estimated cost for waste disposal from the multi-family pilot organics program. This pilot program includes an option for City provided waste disposal for those multi-family complexes in the program as part of measuring waste reduction performance and evaluating overall waste management costs. This increased amount does not impact the rates charged to residents under Options 1 and 2 since it is offset by a contribution from provision associated with the multi-family pilot organics program. Option 3 includes recovery of the portion relating to the multi-family pilot organics program from the rates.

Regional tipping fee projections are outlined below. Increases are anticipated as part of helping to drive additional recycling as well as managing increased infrastructure:

Table 10. Metro Vancouver Tipping Fee Projections					
	2014	2015	2016	2017	2018
Projected Metro Vancouver Tipping Fee/Tonne	\$108	\$119	\$137	\$151	\$157
% Increase from Prior Year	1%	10%	15%	10%	4%

*Recycling Materials Processing*

Recycling materials processing costs are increased associated primarily with the multi-family pilot organics recycling program, which are offset by a contribution from provision for this program under Options 1 and 2. Under Option 3, these costs are funded from rates. A portion of the costs under all options are attributed to the addition of Styrofoam at the City's Recycling Depot as approved by Council at their July 22, 2013 meeting.

*Container Rental/Collection and Operating Expenditures*

Container rental/collection costs are increased associated with the addition of Styrofoam at the Recycling Depot. Operating expenditures are increased associated with the Green Cart and Large Item collection programs in accordance with costs previously identified as part of these initiatives.

*Agreements*

Agreement costs are increased slightly based on the consumer price index and contractual increase with Vancouver Coastal Health Authority for the City's public health protection service agreement.

*Rate Stabilization*

The contribution to rate stabilization is reduced to help minimize the impact on rates.



***Revenues – General Solid Waste and Recycling Provision***

The contribution from the general solid waste and recycling provision is increased under Option 1 to a total of \$450,000 to offset the total annual cost impact of the multi-family pilot organics program.

The increased amount drawn from the provision under Option 2 (to \$550,000) represents the offset to the anticipated additional collection costs for the weekly vs. bi-weekly garbage collection pilot. By offsetting the cost, there is no impact to the rates charged to residents. It is typical to offset these costs from provision for pilot initiatives since they are designed to help the City gather information to formulate future programs.

The contribution from provision is reduced to \$100,000 under Option 3 to offset only the weekly vs. bi-weekly garbage collection pilot. Costs for the multi-family pilot organics program are not offset under Option 3, resulting in full cost recovery for this program from rates.

***Recycling Material Revenues***

Revenues from the sale of recycling commodities are decreased as a result of declining market prices for these materials based on the 2013 experience to date. Revenues from recycling materials are subject to market conditions and can vary greatly from year to year. The City bears the risk and absorbs the loss during down markets but also benefits from any gains directly during strong markets. As such, revenue amounts shown are estimates only. Revenues from the sale of recycling materials are applied against expenditures to help offset rates.

***Allocation from Capital***

As noted under the “Equipment/Materials” section above, the \$225,000 amount reflects existing available funding within the existing Green Cart acquisition project previously approved by Council which Staff suggest be used to fund the purchase of the garbage carts required for the weekly vs. bi-weekly garbage collection pilot program.

***Impact on 2014 Rates***

The impact of the budget options to ratepayers is provided in the table which follows. It should be noted that the cost increases in 2014 under Options 1 and 2 are principally associated with the expanded food scraps/large item pick up program. These costs are reflective of the full annual operating costs for these programs. The rates in 2013 reflected roughly 60% of total annual costs due to implementation in June, 2013. The 2014 rates include the balance of the full annual program costs.

Option 3 costs reflect full cost recovery for the multi-family pilot organics program from rates.

Staff recommends Option 2 as it includes full funding for all programs. In addition, all costs associated with the multi-family pilot organics program and the proposed weekly vs. bi-weekly garbage collection pilot are fully offset from provision under this option.

Table 11. Solid Waste and Recycling Net Rate Options				
Customer Class	2013 Rates	Option 1	Option 2 (Recommended) Includes Funding for Pilot Weekly/Bi- Weekly Collection	Option 3 Multi-Family Food Scraps Pilot Funded from Utility Rates
Single Family Dwelling	\$251.40	\$263.80 \$12.40	\$263.80 \$12.40	\$270.05 \$18.65
Townhouse	\$197.90	\$224.00 \$26.10	\$224.00 \$26.10	\$230.25 \$32.35
Apartment	\$51.45	\$54.40 \$2.95	\$54.40 \$2.95	\$60.80 \$9.35
Business Rate	\$25.76	\$26.75 \$0.99	\$26.75 \$0.99	\$26.75 \$0.99

As noted previously within the water and sewer sections, the above rates are net rates and will be increased by 10% in the rate amending bylaws in accordance with the bylaw early payment discount provisions.

### ***Regional Issues***

As previously noted, the regional tipping fee is increased to \$108/tonne in 2014. Key drivers impacting regional costs include landfill management contracts, costs for managing fly and bottom ash, proposed contributions to recycling depot operations, and expected decreases in waste quantities disposed. Key actions at the regional level in 2014 will include further progress and consultation toward implementation of the organics disposal ban in 2015, identification of potential sites for waste to energy capacity, implementation of the Waste Flow Management Bylaw and Strategy (subject to provincial approval) as well as other related initiatives. Projections continue to be based on achieving approximately 70% diversion by 2015.

Costs for regional and local government initiatives identified in the Integrated Solid Waste and Resource Management Plan are other factors that will impact costs going forward. For its part, the City's key actions in 2014 will be implementing organics recycling programs for all residents in preparation for the regional organics disposal ban as well as additional initiatives to reduce overall waste disposed.

### ***Recommended Option***

Staff recommends the budgets and rates as outlined under Option 2 for Solid Waste and Recycling. This option provides full funding for all existing programs as well as establishes the estimated funding to undertake a weekly vs. bi-weekly cart-based garbage collection pilot program in 2014.

### **Total Recommended 2014 Utility Rate Option**

In light of the significant challenges associated with the impacts of regional costs and new programs in the City, Staff recommend the budget and rates options as follows:

- Option 1 is recommended for Water and Sewer
- Option 3 is recommended for Drainage and Diking
- Option 2 is recommended for Solid Waste and Recycling

Table 12 summarizes the estimated total metered rate utility charge, based on average water and sewer consumption. Table 13 summarizes the total flat rate utility charge.

Table 12. 2014 Estimated Total Net Rates to Metered Customers		
Customer Class	2013 Estimated Net Metered Rates	2014 Estimated Net Metered Rates (Recommended)
Single-Family Dwelling (based on 300 m <sup>3</sup> average)	\$973.66	\$1,016.34 \$42.68
Townhouse (on City garbage service) (based on 210 m <sup>3</sup> average)	\$739.58	\$789.87 \$50.30
Townhouse (not on City garbage service) (based on 210 m <sup>3</sup> average)	\$633.58	\$683.67 \$50.10
Apartment (based on 163 m <sup>3</sup> average)	\$498.82	\$522.79 \$23.97
<b>Commercial/Industrial</b>		
Metered Water (\$/m <sup>3</sup> )	\$1.0778	\$1.1096 \$.0318
Metered Sewer (\$/m <sup>3</sup> )	\$0.9287	\$.9645 \$.0358
Business: Garbage	\$25.76	\$26.75 \$0.99
Business: Drainage & Diking	\$120.31	\$130.31 \$10.00

As 70% of single-family dwellings are on meters, the metered charges in Table 12 are representative of what the majority of residents in single-family dwellings would pay vs. the flat rate charges outlined in Table 13.

Table 13. 2014 Total Net Rates to Flat Rate Customers		
Customer Class	2013 Net Flat Rates	2014 Net Flat Rates (Recommended)
Single-Family Dwelling	\$1,335.04	\$1,378.75 \$43.71
Townhouse (on City garbage service)	\$1,143.93	\$1,198.46 \$54.53
Townhouse (not on City garbage service)	\$1,037.93	\$1,092.26 \$54.33
Apartment	\$770.31	\$796.86 \$26.55

As noted previously, the rates highlighted in this report reflect the net rates. This is the actual cost that property owners pay after the 10% discount incentive is applied, as outlined in the rate bylaws. The discount incentive provided in the bylaws is a very effective strategy in securing utility payments in a timely manner. To ensure full cost recovery while maintaining the payment incentive, the bylaw rates are adjusted by the discount amount. The recommended rates outlined above result in gross rate charges to

residents as outlined in Attachment 1. These rates would be reflected in the amending bylaws for each utility area, should they be approved by Council.

### ***Flat Rate and Metered Customers***

The residential metering program has been successful in transitioning the majority of single-family households from flat rates. Approximately 70% of single-family homes are now on meters. The majority of townhouses and apartments are still on flat rate; however, the number with meters will continue to increase with the volunteer and mandatory water meter programs for multi-family dwellings. The number of units by customer class, including those on meters, is shown below. The number of units will vary to some degree based on the type of service (e.g. some units are not on sewer service); therefore, the following is based on the water services unit count:

Table 14. Flat Rate and Metered Property Unit Counts				
		2013 Counts	2014 Counts (Estimated)	Difference
Single-Family Residential	Flat Rate (30%)	8,573	7,273	(1,300)
	Metered (70%)	20,172	21,632	1,460
Townhouse	Flat Rate (78%)	12,485	12,235	(250)
	Metered (22%)	3,538	4,508	970
Apartment	Flat Rate (59%)	16,137	15,387	(750)
	Metered (41%)	7,957	10,187	2,230
Total Residential Units		68,862	71,222	2,360
Commercial Units	Metered	3,848	3,858	10
Farms	Metered	48	48	0

### **Comparison of 2013 City Utility Rates to Other Major Household Expenses**

In relation to other common household expenses, City utility expenses represent good value when compared with other daily major household expenses such as telephone, cable, internet, electricity, transit and others. Water, sewer, garbage and drainage utility services are fundamental to a quality lifestyle for residents as well as necessary infrastructure to support the local economy. The following Figure 1 illustrates the value of these services when compared to other common household expenses.

Figure 1. Cost Comparison of Main Household Expenses for a Single-Family Dwelling

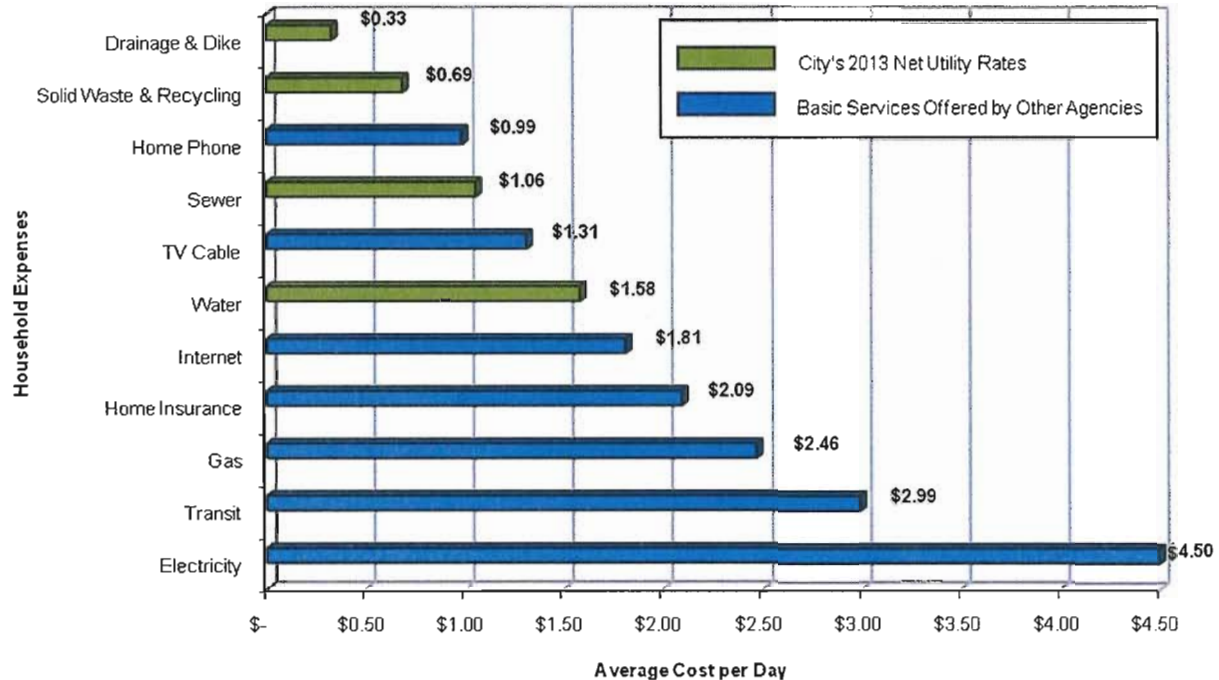


Figure 1 Reference REDMS 4025829

Source: BC Hydro, Fortis BC, TD Insurance, Translink

## Financial Impact

The budgetary and rate impacts associated with each option are outlined in detail in this report. In all options, the budgets and rates represent full cost recovery for each City service.

The key impacts to the recommended 2014 utility budgets and rates stem from the need to reallocate fixed water/sewer system costs over a smaller volume base due to increased residential metering, increases in regional water rates and sewer levy, and total funding amounts for new programs in recycling and solid waste management. Staff recommend the budget and rates options as follows:

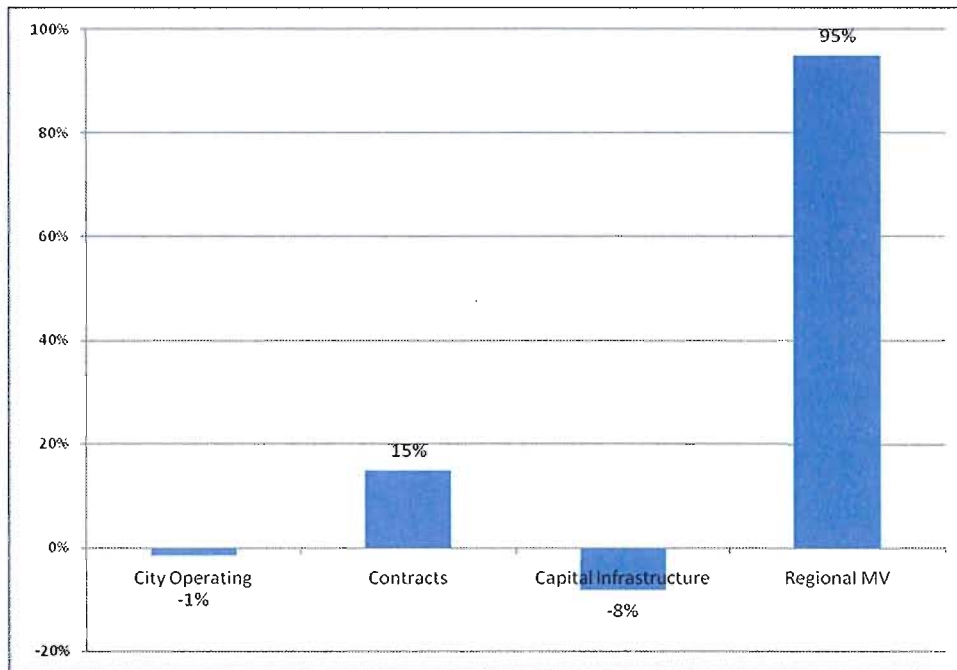
- Option 1 is recommended for Water and Sewer
- Option 3 is recommended for Drainage and Diking
- Option 2 is recommended for Solid Waste & Recycling

Considerable effort has been made to minimize City costs and other costs within our ability in order to minimize the impact to property owners. The following Figure 2 illustrates the principal factors in determining the 2014 budget in terms of regional costs, contract costs, net capital infrastructure contribution (drainage) and other City operating costs.

**Attachment 1****2014 Annual Utility Charges – Recommended Gross Rates per Bylaw (Estimated Metered and Actual Flat Rates)**

	<b>Water</b>	<b>Sewer</b>	<b>Drainage/ Diking</b>	<b>Garbage/ Recycling</b>	<b>Total</b>
<b>Metered (Based on Average Consumption)</b>					
Single-Family Dwelling	\$369.87	\$321.50	\$144.79	\$293.11	\$1,129.27
Townhouse (on City garbage)	\$258.91	\$225.05	\$144.79	\$248.89	\$877.64
Townhouse (no City garbage)	\$258.91	\$225.05	\$144.79	\$130.89	\$759.64
Apartment	\$200.96	\$174.68	\$144.79	\$60.44	\$580.87
<b>Flat Rate (Actual)</b>					
Single-Family Dwelling	\$654.66	\$439.39	\$144.79	\$293.11	\$1,531.95
Townhouse (on City garbage)	\$535.91	\$402.03	\$144.79	\$248.89	\$1,331.62
Townhouse (no City garbage)	\$535.91	\$402.03	\$144.79	\$130.89	\$1,213.62
Apartment	\$345.33	\$334.83	\$144.79	\$60.44	\$885.39
<b>General – Other/Business</b>					
Metered Water (\$/m <sup>3</sup> )	\$1.2329				
Metered Sewer (\$/m <sup>3</sup> )		\$1.0717			
Business: Garbage				\$29.72	
Business: Drainage & Diking			\$144.79		


Figure 2. % Change of 2014 Utility Budget Recommended Option (by Category)



## Conclusion

This report presents the 2014 proposed utility budgets and rates for City services relating to the provision of water, the connection of wastewater, flood protection, as well as the provision of solid waste and recycling services. Considerable measures are taken to reduce costs where possible in order to minimize the impact of increased costs. A significant portion of the City's costs relate to impacts from influences outside of the City's direct control, such as regional cost impacts, power and fuel cost increases, etc. Regional costs are expected to continue increasing as part of meeting demands for ensuring high quality drinking water and managing sewer treatment. The percentage increase of the recommended options is lower than the Metro Vancouver increase, as efficiencies in City operations and well-managed budgets have allowed the City to mitigate cost impacts from Metro Vancouver. This budget also presents full costs associated with the City's expanding Green Cart and Large Item Pickup programs as part of meeting new regional waste diversion goals, i.e. 70% by 2015.

Staff recommends that the budgets and rates as outlined in this report be approved and that the appropriate amending bylaws be brought forward to Council to bring these rates into effect.

  
 Lloyd Bie, P.Eng.  
 Manager, Engineering Planning  
 (4075)

  
 Suzanne Bycraft  
 Manager, Fleet & Environmental Programs  
 (3338)



# City of Richmond

## Report to Council

**To:** Richmond City Council  
**From:** Andrew Nazareth  
General Manager, Finance & Corporate Services  
Robert Gonzalez, P.Eng.  
General Manager, Engineering & Public Works  
**Date:** November 20, 2013  
**File:** 03-0970-01/2013-Vol 01  
**Re:** 2014 Utility Rate Amendment Bylaws

### Staff Recommendation

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

- a) Solid Waste and Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 9079;
- b) Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 9080; and
- c) Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 9081.

Andrew Nazareth  
General Manager,  
Finance & Corporate Services  
(604-276-4095)

Robert Gonzalez, P.Eng.  
General Manager,  
Engineering & Public Works  
(604-276-4150)

REPORT CONCURRENCE	
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>
Law	<input checked="" type="checkbox"/>
<b>CONCURRENCE OF GENERAL MANAGER</b>	
<b>APPROVED BY CAO</b>	



## **Staff Report**

### **Origin**

At the November 18, 2013 General Purposes Committee, the following recommendation was approved by Committee as part of their consideration of the 2014 Utility Budgets and Rates:

“That the 2014 Utility Expenditure Budgets, as outlined under Option 1 for Water and Sewer, Option 3 for Drainage and Diking, and Option 2 for Solid Waste and Recycling, as contained in the Staff report dated November 5, 2013 from the General Manager of Finance & Corporate Services and General Manager of Engineering & Public Works, be approved as the basis for establishing the 2014 Utility Rates and preparing the 5 Year Financial Plan (2014-2018) Bylaw.”

Subject to Council’s acceptance of the above General Purposes Committee recommendation, this report presents the amending bylaws required to bring the utility rates into effect for 2014.

### **Analysis**

The following is a summary of the proposed changes for Solid Waste and Recycling Bylaw No. 6803, Waterworks and Water Rates Bylaw No. 5637, and Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, as outlined in the “2014 Utility Budgets and Rates” report, dated November 5, 2013:

**1. Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw 9079**

- Changes to implement the 2014 solid waste and recycling rates as outlined in Option 2 of the above-referenced report.

**2. Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw 9080**

- Changes to implement the 2014 water rates as outlined in Option 1 of the above-referenced report.

**3. Drainage, Dyke, and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 9081**

- Changes to implement the 2014 sanitary sewer rates as outlined in Option 1, and drainage and diking rates as outlined in Option 3, of the above-referenced report.
- Provision to reduce the metered rate by 25% for industrial, commercial, and institutional (ICI) properties that operate under a Metro Vancouver permit and do not receive sanitary sewer user fee reductions.

### **Financial Impact**

The rates outlined in the proposed amending bylaws represent full cost recovery for each respective utility area. The impact to ratepayers is outlined in the “2014 Utility Budgets and Rates” report, dated November 5, 2013.

## Conclusion

The amending bylaws presented with this report require Council's approval to charge for the various utility services in 2014. These services include the provision of high quality drinking water for all residents and businesses, sewage conveyance and treatment, and solid waste and recycling services.

A strong fiscal management approach is applied towards ensuring that on-going replacement costs are also included in the City's rates as part of ensuring sound capital investment for infrastructure. This ensures a high level of consistent services for the community.

The costs and rates strategy outlined manage these competing costs effectively while balancing the fiscal challenges presented by increases in regional costs.



Lloyd Bie, P.Eng.  
Manager, Engineering Planning  
(604-276-4075)



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

LB:jh



# City of Richmond

## Bylaw 9079

### **Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 9079**

The Council of the City of Richmond enacts as follows:

1. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended by deleting Schedules A through D and substituting the schedules attached to and forming part of this Bylaw.
2. This Bylaw comes into force and effect on January 1, 2014.
3. This Bylaw is cited as "**Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 9079**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor


**BYLAW YEAR:****2014****SCHEDULE A to BYLAW NO. 6803**

<b>FEES FOR CITY GARBAGE COLLECTION SERVICE</b>	
Annual City garbage collection service fee for each single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development	\$ 118.00
Fee for each excess garbage container tag	\$ 2.00
Large item pick up fee	\$ 7.78

**SCHEDULE B to BYLAW NO. 6803**

<b>FEES FOR CITY RECYCLING SERVICE</b>	
Annual City recycling service fee:	
(a) for residential properties, which receive blue box service (per unit)	\$ 48.11
(b) for multi-family dwellings or townhouse developments which receive centralized collection service (per unit)	\$ 32.67
Annual recycling service fee:	
(a) for yard and garden trimmings and food waste from single-family dwellings and from each unit in a duplex dwelling (per unit)	\$ 91.44
(b) for yard and garden trimmings and food waste from townhome dwellings that receive City garbage or blue box service (per unit)	\$ 47.22
Fee for yard/food waste cart replacement (per cart)	\$ 25.00
City recycling service fee for the Recycling Depot:	
	\$20.00 per cubic yard for the second and each subsequent cubic yard
(a) (i) for yard and garden trimmings from residential properties	
(ii) for recyclable material from residential properties	\$0
(b) for yard and garden trimmings from non-residential properties	\$20.00 per cubic yard
(c) for recycling materials from non-residential properties	\$0
Annual City recycling service fee for non-residential properties	\$ 1.94

**SCHEDULE C to BYLAW 6803**

<b>FEES FOR CITY LITTER COLLECTION SERVICE</b>	
Annual City litter collection service fee for both residential properties and non-residential properties	\$ 27.78

## SCHEDULE D TO BYLAW 6803

NEW RESIDENTIAL PROPERTY PAYMENT FEE SCHEDULE									
Month in Current Year in which Building Permit is Issued		GARBAGE, RECYCLING & LITTER COLLECTION FEE				RECYCLING & LITTER COLLECTION FEE PER STRATA LOT			
		Single-Family Dwellings & Each Unit in a Duplex Dwelling		Townhouse Development		Townhouse Development		Multi-Family Development	
		Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences
January 2014	\$	132	2015	\$ -	2015	\$ -	2015	\$ 53	2016
February 2014	\$	110	2015	\$ 209	2016	\$ 110	2016	\$ 44	2016
March 2014	\$	88	2015	\$ 190	2016	\$ 100	2016	\$ 35	2016
April 2014	\$	66	2015	\$ 171	2016	\$ 90	2016	\$ 26	2016
May 2014	\$	44	2015	\$ 152	2016	\$ 80	2016	\$ 18	2016
June 2014	\$	22	2015	\$ 133	2016	\$ 70	2016	\$ 9	2016
July 2014	\$	-	2015	\$ 114	2016	\$ 60	2016	\$ -	2016
August 2014	\$	247	2016	\$ 95	2016	\$ 50	2016	\$ 99	2017
September 2014	\$	224	2016	\$ 76	2016	\$ 40	2016	\$ 90	2017
October 2014	\$	202	2016	\$ 57	2016	\$ 30	2016	\$ 81	2017
November 2014	\$	179	2016	\$ 38	2016	\$ 20	2016	\$ 72	2017
December 2014	\$	157	2016	\$ 19	2016	\$ 10	2016	\$ 63	2017



**Waterworks and Water Rates Bylaw No. 5637,  
Amendment Bylaw No. 9080**

The Council of the City of Richmond enacts as follows:

1. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended by deleting Schedules A through G and substituting the schedules attached to and forming part of this Bylaw.
2. This Bylaw comes into force and effect on January 1, 2014.
3. This Bylaw is cited as **“Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 9080”**.

FIRST READING



SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

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

**SCHEDULE "A" to BYLAW NO. 5637****BYLAW YEAR - 2014****FLAT RATES FOR  
RESIDENTIAL, AGRICULTURAL, AND INSTITUTIONAL PROPERTIES**

A.	Residential Dwellings per unit	
	Single-family and two-family dwellings with 20 mm ( $\frac{3}{4}$ " ) water service	\$654.66
	For dwellings with 25mm (1") water service or greater, see Metered Rates – Schedule B or C, as applicable	
	Townhouse	\$535.91
	Apartment	\$345.33
B.	Stable or Barn per unit	\$131.91
C.	Field Supply – each trough or water receptacle or tap	\$82.46
D.	Public Schools for each pupil based on registration January 1 <sup>st</sup>	\$7.81

**SCHEDULE "B" TO BYLAW NO. 5637****BYLAW YEAR 2014****METERED RATES FOR  
INDUSTRIAL, COMMERCIAL, INSTITUTIONAL, MULTI-FAMILY,  
STRATA-TITLED AND FARM PROPERTIES****1. RATES**

All consumption per cubic metre:	\$1.2329
Minimum charge in any 3 month period (not applicable to Farms)	\$112.00
Undetected leak rate per cubic meter (per section 25B of this bylaw)	\$0.6996

**2. RATES FOR EACH METER**

Rent per **water meter** for each 3-month period:

Meter Size	Base Rate
16 mm to 25 mm (inclusive)	\$15
32 mm to 50 mm (inclusive)	\$30
75 mm	\$110
100 mm	\$150
150 mm	\$300
200 mm and larger	\$500



**SCHEDULE "C" TO BYLAW NO. 5637****BYLAW YEAR 2014****METERED RATES FOR  
SINGLE-FAMILY AND TWO-FAMILY DWELLINGS****1. RATES**

All consumption per cubic metre:	\$1.2329
Undetected leak rate per cubic meter (per section 25B of this bylaw)	\$0.6996

**2. RATES FOR EACH METER**

Rent per **water meter** for each 3-month period:

<u>Meter Size</u>	<u>Base Rate</u>
16 mm to 25 mm (inclusive)	\$12
32 mm to 50 mm (inclusive)	\$14
75 mm	\$110
100 mm	\$150
150 mm	\$300
200 mm and larger	\$500

**SCHEDULE "D" to BYLAW 5637****BYLAW YEAR - 2014****1. WATER CONNECTION CHARGE**

<b>Single-Family, Multi-Family, Industrial, Commercial Water Connection Size</b>	<b>Connection Charge</b>	
	<b>Tie In Charge</b>	<b>Price Per Metre of Service Pipe</b>
25mm (1") diameter	\$2,550	\$175.00
40mm (1 ½") diameter	\$3,500	\$175.00
50mm (2") diameter	\$3,650	\$175.00
100mm (4") diameter	\$6,900	\$350.00
150mm (6") diameter	\$7,100	\$350.00
200mm (8") diameter	\$7,300	\$350.00
larger than 200mm (8") diameter	by estimate	by estimate

**2. DESIGN PLAN PREPARED BY CITY**

Design plan prepared by City for one-family dwelling or two-family dwelling \$1,000 each

Design plan for all other buildings \$2,000

**3. WATER METER INSTALLATION FEE**

Install water meter [s. 3A(a)] \$1,000 each

**SCHEDULE "E" to BYLAW 5637****BYLAW YEAR - 2014****CONSTRUCTION PERIOD WATER CONSUMPTION RATES –  
RESIDENTIAL**

<b>MONTH (2014)</b>	<b>SINGLE- FAMILY DWELLINGS &amp; EACH UNIT IN A DUPLEX DWELLING (rate per unit)</b>	<b>START BILL YEAR</b>	<b>MULTI- FAMILY LESS THAN 4 STOREYS (rate per unit)</b>	<b>START BILL YEAR</b>	<b>MULTI- FAMILY 4 STOREYS OR MORE (rate per unit)</b>	<b>START BILL YEAR</b>
January	\$655	2015	\$536	2015	\$725	2016
February	\$600	2015	\$1,081	2016	\$696	2016
March	\$546	2015	\$1,036	2016	\$668	2016
April	\$491	2015	\$991	2016	\$639	2016
May	\$436	2015	\$947	2016	\$610	2016
June	\$382	2015	\$902	2016	\$581	2016
July	\$327	2015	\$857	2016	\$553	2016
August	\$987	2016	\$813	2016	\$524	2017
September	\$927	2016	\$768	2016	\$495	2017
October	\$867	2016	\$723	2016	\$466	2017
November	\$807	2016	\$679	2016	\$437	2017
December	\$747	2016	\$634	2016	\$409	2017

**CONSTRUCTION PERIOD WATER CONSUMPTION RATES –  
COMMERCIAL AND INDUSTRIAL**

<b>Water Connection Size</b>	<b>Consumption Charge</b>
20mm (3/4") diameter	\$135
25mm (1") diameter	\$270
40mm (1 1/2") diameter	\$675
50mm (2") diameter	\$1,690

**SCHEDULE "F" to BYLAW 5637****BYLAW YEAR - 2014****MISCELLANEOUS CHARGES**

1.	For an inaccessible meter as set out in Section 7	\$164 per quarter
2.	For each turn on or turn off	\$95
3.	For each non-emergency service call outside regular hours	Actual Cost
4.	Fee for testing a water meter	\$355
5.	Water Service Disconnections:	
	(a) when the service pipe is temporarily disconnected at the property line for later use as service to a new building	\$165
	(b) when the service pipe is not needed for a future development and must be permanently disconnected at the watermain, up to and including 50mm	\$1,100
	(c) if the service pipe is larger than 50mm	Actual Cost
6.	Trouble Shooting on Private Property	Actual Cost
7.	Fire flow tests of a watermain:	
	First test	\$250
	Subsequent test	\$150
8.	Locate or repair of curb stop service box or meter box	Actual Cost
9.	Toilet rebate per replacement	\$100
10.	Fee for water meter verification request	\$50

**SCHEDULE "G" to BYLAW 5637****BYLAW YEAR - 2014****RATES FOR VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR)**

Applicable rate is \$0.6996 per cubic meter of water consumed, plus the following amounts:

- YVR's share of future water infrastructure capital replacement calculated at \$0.3372 per m<sup>3</sup>
- 50% of the actual cost of operations and maintenance activities on water infrastructure shared by the **City** and YVR, as shown outlined in red on the plan attached as Schedule H
- 100% of the actual cost of operations and maintenance activities on water infrastructure serving only YVR, as shown outlined in red on the plan attached as Schedule H
- 100% of the actual cost of operations and maintenance activities on a section of 1064 m water main, as shown outlined in green on the plan attached as Schedule H from the date of completion of the Canada Line public transportation line for a period of 5 years. After the 5 year period has expired, costs for this section will be equally shared between the **City** and YVR
- 76 m<sup>3</sup> of water per annum at rate of \$0.6996 per cubic meter for water used annually for testing and flushing of the tank cooling system at Storage Tank Farm TF2 (in lieu of metering the 200 mm diameter water connection to this facility)

(Note: water infrastructure includes water mains, pressure reducing valve stations, valves, hydrants, sponge vaults and appurtenances)



**Drainage, Dyke and Sanitary Sewer Bylaw No. 7551,  
Amendment Bylaw No. 9081**

The Council of the City of Richmond enacts as follows:

1. The **Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551**, as amended, is further amended at Part Two by deleting subsection 2.1.1(c) and substituting the following:

“(c) except where subsection 2.1.1(d) applies, for **metered properties** which are commercial, industrial, institutional or agricultural properties, the greater of:

  - (i) the **sanitary sewer** metered rate or rates specified in Part 2 of Schedule B; or
  - (ii) minimum **sanitary sewer** charge specified in Part 3 of Schedule B; and

(d) for industrial, commercial, and institutional properties which are **metered properties** and operate under a Metro Vancouver permit and do not receive fee reductions in accordance with section 2.3.2 of this bylaw, 75% of the rates specified in subsection 2.1.1(c).”
2. The **Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551**, as amended, is further amended at Part Two by deleting section 2.1.2 and substituting the following:

2.1.2 Every **property owner** whose property has been connected to the **City drainage system** must pay the **drainage system** infrastructure replacement fee of \$144.79 per property for the period January 1 to December 31 of each year.
3. The **Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551**, as amended, is further amended by deleting Schedule B in its entirety and substituting the schedule attached to and forming part of this Bylaw.
4. This Bylaw comes into force and effect on January 1, 2014.

5. This Bylaw is cited as **“Drainage, Dyke and Sanitary Sewer Bylaw No. 7551, Amendment Bylaw No. 9081”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

**SCHEDULE to Bylaw 9081****SCHEDULE B to BYLAW NO. 7551****SANITARY SEWER USER FEES****1. FLAT RATES FOR NON-METERED PROPERTIES**

(a) Residential Dwellings	Annual Fee Per Unit
(i) One-Family Dwelling or Two-Family Dwelling with ¾-inch water service	\$439.39
(i) One-Family Dwelling or Two-Family Dwelling with 1-inch or greater water service	See metered rates
(iii) Multiple-Family Dwellings of less than 4 storeys in height	\$402.03
(iv) Multiple-Family Dwellings 4 or more storeys in height	\$334.83
(b) Public School (per classroom)	\$407.18
(c) Shops and Offices	\$343.86

**2. RATES FOR METERED PROPERTIES**

Regular rate per cubic metre of water delivered to the property:	\$ 1.0717
Underground leak rate per cubic metre of water exceeding <b>average amount</b> (as defined in Section 2.3A.2(a)):	\$ 0.8577

**3. RATES FOR COMMERCIAL, INDUSTRIAL, INSTITUTIONAL AND AGRICULTURAL**

Minimum charge in any quarter of a year:	\$ 85.00
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**SCHEDULE B to BYLAW NO. 7551****SANITARY SEWER USER FEES****4. CONSTRUCTION PERIOD – PER DWELLING UNIT**

<b>Month (2014)</b>	<b>Single-Family Dwellings &amp; Each Unit in a Duplex Dwelling (rate per unit)</b>	<b>Start Bill Year</b>	<b>Multi-Family Dwelling Less than 4 Storeys (rate per unit)</b>	<b>Start Bill Year</b>	<b>Multi-Family Dwelling 4 Storeys or More (rate per unit)</b>	<b>Start Bill Year</b>
January	\$ 439	2015	\$ 402	2015	\$ 703	2016
February	\$ 403	2015	\$ 811	2016	\$ 675	2016
March	\$ 366	2015	\$ 777	2016	\$ 647	2016
April	\$ 330	2015	\$ 744	2016	\$ 619	2016
May	\$ 293	2015	\$ 710	2016	\$ 592	2016
June	\$ 256	2015	\$ 677	2016	\$ 564	2016
July	\$ 220	2015	\$ 643	2016	\$ 536	2016
August	\$ 663	2016	\$ 610	2016	\$ 508	2017
September	\$ 622	2016	\$ 576	2016	\$ 480	2017
October	\$ 582	2016	\$ 543	2016	\$ 452	2017
November	\$ 542	2016	\$ 509	2016	\$ 424	2017
December	\$ 502	2016	\$ 476	2016	\$ 396	2017



# City of Richmond

## Report to Committee

**To:** Planning Committee

**Date:** November 5, 2013

**From:** Wayne Craig  
Director of Development

**File:** RZ 11-586861

**Re:** Application by Man-Chui Leung and Nora Leung for Rezoning at 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)"

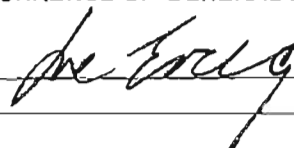
### Staff Recommendation

That Bylaw 8907, for the rezoning of 7460 Ash Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be forwarded to the December 16, 2013 Public Hearing.



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

Att.

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

## Staff Report

### Purpose

Rezoning Bylaw 8907 for this application was heard at the May 21, 2013 Public Hearing. After receiving several written submissions and hearing concerns from a number of local residents regarding this proposal, Council adopted the following motion:

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 8907 be referred to staff to provide more information regarding the following:*

- 1) Species and dimensions of trees removed and of proposed replacement trees;*
- 2) Reduction in lots/density and the impact on the number of trees to be retained;*
- 3) Wildlife protection;*
- 4) Sidewalk extension to 7500 Ash Street and the City's plan for sidewalk improvements to Blundell Road; and*
- 5) Traffic calming measures.*

The purpose of this report is to provide Council with additional information related to these topics, and to recommend that Zoning Amendment Bylaw 8097 be forwarded to the December 16, 2013 Public Hearing.

### Origin

Man-Chui Leung and Nora Leung have applied to rezone 7460 Ash Street (**Attachment 1**) from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)" in order to permit a six (6) lot single-family subdivision fronting onto Ash Street, General Currie Road and Armstrong Street (**Attachment 2**). The original rezoning report for this application was considered at the April 16, 2013 Planning Committee meeting, and forwarded to the April 22, 2013 City Council meeting where it received first reading.

The creation of the proposed lots within this subdivision plan will require the construction of an undeveloped section of General Currie Road. The application also requires the dedication of lands for the introduction of Armstrong Street at the eastern edge of the subject site to connect to this new section of General Currie Road. The development of these roads is in accordance with the South McLennan Sub-Area Plan, and will provide vehicular and pedestrian access to the proposed new lots.

### 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: Across the General Currie Road, a Single Detached lot zoned "Single Detached (RS1/F)".

To the East: Single Detached lots zoned "Single Detached (RS1/F)".

To the South: Single Detached lots zoned "Single Detached (RS1/F)".

To the West: Across Ash Street, Single Detached lots zoned "Single Detached (RS1/F)".

### **Related Policies & Studies**

#### Official Community Plan

Official Community Plan (OCP) designation: Neighbourhood Residential: McLennan South Sub-Area Plan, Schedule 2.10D.

#### McLennan South Sub-Area Plan

OCP Sub-Area Land Use Map (**Attachment 4**): Residential, "Historic Single-Family", two and one-half storeys maximum, maximum density 0.55 F.A.R.

#### 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. A Flood Indemnity Covenant is to be registered on title prior to final adoption of rezoning.

### **Public Input**

At the May 21, 2013 Public Hearing meeting, this item received four (4) written submissions and four (4) people spoke at the meeting. The minutes of the meeting as well as the written submissions are in **Attachment 5** of this report. Two pieces of additional correspondence were received after the Public Hearing and are provided in **Attachment 6**.

### **Staff Comments**

In response to Council's referral, staff provides the following information to each of the five referral items.

#### **Referral Item 1:**

*"Species and dimensions of trees removed and of proposed replacement trees"*

With the submission of this rezoning application, the applicant submitted an Arborist Report to identify the location and condition of the existing on-site trees. The report also assessed the existing condition of these trees and recommended what trees would be suitable to retain with the proposed subdivision plan.

The Arborist report was reviewed by City staff and a site visit was conducted to confirm the possible condition of the existing trees that could be retained. The findings from the initial staff report are summarised in the following table.

**Tree Summary Table**

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	56	-	-	-
Within Right of Ways for Armstrong Street	11	N/A	None, as Road Required by Area Plan	Located within excavation and construction zones for roadworks.
Within Single-Family Building Envelope and/or grade elevation change	36	2:1	72	To be removed, due to conflicts with proposed building locations, driveways, or poor health or structure of the trees.
Trees To be Retained	9	-	-	To be protected during construction.

Of the 36 trees that were recommended for removal, 29 trees (approximately 80% of the total) are Birch trees, with the remainder consisting of a mixture of Western Red Cedar (2 trees), Norway Spruce (1 tree), Western Hemlock (1 tree), Japanese Flowering Cherry (1 tree), Lodgepole Pine (1 tree) and Cherry (1 tree). The size of the trees to be removed range from 17 cm to 45 cm DBH (diameter breast height) with a crown radius ranging from 1.5 metres to 6.0 metres. All the trees that are recommended for removal have been determined to be in either poor condition or located within the proposed building footprint.

The applicant has agreed to provide a portion of the required number of replacement trees in accordance with the City's 2:1 replacement policy, however given the number of required replacements (72), the likelihood of all the replacement trees on the proposed lots would be difficult given the allowable building area of the proposed zone. The initial staff report provided a table outlining the proposed tree planting.

**Number of Trees to be Planted per Lot**

Proposed Lot Numbers	Proposed Lot Size	Number of trees			
		Trees per Lot	Already Retained	To be Planted	Total Number of Trees to be planted
1	773.3m <sup>2</sup>	6	5	1	14
2	469.3m <sup>2</sup>	4	1	3	
3	469.9m <sup>2</sup>	4	1	3	
4	324.7m <sup>2</sup>	3	1	2	
5	342.3m <sup>2</sup>	3	1	2	
6	325.2m <sup>2</sup>	3	0	3	
Summary	72 trees required (minus) 2 street trees to be planted for the frontage of 7480 Ash Street. 14 new trees to be planted on the proposed lots = 56 tree shortfall (to be paid cash-in-lieu)				

In response to the Council referral, staff have worked with the applicant to increase the quantity of tree planting as to identify the quantity of additional tree planting as seen in the following table.

### Number of Trees to be Planted per Lot

Proposed Lot Numbers	Proposed Lot Size	Number of trees			
		Trees per Lot	Already Retained	To be Planted	Total Number of Trees to be planted
1	773.3m <sup>2</sup>	7	5	2	18
2	469.3m <sup>2</sup>	4	1	3	
3	469.9m <sup>2</sup>	4	1	3	
4	324.7m <sup>2</sup>	4	1	3	
5	342.3m <sup>2</sup>	4	1	3	
6	325.2m <sup>2</sup>	4	0	4	
Summary	72 trees required (minus) 2 street trees to be planted for the frontage of 7480 Ash Street. 18 new trees to be planted on the proposed lots = 52 tree shortfall (\$26,000.00 to be paid cash-in-lieu)				

Of the 18 new trees to be planted, the City's arborist recommends to increase the ratio of non-birch trees to mitigate the infestation of bronze birch borer a common cause for the removal of existing birch trees in the area. Bronze birch borer is an insect infestation and the common cause for the decline in health and the inevitable removal of existing birch trees.

The City's Arborist has provided a list of suitable trees for this proposal. It provides a good balance between conifers and deciduous trees. The table below outlines the number, type and size of trees to be planted, and the drawing in **Attachment 9** suggests appropriate locations. Staff have reviewed this with the applicant and they have agreed with this proposal.

Type	Number	Size
Japanese Flowering Cherry	3	6 cm caliper
Paper Birch	5	6 cm caliper
Western White Pine	3	3 metre height
Serbian Spruce	5	3 metre height
Western Red Cedar	2	3 metre height

#### Referral Item 2:

*"Reduction in lots/density and the impact on the number of trees to be retained"*

Staff and the applicant reviewed the idea of reducing the number of lots in the subdivision for the purpose of retaining more trees and has concluded that reducing the number of lots in the proposal would generally result in larger lots with larger houses, with no guarantee that any more mature trees would be saved due to the increased building footprint and need to increase the site grade due to flood construction level requirements. The current proposal with smaller lots allows for smaller houses that are more affordable than larger houses on larger lots. The rezoning proposed would

allow for the habitable space in the new homes on proposed lots 2-6 to be approximately 1,925 ft<sup>2</sup> to 2,750 ft<sup>2</sup> in size.

According to the submitted Arborist report, of the 36 trees listed for removal, only three (3) were listed in good condition. Their recommendation for removal stems from their location either within the allowable building footprint or would be further impacted by grade changes needed to comply with the flood protection bylaw. This situation would not change should there be a reduction of proposed lots as the buildable area within each lot would still require their removal.

The applicant has also noted that this development is required to provide considerable off-site road improvements which may not be economically feasible with a reduced lot yield.

### **Referral Item 3:**

#### *“Wildlife protection”*

At the May 21, 2013 Public Hearing meeting, speakers advised Council that an active bird's nest was located on the subject property. As this was new information, staff recommended to the applicant that they hire an environmental consultant to determine if there was an active bird's nest(s) on the property. The applicant hired the consulting firm of Pottinger Gaherty who submitted a report (**Attachment 7**) stating that one inactive bird's nest was found on the subject property, located within the rear yard area of the proposed Lot 5 (**Attachment 2**).

The size and location of the nest on a birch tree led to conclude the nest was formerly occupied by a small to medium sized raptor such as a Cooper's or Sharp-Shinned Hawk. Bird whitewash (bird droppings) were found at the base of the tree which led the consultant to suggest the nest was active as recently as this past spring or summer. The submitted arborist report identified this tree as birch, and the arborist report recommended its removal due to the poor condition of the tree.

Regulations for bird nest protection fall under both Federal and Provincial regulations. The *BC Wildlife Act* prohibits the destruction of occupied bird nests, as well as unoccupied eagle and heron nests. Pottinger Gaherty's report recommends a “least-risk window” of October 1 to February 28 for the removal of the tree to mitigate harm to raptors and other bird species. Otherwise, should the tree be removed outside of the window, the owner will need to undertake a nest survey by a qualified environmental professional (QEP) to ensure the nest is not active. If the nest is active at that time, the QEP is to recommend mitigative action immediately prior to the tree removal.

### **Referral Item 4:**

#### *“Sidewalk extension to 7500 Ash Street and the City's plan for sidewalk improvements to Blundell Road”*

This item was raised from letter submissions and at the Public Hearing to help aid the elderly occupant of 7500 Ash Street to better enable her to walk along Ash Street.

The applicant has agreed to install an asphalt sidewalk along the front of 7500 Ash Street and link it with the Ash Street frontage improvements they are undertaking for the subject property and 7480 Ash Street. Staff feel this is a considerable gesture and financial contribution on the part of the applicant as 7500 Ash Street has future redevelopment potential in accordance with the McLennan South Sub-Area Plan. The asphalt sidewalk will provide a safe pedestrian route until the ultimate frontage improvements are provided with the redevelopment of 7500 Ash Street.

Street front improvements are to be undertaken by the developer as part of their redevelopment, and are secured through rezoning or subdivision conditions. After the developer has completed the works and has passed the maintenance period, the City takes over the future maintenance.

Frontage improvements along the east side of Ash Street from General Currie Road to Blundell Road have already begun with the townhouse development at the corner of Ash Street and Blundell Road (7820 Ash Street) and the new single-family subdivision on the north and south side of Keefer Avenue with the installation of a 1.75 metre wide concrete sidewalk starting at the west property line, a 3.1 metre wide treed and grassed boulevard, curb and gutter and road widening to connect with the existing pavement. The subject development will continue this specification as part of their street improvements.

The frontage improvements for the remainder of the block are envisioned to occur in conjunction with redevelopment. There are eight (8) existing properties on the east side of Ash Street without frontage improvements. Two of these properties are subject to current redevelopment applications.

#### **Referral Item 5:**

##### *“Traffic calming measures”*

One of the issues at the Public Hearing was traffic calming along Ash Street, as residents raised concerns that the speed of vehicles was too high, and there should be means (such as speed bumps) to slow down traffic in the area.

The City’s Transportation Department undertook a week long speed survey on Ash Street near the location of the subject property in May 2013. The data was collected using an electronic traffic detector, located in each lane at the midblock point between General Currie Road and Blundell Road. The detectors logged data for a 24 hour period for each of the seven (7) days, recording traffic speed, direction and the time of day vehicles passed over the detectors. The result of the seven (7) day study was an average vehicle speed of 44 Km/h, lower than the posted speed limit of 50 Km/h.

The current condition of Ash Street in the area of the subject property is a paved road that is approximately 7.3 metres wide that provides full two-way traffic flow, but with no curb and gutter, boulevard or sidewalk. Street parking has been allowed along an unpaved shoulder along the side of the street.

As development along Ash Street proceeds, street frontage improvements will be installed to allow two-way traffic and provide street parking on both sides of the street. These improvements will replace the area where vehicles currently park with the frontage improvements while maintaining an appropriate paved road width to support two-way vehicle movement and street parking. Future intersections will feature curb extensions to remove space for street parking while maintaining lane width.

#### **Analysis**

No other aspects of the proposal have been changed since the Public Hearing. The following is provided for information.

##### Proposed Zoning to Single Detached (ZS14) – South McLennan (City Centre)

The proposal to rezone the subject site to create smaller single detached lots is consistent with the McLennan South Sub-Area Plan that establishes minimum lot sizes for Single Family use



(Attachment 4). The policy permits lot widths fronting Ash Street to be at least 18.0 meters wide, with the remaining lots fronting General Currie Road and Armstrong Street at 11.3 meters wide, with corner lots being a minimum width of 13.0 meters. The "Single Detached (ZS14) – South McLennan (City Centre)" zone was chosen as it has been used on other Single Detached lots in the area. The proposed lot dimensions meet the minimum lot size requirements set out in the McLennan South Sub-Area Plan and the "Single Detached (ZS14) – South McLennan (City Centre)" zone.

#### Affordable Housing

In accordance with the Affordable Housing Strategy, the applicant previously agreed to provide a voluntary contribution of \$1 per buildable square foot of density for all new lots in relation to the proposed zone instead of providing secondary suites to at least 50% of new homes in this subdivision. This voluntary contribution amount to the Affordable Housing Reserve Fund is \$11,412.65 and is payable prior to the adoption of rezoning Bylaw 8907.

#### Utilities and Site Servicing

Engineering has reviewed the submitted servicing plans and have determined that upgrades to existing sanitary services will be needed. Water provisions will be determined at the Building Permit stage to ensure adequate flow. A voluntary contribution towards the committed upgrades for the South McLennan drainage area is in the amount of \$36,510.61 is required prior to the adoption of rezoning Bylaw 8907.

#### Servicing Agreement and Subdivision

The applicant is required to enter into a separate application for a Servicing Agreement for the purpose of designing for road construction, frontage improvements for sections of Ash Street, General Currie Road and Armstrong Street that front the subject property. Some of the improvements include but are not limited to:

#### Ash Street (from the north property line of the subject site and to the south property line of 7480 Ash Street)

- 1.75 meter wide concrete side walk;
- 3.10 meter wide grass and treed boulevard;
- curb and gutter; and
- road widening to existing pavement.
- A 1.5 metre wide asphalt sidewalk along the frontage of 7500 Ash Street to connect to the sidewalk above (voluntary work by the developer).

#### General Currie Road (from the north property line of the subject site)

- 1.75 meter wide concrete sidewalk;
- 4.10 meter wide grass and treed boulevard;
- curb and gutter; and
- road pavement covering half the width of the road right-of-way.

#### Armstrong Street (from the eastern edge of the property – after the 9.0 meter land dedication)

- 1.50 meter wide concrete sidewalk;
- 1.50 meter wide grass and treed boulevard;
- curb and gutter; and
- road pavement to the extent of the land dedication.

Other items such as sanitary upgrades, are also to be included as well as extending existing service lines to service the individual lots.

**Financial Impact**

None.

**Conclusion**

The proposed rezoning for the six (6) lot subdivision meets the requirements of the OCP (McLennan South Neighbourhood Plan) as well as the zoning requirements set out in the "Single Detached (ZS14) – South McLennan (City Centre)" zone. The proposed road configuration is consistent with the neighbourhood plan and Staff is confident the outstanding conditions will be met prior to final adoption. Staff support this rezoning application and recommend that Bylaw amendment No. 8907 be forwarded to the December 16, 2013 Public Hearing.



David Johnson  
Planner 2  
(604-276-4193)

DJ:cas

- Attachment 1: Location Map
- Attachment 2: Proposed subdivision layout
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Land Use Map
- Attachment 5: Minutes of the May 21, 2013 Public Hearing minutes and written submissions
- Attachment 6: Additional correspondence after Public Hearing
- Attachment 7: Pottinger Gaherty report
- Attachment 8: Tree Survey Map showing tree retention and removal of existing trees.
- Attachment 9: Tree Survey Map showing tree retention and new plantings.
- Attachment 10: Conditional Rezoning Requirements



# City of Richmond

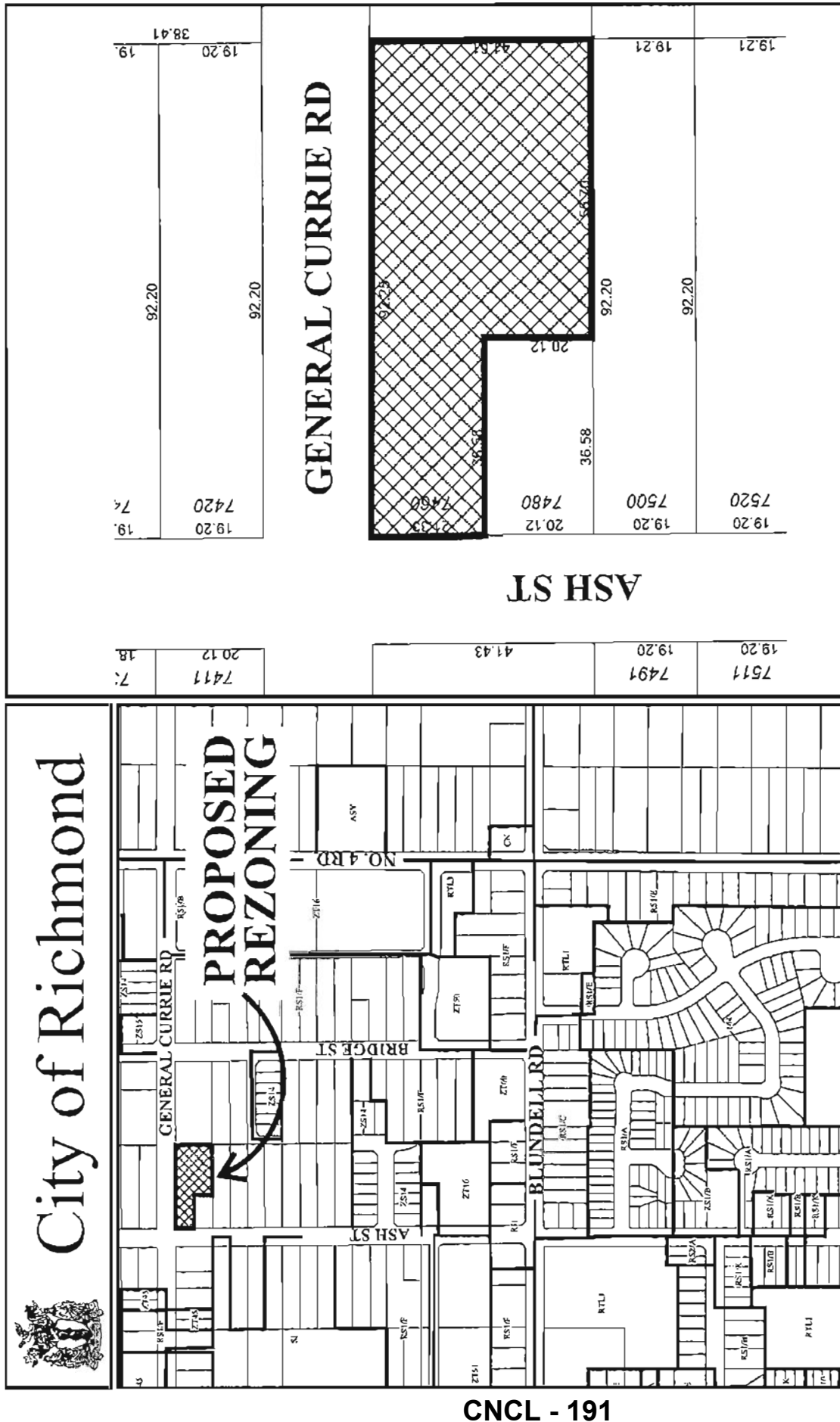


RZ 11-586861

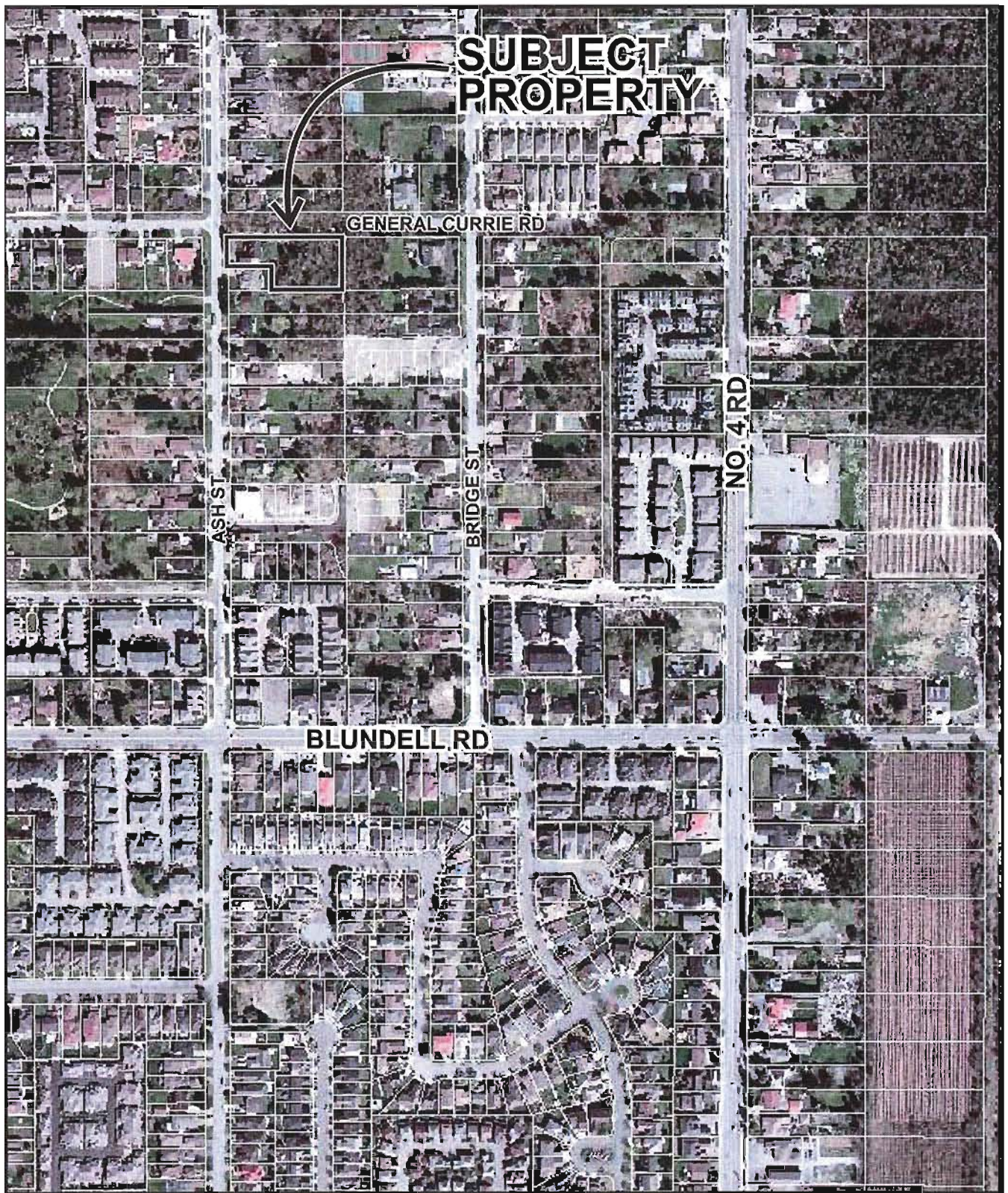
Original Date: 08/17/11

Revision Date:

**Note:** Dimensions are in METRES







RZ 11-586861

Original Date: 08/18/11

Amended Date:

Note: Dimensions are in METRES



GENERAL CURRIE ROAD  
(UNCONSTRUCTED ROAD)

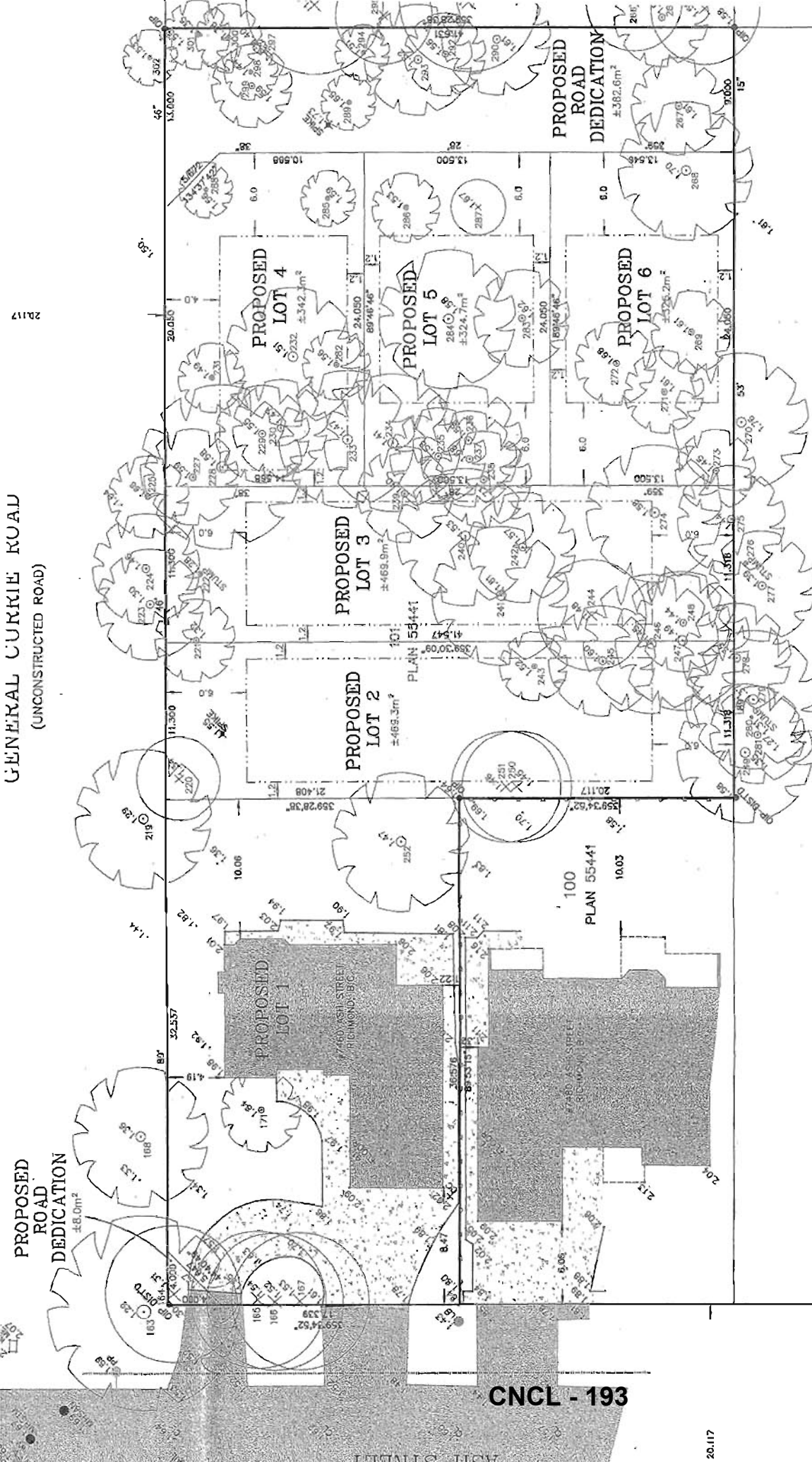
PROPOSED  
ROAD  
DEDICATION

ATTACHMENT 2

N 1/2 2  
PLAN 1207

CNCL - 193

20.117





## City of Richmond

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

## Development Application Data Sheet

**RZ 11-586861**

Address: 7460 Ash Street

Applicant: Man-Chiu Leung and Nora Leung

Planning Area(s): City Centre Area, McLennan South Sub-Area Plan (Schedule 2.10D)

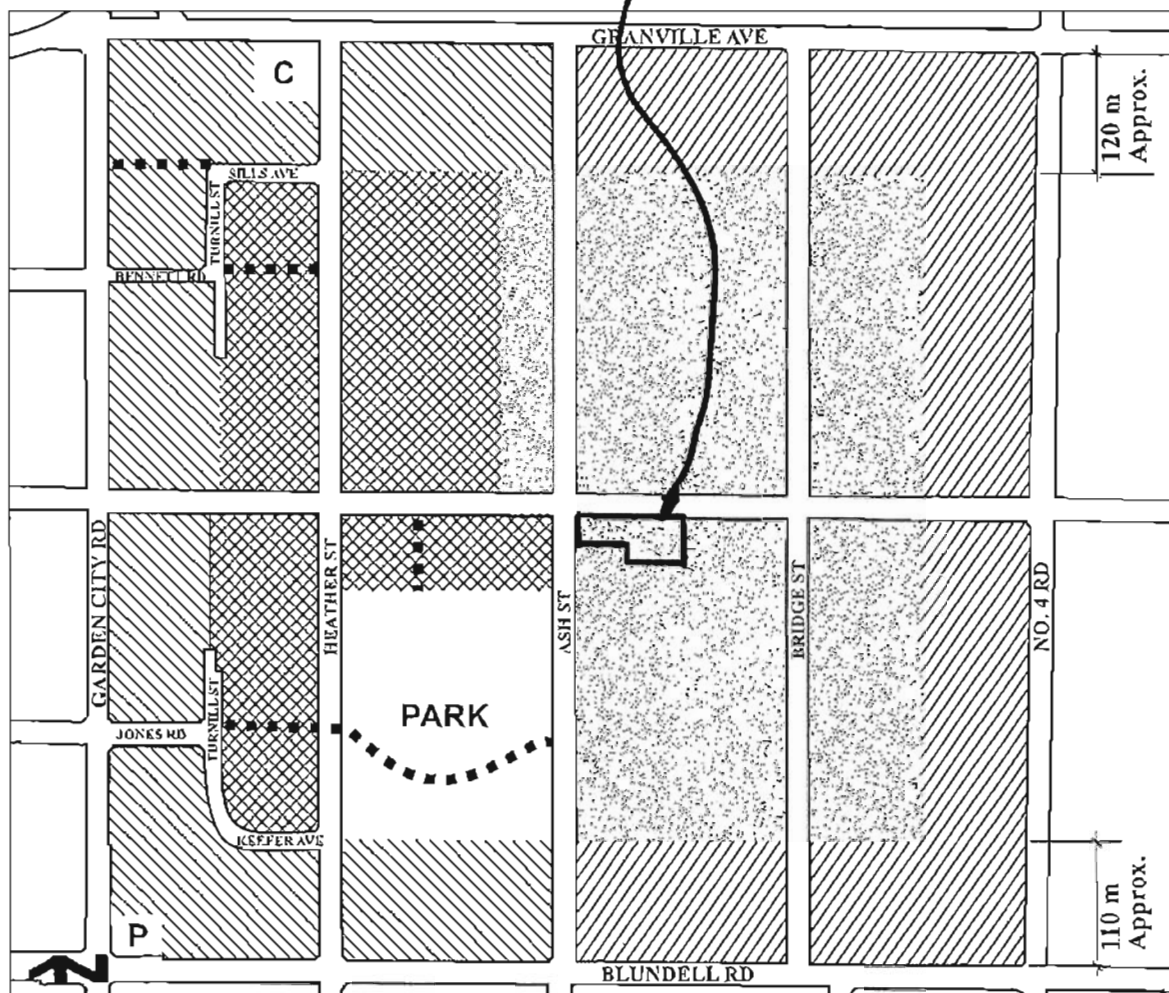
	Existing	Proposed
Owner:	Man-Chiu Leung and Nora Leung	No change
Site Size (m <sup>2</sup> ): (by applicant)	3,079.0 m <sup>2</sup>	2,704.1 m <sup>2</sup> The gross site area is reduced by: <ul style="list-style-type: none"> <li>9.0 m wide dedicated right-of-way (Armstrong Street) along the site's eastern edge for road, complete with 4m x 4m corner cut at General Currie Road; and</li> <li>A 4 m x 4 m corner cut at Ash Street and General Currie Road.</li> </ul>
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood 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 (RS1/F)	Single Detached (ZS14) – South McLennan (City Centre)
Number of Units:	1 single-family dwelling	6 single-family dwellings


On Future Subdivided Lots	Bylaw Requirement (ZS14)	Proposed	Variance
Floor Area Ratio:	Max. 0.55 FAR for first 464.5m <sup>2</sup> of lot area then 0.3 FAR for the remainder, plus additional areas for covered areas, off-street parking, and floor area above garage	0.55 FAR for first 464.5m <sup>2</sup> of lot area then 0.3 FAR for the remainder, plus additional areas for covered areas, off-street parking, and floor area above garage	none permitted
Ash Street Lot area Lot width	Min. 550.0 m <sup>2</sup> (area) Min. 18.0 m (width)	Lot 1 – 773.3 m <sup>2</sup> (area) 21.3 m (width)	none


On Future Subdivided Lots	Bylaw Requirement (ZS14)	Proposed	Variance
Minimum Lot Area  General Currie Rd. / Armstrong Street	Min. 320.0 m <sup>2</sup>	Lot 2 – 469.3 m <sup>2</sup> Lot 3 – 469.9 m <sup>2</sup> Lot 4 – 342.3 m <sup>2</sup> Lot 5 – 324.7 m <sup>2</sup> Lot 6 – 325.2 m <sup>2</sup>	none
Min. Lot Dimensions	11.3 m (width) 13.0 m (width) (Lot 4) 24.0 m (depth)	Lot 2 – 11.30 m (width) 41.50 m (depth) Lot 3 – 11.30 m (width) 41.50 m (depth) Lot 4 – 14.57 m (width) 24.05 m (depth) Lot 5 – 13.50 m (width) 24.05 m (depth) Lot 6 – 13.55 m (width) 24.05 m (depth)	none


City of Richmond


## Land Use Map

Bylaw 7892  
2005/04/18**SUBJECT  
PROPERTY  
R2 11-586861**

 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 m<sup>2</sup>/ 5,920 ft<sup>2</sup> min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m<sup>2</sup>/ 3,444 ft<sup>2</sup> 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".





City of  
Richmond

Minutes

## Regular Council Meeting for Public Hearings Tuesday, May 21, 2013

Place: Council Chambers  
Richmond City Hall  
6911 No. 3 Road

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

Michelle Jansson, Acting Corporate Officer

Call to Order: Mayor Brodie opened the proceedings at 7:00 p.m.

1. **ZONING AMENDMENT BYLAW 8907 (RZ 11-586861)**  
(Location: 7460 Ash Street; Applicant: Man-Chui Leung and Nora Leung)

*Applicant's Comments:*

The applicant was available to answer questions.

*Written Submissions:*

- (a) Sharon MacGougan on behalf of Joyce MacGougan, 7500 Ash Street (Schedule 1)
- (b) Sharon MacGougan, 7411 Ash Street (Schedule 2)
- (c) Douglas Nazareth, 7480 Ash Street (Schedule 3)
- (d) Annie and Wolfgang Schroeder, 9360 and 9380 General Currie Road (Schedule 4)



**Regular Council Meeting for Public Hearings**  
**Tuesday, May 21, 2013**

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*Submissions from the floor:*

Mr. James Wright, 8300 Osgoode Drive, spoke on behalf of the Garden City Conservations Society and was concerned with the trend to disregard the conservation of mature trees. The Society would like to see a change in the trend and suggested that the application under consideration is a good place to take action for nature and human liveability.

Sharon MacGougan, 7411 Ash Street, spoke on behalf of herself and her mother, Joyce MacGougan at 7500 Ash Street, expressed concern with regard to the following: i) pedestrian safety due to the fragmentation of sidewalks in the area; ii) traffic issues related to speed and access to and from the site; iii) failure of the City to provide promised street upgrades; and iv) loss of mature trees and the associated undergrowth and wildlife.

In response to queries, Wayne Craig, Director of Development provided additional information on requirements for offsite improvements (curb, sidewalk, etc.) for this site and the adjacent site to the south (which does not have redevelopment potential). Mr. Craig confirmed the tree removal and replacement recommendations from the Arborist's report as well as the cash-in-lieu contribution for replacement tree planting.

Mr. Michael Wolfe, 9731 Odlin Road, expressed concern for the loss of a natural area and the need to protect species at risk. He suggested that the extension of General Currie Road was not necessary and the lands would be better served as park space.

Mr. Douglas Nazareth, 7480 Ash Street, suggested that the development be reduced to permit 4 residential units in order to preserve many of the trees and requesting the sidewalk be extended to 7500 Ash Street.

*Mayor Brodie acknowledged the conclusion of the first round of public speakers. Speakers then addressed Council for the second time with new information.*

Discussion ensued with respect to tree preservation and lot density, the species and size of trees removed and replaced, sidewalk extension to 7500 Ash Street and offsite improvements on Ash Street to Blundell Road, traffic calming measures including conducting a traffic study, and the preservation of a raptors nest in accordance with the Wildlife Act.



**Regular Council Meeting for Public Hearings**  
**Tuesday, May 21, 2013**

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In response to queries from Council, Mr. Craig explained how tree removal and replacement is determined, cash-in-lieu contributions are calculated and how the City's Flood Protection Bylaw impacts possible tree removal. Mr. Craig advised that staff is unaware of the raptors nest and will require the applicant to retain a qualified environmental professional to assess the situation. Mr. Craig further advised that a traffic calming study can take months and also requires public input to determine acceptable traffic calming measures for the neighbourhood.

PH13/5-1

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 8907 be referred to staff to provide more information regarding the following:*

- (1) species and dimensions of trees removed and of proposed replacement trees;*
- (2) reduction in lots/density and the impact on the number of trees to be retained;*
- (3) wildlife protection;*
- (4) sidewalk extension to 7500 Ash Street and the City's plan for sidewalk improvements to Blundell Road; and*
- (5) traffic calming measures.*

**CARRIED**

2. **ZONING AMENDMENT BYLAW 9008 (RZ 13-627573)**  
(Location: 5131 Williams Road; Applicant: Balandra Development Inc.)

*Applicant's Comments:*

The applicant was available to answer questions.

*Written Submissions:*

None.

*Submissions from the floor:*

None.

Jansson, Michelle

From: City of Richmond Website [webgraphics@richmond.ca]  
Sent: Friday, 17 May 2013 3:20 PM  
To: Mayor and Councillors  
Subject: Send a Submission Online (response #734)  
Categories: 12-8060-20-8907

To Public Hearing
Date: May 21, 2013
Item # 1
Re: 7460 Ash St.
Zoning Amendment
Bylaw 8907

## Send a Submission Online (response #734)

### Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	5/17/2013 3:28:30 PM

### Survey Response

Your Name	Sharon MacGougan on behalf of Joyce MacGougan
Your Address	7500 Ash Street
Subject Property Address OR Bylaw Number	Bylaw 8907
Comments	<p>Re: File Reference No. 12-8060-20-8907 My name is Sharon MacGougan and I am submitting comments on the proposed rezoning on behalf of my 89 year-old mother, Joyce. She lives at 7500 Ash Street and she has lived there since 1948. Her property borders the property in question. These are her comments: there is already too much development in this area. There is too much traffic. She does not feel safe on Ash Street. She describes having to keep as far as possible from the road when travelling on Ash in her scooter or with her walker. She doesn't feel safe because, as she says, "I'm too slow". I also asked her about the trees. She is very upset that virtually all of them will be cut. She is worried for the birds. She also states that the neighborhood will look worse without the trees. Submitted on behalf of Joyce MacGougan by her daughter, Sharon MacGougan (7411 Ash</p>

Street) 604.278-8108

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>1</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8907</u>
<u>7460 Ash St.</u>

Schedule 2 to the Minutes of the Council Meeting for Public Hearings held on Monday, May 21, 2013.

May 11, 2013

Attention: Director, City Clerk's Office

Re: Zoning Amendment Bylaw 8907 (RZ 11-586861)

My name is Sharon MacGougan. I live at 7411 Ash Street. I have a few comments about this proposed development.

### Extension of Ash Street sidewalk

I request that the proposed new sidewalk/street improvements on Ash Street be extended to include my mother's house at 7500 Ash Street.

I believe my mother to be the last remaining "homesteader" still living on Ash Street (between Blundell and Granville). My father built their house in 1948. In 1949 - the year of the Great Flood - my father was one of the men who voluntarily sandbagged Richmond's dikes (after working a full day). My parents paid taxes in Richmond for 65 years. I think it would be a nice gesture and a real commitment to sense of community to provide my mother with a safe place to walk.

### Traffic calming

Traffic calming and a full street upgrade were promised to Ash Street as part of the redevelopment process. According to the city's plan for South McLennan the money was to come from development cost charges. New homes have been built on our street. Now 6 more are planned. Do I understand correctly that development cost charges from these (built and to be built) homes will now go towards traffic calming and a street upgrade, as was promised?

### Loss of Mature Trees

Our area has lots of mature trees. I am disappointed that plans for new housing developments in our area have seemingly not considered this unique aspect of our neighbourhood. We lost 24 trees on the Keefer extension (southeast of Ash). Barely any trees were replanted and none on the boulevard (something about pipes or wires). With this proposed new development 56 trees will be lost. And "Because of site constraints for new planting, no tree of significant size was recommended", pg.3.

What this really means is there is no room for trees. How is this possible? If the lots were a larger size there would be space for trees, bird habitat could be restored and the area would continue to reflect a respect for the natural world. Instead what we will get is lots of concrete and a few decorative trees that no bird will ever build a nest in. What a loss.

Supplementary comment: I have alerted city staff that there is an active hawk nest in the area slated to be clearcut. According to provincial regulations and common decency, the tree with the hawk nest and the immediate area surrounding it should not be cut while the nest is active.

### Little Things Matter

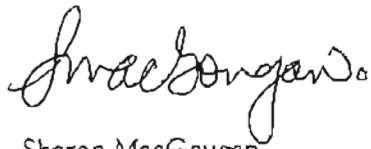
Safety is important. Good neighbourhoods are places where people can safely walk. And that should mean everyone, not just the sure-footed.

Overall planning would be nice when redevelopments of neighbourhoods are taking place. We have multiple sections of sidewalks that abruptly end. How about figuring out some way of connecting these walkways to nowhere?

Encouraging people to get out and walk (high density, park and shopping centre close by) is good but not in combination with speeding cars. Real traffic calming (not just cars parked at the side of roads) would deter some cars from rat running our street but it could also preserve lives.

Thank you for your consideration of these matters.

Yours truly,

A handwritten signature in black ink, appearing to read 'Sharon MacGougan'.

Sharon MacGougan

7411 Ash Street

Richmond, B.C. V6Y 2R9

604.278-8108

Schedule 3 to the Minutes of the Council Meeting for Public Hearings held on Monday, May 21, 2013.

May 17, 2013

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>1</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8907</u>
<u>7460 Ash St.</u>

CITY OF RICHMOND  
INFO CENTRE  
MAY 17 2013

CITY OF RICHMOND  
INFO CENTRE  
MAY 15 2013

Attention: Director, City Clerk's Office

Re: Written Submission Re: Zoning Amendment Bylaw 8907 [RZ 11-586861]

From: Douglas Nazareth - Owner of 7480 Ash Street, Richmond

I am the immediate neighbor on the south and west of this proposed rezoning. While I understand that the applicant is within his rights to increase the density of the said lot to ZS14 and I wish him well, I wish to place on record the following points and request Council to please act upon them.

1) Trees and Wildlife: From the report you will see that of the 56 mature trees on the land, 45 will be cut down. While I understand that the developer will financially compensate the city to plant saplings elsewhere, this is in direct contradiction to the OCP for South MacLellan where you said that the mature trees in this neighbourhood give it its distinct character and will be protected. I would like to suggest that the number of lots on this property be reduced from 6 to 4. This will allow for many more of the 45 mature and magnificent tree's to be retained. We will also be able to say that we did not have to create a concrete jungle for future generations to come and have stood behind our commitment to the environment that we in Richmond are so proud of. We are spending millions on conservation efforts and going green, yet we will take down such mature trees for two extra lots? There is also a plethora of wildlife in this area such as hawk's nests, coyotes, raccoons and squirrels. Please give this your serious consideration. My request here is to also include a condition that the tree's will only be removed once a building permit is issued for the individual lot. This will ensure that all the trees are not simply razed upon rezoning and an eyesore created for an undetermined period of time.

2) Boulevard: While I understand that the zoning conditions require that the front of my property be developed, my request to Council is that they find the marginal additional funds to extend this boulevard to my neighbour at 7500 Ash Street, immediately to the south. This is because she is a very old, original inhabitant [since 1948] of Ash street and is not very mobile. The sidewalk would be a great help for her to maneuver her motorized scooter to get to her daughters house across this busy street. Please consider using your considerable authority to extend one of our original Richmond residents this convenience.

3) Traffic Calming: Since the mid nineties when the overall plan for South McLellenan was drafted, we have been promised traffic calming along Ash Street and unfortunately after many complaints and traffic studies by the city, we still have vehicles going through at breakneck speeds. Please consider using speed humps along Ash to avoid making our neighbourhood a death trap.



4] Street Lighting: I see that one of the conditions of the rezoning is lighting along Ash street. There is only one light in the front of 7460 Ash and I would like to request that these be changed to two lamp posts, the second one being in front of my property as it is very dark and even pedestrians coming out of Paulik Park or my property run the risk of being hit by traffic due to the poor lighting conditions.

Thank you for your attention to this.

Sincerely,

A handwritten signature in black ink, appearing to read 'Douglas Nazareth', with a stylized, cursive script.

Douglas Nazareth  
Owner, 7480 Ash St., Richmond, BC V6Y 2S1  
Tel: 604 279 5491  
Cell: 604 728 6283

Schedule 4 to the Minutes of the  
Council Meeting for Public  
Hearings held on Monday, May  
21, 2013.

To Public Hearing
Date: <u>May 21, 2013</u>
Item # <u>1</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8907</u>
<u>7460 Ash St.</u>

May 17, 2013

Attention: Director, City Clerk's Office

Re: Written Submission Re: Zoning Amendment Bylaw 8907 {RZ 11-586861}

From: Annie and Wolfgang Schroeder  
Owners of 9360 and 9380 General Currie Road, Richmond

Dear Council,

As long term residents of Richmond, we are very upset that you are planning on cutting down 45 mature trees in our neighbourhood just to allow for 5 houses to be built! Please do not be so heartless. I would like to suggest that you only allow for 3 houses in the backlands so that much of those magnificent trees are allowed to remain standing. Have we not cut down enough number of trees already in this once so environmentally friendly and beautiful neighbourhood?

Please rezone this centre of South MacLellan for a total of 4 houses only, so there will only be 3 that can be developed in the back plus one that faces Ash Street [already standing]. You have considerably increased the density in South MacLellan over the last 10 years so please do not ruin our neighbourhood further just for a couple of houses.

Thank you,



Annie and Wolfgang Schroeder

Owners of 9360 and 9380 General Currie Road,  
Richmond



CITY OF RICHMOND  
INFO CENTRE  
MAY 17 2013

CITY OF RICHMOND  
INFO CENTRE  
MAY 17 2013

**From:** MayorandCouncillors  
**Sent:** Thursday, 23 May 2013 16:14  
**To:** Johnson, David (Planning); Craig, Wayne  
**Subject:** FW: Ash Street, Bylaw 8907 at public hearing

Sent to Staff Only.

Michelle Jansson  
Manager, Legislative Services  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

-----Original Message-----

From: Sharon MacGougan [<mailto:sharonmacg@telus.net>]  
Sent: Wednesday, 22 May 2013 3:42 PM  
To: MayorandCouncillors  
Subject: re: Ash Street, Bylaw 8907 at public hearing

Dear Mayor and Councillors,

Thank you for your kind concern regarding the extension of the sidewalk to include 7500 Ash Street. My mother cried when I told her. She doesn't express emotion easily, so I know that she was really moved. Thank you for making her feel valued.

Sincerely  
Sharon MacGougan

---

**From:** Mayor and Councillors  
**Sent:** Thursday, 23 May 2013 16:07  
**To:** Johnson, David (Planning); Craig, Wayne  
**Subject:** FW: Ash Street matter, Bylaw 8907 at public hearing

For your appropriate action.  
Not provided to Council because of Public Hearing.

Michelle Jansson  
Manager, Legislative Services  
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1  
Phone: 604-276-4006 | Email: [mjansson@richmond.ca](mailto:mjansson@richmond.ca)

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**From:** Jim Wright [<mailto:jamesw8300@shaw.ca>]  
**Sent:** Tuesday, 21 May 2013 9:54 PM  
**To:** Mayor and Councillors  
**Subject:** Ash Street matter, Bylaw 8907 at public hearing

Mayor Brodie and Councillors, re Bylaw 8907:

Great job with the Ash Street matter!

It seems that the problematic gap in the continuity of the sidewalk is only the width of one lot and that council is looking to address it, and it was thoughtful of council members to be so concerned about that.

There was also progress toward retaining enough of the trees and the areas around them to perhaps retain the ecological character of the area.

With regard to not being able to keep much more treed area if there are four new lots instead of six, I suggest that the treed areas should be the priority, with the houses fitting in. Surely the adapting should be in the FAR.

The answer to Coun. Bill McNulty's question about the equivalent of 325 square metres is about 3,500 square feet. With four houses, the four houses would add up to about 14,000 square feet where there was just one house.

Although the elevation of the new houses will be above the current lot elevation, surely the land around the houses can be sloped up to them, leaving plenty of area where the fill would not affect the existing trees and the vegetation below them.

With the higher priority given to retaining the nature of the land, the homes can easily be more appealing, increasing their value, to the developer's benefit.

— Jim Wright, 778-320-1936 or 604-272-1936



**Pottinger Gaherty**  
 Environmental Consultants Ltd.  
 1200 - 1185 West Georgia Street  
 T 604.682.3707  
 F 604.682.3497  
 Vancouver, BC Canada V6E 4E6  
 www.pggroup.com

September 20, 2013  
 PGL File: 4330.01.01

Via E-mail: JOHNLE3383@shaw.ca

John Man-Chiu Leung  
 7460 Ash Street  
 Richmond, BC  
 V6Y 2S1

Attention: John Man-Chiu Leung

RE: BIRD NEST SURVEY FOR 7460 ASH STREET, RICHMOND, BC

## INTRODUCTION

A wildlife biologist from Pottinger Gaherty Environmental Consultants Ltd. (PGL) completed a bird nest survey at 7460 Ash Street in Richmond, BC. An application has been made to subdivide the 7460 Ash Street property and the process of subdivision will involve removing trees, most of which lie within a 120' x 140' area at the back of the property. To supplement the application, the City of Richmond has requested that a nest survey be completed for the property.

## OBSERVATIONS

The nest survey was completed on the morning of September 18, 2013. The objective of the survey was to identify, active or inactive bird nests on the property. No active bird nests were found during the survey. One inactive, medium-sized stick nest was observed in the upper third of a birch tree on the property (Photographs 1-3). Based on the size of the nest and its location in the tree (i.e., top third, in a crotch) it was likely constructed by a small to medium sized raptor such as a Cooper's or Sharp-Shinned Hawk (*Accipiter cooperii* or *Accipiter striatus*). Bird whitewash (i.e., bird droppings) on shrub vegetation at the base of the tree suggest that the nest was likely used in the spring or summer of 2013.

The tree containing the nest is located in the center of the property as indicated on the attached Tree Location and Retention Plan (possibly tree identification number 236 or 237).

## REGULATORY CONTEXT

The 1994 federal *Migratory Birds Convention Act* and attendant Migratory Birds Regulation protects migratory birds, their eggs and nests. Also, section 34 of BC's *Wildlife Act* prohibits the destruction of occupied bird nests, as well as unoccupied eagle, and heron nests.

Clearing activities within the bird nesting season can potentially harm nesting birds. In BC, the least-risk window identified for raptors, other than eagles and osprey, is October 1 to February 28 (Ministry of Environment's Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia, 2012). To mitigate harm to raptors and other bird species, tree clearing should occur within this least-risk window.

## RECOMMENDATIONS

We recommend that tree removal at 7460 Ash Street occur within the October 1 to February 28 least-risk window. If tree removal must occur outside of this window a nest survey should be completed by a qualified environmental professional immediately prior to tree removal (i.e., within 24 hours) to identify active nests on the property, if present. If active nests are identified, a qualified environmental professional would recommend mitigative action.

## STANDARD LIMITATIONS

PGL prepared this letter for our client and its agents exclusively. PGL accepts no responsibility for any damages that may be suffered by third parties as a result of decisions or actions based on this report.

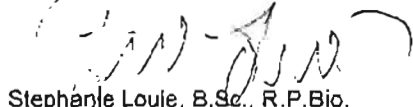
The findings and conclusions are Site-specific and were developed in a manner consistent with that level of care and skill normally exercised by environmental professionals currently practicing under similar conditions in the area. Changing assessment techniques, regulations, and site conditions means that environmental investigations and their conclusions can quickly become dated, so this report is for use now. The report should not be used after that without PGL review/approval.

The project has been conducted according to our instructions and work program. Additional conditions, and limitations on our liability are set forth in our work program/contract. No warranty, expressed or implied, is made.

We trust that this meets your needs. If you have any questions or require clarification, please contact Stephanie Louie at 604-895-7637.

## POTTINGER GAHERTY ENVIRONMENTAL CONSULTANTS LTD.

Per:



Stephanie Louie, B.Sc., R.P.Bio.  
Environmental Scientist

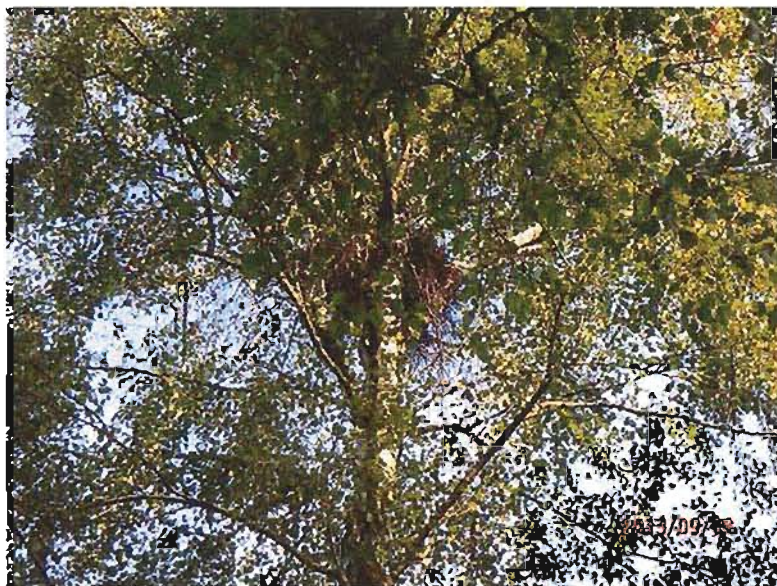


Susan P. Wilkins, M.Sc., P.Geo., LEED AP  
Vice President, Operations

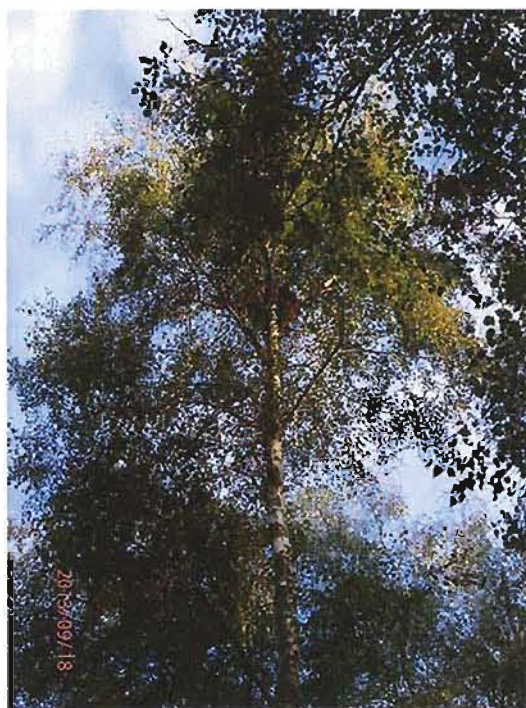
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Attachments: Photographs  
Tree Location and Retention Plan

## Photographs



Photograph 1: Medium-sized stick nest located at 7460 Ash Street.



Photograph 2: Tree containing nest located at 7460 Ash Street.





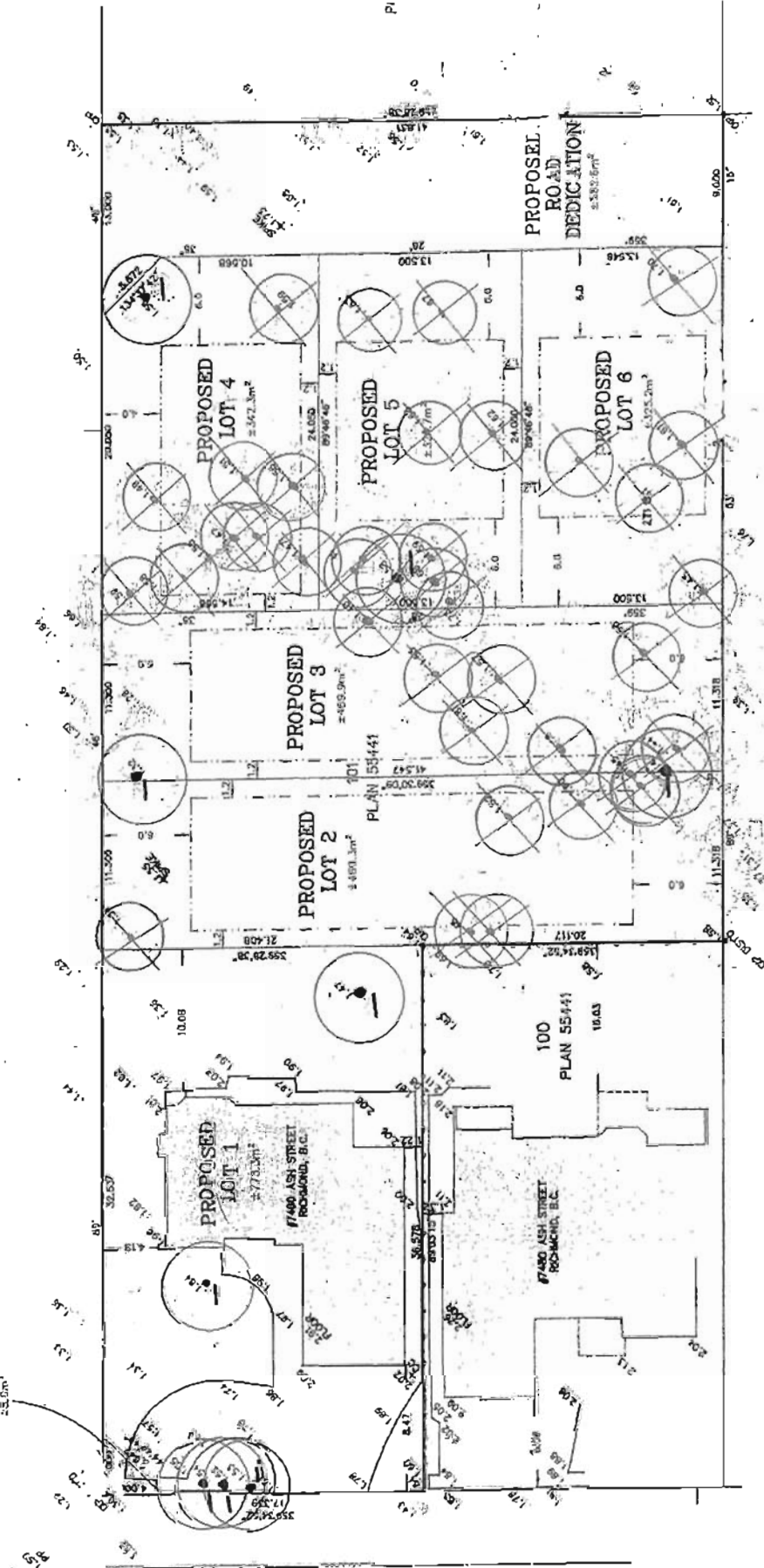
Photograph 3: Nest location within tree (top left of photograph).

# Tree Location & Retention Plan

0 2 4 6 8 10  
Scale (m)

GENERAL CURRIE ROAD  
(UNCONSTRUCTED ROAD)

PROPOSED  
ROAD  
DEDICATION  
25.0m

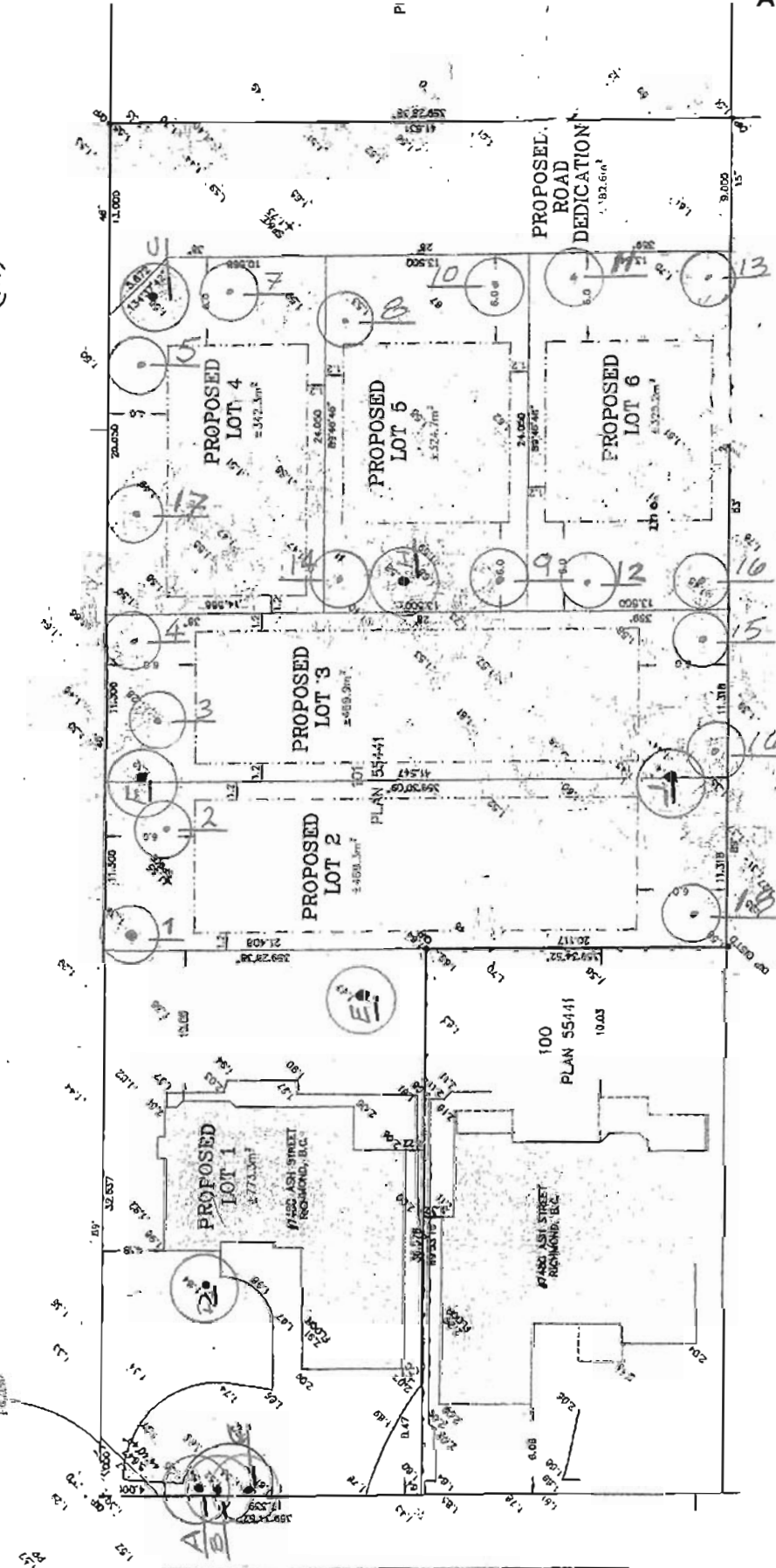


○ - TREES TO BE RETAINED  
⊗ - TREES TO BE REMOVED

Scale  
0 2 4 6 8 10  
(m)

GENERAL CURRIE ROAD  
(UNCONSTRUCTED ROAD)

PROPOSED  
ROAD  
DEDICATION



Tree Inventory		
Tree #	Retain/New	Type
A	Retain	Unidentified
B	Retain	Unidentified
C	Retain	Unidentified
D	Retain	Unidentified
E	Retain	Japanese Flowering Cherry
F	Retain	Cherry
G	Retain	Birch
H	Retain	Birch
I	Retain	Birch
1	New	Japanese Flowering Cherry
2	New	Serbian Spruce
3	New	Western White Pine
4	New	Paper Birch
5	New	Western Red Cedar
6	New	Paper Birch
7	New	Paper Birch
8	New	Japanese Flowering Cherry
9	New	Serbian Spruce
10	New	Western Red Cedar
11	New	Western White Pine
12	New	Serbian Spruce
13	New	Japanese Flowering Cherry
14	New	Paper Birch
15	New	Serbian Spruce
16	New	Paper Birch
17	New	Western White Pine
18	New	Serbian Spruce

**Conditional Rezoning Requirements  
7460 Ash Street  
RZ 11-586861**

**Prior to final adoption of Zoning Amendment Bylaw 8907, the developer is required to complete the following:**

1. 9.0 metre land dedication along the entire eastern edge of the subject site for the facilitation of constructing Armstrong Street. In addition to 4 metre by 4 metre corner cuts at the corner of Ash Street and General Currie Road and General Currie Road and Armstrong Street.
2. City acceptance of the developer's offer to voluntarily contribute \$26,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Tree Survival Security to the City in the amount of \$9,000.00 (\$1,000.00 per tree) for the nine (9) trees to be retained for at least a one year period to ensure survival.
4. Submission of a Tree Survival Security to the City in the amount of \$9,000.00 (\$500.00 per tree) for the 18 trees to be planted to ensure survival for at least a one-year period. The planning schedule for these new trees is in accordance with the following table:

Type	Number	Size
Japanese Flowering Cherry	3	6 cm caliper
Paper Birch	5	6 cm caliper
Western White Pine	3	3 metre height
Serbian Spruce	5	3 metre height
Western Red Cedar	2	3 metre height

5. 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.
6. Registration of a flood indemnity covenant on title.
7. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$11,412.65) to the City's Affordable Housing Reserve Fund.  
**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 proposal to build a secondary suite on three (3) of the six (6) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.
8. Voluntary contribution of \$36,510.61 to go towards the committed upgrades for the South McLennan Drainage Area to account 2221-10-000-14710-0000.
9. Enter into a Servicing Agreement\* for the design and construction of frontage improvements to Ash Street and frontage works to both General Currie Road and Armstrong Street. Works include, but may not be limited to:
  - a) East side of Ash Street, from General Currie Road to the south property line of 7480 Ash Street, including road widening, curb & gutter, 3.1m wide grass and treed boulevard, decorative "Zed" street lights, and a 1.75m wide concrete sidewalk near the property line;

- b) East side of Ash Street and on the west side of the property line of 7500 Ash Street, a 1.5 metre wide asphalt sidewalk along the entire frontage of the property, and to connect with the sidewalk in 9(a).
- c) South half of General Currie Road along the entire north frontage of the subject site, including watermain & sanitary sewer extension, sand/gravel base, curb & gutter, asphalt pavement, a 1.75m concrete sidewalk at or near the north property line of the subject site, a 4.10m grass and treed boulevard, comes with decorative “Zed” street lighting, and BC Hydro preducting; and
- d) West half of Armstrong Street along the entire east edge of the subject site including, but not limited to: peat removal (if required), sand/gravel base, curb & gutter, asphalt pavement, a 1.5m concrete sidewalk and 1.5m grass & treed boulevard, sanitary sewer, watermain, underground hydro, telephone, gas, cablevision, and any other servicing required to complete this portion of Armstrong Street. Note: At design stage it may be determined that the sanitary sewer cannot fit within the Road R.O.W., and may have to be located within its own Utility R.O.W. Design should also include water, storm & sanitary connections for each lot.

**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. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.  
  
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.  
  
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[Original signature on file]

---

Signed

---

Date



Richmond Zoning Bylaw 8500  
Amendment Bylaw 8907 (RZ 11-586861)  
7460 Ash Street

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "SINGLE DETACHED (ZS14) – SOUTH McLENNAN – CITY CENTRE".

P.I.D. 003-822-605

LOT 101 SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER  
DISTRICT PLAN 55441

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8907".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

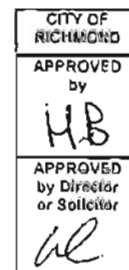
THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

APR 27 2013

MAY 21 2013



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# City of Richmond

## Report to Committee Planning and Development Department

**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development

**Date:** October 28, 2013

**File:** ZT 13-646207

**Re:** Application by Vanlux Development Inc. for a Zoning Text Amendment to Increase the Overall Floor Area Ratio to 0.55 for the Entire Property Located at 4691 Francis Road.

### Staff Recommendation

1. That Richmond Zoning Bylaw 8500 Amendment Bylaw 9077, for a Zoning Text Amendment to the "Single Detached (ZS21) – Lancelot Gate (Seafair)" site specific zone, to increase the overall allowable Floor Area Ratio (FAR) to a maximum of 0.55 for the entire property, be introduced and given first reading.

*Wayne Craig*  
Wayne Craig  
Director of Development

EL:blg  
Att.

### REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER

*Mc Enery*

## Staff Report

### Origin

Vanlux Development Inc. has applied to the City of Richmond for a Zoning Text Amendment to the "Single Detached (ZS21) – Lancelot Gate (Seafair)" zone in order to increase the overall allowable Floor Area Ratio (FAR) to 0.55 for the entire property located at 4691 Francis Road (**Attachment 1**).

### Background

Vanlux Development Inc. originally applied to the City to rezone and to develop the subject site (formerly 4691, 4731 and 4851 Francis Road) with 19-unit townhouses. Due to the opposition from surrounding residents, Vanlux revised the proposal to five (5) single-family lots. In order to address neighbouring property owner's concerns regarding potential overlooking issue, Vanlux agreed to rezone the subject site to a site specific zone which includes provisions to require a minimum 10.0 m rear yard setback for all lots, and limits the maximum size of the building footprint.

Rezoning Bylaw 8965 (RZ 12-617436) to create "Single Detached (ZS21) – Lancelot Gate (Seafair)" and to rezone the subject site to "Single Detached (ZS21) – Lancelot Gate (Seafair)" was approved on September 23, 2013.

At the building design stage, Vanlux determined that slightly larger homes (approximately 600 ft<sup>2</sup> of additional floor area per dwelling) could be accommodated on the subject site while meeting the lot coverage, setbacks, and height regulations of the "Single Detached (ZS21) – Lancelot Gate (Seafair)" zone. Vanlux also feels that they can achieve the larger house size and still address the neighbours' concerns. Therefore, Vanlux is proposing a Zoning Text Amendment to increase the maximum permitted density from 0.55 FAR on the first 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>) of lot area, plus an additional 0.3 FAR on the balance of the lot area to 0.55 FAR on the entire lot. Under the current "Single Detached (ZS21) – Lancelot Gate (Seafair)" zone, the total FAR that can be achieved is approximately 0.47.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

### Surrounding Development

- To the North: Existing single-family homes on lots zoned "Single Detached (RS1/E)" fronting Lancelot Drive.
- To the East: Geal Road right-of-way (unopened road), the Railway Corridor Greenway, and Railway Avenue.
- To the South: Across Francis Road, a low-density townhouse complex under Land Use Contract (LUC009).
- To the West: Existing single-family homes on lots zoned "Single Detached (RS1/E)" fronting Francis Road.



## **Related Policies & Studies**

### Arterial Road Policy

The Arterial Road Policy in the 2041 Official Community Plan (OCP), Bylaw 9000, directs appropriate development onto certain arterial roads outside the City Centre. The subject site is located on a local arterial road but is not identified for any Arterial Road developments (i.e., townhouse, compact lot, or coach house). While the subject site meets the location criteria for additional new townhouse area, single-family land use is being maintained on the site based on public input.

### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). A Flood Indemnity Restrictive Covenant specifying the minimum flood construction level has been secured as part of the previous rezoning application (RZ 12-617436).

### Affordable Housing Strategy

The Richmond Affordable Housing Strategy requires a suite on at least 50% of new lots, or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area. A voluntary cash contribution in the amount of \$17,682.29 was provided as part of the previous rezoning application (RZ 12-617436). Based on the additional proposed density up to 0.55 FAR on the entire site, an additional voluntary cash contribution in the amount of \$3,276.58 is to be provided prior to final adoption of Zoning Text Amendment Bylaw 9077.

## **Public Input**

The applicant has forwarded confirmation that a development sign has been posted on the site. A support letter from the immediate neighbours has been received (**Attachment 3**).

## **Staff Comments**

### Tree Preservation and Replacement

Tree preservation was reviewed as part of the previous rezoning application (RZ 12-617436); Tree Preservation Plan can be found in **Attachment 4**. A summary of the tree preservation scheme is as follows:

- Three (3) trees on site are identified for retention. A Tree Survival Security to the City in the amount of \$2,000 has been secured;
- Three (3) trees located on the neighbouring property to the north (4891 Lancelot Drive) and to the west (4671 Francis Road) are identified to be retained and protected. Tree protection fencing is installed on site and a contract with a Certified Arborist to monitor all works to be done near or within all tree protection zones has been provided; and

- A total of 21 trees were identified for removal; 42 replacement trees are required.

As part of the previous rezoning application (RZ 12-617436), Vanlux proposed to plant 16 replacement trees on site and provide a voluntary cash contribution (\$500/replacement tree) for the balance of the replacement trees to be planted off site. As part of this Zoning Text Amendment application, Vanlux reviewed the tree planting scheme and proposed to plant an additional 11 trees on site (bringing the total number of replacement trees up to 27) to provide a better interface with the neighbouring properties to the north (see proposed landscape plan in **Attachment 5**).

#### Site Servicing

No servicing concerns based on the proposed increase in floor area ratio have been identified. Frontage improvement works with new sidewalk and boulevard have been secured as part of the previous rezoning application (RZ 12-617436).

#### Subdivision

Prior to approval of subdivision, the developer will be required to pay Development Cost Charges (City & GVS&DD), School Site Acquisition Charge, Address Assignment Fee, and all Servicing Costs.

#### **Analysis**

The subject application is being brought forward for consideration based on site-specific factors.

1. The property is located on a local arterial road. While the site meets the location criteria for additional new townhouse area, single detached housing land use is maintained on this site based on public input. The normal density for arterial road townhouse development ranges from 0.6 to 0.65 FAR. The total FAR that can be achieved on the future lots to be created on this site, under the current "Single Detached (ZS21) – Lancelot Gate (Seafair)" zone, is approximately 0.47. The proposed density is 0.55.
2. All the future lots to be created on this site will be substantially wider (min. 15.36 m vs. 13.50 m), deeper (min. 43.72 m vs. 24 m), and larger (min. 671.4 m<sup>2</sup> vs. 550 m<sup>2</sup>) than the minimum zoning requirements.
3. A site plan (**Attachment 6**) has been submitted to demonstrate that the proposed homes will be situated at least 10.0 m from the rear property lines with no projections into this required setback. The proposed lot coverage for buildings is limited to 3,000 ft<sup>2</sup> as requested by the neighbours.
4. The rear yard setbacks to the second floor of the proposed dwellings are increased (from 10.0 m to a range of 11.5 m to 15.2 m) to help minimize over-look potential.
5. A set of Site Sections (**Attachment 7**) has been submitted to demonstrate that the proposed homes will be a maximum of two-storeys with an overall height similar to the adjacent homes.

6. A landscape plan (**Attachment 5**) has been submitted to demonstrate that additional landscaping will be planted to provide screen plantings between the proposed homes and the existing adjacent homes to the north. Additional trees and landscaping are proposed on site and an additional landscaping security in the amount of \$24,699.60 will be provided prior to final adoption of Zoning Text Amendment Bylaw 9077 to ensure the landscaping will be installed according to the revised landscape plan.
7. The proposal is supported by the immediate neighbours.

**Financial Impact**

None.

**Conclusion**

The subject site is located on a local arterial road where a higher density is supported by the Arterial Road Policy in the Official Community Plan (OCP). The proposed Zoning Text Amendment will allow larger homes to be built on the lots to be created by a five (5) lot subdivision. While the size of the future dwellings will be larger, the lot coverage for building of each lot will be maintained at a maximum of 3,000 ft<sup>2</sup>, building height will be remained at two-storeys, the rear yard setbacks to the second floor will be increased to up to 15.2 m, and additional trees and landscaping will be planted in the back yards. On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9077 be introduced and given first reading.



Edwin Lee  
Planning Technician – Design  
(604-276-4121)

EL:blg

There are requirements to be dealt with prior to final adoption:

Development requirements, specifically:

1. City acceptance of the developer's offer to voluntarily contribute \$3,276.58 to the City's affordable housing fund.
2. Receipt of a Letter-of-Credit for landscaping in the amount of \$24,699.60.

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Support Letter

Attachment 4: Tree Preservation Plan

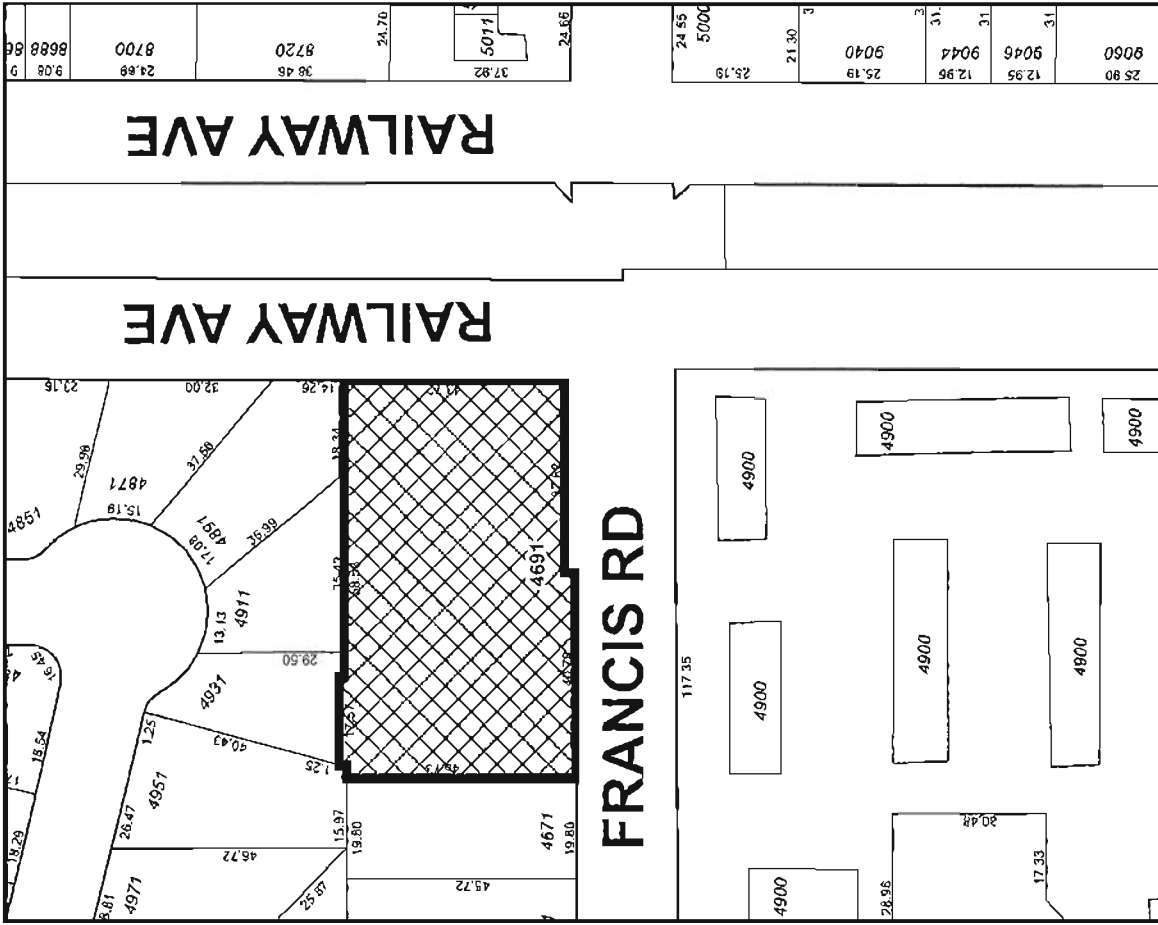
Attachment 5: Proposed Landscape Plan

Attachment 6: Proposed Site Plan/Context Plan

Attachment 7: Preliminary Building Sections



CNCL - 224



Original Date: 09/30/13

Revision Date: 10/08/13

Note: Dimensions are in METRES

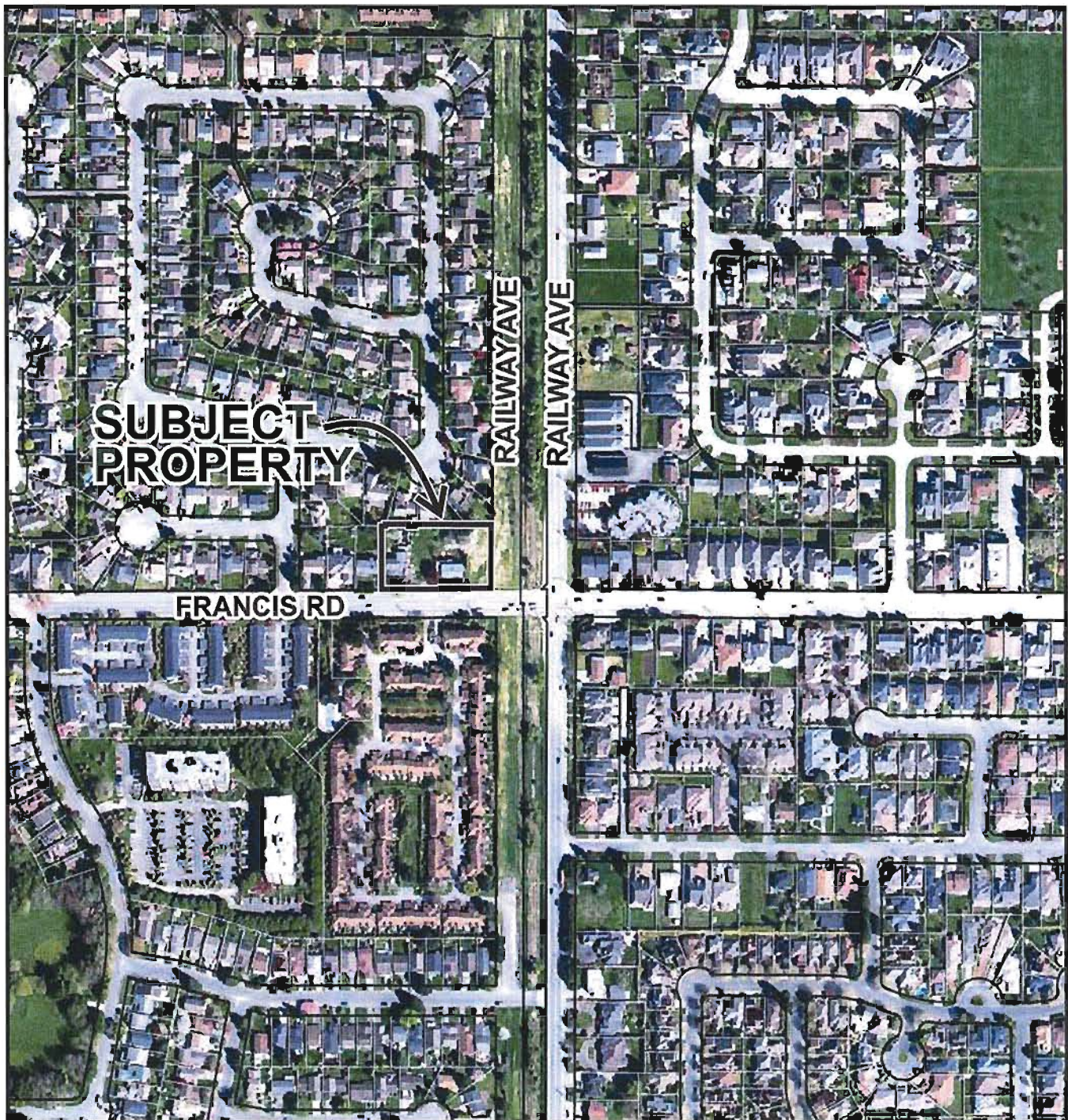
ZT 13-646207







City of  
Richmond



ZT 13-646207

Original Date: 10/01/03

Revision Date:

Note: Dimensions are in METRES





**ZT 13-646207**

**Attachment 2**

Address: 4691 Francis Road

Applicant: Vanlux Development Inc.

Planning Area(s): Seafair

	Existing	Proposed
Owner:	Vanlux Development Inc.	No Change
Site Size (m <sup>2</sup> ):	3,540.2 m <sup>2</sup>	No Change
Land Uses:	vacant lot	Five (5) single-family dwellings
OCP Designation:	Specific Land Use Map: Low-Density Residential	No Change
Area Plan Designation:	N/A	No change
702 Policy Designation:	N/A	No change
Zoning:	Single Detached (ZS21) – Lancelot Gate (Seafair)	No change
Number of Lots:	1	5
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 on 464.5 m <sup>2</sup> of lot area plus 0.3 on the balance of the lot area	Max. 0.55 applies to the entire lot area	Zoning Text Amendment Requested
Lot Coverage – Building:	Max. 45% or 278.7 m <sup>2</sup>	Max. 45% or 278.7 m <sup>2</sup>	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 30%	Min. 30%	none
Setback – Principal Building – Front Yard (m):	Min. 9 m	Min. 9 m	none
Setback – attached single storey garage – Front Yard (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Setback – Exterior Side Yard (m):	Min. 3.0 m	Min. 3.0 m	none
Setback – Rear Yard (m):	Min. 10 m	Min. 10 m	none
Height (m):	Max. 2 ½ storeys & 9.0 m	2 storeys & Max. 9.0 m	none
Lot Width:	Min. 13.5 m	Min. 15.36 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Area:	Min. 550 m <sup>2</sup>	Min. 550 m <sup>2</sup>	none
Off-street Parking Spaces:	Min. 2 spaces	Min. 2 spaces	none

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

August 12, 2013

City of Richmond  
6911 No.3 Road  
Richmond, BC  
V6Y 2C1

Planning and Development Department

Dear Sirs/Mesdames:

**Re: Vanlux Development Inc. ("Vanlux")**  
**Application: RZ-12-617436**  
**4691, 4731 and 4851 Francis Road, Richmond (the "Property")**

Attached is a copy of a site plan with respect to the proposed consolidation and subdivision of the Property (the "Plan"). The undersigned are the owners of those properties which are contiguous to the Property as indicated on the Plan (the "Neighbours").

It is our understanding that the initial application of Vanlux was for a multi-family development to be constructed on the Property. Because of the concerns expressed by some of the Neighbours, Vanlux has changed its proposed development of the Property to one of single-family homes to be built on each of the five new proposed lots comprising the Property based on the attached plan indicating a density of 0.55 fsr.

The current zoning by-law permits the construction of single-family homes with a maximum fsr of 0.45. We believe single-family homes with 0.55 fsr to be an acceptable compromise among Vanlux and ourselves in return for its acceptance of our opposition to its original multi-family development proposal.

Vanlux has listened to our concerns with respect to large rear yard setbacks and the proposed siting of the single-family homes on the Plan addresses this concern.



the Property which will be as follows:


Lot	Size of Lot	x 0.55
1	7,407.5 sq.ft.	4,074.1 sq.ft.
2	7,289.7 sq.ft.	4,009.3 sq.ft.
3	7,227.6 sq.ft.	3,975.2 sq.ft.
4	7,227.6 sq.ft.	3,975.2 sq.ft.
5	8,076.1 sq.ft.	4,441.7 sq.ft.

Yours truly,

4671 Francis Road

\_\_\_\_\_  
Name:

4951 Lancelot Drive

X   
Name: RAYMOND HO

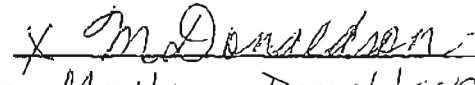
4931 Lancelot Drive

\_\_\_\_\_  
Name:

4911 Lancelot Drive

X   
Name: Joanne Schroeder

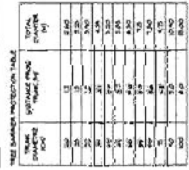
4891 Lancelot Drive

X   
Name: Marilyn Donaldson

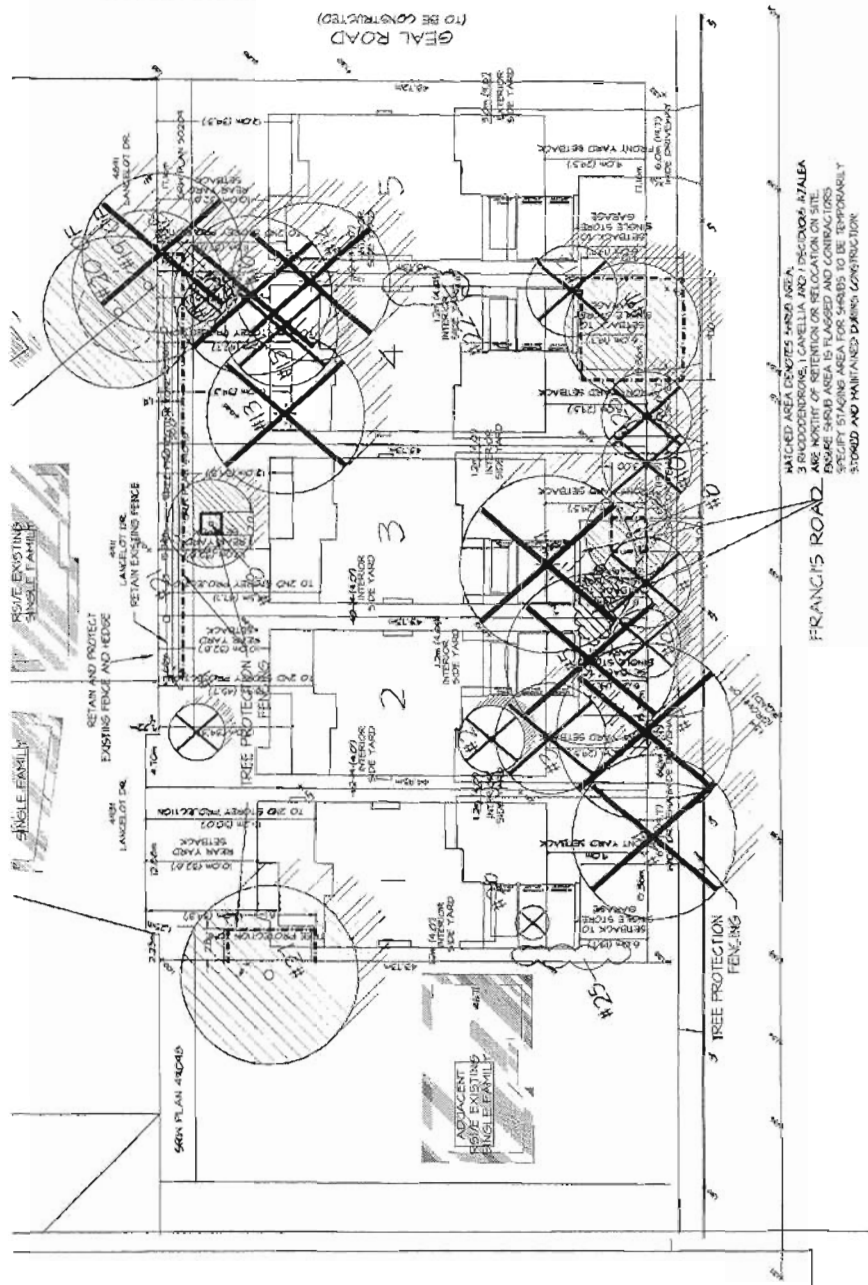
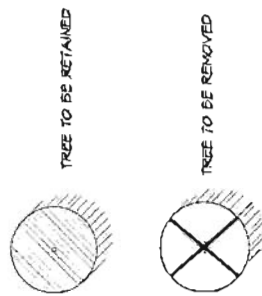
We, John and Sharon Parrott, of 8960 Lancelot Gate, likewise are fully supportive of the application of Vanlux to increase the allowable density to 0.55 fsr for each of the proposed lots to be created upon the subdivision of the Property

  
\_\_\_\_\_  
John Parrott

  
\_\_\_\_\_  
Sharon Parrott



# CNCL - 230

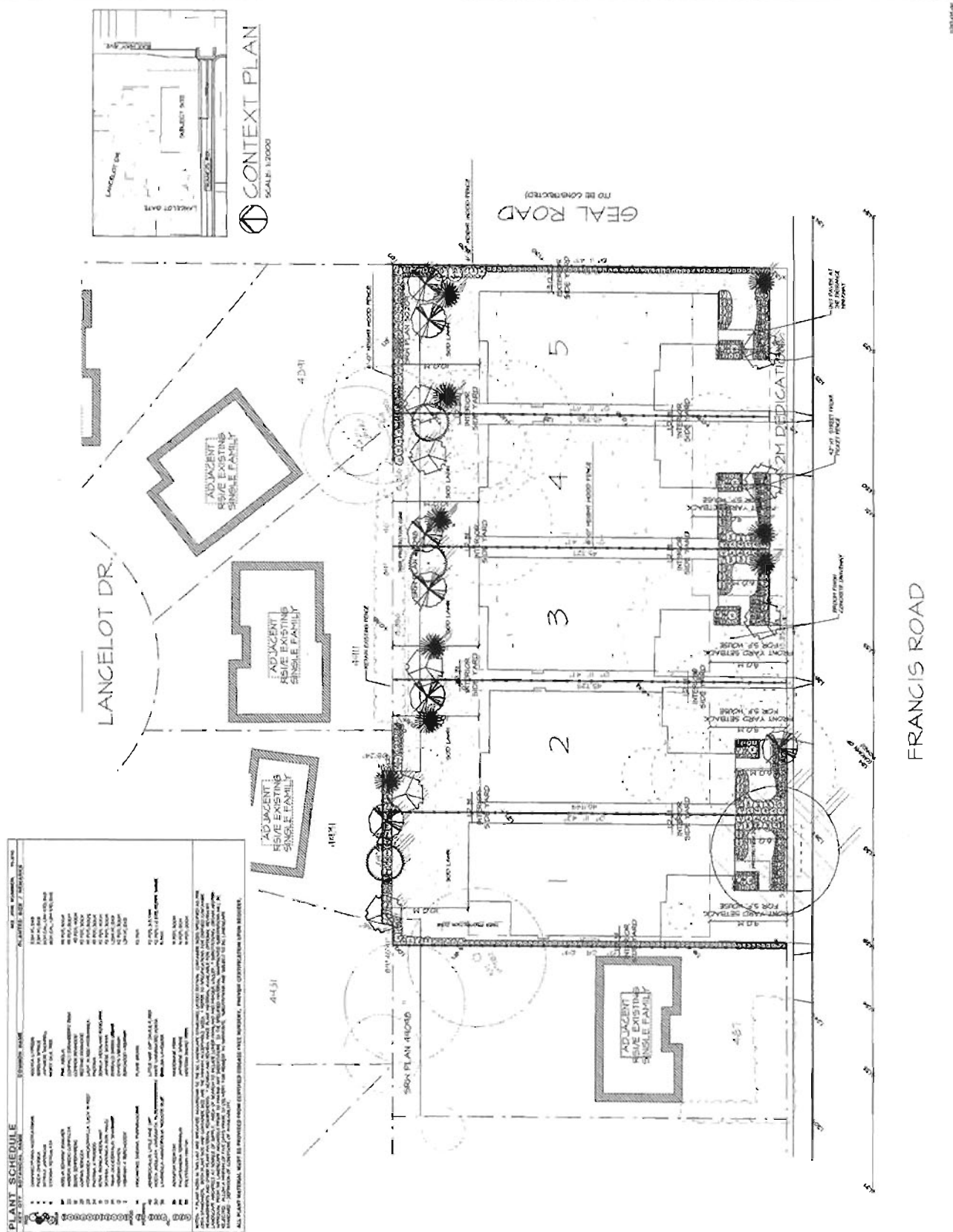
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**ARBORICULTURAL  
ASSESSMENT**  
4691, 4791, 4851 FRANCES RD  
RICHMOND, BC

### Tree Assessment Plan

DATE	10/27/84
TIME	1:00P
NAME	BM
ADDRESS	1714 W
CITY	MTW

OF 1  
 17  
 10/27/84



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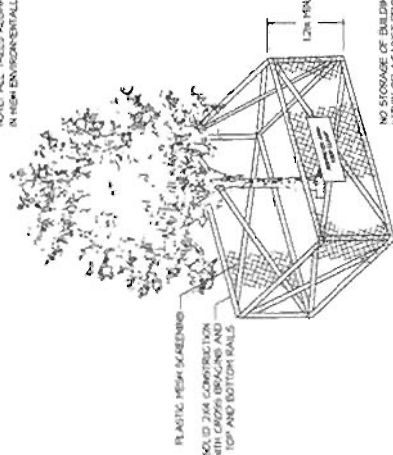


4020 - 26 Larive Mews  
New Westminster, British Columbia  
V3M 3J7  
Tel: 604.553.0044  
Fax: 604.553.0045  
Email: office@m2la.com

NOTE: ALL TREES REGARDLESS OF SIZE ARE PROTECTED IN HIGH ENVIRONMENTALLY SENSITIVE AREAS.

TREE PROTECTION DISTANCE TABLE

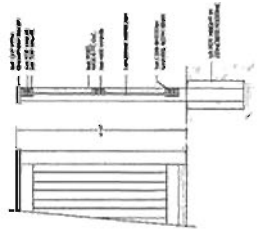
TRUNK DIAMETER IN CM. (INCHES)	MINIMUM REQUIRED PROTECTION RADIUS (DISTANCE FROM TRUNK IN METERS)
20	1.2
25	1.5
30	1.8
35	2.1
40	2.4
45	2.7
50	3.0
55	3.3
60	3.6
65	3.9
70	4.2
75	4.5
80	4.8
85	5.1
90	5.4
95	5.7
100	6.0



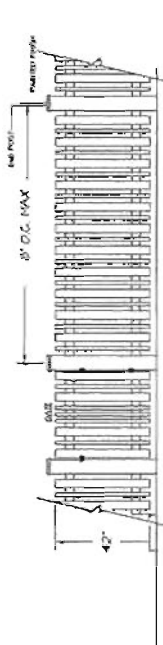
EXTRAPOLATE PROTECTION RADIUS FOR TREES LARGER THAN 100CM DIA. MEASURE AT BREAST HEIGHT OR 1.4M FROM GRADE.

NO STORAGE OF BUILDING MATERIALS WITHIN OR AGAINST PROTECTION BARRIER.

### 3 TREE PROTECTION BARRIER



2 16'-0" HEIGHT WOOD FENCE 16' x 16'



- SEE ALSO ALL REQUIREMENTS FOR PICKET FENCE AND GATE.
1. ALL PICKET FENCES SHALL BE CONSTRUCTED TO MEET THE FOLLOWING REQUIREMENTS:
  2. ALL PICKET FENCES SHALL BE CONSTRUCTED TO MEET THE FOLLOWING REQUIREMENTS:
  3. ALL PICKET FENCES SHALL BE CONSTRUCTED TO MEET THE FOLLOWING REQUIREMENTS:
  4. ALL PICKET FENCES SHALL BE CONSTRUCTED TO MEET THE FOLLOWING REQUIREMENTS:
  5. ALL PICKET FENCES SHALL BE CONSTRUCTED TO MEET THE FOLLOWING REQUIREMENTS:
  6. ALL PICKET FENCES SHALL BE CONSTRUCTED TO MEET THE FOLLOWING REQUIREMENTS:
  7. ALL PICKET FENCES SHALL BE CONSTRUCTED TO MEET THE FOLLOWING REQUIREMENTS:
  8. ALL PICKET FENCES SHALL BE CONSTRUCTED TO MEET THE FOLLOWING REQUIREMENTS:
  9. ALL PICKET FENCES SHALL BE CONSTRUCTED TO MEET THE FOLLOWING REQUIREMENTS:
  10. ALL PICKET FENCES SHALL BE CONSTRUCTED TO MEET THE FOLLOWING REQUIREMENTS:

2 42" HT PICKET FENCE AND GATE 16' x 16'

NO.	DATE	DESCRIPTION	BY
1	10/1/17	REV. (REV. 10/1/17)	MS
2	10/1/17	REV. (REV. 10/1/17)	MS
3	10/1/17	REV. (REV. 10/1/17)	MS
4	10/1/17	REV. (REV. 10/1/17)	MS
5	10/1/17	REV. (REV. 10/1/17)	MS
6	10/1/17	REV. (REV. 10/1/17)	MS
7	10/1/17	REV. (REV. 10/1/17)	MS
8	10/1/17	REV. (REV. 10/1/17)	MS
9	10/1/17	REV. (REV. 10/1/17)	MS
10	10/1/17	REV. (REV. 10/1/17)	MS

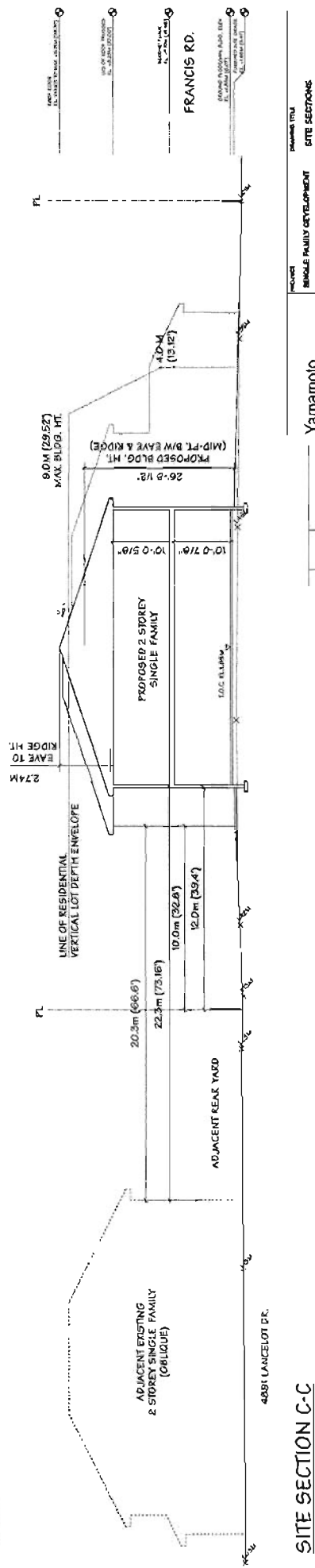
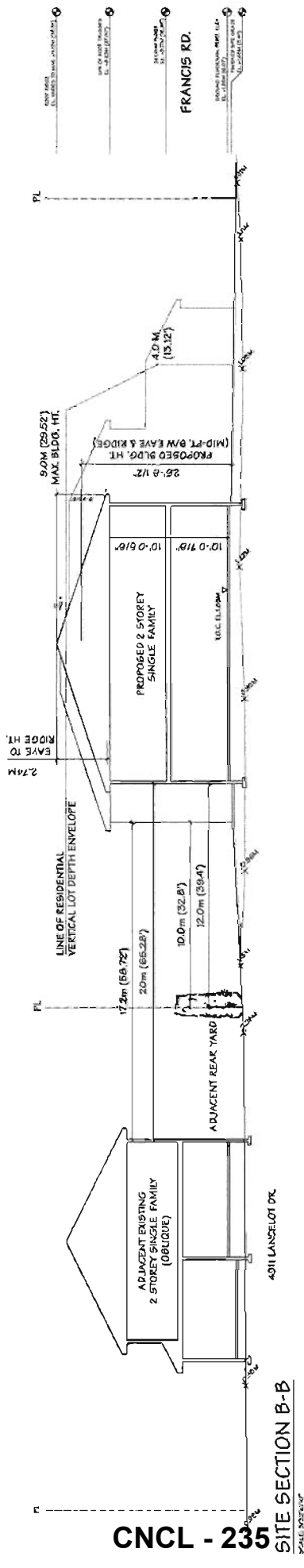
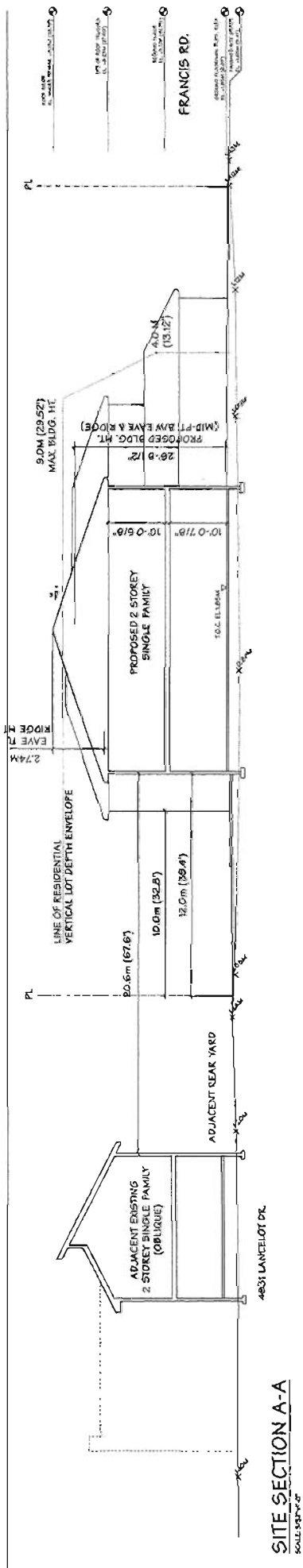
RESIDENTIAL  
SINGLE-FAMILY  
4691, 4731, 4851 FRANCIS ROAD  
RICHMOND, BC

### LANDSCAPE DETAILS

DATE:	10/1/17
SCALE:	1/2" = 1'-0"
PROJECT:	
LOCATION:	
DATE:	
NO. & PROJECT NUMBER:	L2
OF:	06-2
NO. & PROJECT NUMBER:	11-20







PROJECT		SINGLE FAMILY DEVELOPMENT		SUBMITTAL TITLE	
Yamamoto Architecture Inc.		SITE SECTIONS		SHEET #1	
DATE: 10/10/2023		SHEET NO: 101		PLAN #1.2	
SCALE: 1/8" = 1'-0"		DATE: 10/10/2023		PROJECT NO: 2023-001	
DRAWN BY: J. YAMAMOTO		CHECKED BY: J. YAMAMOTO		DATE: 10/10/2023	
PROJECT NO: 2023-001		SHEET NO: 101		DATE: 10/10/2023	
PROJECT NO: 2023-001		SHEET NO: 101		DATE: 10/10/2023	



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9077 (ZT 13-646207)  
4691 Francis Road**

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

1. Richmond Zoning Bylaw 8500 is amended by deleting subsection 15.21.4.2 and substituting the following:  
  
“2. The maximum **floor area ratio (FAR)** is 0.40.”
2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9077**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <i>EL</i>
APPROVED by Director or Solicitor <i>B/C</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER





# City of Richmond

## Report to Committee

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**To:** Public Works and Transportation Committee      **Date:** October 16, 2013  
**From:** John Irving, P.Eng. MPA      **File:** 10-6600-10-01/2013-  
Director, Engineering      Vol 01  
**Re:** **Alexandra District Energy Utility Bylaw No 8641 Amendment Bylaw No 9073  
and 2013 Performance Summary**



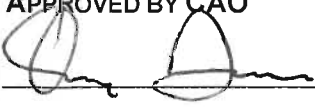
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### Staff Recommendation

That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9073 be introduced and given first, second and third readings.

John Irving, P.Eng. MPA  
Director, Engineering  
(604-276-4140)

Att. 1

REPORT CONCURRENCE		
<b>ROUTED TO:</b>  Finance Division	<b>CONCURRENCE</b>  <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b> 
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

In 2010, Council adopted the Alexandra District Energy Utility Bylaw No. 8641 establishing the charges that constitute the rate for the service of delivering the energy for space heating and cooling and domestic hot water heating within the Alexandra District Energy Utility (ADEU) service area.

The purpose of this report is to recommend the 2014 ADEU service rates.

This initiative aligns with Council Term Goal #8.1, which states:

***“Sustainability – Continued implementation and significant progress towards achieving the City’s Sustainability Framework, and associated targets.”***

### Background

#### *2013 Performance Summary*

The ADEU Phases 1 and 2 were commissioned in July 2012 and currently provide energy to two developments (Mayfair Place and Remy) with over 600 residential units. The ADEU will potentially service up to 3100 residential units and 1.1 million sq. ft. of commercial uses at build out in approximately 10 to 15 years.

Since the start up of the system in July 2012, the system demand has been gradually increasing. Both Mayfair Place and Remy developments were occupied in phases and it took 12 months until both buildings were completely occupied.

As of September 30, 2013 (end of third billing quarter), the ADEU system has delivered 1,829 MWh of energy to customers for space heating, cooling and domestic hot water heating. While some electricity is consumed for pumping and equipment operations, all of this energy (100%) was produced locally from the geo-exchange field in the greenway corridor. The backup and peaking natural gas boiler in the energy centre has not operated once in this period. Staff estimate that this reduced 339 tonnes of GHG emissions<sup>1</sup> in the community.

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<sup>1</sup> Assumed that all energy was provided for heating. The business-as-usual (BAU) assumed that 40% of the building heating load would be provided from electricity and the remaining 60% would be from gas make-up air units.

Since system start up and initial adjustments, the system operation has been smooth and constant without service interruptions. Corix Utilities is engaged under contract as the system operator to perform system functional verification to ensure continuous operation.

Incoming revenue from ADEU customers has been gradually increasing in pace with the gradual occupancy of serviced buildings. Total revenue for 2013 is projected to be approximately \$480,000.

The actual revenue, when compared with the projected revenue in the ADEU financial model, is within acceptable ranges with projected expenses lower than expected. This is due to multiple reasons:

- **Equipment is Still Under Warranty:** Maintenance expenses are minimal due to new system components and one year warranty period.
- **Lower than Expected Utility Expenses:** Utility expenses (natural gas and electricity) are low due to phased development occupancy which resulted in a gradual increase in demand. The 2012/2013 winter was also very mild and short.
- **Reduced Financing Costs for Expansion:** Financing expenses projected in the financial model for expansion planned for this year are zero since the capacity of the Phase 1 and 2 is adequate to service existing two developments plus a third development (Omega by Concord Pacific) that is scheduled for connection early next year.

It is estimated that this will result in a surplus at the end of the year that is approximately \$135,000 greater than originally budgeted. As per the financial model approved by Council, surpluses for up to ten years are set aside to build a reserve fund. Staff will bring forward recommendations to Council in 2014 for the system expansion and financing as required to service new developments currently under consideration, including the Smart Centres development.

For its 1<sup>st</sup> year of operations and in the context of a small customer base, the above financial, operational and environmental results show as expected and outstanding performance of the ADEU system.

### **Analysis – 2013 Rates**

The 2013 rate is comprised of:

1. Capacity Charge (Fixed) - monthly charge of \$0.078 per square foot of the building gross floor area, and a monthly charge of \$1.04 per kilowatt of the annual peak heating load supplied by DEU as shown in the energy modeling report required under Section 21.1.(c); and
2. Volumetric Charge (Variable) - charge of \$3.328 per megawatt hour of energy consumed by the building.

Factors that are considered when developing 2014 ADEU rate options include:

- **Competitive Rate:** The rate should provide end users with annual energy costs that are less than or equal to conventional system energy costs based on the same level of service.
- **Cost Recovery:** The ADEU was established on the basis that all capital and operating costs would ultimately be recovered through revenues from user fees. The financial model included recovery of the capital investment over time and built in a rate increase year over year to cover for the fuel cost increases, inflation, etc. to ensure the financial viability of the system.
- **Forecasted Utility Costs:** Utility cost (electricity and natural gas) increases are outside of the City's control. Nonetheless, these commodity costs directly impact the operation cost of the ADEU. Media have recently reported that the BC Hydro electricity rate will increase 26.4% from 2014 to 2016 (8.2% annually). Fortis BC increased the natural gas rate in July by 7%<sup>2</sup>. However, due to a decline in the natural gas prices, the Fortis BC lowered their rate in October. US Energy Information Administration estimates that the natural gas price will increase 7.9% on average from 2013 to 2014.
- **Consumer and Municipal Price Indexes:** Other factors to consider include various price indexes. For example, the consumer price index (CPI) is estimated by the Finance Department at 2%, while municipal price index (MPI) is estimated at 3.2%.

As a comparison to conventional system energy costs, the proposed 4% ADEU rate increase is below estimated electricity cost increase (up to 8.2%) and natural gas cost increase (approx. 7.9%).

Taking into consideration the above factors, three options are presented for consideration.

#### **Option 1 – No increase to ADEU rate for services (Not recommended).**

The rate under the “status quo” option would not change from the 2013 rate.

The ADEU is in early days of its operation, and as a result the utility (electricity and natural gas), operation and maintenance costs are still largely based on projections of the original financial model. Variation from the model will affect the long term performance of the ADEU. For example, the revenue may vary from the projected revenue in the financial model depending on the speed of development and occupancy. The financial modeling of the ADEU has taken into consideration modest rate increases similar to projected increase rates for conventional energy. A status quo approach may have a negative impact on the financial performance of the ADEU if it does not follow market trend. For example, it may cause an extension of the payback period, reduction of internal rate of return, etc.

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<sup>2</sup> Based on an average residential customer using approximately 95 GJ annually.

**Option 2 – 2% increase to ADEU rate for services (Not recommended).**

The rate under this option would increase modestly to follow consumer price index (CPI). While a 2% rate increase will partially cover the estimated fuel (electricity and natural gas) and operation and maintenance cost increases, it is below the increase projected in the ADEU financial business model and below the estimated increase of conventional energy commodities (electricity and natural gas). Even though ADEU system has operated now for one full heating and on full cooling season, the first two buildings were being occupied in phases. Complete occupancy of both buildings happened only in August this year. This affects the collection of actual building's energy consumption data and provides some level of uncertainty on electricity and natural gas consumption. Since the natural gas and electricity costs are expected to increase over the CPI, this option is not recommended.

**Option 3 – 4% increase to ADEU rate for services (Recommended).**

The 4% rate increase under this option follows the ADEU financial model. This rate will cover estimated increases in fuel (electricity and natural gas) cost and operation and maintenance costs.

The ADEU financial model follows the principle of full cost recovery. As a new utility service, with the limited information about the connected building's energy loads and consumption and only estimated operation and maintenance costs projections, ADEU business case heavily relies on the developed financial model. Inevitably, there are inherent business and financial risks with the ADEU business model that uses advanced capital financing. One of the ways to mitigate these risks is to follow the financial model as much as possible in the early years of the utility operation and annually adjust the rates as per model. As the utility collects more actual data about the connected building's energy loads and consumption, operation and maintenance costs, the model will be continuously updated and annual rate adjustment may follow more judicious year to year financial indicators to ensure that the financial performance continues to meet its obligations.

	2013	2014	2014	2014
		Option 1 0% Increase	Option 2 2% Increase	Option 3 4% Increase
Capacity Charge One	\$0.078	\$0.078	\$0.0796	\$0.081
- monthly charge per square foot of the building gross floor area				
Capacity Charge Two	\$1.04	\$1.04	\$1.061	\$1.082
- monthly charge per kilowatt of the annual peak heating load supplied by DEU				
Volumetric Charge	\$3.328	\$3.328	\$3.395	\$3.461
- charge per megawatt hour of energy consumed by the building				

The recommended rate outlined in the proposed Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9073 (**Attachment 1**), represents full cost recovery for the delivery of energy within the ADEU service area.

The above rates were developed based on the residential type of customers. With the anticipated introduction of commercial and institutional customers in 2014/2015, staff will bring forward a report to Council recommending appropriate rates structures for these customers.

### Financial Impact

None.

### Conclusion

Since the start up in July 2012 and initial adjustments, the ADEU system operation has been smooth and constant without service interruptions. The revenue received at the end of the 2013 is projected to be as budgeted. It is estimated that the system has reduced 339 tonnes of GHG emissions in the community.

The recommended 2014 ADEU rate for services 4% increase (Option 3) supports Council's objective to keep the annual energy costs for ADEU customers at less than or equal to conventional system energy costs based on the same level of service. At the same time, the proposed rate ensures cost recovery to offset the City's capital investment and ongoing operating costs. Staff will continuously monitor energy costs and review the rate to ensure rate fairness for the consumers and cost recovery for the City.



Alen Postolka, P.Eng., CEM, CP  
District Energy Manager  
(604-276-4283)

AP:ap



**Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw  
No. 9073**

The Council of the City of Richmond enacts as follows:

1. **Alexandra District Energy Utility Bylaw No. 8641** is amended by deleting Schedule C in its entirety and substituting Schedule C attached to and forming part of this bylaw.
2. This Bylaw is cited as “**Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9073**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



**SCHEDULE C to BYLAW NO. 8641**

**Rates and Charges**

**RATES FOR SERVICES**

The following charges will constitute the Rates for Services:

- (a) Capacity charge – a monthly charge of \$0.081 per square foot of gross floor area, and a monthly charge of \$1.082 per kilowatt of the annual peak heating load supplied by DEU as shown in the energy modeling report required under Section 21.1.(c); and
- (b) Volumetric charge -- a charge of \$3.461 per megawatt hour of Energy returned from the Heat Exchanger and Meter Set at the Designated Property.



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** October 24, 2013

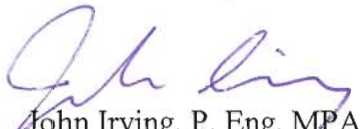
**From:** John Irving, P. Eng, MPA  
Director, Engineering

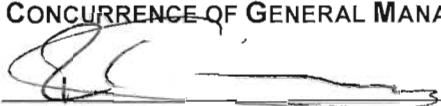

**File:** 10-6000-01/2013-Vol  
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**Re:** Towards Carbon Neutrality: Implementation Strategy

### Staff Recommendation

That Council adopt the attached report titled "*Towards Carbon Neutrality: Implementation Strategy*", dated October 24, 2013, which identifies a pilot program to offset greenhouse emissions from corporate operations by implementing the Richmond Carbon Marketplace, a mechanism for purchasing community-based carbon offsets.

  
John Irving, P. Eng, MPA  
Director, Engineering  
(604-276-4140)

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Corporate Communications Finance and Corporate Services	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> DW	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

The City of Richmond has committed to becoming carbon neutral in its civic operations. The purpose of this report is to present to Council a strategy for meeting this commitment in accordance with Council's *Towards Carbon Neutrality* Framework. The proposed approach supports the following Council Term Goal:

Council Term Goal #8.1: *“Continued implementation and significant progress towards achieving the City’s Sustainability Framework, and associated targets”*

### Background

In September 2008, Council signed the BC Climate Action Charter, voluntarily committing the City of Richmond to carbon neutral operations. This commitment to carbon neutrality means that the City must reduce GHG emissions generated from its own operations and invest in additional action, outside of the City's operations, to compensate for emissions that could not be avoided. The City's commitment to carbon neutrality is one of the targets established to-date in the City's Sustainability Framework.

In 2012, Richmond City Council adopted the *“Towards Carbon Neutrality: Progress Report 2012”* to define how the City would achieve this goal. A key focus of the City's approach has been to ensure that achieving carbon neutrality is done in a manner that investments remain in the community and achieve multiple benefits. Five key principles were identified to help ensure that the City's actions focussed on reducing GHG emissions within the community and working towards achieving the overarching goal of sustainability:

1. Focus on Sustainability
2. Invest in the Community
3. Reduce First, Offset Second
4. Focus on Action, not Accounting
5. Reduce Harm and Restore

The purpose of the City of Richmond *“Towards Carbon Neutrality: Implementation Strategy”* is to assess past emission reduction initiatives and develop an effective carbon offsetting program based on the above principles, that will allow the City to achieve carbon neutrality over time.

The objectives of the Implementation Strategy are to:

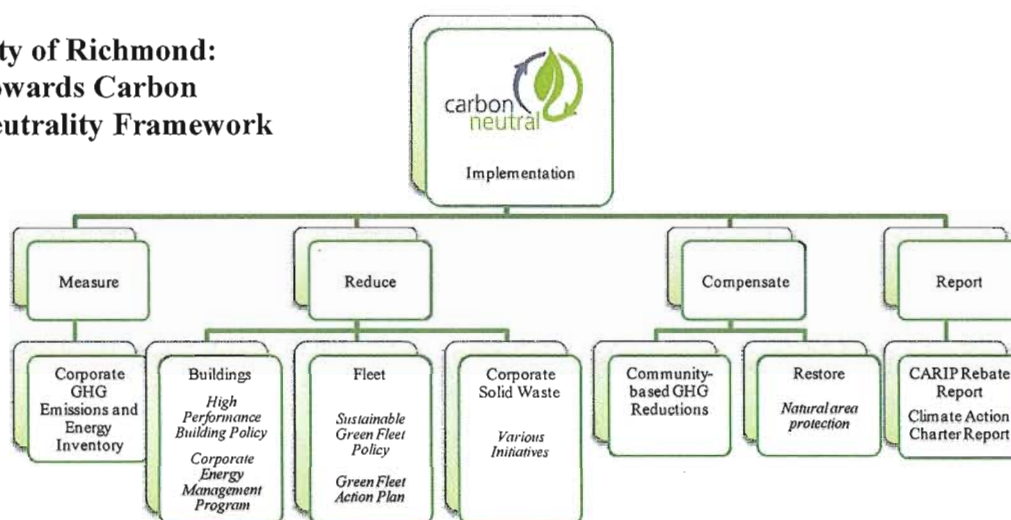
- Assess the impact of current and future emission reduction and carbon offsetting initiatives;
- Determine the amount of emissions that must be compensated to achieve annual carbon neutrality;
- Develop an effective compensation program to offset remaining emissions.

Completion of the Implementation strategy fulfils the City's commitment to develop a corporate energy and GHG emissions reduction program, as defined in the Richmond Sustainability Framework.

## Analysis

Under the Climate Action Charter, the Province struck the Green Communities Committee (GCC) to develop the Carbon Neutral Framework as part of its mandate to develop a common approach to determine carbon neutrality for local governments. The GCC's Green Communities Carbon Neutral Framework was defined by the following four key steps along the path to carbon neutrality: *Measure, Reduce, Balance and / or Offset, and Report*. The City used this approach to define how it would pursue carbon neutrality in its *Towards Carbon Neutrality: Progress Report* (2012).

### City of Richmond: Towards Carbon Neutrality Framework

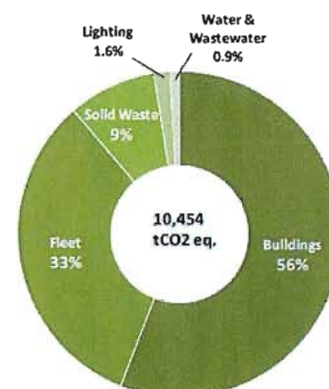


Significant progress has been made in the reduction of building and fleet energy consumption. The City's Green Fleet Action Plan, adopted in 2013, aims to achieve a 21% reduction in GHG emissions by the year 2020. Additionally, the Energy Management Program and High Performance Building Policy are ongoing programs that are reducing energy consumption through retrofit projects and transitioning to use of renewable energy sources.

## Richmond Current Carbon Emissions

In 2010, the City produced its first comprehensive analysis of corporate energy consumption, costs and GHG emissions. This report established the City's baseline, based on 2007 levels, for measuring and reporting on future progress. Annually, the City emits over 10,000 tonnes of CO<sub>2</sub> (eq).

Due to the City's scale of operations, achieving neutrality through reduction projects is a multi-decadal undertaking. Achieving carbon neutrality means that investments must be made to offset or compensate for remaining emissions.



City of Richmond  
Baseline GHGs (2007)

## How Carbon Offsetting Works



One carbon offset = One tonne of greenhouse gas emission reductions.

The Climate Action Secretariat's Carbon Neutral Framework, summarized below, offers three options for local governments to compensate corporate emissions and achieve carbon neutrality. Depending on the amount of corporate emissions a local government needs to balance in any given year, it may choose to use one or more of the three options outlined below.

### Climate Action Secretariat: Framework for Carbon Neutrality

### City Initiatives to Date

**Option 1 Projects:** Invest in a GCC Supported Project: Energy efficient building retrofits, fuel switching, solar hot water, household organic waste composting, and low emission vehicles

**Annual offsets achieved from household organic waste program, approx. 600 offset credits / year.**

**Option 2 Projects:** Invest in Alternate Community GHG reduction Projects beyond Option 1

**The City has not pursued this option to date. This strategy defines a program that uses this option.**

**Option 3 Projects:** Purchase Offsets from a Credible Provider such as the Pacific Carbon Trust (PCT)

**The City has not pursued this option to date.**

The City recognizes the benefits of investing in community based GHG reduction projects (GCC Options 1 and 2) rather than purchasing offsets from external offset providers (Option 3). Several efforts have been carried out by the City to invest in community projects and compensate for corporate emissions; however a more comprehensive framework is required.

*The Richmond Carbon Marketplace – A Proposed Mechanism for Purchasing Local Offsets*

The Richmond Carbon Marketplace (RCM), proposed in the Implementation Strategy, is the centrepiece program for achieving corporate carbon neutrality. The RCM is envisioned to be a community-based carbon exchange that enables the City, and businesses and individuals at a future date, to meet carbon-neutral objectives by purchasing carbon offsets from local projects that reduce greenhouse gas (GHG) emissions and build community resilience. By directing offsetting investments back into the community, where they originate, the RCM will create a multiplier effect that supports community-based initiatives, green jobs growth and the ongoing development of the local low-carbon economy.

Benefits of the Richmond Carbon Marketplace:

- Local control over carbon offsetting dollars, how and where these funds are used.
- Creates a mechanism for investing public and private sector carbon offsetting dollars into local energy and emissions reductions strategies and infrastructure.
- Provides access to the carbon market for community organizations and small businesses.
- Provides a new revenue stream for offset project proponents that support valuable community services, local job creation, development and growth of the local low-carbon economy.
- A community-based carbon exchange system that is accountable and accessible.

Taking into consideration the above factors, three options are presented for consideration.

**Option 1 – Adopt the Towards Carbon Neutrality: Implementation Strategy and implement the Richmond Carbon Marketplace as a pilot program (Recommended).**

The community carbon marketplace model was deployed in the City of Duncan as a pilot in 2012 by Cowichan Energy Alternatives (CWA), a Vancouver Island-based non-profit organization. The deployment of the program in Richmond will represent a regional first and a much larger scale deployment. The model is also currently being deployed on Vancouver Island in smaller communities and being supported by CWA and local economic development agencies. CWA will provide consulting support services in deploying the program with City staff providing a direct liaison role with local stakeholders.

A pilot RCM is proposed for 2014 with an expected duration of 14 months. The five steps required to grow Richmond's low-carbon economy and to achieve carbon neutrality through the Richmond Carbon Marketplace are outlined below. An approximate timeline is included.

## Overview of Richmond Carbon Marketplace Deployment Phases

<b>Phase 1</b>	<b>Determine the Potential for Local GHG Reduction Projects:</b> <ul style="list-style-type: none"> <li>Launch outreach campaign, including workshops and targeted meetings, to create awareness of the City's intent and identify potential offsets supply</li> <li>Launch web resources to provide background information, outlining the City's intent, criteria for interested parties.</li> <li>Work with community and industry organizations (e.g. waste management, alternative fuels, etc) to develop their capacity to supply offsets</li> </ul>	<b>Winter 2013</b>
<b>Phase 2</b>	<b>Identify Potential Local GHG Reduction / Offset Projects:</b> <ul style="list-style-type: none"> <li>Launch "Request for Community Carbon Credits (RFC3)" and press release announcing that the market is "open for business"</li> <li>Launch web "hub" to provide background information, outlining criteria and online "self-assessment" tool for interested parties.</li> <li>GHG Reduction proponents respond to the RFC3 and assessed.</li> </ul>	<b>Winter 2014</b>
<b>Phase 3</b>	<b>Assessment and Quantification of local GHG Reduction Projects:</b> <ul style="list-style-type: none"> <li>Eligible projects from Phase I are short-listed for full GHG assessments.</li> <li>Selected GHG reduction projects are listed by organization on the RCM Registry.</li> </ul>	<b>Spring – Fall 2014</b>
<b>Phase 4</b>	<b>Achieving Carbon-Neutrality for the City of Richmond:</b> <ul style="list-style-type: none"> <li>The City selects from an eligible project shortlist, Council will be engaged in this process</li> <li>GHG reductions/carbon credits purchased are retired to ensure no double counting</li> <li>Press release issued for highlighting projects</li> <li>The City's achievement of Carbon Neutrality is demonstrated to the Province, if achieved</li> </ul>	<b>Winter 2015</b>
<b>Phase 5</b>	<b>Continued Growth of Richmond's Local Low-Carbon Economy:</b> <ul style="list-style-type: none"> <li>Buyers other than the City wishing to offset their carbon footprints select projects they wish to support from those listed on the RCM registry</li> </ul>	<b>Ongoing</b>

### Online Registry

If Phase 1 is completed successfully and there are demonstrated offset supply opportunities, the RCM will launch on online carbon registry.

View	Date Posted	Provider	Business Type	Name	Type	Location	Available Amount	Price per Credit (CDN \$)	Buy Now
<a href="#">Read More</a>	05/8/2012	<a href="#">Cowichan Bio-diesel Co-op (CB-DC)</a>	Community organization and alternative fuel producer	Quantified Credits	quantified	Duncan, BC	239	\$30.00	<b>Quantity:</b> <input type="text" value="1"/> MCCs <small>(1 MCC = 0.1 tonnes CO2e)</small> <a href="#">Offset</a>

Carbon Marketplace Registry – Sample



The online hub provides a novel approach to ensuring transparency of available offset projects and allows other groups to purchase credits, should they choose to pursue carbon neutral operations. For the pilot year, it is proposed that the City of Richmond will be the only purchaser of offsets. Once offset supply has surpassed the City's needs, other organizations will be invited to purchase offsets from the registry.

#### *Phased Reporting to Council*

With Council's support of this option, staff will provide regular updates on the status of the program at each phase. If fully executed and following completion of the pilot, staff will report back to Council and the public on the program's effectiveness and make recommendations for program continuance and refinements based on outcomes.

#### *Anticipated Offset Projects in Richmond*

Phase 1 is being carried out as it is difficult to determine the types of offsets projects the City can expect to see without issuing a request for proposals (RFP). Outcomes of Phase I will help the City decide whether there is strong interest in the community and if the full pilot is worth deploying. The City does have some expectations as to the types of projects it would like to see however. While not an exhaustive list, Phase 1 and the RFP (Phase 2) will identify the following potential projects types that meet the City's carbon neutrality framework principles:

- Fuel switching / energy efficiency projects in the industrial and agriculture sectors
- Multi-family residential, commercial or institutional solar thermal projects
- Replacement of lower efficiency boilers in rental or affordable housing projects
- Land dedication to create carbon sinks.

#### **Option 2 – Do not Implement the Richmond Carbon Marketplace (Not Recommended).**

In this scenario, the City will not achieve carbon neutrality until such a time that a new approach is developed. The City will not benefit from the community investment that is offered by the program in this case. For these reasons, this option is not recommended.

#### **Option 3 – Purchase Offsets from Pacific Carbon Trust (Not Recommended).**

The City has always had the option to purchase offsets from Pacific Carbon Trust and other offset providers but has not pursued this option. The main reason for not pursuing this approach is that Richmond would not be able to guarantee investments would remain in the community. For this reason, this option is not recommended.

#### **Financial Impact**

##### *Administration Costs*

For *Phase 1 and 2*, funding is required to cover outreach, development and administrative costs, including website development. The total estimated cost for pursuing *Phase 1 and 2* is \$22,500.



In *Phase 3*, offset verification costs are expected to be assumed by offset project proponents. Initial seed money to complete first assessments and further build the local market may be needed however depending on the financial capacity of respondents. In this case, the City may choose to support verification costs depending on the proposed projects, benefits for the community and the financial capacity of the proponent to pay for verification. Council previously approved \$90,000 in funding to support carbon neutrality. Phase 1 administrative costs would be funded from this amount.

#### *Cost of Offsets (Phase 4)*

Cost associated with *Phase 4* will be brought forward to Council for approval. Council will have the opportunity to review and approve the proposed offset projects and to approve funding to purchase offsets. If the amount of available offsets in the community can support the City's needs, the total cost of purchasing offsets, valued at \$25 per tonne, would be approximately \$200,000. As the amount of offsets available the first year is expected to be lower than the City's corporate emissions, the cost is anticipated to be lower for the pilot year. Offset purchases are envisioned to be funded by the City's Carbon Tax Provisional Account, which receives the carbon tax rebate from the Climate Action Revenue Incentive Program (CARIP) each year for approximately the same amount. In this scenario, the program will be cost neutral to the City.

#### **Conclusion**

In 2012, Richmond City Council adopted the "*Towards Carbon Neutrality: Progress Report 2012*" to define how the City would achieve carbon neutral operations. A key focus of the City's progress to-date has been on ensuring that achieving carbon neutrality is done in a manner that reduces GHG emissions and investments remain in the community. While a strong start has been made, further work is needed to develop a compensation framework focused on direct actions that reduce GHG emissions and provide value to the community. The City aims to achieve carbon-neutrality by catalyzing and growing a Richmond-based low-carbon economy through the Richmond Carbon Marketplace. The Richmond Carbon Marketplace will be a community-based carbon exchange that will enable the City, businesses and individuals to meet carbon-neutral objectives while building community resilience.



Peter Russell

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

PR:

City of Richmond

# Towards Carbon Neutrality



## IMPLEMENTATION STRATEGY



CNCL - 254



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## Executive Summary

### Introduction



The City of Richmond committed to becoming carbon neutral in its own operations in 2008 when it signed the BC Climate Action Charter. In 2012, Richmond City Council adopted the “Towards Carbon Neutrality Strategy” to define how the City would achieve this goal. A key focus of the City’s approach has been to ensure that achieving carbon neutrality is done in a manner that investments remain in the community and multiple benefits are achieved. Five key principles were identified to help ensure that the City stayed focussed on the underlying issue (reducing GHG emissions) and overarching goal of sustainability.

Richmond’s principles for achieving carbon neutrality:

1. Focus on Sustainability
2. Invest in the Community
3. Reduce First, Offset Second
4. Focus on Action, not Accounting
5. Reduce Harm and Restore

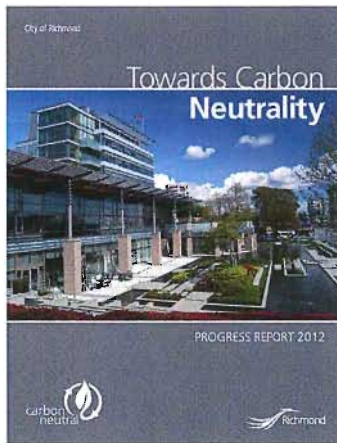
The purpose of the City of Richmond’s Towards Carbon Neutrality: Implementation Strategy is to summarize past emission reduction initiatives and develop an effective carbon offsetting program based on the above principles, that will allow the City to achieve carbon neutrality in the coming years.

The objectives of the Implementation Strategy are to:

- Assess the impact of current and future emission reduction and carbon offsetting initiatives;
- Determine the amount of emissions that must be compensated to achieve annual carbon neutrality;
- Develop an effective compensation program to offset remaining emissions.

Completion of the Implementation strategy fulfils the City’s commitment to develop a corporate energy and GHG emissions reduction program, as defined in the Richmond Sustainability Framework.





## Context for Carbon Neutrality in BC

Under the Climate Action Charter, the Province of BC struck the Green Communities Committee (GCC) to develop the Carbon Neutral Framework in order to develop a common approach to determine carbon neutrality for local governments. The GCC's Green Communities Carbon Neutral Framework was defined by the following four key steps along the path to carbon neutrality: *Measure, Reduce, Balance and / or Offset, and Report*. The City used this approach to define how it would pursue carbon neutrality in its Towards Carbon Neutrality strategy (2012), summarized in Figure 1 below.

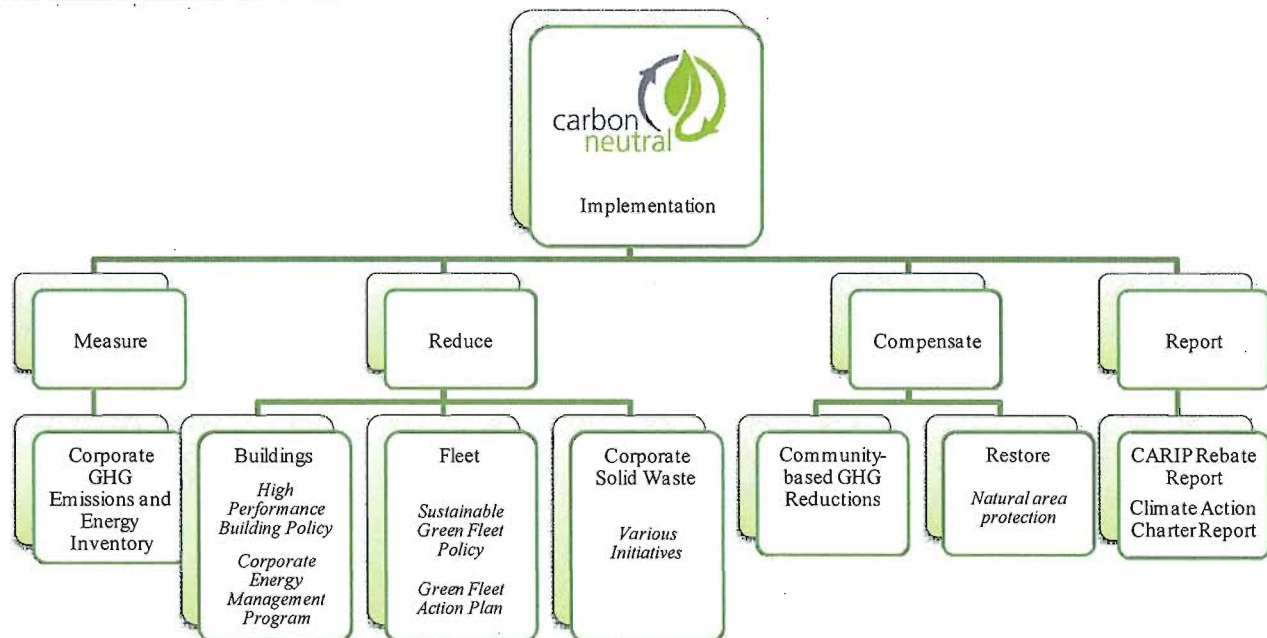


Figure 1: Carbon Neutrality Implementation Summary

## Measure

Measuring GHG emissions is the first step in implementing a carbon neutrality program. In 2010, the City produced its first - comprehensive corporate analysis of the City's energy consumption levels, costs and direct GHG emissions. This report established the City's baseline, based on 2007 levels, for measuring and reporting on future progress. Specifically, the analysis identified the need to focus action on reducing fossil fuel use in civic buildings and corporate fleet. Combined, these two activities account for the vast majority of GHG emissions currently being measured. Figure 2 compares Richmond's corporate energy use and greenhouse gas emissions in 2007.

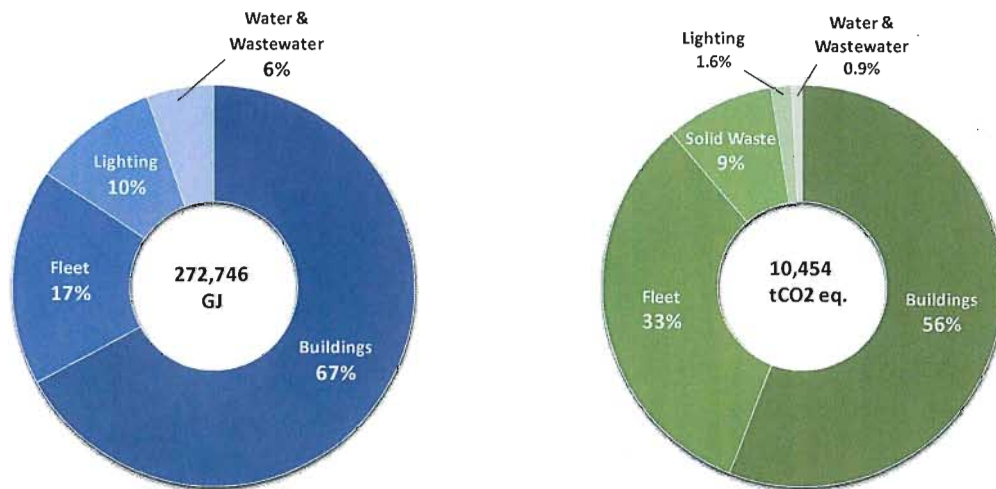


Figure 2: Richmond 2007 Corporate Energy Consumption and GHG Emissions

## Reduce

Significant progress has been done on the reduction of building and fleet energy consumption. The City's Green Fleet Plan aims to achieve a 21% reduction in GHG emissions by the year 2020 by reducing assets, downsizing vehicles at the time of replacement best-in-class energy efficient, such as electric vehicles. Additionally, the Energy Management Program and High Performance Building Policy have a target of reducing GHG emissions by 33%, from 2007 levels by 2020, by reducing energy consumption through retrofit projects and transitioning to use of renewable energy sources. Figure 3 shows the estimated impact of these initiatives and the remaining emissions that must be compensated to reach carbon neutrality.

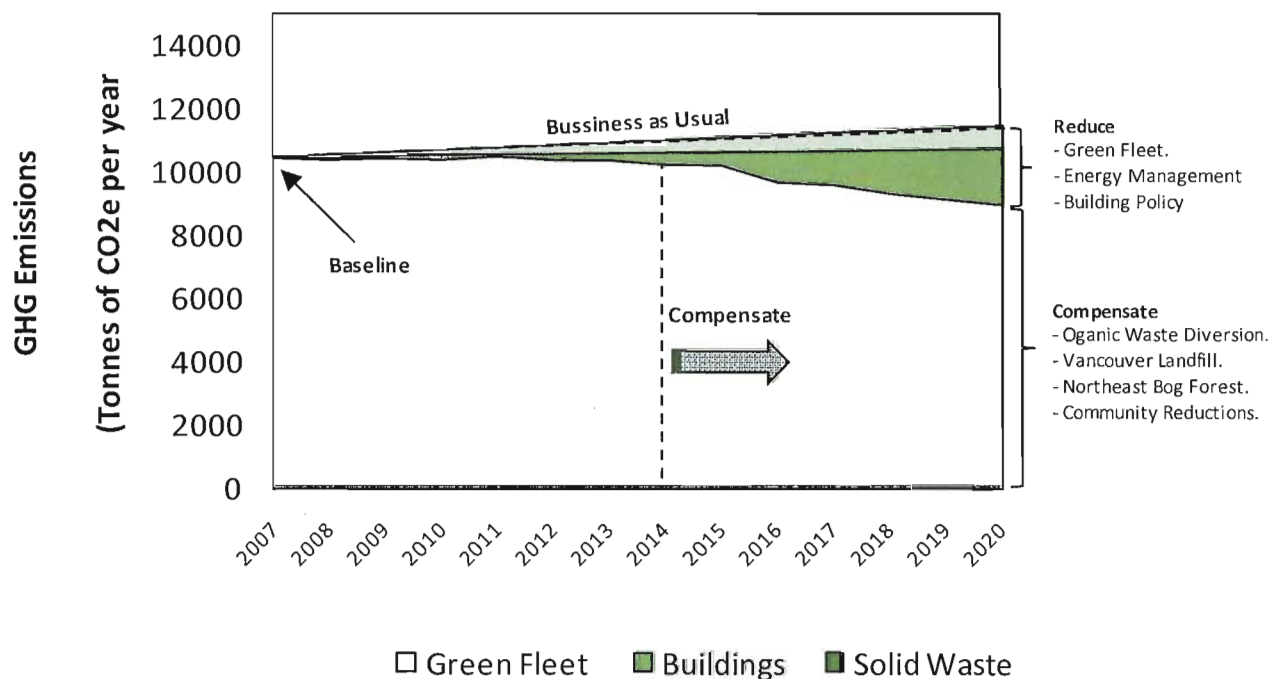


Figure 3: Corporate GHG Reduction Strategies

The “Business as Usual” curve represents the GHG emissions that would result if the City was not taking action. This is based on past growth rates in energy consumption and also considers future emissions that would be expected to result from facility and fleet growth as a result of population growth in the community.

### Compensate (Offset)

The City pursues internal emission reduction projects that provide a reasonable payback on investment. The City also considers projects that have high demonstration value as a means to showcase new technologies to residents and stakeholders. Due to the City's scale of operations, achieving neutrality through reduction projects is a multi-decadal initiative. Achieving carbon neutrality means that investments must be made to offset or compensate remaining emissions. Several efforts have been implemented by the City to compensate for corporate emissions; in 2011 the City purchased the last remaining parcel of the Northeast Bog Forest to protect the land for its habitat value and for public enjoyment. The protected land was also purchased to act as a carbon sink. Carbon offsets that are realized using this approach provide low annual offset yield but have long term value in that they provide ongoing annual offsets, unlike many projects that yield one time emission reductions.

Since 2012 the City has successfully used offsets obtained through organic waste diversion and anticipates future offsets from Richmond's portion of solid waste that is sent to the Vancouver Landfill in Delta. Vancouver has been implementing a methane capture project that will yield offsets for their benefit and the benefit of other municipalities using the landfill. A full overview is provided in Section 4 and summarized below in Table 1. The table shows the estimated emissions that must be compensated in the upcoming years to reach carbon neutrality.

**Table 1: Estimated Emissions that Must Be Compensated to Reach Carbon Neutrality (Tonnes of CO<sub>2</sub>e)**

	2013	2014*	2015*	2016*	2017*	2018*	2019*	2020*
Total Corporate Emissions	10,275	10,256	10,255	9,694	9,615	9,337	9,161	8,985
<b>Option 1</b>								
Organic Waste Diversion**	683	703	751	800	851	902	954	1,007
<b>Option 2</b>								
NE Bog Forest		100	100	100	100	100	100	100
Vancouver Landfill***	1,094	TBD	TBD	TBD	-	-	-	-
<b>Option 3</b>								
Purchased Offsets	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Remaining Emissions	8,498	9,453	9,374	8,794	8,664	8,335	8,107	7,878

Notes: \* Assumes emissions are reduced annually through internal building and fleet initiatives.

\*\* Richmond's portion of waste going to the Vancouver Landfill is 8%.

\*\*\* Information obtained from Metro Vancouver.

## Richmond Carbon Marketplace

The City aims to achieve carbon-neutrality by catalyzing and growing a Richmond-based low-carbon economy by developing the Richmond Carbon Marketplace. The Richmond Carbon Marketplace (RCM) will be a community-based carbon exchange initiative that will enable the City, and businesses and individuals at a future date, to meet carbon-neutral objectives by purchasing carbon offsets from local projects that reduce greenhouse gas (GHG) emissions and build community resilience.

The five steps required to grow Richmond's low-carbon economy and to achieve carbon neutrality are outlined below.

*Phase 1: Determining the Potential for Local GHG Reduction Projects*

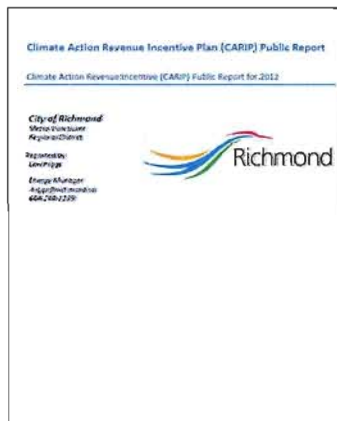
*Phase 2: Identify Potential Local GHG Reduction / Offset Projects:*

*Phase 3: Assessment and Quantification of Local GHG Reduction Projects*

*Phase 4: Achieving Carbon-Neutrality for the City of Richmond*

*Phase 5: Continued Growth of Richmond's Local Low-Carbon Economy*

For 2014, the City will be pursuing the program on a pilot basis and will report back to Council and the public on program effectiveness and make recommendations for program continuance and refinements based on the outcomes of the pilot.



## Report

Climate Action signatories are required to report on their progress towards carbon neutrality annually (reporting on outcomes from the previous calendar year). Local governments demonstrating a “net zero” balance of carbon emissions on an annual basis will be able to claim carbon neutrality for the purposes of the Climate Action Charter for that reporting year. The City of Richmond has been completing the annual Climate Action Revenue Incentive Program (CARIP) since 2013. The CARIP Report can be found online at [www.richmond.ca](http://www.richmond.ca) and summarizes actions, recent and proposed, to reduce corporate and community-wide energy consumption and greenhouse gas emissions.





## Chapter 1: Introduction

### Introduction

As part of its efforts to advance community sustainability objectives, and specifically to address the issue of climate change, the City of Richmond has committed to achieving carbon neutrality in its own corporate activities. Realizing carbon neutrality corporately means that every year, the City reduces greenhouse gas (GHG) emissions generated through the delivery of its service to the best extent possible and then invests in initiatives to compensate for those GHG emissions that could not be avoided.

In 2012, Richmond City Council adopted the “Towards Carbon Neutrality Strategy” to define how the City would achieve this outcome. A key focus of the City’s approach has been to ensure that achieving carbon neutrality is done in a manner that investments remain in the community. Five key principles were identified to help ensure that the City stayed focussed on the underlying issue (reducing GHG emissions) and overarching goal of sustainability.

Richmond’s principles for achieving carbon neutrality:

1. Focus on Sustainability
2. Invest in the Community
3. Reduce First, Offset Second
4. Focus on Action, not Accounting
5. Reduce Harm and Restore

The purpose of the City of Richmond Towards Carbon Neutrality: Implementation Strategy is to formalize past emission reduction initiatives and develop an effective carbon offsetting program based on these principles, that will allow the City to reach carbon neutrality in the coming years.

The objectives of the Implementation Strategy are to:

- Assess the impact of current and future emission reduction and carbon offsetting initiatives;
- Determine the amount of emissions that must be compensated to achieve annual carbon neutrality;
- Develop an effective compensation program to offset remaining emissions.

Completion of the Implementation strategy fulfils the City’s commitment to develop a corporate energy and GHG emissions reduction program, as defined in the Richmond Sustainability Framework.



## Background

The City of Richmond committed to becoming carbon neutral in its own operations in 2008 when it signed the BC Climate Action Charter – a voluntary agreement among the Province, UBCM and local governments in BC.

The City's corporate emissions are relatively small and contribute a fraction towards overall community, regional and provincial emissions. While small, taking action corporately is important for "leading by example" and establishing a strong foundation for working in partnership and facilitating broader action.

The City's carbon neutral commitment is one way that the City of Richmond is taking leadership action to address climate change. Adopted in 2010 as part of the City's Sustainability Framework the City's Climate Change Strategic Program establishes five (5) climate change targets. Together, these targets seek to build capacity, reduce emissions both corporately and in the community, and prepare for anticipated changes to the community.

The City's five (5) climate action targets are:

1. Reduce community-wide GHG emissions by 33% (from 2007 levels) by 2020 and 80% by 2050.
2. Be carbon neutral in corporate activities by 2012.
3. Engage 100% of Grade 6 students in climate action by 2015.
4. Build corporate awareness and understanding of climate change.
5. Prepare a Climate Change Adaptation Plan.

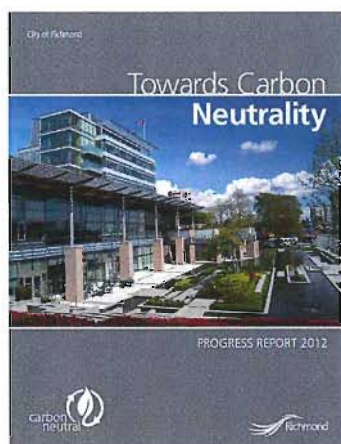
The City's carbon neutral and other climate change targets have been embedded within the City's Sustainability Framework. The Sustainability Framework recognizes that for sustainability to be achieved, action must be taken to address climate change as well as other key priorities. Accordingly, because it is part of the City's Sustainability Framework, the City is better positioned to allocate the appropriate level of investment towards carbon neutrality in proportion to the relative priority of other key action areas (e.g., resilient economy, local agriculture and food, affordable communities, etc.).

## Provincial Carbon Neutral's Framework

The Province's Green Communities Committee (GCC) has developed the Green Communities Carbon Neutral Framework as part of its mandate to develop a common approach to determine carbon neutrality for local governments under the Climate Action Charter. The GCC's Green Communities Carbon Neutral Framework (Carbon Neutral Framework) describes the four key steps along the path to carbon neutrality: *Measure, Reduce, Balance and / or Offset, and Report*. Table 2 shows a summary of the activities involved in each step.

**Table 2: Summary of GCC's Carbon Neutral Framework (Green Communities Committee 2011).**

<b>Measure</b>	<ul style="list-style-type: none"> <li>Identify local government operations that fall within corporate boundaries.</li> <li>Determine a tool for measuring emissions.</li> <li>Measure corporate emissions annually.</li> </ul>
<b>Reduce</b>	<ul style="list-style-type: none"> <li>Implement GHG reduction project within corporate emissions boundaries, e.g., by improving energy efficiency in government buildings or switching to cleaner fuels for vehicle fleets.</li> </ul>
<b>Balance/Offset</b>	<ul style="list-style-type: none"> <li>Invest in GCC-supported community emission reduction projects (Option 1).</li> <li>Invest in alternate community emission reduction projects (Option 2).</li> <li>Purchase offsets (Option 2).</li> </ul>
<b>Report</b>	<ul style="list-style-type: none"> <li>Complete a project specific report for community emission reduction projects.</li> <li>Complete the annual CARIP report.</li> <li>Make all the information available publicly.</li> </ul>



With the above approach as a guide, Council adopted the Carbon Neutrality Implementation Framework in the Towards Carbon Neutrality Strategy in 2012. The City has been taking actions for some time as part of its broader sustainability objectives. An overview of key initiatives is provided on Figure 4.

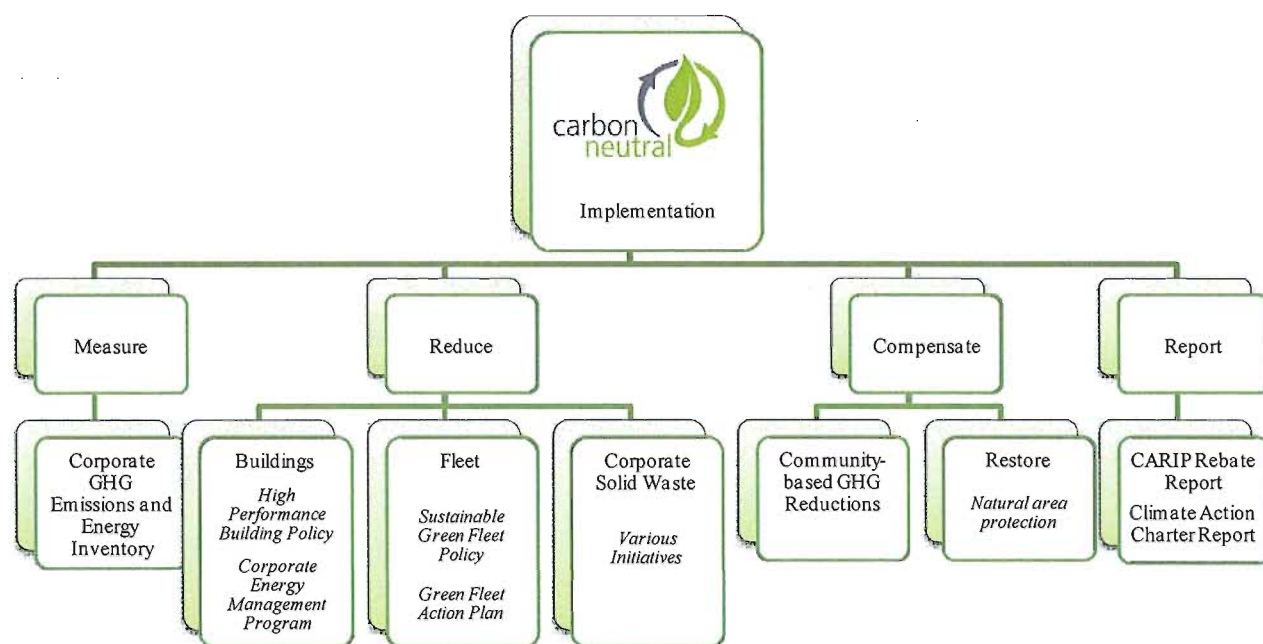


Figure 4: Carbon Neutrality Implementation Framework



## Chapter 2: Measure

Measuring GHG emissions is the first step in implementing a program for reaching carbon neutrality. The GCC Carbon Neutral Workbook provides guidance on which emissions local governments should measure. The local government corporate emissions boundaries described in that Workbook are based on the operation and maintenance of the following traditional service areas:

- Fire protection.
- Solid waste collection, transportation and diversion.
- Arts, recreational and cultural services (provided by the local government).
- Road and traffic operations.
- Drinking, storm and waste water.
- Administration and governance.

Once energy consumption data is gathered, local governments can calculate the GHG emissions related to the energy consumed using an appropriate emissions measurement tool, and report publicly on total corporate emissions from these traditional services. In 2010, the City produced its first comprehensive analysis of the City's energy consumption levels, costs and direct GHG emissions corporate-wide. This report established the City's baseline, based in 2007 levels, for measuring and reporting on future progress. Additionally, this report provided trend data to better enable the City to advance strategic reduction action. Specifically, the report identified the need to focus action on reducing fossil fuel use in civic buildings and corporate fleet. Combined, these two activities account for the vast majority of GHG emissions currently being measured. Figure 5 compares Richmond's corporate energy use and greenhouse gas emissions in the baseline year (2007).

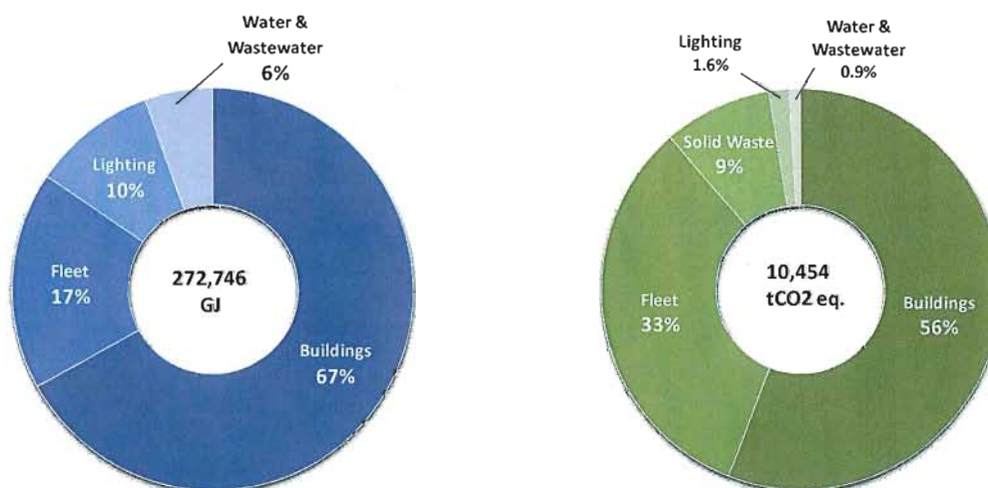


Figure 5: Richmond 2007 Corporate Energy Consumption and GHG Emissions

## Chapter 3: Reduce

Reducing internal corporate GHG emissions is the second step in implementation. The City has been taking actions to reduce emissions for some time as part of its broader sustainability program, prior to becoming a signatory to the BC Climate Action Charter. Highlights in three of the most important areas (e.g., buildings, fleet, and solid waste) for reducing emissions are provided in the following sections. Significant progress has been made on the reduction of building and fleet energy consumption. In 2004, the City implemented its corporate High Performance Building Policy. This policy sets performance standards for new and existing civic buildings which strive to reduce energy consumption and emissions. The City's Project Development and Corporate Energy Management Programs serve to advance initiatives that meet these policy objectives. Additionally, the City's Sustainable Fleet Program procures high performing and alternative fuel vehicles (e.g., SMART cars, hybrids, electric vehicles) and increases efficiency through right-sizing vehicles, undertaking preventative maintenance procedures, improving driver practices and improving the fuel management system. These initiatives have resulted in significant levels of avoided energy consumption, reduced GHG emissions as well as various other benefits. Figure 6 shows a summary of these initiatives and the projected GHG reductions.

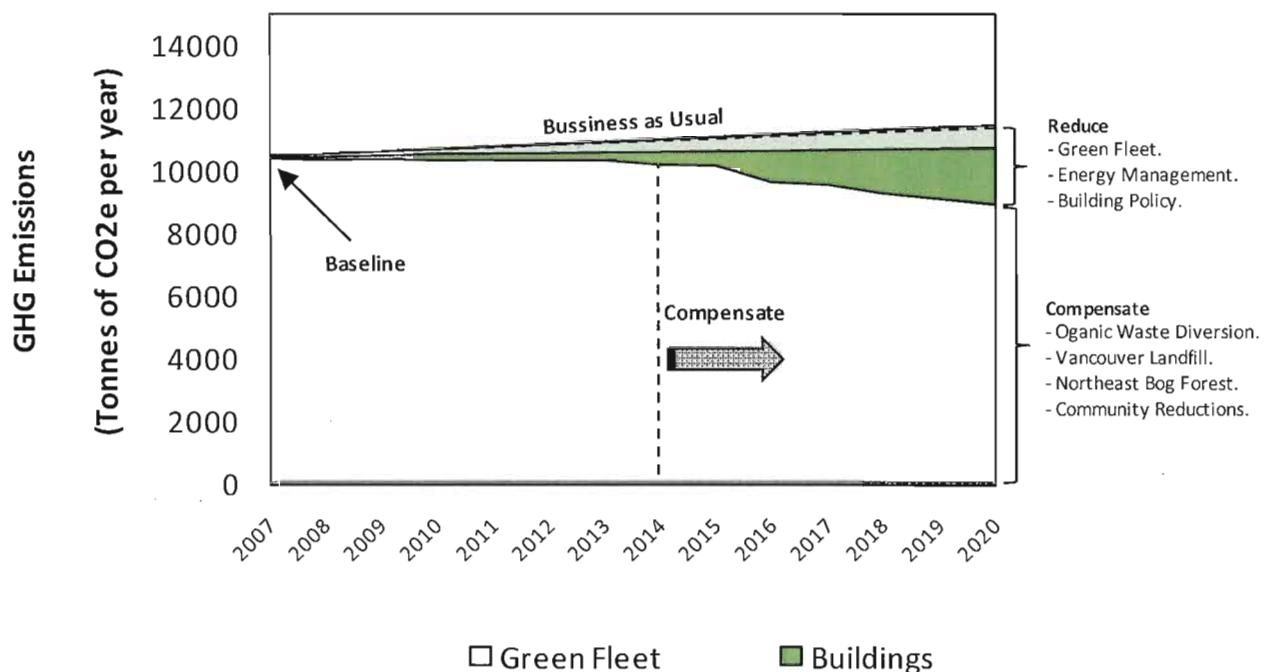


Figure 6: Summary of Corporate GHG Reduction Strategies



## Fleet – Green Fleet Action Plan

Originally implemented in 2006 and updated in 2012, Richmond's Sustainable Fleet Policy aims to meet the City's mobility needs in a manner that:

- Reduces corporate costs.
- Conserves natural resources (e.g., energy, materials, etc.).
- Reduces emissions and wastes.
- Supports broader sustainable economic development.

The Policy is implemented through the City's Sustainable Fleet Program which procures high performing and alternative fuel vehicles (e.g., SMART cars, hybrids, electric vehicles) and increases efficiency through various tactics (e.g., right-sizing vehicles, undertaking preventative maintenance procedures, improving driver practices and improving fuel management system).

### <sup>1</sup> Municipal Collaboration for Sustainable Purchasing

A group of Canadian municipalities collaborating to share information, resources and best practices in sustainable purchasing and other key supply chain topics. The group operates with participation from diverse municipalities across Canada in networking teleconferences, webinars and action planning sessions. Participants share sustainable purchasing lessons, best practices and tools enabling them to fast track their individual program development. Participating cities include: Calgary Surrey Vancouver Saskatoon Guelph, Victoria, Kingston, Whitehorse, Kelowna, Saanich, London, Halifax, Ottawa, Prince George, Olds, Grande Prairie, and Edmonton.

In 2013, efforts were directed at installing electric vehicle charging stations at key civic facilities, most of which will be publicly accessible. Additionally, the City developed a Green Fleet Action Plan which summarized progress made to-date, identified future action opportunities and recommended a GHG emission reduction target for fleet operations. The City's Green Fleet Plan aims to achieve a 21% reduction in GHG emissions by the year 2020 by reducing assets, downsizing vehicles at the time of replacement best-in-class energy efficient, such as electric vehicles.

## Solid Waste

Solid waste not diverted through recycling and composting programs goes to landfills where it decomposes and releases methane, a potent greenhouse gas. The City of Richmond has been active in reducing corporate waste generation since the early 1990s. Various initiatives have been advanced to reduce the amount of resources consumed in the delivery of City's services, and to increase the diversion and recycling of waste materials.

Key initiatives include:

- *Sustainable Procurement:* In 2000, the City was one of the first municipalities to adopt an Environmental Purchasing Policy and Guidebook to guide how the City could greener choices in its procurement. To ensure the City is implementing best practices for sustainable procurement, the City joined the Municipal Collaboration for Sustainable Purchasing<sup>1</sup> in 2013.
- *E-Agenda:* More recently, the City introduced its E-Agenda Initiative. This Initiative provides digitized agenda packages for Committee and Council meetings, aiming to significantly reduce the amount of paper needed for these meetings.

- *Other Corporate Waste Management Programs:* When waste generation cannot be avoided, corporate reuse and recycling initiatives help ensure that as much waste as possible is diverted from the waste stream. Some of the City's recycling initiatives include the City's office recycling program, the composting of Park green waste into soil and its re-use in the City's nursery, as well as the reclamation and re-use of material from the City's drainage projects.

## Buildings

### Corporate Energy Management Program

In support of the City's Sustainability Framework – Energy Sustainability Strategic Program (adopted in 2010), the EMP is focused on achieving the City's energy reduction goals and GHG emission reduction targets. Between 2011 and 2012, an estimated 1.8 GWh reduction in electrical and natural gas use and approximately 200 tonnes of greenhouse gas emissions were achieved. On an annual basis, the GHG emissions reduction, on average, is equivalent to removing approximately 50 vehicles from Richmond roads each year. This represents approximately \$110,000 in operational cost avoidance savings.

Key recent innovative projects include: a heat recovery installation at Minoru Arena; lighting retrofits at various facilities; and a solar thermal air wall at South Arm Community Centre. To date, more than 6.1 GWh in electricity and natural gas savings have been achieved.





### High Performance Building Policy

In 2004, the City implemented its corporate High Performance Building Policy. Using the Canadian Green Building Council's Leadership in Energy & Environmental Design (LEED), this Policy defines performance standards for new and existing civic buildings which strive to:

- Reduce resource consumption (energy, water, materials).
- Accelerate transition to use of renewable energy sources.
- Reduce corporate costs.
- Reduce emissions and wastes.
- Protect local ecosystems.
- Support healthy work environments.

The City's Project Development and Corporate Energy Management Programs serve to advance initiatives that meet these policy objectives. Key initiatives that support the City's carbon neutral initiatives have included development of LEED Gold buildings, installation of renewable energy systems into existing facilities and lighting retrofits. These initiatives have resulted in significant levels of avoided energy consumption, reduced GHG emissions as well as various other benefits (e.g., reduced water consumption, improved indoor air quality, etc.).

Since investments in energy efficiency measures have a quantifiable payback, the policy is anticipated to be revised in 2014 to increase the emphasis on energy efficiency and renewable energy.

By 2020, it is estimated that through energy management, capital project development, and energy efficiency and renewable energy projects for City buildings, energy use could be reduced by 54 terajoules, or almost 20 percent of 2007 total corporate energy consumption. These same reductions could also provide almost 2,000 tonnes of GHG emissions reductions, or approximately 55 percent of the 2020 reduction target set by the Sustainability Framework.



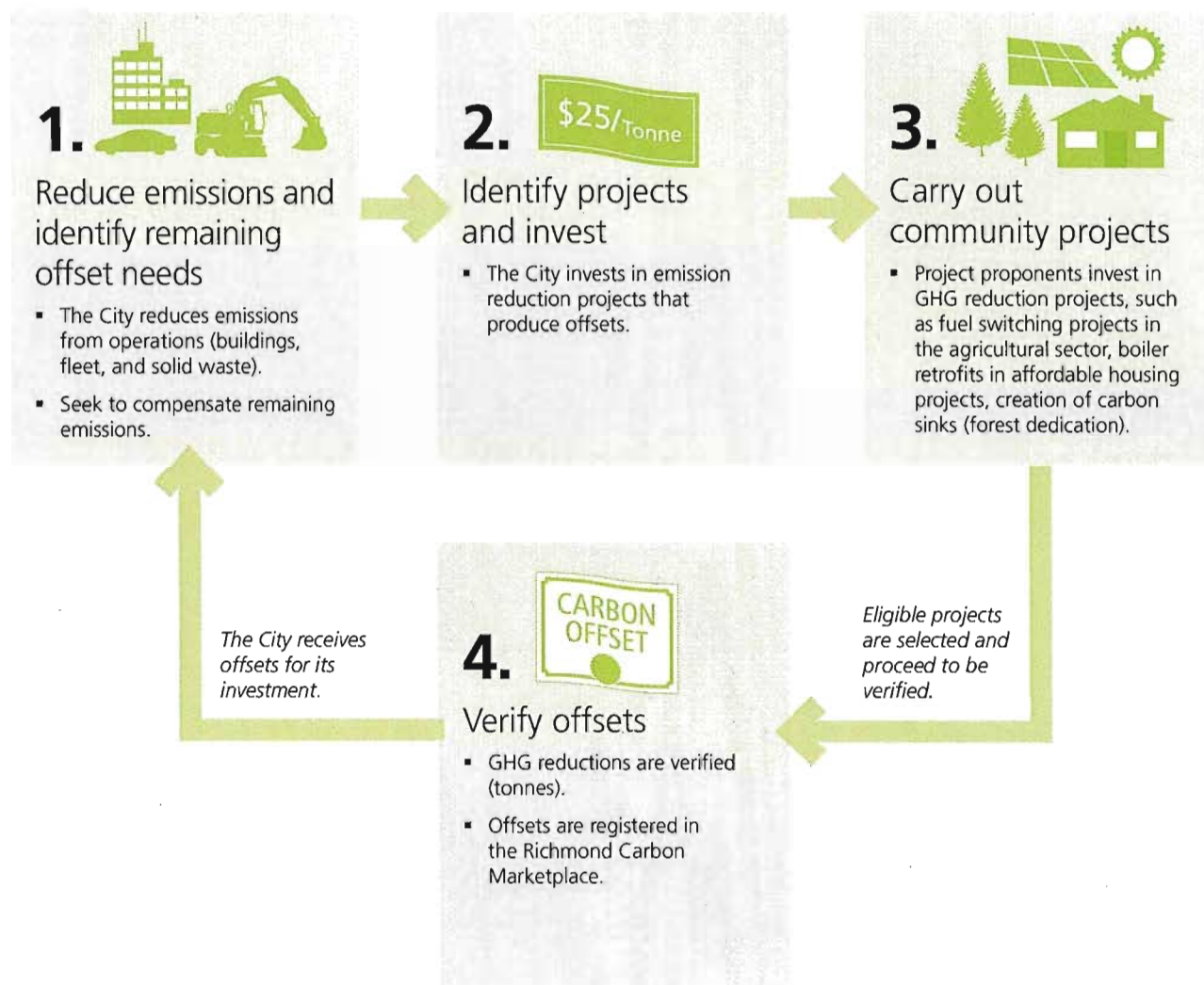


## Chapter 4: Compensate

The City pursues emission reduction projects that provide a reasonable payback on investment. The City also considers projects that have high demonstration value as a means to showcase new technologies to residents and stakeholders. Due to the City's scale of operations, achieving neutrality through reduction projects is a multi-decadal initiative. Obtaining carbon neutrality means that investments must be made to offset or compensate for remaining emissions.

### How Carbon Offsetting Works

#### Annual Process for Offsetting Carbon Emissions



One carbon offset = One tonne of greenhouse gas emission reductions.

Carbon neutrality is achieved when the amount of such investments equals the level of unavoidable GHG emitted corporately (internally). Most work has been done on developing methodologies for purchasing external offsets through a third party supplier. In general, this approach means that the money used to purchase the offsets leave their local community to contribute to projects in other areas. Conversely, the City's Carbon Responsible Strategy focuses on making investments in the local community. With this approach, the City is able to:

- Keep local tax dollars within Richmond.
- Reduce local GHG emissions.
- Reduce costs by leveraging existing initiatives.
- Contribute to other important local community benefits and services.

The Climate Action Secretariat's Carbon Neutral Framework offers three options for local governments to achieve carbon neutrality. Depending on the amount of corporate emissions a local government needs to balance in any given year, it may choose to use one or more of the three options outlined below.

#### **Option 1: Invest in a "GCC Supported Project"**

Allows local governments to invest locally while also ensuring that the projects are credible and result in measurable GHG reductions. The GCC has identified four types of emission reduction projects (energy efficient building retrofits / fuel switching, solar hot water, household organic waste composting, and low emission vehicles) that local governments could undertake and has provided simplified formulas to assist in measuring GHG reductions from these projects.

#### **Option 2: Invest in Alternate Community GHG reduction Projects**

Recognizes that local governments will have additional ideas (beyond Option 1 for measurable emission reduction projects that could be undertaken outside their corporate emissions boundary.

#### **Option 3: Purchase Offsets from a Credible Provider**

Is a simple and cost effective way for most local governments to offsets their corporate emissions.

**Figure 7: Comparison of the Three Options for Achieving Carbon Neutrality (Tonnes of CO<sub>2</sub>e)**

	Option 1: GCC-supported Project	Option 2: Alternative Project	Option 3: Purchase
<b>Ease of implementation</b>	<ul style="list-style-type: none"> <li>Requires some effort.</li> <li>Project profiles already developed by the GCC.</li> <li>Project has to be implemented and self-certified.</li> </ul>	<ul style="list-style-type: none"> <li>Requires considerable effort and third party assistance.</li> <li>Project profiles have to be developed by local government or project proponent.</li> <li>Project has to be implemented and third party verified.</li> </ul>	<ul style="list-style-type: none"> <li>Simple.</li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li>Varied cost, depending on project.</li> <li>Minimal validation and certification costs, as they have been largely pre-established by the GCC.</li> </ul>	<ul style="list-style-type: none"> <li>Varied cost, depending on project.</li> <li>Local government or project proponent required to pay for costs to develop, implement and verify the project.</li> </ul>	<ul style="list-style-type: none"> <li>Least cost.</li> <li>Purchase tonnes at market rate (which will vary depending on the provider and standard that they use).</li> </ul>
<b>Reduction in local/regional GHG emissions</b>	<ul style="list-style-type: none"> <li>Community emissions reduced.</li> </ul>	<ul style="list-style-type: none"> <li>Community emissions reduced.</li> </ul>	<ul style="list-style-type: none"> <li>Uncertain impact on community emissions unless offset provider invests locally or regionally; however, climate change is not geographically bound so investments in credible offsets still reduce overall GHG emissions.</li> </ul>
<b>Co-benefits</b>	<ul style="list-style-type: none"> <li>Investment in local green economy, raises local awareness; fosters local/regional technological innovation; supports the creation of green jobs.</li> </ul>	<ul style="list-style-type: none"> <li>Investment in local green economy, raises local awareness; fosters local/regional technological innovation; supports the creation of green jobs.</li> </ul>	<ul style="list-style-type: none"> <li>Investment in British Columbia; fosters broader technological innovation; reduced GHG emissions; cost effective.</li> </ul>

Source: Green Communities Committee, 2011.

Implementing Option 1 and 2 projects will balance most of the City's corporate emissions. Although offset purchases may still be required to become fully carbon neutral, there are additional benefits associated with Options 1 and 2. These projects provide the opportunity to invest in local projects that have broader community benefits, such as supporting green jobs and technological innovation, conserving energy, reducing operating costs, enhancing community sustainability, and raising public awareness regarding climate change.

## Current and Anticipated Offsets

Since 2012 the City has also successfully been using offsets obtained through organic waste diversion from single family residences and anticipates future offsets from the methane capture project at Vancouver's Landfill in Delta. The table shows the estimated emissions that must be compensated in the upcoming years to reach carbon neutrality.

**Table 3: Estimated Emissions that Must Be Compensated to Reach Carbon Neutrality (Tonnes of CO<sub>2</sub>e)**

	2013*	2014*	2015*	2016*	2017*	2018*	2019*	2020*
Total Corporate Emissions	10,275	10,256	10,255	9,694	9,615	9,337	9,161	8,985
<b>Option 1</b>								
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Remaining Emissions	8,498	9,453	9,374	8,794	8,664	8,335	8,107	7,878

Notes: \* Assumes emissions are reduced annually through internal building and fleet initiatives.

\*\* Richmond's portion of waste going to the Vancouver Landfill is 8%.

\*\*\* Information obtained from Metro Vancouver.

### Northeast Bog

In 2011, the City purchased the last remaining parcel of the Northeast Bog Forest to protect the land for its habitat value and for public enjoyment. The protected land was also purchased to act as a carbon sink. Carbon offsets that are realized using this approach provide low annual offset yield but long term value in that they provide ongoing annual offsets, unlike many 'one off' projects. Offsets from this project will be evaluated in 2014.

### Solid Waste Strategic Program

The City's curbside organics collection program has been successful in diverting increasing quantities of organic waste (yard trimmings and food scraps) from landfill. The Provincial Green Communities Committee (GCC) has developed a framework to allow municipalities to calculate GHG reductions attributable to organics diversion from community sources. The resulting carbon credits can be used towards Municipal Carbon Neutrality goals under the Climate Action Charter framework. Between 2007 and 2012 more than 58,000 tonnes of organic waste above the 2007 baseline were diverted from the landfill, resulting in 3,157 tonnes of CO<sub>2</sub>e avoided.



In 2011, the City adopted a Solid Waste Strategic Program under the City's Sustainability Framework, which includes a community-wide waste diversion target of 70% by 2015; as a result, the amount of carbon credits generated is expected to increase in the coming years.

### **Vancouver Land Fill**

The City of Vancouver owns and operates the Vancouver landfill in Delta, including a landfill gas (LFG) collection system which captures and destroys a portion of the methane produced by the landfill. Recent upgrades to the LFG Collection System by Vancouver will capture additional volumes of methane, which are eligible to be converted into carbon offset credits.

A significant fraction of Metro Vancouver's share of the waste in the Vancouver Landfill originated from its member municipalities' curbside collection programs. As such, member municipalities are expected to receive a share of any related carbon offsets accruing to Metro Vancouver. In 2012, waste from Richmond represented 8% of the total waste managed by Metro Vancouver (e.g. excluding Vancouver and Delta's Waste). Richmond is expected to receive carbon credits equivalent to 1,094 tonnes of CO<sub>2</sub>e as a result. The amount of credits to be received by the City for the years 2013-2015 has yet to be defined, but is expected to be significantly higher than those received in 2012.

### **Community-based Reductions**

The City recognizes the benefits of investing in community based GHG reduction projects (GCC Options 1 and 2) rather than purchasing offsets from an external market providers. Several efforts have been done by the City to invest in community projects and compensate for corporate emissions; however a more comprehensive framework is required to be able to achieve carbon neutrality.

### **Richmond Carbon Marketplace**

The Richmond Carbon Marketplace (RCM) will be a community-based carbon exchange initiative managed by the City and supported by Cowichan Energy Alternatives Society (CEA), the developer of the Community Carbon Marketplace tool. The program will enable the City, and businesses and individuals at a future date, to meet carbon-neutral objectives by purchasing carbon offsets from local projects that reduce greenhouse gas (GHG) emissions and build community resilience. By directing offsetting dollars back to the communities where they originate and by monetizing locally-generated carbon offsets, the RCM will create additional value for greenhouse gas reduction initiatives and a multiplier effect that supports community-based initiatives, green jobs growth and the ongoing development of the local low-carbon economy.

**Benefits:**

- Local control over carbon offsetting dollars, how and where these funds are used.
- Creates a mechanism for investing public and private sector carbon offsetting dollars into local energy and emissions reductions strategies and infrastructure.
- Provides access to the carbon market for community organizations and small businesses.
- Provides a new revenue stream that supports valuable community services, local job creation, development and growth of the local low-carbon economy.
- A community-based carbon exchange system that is accountable and accessible.

For 2014, the City will be pursuing the program on a pilot basis and will report back to Council and the public on program effectiveness and make recommendations for program continuance and refinements based on the outcomes of the pilot. The five steps required to grow Richmond's low-carbon economy and to achieve carbon neutrality through the RCM are outlined below.

**Phase 1: Determining the Potential for Local GHG Reduction Projects**

The objective of Phase 1 is to determine the potential for quantifiable, local GHG reduction projects that are eligible to be applied to achieve carbon-neutrality for the City as per applicable GCC guidelines and/or international protocols. It also sends the message that sustainable business practices such as the use of renewable energies that shift Richmond to a healthier, green economy will be rewarded as they help the City to achieve carbon-neutrality and serve to reduce the overall GHG emissions of the community as a whole.

In this way, Phase 1 provides the outreach necessary to make local non-profits and businesses aware that previous barriers to their accessing the BC carbon market such as prohibitive cost, poor understanding of the market and how it may benefit them, and lack of sufficient scale to access the existing BC carbon market, are no longer applicable in the City of Richmond. Phase 1 includes the following steps:

1. Launch outreach campaign, including workshops and targeted meetings, to create awareness of the City's intent and identify potential offsets supply.
2. Launch web resources to provide background information, outlining the City's intent, criteria for interested parties".
3. Work with community and industry organizations (e.g. waste management, alternative fuels, etc) to develop their capacity to supply offsets.

**Phase 2: Identify Potential Local GHG Reduction / Offset Projects**

1. Launch “Request for Community Carbon Credits (RFC3)” and press release announcing that the market is “open for business”.
2. Launch web “hub” to provide background information, outlining criteria and online “self-assessment” tool for interested parties.
3. GHG Reduction proponents respond to the RFC3 and assessed.

**Phase 3: Assessment and Quantification of Local GHG Reduction Projects**

1. Eligible projects from Phase I are short-listed for full GHG assessments.
2. Selected GHG reduction projects are listed by organization on the RCM Registry.

**Phase 4: Achieving Carbon-Neutrality for the City of Richmond**

1. The City selects from an eligible project shortlist, Council will be engaged in this process.
2. GHG reductions/carbon credits purchased are retired to ensure no double counting.
3. Press release issued for highlighting projects.
4. The City’s achievement of Carbon Neutrality is demonstrated to the Province, if achieved.

**Phase 5: Continued Growth of Richmond’s Local Low-Carbon Economy**

1. Buyers other than the City wishing to offset their carbon footprints select projects they wish to support from those listed on the RCM registry.

Once launched, carbon neutrality may take time to come to fruition and as the program awareness grows, more and more offsets are anticipated to be generated. Figure 8 shows a possible scenario where carbon neutrality could be achieved by 2020, or possibly sooner.

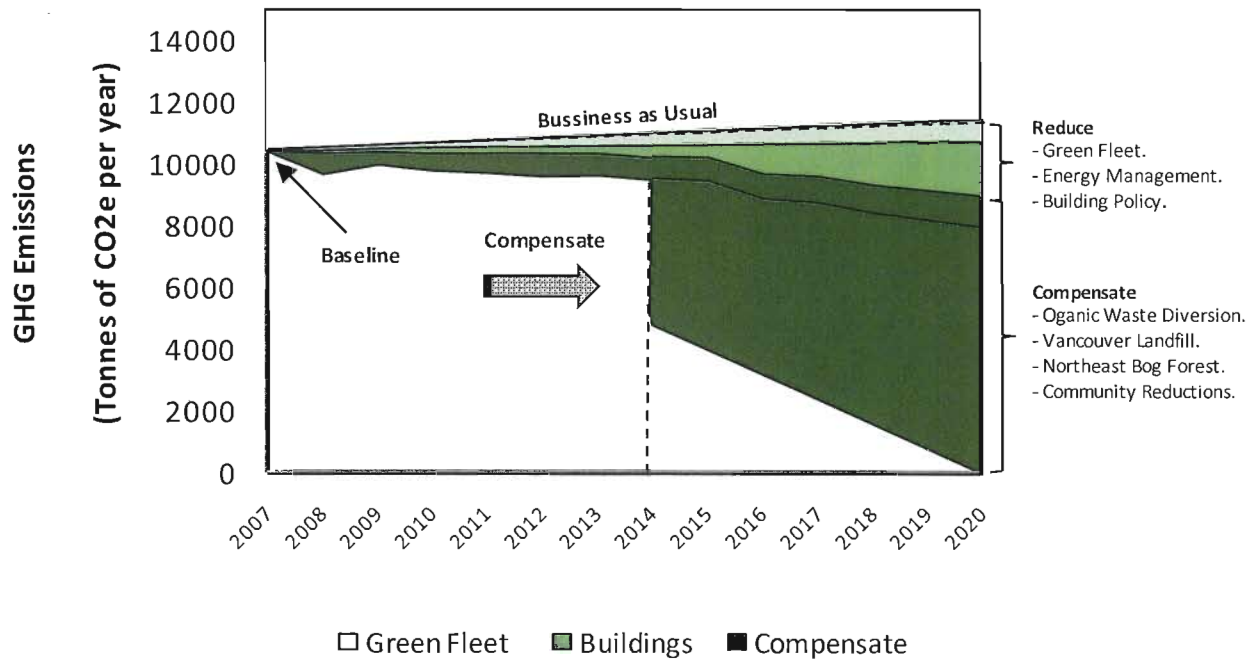


Figure 8: Proposed Community Based Compensation Strategy



## Restore

The City of Richmond recognizes that it is insufficient to solely rely on investments to reduce GHG emissions – actions also need to be taken to re-instate healthy conditions that prevent issues (such as climate change) from occurring in the first place. A key contributing factor to climate change is the imbalance of the carbon cycle where more carbon is being released into the atmosphere than that which is being absorbed and/or stored in Earth via healthy natural systems.

To support the rebalancing necessary for long-term climate stability, the City of Richmond is investing in the preservation of its natural local ecosystems. Most recently, the City purchased the last remaining parcel of the Northeast Bog Forest. Bogs and wetlands are some of the most effective ecosystems for absorbing and retaining carbon. The City's purchase will help ensure that these productive lands are protected and can continue to sequester carbon.

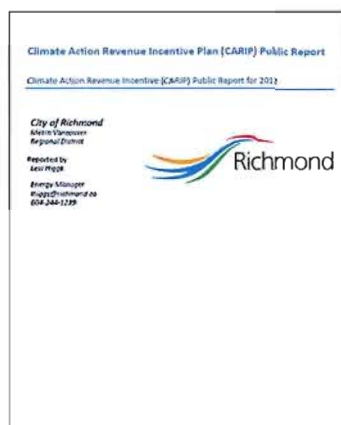
The Northeast Bog Forest is currently being considered for carbon storage quantification / verification under Option 2 recognition by the GCC, which could offset between 20 and 200 tonnes of CO<sub>2</sub>e of corporate emissions annually.



## Chapter 5: Report

The fourth step to achieving carbon neutrality under the Carbon Neutral Framework is to publicly report on total corporate GHG emissions produced and how the local government has become carbon neutral by purchasing offsets (Option 3) and / or using measurable GHG reductions from Option 1 or Option 2 projects. The City of Richmond has been preparing various reports on its GHG emission actions since 2007. The City is currently developing a system for streamlining reporting, providing one-stop approach for meeting reporting requirements to meet various commitments (i.e., Provincial Climate Action Charter, Carbon Tax Rebate Requirements, Mexico Pact).

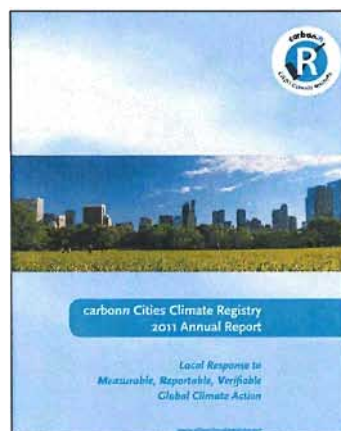
The City's carbon neutral action reports will help the City communicate the effectiveness of its corporate actions and investments, and support future planning and action implementation to reduce GHG emission reductions and advance overall sustainability in the City of Richmond.



### Climate Action Revenue Incentive Program (CARIP)

Local governments who signed the Climate Action Charter are required to report on their progress towards carbon neutrality starting in 2013 (reporting on outcomes for fiscal year 2012). Local governments demonstrating a “net zero” balance of carbon emissions on an annual basis will be able to claim carbon neutrality for the purposes of the Climate Action Charter for that reporting year (i.e., 2012).

The City of Richmond has completed the 2012 Climate Action Revenue Incentive Program (CARIP) Final Public Report, as required by the Province of BC. The CARIP Final Public Report summarizes actions taken in 2012 and proposed for 2013 to reduce corporate and community-wide energy consumption and greenhouse gas emissions.



The report finalizes the Interim Report previously posted March 8, 2013. It includes the completed Carbon Neutral Progress Reporting section, which reports the City's progress towards meeting its BC Climate Action Charter commitment to carbon neutral corporate operations.

### Carbons Cities Climate Registry (Mexico City Pact)

By signing The Mexico City Pact in 2010, the City of Richmond agreed to enter their climate actions at the Carbons Cities Climate Registry (cCCR) and to submit their official documentation as a part of a regular reporting system on their greenhouse gas reduction commitments, on the performance of their GHG emissions and their portfolio of mitigation and adaptation actions through the online infrastructure of Carbons.

The cCCR is a mechanism for cities and local governments that ensures transparency and accountability of local climate action through a commitment of regular reporting.

### Internal Reporting

To ensure energy is managed effectively in buildings and by fleet users, regular reports are generated to communicate up to date energy consumption. This will allow managers to more effectively implement management practices that reduce energy consumption.

## Chapter 6: Conclusion

The City of Richmond is well on its way to achieving carbon neutrality. In 2012, Richmond City Council adopted the “Towards Carbon Neutrality Strategy” to define how the City would achieve this goal. A key focus of the City’s progress to-date has been on ensuring that achieving carbon neutrality is done in a manner that reduces GHG emissions while at the same time, reinvests in the community. While a strong start was made, further work is needed to develop an effective compensation framework focused on direct actions that reduce GHG emissions and provide value to the community.

The City aims to achieve carbon-neutrality by catalyzing and growing a Richmond-based low-carbon economy by developing the Richmond Carbon Marketplace. The Richmond Carbon Marketplace (RCM) will be a community-based carbon exchange initiative that will enable the City, businesses and individuals to meet carbon-neutral objectives by purchasing carbon offsets from local projects that reduce greenhouse gas (GHG) emissions and build community resilience.

Over the next year, the City will continue to measure its corporate GHG emissions, reduce existing emissions (both corporately and in the community) and continue developing an effective compensation framework that will allow the city to achieve carbon neutrality while reinvesting back in the community and achieving multiple benefits.



**5 Year Financial Plan (2013-2017) Bylaw 8990  
Amendment Bylaw 9060**

The Council of the City of Richmond enacts as follows:

1. Schedule "A", Schedule "B" and Schedule "C" of the 5 Year Financial Plan (2013-2017) Bylaw 8990, are deleted and replaced with Schedule "A", Schedule "B" and Schedule "C" attached to and forming part of this amendment bylaw.
2. This Bylaw is cited as **"5 Year Financial Plan (2013 - 2017) Bylaw 8990, Amendment Bylaw 9060"**.

FIRST READING

SECOND READING

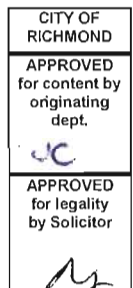
THIRD READING

ADOPTED

NOV 12 2013

NOV 12 2013

NOV 12 2013



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



**CITY OF RICHMOND**  
**5 YEAR AMENDED FINANCIAL PLAN (2013 – 2017)**  
(in 000's)

	2013 Amended	2014	2015	2016	2017
<b>Revenues</b>					
Property Taxes	174,825	181,481	188,176	194,641	201,023
Transfer from Capital Equity	43,185	43,085	43,161	43,539	44,819
Utilities	90,940	97,101	103,095	108,625	113,876
Transfer from Capital Equity	6,621	6,504	6,387	6,309	6,220
Fees and Charges	26,878	27,080	27,479	27,889	28,311
Investment Income	16,199	16,279	16,361	16,443	16,525
Grant-in-lieu	13,199	13,199	13,199	13,199	13,199
Gaming Revenue	12,364	12,394	12,436	12,475	12,516
Grants	4,739	4,556	4,556	4,556	4,556
Penalties and Interest on Taxes	990	1,010	1,030	1,051	1,072
Miscellaneous Fiscal Earnings	35,026	22,286	22,224	22,568	23,023
<b>Capital Plan</b>					
Transfer from DCC Reserve	20,125	15,159	13,566	11,431	14,501
Transfer from Other Funds and Reserves	62,824	41,362	38,424	43,771	41,491
External Contributions	6,732	650	170	195	195
Proceeds from borrowing	50,000	-	-	-	-
Carryforward Prior Years	97,522	54,142	37,206	32,411	31,009
<b>TOTAL REVENUES</b>	<b>\$662,169</b>	<b>\$536,288</b>	<b>\$527,470</b>	<b>\$539,103</b>	<b>\$552,336</b>
<b>Expenditures</b>					
Utilities	97,724	103,605	109,482	114,934	120,095
Law & Community Safety	85,191	87,218	89,568	91,945	94,328
Community Services	71,053	63,001	64,027	65,160	67,055
Engineering & Public Works	67,316	68,224	69,934	71,658	73,661
Finance and Corporate Services	24,330	24,075	24,447	24,828	25,221
Planning & Development	12,513	12,561	12,789	13,025	13,262
Fiscal	23,237	23,422	24,475	24,360	24,064
Transfer to Funds: Statutory Reserves	32,207	33,955	35,770	37,652	39,598
Corporate Administration	7,926	7,493	7,612	7,733	7,856
<b>Municipal Debt</b>					
Debt Interest	1,114	366	-	-	-
Debt Principal	2,355	1,056	-	-	-
<b>Capital Plan</b>					
Current Year Capital Expenditures	139,681	57,170	52,160	55,397	56,187
Carryforward Prior Years	97,522	54,142	37,206	32,411	31,009
<b>TOTAL EXPENDITURES</b>	<b>\$662,169</b>	<b>\$536,288</b>	<b>\$527,470</b>	<b>\$539,103</b>	<b>\$552,336</b>

**CITY OF RICHMOND**  
**5 YEAR AMENDED FINANCIAL PLAN**  
**FUNDING SOURCES (2013 - 2017)**  
(In 000's)

	2013 Amended	2014	2015	2016	2017
<b>DCC Reserves</b>					
Drainage	2,918	1,344	644	97	4,199
Parks Acquisition	4,232	3,292	3,292	3,292	1,881
Parks Development	3,825	3,104	2,822	2,115	2,085
Roads	7,925	4,349	4,798	3,237	3,237
Sanitary Sewer	238	1,420	1,420	1,310	1,350
Water	987	1,650	590	1,380	1,750
<b>Total DCC Reserves</b>	<b>\$20,125</b>	<b>\$15,159</b>	<b>\$13,566</b>	<b>\$11,431</b>	<b>\$14,502</b>
<b>Reserves and Other Sources</b>					
<b>Statutory Reserves</b>					
Affordable Housing Reserve Fund	7,770	975	975	975	975
Capital Building & Infrastructure Reserve Fund	-	500	-	-	-
Capital Reserve Fund	13,751	12,590	10,781	10,099	9,857
Child Care Development Reserve Fund	924	275	275	275	50
Drainage Improvement Reserve Fund	5,042	6,743	4,172	7,071	9,936
Equipment Replacement Reserve Fund	2,423	3,216	4,022	4,280	2,777
Leisure Facilities Reserve Fund	-	50	-	-	-
Neighbourhood Improvement Reserve Fund	-	17	-	-	-
Public Art Program Reserve Fund	257	100	100	100	100
Sanitary Sewer Reserve Fund	4,048	4,015	3,235	5,585	2,975
Waterfront Improvement Reserve Fund	-	250	-	250	-
Watermain Replacement Reserve Fund	7,500	5,655	6,815	8,065	8,255
<b>Total Reserves</b>	<b>\$41,715</b>	<b>\$34,386</b>	<b>\$30,375</b>	<b>\$36,700</b>	<b>\$34,925</b>
<b>Other Sources</b>					
Appropriated Surplus / Surplus	16,370	3,619	3,619	3,619	3,289
Enterprise	812	350	400	450	0
Utility Levy	1,153	305	1,329	301	575
Library Provision	1,174	1,101	1,101	1,101	1,101
Water Metering Provision	1,600	1,600	1,600	1,600	1,600
Grant, Developer and Comm. Contributions	6,732	650	170	195	195
Proceeds from borrowing	50,000	-	-	-	-
<b>Total Other Sources</b>	<b>\$77,841</b>	<b>\$7,625</b>	<b>\$8,219</b>	<b>\$7,266</b>	<b>\$6,760</b>
<b>TOTAL CAPITAL FUNDING</b>	<b>\$139,681</b>	<b>\$57,170</b>	<b>\$52,160</b>	<b>\$55,397</b>	<b>\$56,187</b>

**City of Richmond  
2013-2017 Financial Plan  
Statement of Policies and Objectives**

**Revenue Proportions By Funding Source**

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

**Objective:**

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

**Policies:**

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

Table 1:

<b>Revenue Source</b>	<b>% of Total Revenue*</b>
Property Taxes	67.5%
User Fees & Charges	9.1%
Investment Income	6.7%
Grants in Lieu of Taxes	5.0%
Gaming Revenue	4.7%
Grants	1.8%
Other Sources	5.2%
Total	100.0%

*\*Total Revenue consists of general revenues*

Table 1 shows the proportion of total general revenue proposed to be raised from each funding source in 2013.



### **Distribution of Property Taxes**

Table 2 provides the estimated 2013 distribution of property tax revenue among the property classes.

#### **Objective:**

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

#### **Policies:**

- Regularly review and compare the City's tax ratio between residential property owners and business property owners relative to other municipalities in Metro Vancouver.
- Continue economic development initiatives to attract businesses to the City of Richmond.

Table 2: (based on the 2013 Completed Roll figures)

<b>Property Class</b>	<b>% of Tax Burden</b>
Residential (1)	53.9%
Business (6)	35.8%
Light Industry (5)	8.6%
Others (2,4,8 & 9)	1.7%
Total	100.0%

### **Permissive Tax Exemptions**

#### **Objective:**

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

#### **Policy:**

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





**Integrated Older Adults' Centre, Aquatic Centre and Minoru Pavilion  
Loan Authorization Bylaw No. 9075**

WHEREAS Council considers it desirable to construct an integrated Older Adults' Centre, Aquatic Centre and Pavilion at Minoru 2 Field in Minoru Park, Richmond;

AND WHEREAS the City wishes to partially fund the construction of the integrated Older Adults' Centre, Aquatic Centre and Pavilion by borrowing the sum of \$50,815,000, which is the amount of debt intended to be borrowed by this bylaw;

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

1. The City is hereby empowered and authorized to borrow upon the credit of the City a sum not exceeding \$50,815,000 for the purpose of constructing an integrated Older Adults' Centre, Aquatic Centre and Pavilion in Minoru Park, including all expenses incidental thereto.
2. The maximum term for which debentures may be issued to secure debt created by this bylaw is thirty (30) years.
3. This bylaw may be cited as "**Integrated Older Adults' Centre, Aquatic Centre and Minoru Pavilion Loan Authorization Bylaw No. 9075**".

FIRST READING

NOV 12 2013

SECOND READING

NOV 12 2013

THIRD READING

NOV 12 2013

RECEIVED the approval of the Inspector of Municipalities

ADOPTED

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

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MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



**Development Permit Panel  
Wednesday, October 30, 2013**

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, Chair  
Dave Semple, General Manager, Community Services  
John Irving, Director, Engineering

The meeting was called to order at 3:30 p.m.

**1. Minutes**

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, October 16, 2013, be adopted.*

**CARRIED**

**2. Development Permit DP 13-637525**

(File Ref. No.: DP 13-637525) (REDMS No. 4007272)

APPLICANT: Lysander Holdings Ltd.

PROPERTY LOCATION: 3600 Lysander Lane

INTENT OF PERMIT:

*That a Development Permit be issued at 3600 Lysander Lane which would address anticipated Environmentally Sensitive Area impacts along the Fraser River foreshore arising from a proposed subdivision of the subject property.*

**Applicant's Comments**

Mr. Robert Spencer, PC Urban, accompanied by Emilie Walker, PC Urban, and Mark Adams, Envirowest Consultants Inc., provided background information on the development permit application and highlighted the following:

## **Development Permit Panel**

### **Wednesday, October 30, 2013**

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- the development permit application is required to permit the subdivision of the subject property into two lots as the applicant plans to sell the southern portion of the lot to a non-profit foundation which is going to develop a new Pacific Autism Family Centre (PAFC);
- a separate Development Permit for the PAFC building has been submitted by the applicant;
- the subject property will be divided along Hudson Avenue which is approximately at the centre of the property;
- a 10 meter wide dike will be constructed along Fraser River and Boeing Avenue to comply with the flood protection requirement of the City; and
- the Environmentally Sensitive Areas (ESAs) within and adjacent to the subject property will be impacted by future development activities and dike construction.

#### **Panel Discussion**

In response to queries from the Panel, Mr. Spencer provided the following information:

- areas within 30 meters from the Fraser River have been designated as ESAs as per the City's Official Community Plan;
- the property line of the subject property is to the east of the proposed dike;
- the proposed planting is within the ESA;
- there is no existing dike on the subject property;
- the applicant is proposing to raise the ground level of the southern portion of the property and will construct ripraps; and
- the ground level of the existing development on the subject property has been raised to 4.0 meters while the ground level of the proposed PAFC development will be raised to 4.7 meters to match the height of the proposed dike.

#### **Staff Comments**

Wayne Craig, Director of Development, advised that the ESA extends 30 meters inward from the high water mark and covers portions of the subject property. The applicant's consultant, Envirowest Consultants Inc., undertook a site assessment and has prepared an enhancement plan for the ESA restoration after the construction of the proposed dike. The enhancement plan has been reviewed by the Vancouver Airport Authority (YVR) and the Federal Department of Fisheries and Oceans (DFO).

In response to queries from the Panel, Mr. Craig provided the following information:

- the 30 meter ESA designation from the high water mark is delineated by both text and map in the City's Official Community Plan (OCP);
- the ESA designation from the high water mark extends up to areas at the back of the

## **Development Permit Panel**

### **Wednesday, October 30, 2013**

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existing building on the subject property; and

- portions of the proposed dike is located on the actual physical ESA as determined by the applicant's consultant.

#### **Panel Discussion**

Discussion ensued and in response to queries from the Panel, Mr. Craig provided the following information:

- the development permit application for the proposed PAFC is currently being reviewed by staff and has already been reviewed by the Advisory Design Panel; and
- the subject property is zoned "Auto-Oriented Commercial-Airport and Aberdeen Village" and the proposed PAFC development does not require a rezoning application.

In response to queries from the Panel, Mr. Spencer provided the following information:

- the height of the proposed dike will be higher than the grade of the existing development and will match the grade of the proposed PAFC;
- the landscaping plan identifies the areas where ESA enhancements will be made; and
- the proposed dike will have the potential to connect with the existing dike on BCIT property.

Also, Mr. Spencer noted that as per staff report, prior to forwarding the subject development permit application for Council's consideration, the applicant has to install appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities on-site. He advised that the applicant had requested him to convey to the Panel that it would be difficult to immediately comply with the said requirement as on-site development work is not expected to start until summer next year.

Mr. Spencer further advised that the applicant, in consultation with staff, is proposing that the current tree fencing requirement be amended so that (i) the tree protection fencing installation be postponed until summer next year and (ii) the applicant provide a security for the tree protection fencing in the meantime.

In reply to the comment of Mr. Spencer, the Chair advised that the Panel requests that any proposed amendment to the tree fencing requirement as per staff report be discussed with City staff.

#### **Correspondence**

Mike Newall, BCIT, 3700 Willingdon Avenue, Burnaby (**Schedule 1**)

## Development Permit Panel

### Wednesday, October 30, 2013

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Mr. Craig advised that the correspondent has reviewed the development permit application and expressed support for the proposed subdivision of the subject property and the required ESA remediation.

#### Gallery Comments

None.

#### Panel Discussion

The Panel noted the positive staff recommendation for the development permit application which would address the ESA impacts arising from the proposed subdivision of the subject property. The Panel also expressed support for the planned construction of a new Pacific Autism Family Centre (PAFC) on the subject site.

#### Panel Decision

It was moved and seconded

*That a Development Permit be issued at 3600 Lysander Lane which would address anticipated Environmentally Sensitive Area impacts along the Fraser River foreshore arising from a proposed subdivision of the subject property.*

**CARRIED**

#### 3. New Business

It was moved and seconded

*That the November 13, 2013 meeting of the Development Permit Panel be cancelled due to lack of agenda items.*

**CARRIED**

#### 4. Date Of Next Meeting: Wednesday, November 27, 2013

#### 5. Adjournment

It was moved and seconded

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

**CARRIED**

**Development Permit Panel**  
**Wednesday, October 30, 2013**

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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 30, 2013.

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Joe Erceg  
Chair

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Rustico Agawin  
Auxiliary Committee Clerk

Schedule 1 to the Minutes of  
the Development Permit  
Panel Meeting of Wednesday,  
October 30, 2013.

CityClerk

**From:** Mike Newall [Mike\_Newall@bcit.ca]  
**Sent:** Monday, 28 October 2013 11:19 AM  
**To:** CityClerk  
**Subject:** DP 13-637525

**Categories:** 08-4105-20-2013637525 - 3600 Lysander Lane - DP - Lysander Holdings Ltd.

		INT
	DW	
	MJ	md
	DB	

I have reviewed the available information on the above noted Development Permit and associated subdivision. BCIT has no concerns with the applications as presented and are supportive of the subdivision and required ESA remediation measures.

Regards,

**Mike Newall, MCIP, RPP**  
Senior Development Planner – Campus Development  
Facilities and Campus Development  
British Columbia Institute of Technology, Building NE9, 3700 Willingdon Avenue, Burnaby, BC, V5G 3H2  
T: 604.456.1050 | F: 604.436.3255 | W: [www.bcit.ca/facilities](http://www.bcit.ca/facilities)

To Development Permit Panel
Date: Oct 30 / 13
Item # 2
Re: 3600 Lysander Lane
DP 13-637525

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# City of Richmond

## Report to Council

**To:** Richmond City Council

**Date:** November 20, 2013

**From:** Joe Erceg,  
Chair, Development Permit Panel

**File:** 01-0100-20-DPER1-  
01/2013-Vol 01

**Re:** Development Permit Panel Meeting Held on April 10, 2013

### Staff Recommendation

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

- i. a Development Permit (DP 12-622136) for the property at 3388 Sweden Way (formerly 12751 Bathgate Way);

be endorsed, and the Permit so issued.

Joe Erceg  
Chair, Development Permit Panel

SB:blg



### Panel Report

The Development Permit Panel considered the following items at its meeting held on April 10, 2013

DP 12-622136 – CHANDLER ASSOCIATES ARCHITECTURE INC. – 3388 SWEDEN WAY (FORMERLY 12751 BATHGATE WAY)  
(April 10, 2013)

The Panel considered a Development Permit application to permit the renovation of an existing building, including an approximate building addition of 1,114 m<sup>2</sup> (11,991 ft<sup>2</sup>), on a site zoned Industrial Retail (IR1). Variances are included in the proposal for increased lot coverage and eight (8) tandem parking spaces for employee use only.

Architect, Christopher Block, of Chandler Associates Architecture Inc.; and Landscape Architect, Patricia Campbell, of PMG Landscape Architects, provided a brief presentation, including:

- The proposal is to renovate an existing 1970 vintage concrete block warehouse, including the construction of additional 12,000 ft<sup>2</sup> of office space, on the east side of the building.
- The development design was to create a modern west coast aesthetic with new architectural features (i.e. canopies, metal panels, and lifestyle imagery).
- A small upper floor amenity space for staff, including gym and showers, has been provided.
- Sustainable features included: (i) a 68% reduction in waste material by renovating an existing building instead of demolition and new construction; (ii) suspending the second storey addition over the parking area negating the need for underground parking and mitigating the heat island effect by using a new light-colored roofing material; and (iii) natural lighting through extensive glazing and the installation of skylights.
- The landscape design provides for: (i) new sidewalks and street trees; (ii) fencing and plant screening around the hydro kiosk and loading area; (iii) landscaping along the building foundation; and (iv) porous pavers along the pedestrian and vehicular aisle.
- An existing Cypress tree on the adjacent property will be protected throughout the redevelopment.

In response to Panel, it was noted that the main entrance on Sweden Way is aligned with an existing walkway through the IKEA site. In addition, pedestrians can access the site from Bathgate Way through the drive aisle and a porous paver pedestrian zone within the parking area.

Staff supported the Development Permit application and requested variances. Staff noted that the development includes a Servicing Agreement for the construction of the perimeter sidewalks along Sweden Way and Bathgate Way. The development also includes a comprehensive Transportation Demand Management package to allow for a 10% reduction in the parking requirements that includes contributions to a bus shelter in the area, cycling and end of trip facilities within the building, and 10% of the parking spaces being electrical vehicle ready.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel expressed support of the project as it is a great example of the intensive development desired by the City.

The Panel recommends that the Permit be issued.