



City Council

Council Chambers, City Hall
6911 No. 3 Road

Monday, November 26, 2012
7:00 p.m.

Pg. #

ITEM

MINUTES

1. *Motion to adopt:*

(1) *the minutes of the Regular Council Meeting held on Tuesday, November 13, 2012* (distributed previously);

CNCL-11

(2) *the minutes of the Regular Council Meeting for Public Hearings held on Monday, November 19, 2012; and*

CNCL-89

to receive for information the Metro Vancouver 'Board in Brief' dated November 16, 2012.



AGENDA ADDITIONS & DELETIONS

PRESENTATION

(1) Lisa Coltart, Executive Director, Power Smart, and Customer Care, BC Hydro, to present the BC Hydro 2012 Leadership Excellence Award.

CNCL-93

(2) Pat Watson, Chair, Library Board, and Greg buss, Chief Librarian, to present the Library Board's Annual Report to Council.

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. 17.)

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
- Richmond Celebrates Scotiabank Hockey Day in Canada
- Richmond Olympic Experience Advisory Committee Council Liaison
- 2013 Utility Budgets and Rates
- Land use applications for first reading (to be further considered at the Public Hearing on Monday December 17, 2012):
 - 7451 & 7471 No. 4 Road – Rezone from (RS1/B) & (RS1/F) to (RTM3) (Matthew Cheng Architect Inc. – applicant)
 - 4691, 4731 & 4851 Francis Road – Rezone from (RS1/E) to (ZS21) (Vanlux Developments Inc. – applicant)

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- Translink 2013 Capital Program Cost-Sharing Submissions – Major Road Network, Bicycle Infrastructure, and Transit Related Road Infrastructure Programs
- Carbon Neutral Progress Update
- Proposed Climate Smart Program – Facilitating Climate Action by Richmond Businesses

5. *Motion to adopt Items 6 through 14 by general consent.*

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Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-99 (1) *the Community Safety Committee meeting held on Wednesday, November 14, 2012;*
- CNCL-105 (2) *the General Purposes Committee meeting held on Monday, November 19, 2012;*
- CNCL-109 (3) *the Planning Committee meeting held on Tuesday, November 20, 2012; and*
- (4) *the Public Works & Transportation Committee meeting held on Wednesday, November 21, 2012 (to be distributed separately);*
- be received for information.*

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Consent
Agenda
Item

7. **RICHMOND CELEBRATES SCOTIABANK HOCKEY DAY IN CANADA 2013**

(File Ref. No. 11-7400-20-HDAY1/2012) (REDMS No. 3685824 V.6)

CNCL-115

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

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That:

- (1) *the City contribute up to \$58,000 from the Major Event Provisional Fund for the Richmond Celebrates Scotiabank Hockey Day in Canada event at the Richmond Olympic Oval on February 9, 2013; and*
- (2) *that the City's budget for the 2013 Hockey Day event be included in the 5 Year Financial Plan (2013-2017).*

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Consent
Agenda
Item

8. **RICHMOND OLYMPIC EXPERIENCE ADVISORY COMMITTEE COUNCIL LIAISON**

(File Ref. No. 01-0005-01/2012) (REDMS No. 3702547)

CNCL-121

See Page **CNCL-121** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That Councillor Bill McNulty be appointed to the Richmond Olympic Experience Advisory Committee as outlined in the staff report from the Director, Arts, Culture and Heritage Services dated November 6, 2012.



Consent
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9. **2013 UTILITY BUDGETS AND RATES**

(File Ref. No.: 03-0970-01/2012) (REDMS No.3699344 v.3)

CNCL-125

See Page **CNCL-125** for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That:

- (1) *the 2013 Utility Expenditure Budgets, as outlined under Option 3 for Water, Sewer, Drainage & Diking, and Option 2 for Solid Waste & Recycling as contained in the staff report dated November 14, 2012 from the General Managers of Finance & Corporate Services and Engineering & Public Works, be approved as the basis for establishing the 2013 Utility Rates and for preparing the 5 Year Financial Plan (2013-2017) Bylaw;*
- (2) *the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute an amendment to Contract T.2988, Residential Solid Waste & Recycling Collection Services, to:*
 - (a) *include acquisition, storage, assembly, labelling, delivery, replacement and related tasks for the carts and kitchen containers associated with an expanded yard trimmings/food scraps recycling program at a one-time cost of up to \$3 million (excluding HST);*
 - (b) *add yard trimmings/food scraps collection and large item pickup services to townhomes with blue box service, effective June 3, 2013;*
 - (c) *add collection of yard trimming/food scraps using City-provided carts and large item pickup services to residents in single-family homes effective June 3, 2013;*

- (d) *revise the annual contract amount to approximately \$5,788,664 (depending on contract variables such as inflationary and unit count increases), effective June 3, 2013;*
- (e) *extend the term of the contract to December 31, 2017;*
- (3) *the existing agreement (dated September, 2010) with Neptune Technology be extended for one year, ending December 31, 2013, using the 2010 unit rates with an adjustment made for the HST to GST/PST conversion effective April 1, 2013.*



ADDITIONAL STAFF RECOMMENDATION:

2011 UTILITY RATE AMENDMENT BYLAWS

(File Ref. No.:) (REDMS No. 3709604, 3708024, 3707959, 3707823)

CNCL-156

See Page **CNCL-156** for full report

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

- (1) *Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 8976;*
- (2) *Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 8977; and*
- (3) *Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 8978.*



Consent
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- 10. **APPLICATION BY MATTHEW CHENG ARCHITECT INC. TO REZONE 7451 AND 7471 NO. 4 ROAD, A NO ACCESS PROPERTY ON GENERAL CURRIE ROAD, AND A LANE TO BE CLOSED FROM “SINGLE DETACHED (RS1/B) AND (RS1/F)” TO “MEDIUM DENSITY TOWNHOUSES (RTM3)” IN ORDER TO DEVELOP A 20 UNIT TOWNHOUSE COMPLEX**

(File Ref. No. 12-8060-20-8198/ 8968; RZ 11-582929) (REDMS No. 3680513)

CNCL-179

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

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8198 be abandoned; and*

- (2) *That Bylaw 8968 for the rezoning of 7451 No 4 Road, a No Access Property on General Currie Road, and a Lane to be closed from "Single Detached, (RS1/B)" and 7471 No. 4 Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.*



Consent
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11. **AMENDMENT TO SINGLE-FAMILY LOT SIZE POLICY 5467 IN SECTION 23-4-7 APPLICATION BY VANLUX DEVELOPMENT INC. FOR A REZONING AT 4691, 4731 AND 4851 FRANCIS ROAD FROM SINGLE DETACHED (RS1/E) AND LAND USE CONTRACT (LUC061) TO SINGLE DETACHED (ZS21) - LANCELOT GATE (SEAFAIR)**

(File Ref. No. 12-8060-20-8965, RZ 12-617436) (REDMS No. 3656893)

CNCL-211

See Page CNCL-211 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Single-Family Lot Size Policy No. 5467 in Section 23-4-7, adopted by Council on March 15, 1999, be amended to exclude those properties fronting Francis Road between Lancelot Gate and Railway Avenue as shown on Attachment 4 to the report dated October 23, 2012, from the Director of Development; and*
- (2) *That the provisions of "Land Use Contract 061" be discharged from 4851 Francis Road and that Bylaw 8965, to create "Single Detached (ZS21) – Lancelot Gate (Seafair)", and for the rezoning of 4691, 4731 and 4851 Francis Road from "Single Detached (RS1/E) and Land Use Contract (LUC061)" to "Single Detached (ZS21) – Lancelot Gate (Seafair)", be introduced and given first reading.*



Consent
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12. **TRANSLINK 2013 CAPITAL PROGRAM COST-SHARING SUBMISSIONS – MAJOR ROAD NETWORK AND BIKE, BICYCLE INFRASTRUCTURE CAPITAL COST-SHARING REGIONAL NEEDS AND TRANSIT-RELATED ROAD INFRASTRUCTURE PROGRAMS**

(File Ref. No. 01-0154-04/2012) (REDMS No. 3655384 v.2)

CNCL-249

See Page CNCL-249 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) *That the submission of:*

- (a) *road improvement project for cost-sharing as part of the TransLink 2013 Major Road Network & Bike (MRNB) Upgrade Program;*
- (b) *bicycle facility improvement project for cost-sharing as part of the TransLink 2013 Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program; and*
- (c) *transit facility improvements for cost-sharing as part of the TransLink 2013 Transit-Related Road Infrastructure Program;*
as described in the staff report dated October 24, 2012 from the Director, Transportation, be endorsed; and
- (2) *That, should the above submissions be successful and the projects receive Council approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2013 Capital Plan and the 5-Year Financial Plan (2013-2017) be updated accordingly dependant on the timing of the budget process.*



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13. **CARBON NEUTRAL PROGRESS UPDATE**

(File Ref. No. 01-0370-01) (REDMS No. 3695216 v.4)

CNCL-257

See Page **CNCL-257** for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION**

- (1) *That the City pursue the “Making Progress” option for meeting the terms of the Climate Action Charter for 2012; and*
- (2) *That the ‘Towards Carbon Neutrality – Progress Report 2012’ (Attachment 1) be made accessible to the community through the City’s website and in limited hard-copy supply at City Hall and key community centres.*



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14. **PROPOSED CLIMATE SMART PROGRAM – FACILITATING CLIMATE ACTION BY RICHMOND BUSINESSES**

(File Ref. No. 01-0370-01/2012) (REDMS No. 3702578 v.2)

CNCL-267

See Page CNCL-267 for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION**

That the City supports the delivery of the Climate Smart Program as presented in the staff report dated November 6, 2012 titled Proposed Climate Smart Program – Facilitating Climate Action by Richmond Businesses.



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

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

15. *Motion to resolve into Committee of the Whole to hear delegations on non-agenda items.*



CNCL- 283

- (1) Commercial Real Estate Development Association (NAIOP) to speak about contributions made by the commercial real estate sector to the local economy in Metro Vancouver in terms of jobs, GDP, and economic impact.

CNCL-291

- (2) Barbara Duggan, President, Rotary Club of Richmond and Keith Tsukishima, to present Richmond City Council with the Rotary Club of Richmond's 50th Anniversary book.

16. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

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PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-293 Road Closure and Removal of Road Dedication **Bylaw No. 8844**
Opposed at 1st/2nd/3rd Readings – None.

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CNCL-295 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8849**
(10580 River Drive, RZ 11-594227)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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CNCL-297 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8852**
(11291 Williams Road, RZ 11-587549)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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CNCL-299 Richmond Official Community Plan Bylaw 7100, Amendment **Bylaw No. 8880** and Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8881**
(23591 Westminster Hwy, RZ 12-601319)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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- CNCL-301** Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment **Bylaw No. 8923**
Opposed at 1st/2nd/3rd Readings – None.

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- CNCL-303** Development Application Fees Bylaw No. 7984, Amendment Bylaw **Bylaw No. 8924**
Opposed at 1st/2nd/3rd Readings – None.

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DEVELOPMENT PERMIT PANEL

17. RECOMMENDATION

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

CNCL-305
CNCL-315

- (1) *That the minutes of the Development Permit Panel meeting held on Wednesday, November 14, 2012, and the Chair's report for the Development Permit Panel meeting held on Wednesday, November 14, 2012, be received for information; and*
- (2) *That the recommendations of the Panel to authorize the issuance of:*
 - (a) *a Development Permit (DP 12-616031) for the property at 2760 Sweden Way; and*
 - (b) *a Development Permit (DP 12-615185) for the property at 12100 Featherstone Way;**be endorsed, and the Permits so issued.*

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ADJOURNMENT

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**Regular Council Meeting for Public Hearings
Monday, November 19, 2012**

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

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

David Weber, Corporate Officer

Absent: Councillor Derek Dang
Councillor Evelina Halsey-Brandt

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

1. **Zoning Amendment Bylaw 8941 (RZ 11-585154)**
(Location: 7520 Ash Street; Applicant: Benito A. Kho)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH12/10-1 It was moved and seconded

That Zoning Amendment Bylaw 8941 be given second and third readings.

CARRIED



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2. **Zoning Amendment Bylaw 8946 (RZ 11-593705)**
(Location: 7680 & 7720 Alderbridge Way; Applicant: Robert Ciccozzi Architecture Inc.)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

Tak Ma, 7535 Alderbridge Way (Schedule 1)

Submissions from the floor:

None.

PH12/10-2

It was moved and seconded

That Zoning Amendment Bylaw 8946 be given second and third readings.

CARRIED

3. **Official Community Plan Amendment Bylaw 9000**
(Location: All of Richmond; Applicant: City of Richmond)

Staff Report

Bylaw 9000

**Memo from the General Manager, Planning and Development
Outlining Proposed OCP Amendments**

**Memo from the Manager, Policy Planning Re: Metro Vancouver's
Acceptance of the Regional Context Statement**

2041 Official Community Plan



**Regular Council Meeting for Public Hearings
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Applicant's Comments:

Terry Crowe, Manager, Policy Planning, provided background information and a summary of the proposed amendments to Official Community Plan (OCP) Amendment Bylaw 9000. During his presentation, Mr. Crowe provided further information on the issues highlighted in the Memo dated November 15, 2012, from the General Manager, Planning and Development, which included the public consultation process, feedback from stakeholders, Council requested modifications, and staff initiated modifications. He also noted that the Metro Vancouver Board of Directors had accepted Richmond's 2041 Official Community Plan Regional Context Statement (RCS) on November 16, 2012.

Written Submissions:

- (a) Vancouver Coastal Health (**Schedule 2**)
- (b) Ecowaste Industries Ltd (**Schedule 3**)
- (c) Board of Education (Richmond) (**Schedule 4**)
- (d) Corporation of Delta (**Schedule 5**)
- (e) Port Metro Vancouver (**Schedule 6**)
- (f) Vancouver Airport Authority (**Schedule 7**)
- (g) Bird Studies Canada (**Schedule 8**)
- (h) A total of 22 Open House Comment Sheets (**Schedule 9**)
- (i) Urban Development Institute (UDI) (**Schedule 10**)
- (j) Andrew Murdoch, 9211 Glendower Drive (**Schedule 11**)

Submissions from the floor:

Allen Mogus, 23220 Willet Avenue, expressed concerns regarding the conduct of developers in Richmond, and spoke about how developers have been selectively purchasing clusters of various properties in his neighbourhood. The delegation shared his belief that this trend may force him to move out of his home, into which he has invested a great sum of money for renovations and repairs. In closing, the delegation suggested that consideration be given to asking developers, when applications come forward, if they have approached the owners of adjoining properties during the development approval process.



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Ingrid Trouw, 2160 Handley Avenue, asked what the minimum amount of required green space is when building a new home in Richmond. In reply to the delegation's question, staff advised that the City of Richmond requires a minimum of 30% live landscaping, not including a driveway, which would leave up to 70% of a land parcel for the construction of a building.

Michael Wolfe, 9731 Odlin Road, spoke in opposition to the adoption of Richmond Official Community Plan (OCP) Bylaw 9000. He expressed his belief that the OCP requires further public consultation, and stated that most people in Richmond would be opposed to the OCP. Mr. Wolfe also shared his opinion that the OCP should be better integrated with transportation, sustainability, and waste management plans. The delegation showed images of trees that appeared to be marked for removal. He concluded by stating that the OCP, as proposed, sustains growth in the City, but does not promote a good community or a healthy environment for future generations.

Dean Beauvais – 6471 Riverdale Drive -- spoke about his experience with developers who cut down trees at a development that was adjacent to his property, and requested City Council to ask developers to treat owners of properties adjacent to new developments with respect.

Carol Day, 11631 Seahurst Road, spoke in opposition to the adoption of Richmond Official Community Plan (OCP) Bylaw 9000, and expressed her views, stating that the people of Richmond had a lack of confidence in the proposed OCP. Ms. Day noted that in reviewing the 2041 OCP comment sheets, she discovered that 29% of those who responded disagreed that the vision and objectives as highlighted in the proposed OCP provided the vision necessary to prepare the 2041 OCP update. Ms. Day also questioned the wording used in letters and notices written by City staff and that the wording could be misleading or confusing for members of the public.

PH12/10-3

It was moved and seconded

- (1) ***That Schedule 1 of Richmond Official Community Plan Bylaw 9000 be amended by:***
 - (a) ***introducing new policy statements relating to the protection of single family neighbourhoods as specified on the replacement pages identified as 3-9 and 3-10 that will form part of Section 3.2 Neighbourhood Character and Sense of Place (Attachment 6 to the memorandum dated November 15, 2012 from the General Manager,***



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Planning and Development “the memorandum”;

- (b) *introducing a symbol representing school buildings on the OCP Land Use Map as specified on the REVISED OCP Land Use Map (Attachment 1 to Schedule 1 of the Richmond Official Community Plan Bylaw 9000, “the OCP Land Use Map”);*
- (c) *introducing new policy statements relating to electric charging equipment for bicycle parking spaces as specified on the replacement page identified as 8-23, that will form part of Section 8.5 Transportation Capacity and Demand Management (attachment 7 to “the memorandum”);*
- (d) *introducing a new policy statement, under Objective 2, relating to the redevelopment of large sites in neighbourhood center areas and requiring the developer to undertake a neighbourhood centre master planning process, as specified on the replacement page identified as 3-4 that will form part of Section 3.0 Connected Neighbourhoods with Special Places, Objective 2 (attachment 8 to “the memorandum”);*
- (e) *clarifying and reorganizing several of the policies in Chapter 9.0 Island Natural Environment and Chapter 10.0 Open Space and Public Realm; and removing redundant language, as specified on the replacement pages identified as 9-1 through to 10-7 (attachment 9 to “the memorandum”);*
- (f) *redesignating the West Cambie Nature Park from “Park” to “Neighbourhood Residential” and amending the OCP Land Use Map to reflect that change;*
- (g) *inserting existing policies, from OCP Bylaw 7011, 3.6.2 Broadmoor Neighbourhood Centre Policies, items h through to m, as specified on the replacement pages identified as 3-59 through to 3-61 that will form part of 3.6 Specific Policies and Guidelines (attachment 10 to “the memorandum”); and*
- (h) *correcting spelling, grammatical, photo and map housekeeping items including: 65 word corrections and photo replacements as specified on the replacement pages that form attachment 11 to “the memorandum”; and minor mapping corrections to 8 maps that form*



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attachment 12 to "the memorandum".

CARRIED

PH12/10-4 It was moved and seconded
That Official Community Plan Bylaw 9000 be given second reading as amended on this day.

CARRIED

PH12/10-5 It was moved and seconded
That Official Community Plan Bylaw 9000 be given third reading.

CARRIED

PH12/10-6 It was moved and seconded
That Official Community Plan Bylaw 9000 be adopted.

CARRIED

4. **Zoning Amendment Bylaw 8922**
(Location: Edgemere Neighbourhood With Lanes; Applicant: City of Richmond)
- Applicant's Comments:*
City staff was available to answer questions.
- Written Submissions:*
- (a) Scott Steeves, 10400 Dennis Crescent (**Schedule 12**)
 - (b) Carol Day, 11631 Seahurst Road (**Schedule 13**)
 - (c) Greg Munsie, 10071 Wilkinson and 10380 Dennis Crescent (**Schedule 14**)
 - (d) Jodi Robertson, 10695 Aintree Place (**Schedule 15**)
 - (e) Dan and Sandra Dueckman, 10408 Dennis Crescent (**Schedule 16**)
 - (f) Carol Day, 11631 Seahurst Road (dated November 19, 2012) (**Schedule 17**)



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Submissions from the floor:

Ingrid Trouw, Burkeville Neighbourhood resident, spoke about the construction of coach houses in the Edgemere neighbourhood as she believed it would set a precedent for the Burkeville neighbourhood. She stated that although coach houses will provide the younger population with affordable housing, coach houses compromise privacy and green space and may not be something that older residents want or need. The delegation also expressed concerns related to additional vehicles parked on the streets, and stated that the ditches must be filled in, and alleys must be paved in neighbourhoods with coach houses.

Michael Wolfe, 9731 Odlin Road, spoke in opposition to the construction of coach houses in the Edgemere neighbourhood, and spoke about the difficulties his sister faced when trying to sell a coach house she purchased in Kelowna. He stated that only 11% of the Edgemere neighbourhood residents are in support of coach houses, and then explained how he calculated the 11% figure. Mr. Wolfe also spoke about how removing trees in order to construct coach houses may increase the possibilities for flooding in those areas.

Kelly McCormick, 10600 Swinton Crescent, spoke in opposition to the construction of coach houses in the Edgemere neighbourhood, and expressed concerns related to traffic congestion, including additional parked vehicles on the street. The delegation also shared the belief that City Council did not have sufficient neighbourhood support to make a decision on the matter.

Carol Day, 11631 Seahurst Road, spoke in opposition to the construction of coach houses in the Edgemere neighbourhood, and expressed concerns related to additional parking requirements, and insufficient support from residents of the Edgemere neighbourhood. Ms. Day also had concerns related to the City's public consultation process and the wording of the survey used when conducting the public consultation process. Ms. Day's submission is attached as **Schedule 17** and forms part of these minutes.

Mayor Brodie acknowledged the conclusion of the first round of public speakers. Several speakers then addressed Council for the second time with new information.



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Ingrid Trouw, Burkeville Neighbourhood Resident, asked if homes with existing secondary suites would be permitted to build coach houses or granny flats for a total of three residences on one property. Staff advised that Zoning Amendment Bylaw 8922, as proposed, permits homes that have not used the allowable zoning to build a coach home on their property regardless of whether there was a secondary suite in the main building or not.

Kelly McCormick, 10600 Swinton Crescent, stated that densification was a prime concern and that even if a quarter of residents applied to build coach houses or granny flats, most area residents would be impacted and expressed his belief that the City was making a decision on the matter with a very low number of responses from the public.

Carol Day, 11631 Seahurst Road, stated that the City of Richmond open house notification regarding granny flats and coach house guidelines in the Edgemere neighbourhood was not presented in a clear manner, and created confusion in the neighbourhood. Ms. Day also stated that many attendees of the public open house stated that they felt like they received a 'sales pitch' in support of coach houses and granny flats.

A Richmond Resident spoke in opposition to the construction of coach houses in the Edgemere neighbourhood, and expressed concerns related to additional traffic in the neighbourhood as a result of the construction of coach houses. The delegation spoke about the traffic and safety concerns he encountered when taking his children to Thomas Kidd School, and suggested that City Council give consideration to implementing a parking by permit program in the neighbourhood.

PH12/10-7

It was moved and seconded

That Zoning Amendment Bylaw 8922 be given second and third readings.

The question on Resolution No. PH12/10-7 was not called as a discussion ensued about the feasibility of amending Zoning Amendment Bylaw 8922 to not permit the construction of granny flats or coach homes on properties with homes with existing secondary suites. As a result of the discussion, the following **motion** was introduced:



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PH12/10-8

It was moved and seconded

That the motion be tabled pending further direction on the issue of amending the bylaw to only permit 2 residences on a property – a main residence and a coach house/granny flat or a main residence and a secondary suite.

DEFEATED

OPPOSED: Cllrs. Barnes
Johnston
McNulty
McPhail

The question on Resolution No. PH12/10-7 was not called the following referral motion was introduced:

PH12/10-9

It was moved and seconded

That the matter of coach houses and granny flats in the Edgemere neighbourhood be referred back to staff to review the issue of secondary suites, and the traffic situation, as well as the potential number of applications for coach houses in this area.

DEFEATED

OPPOSED: Mayor Brodie
Cllrs. Au
Barnes
McNulty
Steves

The question on Resolution No. PH12/10-7 to give second and third reading to Bylaw 8922 was then called and it was **CARRIED** with Cllrs. Johnston and McPhail opposed.

PH12/10-10

It was moved and seconded

That Zoning Amendment Bylaw 8922 be adopted.

CARRIED

OPPOSED: Cllrs. Johnston
McPhail



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PH12/10-11 It was moved and seconded
That staff investigate the existing and potential traffic flow issues in the area.
CARRIED

PH12/10-12 It was moved and seconded
That a review of Zoning Amendment Bylaw 8922 be conducted in one year's time.
CARRIED

ADJOURNMENT

PH12/10-13 It was moved and seconded
That the meeting adjourn (9:12 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 19, 2012.

Mayor (Malcolm D. Brodie)

Corporate Officer
City Clerk's Office (David Weber)

To: Public Hearing
November 19, 2012
Item 2

From:
Subject:

MayorandCouncillors
FW: Send a Submission Online (response #720)

Schedule 1 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

From: City of Richmond Website [<mailto:webgraphics@richmond.ca>]

Sent: Friday, 16 November 2012 16:27

To: MayorandCouncillors

Subject: Send a Submission Online (response #720)

Send a Submission Online (response #720)

Survey Response

Your Name:	Tak Ma
Your Address:	903-7535 Alderbridge Way, Richmond
Subject Property Address OR Bylaw Number:	Zoning Amendment Bylaw 8946 (RZ 11-593705)
Comments:	<p>Our family is strongly against this zone amendment. There are too many construction activities already around our home, eg. Camber in Embridge, Ora in Holybridge within a block and a number of sites in River Green. Construction caused air pollution, noise pollution, hazards to young kid as there are so many heavy trucks on site and road blocking, We do not want to live under the dust again and have a tower crane standing in front of our window for another two or three years. After construction, we will expect more traffic in Alderbridge Way which means again more air and noise pollution. This will lead to a concrete forest in this neighborhood. No view of the mountain and the sky. We hope somebody will listen to our comments.</p>



To Public Hearing
Date: <u>Nov 19 2012</u>
Item # <u>3</u>
Re: <u>B/VW 9000</u>

Schedule 2 to the minutes of the Regular Council Meeting for Public Hearings held on Monday, November 19, 2012

Office of the Chief Operating Officer
Richmond
7000 Westminster Highway
Richmond, BC V6X 1A2
(604) 244-5537

November 05, 2012

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
mayorandcouncillors@richmond.ca



Dear Mayor Brodie and Council:

Re: 2041 Official Community Plan – City of Richmond

On behalf of the Vancouver Coastal Health (VCH), we are pleased to have this opportunity to provide comment and response to the 2041 Official Community Plan (2014 OCP) that Council gave first reading on September 24 2012.

Vancouver Coastal Health appreciates the opportunities over the past two and half years to work with City staff on the 2041 OCP. In our letter of December 2009 (attached) to Mr. Terry Crowe, we identified a number of areas in the OCP that are of great interest to VCH. We are pleased with the directions taken in the 2014 OCP on many of these areas of common interest. In particular we commend the document in recognizing the vital links between the health and wellness of residents and the natural and built environments of the community. We do have a number of comments for Council's consideration in areas where the 2041 OCP can be strengthened or where attention is required when implementing the OCP. Our comments are not exhaustive. They do nevertheless point to the need and the benefit for continued dialogue between the Health Authority and the City.

Section 3.0 Connected Neighbourhoods With Special Places

We support the principles underlying this section. One very positive outcome of past planning decisions in Richmond is the existence of neighbourhoods with mixed income levels. Mixed neighbourhoods have contributed to the health and wellbeing of Richmond residents. Diversity matters, not only for a sustainable ecological system and environment, but also for a sustainable built environment and community. A healthy city needs diversity in housing type, in transportation modes and in public spaces. Section

3.0 has the potential to build on this past success. There are challenges however in achieving the vision of connected and diverse neighbourhoods. Some examples:

- o **Density and Neighbourhood Shopping Centres:** To achieve the benefit of mixed land use around neighbourhood shopping centres will require multiple elements to come together in synergy. Density without associated meaningful transit, active transport options, without the right mix of institutional / commercial / retail use, without sufficient open space, for example, could actually result in fewer options for healthy living.

Vancouver Coastal Health respectfully requests active participation with City staff in any future development or update of area and sub-area plans, in order to assist in assessing the health and wellness impacts of these plans. See also Section 13.2 Objective 1 in the 2041 OCP. Participation of the Health Authority is supported and consistent with section 879(2)(vi) of the Local Government Act.

- o **Accessible Housing:** Vancouver Coastal Health strongly supports the 2041 OCP policy directions to enhance residents' capacity to age in place. Our staff, through their day to day interactions with elderly residents and others with accessibility challenges, has extensive hands-on experience on the building designs that improve accessibility as well as designs that are barriers to independence.

Vancouver Coastal Health will be pleased to work with City staff to further refine the policies described in Section 3.4.

- o **Conflicts from mixed land use:** Section 3.6.3 correctly identifies noise management as an increasingly important issue as the City densifies, with increasing interfaces between different land uses as well as increasing areas of mixed use. While the development permit application process, public notifications, noise bylaws, buffers, and building envelope design will all help in minimizing the impact of unwanted noise, the fundamental issue on an ongoing basis is human relationships as neighbours. This would also hold true for other unwanted intrusions such as light. Land use conflicts will no doubt emerge in spite of every good intention to prevent such. Currently VCH enforces City noise by-laws on behalf of the City. Enforcing noise by-law compliance can often be protracted and unsatisfactory to all parties involved. The City may wish to consider establishing policies on conflict resolution and mediation expectations between property owners / users as a complement to existing regulations and by-laws.
- o **With regard to managing aircraft noise sensitive development,** Vancouver Coastal Health respectfully requests active participation with City staff to assess the health and wellness impacts of aircraft noise sensitive land uses, whenever such uses are being considered pursuant to the City of Richmond Aircraft Noise Sensitive Development Policies, Table and Map.

Section 6.0 Resilient Economy

- o Health care access: We assume *Health Care* to be one of the Population Services under Objective 5 of this section. While we are pleased to see medical centres identified as one of the Institutional uses that need to be incorporated into planned areas of dense population and employment, we are disappointed that the future land use requirements of large health care facilities that serve the entire community, such as the Richmond Hospital, are not identified in the OCP. Indeed the ideal mix and locations for health care as the population grows and ages are evolving.

Section 881 of the Local Government Act legally requires the local government to consult on a yearly basis with the school district on the anticipated needs for school facilities and support services. While the Local Government Act does not include a similar requirement with respect to health care facilities, we respectfully request that, given the anticipated size of population growth for the next 30 years and the aging health care infrastructure in Richmond, Council considers engaging in the same annual dialogue with Vancouver Coastal Health regarding health care facility needs. In this way, we can apprise and better include the City in ongoing health care facility planning processes.

Section 7 Agriculture and Food

- o Equitable access to food: While this section identifies the need to strengthen the food system beyond production, the policy intent with respect to equitable distribution and access to healthy foods across the whole municipality requires more clarity and definition. For example, Section 7.2 states an intent to ensure that neighbourhoods have grocery stores within walking or cycling distance (page 7-8), but there is no clear accompanying policy to implement this intention. The grocery store is the major access point for food for most residents including the vulnerable populations. The City is encouraged to enhance the policy links between equitable food access and the development of connected neighbourhoods (Section 3). Ensuring healthy food access for the vulnerable populations, however, requires a multi-faceted approach. VCH is therefore also supportive of the ongoing food security work in Richmond such as community kitchens, community gardens, farmers markets, and the promotion of food security awareness in general.

Vancouver Coastal Health supports the intention in the OCP 2014 to develop a Richmond Food Strategy, and looks forward to participating in the development process.

Section 8 Mobility and Access

- Walking to school: How we go to work, to school, to shop for groceries, have an important influence on our level of physical activity and thence health and wellness. The recent *Healthy Richmond Survey* conducted by VCH with the assistance of City staff found that Richmond residents are more likely to achieve the recommended daily physical activity level if they take the transit, walk, or bike to work as opposed to commuting by private automobile. We are pleased to see the stated policies in this section include the provision of direct walking routes to schools, and the reduction of school related vehicle trips and congestion. In terms of healthy physical environments for schools, reducing vehicular traffic around schools and increasing walking or cycling to school have multiple benefits.

Vancouver Coastal Health would be pleased to work with the City and the Richmond School District in making walking to school the norm.

- Walking and the aging population: In terms of promoting walking, the perspectives through the lens of the aging population have to be considered, in particular on issues such as pedestrian crossing placement, lighting and timing.
- Walkability Index: The 2014 OCP includes the transportation mode share target for Richmond for 2014. Another measurement that is more closely linked to land use decisions is the Walkability Index. This index can be a tool for performance monitoring as well as public education. The City may wish to consider collaborating with researchers in using the Walkability Index for tracking progress towards achieving the mode share targets.

Section 12 Sustainable Infrastructure and Resources

- Water Supply and Distribution: The City currently relies on one single water main from the Metro Vancouver water system to supply the vast majority of the Richmond water users. A second Metro Vancouver water main supplies Hamilton and parts of East Richmond separately. There is currently no substantial east – west linkage of the two systems. Given the population growth, the expected growth of the airport, and the geological vulnerability of the city, Vancouver Coastal Health believes that building redundancy in the water supply to the city should be stated as a priority for Section 12.3.
- Energy: Vancouver Coastal Health supports the principles of energy reduction and alternative energy options that can reduce GHG emission. As a major energy user, VCH is interested in the potential to partner with the City on district energy development.

Section 13 Implementation Strategy

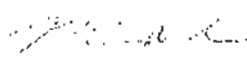
- o Phasing and Priorities – Partnership with senior government, stakeholders, and the community: Vancouver Coastal Health is prepared and very interested in being a partner with the City to work on areas in the 2014 OCP that are of mutual concern, in setting priorities as well as developing joint actions. Our request to be included in the development of area and sub-area plans has already been made above. Furthermore, to recognize the links in the 2014 OCP to resident health and wellness, we respectfully recommend that Section 13.4, Objective 1, Policies (b) be amended to include mention of Vancouver Coastal Health as one of the agencies the City will "continue to co-operate with in their planning".

In summary, Vancouver Coastal Health is pleased to have had the opportunity to contribute to the development of the 2041 OCP. We believe the document is a thoughtful high level blue print for the future of Richmond. We note the many places where the interests of VCH intersect with that of the City, particularly in the areas of health and wellness. We also recognize that the work has just begun in achieving the 2041 OCP vision of a Sustainable Richmond. Implementing the 2041 OCP thus provides an opportunity for taking the existing partnerships and collaborations between the City and Vancouver Coastal Health to higher levels. The Richmond Community Wellness Strategy is an example of a collaboration that is facilitating synergy in program development between VCH and the City. We can do more. One way is to transform the many current ad hoc referral and consultation processes into a formal partnership agreement. A more structured approach to our collaboration will enhance the timeliness, the consistency, as well as the quality of the dialogue between the City and VCH. We would be pleased to explore this further. While directly and indirectly both the Public Health Act and the Local Government Act require the health authority and the local government to work together, at the end of the day, it is simply the right thing to do for the benefit of the people we serve. We thank you for this opportunity to provide comments to the 2041 Official Community Plan.

Respectfully



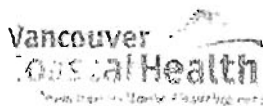
Dr. James Lu
Medical Health Officer
Vancouver Coastal Health – Richmond



Mike Nader
Chief Operating Officer
Vancouver Coastal Health – Richmond

att.

cc: David Weber, Director, City Clerk's Office, City of Richmond
Terry Crowe, Manager, Policy Planning, City of Richmond



Office of the Chief Operating Officer
Richmond
7000 Westminster Highway
Richmond, BC V6X 1A2
(604) 244-5537

December 14, 2009

Terry Crowe
Manager, Policy Planning Division
Richmond City Hall
6911 No. 3 Road
Richmond BC V6Y 2C1

Dear Mr. Crowe:

Vancouver Coastal Health is very interested in participating in the updating of the Official Community Plan (OCP) for the City of Richmond. The purpose of this letter is to provide some high level comments on the OCP, and also, to convey to City Staff and Council our desire and readiness to be an active partner throughout the City's process.

In the past 10 years Richmond has experienced very significant population growth, demographic shift, cultural diversification, and urbanization. It would be important for the OCP 2041 to provide a constant vision and a robust framework for our community to continue to grow and to be the most appealing, livable and well-managed community in Canada.

General Feedback on the OCP for City Staff and Council Consideration

Vancouver Coastal Health has been (and continues to be) a partner to the City on a number of initiatives over the past decade, including the Richmond Substance Abuse Task Force, the Richmond Poverty Response Task Force, the Parks, Recreation and Culture Services Master Plan, and the soon to be completed Richmond Community Wellness Strategy. These are initiatives that should inform the OCP update.

As well, there is increasing evidence that a "healthy built environment" is critical to achieving a sustainable community. The characteristics of our human-constructed physical environment – the built environment – have significant effects on population health. This is especially important as Richmond grows. We respectfully submit that the following areas, where population health and the built environment intersect, require consideration as the OCP is updated:

- Physical activity
- Access to healthy foods
- Ambient air quality and noise
- Injury and safety
- Housing and homelessness
- Sense of belonging and well-being
- Recreation choices and access
- Transportation choices
- Social and health services access
- Public infrastructure
- Child and age friendliness

We are pleased to note that many of these topic areas have been identified in the documents and displays produced for the first round of public consultation. The challenge for Council and City staff would be to achieve the best possible balance between competing priorities. As an example, we draw on the need to pay attention to the sense of belonging among Richmond residents. Research has shown that people who have a strong sense of belonging are healthier and are more engaged in their community. As the City contemplates focusing future residential and business development / densification along the major transit corridors, and in the city centre, there is a need to consider how such a strategy might sustain or change the nature of existing neighborhoods and what impacts there may be to residents' sense of belonging across the different neighborhoods.

Request to be an Active Partner Throughout the Process

We respectfully ask City Staff and Council to consider the formal inclusion of a Vancouver Coastal Health representative in the OCP update process, for the purpose of working directly with City staff throughout the process. Although not specifically referred to as such, the OCP is the type of public health planning envisaged in section 3 of the new BC Public Health Act. Areas where Vancouver Coastal Health can add value to the OCP update process include:


- 1 **Population health and health service data and related interpretive expertise.** Vancouver Coastal Health is prepared to share with the City information we have and use to evaluate population health and health service needs. In particular, Vancouver Coastal Health recognizes that as Richmond grows, the existing health care infrastructure will need to be renewed and expanded. Our long range acute care facility planning can benefit from mutual understanding of each other's needs and priorities.

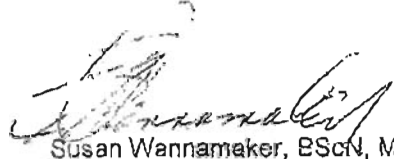
Terry Crowe
December 14, 2009
Page 3.

2. Assistance in public engagement activities. Through the office of our Medical Health Officer, Vancouver Coastal Health can assist City staff in providing public presentations to increase community awareness on the vital links between health and wellness and the built environment.
3. Assistance to City staff in translating population health and wellness prerequisites into achievable objectives within the OCP. VCH can work in partnership with the City towards a healthy and sustainable Richmond.

In summary, the OCP update could have a significant impact on population health and wellness, as well as health services infrastructure. Vancouver Coastal Health respectfully submits that greater inclusion of the Health Authority, a key stakeholder in the OCP update process, can bring significant benefits to the City, to Vancouver Coastal Health, and, most importantly, to the residents of Richmond. The OCP update is an excellent opportunity to further strengthen the partnership between the City of Richmond and Vancouver Coastal Health.

Yours truly,


James Lu, MD
Medical Health Officer
Vancouver Coastal Health - Richmond


Susan Wannamaker, BScN, MHA
Chief Operating Officer
Vancouver Coastal Health - Richmond

CC: Mayor and Council Members, City of Richmond

To Public Hearing
Date: <u>NOV 19 2012</u>
Item #: <u>3</u>
Re: <u>BUKIN 1000</u>

ECOWASTE

November 6, 2012

City of Richmond
City Clerk's Office
6911 No. 3 Road
Richmond, BC V6Y 2C1
Attn: David Weber, Director



Dear Sir:

RE: OFFICIAL COMMUNITY PLAN – ECOWASTE INDUSTRIES LANDS

I am writing on behalf of Ecowaste Industries Ltd. in response to the City's request for further input into its Draft Official Community Plan ("OCP") with our request that the area consisting of Ecowaste's four properties described below be the subject of further study by the City:

- 150-acre parcel legally described as 1 SEC 15 BLK4N RG5W PL LMP 40687 and 2 SEC 15 BLK4N RG5W PL LMP 40687 (**Parcel 1**)
- 79-acre parcel legally described as SEC 21 BLK4N RG5W PL Part N ½ (**Parcel 2**)
- 62-acre parcel legally described as H SEC 28 BLK4N RG5W PL 19680 (**Parcel 3**)
- 16-acre parcel legally described as SEC 10 BLK4N RG5W PL 723 Parcel A Except Plan 9341, EXP 723 (**Parcel 4**).

These parcels total over 300 acres. They are located in a very dynamic part of Richmond adjacent to Ecowaste's significant industrially-zoned lands (currently being developed), the Fraser Port Lands, key transportation corridors and a broad mix of other uses. Ecowaste believes these parcels warrant further study because of their unique size and strategic location, and because of:

1. the wide variety of past and present uses – and the potential for future uses of properties in this area;
2. the long history of Agricultural Land Commission (ALC) decisions allowing peat removal, landfill, industry, port, golf courses, transportation and other uses on these and other properties in the area;
3. the lack of significant farming activity in the immediate vicinity of our properties, except for the cranberry operation to the west and some farming to the north;
4. the recent designation of parts of our four properties as ESA and its impact;

5. the extensive port development and emerging traffic changes in the area, including a new bridge extending Blundell Road from the east into the Ecowaste properties;
6. the pending industrial development on other Ecowaste properties adjacent to these four parcels;
7. the lack of other properties in Richmond of similar size to meet the City's long-term needs in a number of areas, including employment and,
8. the benefits of a comprehensive and integrated land use plan that incorporates agriculture, industry, recreation, port, transportation and other uses that serve the long-term needs of the City.

Ecowaste Industries Ltd.

Ecowaste is a wholly-owned subsidiary of Graymont Limited. Ecowaste has 40 years of waste management experience in the City of Richmond. From 1971 to 1986 the Company operated a municipal solid waste landfill on 160 hectares of land owned by the Fraser River Harbour Commission (FRHC). As that land became filled Ecowaste purchased 160 hectares of land next to the FRHC site where it currently operates a landfill for construction, demolition and excavation materials. Since 1992 Ecowaste has been involved in many waste management initiatives aside from construction and demolition waste land filling, including yard waste composting, partnerships for soil bioremediation, custom soil manufacturing utilizing Metro Vancouver biosolids and, more recently, wood processing to create biofuels.

Ecowaste's Properties in Richmond

Ecowaste has substantial property holdings in East Richmond totaling 476 acres (192 hectares). These properties are located between No. 6 and No. 7 Roads and between Granville Avenue and Williams Road.

Our properties are bordered by Port Metro Vancouver (PMV) lands to the east and southeast on which PMV operates a large industrial park and logistics facility. There is a CN Rail right-of-way bordering the southeast side of the Ecowaste property. Properties to the north, west and south of Ecowaste consist of a variety of uses, including vacant land, golf courses and agricultural use. The property is bisected by the Blundell Road right-of-way.

Two of Ecowaste's properties are zoned Industrial (one 140-acre and one 29-acre parcel) and are currently in the process of being developed for industrial use. The remaining four parcels are zoned agricultural and are located within the Agricultural Land Reserve (ALR).

All four of Ecowaste's ALR parcels have historically been used for purposes other than farming. From 1948 to 1970 peat was harvested commercially from most of them.

Ecowaste's current landfill operation is on Parcel 1. The landfill has been operating since 1986 under certificates and licenses issued by provincial, regional and local governments including MR-04922 (BC Ministry of Environment), GVS&DD license #L-005 (for the landfill) and GVS&DD license #C-007 (for the compost operation). The use of the parcel as a landfill was encouraged by local, regional and provincial officials at the time because the former Fraser River Harbour Commission lands to the east - which had previously been used to deposit fill - were at capacity and a new landfill was required to meet the regional construction industry's need to dispose of construction and demolition (C&D) waste.

There will continue to be a need for this type of facility in the future as identified by Metro Vancouver in its new Integrated Regional Solid Waste and Resource Management Plan. While that Plan calls for significant improvements in recycling in the C&D sector it also recognizes the long-term need for Ecowaste's type of disposal facility in the region. We anticipate the landfill has several years of useful life remaining.

In 2007 Ecowaste acquired Parcel 2 on No. 6 Road. This parcel had also been mined for peat and was substantially depleted at the time of purchase. Its surface was irregular and lower than adjoining properties and many sections were under water. Ecowaste has been working to determine the best options for this property.

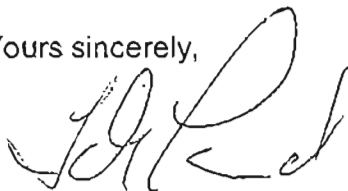
Parcel 3 is empty except for a broadcast facility currently under a long-term lease.

Parcel 4 is not currently leased but has historically been used for residential soil blending and bagging purposes.

In summary, for all of the reasons described above, we ask that the area consisting of Ecowaste's four ALR properties be the subject of further study by the City over the next 2 - 3 years, and that this be noted in the City's new Official Community Plan.

Thank you for your consideration.

Yours sincerely,



Thomas Land
Vice President & General Manager

cc: Joe Erceg, General Manager, Planning & Development
Wayne Craig, Director of Development
Holger Burke, Development Coordinator

November 6, 2012

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

To Public Hearing	
Date:	NOV. 19 2012
Item #	3
Re:	Bylaw 9000

Dear Mayor Brodie:

Re: 2041 Official Community Plan Bylaw

On behalf of the Board of Education, I would like to thank City Council for the opportunity to comment on the 2041 Official Community Plan Bylaw that will be the subject of a Public Hearing on November 19, 2012. We have reviewed the 2041 OCP, and have the following comments to make:

- It is our belief that schools are integral parts of the community and are often the focal point for community gatherings. We are pleased to note that the OCP reflects this, in particular the reference to schools as being "hearts of the community";
- The population growth and dwelling unit increases that are set out in the OCP are consistent with those used in our recently completed Long Range Facilities Plan (LRFP). Our LRFP indicates that, while some of the growth will be accommodated within existing school district facilities, there will also be a need to provide additional school facilities, especially in City Centre. Funding for new school facilities is provided by the Ministry of Education, and while we make every attempt to ensure that facilities are available when needed, it may not always be possible to do so.
- The identification of potential school sites in the OCP is a key component of planning for sustainable infrastructure. To this end, it is noted that OCP Chapter 3.0 "Connected Neighbourhoods With Special Places" addresses the planning of schools, as follows:

Board of Education:
Donna Sargent - Chairperson
Grace Tsang - Vice Chairperson
Rod Belleza Kenny Chiu Norm Goldstein
Debbie Tablomey Eric Yung

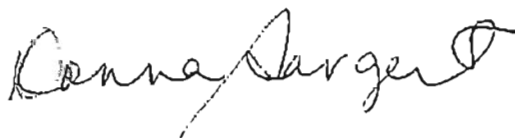


- **OBJECTIVE 3:**
Recognize the importance of schools in neighbourhoods (e.g., education, day care, recreation, health, literacy and community life).
- **POLICIES:**
 - a) *continue to consult with the School Board to ensure that Richmond residents have access to a range of educational, jobs, recreation, sport, special event and community wellness opportunities, including where new school sites may best be located and how closed school sites may be used; Page 3-10*

- We suggest that the City Centre section of the "Connected Neighbourhoods with Special Places" chapter reflect the need for an additional school, and that consideration be given to amending the City Centre Area Plan to facilitate the Board developing potential school sites (e.g. certain text and map references).

The partnership between the school district and the City is highly valued, and is essential to ensuring that the residents of Richmond are well served. We look forward to the continued close working relationship between our two organizations.

Sincerely,



Mrs. Donna Sargent, Chairperson
On Behalf of the Board of Education (Richmond)

cc Trustees
 D. Weber, Director, City Clerk's Office ✓
 M. Pamer, Superintendent of Schools
 M. De Mello, Secretary Treasurer



Schedule 5 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

Community Planning & Development

To Public Hearing	
Date:	Nov 19, 2012
Item #	3
Re:	Official Community Plan Amendment Bylaw 9000

		INT
✓	DW	F

B/L #9000

File: P09-25

November 8, 2012

David Weber
Director, City Clerk's Office
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Weber:

Re: 2041 Official Community Plan – City of Richmond

Thank you for the opportunity to review the 2041 Official Community Plan for the City of Richmond.

The 2041 Official Community Plan is a comprehensive document outlining the vision for a more complete and sustainable community for the future and the implementation process to achieve it. We note that the consultation process was extensive and the proposed Official Community Plan is consistent with the Metro Vancouver Regional Growth Strategy which Delta signed off on.

With the recent announcement of a new crossing of the Fraser to connect Delta and Richmond, we wonder if any necessary accommodations for this are needed within your Official Community Plan given this will be considered in the next 10 years. The Corporation of Delta has no further concerns or comments at this time.

Should you have any questions, please do not hesitate to contact me at 604.946.3381.

Yours truly,

Jeff Day, P. Eng
Director of Community Planning and Development
LR/cd/wl

cc: Mayor and Council
Central Registry

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The Corporation of Delta
4500 Clarence Taylor Crescent
Delta, BC V4K 3E2
604.946.4141
www.corp.delta.bc.ca

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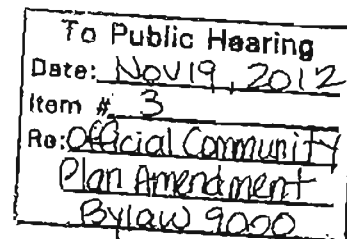


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November 13, 2012

Schedule 6 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

David Weber
Director, City Clerk's Office
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Weber:

Re: 2041 Official Community Plan – City of Richmond

Thank you for your letter of September 26, 2012 to Craig Neeser, Port Metro Vancouver Board Chair, regarding the City of Richmond's proposed 2041 Official Community Plan (OCP). Port Metro Vancouver and other agencies have been asked to comment on the draft OCP, which is targeted for Public Hearing on November 19, 2012.

The City of Richmond's new OCP has been under development since October 2009. The result is a proposed plan that is both comprehensive and forward-thinking in scope and its application of sustainability themes and best practices. There are many elements of the proposed plan that relate to or have an impact on Port Metro Vancouver's interests. The role of the Port and other stakeholders in implementing the Plan is acknowledged in Section 13, and we agree with the policy statement that would see continued cooperation between our agencies in future planning initiatives.

The Port supports the proposed planning direction to intensify the use of employment lands, which is expanded on in the section on a Resilient Economy, where a key objective is to "foster a strong and competitive Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location, industry infrastructure and Asia's economic growth." We also support the associated policies to protect the industrial land base and continue to coordinate long-term community planning with neighbouring jurisdictions vital to long-term employment and a resilient local and regional economy (including the Port).

The Port supports the proposed transportation goals that would see timely roadway improvements for goods movement to support economic activity, and the use of innovative transportation technologies to optimize the overall performance of the transportation system while reducing vehicle emissions and energy use. We note that there may be occasions where increases in physical road capacity may be warranted to support the movement of goods, in addition to efforts to optimize the use of existing capacity. We generally support the proposed road classifications, as well as the specific policies and actions that would improve the movement of goods within the community and to/from Port lands.

...2

100 The Pointe, 999 Canada Place, Vancouver, B.C. Canada V6C 3T4

100 The Pointe, 999 Canada Place, Vancouver, C.-B. Canada V6C 3T4

portmetrovancover.com

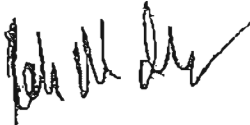
Canada

Mr. D. Weber
Page 2
November 13, 2012

The proposed plan includes a policy (13.4.e) that would discourage Port Metro Vancouver from using Agricultural Land Reserve (ALR) lands for Port purposes and encourage the Port to use lands within the urban footprint. Land use designations and policies, together with the Port's overall vision for future growth, are at the heart of the process of updating our Land Use Plan. City of Richmond staff have been participating in our consultation activities in this regard, and we very much encourage continued participation in the process through 2013.

In closing, Port Metro Vancouver would like to thank the City of Richmond for seeking the input of the Port in finalizing Richmond's OCP, and we look forward to continued, positive collaboration with the City in future planning initiative.

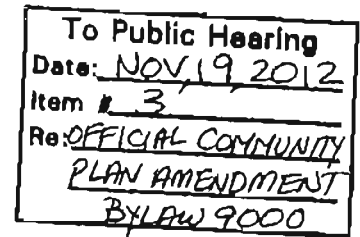
Yours truly,



PORT METRO VANCOUVER

Robin Silvester
President and Chief Executive Officer

c: Craig Neeser, Port Metro Vancouver
Tom Corsie, Port Metro Vancouver
Peter Xotta, Port Metro Vancouver
Jim Crandles, Port Metro Vancouver
Greg Yeomans, Port Metro Vancouver



November 9, 2012

Schedule 7 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

David Weber
Director, City Clerk's Office
City of Richmond
6911 No 3 Road
Richmond, BC
V6Y 2C1

Dear Mr. Weber:

Re: 2041 Official Community Plan: Vancouver Airport Authority Comments

Further to your letter dated September 26, 2012 to Mary Jordan, thank you for the opportunity to comment on Richmond's 2041 Official Community Plan (OCP).

Vancouver Airport Authority supports and shares in the City of Richmond's 2041 vision articulated in the OCP. Indeed, the current and future success of Vancouver International Airport (YVR) and the City of Richmond are inextricably linked. As such, we need to work together to meet our common goals and manage areas of potential conflict.

YVR is a key differentiator and provides a competitive edge for Richmond in attracting jobs, tourism and investment. With 23,000 jobs at the airport, YVR is a major employer and source of significant tax revenue. The presence of YVR increases land values in Richmond benefiting the City through opportunities for redevelopment and taxes. Many businesses and residents choose to locate in Richmond because they are part of the supply chain that supports YVR or they need to be close to the international connectivity provided by YVR.

Airports are no longer single-purpose facilities on the edge of the city but increasingly a multi-purpose node of the regional economy and the whole notion of what is 'airport-related' is changing as regional economies re-organize around globalized enterprises and supply chains. We think of YVR as a multi-product, multi-service enterprise or platform where Richmond touches the world. The OCP definition of airport and airport use should be updated accordingly.

Page 1 of 3

P.O. BOX 23750
AIRPORT POSTAL OUTLET
RICHMOND, BC CANADA V6Y 1Y7
WWW.YVR.CA
TELEPHONE 604.276.6500
FACSIMILE 604.276.6505

CNCL - 38

We think that there are opportunities for the City and the Airport Authority to collaborate on the planning of Richmond City Centre and the east side of Sea Island to identify potential complementarities. For example, could the Russ Baker Way lands become the Neighbourhood Shopping Centre for the new residential communities across the river? Are there other commercial developments suitable for that land that would be considered a community amenity?

An integrated look at future demand on the transportation network (transit, roads and trails) from the collective plans of Richmond, Vancouver and YVR is needed. In particular, given the significant growth in population forecast for the City Centre we are concerned about increasing commuter use of Russ Baker Way corridor negatively impacting airport related traffic.

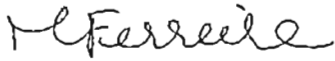
The Templeton field near Burkeville is not a City park and the designation on page 10-2 should be removed. This is a temporary, interim use on land designated for commercial development in the Airport Authority Land Use Plan.

While new generations of aircraft will be quieter, we also expect an increase in the number of aircraft operations both day and night. We support the continued inclusion of the Aircraft Noise Sensitive Development Policy (ANSDP) in the OCP. Mitigating the impact of airport noise is a key task and shared responsibility for the Airport Authority and the City. For example, on page 3-64 in paragraph (h), the City reserves the right to make final decisions about the ANSDP. This should only happen after timely and complete consultation with YVR. Changes to the ANSDP have recently occurred without appropriate early involvement of the Airport Authority. The concept of reallocating areas within the ANSDPA has emerged without prior consultation and without consideration of aircraft operations and noise levels. The OCP should be amended to require early input from the Airport Authority prior to any final interpretation.

Both the City and the Airport Authority agree that it is important to work closely to ensure that the zoning and regulations concerning development are appropriate and preserve safe, twenty-four hour aircraft operations and the eminent livability of Richmond. Recent changes to Transport Canada standards and long term plans for a future runway both lead to a requirement to further limit building heights in certain areas. The City should ensure that development does not affect current operations or preclude the option of building a south parallel runway at YVR. The Airport Authority will work with the City to identify additional areas where building heights need to be further restricted.

We look forward to collaborating with you to finalize the 2041 OCP. Please call me at 604-276-6357 or Mike Brown at 604-276-6309 if you have any questions or would like to discuss our comments further.

Yours truly,

A handwritten signature in black ink, appearing to read "A. Murray".

per Anne Murray
Vice-President, Community and Environmental Affairs

Schedule 8 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

CityClerk

From: Karen Barry [bcprograms@bsc-eoc.org]
Sent: November 15, 2012 3:16 PM
To: Weber, David; CityClerk
Cc: Christy, June
Subject: Submission for Richmond OCP update from Bird Studies Canada
Attachments: RichmondOCP_BSCcomments_Nov2012.pdf

		INI
	DW	
✓	MJ	
	DB	

Categories: 12-8060-20-9000 - 2041 Official Community Plan

Hello,

Please accept the attached letter which provides our comments and suggestions for consideration in Richmond's Official Community Plan update. Can you please forward this letter to Mayor and Council and other City staff as necessary for inclusion in the public hearing agenda?

We appreciate the opportunity to provide input and we are happy to provide additional information and details about any of these recommendations.

Please feel free to contact me with any questions.

Thank you,

Karen Barry, M.Sc., R.P. Bio.

Bird Studies Canada
5421 Robertson Road, RR1
Delta, BC V4K 3N2
toll-free: 1-877-349-2473
phone: (604) 940-4688 / fax: (604) 946-7022
email: bcprograms@birdscanada.org
www.birdscanada.org

** To find out more about BSC and support science and conservation in action, visit <http://www.bsc-eoc.org/support/>

** Keep updated on bird conservation news and events by signing up for BSC's free e-newsletter at <http://www.bsc-eoc.org/organization/bscnews.html>





To Public Hearing
Date: <u>Nov 19, 2012</u>
Item # <u>3</u>
Re: <u>OCP Amendment</u>
<u>Bylaw 9000</u>

November 15, 2012

Dear Mayor Malcolm Brodie and Council, City of Richmond

RE: Comments and Recommendations on the 2041 draft Official Community Plan (OCP).

On behalf of Bird Studies Canada, please accept this letter with our suggestions and recommendations for consideration in Richmond's 2041 Official Community Plan (OCP) update. Bird Studies Canada (BSC) is Canada's leading non-government conservation organization focused on bird monitoring and research (www.birdscanada.org). With our partner BC Nature, we are implementing the Important Bird Areas (IBA) program in BC (www.ibacanada.ca). The IBA program is international in scope and recognizes sites that are of global importance to birds (www.birdlife.org). At BSC, we also manage several monitoring datasets (eg. breeding birds, coastal waterbird abundance, nocturnal owls) that are freely available to governments, biologists and managers for use in planning, environmental assessment or sensitive areas mapping projects.

We are currently undertaking a project with local governments to incorporate information regarding birds and biodiversity conservation into municipal policy and planning initiatives including Official Community Plans. As outlined below, the information we provide can address several themes including: the Natural Environment, Environmentally Sustainable Development, Parks and Greenspace, Economic Benefits of Ecotourism, and Identifying and Mapping Environmentally Sensitive Areas. We reviewed Richmond's 2041 draft OCP focusing primarily on those sections that address the environment and natural features and offer the following input and suggestions.

Overall, the OCP contains many valuable goals and policies aimed at protecting and enhancing the natural resources of the area. The City's Environmentally Sensitive Development Permit Areas (Intertidal, Shoreline, Upland Forest, Old Field and Freshwater) are beneficial mechanisms to protect habitat and biodiversity. It would be useful to mention the Important Bird Area designation covering the estuarine and wetland areas of Sturgeon Banks, and waters of the south arm of the Fraser River to highlight the global significance of this area for birds. These areas are also part of the newly announced Fraser River Delta Ramsar Site designation, or Wetland of International Importance (www.ramsar.org). The City may also want to encourage the use of new building guidelines to minimize bird mortality from window strikes, as well as measures to reduce light pollution at night. A bylaw or an educational program to reduce disturbance to overwintering waterbirds from boats, off-leash dogs or other causes may be warranted.

The 2012 updated version of the provincial *Develop with Care Guidelines* has recently been released and there may be some useful recommendations for planning and building design, see <http://www.env.gov.bc.ca/wld/documents/bmp/devwithcare2012/index.html>

Bird Studies Canada BC Projects 5421 Robertson Road, RR1, Delta, BC V4K 3N2
Phone: 604-940-4696 Toll-free: 1-877-349-2473 (BIRD) Fax: 604-946-7022
www.birdscanada.org



Our specific recommendations are below:

Section 2.0. Climate Change Response

- With predicted increasing temperatures, existing shoreline structures could be affected by sea level rise, and future developments must consider this during the planning stage. We suggest adding a policy that installation of hardscape shoreline armoring to protect waterfront homes and other buildings is not supported. A Green Shores approach is encouraged to address shoreline stabilization issues (www.greenshores.ca).

Section 4.0: Vibrant Cities

- Pg. 4-12, Objective 5: Suggest adding a policy to enhance or develop a network of walking trails and pathways that can be used by a variety of groups including families with small children and people with disabilities to allow for increased access and exposure to outdoor recreation.

Section 6.0 Resilient Economy

- Suggest mentioning ecotourism as part of the local economy, such as wildlife watching, nature experience (including benefits to human health of regular exposure to natural surroundings) and related activities. We are happy to supply background reports about the economic benefits of these activities, if interested.
- Marketing Richmond as a premier birdwatching destination based on the internationally recognized Important Bird Area and abundant local parks and natural areas could have substantial economic benefits to the City.

Section 7.0. Agriculture and Food

- Suggest mentioning that agricultural lands provide important wildlife habitat especially for migratory waterfowl in winter

Section 9.0 Island Natural Environment

- Overview: Insert reference that Richmond is located within an internationally recognized Important Bird Area and that the shoreline marshes, mud flats and shallow water areas of Sturgeon Banks are one of the most significant wetland habitats in North America.

Background information on the IBA:

The undeveloped land in Richmond and the surrounding shoreline areas and waters are part of an internationally recognized Important Bird Area (IBA), called *Boundary Bay - Roberts Bank - Sturgeon Bank (Fraser River Estuary)* IBA. It was designated because the area supports globally significant numbers of numerous species, including Western Sandpiper migrating in spring, Dunlin and several other shorebirds. In fall and early winter, counts of over 100,000 waterfowl use the area. At least two nationally vulnerable species breed here: Great Blue Heron ssp. *fannini* and Barn Owl. The marshes of Roberts and Sturgeon Banks support breeding American Bitterns, Sora, Virginia Rails, waterfowl and Northern Harriers, and outside the breeding season, large numbers of feeding swallows, Bald Eagles, Northern Harriers, and Peregrine Falcons. The area also supports large numbers of Short-eared Owls, Red-tailed Hawks and Rough-legged Hawks in the winter (www.ibacanada.ca).

Bird Studies Canada BC Projects 5421 Robertson Road, RR1, Delta, BC V4K 3N2
Phone: 604-940-4696 Toll-free: 1-877-349-2473 (BIRD) Fax: 604-946-7022
www.birdscanada.org



With reference to this Important Bird Area, it has been noted that there is constant pressure in this region from non-agricultural development such as housing, recreational and industrial expansion. Since the banks are situated adjacent to large urban areas, the pressure to expand industrial, residential, and port facilities (for example jetties and causeways) is intense. Recent airport expansion has brought airplane flight paths closer to the birds. There is also the potential for water pollution from urban and industrial developments along the Fraser River, as well as the risk of oil and ballast pollution arising from shipping in the Georgia Strait, Roberts Bank and the Fraser River. *Zostera japonica* (an exotic eelgrass) has been introduced and invasive *Spartina* is a non-native saltmarsh cordgrass that has been spreading in recent years.

- Pg. 9-3, Ecological Network Management Map: it would be beneficial to include the boundaries of the IBA as another type of conservation land designation. We are happy to supply a GIS shape file for this purpose. The shoreline areas of the IBA should be identified as an Environmentally Sensitive Area if they are not already.
- Suggest adding a policy that the City will support education programs to increase public awareness about local natural areas and ways to reduce impacts from development, disturbance and pollution.
- Suggest adding a policy that land clearing should be minimized for new developments as much as possible and the disturbed areas replanted with native vegetation. Trees and shrubs should not be cleared during the active bird nesting season, from April 1-August 1.
- Suggest adding a policy that states the use of invasive horticultural ornamental plants is discouraged, for example English Ivy, Vinca, English holly, Bishop's weed (*Lamium*)... The City could state its support for programs to increase public awareness of the benefits of using native plants for landscaping.
- Large older trees provide habitat for Bald Eagles as well as other raptors such as Red-tailed Hawks and Peregrine Falcons. Suggest adding a policy that removal and topping of native shoreline trees to enhance views is discouraged.
- Suggest adding a policy that building standards using materials and designs to reduce bird window strikes are encouraged
- Suggest adding a policy that use of appropriate lighting to reduce light pollution at night is supported
- Suggest adding a policy that free-roaming house cats are discouraged. For information on the negative impacts of outdoor cats to wild bird populations, see <http://www.abcbirds.org/newsandreports/releases/120806.html>



BIRD STUDIES CANADA
ÉTUDES D'OISEAUX

understand appreciate conserve
comprendre apprécier conserver

Section 10.0 Open Space and Public Realm

- Enhancing connectivity between parks and green space will benefit wildlife and increase biodiversity conservation
- Suggest adding a policy that the City will support events to celebrate local natural areas, such as Nature festivals, World Migratory Bird Day
- The City could work towards developing new partnerships and collaborations with other organizations to increase opportunities for people to experience and enjoy nature (eg, guided walks, tours, outdoor learning events, collaborative signage projects)

We appreciate the opportunity to provide input to Richmond's draft OCP and trust you find this information useful. We would be happy to provide more details about any of our comments. Please contact me if you have any questions or if further information is required.

Sincerely,

Karen Barry
Bird Studies Canada
Email: BCprograms@birdscanada.org

CC: June Christy, Senior Planner
David Weber, Director City Clerk's office

Bird Studies Canada BC Projects 5421 Robertson Road, RR1, Delta, BC V4K 3N2
Phone: 604-940-4696 Toll-free: 1-877-349-2473 (BIRD) Fax: 604-946-7022
www.birdscanada.org



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Merrill Muttart

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

Re: bicycle lanes

I am a walker and meet more cyclists on the sidewalk than I ever see on the road. ~~If the idea is to reduce the # of cars and get more on bikes, I am~~
~~a~~ afraid of being ^{hit} by cyclists who are afraid of being hit by cars ^{and therefore ride on sidewalks} and which comes first - fewer cars (not likely!) or more cyclists?

Cyclists have no speed limits and I have frequently been frightened by them zooming past from behind with no warning.

Also, in turning into my garage (driving) I cross a sidewalk and ^{once} nearly hit a cyclist who cycled into the driveway part of the sidewalk as I turned off the road - he "came out of nowhere" faster than any pedestrian would have.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at jchristy@richmond.ca.

6th FL - DW APP



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Ron Field

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

#16 ROAD REQUIRE SIDE WALKS,

MEMBERS OF COUNCIL SHOULD ~~BE~~ TAKE

A WALK FROM WILLIAMS ROAD TO

TRIANGLE ROAD. I HOPE BEFORE

2041.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at jchristy@richmond.ca.



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: _____

I live in Richmond. ☒ Yes ☐ No *X 27 years.*

I have the following comments about the proposed 2041 OCP.

*Agree that we need an overall plan
to guide development of our community and
resources for the future.*

*I continue to be concerned about densification
adjacent to single family neighborhoods.*

*Densification brings issues around traffic, noise
& pollution but does not contribute much to
liveability, green space or affordability of housing
which is an increasing concern in Richmond.*

*I do support high rise development around the
city core but doubt transit can deal with
the additional burden which is one of the premises
to increase density (reduce car trips)*

*There are serious concerns in single family neighborhoods
around development which destroys green space,
trees and homes which are unoccupied and
neglected. This does nothing to promote*

communities + neighborhoods. Unfortunately, many long time
All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City
Council at the Public Hearing. They will also be made available for public inspection during the
course of the Public Hearing which is anticipated to be held on November 19, 2012. *Residents*

If you have questions, please call June Christy, Senior Planner, Policy Planning at
604-276-4188 or email at jchristy@richmond.ca.

*close to leave
& find another community
to live. long time
Residents feel they have no
power or voice in expressing
their concerns - even when*



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No. 3 Road, Richmond, BC V6Y 2C1

Name:

Marilyn Donaldson

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

- priority is to communicate with and listen to the community/communities regularly
- don't expand the major arterial roads
- protect & expand green spaces now
- priority is transportation (bus, bike) east-west in Richmond
- changes in bylaws are needed to address monster houses (2 1/2 stories really as 3 stories). Public consultation is needed as the residents are concerned.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at jchristy@richmond.ca.



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: PAUL DYLLA

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

1. It does not look @ liveability holistically and seems to favour builders over residence.
 - not dealing with issue of monster homes
 - not dealing with builders denuding neighbourhoods of large trees and other vegetation ~~that~~ that adds to visual beauty and bird diversity.
 - Does not address a balanced transportation plan by allowing increased density along routes not supported by public transit, or under served by public transit.
2. Mixed message - we will build community centres (small business shopping/commercial areas, but we'll also let Walmart build in a location poorly served by transit and by a company that is predatory with its business practices
3. Lack of participation and attendance at OCP events is indicative of the failure of the OCP team to engage Richmond citizens.
and educate

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at jchristy@richmond.ca.



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Doug Zukowsky

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

I've been a resident of Richmond for 44 years and reside at 8900 Douglas St in the north end of the city at Bridgeport. I have followed the OCP closely and recently there was a proposal to develop Duck Island. With such a grand vision for the area I was wondering if there was a task force set up to promote the surrounding area. When one thinks of a major Entertainment area that very few cities of the world have, you don't vision a run down rat infested area bordering that development. That being said I think it is imperative that the city promote the rest of the Bridgeport area for development.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at jchristy@richmond.ca.



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No.-3-Road, Richmond, BC V6Y 2C1

Name: MARTIN BOLLO

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

Thank you for this ~~18~~ opportunity to comment. In particular, I would like to express my support (& encourage the expediting of) the planned major street bike route along Westminster Highway west of the City Centre. Improving this route will encourage those in the Terra Nova area (a 'future neighbourhood centre') to bike to the centre of City Centre, and vice-versa. As an alternative, the roadway along River Road could be improved for those wishing to use cycling as a true transportation mode; in my opinion the gravel dyke trails are only suitable for those wishing to do recreational cycling.

Richmond is perfectly suited for cycling & I welcome and encourage future plans to improve routes suited to the safe and convenient use of bicycle users.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at jchristy@richmond.ca.



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)

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

Name: Mark Heath

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

Not enough parks in the shaded red/black
area.

No protection against monster Houses
in single family neighborhoods.

No plan shown for effects of climate
change - ie sea level rise how fast
can dykes be raised.

Will the city consider 'Road Diet' to
expand cycling lanes.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at jchristy@richmond.ca.



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No. 3 Road, Richmond, BC V6Y-2C1

Name: Michael Moore

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

WHY IS TERRA NOVA LAND(S) NOT INCLUDED
AS ESA? I SEE THAT IT IS A 'NATURAL AREA'
DESIGNATION BUT IT SHOULD BE ESA.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at jchristy@richmond.ca.



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No. 3 Road, Richmond, BC-V6Y 2C1

Name:

Bob (T-Charles)

I live in Richmond. ☐ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

*Follow your own Rules as to
5844 Policy / lanes / RDS / kerbs / gutters
of EXISTING GRAND FATHER CHURCH RD WIDTHS
AT 5 METERS ALL DOWN BRIDGEPORT RD
of SUB-DIVISION RDS LANE AT 5 METERS*

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at jchristy@richmond.ca.

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@mail48.us4.mandrillapp.com] on behalf of Bang The Table [admin.ca@bangthetable.com]
Sent: Tuesday, 02 October 2012 08:55 PM
To: Swan, Cathy (Planning)
Subject: Gudrun completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

Gudrun just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Gudrun

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP

How will you compare yourself to Vancouver, Burnaby, Coquitlam and Surrey? I travel through Vancouver to Burnaby to work. I travel to Coquitlam to visit friends. It seems to me that you need to look around you. As I am a frequent pool and park user, I compare Richmond's fees, opening hours, service, etc. (Richmond could use some adjustments that are more friendly to working people, and that suit the seasons and temperatures better.) Where in your plan does Steveston crop up (I live in Steveston)? What is the long term plan for our community in terms of fitness and recreation? Our library and community centre are too small. The pool is under-utilized. A large aging community is in place... Rents are stupidly high and small business barely hang on, while young people can't afford our neighbourhood. How will you create balance in Steveston? Please don't leave it up to Onni or other landlords...

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@mail55.us4.mandrillapp.com] on behalf of Bang The Table
(admin.ca@bangthetable.com)
Sent: Thursday, 11 October 2012 01:27 PM
To: Swan, Cathy (Planning)
Subject: lifelongres.seafair completed 'Comment Sheet - Proposed 2041 Official Community Plan Final
Draft'

lifelongres.seafair just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final
Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: lifelongres.seafair

I live in Richmond Yes

I have the following
comments about the
proposed 2041 OCP

With aquatic facilities becoming overloaded (especially when one of the pools is
closed for mtnce.), serious consideration should be given to covering Steveston
Pool. This would enhance the S.C.C./Library amenities year round and definitely
ease traffic issues in the City core and at the Steveston Hwy.99 overpass as
residents in the area would not need to commute. Personally, I have resorted to
purchasing a New Westminster Active Living card for their Canada Games Pool in
order to be able to lane swim on weekends. And I used to swim in Centennial Pool
before it was covered!!

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@mail55.us4.mandrillapp.com] on behalf of Bang The Table
(admin.ca@bangthetable.com)
Sent: Friday, 12 October 2012 09:06 PM
To: Swan, Cathy (Planning)
Subject: can completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

can just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Can

I live in Richmond Yes

I have the following
comments about the
proposed 2041 OCP

The city core is already very populated. During rush hours there are traffic jams on Westminster Hwy. It looks like the plan has no intentions to build more roads or somehow to widen the existing ones. I wonder how you are going to solve this problem in the future with so many people coming in, as the situation is already pretty bad now. Thank you

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Monday, 15 October 2012 09:38 AM
To: Swan, Cathy (Planning)
Subject: brunov completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

brunov just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Bruno Vernier

I live in Richmond Yes

I have the following
comments about the
proposed 2041 OCP

I like the general focus on resilience and sustainability. Blundell Neighbourhood Centre is shown centered on Blundell and Gilbert ... which one block away from the current Blundell Centre mall and about as far from the Garrat Wellness Centre ... What is the thinking behind the proposed location? Letstalkrichmond software is not sufficiently user-friendly and we need collective feedback software that is turned on all the time.... because citizen participation is valuable all the time as a feedback mechanism.

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Tuesday, 16 October 2012 03:30 PM
To: Swan, Cathy (Planning)
Subject: keithadams completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

keithadams just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Keith Adams

I live in Richmond Yes

I have the following
comments about the
proposed 2041 OCP

With all the building currently going on in Richmond - my daughter has summed it up for me - "Dad, why do they want Richmond to be so busy?" Do we really have to continue adding high rises and townhouses at this pace? I think we need to slow the pace of development. I foresee crowded spaces and lineups aplenty in this city's future. We are sacrificing quality of life in order to satisfy the developers.

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Wednesday, 17 October 2012 06:21 PM
To: Swan, Cathy (Planning)
Subject: nasah9 completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

nasah9 just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Hasan

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP Make the existing roads wider. More population means more traffic. Not everyone will rely on buses, their bike, e.t.c. Also ave more office buildings in your selected areas.

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Thursday, 18 October 2012 08:50 AM
To: Swan, Cathy (Planning)
Subject: derek williams completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

derek williams just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Derek Williams

I live in Richmond Yes

I have the following
comments about the
proposed 2041 OCP

If you could put into action all that is planned, it would be a wonderful thing. But we need to start somewhere, connecting neighborhoods, creating local employment, and increased transit and way less use of the car would go a long way to meet the lower emission standard. Reaching sustainability is a must and we have to make it happen. A method of getting this started is to take giant steps with bicycling infrastructure, and totally changing peoples attitude to how a bike can be used. Richmond is flat, its easy to ride here, there is lots of space on the roads, cut down heavily on on street parking, put in many more bike lanes, and make sure they are continued right into the heart of all the industrial sites, this is where people work, create more bike parking, less car spots. Make driving more expensive and less convenient, Use other cities as an example eg. Copenhagen, Amsterdam. they still go to work and play just like us, but biking is a way of life, lets work towards that here and many of the problems, like greenhouse gas emissions, driving congestion on the streets will be eliminated. Bike infrastructure is cheap and long lasting, with less maintenance than roads. Be forward thinking, even if unpopular because in the big picture it makes sense. Our agricultural land must be saved We must buy local food even if it costs more. Bringing food from China does not make sense and its not sustainable. Housing should be built as green as possible, with more smaller units available, and a walking and biking environment the main focus, parking for 1 car max and limited access to park any where else on the site. Light rail transit coupled with buses and bike lanes should be the norm and encouraged, and driving our kids to school totally discouraged, If we educate them to bike and ride the bus, it will be normal to them in 2041.

Swan, Cathy (Planning)

Schedule 9 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Thursday, 18 October 2012 05:45 PM
To: Swan, Cathy (Planning)
Subject: nasah9 completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

nasah9 just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: HASAN

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP Hello i am a grade six student and a member of me to we. I plan to live in Richmond for the early years of my life so i think i should have a say in this. First of make the roads wider. The major roads will not handle so much traffic in the future. Add a SUBWAY that takes you around Richmond and maybe neighboring cities. Lastly you should find more sources of income otherwise you will go greatly into debt.

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Sunday, 21 October 2012 04:17 PM
To: Swan, Cathy (Planning)
Subject: none completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

none just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Arnie Ona

I live in Richmond Yes

I have the following
comments about the
proposed 2041 OCP

I have a suggestion about building a bridge on No. 8 and Boundary road in Burnaby...If there's a bridge on that area..maybe we could build the Jet Fuel Tank Farm somewhere at the end of No. 8 because it's far from residential area..Goods can be moved from Delta Port,River Port and the warehouses in Richmond with ease, because the trucks won't have to pass on residential area. If you would look at the road map...No. 8 Road is close to Boundary Road in Burnaby where the Oil Refinery is located. From No. 8 Road maybe we could build the pipeline from there to the Airport. Also it could ease the traffic in George Massey Tunnel because the public will have the option .to use the Alex Fraser Bridge to go to the Border Crossing and other places.

Swan, Cathy (Planning)

Schedule 9 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

From: Let's Talk Richmond Team [admin.ca@bangthetable.com]
Sent: Tuesday, 30 October 2012 02:02 PM
To: Swan, Cathy (Planning)
Subject: Ajit completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

Ajit just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Ajit Thaliwal

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP I think City should re-visit the granny flats idea, as it seems no incentives have been given to the developers to build this product and considering all the costs associated with this type of development it does not make economical sense. If staff think all the builders are going to start building these granny flats and incur all the extra cost of solar panels and rainwater collection and others costs without city contributing and giving builders a better incentive, no one will buy into this programme, the ultimate goal of the granny flats and the OCP update is to provide more affordable housing stock and our group of builders ensure Staff and Council this move will not promote affordable housing stock. Staff and Council really need to consult with the builders who will be building this product in more detail.

Swan, Cathy (Planning)

From: Let's Talk Richmond Team [admin.ca@bangthetable.com]
Sent: Tuesday, 06 November 2012 12:15 PM
To: Swan, Cathy (Planning)
Subject: ellanachia completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

elianachia just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Eliana Chia

I live in Richmond Yes

I have the following
comments about the
proposed 2041 OCP

Hello, my name is Eliana Chia and I am a current graduate student at UBC's School of Community and Regional Planning. My comments regarding the proposed OCP are less oriented around its content and more about the community participation process that has been practiced in its drafting. My concern is about the lack of youth engagement and participation in the writing of the OCP. At the Open House I attended on Oct. 20, I noticed the absence of individuals under the age of 25 in the audience. I remember hearing about the high school art competition to design a cover for the OCP, and I think that is a positive step in raising youth awareness about planning projects. However, my question lies in how much consultation has taken place in partnership with youth in the community regarding how they would like Richmond's future to be shaped. I would love to see more outreach to the younger generation in Richmond in order to generate more interest and value in civic engagement. I was told that the OCP Open House was advertised through the local Richmond newspapers and the City of Richmond's website, and I think that has played a role in the absence of youth. I believe the use of more social media, such as a 2041 OCP Facebook group and Youtube videos, would be beneficial in engaging younger participants. My last comment is on the LetsTalkRichmond website. On the home page, points are made about how the website can help connect users with like-minded people and provide ways to easily interact such as discussion forums. However, as a registered user, I am having a difficult time finding these features. Is there an online forum or message board incorporated into this website? Thank you for your time.

Christy, June

From: Swan, Cathy (Planning)
Sent: Monday, 05 November 2012 1:19 PM
To: Christy, June
Subject: FW: RichMan completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

Another one!

From: Let's Talk Richmond Team [mailto:admin.ca@bangthetable.com]
Sent: Monday, 05 November 2012 13:18
To: Swan, Cathy (Planning)
Subject: RichMan completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

RichMan just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Wendel

I live in Richmond Yes

I have the following
comments about the
proposed 2041 OCP

Some suggestions to the City's future: 1) Add another Skytrain station down - It doesn't really make sense to have the busiest station in Richmond as the very first or last stop. Too packed & congested. Better examples: The busiest station in Downtown is either Burrard or VanCity Centre, 2nd last stop before Waterfront. Or Surrey Central, 2nd last stop before King George. Get the idea? It would be nice to build another station further down to ease the congestion on Brighthouse Station. I'd suggest around No. 3 and Bennett Rd. where the McDonalds is since there's a vacant lot. Or go further down to Blundell Rd. 2) Can Skytrain handle the capacity? - Richmond's plan, as are most other City plans, mentioned increased developments along the transit routes, especially Skytrain. Great idea, but - What has Translink said about being able to handle the increased capacity, especially over the coming years? How are you co-ordinating this issue with Translink? - Case in point: I moved to Richmond not long ago, and get on the Brighthouse Station to Waterfront to work in downtown Vancouver. I remembered my first reaction was, why were there only 2 cars per train, and why is the station so small? I used to live by the New Westminster Station, which can accommodate up to a 6-car skytrain, as are most other stations along the Expo Line. I find No foresight by Translink. You don't build for yesterday's demand! You build for tomorrow's. Translink already spent \$billions on the infrastructure. What's a little more just to make each station bigger??! Result is, every morning I get on the very 1st station, and it's already packed like sardines!! Some people cannot even get in, and wait for the next train. I would hate to get on the later stations, which will only get worse with all the major developments coming, eg, Lansdowne, Marine Drive, and Oakridge which is proposing another huge development there. Capacity is already maxed out today! How can Skytrain handle tomorrow?! Or do they expect riders to always wait for the next train?! 3) More developments West of Aberdeen Station - Until the capacity issue is addressed, I'd suggest more development West of Aberdeen

station, along No. 3 Rd. from Cambie Rd. all the way to Capstan Way. There's very little meaningful retail in that area, mostly auto shops and couple small car dealerships. East side is nicely developed, but the West side is a little wasteful for such a prime location. 4) Don't want public washrooms around Brighthouse Station - Generally a bad idea. Who hangs around skytrain stations? Street people! Having a washroom there only makes it more convenient for them, which attract even more street people or bums, which gives the Skytrain another bad reputation! Ask YOURSELF this question - Will YOU use it?? Not me! Will just be another filthy place you'd avoid. - I always use the washroom at home before leaving for work. When I'm done at work, I always use the office washroom before going home. Guess what, I noticed most of my co-workers do the same! Just natural human behaviour. And even if you have to go, Richmond Centre is just across the street! Why create an unnecessary expense?! 5) Widen pedestrian walkways along No. 3 Rd. - One way to encourage walking, and to increase vibrancy & safety on the streets, is to widen the pedestrian walkways. No. 3 Rd. is the busiest street in all of Richmond, and people like to walk on a busy street with all the retail shops & malls nearby. I found myself walking along No. 3 Rd. often on a sunny day. However, except for around Westminster Hwy, majority of the curb lanes along No. 3 are quite narrow, much like on a quiet side street. I'd suggest to widen the curb lanes, especially on the West side. At least along the busiest blocks from Granville Ave. all the way to Cambie Rd. Make No. 3 Rd. more inviting for walking. Then more local residents will leave their cars home. 6) There are practically no office buildings in Richmond along the skytrain line except the VanCity and another building, both around Westminster & No. 3 Rd. I think having more office buildings along or near skytrain will add to the mix and vibrancy of the community, and encourage transit use for those going to work. Yes, most of these suggestions cost money, but you are building a 30 year infrastructure plan, and that will cost money regardless. Thank you, Wendel wcen@ymail.com

Schedule 10 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

To: Public Hearing
Nov 19, 2012
Item 3



URBAN DEVELOPMENT INSTITUTE - PACIFIC REGION
#200 - 602 West Hastings Street
Vancouver, British Columbia V6B 1P2 Canada
T: 604.669.9585 F: 604.689.8691
info@udi.org
www.udi.bc.ca

November 19, 2012

His Worship Mayor Malcolm Brodie and Council
City of Richmond 6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor and Council:

Re: Draft 2041 Official Community Plan (OCP)

For the past three years, Council, staff, stakeholders and the public have been working to map and plan Richmond's future through the draft 2041 OCP—*Moving Towards Sustainability*. The new Official Community Plan is particularly important to the members of the Urban Development Institute (UDI), as they build the visions laid out in these types of plans.

We would like to thank staff for involving UDI and our members throughout the process. The OCP has been on the agenda of our UDI/City of Richmond Liaison Committee meetings since the process began, and there have been several special sessions with the industry at various stages of the development of the Plan. We had a positive meeting on October 30, 2012 with staff on the draft OCP, which forms the basis of our comments regarding the document.

In general UDI is very supportive of the OCP process and the Plan itself. There are some issues that we would like to bring to the attention of Council.

Chapter 2 (Climate Change Response):

We are pleased that the City recognizes that wood-frame construction, compact communities and Transit Oriented Development (TOD) are important prescriptions for reducing community greenhouse gas emissions. This is especially true in Richmond with its access to the Canada Line. UDI also looks forward to working with staff and stakeholders on important issues such as climate change adaption.

Chapter 3 (Connected Neighbourhoods):

UDI is very supportive of the proposals to enable more development through neighbourhood centre/shopping mall densification and arterial road policies. An additional opportunity for the City to consider is approaching communities, where schools are in danger of being closed, to discuss increasing densities so local schools do not have to be shut down. Our industry would be pleased to work with the City, the School Board and local communities on such plans.

UDI would be pleased to work with staff and the Richmond Centre on Disability to improve accessibility in projects throughout the City. We believe that the focus of this work can be on apartment buildings as these types of projects, by their nature, are accessible. In these projects, units are generally one level, and elevators provide easy access to units. We also believe that it is important to have a database of accessible units. Many of our members are finding that these units are not being purchased by those who need them, and then after a few years, the inventory of already built accessible units in Richmond is being forgotten.

We would also like to thank staff for including in the OCP definitions of accessible, adaptable, convertible, and barrier free housing as well as visitability and aging in place. UDI members have requested more clarity regarding these terms and how they apply to housing.

Chapter 4 (Vibrant Cities):

UDI supports the City's efforts to improve its cultural, artistic, recreational and heritage assets and programs. We particularly endorse the proposal to prepare Public Art Plans, as our members provide direct funding the Arts Program. We would be pleased to discuss the use of incentives to support the provision of cultural, art and heritage space with staff and other stakeholders.

Chapter 6 (Resilient Economy):

UDI would like to work with the City on specific policies to promote economic and job growth in Richmond.

Chapter 8 (Mobility and Access):

UDI would like to work with the City on identifying future funding sources for the infrastructure and amenities such as roads and trails outlined in the Mobility Chapter. We note that the top three funding sources outlined are primarily development industry related. As the OCP is implemented, it will be important to discuss how various types of amenities and infrastructure will be funded.

Our industry supports the efforts of municipal associations such as the Union of British Columbia Municipalities and the Federation of Canadian Municipalities to increase infrastructure funding from the Federal and Provincial governments. It is not appropriate that local governments only receive 8¢ of every tax dollar.

We also believe it is important to link increased densities and improved transit services. As communities densify there is an opportunity for the City and TransLink to work together to increase transit services to them. The public will be more accepting of growth if they see improved services resulting from that growth.

There are three additional issues in the Mobility Chapter that City staff and industry have agreed to further discuss as the OCP is implemented:

- Car-share spaces;
- Electric Vehicles; and
- Transportation Demand Management.

We look forward to those discussions. The industry needs additional clarity on some of the policies, and there are some opportunities to meet the objectives set out by Council through alternative approaches.

Chapter 9 (Island Natural Environment):

We are pleased that staff have confirmed that the designations and guidelines Development Permits for Environmentally Sensitive Areas (ESAs) will not impede development, as the use and density will be not be altered by the ESAs. One issue that needs further discussion is how the ESA process is incorporated into the development review process for projects. UDI and Richmond staff will be discussing this at upcoming meetings of the Liaison Committee.

Chapter 11 (Social Inclusion and Accessibility):

In Chapter 11, there is a proposed policy to:

“Establish mechanisms to assist non-profit agencies and community groups to secure office or program space, or funding (e.g., through senior governments, NGOs, the lease of any surplus City space, negotiation with developers in the rezoning process).”

Staff have indicated that more discussion is needed on how developers could be incentivized to provide office space for non-profit agencies and community groups. UDI looks forward to these discussions.

Chapter 12 (Sustainable Infrastructure and Resources):

One of the policies proposed in this Chapter is conducting waste audits. UDI has been working with Metro Vancouver on this issue for two years. Metro recently released a *Sample Municipal Bylaw for the Management of Waste and Recyclable Materials from Demolition Work*. As UDI noted in an October 30th letter to Council, we would like to discuss this approach further with staff before it is implemented in Richmond. We are pleased that staff have agreed that further consultation is needed with stakeholders, including UDI.

Chapter 13 (Implementation Strategy):

UDI is pleased that staff confirmed front-end financing and latecomer charges would continue to be utilized in consultation with our industry.

Chapter 14 (Development Permit Guidelines):

A few of our members noted that some of the Guidelines appeared to be very specific and restrictive (e.g. Itemizing desired building materials in multi-unit residential projects). The Guidelines could be made more flexible by replacing restrictive words such as "require" with words like "encourage".

We agree with staff that these matters can be addressed after the OCP is approved through a future review of the Development Permit Guidelines.

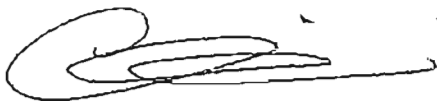
Chapter 15 (Regional Context Statement):

UDI recommends a less detailed and restrictive Regional Context Statement (RCS). In particular, there are some designated industrial and employment lands in the RCS that our members believe are of marginal utility for industrial and/or job-generating land uses. As we have noted in the past, redesignating these lands may prove difficult for future Councils because it requires approval from the Metro Board.

Overall, the Urban Development Institute is very supportive of the new OCP, and we congratulate staff on preparing a positive future vision for the City of Richmond. We would also like to thank them for their efforts throughout the consultation process – especially Terry Crowe who kept our members informed about developments in the OCP and reviewed and discussed industry comments with us over the past three years.

At the October 30th meeting, it was agreed that if Council adopts the OCP, UDI and City staff would continue to work together to explore more fully the items noted above. We look forward to those discussions as we implement Richmond's Official Community Plan.

Yours truly,



Anne McMullin
President and CEO

To: Public Hearing
Nov 19, 2012
Item 3

Weber, David

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Monday, 19 November 2012 02:45 PM
To: Mayor and Councillors
Subject: Send a Submission Online (response #722)

Schedule 11 to the minutes of the Regular Council Meeting for Public Hearings held on Monday, November 19, 2012

Categories: 12-8060-20-9000 - OCP (2041)

Send a Submission Online (response #722)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	11/19/2012 2:50:54 PM

Survey Response

Your Name:	Andrew Murdoch
Your Address:	9211 Glendower Drive Richmond BC V7A 2Y4
Subject Property Address OR Bylaw Number:	Official Community Plan Amendment Bylaw 9000
Comments:	<p>This short-sighted plan is doomed to fail as it embraces ideology over reality. To make such a broad goal as having 40% of trips by citizens made by public transit fails to take into consideration the abysmal state of transit in Greater Vancouver or its chronic under funding and under service. As such the only way such a goal can be achieved is through punishing the use of cars as they have begun to do in Vancouver through punitive parking, planned reduction in vehicle capacity, and tolls. This document could be considered, at best, laughable unworkable, at worst and most cynically, as a way to squeeze as much revenue for council's re-election projects out of a highly-densified population as possible.</p>

Schedule 12 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

Mayor and Councillors

From: City of Richmond Website (webgraphics@richmond.ca)
Sent: Monday, 12 November 2012 5:26 PM
To: Mayor and Councillors
Subject: Send a Submission Online (response #715)

Categories: 12-8060-20-8922 - Edgemere-Burkeville Granny Flats & Coach Houses

Public Hearing

To Public Hearing
Date: Nov 19, 2012
Item #: 4
Re: Zoning Amendment
Bylaw 8922

Send a Submission Online (response #715)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	11/12/2012 5:32:24 PM

Survey Response

Your Name:	scott steeves
Your Address:	10400 dennis cres
Subject Property Address OR Bylaw Number:	8922
Comments:	i would be in favour of this amendment

Schedule 13 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

CityClerk

To Public Hearing
Date: <u>Nov 19, 2012</u>
Item # <u>4</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8922</u>

From: Carol Day (carol@catsigns.ca)
Sent: Monday, 12 November 2012 23:28
To: Mayor and Councillors; CityClerk; Richmond Review
Subject: Edgemere Granny flat and Coach house zoning amendment BYLAW 8922
Attachments: Edgemere zoning amendment Granny Flats Coach-houses.docx; GRannyFlat Coach-house survey.jpg; Coach house.jpg

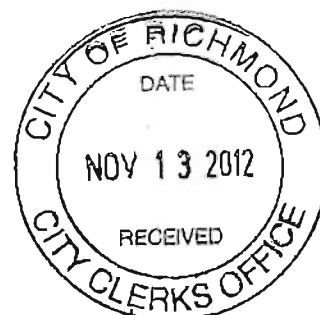
Categories: 12-8060-20-8922 - Single Detached with Granny Flat or Coach House Zone for Edgemere

Please see my letter , survey and photo attached

✓	INT
DW	ms
DB	

--
Carol Day

T 604.240.1986
F 604.271.5535
carol@catsigns.ca
www.catsigns.ca



Regarding BYLAW 8922 Edgemere Neighbourhood with lanes

Create new Single Family Granny Flat or Coach house 9RE1) zone

Major changes in the character of a neighbourhood should require major involvement from the residents. No answer, is not a YES. Many people living in Edgemere think that they have no say, that the decision is already made by Richmond City council so why waste their time. Ambivalence is not support, lack of involvement is not agreement. Until the City of Richmond receives expressed support from the residents, they don't have it.

I spoke to staff in the City of Delta and they have a much better process, more letters are sent out to homes and they do not have confidence in surveys because the results are often "questionable". An excellent example of a faulty survey is the one done by the city of Richmond in April 2012 whereby the staff concluded there was "High support for Granny flats and Coach houses in Burkeville and Edgemere". I disagree, in Burkeville 42 people voted yes and in Edgemere only 22 people voted yes. The questions were worded to indicate the decision was already made and the best the public could hope for was some say in the guidelines.

City Of Richmond Public Survey-Granny Flats and Coach Houses

Burkeville and Edgemere-2041 OCP Update

Due Thursday April 5, 2012

Question # 1 Do you support the proposed Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere ?

Question # 2 Do you support the proposal that the City of Richmond amend the Zoning bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?

We could learn a lot from the City of Delta, they take longer to make decisions and they make better decisions.

But if we are going to talk about survey results then it is up to council to sift through the results because staff will not point out that in the 2041 OCP Concept Comment sheet feedback that 29% of people who responded disagree that "The vision and objectives in the OCP concept provide the direction necessary to prepare the 2041 OCP update." Almost one third of people said the city was doing a poor job.

ACTION ITEM :

Please consider sending out a new survey to every home in the Edgemere neighbourhood and require that at least 50% of homes respond and a minimum of 60 % give expressed approval for the zoning amendment . The survey should not be worded to garner support but rather to inform residents that access to the granny flats and coach houses will be through the lanes and that they can expect an increase in traffic and they can expect increased densification. If after the public are informed they support the densification of the Edgemere neighbourhood then and only then should Richmond City council vote to change the zoning.

We only have one chance to get it right, so let's take the time necessary to engage the people living in Edgemere and wait for their response, what's the hurry ?

Carol Day

11631 Seahurst rd Richmond BC V7A 4K1 604 240 1986



City of
Richmond

**Public Survey – Granny Flats and Coach Houses
Burkeville and Edgemere – 2041 OCP Update**

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

1. Do you support the proposed Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere?

Note: A granny flat is located totally on the ground floor (i.e., is a 1 storey dwelling). A coach house is located on both the ground floor and a ½ storey above the ground floor (i.e., is a 1½ storey dwelling).

☐ Yes ☐ No ☐ Unsure

2. Do you support the proposal that the City of Richmond amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?

☐ Yes ☐ No ☐ Unsure

Comments:

Thank you for your feedback.

Name:

Address:

Neighbourhood: ☒ Burkeville ☐ Edgemere ☐ Other

E-mail:

 Phone:

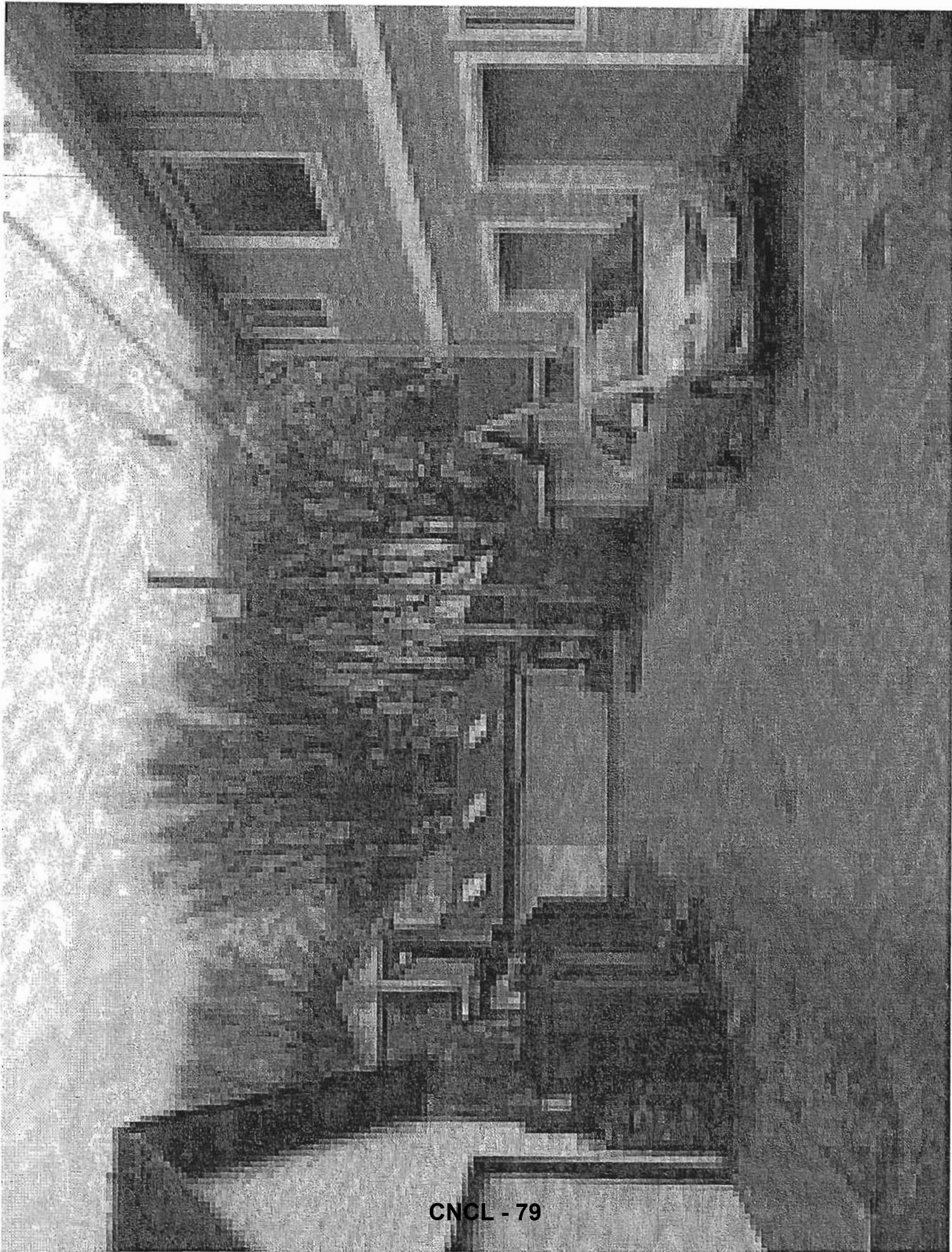
Request

Please fill out the survey form and return it by **Thursday, April 5, 2012.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- E-mail it to the City of Richmond to the attention of hburke@richmond.ca; or
- Fill it out online at the City's website at www.letstalkrichmond.ca; or
- Leave it in the drop off boxes provided at the Public Open House.

Thank you very much. Please use the other side for any additional comments.

Your comments will be considered by Richmond City Council in preparing the 2041 Official Community Plan (2041 OCP Update).



Schedule 14 to the minutes of the
Regular Council Meeting for Public
Hearings held on Monday, November
19, 2012

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Thursday, 15 November 2012 10:38 AM
To: MayorandCouncillors
Subject: Send a Submission Online (response #718)

Categories: 12-8060-20-8922 - Edgemere-Burkeville Granny Flats & Coach Houses

Send a Submission Online (response #718)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	11/15/2012 10:41:57 AM

To Public Hearing
Date: <u>Nov 19 / 12</u>
Item # <u>4</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8922</u>

Survey Response

Your Name:	greg munsie
Your Address:	10071 wilkinson
Subject Property Address OR Bylaw Number:	8922
Comments:	i am in favor of the amendment

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Thursday, 15 November 2012 10:35 AM
To: MayorandCouncillors
Subject: Send a Submission Online (response #717)

Categories: 12-8060-20-8922 - Edgemere-Burkeville Granny Flats & Coach Houses

Send a Submission Online (response #717)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	11/15/2012 10:40:32 AM

To Public Hearing
Date: <u>Nov 19 /12</u>
Item # <u>4</u>
Re: <u>Zoning Amendment</u>
<u>Bylaw 8922</u>

Survey Response

Your Name:	greg munsie
Your Address:	10380 dennise cres
Subject Property Address OR Bylaw Number:	8922
Comments:	i am in favore of the amendment

Mayor and Councillors

From: City of Richmond Website (webgraphics@richmond.ca)
Sent: Wednesday, 14 November 2012 10:41 AM
To: Mayor and Councillors
Subject: Send a Submission Online (response #716)

To Public Hearing	
Date:	Nov 19, 2012
Item #	4
Re:	Zoning Amendment Bylaw 8922

Categories: 12-8060-20-8922 - Edgemere-Burkeville Granny Flats & Coach Houses

Send a Submission Online (response #716)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	11/14/2012 10:47:13 AM

Survey Response

Your Name:	Jodi Robertson
Your Address:	10695 Aintree Place
Subject Property Address OR Bylaw Number:	8922
Comments:	<p>I really like the idea of granny flats as a concept. However, after thinking about how it would affect my neighbourhood, I have quite a few reservations. If they were used to house aging parents, that would be very valuable. But, we all know that they will be rented out as suites. This would increase traffic substantially. In a neighbourhood that has no sidewalks for pedestrians, I would be even more nervous walking to the park with my toddler if there were even 20% more cars zooming by at close quarters on the roads. Perhaps you should look at some of the many traffic concerns before thinking about adding more people to the area. Other traffic concerns: - there have been close to a dozen accidents at the corner of Williams & Shell in the past 2 years since there is no light and it's difficult to see oncoming traffic -why are there no street lights along the very dark walking path along Shell Road? -No train crossing arm at such a busy intersection? That's a major accident waiting to</p>

	happen Thanks for your consideration in this matter: Jodi Robertson
--	--

Mayor and Councillors

From: City of Richmond Website (webgraphics@richmond.ca)
Sent: Friday, 16 November 2012 12:14 PM
To: Mayor and Councillors
Subject: Send a Submission Online (response #719)

Categories: 12-8060-20-8922 - Edgemere-Burkeville Granny Flats & Coach Houses

To Public Hearing
Date: <u>Nov 19/12</u>
Item # <u>4</u>
Re: <u>Zoning Amendment</u> <u>Bylaw 8922</u>

Send a Submission Online (response #719)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	11/16/2012 12:19:00 PM

Survey Response

Your Name:	Dan Dueckman and Sandra Dueckman
Your Address:	10408 Dennis Crescent
Subject Property Address OR Bylaw Number:	zoning amendment bylaw 8922
Comments:	We are both in agreement with this bylaw

Mayor and Councillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: Friday, 16 November 2012 12:14 PM
To: Mayor and Councillors
Subject: Send a Submission Online (response #719)

To Public Hearing
Date: Nov 19/12
Item # 4
Re: Zoning Amendment
Bylaw 8922

Categories: 12-8060-20-8922 - Edgemere-Burkeville Granny Flats & Coach Houses

Send a Submission Online (response #719)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	11/16/2012 12:19:00 PM

Survey Response

Your Name:	Dan Dueckman and Sandra Dueckman
Your Address:	10408 Dennis Crescent
Subject Property Address OR Bylaw Number:	zoning amendment bylaw 8922
Comments:	We are both in agreement with this bylaw

To Richmond City Council

Nov 19th, 2012

Regarding BYLAW 8922 Edgemere Neighbourhood with lanes

Create new Single Family Granny Flat or Coach house 9RE1) zone

Council is being asked tonight to make a decision to fundamentally change the character of the Edgemere neighbourhood and I believe there is not enough accurate and sufficient information to make that decision. There has been very poor involvement from the residents of Edgemere and I think I know why.

They believe that the zoning change to allow for Granny Flats and Coach houses is a done deal .

Reason # 1 City survey Question # 1 PH 1134

Do you support the proposed Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere ?

This question does not allow for a yes or no as to the densification only guidelines as to the appearance, Any rational person would conclude that the decision to densify Edgemere is already made.

Reason # 2 City Survey Question # 2

Do you support the proposal that the city of Richmond amend the zoning Bylaw to permit and regulate granny flats and Coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)

This question is confusing to most people who do not speak the language of planners, they have asked me , "can we choose not to have any change or is this a done deal?"

Reason # 3 City Survey result are questionable which creates confusion and empathy.

PH1138 previous survey results states there are 545 households in Edgemere and PH 1105 staff survey results state there are 391 households we lost 154 households. Only 57 surveys have been submitted by the residents and that is not enough to gage support for this massive change in zoning. I can guarantee you that Edgemere residents are not " % 79 in Support of Granny Flats and Coach Houses" as staff has indicated on PH 1105. This is a classic example of survey results that are not reliable and I urge councilors to listen to the people of Edgemere when they say they are concerned about traffic, densification, safety and their quality of life.

Major changes in the character of a neighbourhood should require major involvement from the residents. A No answer, is not a YES. Until Richmond city council receives expressed support from the residents, they don't have it. Councilors should not be forced to make a decision under these circumstances.

In the 2041 OCP Concept Comment sheet feedback 29% of people who responded disagree that " The vision and objectives in the OCP concept provide the direction necessary to prepare the 2041 OCP update" The fact that 29% of people have no confidence in the process speaks to a much larger problem and that must be of great concern to Councilors.

Most residents have not read the city staff report they have not realized that the densification will allow for a primary house with a secondary suite, and a coach house or Granny flat, three residences in an area originally designed for one residence per lot. Most people do not realize that the " Permitted lot Coverage is 70 % for buildings , structures and non-porous surfaces."PH 1154

When the densification of existing neighbourhoods came up. Richmond Gardens said a loud NO and now the Burkeville community has asked for a delay of two years to better study the densification of their neighbourhood to allow Granny Flats and Coach houses. Edgemere should also be given a 2 year reprieve to better understand the proposed zoning and make informed decisions.

Councilors are overwhelmed with binders of information and cannot be expected to sift through and decipher all the information provided by staff. It is not possible for councilors succeed in their fiduciary responsibility when some of the information they receive is questionable .

Edgemere also deserves a chance to better understand the ramifications of the change in zoning and they deserve a new survey worded in such a way that allows for their answer can be clear and concise. Edgemere also deserves the same two year extension that Burkeville has asked for. I think Richmond Council also needs and deserves a chance to talk to the people in Edgemere and really hear their concerns. These are some of the concerns from the survey compiled by staff.

See 2012 OCP Public consultation PH 1132

ACTION ITEM :

Please consider sending out a new survey to every home in the Edgemere neighbourhood and require that at least 50% of homes respond and a minimum of 60 % give expressed approval for the zoning amendment . The survey should not be worded to garner support but rather to inform residents. If after the public are informed and they support the densification of the Edgemere neighbourhood then and only then should Richmond City council be tasked with making a decision to change the zoning.

See attached sample of Survey

Thank you very much

Carol Day

11631 Seahurst rd Richmond BC V7A 4K1 604 240 1986

Survey Questions for Granny Flats and Coach houses

1

Do you support densification in the Edgemere neighbourhood with

Coach houses (Two Storey with Garage on ground floor) ☐ Yes ☐ No

Granny flats (One storey with parking beside) ☐ Yes ☐ No

2

If your answer is yes to # 1, do you support

* re-zoning of the entire area ☐

*or one lot at a time? ☐

Choose one

For Metro Vancouver meetings on November 16, 2012

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

For more information, please contact either:

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

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

Greater Vancouver Regional District**Experience the Fraser: Final Concept and Implementation Plans****Approved**

The Board endorsed a concept and implementation plan to connect communities, parks, natural features, historic sites and cultural sites along the Fraser River, from Hope to the Salish Sea. The Canyon to Coast Trail – a trail on both sides of the river – will create a 550 kilometre recreational network.

Matsqui Trail Regional Park Management Plan**Deferred**

The Board referred the draft management plan back to the Environment and Parks Committee, for further review. The draft management plan outlines a linear park with river connection points, new trails, park nodes and strategic landscape interventions designed to preserve parkland, create and enhance habitat and support agriculture. The concept provides a 20 plus-year vision for the park, at an order-of-magnitude cost estimate of \$8.5 million.

Review of the Parks Function**Approved**

The Board directed staff to examine the long-term regional parks function, the relevance of the regional parks function in the future, and how the growth of this function will be managed.

**Greater Vancouver Regional District Regional Parks Regulation
Bylaw No. 1177, 2012****Approved**

A re-written Parks Regulation Bylaw provides information to the public on acceptable conduct within regional parks and enhances general enforcement powers for bylaw enforcement officers to provide for safe public use of regional parks and the protection of park resources. The bylaw also includes permit fees and charges.

The animals part was re-written to strengthen the ability to deal with disruptive, aggressive or dangerous dogs more effectively. Park Officers can now clearly require an owner to muzzle, leash, remove their animal or prohibit the animal altogether.

The bylaw also allows staff to effectively manage long boards, kite boards, electric bicycles and motorized wheelchairs. It also incorporates recent policy changes, such as the smoking prohibition implemented this January.

**Greater Vancouver Regional District Ticket Information Utilization
Amending Bylaw No. 1169, 2012**

Approved

The Board approved a bylaw that enables Metro Vancouver to enforce compliance with its regulatory bylaws through the use of MTIs or Municipal Ticket Informations. Although compliance with Metro Vancouver's regulatory bylaws is primarily promoted through non-punitive means such as education, advisories and warnings, in some cases and for some offences, punitive measures are warranted, and the use of MTIs is an effective alternative to other ticketing and legal options. Tickets can be used to enforce a number of bylaws, including parks and air quality bylaws.

**Notice of Bylaw Violation Enforcement and Dispute Adjudication
Amending Bylaw No. 1159, 2012**

Approved

A Notice of Bylaw Violation provides an administrative ticketing option alternative where disputes can be heard and resolved in-house through the adjudication process instead of Provincial Court. The amending bylaw provides a current offence and fine schedule for the Regulation Bylaw and the Electoral Area A Zoning, Building Administration and Unightly Premises Bylaws.

Amendments to Boilers and Process Heaters Emission Regulation Bylaw

Approved

The Board authorized staff to consult with stakeholders and the public about proposed amendments to the Greater Vancouver Regional District Boilers and Process Heaters Emission Regulation Bylaw No. 1087, 2008. The proposed amendments are to clarify modeling and emission monitoring requirements for biomass projects authorized by the Bylaw.

Sensitive Ecosystem Inventory Update

Approved

The Sensitive Ecosystem Inventory was developed over the past three years to meet the growing data needs of Metro Vancouver, member municipalities, and other regional agencies. SEI mapping is a Geographic Information System (GIS) based method that identifies rare and fragile ecosystems in a given area.

The Board endorsed a Sensitive Ecosystem Inventory Communications and Outreach Program.

Terms of Reference for a New Transportation Committee

Approved

The Board approve the terms of reference for a new Transportation Committee. The mandate of the new committee is to expand the scope of the existing Port Cities Committee to include important elements of regional transportation systems, including TransLink, the Province, Port Metro Vancouver, airports and rail within the region, and the Gateway Council. The creation of the new committee was driven by the lack of an appropriate forum to discuss the challenges arising from accommodating population growth, the expansion of the southern component of the Asian Pacific Gateway, the expansion of transit, and the related transportation funding formula within Metro Vancouver.

Kinder Morgan's Proposed Trans Mountain Pipeline Expansion

Approved

At its Oct. 25 meeting, the Port Cities Committee discussed the National Energy Board application by Trans Mountain Pipeline ULC/Kinder Morgan Energy Partners L.P. (collectively "Kinder Morgan"), June 29, 2012, seeking approval of contract terms and toll structure for proposed expansion of Trans Mountain Pipeline Systems. Concerns were raised regarding proposed plans to transport refined oil from British Columbia to China and the United States,

the lack of national policy protecting domestic oil supplies and the economic impacts for British Columbia if the Burnaby Chevron refinery were to close.

The Board approved a resolution to: a) Write a letter to the National Energy Board supporting priority destination status for the Burnaby Chevron Refinery; and b) Invite the Federal Minister of Energy to meet with the Port Cities Committee to discuss potential implications to British Columbia's oil supply and concerns regarding a lack of national policy protecting domestic oil supplies.

Convening a Multi-sectoral Joint Policy Panel on Infrastructure and Transportation

Referred

The Board referred the following draft resolution to the new Transportation Committee:

That a multi-sectoral "Joint Policy Panel" be convened comprising representatives from key transportation stakeholders including the federal and provincial governments, airport authorities, Port Metro Vancouver, TransLink, Gateway Council, the two health authorities and the two rail authorities.

Barnston Island Agricultural Land Use Inventory

Approved

The Board requested that staff work with the Ministry of Agriculture and Agricultural Land Commission on policies and actions to increase the amount of actively farmed land and prevent future non-farm use on Agriculture Land Reserve parcels in accordance with the findings of the report titled "Barnston Island Agricultural Land Use Inventory".

A Metro Vancouver Position Paper on *Bill S-8: The Safe Drinking Water for First Nations Act*

Approved

The Board approved a resolution to:

a) Endorse the report, dated October 26, 2012, titled "A Metro Vancouver Position Paper on Bill S-8: The Safe Drinking Water for First Nations Act", for submission to the House of Commons' Standing Committee on Aboriginal Affairs and Northern Development;

b) Direct staff to arrange for a Metro Vancouver Board delegation to present to the Standing Committee on concerns identified with respect to Bill S-8; and c) Direct staff to forward this report, along with a covering letter, to Member Municipalities for submission to their respective Members of Parliament.

c) That the funding capacity for expansion of infrastructure funding on reserves, or to service reserves, be addressed by the federal government.

Consideration of City of Richmond's Regional Context Statement

Approved

The Board accepted the City of Richmond's Regional Context Statement, as submitted to Metro Vancouver, on September 26, 2012.

Corporation of Delta Request to Extend Regional Sewer Service Outside of the Regional Growth Strategy Urban Containment Boundary

Approved

The Board resolved that a proposed extension of regional sewerage services for Millennium Pacific Greenhouses, at 3760 Arthur Drive in Delta, is consistent with Regional Growth Strategy provisions. The Board approved an amendment to the Fraser Sewerage Area Boundary.

In 2011, the Metro Vancouver Board and all local authorities in the regional district approved a Regional Growth Strategy that contains urban development, protects agricultural land for food production, and protects the supply of industrial lands.

At current industrial land demand rates, Metro Vancouver expects the supply of industrial lands in the region will be depleted in the 2020s. Because the industrial land base is so limited, Metro Vancouver wants to encourage higher-density forms of industrial development and facilitate new growth through the re-development and intensification of under-utilized industrial lands.

The Board authorized staff to release the discussion paper titled "Best Practices for the Intensive Use of Industrial Land Discussion Paper" as basis for further consultation with a broad range of public and private partners and report back with a final report in 2013.

RICHMOND PUBLIC LIBRARY BOARD

ANNUAL REPORT TO COUNCIL

Monday, November 26, 2012

Table of Contents

- 2011 Report to the Community
- Richmond Public Library Compared to Other Lower Mainland Libraries

2011 REPORT TO THE COMMUNITY

The Learning Place

Do you have expertise and a program idea? Let us know!

We want YOU! Our community is full of experts on all sorts of topics, so share your knowledge with others and have fun while you're at it!



Celebration of Chinese Culture



Cake Pops 101



Bright Ideas



Knitting 101

Library Board



**Congratulations to
Friends of the Library on
their 40th Anniversary!**



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



**Thanks to Dr. Kwok-Chu Lee
our Chinese book collection
has grown by 47,000 items.**

Check out our new Digital Services

Get eBooks, music, magazines and newspapers! Plus great language learning software!



Cash and In-Kind Donations Received Jan. – Dec. 2011

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

Donations \$1,000,000 and up: Dr. and Mrs. Kwok-Chu Lee; **Donations \$10,000 and up:** Friends of the Richmond Public Library; **Donations \$1,000-\$9,999:** The Ben & Esther Dayson Charitable Foundation; Alan Burns; Pat Watson; **Donations \$100-\$999:** Anonymous; Linda Barnes; Richard and Jeanne Bushey; Greg Buss; Bernard Che; Glitterbugs Book Club; Robbin Greig; Anil K. Gulati; Richard and Carolyn Hart; Ironwood Afternoon Book Club; Ladies of the Green Book Club; Connie Lau; Lu Lu Belles Book Club; Marilyn Meyer; Cyndi and Max Mintzberg; Municipal Pension Retirees Association; Richmond Women's Resource Centre Association; Devra Faye Samson; Snacks Book Club; TELUS Corporation; Susan Walters; Ya Ya Sisters Book Club; **Donations up to \$99:** Anonymous; Karuna Belani; Jerry and Estelle Bleet; Tami Bleet; Daiso Store Canada Ltd.; James Huang; Trevor and Dawn Hurwitz; Glen Kirkpatrick; Catherine Ko; Perry and Louise Mazzone; Richmond Go Kart Track; Alexis Rothschild; Peter Smolik; Christine Swanson; Amadou Toure; WorkSafeBC; Hanny Yang; Josh Yang.

2011 REPORT TO THE COMMUNITY

Vital Signs

2,590 Programs 139,124 Questions answered 97,096 Cardholders

Program Participants

124,030 
More than fills BC Place Stadium 2 1/4 times

Items Borrowed

4,359,215 
Averaging one borrowed item every 7 seconds

2011 Financial Operating Highlights

Revenue

Municipal contribution	\$6,352,202
Fines and miscellaneous	490,672
Grants*	429,965
Other capital funding sources	1,156
Donations	83,565
	7,357,560

Expenses

Salaries and employee benefits	6,232,427
Supplies and equipment services	213,326
General and administration	180,116
Building, leases and maintenance	209,450
Utilities	176,395
Periodicals	128,010
Automation	32,964
Resource sharing services	78,856
Contribution to City of Richmond for Enterprise Fund payment	19,682
	7,271,226
Annual surplus (deficit)	86,334

*The Richmond Public Library Board acknowledges generous financial support from the Libraries and Literacy Branch, Ministry of Education.

Message from the Board Chair – Pat Watson

The library continues to connect people to information and each other. Today you can use books, magazines and newspapers in hard copy or online. You can come into the library to browse the collections or use the website anytime to find what you enjoy.

The library is transforming into a Learning Place, where everyone can come to exchange knowledge and ideas. You can participate in a comfortable environment that encourages collaboration, learning and discovery.

Our library staff are well trained and ready to help you with our new digital services. They can guide you on how to download eBooks, music and magazines. They can show you how to be part of online language learning with over 38 available languages.

Our iPads for pre-schoolers ready them to explore eBooks and games. iPads will soon be in other areas for everyone to enjoy.

We also offer a wide range of programs to inform and inspire. If there is a program that you would like to see or you have special skills and want to share your knowledge leading a program, let us know!

“ The library will be asking YOU what you want from your library. ”

Soon there will be a widespread public consultation process and you will hear more about this in the library and through our community newspapers. The library will be asking you what you want from your library.

Last fall, long-time library donors Dr. and Mrs. Kwok-Chu Lee generously donated 47,000 Chinese books, valued at nearly \$1.2 million dollars. Since 1995 the total value of their donations is \$1.53 million, including books and cash. Dr. Lee has also conducted 26 library programs attended by 2,635 participants. In honour of their latest donation, the library held a series of cross-cultural programs in celebration of Chinese culture.

The Kronier family also continued their generous support of the library with a \$10,000 donation to the Richmond Community Foundation, and we're very appreciative of their commitment to literacy and learning.

We are grateful to our Friends of the Library, who celebrated their 40th Anniversary in 2012. The Friends worked tirelessly to establish the Richmond Public Library and we are all thankful for their energy and vision. Over the years they have contributed more than \$500,000 to the library. Thank you Friends, for your support, commitment and continued importance to the Library.

Richmond Public Library Compared to Other Lower Mainland Libraries

ITEMS LOANED PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>ITEMS LOANED</u>	<u>ITEMS LOANED PER CAPITA</u>
Richmond	196,858	4,368,408	22.2
Burnaby	227,389	3,797,307	16.7
Vancouver	644,214	9,978,623	15.5
Coquitlam	126,618	1,316,163	10.4
Surrey	462,454	4,117,394	8.9
Average			14.2

VISITS PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>VISITS</u>	<u>VISITS PER CAPITA</u>
Vancouver	644,214	6,066,502	10.13
Richmond	196,858	1,838,157	9.34
Burnaby	227,389	1,914,530	8.42
Coquitlam	126,618	644,929	5.09
Surrey	462,454	2,354,105	5.09
Average			7.73

CNCL - 97

LIBRARY EXPENDITURE PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>OPERATING EXPENDITURE</u>	<u>LIBRARY EXPENDITURE PER CAPITA</u>
Vancouver	644,214	\$43,294,511	\$76.00
Burnaby	227,389	\$10,759,737	\$60.43
Coquitlam	126,618	\$4,837,018	\$42.65
Richmond	196,858	\$8,635,330	\$42.35
Surrey	462,454	\$13,381,137	\$37.02
Average			\$50.53

MUNICIPAL SUPPORT PER CAPITA

<u>CITY</u>	<u>POPULATION</u>	<u>MUNICIPAL SUPPORT</u>	<u>MUNICIPAL SUPPORT PER CAPITA</u>
Vancouver	644,214	\$38,544,512	\$59.83
Burnaby	227,389	\$11,347,024	\$49.90
Richmond	196,858	\$7,932,848	\$40.30
Coquitlam	126,618	\$4,058,918	\$32.06
Surrey	462,454	\$12,538,759	\$27.11
Average			\$44.90

Source: BC Public Library Statistics
Canadian Urban Libraries Council



Community Safety Committee

Date: Wednesday, November 14, 2012

Place: Anderson Room
Richmond City Hall

Present: Councillor Derek Dang, Chair
Councillor Ken Johnston
Councillor Bill McNulty
Mayor Malcolm Brodie

Absent: Councillor Linda McPhail
Councillor Evelina Halsey-Brandt

Also Present: Councillor Chak Au

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on Wednesday, October 10, 2012 be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, December 11, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

INTRODUCTION

Phyllis Carlyle, General Manager, Law & Community Safety, introduced Edward Warzel, Manager, Community Bylaws and commented on Mr. Warzel's work experience.

Community Safety Committee
Wednesday, November 14, 2012

LAW AND COMMUNITY SAFETY DEPARTMENT

1. RCMP'S MONTHLY REPORT – SEPTEMBER 2012 ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 3634308 v.3)

Inspector Sean Maloney reviewed the Richmond RCMP's September 2012 activities. He highlighted activities at the City Centre Community Police Office and commented on cell phone thefts.

In reply to a query from the Chair, Insp. Maloney advised that as the holiday season approaches, the RCMP will be focusing on drinking and driving.

It was moved and seconded

That the report titled RCMP's Monthly Report – September 2012 Activities (dated November 12, 2012, from the OIC, RCMP) be received for information.

CARRIED

2. RICHMOND FIRE-RESCUE – SEPTEMBER 2012 ACTIVITY REPORT

(File Ref. No. 09-5000-01) (REDMS No. 3679339)

It was moved and seconded

That the staff report titled Richmond Fire-Rescue – September 2012 Activity Report (dated October 17, 2012, from the Fire Chief, Richmond Fire-Rescue) be received for information.

CARRIED

3. COMMUNITY BYLAWS - SEPTEMBER 2012 ACTIVITY REPORT

(File Ref. No. 12-8060-01) (REDMS No. 3688016)

In reply to a query from Committee in regards to the Grease Management Program, Wayne Mercer, Manager, Community Bylaws, advised that if a restaurant owner demonstrates an immediate effort to comply, a violation notice may be changed to warning. He stated that this process is documented and if a subsequent inspection of the same restaurant identifies the same contravention, a violation notice is issued.

It was moved and seconded

That the staff report titled Community Bylaws – September 2012 Activity Report (dated October 15, 2012 from the General Manager, Law & Community Safety), be received for information.

CARRIED

Community Safety Committee

Wednesday, November 14, 2012

4. POLICE SERVICES MODELS

(File Ref. No.) (REDMS No. 3685832 v. 25)

Ms. Carlyle advised that staff received the RCMP report titled 'Richmond Detachment Service Delivery: The RCMP Advantage' late last Friday and as such, staff are not in a position to comment on the contents of the report.

Ms. Carlyle clarified that the findings in Table 2 of the staff report titled Police Services Models in relation to transition costs are reflective of a gradual transition. She stated that a handover of police services would be an enormous undertaking; therefore, in an effort to provide continuous service, transition time estimates are a minimum of two to three years. During this period, there would be a staffing overlap between the two agencies.

Discussion ensued and Committee commented that a breakdown and analysis of the RCMP report titled 'Richmond Detachment Service Delivery: The RCMP Advantage' is needed, in particular as it relates to one-time and transition costs.

In reply to queries from Committee, Ms. Carlyle commented on the potential police services governance models. She noted that unless all policing services are contracted out, a Police Services Board would have to be created. Council would be represented by the Mayor on this future Board; however, the Province would control the majority of appointments to this Board. Also, Ms. Carlyle commented on police services governance models outside British Columbia, noting that no police services governance model provides Council with full autonomy.

Ms. Carlyle provided background information regarding the Township of Esquimalt's police services model with the City of Victoria, noting that the Province overruled the Township of Esquimalt's choice to contract with the RCMP for policing services. Discussion ensued and it was noted that it may be beneficial for Richmond City Council to hear from members of the Township of Esquimalt's Council as it relates to their experience with establishing a new police services model. Also, it was suggested that Richmond City Council hear from a non-adjacent jurisdiction that has an independent police department and contracts out for external specialized services.

Discussion ensued and it was noted that Richmond's consideration of alternate police services models does not reflect dissatisfaction with the Richmond RCMP.

In reply to a query, Ms. Carlyle commented that the Delta Police Department provides in-house specialized services.

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

It was moved and seconded

That:

Community Safety Committee
Wednesday, November 14, 2012

- (1) *the staff report titled Police Services Model, dated November 7, 2012 from the General Manager, Law & Community Safety, be referred back to staff to examine the finances for Option 2B (Independent Police Department with External Specialized Services) and to provide:*
 - (a) *a further analysis of the one-time and the transition costs for Option 2B;*
 - (b) *a further analysis of the Vancouver Police Department's assumptions as they relate to Option 2B;*
- (2) *staff analyse and comment on the RCMP report titled 'Richmond Detachment Service Delivery: The RCMP Advantage;'*
- (3) *staff enter into discussions to determine the prospect of whether a regional police force would be led by the Province; and*
- (4) *Council hear from representatives of (i) the Township of Esquimalt, and (ii) another non-adjacent jurisdiction with an Independent Police Department with External Specialized Services.*

CARRIED

5. FIRE CHIEF BRIEFING
(Verbal Report)

(i) Fire Prevention Week Update

Kim Howell, Deputy Fire Chief, commented on various Fire Prevention Week initiatives and highlighted that this year's national theme was to plan and to practice two ways out of each room of the house.

6. JOINT FIRE CHIEF & RCMP BRIEFING
(Verbal Report)

(iii) Pedestrian Safety Campaign

Insp. Maloney and Deputy Fire Chief Tim Wilkinson stated that a second Pedestrian Safety campaign would be launched on November 21, 2012 and would run in the morning and in the afternoon at high traffic and pedestrian areas. This joint initiative is directed at pedestrians, drivers and cyclists to promote key safety messages when crossing and using the roads.

(i) Remembrance Day Event Update

Insp. Maloney and Deputy Fire Chief Tim Wilkinson spoke of the City's Remembrance Day event.

Community Safety Committee
Wednesday, November 14, 2012

(ii) Movember

Deputy Fire Chief Wilkinson commented on Movember, noting that there will be a shave-off event for participating Richmond Fire-Rescue members on November 29, 2012.

It was moved and seconded

That the Joint Fire Chief & RCMP Briefing verbal reports be received for information.

CARRIED

Councillor McNulty left the meeting (5:06 p.m.) and did not return.

7. RCMP BRIEFING

(Verbal Report)

(i) Halloween

Insp. Maloney commented on the number of service calls on Halloween, and stated that there were no major calls.

(ii) Operation Red Nose

Insp. Maloney stated that Operation Red Nose will be running from November 25, 2012 to December 21, 2012.

(iii) Awards – Queen's Jubilee, Governor General's Award, Punjabi Radio

Insp. Maloney commented on members of the Richmond RCMP receiving various awards.

8. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:15 p.m.).

CARRIED

Community Safety Committee
Wednesday, November 14, 2012

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 14, 2012.

Councillor Derek Dang
Chair

Hanih Berg
Committee Clerk



General Purposes Committee

Date: Monday, November 19, 2012

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Derek Dang
Councillor Evelina Halsey-Brandt

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, November 5, 2012, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. RICHMOND CELEBRATES SCOTIABANK HOCKEY DAY IN CANADA 2013

(File Ref. No. 11-7400-20-HDAY1/2012) (REDMS No. 3685824 V.6)

A discussion ensued among members of Committee and Cathryn Volkering Carlile, General Manager, Community Services about:

General Purposes Committee
Monday, November 19, 2012

- the impact of the National Hockey League (NHL) strike on the Scotiabank Hockey Day in Canada 2013 event. It was noted that discussions with CBC indicated that the event may not be televised nationally, and that there is no impact anticipated for the event as a result of the NHL strike;
- the budget for the 2013 event in comparison to 2012. It was noted that the budget had been reduced for 2013;
- how the event will be taking place on the Family Day long weekend as well as Chinese New Year. A brief discussion took place about the feasibility of combining the event with Chinese New Year's events; and
- the need to provide opportunities for youth to interact with hockey idols and other celebrities.

It was moved and seconded

That:

- (1) *the City contribute up to \$58,000 from the Major Event Provisional Fund for the Richmond Celebrates Scotiabank Hockey Day in Canada event at the Richmond Olympic Oval on February 9, 2013; and*
- (2) *that the City's budget for the 2013 Hockey Day event be included in the 5 Year Financial Plan (2013-2017).*

CARRIED

2. RICHMOND OLYMPIC EXPERIENCE ADVISORY COMMITTEE COUNCIL LIAISON

(File Ref. No. 01-0005-01/2012) (REDMS No. 3702547)

It was moved and seconded

That Councillor Bill McNulty be appointed as Council Liaison to the Richmond Olympic Experience Advisory Committee as outlined in the staff report from the Director, Arts, Culture and Heritage Services dated November 6, 2012.

CARRIED

General Purposes Committee
Monday, November 19, 2012

ENGINEERING AND PUBLIC WORKS DEPARTMENT

3. 2013 UTILITY BUDGETS AND RATES

(File Ref. No.: 03-0970-01/2012) (REDMS No.3699344 v.3)

Suzanne Bycraft, Manager, Fleet & Environmental Programs, accompanied by Jerry Chong, Director, Finance, highlighted the key impact on the budget as a result of challenges related to increasing costs outside of the City's control.

A discussion then ensued about the various service sections and in particular on:

- opportunities for expansion of the toilet rebate program;
- opportunities for expansion of the residential water metering program. It was noted that participation in the water metering program was still on a voluntary basis, and discussion took place about the feasibility of making the program mandatory in the future; and
- the increased annual operating costs of the solid waste and recycling program and how the associated costs reflected in the budget are pro-rated to correspond with the June, 2013 implementation date. Discussion also took place about the success and future expansion of the solid waste and recycling program.

It was moved and seconded

That:

- (1) *the 2013 Utility Expenditure Budgets, as outlined under Option 3 for Water, Sewer, Drainage & Diking, and Option 2 for Solid Waste & Recycling as contained in the staff report dated November 14, 2012 from the General Managers of Finance & Corporate Services and Engineering & Public Works, be approved as the basis for establishing the 2013 Utility Rates and for preparing the 5 Year Financial Plan (2013-2017) Bylaw;*
- (2) *the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute an amendment to Contract T.2988, Residential Solid Waste & Recycling Collection Services, to:*
 - (a) *include acquisition, storage, assembly, labelling, delivery, replacement and related tasks for the carts and kitchen containers associated with an expanded yard trimmings/food scraps recycling program at a one-time cost of up to \$3 million (excluding HST);*

General Purposes Committee
Monday, November 19, 2012

- (b) add yard trimmings/food scraps collection and large item pickup services to townhomes with blue box service, effective June 3, 2013;*
- (c) add collection of yard trimming/food scraps using City-provided carts and large item pickup services to residents in single-family homes effective June 3, 2013;*
- (d) revise the annual contract amount to approximately \$5,788,664 (depending on contract variables such as inflationary and unit count increases), effective June 3, 2013;*
- (e) extend the term of the contract to December 31, 2017;*
- (3) the existing agreement (dated September, 2010) with Neptune Technology be extended for one year, ending December 31, 2013, using the 2010 unit rates with an adjustment made for the HST to GST/PST conversion effective April 1, 2013.*

The question on the motion was not called, as a brief discussion ensued about the green cart program. It was noted that a contingency fund has been build into the program to provide new residents with complimentary carts and for the replacement of damaged carts. Staff was requested to present a report on the implementation of the program before it is rolled out.

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

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:29 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 19, 2012.

Mayor Malcolm D. Brodie
Chair

Shanan Sarbjit Dhaliwal
Executive Assistant
City Clerk's Office



Planning Committee

Date: Tuesday, November 20, 2012

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 (arrived at 4:01 p.m.)

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, November 6, 2012, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

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

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY MATTHEW CHENG ARCHITECT INC. TO REZONE 7451 AND 7471 NO. 4 ROAD, A NO ACCESS PROPERTY ON GENERAL CURRIE ROAD, AND A LANE TO BE CLOSED FROM "SINGLE DETACHED (RS1/B) AND (RS1/F)" TO "MEDIUM DENSITY TOWNHOUSES (RTM3)" IN ORDER TO DEVELOP A 20 UNIT TOWNHOUSE COMPLEX**

(File Ref. No. 12-8060-20-8198/ 8968; RZ 11-582929) (REDMS No. 3680513)

It was moved and seconded

- (1) *That Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8198 be abandoned; and*
- (2) *That Bylaw 8968 for the rezoning of 7451 No 4 Road, a No Access Property on General Currie Road, and a Lane to be closed from "Single Detached, (RS1/B)" and 7471 No. 4 Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.*

CARRIED

Councillor McPhail entered the meeting (4:01 p.m.).

2. **APPLICATION BY CRESSEY (GILBERT) DEVELOPMENT LLP FOR REZONING AT 5640 HOLLYBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO RESIDENTIAL/LIMITED COMMERCIAL (RCL3)**

(File Ref. No. 12-8060-20-8957, RZ 12-602449) (REDMS No. 3699353 v. 2)

Wayne Craig, Director of Development, highlighted that the proposed development would provide a 5,000 square foot child care facility and frontage improvements along all sides of the subject site.

In reply to a query from Committee, Mr. Craig stated that although the City prefers to see affordable housing units dispersed throughout a proposed development, it is not a requirement of the City's Affordable Housing Policy.

Discussion ensued and Committee expressed concern regarding (i) the location of the proposed affordable housing units, (ii) access to the indoor amenity space for occupants of the proposed affordable housing units, and (iii) the quality of materials utilized for the proposed affordable housing units.

Also, it was requested that a proposed outdoor amenity space include adult play equipment.

Planning Committee

Tuesday, November 20, 2012

In response to comments from Committee, Joe Erceg, General Manager, Planning and Development, advised that staff are currently reviewing the City's Affordable Housing Policy, and noted that (i) the location of, (ii) access to amenity spaces, and (iii) materials used for affordable housing units could be reviewed as part of this process. Also, Mr. Erceg stated that the concerns raised in relation to the proposed affordable housing units should be addressed prior to the application proceeding to Public Hearing.

In reply to a query from Committee, Mr. Craig, advised that a provider for the proposed child care facility has not been selected. Also, Mark McMullen, Senior Coordinator – Major Projects, commented on the proposed rain garden. Also, it was noted that the Applicant is committed to connecting to the proposed City Centre District Energy Utility.

Hani Lammam, Vice President, Development and Land Acquisitions, Cressey Development Group, stated that the proposed affordable housing units have been grouped together to maximize efficiencies. Also, he stated that the same quality of materials and finishes would be used for the proposed affordable housing units. In response to comments regarding access to the indoor amenity space for occupants of the proposed affordable housing units, Mr. Lammam stated that it was determined that no access would be provided in an effort to keep costs to a minimum. Mr. Lammam advised that by grouping the proposed affordable housing units together, an independent strata corporation could be created, which then could better manage its own costs. Mr. Lammam stated that the Applicant is open to providing access to the indoor amenity space for occupants of the proposed affordable housing units.

Discussion ensued and Committee queried the efficiencies between developments with affordable housing units scattered throughout with market units as opposed to developments with affordable housing units grouped together, separated from market units. In response to a query from Committee, Mr. Lammam advised that he would provide Committee with information related to the efficiencies of separate strata corporations.

Discussion further ensued and in reply to a query from Committee, Mr. Craig advised that there are existing developments that have grouped affordable housing units.

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

It was moved and seconded

That the application by Cressey (Gilbert) Development LLP to rezone 5640 Hollybridge Way from "Industrial Business Park (IB1)" to "Residential / Limited Commercial (RCL3)" be referred back to:

- (1) integrate affordable housing units with market units throughout the project;*

Planning Committee
Tuesday, November 20, 2012

- (2) *maintain the same quality of materials and finishes for the affordable housing units as those utilized for the market units; and*
- (3) *provide affordable housing units access to the indoor amenity space.*

The question on the referral was not called as discussion ensued regarding the efficiencies of separate strata corporations. The question on the referral was then called and it was **CARRIED**.

3. **AMENDMENT TO SINGLE-FAMILY LOT SIZE POLICY 5467 IN SECTION 23-4-7 APPLICATION BY VANLUX DEVELOPMENT INC. FOR A REZONING AT 4691, 4731 AND 4851 FRANCIS ROAD FROM SINGLE DETACHED (RS1/E) AND LAND USE CONTRACT (LUC061) TO SINGLE DETACHED (ZS21) - LANCELOT GATE (SEAFAIR)**

(File Ref No. 12-8060-20-8965, RZ 12-617436) (REDMS No. 3656893)

It was moved and seconded

- (1) *That Single-Family Lot Size Policy No. 5467 in Section 23-4-7, adopted by Council on March 15, 1999, be amended to exclude those properties fronting Francis Road between Lancelot Gate and Railway Avenue as shown on Attachment 4 to the report dated October 23, 2012, from the Director of Development; and*
- (2) *That the provisions of "Land Use Contract 061" be discharged from 4851 Francis Road and that Bylaw 8965, to create "Single Detached (ZS21) – Lancelot Gate (Seafair)", and for the rezoning of 4691, 4731 and 4851 Francis Road from "Single Detached (RS1/E) and Land Use Contract (LUC061)" to "Single Detached (ZS21) – Lancelot Gate (Seafair)", be introduced and given first reading.*

CARRIED

4. **MANAGER'S REPORT**

(i) *Upcoming Applications*

Mr. Craig provided Committee with an update on future applications.

(ii) *Drive-Throughs*

Discussion ensued regarding the provision of drive-throughs in the Richmond Zoning Bylaw 8500 and how this provision relates to the City's anti-idling initiatives. As a result of the discussion, the following referral was introduced:

It was moved and seconded

That staff report back to Committee on removing drive-throughs in the Zoning Bylaw for new applications.

Planning Committee
Tuesday, November 20, 2012

The question on the **referral** was not called as staff was requested to provide Council with the number of existing drive-throughs in Richmond. The question on the **referral** was then called and it was **CARRIED**.

(iii) Fill Deposit on Agricultural Reserve Lands

Discussion ensued regarding the City's authority to ban the dumping any type of fill on agricultural reserve land. Mr. Erceg advised that Community Bylaws staff can examine the situation. As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

That staff examine a bylaw to ban the dumping of any type of fill deposit on agricultural reserve land.

The question on the **referral** was not called as discussion ensued regarding the City's Soil Removal and Fill Deposit Regulation Bylaw. The question on the referral was then called and it was **CARRIED**.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:39 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 20, 2012.

Councillor Bill McNulty
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Council

-10 GP - Nov 19/12

To: General Purposes Committee
From: Cathryn Volkering Carlile
General Manager, Community Services
Date: October 31, 2012
File: 11-7400-20-
HDAY1/2012-Vol 01
Re: Richmond Celebrates Scotiabank Hockey Day in Canada 2013

Staff Recommendation

That:

1. The City contribute up to \$58,000 from the Major Event Provisional Fund for the Richmond Celebrates Scotiabank Hockey Day in Canada event at the Richmond Olympic Oval on February 9, 2013; and
2. That the City's budget for the 2013 Hockey Day event be included in the 5 Year Financial Plan (2013-2017).

Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Att. 1

REPORT CONCURRENCE				
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance		<input checked="" type="checkbox"/>		
Intergovernmental Relations and Protocol Unit		<input checked="" type="checkbox"/>		
Communication		<input checked="" type="checkbox"/>		
Recreation Services		<input checked="" type="checkbox"/>		
Richmond Olympic Oval		<input checked="" type="checkbox"/>		
Law & Community Safety		<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE		INITIALS: 	REVIEWED BY CAO 	INITIALS:

Staff Report

Origin

On February 11, 2012 Richmond Celebrates Scotiabank Hockey Day in Canada was held at the Richmond Olympic Oval with the City of Richmond listed by CBC as an official 'Satellite Location' for the nationwide event.

Attendance at last year's event was estimated at 16,000 with millions more getting a glimpse of the Oval in its 'natural sporting state' via national media coverage. Highlights of the event included a Celebrity Ball Hockey Game including appearances by several popular NHL Vancouver Canucks Alumni, the first ever Pacific International Junior Hockey League (PIJHL) hockey game to be held at the Oval between the Richmond Sockeyes and North Delta Devils, NHL Hall of Fame trophies and exhibits, plus a large number of interactive games, demonstrations and exhibits.

The content of this report addresses Council Term Goal Numbers 3.4 and 3.8:

Goal 3.4 *"Update the City's economic development strategy, ensuring sport hosting and events are a part of it. As part of this initiative, ensure the updated strategy is proactive and clear on what kind of City we aspire to be, and what kind of businesses we want to attract and retain."*

Goal 3.8 *Develop a "Stay cation" appeal for the City and Region"*

The purpose of this report is to outline the opportunity to host a second Richmond Celebrates Scotiabank Hockey Day in Canada at the Richmond Olympic Oval on February 9, 2013.

Analysis

The City, in partnership with the Richmond Olympic Oval has commenced planning for another "all things hockey under one roof" event on Saturday February 9, 2013 at the Richmond Olympic Oval. The City of Richmond will be the event executive producer and an event planning team is comprised of City and Oval staff. "Richmond Celebrates Scotiabank Hockey Day in Canada" is expected to draw attendance of 16,000, similar to the inaugural 2012 event. The event falls on the new Family Day long weekend and will be a perfect opportunity for families looking for activities to fill the long weekend.

The goals of the event are to promote hockey as a national passion, encourage and promote physical activity and wellness, promote the Oval as a centre of wellness and sport, expose Richmond to a national audience as a centre of excellence for wellness, sport and community engagement and to build on the City's growing festival and event program.

The Oval and plazas will again come alive with a wide variety of games, exhibits and interactive displays celebrating hockey in all its forms with fun experiences for hockey players, families and fans.

This is a spectator event with participatory activities including:

- Ball hockey, table hockey, floor hockey, ice hockey, and road hockey. Visitors will experience the Oval in its natural sporting phase as all three zones on the Activity Level will be utilized as well as the plaza. Local hockey associations and teams will be invited to participate to ensure there is strong community engagement and support for the event.
- The Oval's two ice rinks will feature a variety of hockey games, demonstrations and clinics, including a Vancouver Canucks Alumni game, while a large "road hockey" tournament is being planned for the Oval's riverfront plaza.
- Montreal Canadiens legend Guy Lafleur will make a special appearance at the event. He will take part in free public autograph signing sessions for the public as well as meet and greet sessions for our sponsors and VIP guests. Additionally, a selection of Canucks Alumni would be available for public and private autograph sessions plus media interviews.
- An addition to the free event this year, will be a paid, ticketed hockey game between NHL alumni of the Vancouver Canucks vs. a team/group (yet to be determined) featuring many of the Canucks most famous players from their magical playoff run in 1994. The Alumni event will be hosted by the Richmond Olympic Oval with an anticipated gate of 1000 spectators. Ticket prices are recommended to be set at \$15 with 10% of gross proceeds (\$1,500) going to the Richmond KidSport charity.
- Floor hockey competitions, hockey skills games, demonstrations and other interactive programs are being planned for the Oval's court and track zones to emphasize the legacy commitment to support sport, recreation and wellness. The track zone will also feature several performances for the band Odds (the Vancouver Canucks house band during games).
- Discussions are underway with a major hockey trade show organizer to stage an exhibition and marketplace of hockey memorabilia and collectibles. Further donations to Richmond KidSport will come from a silent auction of a selection of these memorabilia and collectibles. Additionally, local and professional coaches will run a variety of sport clinics, providing unique and exciting learning opportunities for dozens of local sports teams.

Due to the Canucks Alumni game, media coverage of the 2013 event is expected to meet or exceed that of last year. Though not an official host of Hockey Day in Canada on CBC, the CBC has confirmed they will send a camera to provide taped updates of the event to the national audience. The Alumni game will be timed to ensure we receive national media coverage throughout prime time viewing that day. CBC has confirmed that they will be broadcasting Hockey Day in Canada on February 9, 2013 regardless of whether the NHL remains in its current lockout situation. This is expected to increase prominence on that day.

Producing this event in 2013, is part of a strategy to become the main host of Hockey Day in Canada 2015 on CBC, featuring a day-long national broadcast of live hockey related segments from the host city, plus a variety of satellite host cities across Canada, and games involving all seven of Canada's teams in the National Hockey League.

The main host for Hockey Day in Canada 2013 is Lloydminster, Alberta and the 2014 host will be chosen from Eastern Canada. 2015 represents the first opportunity to become the main host city. Richmond will be bidding on this event.

City Council Hosted Reception

Richmond Celebrates Scotiabank Hockey Day in Canada 2013 provides substantial leverage to advance the partnership opportunity and media exposure for the City. Richmond has the opportunity to invite community sport organizations, community leaders, Hockey Day and City sponsors, local and potential business partners, media and government leaders and others to continue to advance long-term City objectives for partnership development.

To accomplish this, two Council hosted components are planned, a celebrity ball hockey game and a community reception:

- The ball hockey game would mark the opening of "Richmond Celebrates Scotiabank Hockey Day in Canada" and be an opportunity for interested council members, the media, community leaders, sponsors, retired professional hockey alumni, government and business, and local sport enthusiasts to participate in a short game. Mayor Brodie would drop the first puck.
- The ball hockey game will be followed by a reception for invited guests in the Legacy Lounge. The Legacy Lounge will be set up to host a buffet style reception for about 140 guests from the community as well as other key strategic partners and sponsors. Alumni from the Canucks will also be present at this reception. The reception will have a small formal component to include introductions and recognition of key guests, event sponsors, as well as highlighting some of the recent successes of Richmond hockey teams.

Community Involvement


The staff organizing team will again be working closely with local community groups including RACA, the Richmond Sockeyes and the Richmond Olympic Oval to develop the Richmond Celebrates Scotiabank Hockey Day in Canada 2013 program. The Richmond Sockeyes have already agreed to shift their Pacific International Junior Hockey League game versus the Aldergrove Kodiaks from Minoru Arenas to the Oval on the day of the event. Richmond Arenas and the Oval staff will be working with Richmond Minor Hockey Association, Seafair Minor Hockey Association and the Richmond Ravens girls' hockey team, who all participated in the event in 2012, to ensure they are actively involved again in 2013. This will allow more than 100 local youth to participate in games, demonstrations, skills clinics and other on-ice and off-ice activities. A sizeable contingent of local volunteers will support the event. In addition, community partners will be invited to the City's reception.

Financial Impact

The financial impact to the City will not exceed \$76,500 in event, hosting costs, marketing and other related costs. City funding is available in the Major Event Provision (\$58,000) and current Operating Budget (\$18,500). Funding in the amount of \$69,000 will be obtained from external sources, including ticket and sponsorship revenues and the remaining funding of \$22,500 is covered in the Oval's budget. Any surplus from the event will be transferred back to the Major Event Provision.

Conclusion

This truly Canadian event at the Richmond Olympic Oval is a great opportunity to showcase the legacy format of the Oval to the community and the region. It also provides community engagement and partnership enhancement opportunities through a celebrity ball hockey game followed by a Council hosted reception for key community partners. Local community groups will be involved in the program as well as creating opportunities for many community volunteers. If approved, City staff will begin planning for the Council reception at this event and make plans for providing in kind City services to support this event.



Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Scotiabank Hockey Day In Canada		
Budget		
February 9, 2013		
REVENUE/FUNDING		
Internal Sources		
City of Richmond		
Major Event Provision	\$ 58,000	
City Budget	18,500	
		\$ 76,500
Oval		
Marketing	\$ 12,500	
Sport	10,000	
		\$ 22,500
Total Internal		\$ 99,000
External Sources		
Sponsors	\$ 52,000	
Ticket Sales	15,000	
Booth Rentals	2,000	
Total External		\$ 69,000
TOTAL		\$ 168,000
EXPENSES		
Programming	\$ 72,500	
Infrastructure and Furniture Fixtures & Equipment	32,500	
Marketing	25,000	
Production	19,475	
External Workforce	7,000	
Traffic and Parking	9,500	
Safety, Security and Risk	2,025	
TOTAL		\$ 168,000
Net		\$ -



City of Richmond

Report to Committee

To GP Nov. 19/12

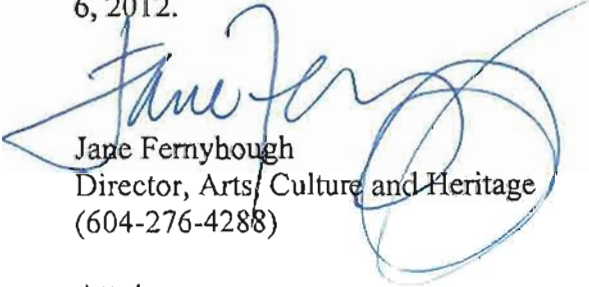
To: General Purposes Committee
From: Jane Fernyhough
Director, Arts, Culture and Heritage

Date: November 6, 2012
File: 01-0005-01/2012-Vol
01

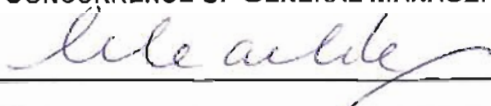


Re: Richmond Olympic Experience Advisory Committee Council Liaison

Staff Recommendation

That a Council Liaison be appointed to the Richmond Olympic Experience Advisory Committee as outlined in the report from the Director, Arts, Culture and Heritage Services dated November 6, 2012.


Jane Fernyhough
Director, Arts, Culture and Heritage
(604-276-4288)

Att. 1

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

Staff Report

Origin

At the City Council meeting of October 22nd, 2012, Council endorsed the project concept and design for the Richmond Olympic Experience (ROE) at the Richmond Olympic Oval (ROO). At the General Purposes meeting prior to the Council meeting the CAO suggested that an Advisory Committee be created to provide input to the development and operation of the ROE. This report provides information on the Advisory Committee and requests a Council liaison be appointed to this committee.

Analysis

The ROE is a multifaceted experience integrated into and around the ROO. While this is a project of the Richmond Olympic Oval Corporation (ROOC) and managed by a Project Team there are many aspects of the project operation and development that could benefit from the expertise provided by a broad based Advisory Committee. Attached for information is a draft Terms of Reference that will be considered by the ROOC Board (**Attachment 1**).

Areas envisioned that an Advisory Committee could have input into include:

- Providing advice with respect to concepts, components and materials;
- Operational considerations such as pricing strategies and tour options;
- Marketing and promotion strategies;
- Subject matter for future temporary exhibits;
- Assisting with connecting with private collectors and athletes;
- Telling the story of the History of Sport in Richmond
- Building community connections to the ROE

Members of the Committee should come from a variety of backgrounds such as business, sport, tourism and attractions, arts and culture. It is also recommended that the committee include a Council liaison.

Financial Impact

There is no financial impact to this recommendation.

Conclusion

A Richmond Olympic Experience Advisory Committee made up of members from a variety of backgrounds can provide valuable assistance to the development and ongoing success of the ROE both in the community and as a tourist destination. A City of Richmond Council liaison ensures connection between the ROE and City Council. It is recommended that a City Councillor be appointed to the Advisory Committee.



Jane Pernyrough

Director, Arts, Culture and Heritage
(604-276-4288)

Richmond Olympic Oval Corporation
Terms of Reference for the Richmond Olympic Experience Advisory Committee

Committee Name: Olympic Experience Advisory Committee (the “Committee”)

Responsible To: Olympic Experience Project Team (the “Project Team”)

Purpose:

The Committee reviews and makes recommendations to the Project Team on technical and operational matters related to the Olympic Experience Project as requested and/or required with a particular emphasis on facilitating the creation of a world class Olympic experience.

1. Provide advice with respect to concepts, components and materials, as needed or as requested;
2. Provide assistance with connecting with private collectors and athletes;
3. Provide advice with respect to future Olympic Experience operational considerations;
4. Provide advice on marketing and promotion as required;
5. Provide advice on specific matters related to the Olympic Experience such as identifying and connecting with sponsors;
6. Provide advice and assistance with telling the story of the History of Sport in Richmond;
7. Provide input into subject matter for future temporary exhibits.

Term:

The term of this Committee shall be from January 1, 2013 to October 31, 2014.

Composition:

The Committee shall be composed of five members, a majority of whom are neither officers nor employees of the Richmond Olympic Oval Corporation (the “Corporation”), and one of whom will act as the Chair of the Committee (the “Committee Chair”). The Committee Chair is appointed by the CEO of the Corporation.

The members of the Committee are appointed by the CEO and serve until such member’s successor is duly appointed or until such member’s earlier resignation or removal.

The Richmond Olympic Oval CEO will be an exofficio member of the Committee.

The Project Team assigned by the CEO will support the Committee.

A City Council Liaison will be appointed annually to the Committee by Richmond City Council.

Members will be chosen from a variety of backgrounds including, but not limited to, business, tourism and attractions, and will also include an Olympic athlete.

<p style="text-align: center;">Richmond Olympic Oval Corporation <i>Terms of Reference for the Richmond Olympic Experience Advisory Committee</i></p>

Meetings and Reporting:

Meetings of the Committee are held as required and at the call of the Committee Chair as requested by the Project Team.

The Committee may meet either in person or by telephone, and at such times and places as the Committee determines.

A quorum of the Committee is a majority of the members of the Committee.

The Committee reports to the Project Team through the Project Team liaison.

Other Resources:

Outside Advisors

City of Richmond: City staff have expertise in various aspects of this project and will be made available to the Committee and project, as required or needed.

Exhibit Designers: The Project Team has retained outside advisors for the primary purpose of exhibit design, development and construction.

The Olympic Museum: The Project Team has curatorial and museum expertise available through the Olympic Museum in Lausanne.

Olympic Museums Network: Through the Olympic Museums Network, the Project Team has established contacts for advice and assistance in creating and operating an Olympic Museum.

Canadian Olympic Committee: The Project Team has established liaisons from the Canadian Olympic Committee to deal with both the acquisition and displays of artifacts and the approvals needed with respect to branding and use of the Olympic Marks (i.e., Olympic Rings).

Code of Conduct

Olympic Experience Advisory Committee members are expected to be respectful towards each other and work cooperatively.

Olympic Experience Advisory Committee members are drawn from a broad spectrum of community interests. The expectation is that each member will conduct themselves in the best interest of the Corporation.

If there is a conflict of interest, it will be up to the member to remove himself or herself from the discussion.



City of Richmond

Report to Committee

To GP - Nov 19/12

To: General Purposes Committee
From: Andrew Nazareth
General Manager, Finance & Corporate Services

Robert Gonzalez, P. Eng., General Manager,
Engineering & Public Works

Date: November 14, 2012
File: 03-0970-01/2012-Vol 01

Re: 2013 Utility Budgets and Rates

Staff Recommendation

That

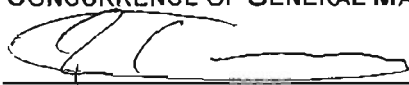



1. the 2013 Utility Expenditure Budgets, as outlined under Option 3 for Water, Sewer, Drainage & Diking, and Option 2 for Solid Waste & Recycling as contained in the staff report dated November 14, 2012 from the General Managers of Finance & Corporate Services and Engineering & Public Works, be approved as the basis for establishing the 2013 Utility Rates and for preparing the 5 Year Financial Plan (2013-2017) Bylaw;
2. the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute an amendment to Contract T.2988, Residential Solid Waste & Recycling Collection Services, to:
 - i) include acquisition, storage, assembly, labelling, delivery, replacement and related tasks for the carts and kitchen containers associated with an expanded yard trimmings/food scraps recycling program at a one-time cost of up to \$3 million (excluding HST);
 - ii) add yard trimmings/food scraps collection and large item pickup services to townhomes with blue box service, effective June 3, 2013;
 - iii) add collection of yard trimming/food scraps using City-provided carts and large item pickup services to residents in single-family homes effective June 3, 2013;
 - iv) revise the annual contract amount to approximately \$5,788,664 (depending on contract variables such as inflationary and unit count increases), effective June 3, 2013;
 - v) extend the term of the contract to December 31, 2017.
3. the existing agreement (dated September, 2010) with Neptune Technology be extended for one year, ending December 31, 2013, using the 2010 unit rates with an adjustment made for the HST to GST/PST conversion effective April 1, 2013.

for

Andrew Nazareth
General Manager, Finance
& Corporate Services
(4095)



Robert Gonzalez, P. Eng.
General Manager, Engineering
& Public Works
(4150)

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

Staff Report

Origin

This report presents the recommended 2013 utility budgets and rates for Water, Sewer, Drainage and Solid Waste & Recycling. The utility rates need to be established by December 31, 2012 in order to facilitate charging from January 1, 2013.

Analysis

Key issues of note pertaining to the utility budgets in 2013 include:

- Metered rates have increased due to a number of variables. The primary driver relates to a revenue reduction due to an increasing number of residents converting from the flat rate to the metered rate, which requires redistribution of fixed water and sewer system costs.
- GVS&DD sewer operating and maintenance costs are increased significantly, or by approximately 10% for costs relating to various projects including the Iona and Lions Gate Treatment Plant upgrades, twinning of the Gilbert/Brighthouse trunk and various other infrastructure growth and maintenance programs. This increase represents a \$1.576 m increase which must be collected via the sewer utility rate.
- GVWD (Greater Vancouver Water District) regional water rates are increased in 2013 – 1.2% (from .5980 per cubic metre to .6054 per cubic metre (blended rate)). The increase is significantly less than previous forecasts as a result of lower debt charges due to Metro Vancouver's debt management strategy.
- GVS&DD debt costs are reduced significantly or 55% (\$1.1 m) as a result of debt repayments. As debt costs are recovered through property taxes, utility rates will not be affected. However, these savings will be realized through a reduction in the sewer debt levy on property taxes.
- Metro Vancouver solid waste tipping fees have remained at \$107 per tonne as a result of stabilized waste flows at regional disposal facilities.

A significant component of utility budget relates to infrastructure planning to replace ageing/deteriorating municipal infrastructure. As noted in the "Ageing Infrastructure Planning – 2011 Update" report presented to Council on June 27, 2011, increases in the annual capital funding contributions for sanitary and drainage are required, whereas the required annual capital replacement funding contribution for water has been met. The annual required contribution for sanitary is \$6.2 million, whereas the current funding level is \$4.25 million. The annual required contribution for drainage is \$9.8 million, whereas the current funding level is \$6.77 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 2013 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 have presented various budget and rate options for 2013. The budgets and rates are presented under three different options. 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 lessen 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 utility areas in the following charts:

- Water
- Drainage & Diking
- Sewer
- Sanitation & Recycling

The concluding summary of proposed rates for 2013 is shown on pages 18.

Water Services Section Chart

2013 Water Budget – Options				
<i>Key Budget Areas</i>	<i>2012 Base Level Budget</i>	<i>2013: Option 1 Non-Discretionary Increases</i>	<i>2013: Option 2 Non-Discretionary Increases Plus Increase to Toilet Rebate & Flushing Program</i>	<i>2013: Option 3 Recommended: Same as Option 2 with Reduction to Metering Program</i>
Operating Expenditures	\$7,614,400			
• 2012 OBI Adjustment	\$30,400			
• Salary		\$47,500	\$77,500	\$77,500
• PW Material/Equipment/ Monthly Vehicles		\$27,300	\$27,300	\$27,300
• Internal Shared Costs		\$17,300	\$17,300	\$17,300
• Power Costs/Contracts		\$8,300	\$8,300	\$8,300
• Postage/Safety Certifications		\$9,900	\$9,900	\$9,900
Toilet Rebate Program	\$100,000	\$0	\$50,000	\$50,000
GVRD Water Purchases (MV)	\$21,205,100	\$189,900	\$311,000	\$311,000
Capital Infrastructure Replacement Program Asset Management System	\$7,550,000	\$0	\$0	\$0
Firm Price/Receivable	\$1,748,200	\$13,000	\$13,000	\$13,000
Residential Water Metering Program/Appropriated Surplus	\$1,600,000	\$0	\$0	(\$200,000)
Overhead Allocation	\$864,000	\$0	\$0	\$0
Total 2012 Base Level Budget	\$40,712,100	\$313,200	\$514,300	\$314,300
Total Incremental Increase				
<i>Revenues:</i>				
<i>Apply Rate Stabilization Fund</i>	<i>(\$750,000)</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Investment Income</i>	<i>(\$427,000)</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Firm Price/Receivable Income</i>	<i>(\$1,748,200)</i>	<i>(\$13,000)</i>	<i>(\$13,000)</i>	<i>(\$13,000)</i>
<i>Meter Rental Income</i>	<i>(\$1,176,200)</i>	<i>(\$18,200)</i>	<i>(\$18,200)</i>	<i>(\$18,200)</i>
<i>Miscellaneous Revenue</i>	<i>(\$10,000)</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Provision (Toilet Rebate/Flushing)</i>	<i>(\$100,000)</i>	<i>\$0</i>	<i>(\$201,100)</i>	<i>(\$201,100)</i>
<i>Provision (OBI Adjustment)</i>	<i>(\$30,400)</i>	<i>\$30,400</i>	<i>\$30,400</i>	<i>\$30,400</i>
Net Budget	\$36,470,300			
Net Difference over 2012 Base Level Budget		\$312,400	\$312,400	\$112,400

A description explaining the increases and budget reductions in each of the areas identified above is described below.

Operating Expenditures

Salary costs are increased associated with anticipated wage settlements as part of the non-discretionary Option 1 costs. Salary costs are increased under Options 2 and 3 as part of a recommended enhanced flushing program. It is proposed to offset these cost increases via a corresponding offset from provision funding. Public Works materials, equipment and vehicle costs are increased as a result of external cost factors, such as vendor increases. Internal shared costs relate to anticipated salary adjustments to support the Public Works Patroller program. Power costs are increased per BC Hydro costs and contracts are increased associated with the water metering program. Postage and certification costs are increased for the mail out of the annual utility bill and to meet new certification requirements under the Drinking Water Protection Act.

Toilet Rebate Program

Option 1 retains the current funding level of \$100,000 for 2013. However, due to the success of this program, it is recommended under Option 2 (and 3) that the rebate funding level be increased by \$50,000 to a total of \$150,000. It is further recommended to offset this increase through a corresponding offset from the Water provision, thereby having no impact on the water rates.

This program is one of the key markedly successful water conservation programs for existing apartments, townhomes and single-family homes. This program includes a rebate of \$100 per toilet, with a maximum allowable rebate of \$200 per household replacing a 6 litre (or more) toilet with a 4.8 litre or 4.1 litre/6 litre dual-flush (or less) toilet. To date in 2012, approximately 1,320 (1,045 in 2011) toilet rebates have been issued, at a cost of approximately \$132,000 (\$100,000 in 2011). As this program is funded from the water provision, there is no net impact to the water rate charged since there will be a corresponding increase in the amount of money applied from the provision account.

GVRD Water Purchases – Metro Vancouver

Metro Vancouver has advised that water rates increased 1.2% for 2013, or from .5980 per cubic meter to .6054 per cubic meter. This is less than prior projections due to declining debt charges. This assumes a certain degree of risk in terms of water consumption, which can be impacted by swings in the weather. Option 1 includes costs relating to the Metro Vancouver water rate increase only.

Enhanced Flushing Program: Options 2 and 3 include an increase for water consumption as part of a recommended enhanced flushing program. This program, if approved, would be implemented over a 5 year period commencing in 2013 for unidirectional flushing to remove sediment accumulations due to a lack of filtering from some Metro Vancouver sources. This 5-year program will provide flushing of the City's entire system to reduce instances of dirty water complaints. At the end of the 5-year program, it is anticipated that Metro Vancouver will have completed their phased program to filter all water supplied to Richmond, hence the flushing program will no longer be required. The increased cost associated with this program is recommended to be completely offset through a contribution from the Water Provision account, thereby having no impact on the water rates.

Water Consumption Levels: The City has implemented a number of water conservation initiatives which have reduced consumption over several years. While very successful, we have reached the point where our overall water consumption has now flat-lined despite population growth. Going forward, we can expect consumption to increase over time commensurate with population growth.

Capital Infrastructure Replacement Program

There are no increases proposed under any of the options for contribution to water capital infrastructure replacement. This is due to the fact that the annual capital contribution for water-related infrastructure

replacement has reached \$7.5 million, which meets and exceeds recommended funding levels (the remaining \$50,000 is earmarked for future upgrade/replacement of the asset management system). Per the June, 2011 "Ageing Infrastructure Planning – 2011 Update" report, the minimum required annual funding for Water is \$7 million. A reduction in the annual funding contribution is not recommended due to anticipated growth in water infrastructure over the next few years. 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, \$1.6 million is allocated annually to the residential water metering program. Expenses in 2011 were approximately \$1.75 million and to date in 2012 are approximately \$1.6 million. The proposed budget under Options 1 and 2 maintains the allocation at \$1.6 million to allow for further expansion of the residential metering program. Option 3 includes an option to reduce the metering program by \$200,000 (or to \$1.4 million). While this will reduce available funding for water meter installations, staff feel this reduction can be accommodated in light of the significant progress that has already been made in meter conversions, i.e. 68% of single-family households and 23% of multi-family households have meters installed. In addition, funding is available via accumulated funding balances from prior year's programs. As such, Option 3 is recommended. If Option 3 is approved, the 2013 capital program for water metering would be set accordingly and this amount would be incorporated into the 5 Year Financial Plan (2013-2017) Bylaw.

Multi-Family Water Metering Program: The City's multi-family water metering program has been very successful. To date, the City has received approval from 104 volunteer complexes (comprising 6,637 multi-family dwelling units) to install water meters. Of these, 87 complexes have been completed (5,674 units), including 33 apartment complexes (3,999 units) and 51 townhouse complexes (1,373 units). These voluntary installations will continue to be funded through the water metering program funding allocation, to a maximum of the funding level approved by Council.

Volunteer Single-Family Water Metering Agreement: The existing 3-year agreement with Neptune Technology Group to manage the Volunteer Single-Family Water Meter Program (3793P) expires on December 31, 2012. The agreement allows for extension and staff recommends, as part of this report, that the agreement be extended to December 31, 2013. The existing unit rates will be used with an adjustment made for the HST to GST/PST conversion, effective April 1, 2013.

Meter Rate

From inception, the water meter rate has included an incentive to encourage those on the flat rate to switch to meters. For example, the flat rate charge to residents in single-family homes with no meter reflects more than double the consumption than that of a resident on a water meter (550 m³ vs average 270 m³). In other words, the estimates of water consumption for flat rate customers is considerably higher than average metered customers as an incentive to move more residents toward metering.

However, as more residents have switched to meters, this results in a higher than relative increase in the flat rate charge to compensate for the lost revenue. The proposed meter rates continue to offer that incentive over flat rate customers, however, the meter rate is increased by a higher percentage in 2013 in order to begin closing the current gap that exists to move toward a more accurate reflection of the costs associated with providing high quality potable water. Eventually, as more residents switch to meters and there are fewer flat rate customers, the meter rate will need to increase more substantially to create greater equity and sharing the burden of costs for all programs (i.e. capital replacement). The charts presented in this report detail both the impact of the budget increases on meter and flat rate customers in 2013 for clarity and comparison between metered vs. flat rate customers.

Water Rate Stabilization Contribution

A rate stabilization fund was established a number of years ago by Council to help build a fund to offset the anticipated significant spikes in regional water purchase costs. These increases were anticipated due to Metro Vancouver infrastructure upgrades associated with water treatment and filtration requirements. The base level budget currently reflects a \$750,000 draw down from the water rate stabilization fund. The proposed budget under all options maintains the \$750,000 stabilization fund application.

As of October 15, 2012, the water stabilization account has a balance of \$6,686,313 and any surplus is appropriated to this account at year end.

Regional Issues

The Regional District increases are for the drinking water treatment program. Metro's current 5-year projections for the regional water rate are outlined as follows:

	2013	2014	2015	2016	2017
Projected Metro Vancouver Water Rate/m ³	\$.6054	\$.7000	\$.7720	\$.8220	\$.8600
% Increase over Prior Year	1.2%	15.6%	10.3%	6.5%	4.6%

Staff note that capacity exists within the existing rate stabilization fund to manage/level out required rate increases due to significant variations in Metro Vancouver increases.

Impact on 2013 Water Rates

The impact of these various budget options on the water rates by customer class is as follows. The first chart shows the various options for meter rate customers. The second chart shows the options for flat rate customers. As noted in the "*Meter Rate*" section above, the impact to metered customers is increased by a larger percentage overall than flat rate customers due to the need to phase out the incentive program as more residents transition to meters.

The impact of the Water budget options on metered customers is as follows. There is no change in the rates between Options 1 and 2 since cost increases under Option 2 are offset by a contribution from the water provision account for a net zero impact. Option 3 represents a reduced charge due to the proposed reduction in the annual metering program allocation.

<i>2013 Water Net Meter Rate Options</i>				
		<i>2013 Rate Options which Include Increase Identified Below in Italics</i>		
<i>Customer Class</i>	<i>2012 Rates</i>	<i>2013 Option 1 Rate</i>	<i>2013 Option 2 Rate</i>	<i>Recommended: 2013 Option 3 Rate</i>
Single Family Dwelling (based on avg. 270 m ³)	\$271.57	\$292.64 <i>\$21.07</i>	\$292.64 <i>\$21.07</i>	\$291.02 <i>\$19.45</i>
Townhouse (based on avg. 161 m ³)	\$161.93	\$174.50 <i>\$12.57</i>	\$174.50 <i>\$12.57</i>	\$173.53 <i>\$11.60</i>
Apartment (based on avg. 132 m ³)	\$132.77	\$143.07 <i>\$10.30</i>	\$143.07 <i>\$10.30</i>	\$142.27 <i>\$9.50</i>
Metered Rate (\$/m ³)	\$1.0058	\$1.0839 <i>\$.0781</i>	\$1.0839 <i>\$.0781</i>	\$1.0778 <i>\$.0720</i>

Similarly, the impact of the Water budget options on the flat rate customers is as follows.

2013 Water Net Flat Rate Options				
		2013 Rate Options which Include Increase Identified Below in Italics		
Customer Class	2012 Rates	2013 Option 1 Rate	2013 Option 2 Rate	Recommended: 2013 Option 3 Rate
Single Family Dwelling	\$559.36	\$581.22 <i>\$21.86</i>	\$581.22 <i>\$21.86</i>	\$577.95 <i>\$18.59</i>
Townhouse	\$457.90	\$475.79 <i>\$17.89</i>	\$475.79 <i>\$17.89</i>	\$473.11 <i>\$15.21</i>
Apartment	\$295.07	\$306.60 <i>\$11.53</i>	\$306.60 <i>\$11.53</i>	\$304.87 <i>\$9.80</i>

The rates outlined in the above tables are net rates. Due to the bylaw provisions which provide for a 10% discount if utility bills are paid within a specified timeframe, the net rates shown will be increased by 10% in the supporting bylaws to provide for the discount incentive while ensuring cost recovery for the net budget requirement.

Advantages/Disadvantages of Various Options

Option 1

- Represents the minimal increase necessary to sustain operations, while maintaining business as usual.
- Provides for a continued \$1.6 million annual contribution to the residential water metering program to continue expanding this program.
- Maintains the contribution from the rate stabilization fund in the amount of \$750,000.

Option 2

- In addition to the minimal increases necessary to sustain operations, includes funding increases to the toilet rebate program (\$50,000) as well as funding for a new program for watermain flushing (~\$151,100). These increases are offset by an equal contribution from provision, thereby having no impact on rates.
- Maintains the contribution from the rate stabilization fund in the amount of \$750,000.

Option 3

- Represents a \$200,000 reduction in the residential water metering program, reducing the annual funding for this program from the current budget level of \$1.6 million to \$1.4 million. This reduction will reduce the funding available for this program but, at the same time, helps to mitigate the impact of rate increases.
- Maintains the contribution from the rate stabilization fund in the amount of \$750,000.

Recommended Option

Staff recommend the budgets and rates as outlined under Option 3 for Water Services. This allows for an increase to the toilet rebate program (offset from provision funding) as well as an expanded flushing program to remove sediment in water lines as the first of a 5-year enhanced program (also offset from provision funding). This option results in a reduction in the meter program funding (from \$1.6 million to \$1.4 million) to help reduce the impact on water rates. Staff consider this program funding reduction can be accommodated with no negative impact to the metering program. If approved, the 2013 capital program for water metering would be reduced accordingly and this amount would be incorporated into the 5 Year Financial Plan (2013-2017) Bylaw.

Sewer Services Section Chart

2013 Sewer Budget – Options				
<i>Key Budget Areas</i>	<i>2012 Base Level Budget</i>	<i>2013: Option 1 Non-Discretionary Increases</i>	<i>2013: Option 2 Non-Discretionary with Partial (\$200,000) Increase to Capital</i>	<i>2013: Option 3 Recommended: Non-Discretionary with \$500,000 Drawdown from Rate Stabilization</i>
Operating Expenditures	\$4,575,037			
• Salary		\$25,100	\$25,100	\$25,100
• PW Equipment/Monthly Vehicles		\$39,400	\$39,400	\$39,400
• Postage/Internal Shared Costs		\$6,600	\$6,600	\$6,600
• Power Costs		\$12,800	\$12,800	\$12,800
GVS&DD O&M (MV)	\$15,774,400	\$1,576,500	\$1,576,500	\$1,576,500
GVS&DD Debt (MV)	\$1,999,200	(\$1,082,400)	(\$1,082,400)	(\$1,082,400)
GVS&DD Sewer DCC's (MV)	\$1,000,000	\$0	\$0	\$0
Capital Infrastructure Replacement Program/ Asset Management System	\$4,306,400	\$0	\$200,000	\$0
Firm Price/Receivable	\$576,400	\$3,500	\$3,500	\$3,500
Overhead Allocation	\$498,200			
Operating Debt	\$157,800			
Total 2012 Base Level Budget	\$28,887,437	\$581,500	\$781,500	\$581,500
Total Incremental Increase				
<i>Revenues:</i>				
<i>Apply Rate Stabilization Fund</i>		\$0	\$0	(\$500,000)
<i>Debt Funding</i>	(\$42,600)	\$0	\$0	\$0
<i>Investment Income</i>	(\$166,000)	\$0	\$0	\$0
<i>Firm Price/Receivable Income</i>	(\$576,400)	(\$3,500)	(\$3,500)	(\$3,500)
<i>Property Tax for DD Debt (MV)</i>	(\$1,999,200)	\$1,082,400	\$1,082,400	\$1,082,400
<i>GVS&DD Sewer DCC Levy to Developers (MV)</i>	(\$1,000,000)	\$0	\$0	\$0
Net Budget	\$25,103,237			
Net Difference Over 2012 Base Level Budget		\$1,660,400	\$1,860,400	\$1,160,400

A description explaining the increases and budget reductions in each of the areas identified above is described below.

Operating Expenditures

Salary costs are increased associated with anticipated wage settlements. Public Works equipment and vehicle costs are increased as a result of external cost factors, such as inflationary increases. Postage and internal shared costs are increased for the mail out of the annual utility bill as well as increases to support the Public Works Patroller program. Increases in power costs are due to hydro increases to operate pump stations, and are outside of the City's control.

GVS&DD O&M (Greater Vancouver Sewerage and Drainage District Operating and Maintenance Costs) – Metro Vancouver

Greater Vancouver Sewerage and Drainage District operations and maintenance charges are increased by approximately \$1.576 million, or 10%. These costs relate principally to the operation of the Lulu Island Wastewater Treatment Plant, since these costs are borne entirely by Richmond. Other projects of specific interest to Richmond include the Gilbert/Brighouse Trunk Pressure Sewer twinning project, Digester No. 3 at the Lulu Island Wastewater Treatment Plant as well as ammonia removal to improve wastewater treatment quality at the Lulu Island Treatment Plant.

GVS&DD Debt (Greater Vancouver Sewerage and Drainage District Debt)

GVS&DD debt costs are reduced 54% per Metro Vancouver in association with debt reduction. These costs are recovered from property taxes and, therefore, do not benefit the sewer utility rates charged. There will, however, be a corresponding reduction in the amount recovered from the sewer debt levy on the property tax bill (\$1,082,446) for regional sewer debt.

The overall/combined net impact of regional costs (operating/maintenance and debt) to the City is 2.8%; however, since operating and maintenance costs are recovered via utility rates, this portion has a more significant impact on sewer rates.

Capital Infrastructure Replacement Program

Options 1 and 3 maintains 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 – 2011 Update" report noted that the annual funding contribution for sewer to sustain the current infrastructure is \$6.2 million, a \$1.95 million shortfall. Option 2 includes an option to increase the contribution by \$200,000 for a total of \$4.45 million. Given the impact on the sewer rates, staff recommend the funding level be maintained at current levels or \$4.25 million annually at this time given the Metro Vancouver cost increase.

Sewer Rate Stabilization Contribution

As with the water budget, there is a sewer rate stabilization fund that was established a number of years ago to offset any significant spikes in regional sewer treatments costs. The sewer levy stabilization account (as of October 15, 2012) has a balance of \$5.2 million.

Options 1 and 2 maintain the status quo where no funding is applied from the sewer rate stabilization fund to offset rates. Option 3 includes a proposed \$500,000 draw down from the rate stabilization fund in order to mitigate the impact of regional rate increases on the sewer utility rate. If selected, this amount will become part of the base level revenue portion of the budget, so will impact the rates in future years by this amount when the stabilization funding is no longer available.

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/Brighouse trunk pressure sewer and digester at the Lulu Island treatment plant; various treatment plant upgrades (Iona, Lions Gate, etc.); and various infrastructure upgrades and capacity improvements. While Metro Vancouver projections indicate a 5% blended overall increase (combined debt reduction and operating cost increase), staff estimate the regional impact on rates to increase an average of 8% per year in accordance with trends in regional operations and maintenance costs, which are recovered through utility rate charges.

Impact on 2013 Sewer Rates

The impact of these various budget options on the sewer rates by customer class is provided in the table which follows. The first chart shows the various options for meter rate customers. The second chart shows the options for flat rate customers.

The impact of the Sewer budget options on metered customers is as follows:

2013 Sewer Net <u>Meter</u> Rate Options				
		2012 Rate Options which Include Increase Identified Below in Italics		
Customer Class	2012 Rates	2013 Option 1 Rate	2013 Option 2 Rate	Recommended: 2013 Option 3 Rate
Single Family Dwelling (based on avg. 270 m ³)	\$225.10	\$255.42 <i>\$30.32</i>	\$257.26 <i>\$32.16</i>	\$250.75 <i>\$25.65</i>
Townhouse (based on avg. 161 m ³)	\$134.23	\$152.30 <i>\$18.07</i>	\$153.41 <i>\$19.18</i>	\$149.52 <i>\$15.29</i>
Apartment (based on avg. 132 m ³)	\$110.05	\$124.87 <i>\$14.82</i>	\$125.77 <i>\$15.72</i>	\$122.59 <i>\$12.54</i>
Metered Rate (\$/m ³)	\$0.8337	\$0.9460 <i>\$ 1.123</i>	\$0.9528 <i>\$ 1.191</i>	\$0.9287 <i>\$ 0.950</i>

The impact of the Sewer budget options on the flat rate customers is as follows:

2013 Sewer Net <u>Flat</u> Rates Options				
		2013 Rate Options which Include Increase Identified Below in Italics		
Customer Class	2012 Rates	2013 Option 1 Rate	2013 Option 2 Rate	Recommended: 2013 Option 3 Rate
Single Family Dwelling	\$360.23	\$392.81 <i>\$32.58</i>	\$395.82 <i>\$35.59</i>	\$385.38 <i>\$25.15</i>
Townhouse	\$329.60	\$359.41 <i>\$29.81</i>	\$362.16 <i>\$32.56</i>	\$352.61 <i>\$23.01</i>
Apartment	\$274.51	\$299.34 <i>\$24.83</i>	\$301.63 <i>\$27.12</i>	\$293.68 <i>\$19.17</i>

The rates outlined in the above tables are net rates. Due to the bylaw provisions which provide for a 10% discount if utility bills are paid within a specified timeframe, the net rates shown will be increased by 10% in the supporting bylaws to provide for the discount incentive while ensuring cost recovery for the net budget requirement.

Advantages/Disadvantages of Various Options**Option 1**

- Represents the minimal increase necessary to sustain operations, while maintaining business as usual.
- Does not meet the City's long-term infrastructure plan to increase the capital program for replacement of aging infrastructure. Capital replacement remains fixed at \$4.25 million for 2012. The objective is to build the annual infrastructure replacement for sewer to \$6.2 million, representing an annual \$1.95 million shortfall.

Option 2

- Represents the minimal increase necessary to sustain operations, while maintaining existing service levels.

- Increases the annual contribution for capital infrastructure replacement by \$200,000, or to \$4,456,400 to begin closing the current gap that exists for replacement of sewer infrastructure, i.e. reduces the gap to \$1.74 million (from \$1.95 million).

Option 3

- Represents a lower cost option in light of the proposed \$500,000 draw down from the sewer levy stabilization account thereby minimizing the impact of regional increases on the sewer rate.
- Does not meet the City's long-term infrastructure plan to increase the capital program for replacement of aging infrastructure. Capital replacement remains fixed at \$4.25 million for 2012. The objective is to build the annual infrastructure replacement for sewer to \$6.2 million, representing an annual \$1.95 million shortfall.

Recommended Option

In light of the considerable impact of the Metro Vancouver operations and maintenance charges, staff recommend the budgets and rates as outlined under Option 3 for Sewer Services.

Drainage and Diking Section Chart

<i>2013 Drainage and Diking Net Rate Options</i>				
		<i>2013 Rate Options which Include Increase Identified Below in Italics</i>		
<i>Utility Area</i>	<i>2012 Rates</i>	<i>2013 Option 1 Rate</i>	<i>2013 Option 2 Rate</i>	<i>Recommended: 2013 Option 3 Rate</i>
Drainage	\$100.31	\$100.31	\$105.31	\$110.31
Diking	\$10.00	\$10.00	\$10.00	\$10.00
Total Drainage & Diking	\$110.31	\$110.31	\$115.31	\$120.31
<i>Increase Over 2012</i>		<i>\$0</i>	<i>\$5.00</i>	<i>\$10.00</i>

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.

Background

Drainage - In 2003, a drainage utility was created to begin developing a reserve fund for drainage infrastructure replacement costs. The objective as outlined in the "Ageing Infrastructure Planning – 2011 Update" report is to build the fund to an anticipated annual contribution of approximately \$9.8 million, subject to ongoing review of the drainage infrastructure replacement requirements.

As adopted by Council in 2003, the rate started at \$10.00 (net) per property and is increased an additional \$10.00 each year until such time as the \$9.8 million annual reserve requirement is reached – expected to take approximately 6 more years. The net rate in 2012 was \$100.31 resulting in approximately \$6.77 million being collected towards drainage services. The options presented above represent no increase under Option 1, approximately one-half of the increase under Option 2, and the full increase of \$10.00 under Option 3 per prior Council approvals. The recommended increase under Option 3 will result in approximately \$8.13 million in annual reserve contributions for drainage. A continued increase in capital contributions for drainage is recommended in light of 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 \$10.00 charge per property. Continued annual funding is required to facilitate continued studies and upgrades as identified through

further seismic assessments of the dikes. No increase in the \$10.00 per property rate is proposed for 2013. This will result in revenues of approximately \$737,000 in 2013, based on total estimated properties.

Recommended Option

Staff recommend the budgets and rates as outlined under Option 3 for Drainage and Diking Services.

Solid Waste & Recycling Section Chart

<i>2013 Solid Waste & Recycling Budget - Options</i>				
<i>Key Budget Areas</i>	<i>2012 Base Level Budget</i>	<i>Option 1 Non-Discretionary Increases</i>	<i>Option 2 Recommended: Expanded Organics Program/Large Item Collection</i>	<i>Option 3 Same as Option 2 with Existing Drawdown from Provision</i>
Salaries	\$2,001,000	\$56,700	\$56,700	\$56,700
Contracts	\$4,922,900	\$169,000	\$583,500	\$583,500
Equipment/Materials	\$372,500	\$16,000	\$47,800	\$47,800
Metro Disposal Costs (MV)	\$1,815,900	(\$76,500)	(\$125,300)	(\$125,300)
Recycling Materials Processing	\$1,121,100	(\$77,400)	(\$26,400)	(\$26,400)
Container Rental/Collection	\$162,300	(\$15,000)	(\$15,000)	(\$15,000)
Operating Expenditures	\$141,600	\$200	\$6,700	\$6,700
Program Costs	\$197,100	\$5,300	\$5,300	\$5,300
Agreements	\$167,400	\$3,900	\$3,900	\$3,900
Rate Stabilization	\$138,700	\$0	\$0	\$0
Total 2012 Base Level Budget	\$11,040,500			
Total Incremental Increase		\$82,200	\$537,200	\$537,200
Revenues:				
<i>Apply General Solid Waste & Recycling Provision</i>	<i>(\$192,100)</i>	<i>(\$4,600)</i>	<i>\$106,600</i>	<i>\$0</i>
<i>Recycling Material</i>	<i>(\$786,800)</i>	<i>\$5,400</i>	<i>\$5,400</i>	<i>\$5,400</i>
<i>Garbage Tags</i>	<i>(\$17,500)</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Net Budget	\$10,044,100			
Net Difference Over 2012 Base Level Budget		\$83,000	\$649,200	\$542,600

A description explaining the increases and budget reductions in each of the areas outlined above is outlined below.

Salaries

Salary cost increases are associated with anticipated wage settlements under all options.

Contracts

Contract costs under Option 1 relate to non-discretionary increases for solid waste and recycling collection services as outlined in Council-approved agreements. Option 2 (and Option 3) includes an increased level of service to the community commencing June, 2013 for organics and large item pick up services as outlined in a September 4, 2012 report (Attachment 1) as noted in the following section.

Additional Level of Service for Food Scraps/Large Item Collection Program: The report referenced in Attachment 1 was considered by Council at their September 24, 2012 meeting at which the following resolution was approved:

“That

1. the new and enhanced recycling program service levels, effective June, 2013, outlined in Option 2 of the staff report from the Director, Public Works Operations be referred for consideration as part of the 2013 utility and capital budget processes to:
 - i) add a new level of service for food scraps and organics collection services using City-provided wheeled carts for all multi-family townhome residents currently receiving the City's blue box collection services;
 - ii) provide wheeled carts to all residents in single-family households for the storage and weekly collection of food scraps and organic materials;
 - iii) provide kitchen containers for the temporary storage of food scraps/organics to all residents in single-family and townhome units who currently receive the City's blue box collection services;
2. a large item pickup program, limited to four items per household per year, as outlined in Option 2a) of the staff report from the Manager, Fleet and Environmental Programs, be considered as part of the 2013 utility budget process for implementation in June, 2013 for all single-family and townhome residents in conjunction with the proposed expanded food scraps/organics recycling program; and
3. staff review and report on potential options for food scraps and organics collection services for residents in multi-family dwellings and commercial businesses.”

As outlined in the September 4, 2012 staff report, the services outlined above would be provided through a contract amendment and extension to the City's existing service provider, Sierra Waste Services Ltd., under Contract T.2988 as this approach provides economies of scale for optimal pricing. Therefore, a contract amendment and extension to December 31, 2017 are recommended as part of this report. The current annual contract value of approximately \$4,932,000 would be increased to approximately \$5,788,700, subject to contract variables such as annual unit count and inflationary increases.

To expedite implementation of this project in order to meet the proposed June, 2013 implementation date, it is further recommended that the contract amendments under T.2988 include one-time services and costs associated with the acquisition, delivery, replacement and other tasks for the carts and kitchen containers required for the expanded program, at a cost of up to \$3 million, exclusive of HST. Total capital costs associated with this project are \$3.25 million and were approved by Council at their November 13, 2012

meeting as part of the “2013 Capital Budget” submission. Funding for the capital portion of this project is from the general solid waste and recycling provision, which was established a number of years ago for recycling program enhancements such as this. This fund will have approximately \$4.75 million remaining after purchase of the carts and other components associated with implementation of the expanded organics/food scraps recycling program.

If this program expansion is approved, it is further recommended that a cart replacement fee cost of \$25.00 be included in the rate amending bylaws for residents requesting a change in their cart (size, suitability, etc.) The fee would only be charged post-implementation phase in situations where a cart has already been provided (not to new residents, etc.).

Utility Budget Impact: The total increased annual operating cost of this program is \$950,000, as outlined in the original September 4, 2012 staff report. The costs reflected in the budget outlined above have been pro-rated to correspond with the proposed June, 2013 start date, and represent approximately \$550,000 for 2013.

Equipment/Materials

Material costs are increased associated with demand requirements under Option 1. Increased costs under Option 2 (and 3) include equipment cost increases as an ongoing annual allowance for replacement of carts due to wear and tear (breakage, damage, etc.) as well as to accommodate growth under the proposed organics/large item collection program expansion.

Metro Vancouver Disposal Costs (MV)

The regional tipping fee is unchanged in 2013, i.e. remains fixed at \$107 per tonne. Regional waste volumes have stabilized, therefore, Metro Vancouver’s solid waste program costs are sufficiently offset at the \$107/tonne amount. As such, an increase in the tipping fee is not required. Waste disposal charges are reduced in 2013 as a result of anticipated reductions in total waste disposed associated with improved waste reduction and diversion programs. Disposal costs are further reduced under Option 2 (and 3) due to the fact a higher volume of food scraps/organic waste is expected to be diverted from waste disposal under the proposed organics/large item collection program expansion.

The City’s Green Can program has helped to significantly reduce disposal tonnages, helping to minimize total disposal costs. For example, had the Green Can/organics program not been introduced to divert more waste from garbage, the metro disposal costs noted above would have been an estimated \$350,000 higher.

Regional tipping fee projections have been reduced compared with prior projections due to adjustments in waste flows and timing associated with capital programs. Following are the current 5-year projections from Metro Vancouver:

	2013	2014	2015	2016	2017
Projected Metro Vancouver Tipping Fee/Tonne	\$107	\$108	\$119	\$137	\$151
% Increase over Prior Year	0%	.9%	10%	15%	10%

Recycling Materials Processing

Recycling materials processing costs are reduced associated with adjustments to corresponding tonnage/volumes received for processing under Option 1. The reduction is not as great under Option 2 (and 3) due to the proposed organics/large item collection program expansion resulting in more materials, i.e. organics/food scraps – being diverted from the disposal stream to the processing stream. Note, however, that Metro Vancouver disposal costs are further reduced under this option.

Container Rental/Collection & Operating Expenditures

Container rental and operating expenditures are adjusted slightly to align with servicing requirements. Annual operating expenditures under Option 2 (and 3) are increased associated with anticipated cart replacements under the proposed organics/large item collection program.

Program/Internal Costs & Agreements

Program costs are increased due to Patroller Program costs and agreement costs are increased slightly based on the consumer price index contractual increase with Vancouver Coastal Health Authority for the City's public health protection service agreement.

Revenues – General Solid Waste & Recycling Provision

There are only minor balancing adjustments to the amount applied against the overall budget from the general solid waste and recycling provision under Option 1.

The decreased amount under Option 2 is reflective of the fact that the townhouse Green Cart Pilot Program would cease at the end of May, 2013 if the decision is made to transition to a permanent, full-scale and expanded organics/large item collection program commencing June, 2013. Under this expanded program, costs will be assessed to all those eligible for the services as opposed to being offset via a contribution from the provision (as was done for participants in the Green Cart Pilot Program due to the temporary nature of the program).

Option 3 retains the current drawdown amount from the provision (\$192,100) to mitigate the cost impacts of the expanded program to residents. As the cost increases are within that previously anticipated, Option 3 is not recommended.

Recycling Material Revenues

Revenues from the sale of recycling commodities are increased slightly to align with amounts received over the course of the year. The City bears the market risk and therefore benefits from any increases in recycling commodity markets. On the flip side, should revenues be below expectations, the City would be required to absorb the loss. As such, revenue amounts shown are estimates only. Revenues from the sale of recycling materials are applied against expenditures to help offset rates.

Impact on 2013 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 2013 associated with the expanded food scraps/large item pick up program are pro-rated to correspond with the June, 2013 implementation date.

2013 Solid Waste & Recycling Net Rates Options				
		2013 Rate Options which Include Increase Identified Below in Italics		
Customer Class	2012 Rates	2013 Option 1 Rate	Recommended: 2013 Option 2 Rate	2013 Option 3 Rate
Single Family Dwelling	\$241.95	\$242.40 <i>\$.45</i>	\$251.40 <i>\$9.45</i>	\$248.40 <i>\$6.45</i>
Townhouse	\$173.45	\$171.90 <i>(\$1.55)</i>	\$197.90 <i>\$24.45</i>	\$195.90 <i>\$22.45</i>
Apartment	\$52.25	\$51.45 <i>(\$0.80)</i>	\$51.45 <i>(\$0.80)</i>	\$51.45 <i>(\$0.80)</i>
Business Metered Rate	\$25.86	\$25.76 <i>(\$0.10)</i>	\$25.76 <i>(\$0.10)</i>	\$25.76 <i>(\$0.10)</i>

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 has remain fixed at \$107/tonne in 2013. Projected tipping fees have been reduced from prior estimates due to adjustments in expected waste flows as well as updates to capital programs and, in particular, updates to the projected timing for new waste-to-energy capacity funding requirements. 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. Key focus over the next year will be in organics recycling program expansion as well as partnerships with producers under expanded product stewardship programs.

Recommended Option

Staff recommend the budgets and rates as outlined under Option 2 for Solid Waste and Recycling as it allows the expansion of services with full cost recovery to provide carts to residents in single-family homes for food scraps and yard trimmings, expands food scraps/organics services to all townhomes currently receiving blue box collection services and adds a large item collection program service for residents in single-family homes and those townhomes currently serviced with City blue box collection.

Total Recommended 2013 Utility Rate Option

In light of the significant challenges associated with the impacts of regional costs and new programs in the City, staff are recommending a combination of various budget and rates options as follows:

- Option 3 is recommended for Water, Sewer and Drainage & Diking
- Option 2 is recommended for Solid Waste & Recycling

This results in the following 2013 recommended utility rates as summarized in the following tables. The first table provides a summary of the estimated meter rate charge, based on average water and sewer consumption. The second table provides a summary of the flat rate charge.

2013 Estimated Total Charges to Metered Customers (Net Rates)		
<i>Customer Class</i>	2013 Recommended Rate (Increase Identified Below in Italics)	
	2012 Estimated Net Rates	Total 2013 Recommended Option – Estimated Net Rates
Single-Family Dwelling (based on avg. 270 m ³)	\$848.93	\$913.48 <i>\$64.55</i>
Townhouse (on City garbage service) (based on avg. 161 m ³)	\$579.92	\$641.26 <i>\$61.34</i>
Townhouse (not on City garbage service) (based on avg. 161 m ³)	\$470.92	\$535.26 <i>\$64.34</i>
Apartment (based on avg. 132 m ³)	\$405.38	\$436.62 <i>\$31.24</i>
General – Other/Business		
Metered Water (\$/m ³)	\$1.0058	\$1.0778 <i>\$0.072</i>
Metered Sewer (\$/m ³)	\$0.8337	\$0.9287 <i>\$0.095</i>
Business: Garbage	\$25.86	\$25.76 <i>(\$0.10)</i>
Business: Drainage & Diking	\$110.31	\$120.31 <i>\$10.00</i>

As 68% of single-family dwellings are on meters, the above charges are representative of what the majority of residents in single-family dwelling would pay vs. the flat rate charges outlined below.

2013 Total Annual Utility – Recommended Flat Rates (Net Rates)		
<i>Customer Class</i>	2013 Recommended Rate (Increase Identified Below in Italics)	
	2012 Net Rates	Total 2013 Recommended Option – Net Rates
Single-Family Dwelling	\$1,271.85	\$1,335.04 <i>\$63.19</i>
Townhouse (on City garbage service)	\$1,071.26	\$1,143.93 <i>\$72.67</i>
Townhouse (not on City garbage service)	\$962.26	\$1,037.93 <i>\$75.67</i>
Apartment	\$732.13	\$770.31 <i>\$38.18</i>
General – Other/Business		
Metered Water (\$/m ³)	\$1.0058	\$1.0778 <i>\$0.072</i>
Metered Sewer (\$/m ³)	\$0.8337	\$0.9287 <i>\$0.095</i>
Business: Garbage	\$25.86	\$25.76 <i>(\$0.10)</i>
Business: Drainage & Diking	\$110.31	\$120.31 <i>\$10.00</i>

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 inflated by the discount amount. The recommended rates outlined above result gross rate charges to residents as outlined in Attachment 2. 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 68% of single-family homes are now on meters. The majority of townhomes and apartments are still on flat rate, however, the number with meters is starting to increase as we turn our focus to promoting water metering in the multi-family sector. The number of units by customer class, including those on meters, is shown below for Council's information. 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:

<i>Residential Unit Counts – Flat Rate and Metered Customers</i>				
		2012 Counts	2013 Counts	Difference
<i>Single-Family Residential</i>	Flat Rate (32%)	10,635	9,364	(1,271)
	Metered (68%)	17,816	19,502	1,686
<i>Townhouse</i>	Flat Rate (91%)	14,308	13,366	(942)
	Metered (9%)	703	1,373	670
<i>Apartment</i>	Flat Rate (76%)	20,109	17,972	(2,137)
	Metered (24%)	1,715	5,674	3,959
<i>Total Residential Units</i>		65,286	67,251	1,965
<i>Commercial Units</i>	Metered	3,467	3,470	3
<i>Farms</i>	Metered	49	49	No change

Comparison of Recommended 2013 Utility Rate Option to 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 chart demonstrates the value of these services when compared to other common household expenses.

Daily Cost Comparison of Major Household Expenses for a Single Family Dwelling

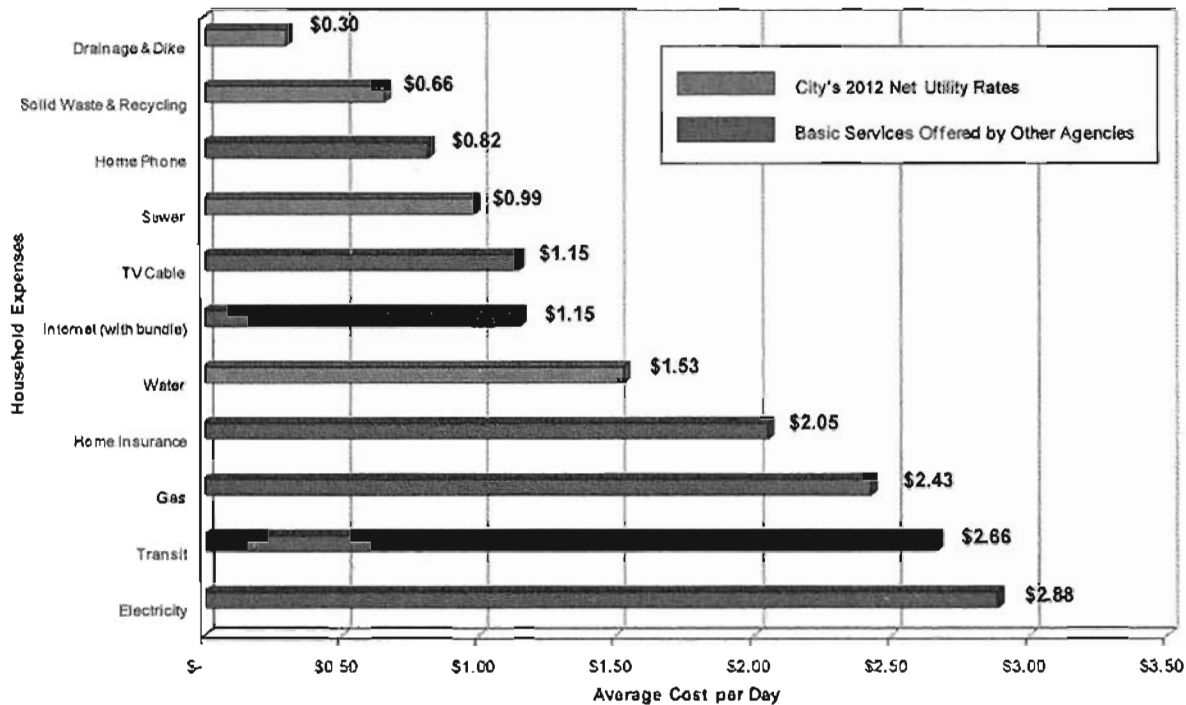


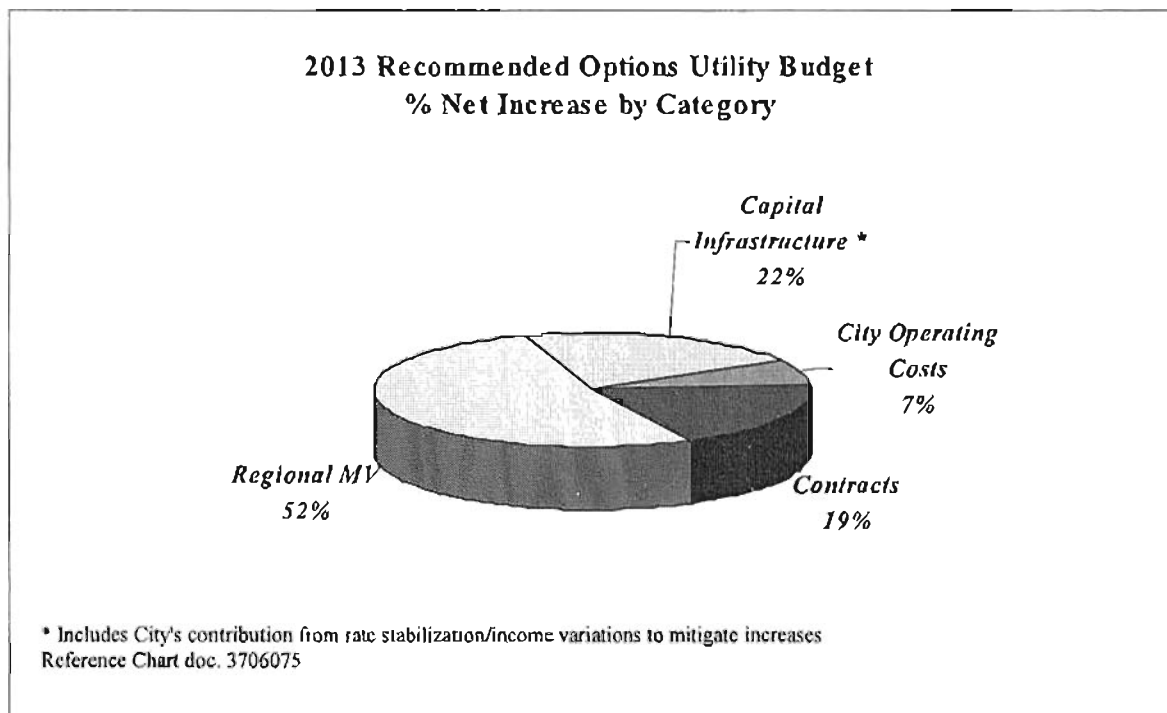
Chart REDMS Ref.. 3054483

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 respective area.

The key impacts to the recommended 2013 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 purchases and sewer treatment costs, and proposed increased levels of service for recycling and solid waste management. Option 3 is recommended for Water, Sewer and Drainage. Option 2 is recommended for Solid Waste/Recycling.

Considerable effort has been made to minimize City costs and other costs within our ability to influence in order to minimize the impact to property owners. The following graph demonstrates the principal factors in the 2013 budget in the area of regional costs, contract costs, net capital infrastructure contribution (drainage) and other City operating costs.



Conclusion

This report presents the 2013 proposed utility budgets and rates for City services relating to the provision of water, sewer treatment, infrastructure maintenance and replacement (including water, sewer and drainage) 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 our 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. This budget also presents an enhanced level of service for expanding food scraps/organics collection services as part of meeting new regional waste diversion goals, i.e. 70% by 2015.

Staff recommend 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.

Suzanne Bycraft
Manager, Fleet & Environmental Programs
(3338)



City of Richmond

Report to Committee

To:	Public Works and Transportation Committee	Date:	September 4, 2012
From:	Tom Stewart, ASCT. Director, Public Works Operations	File:	10-6370-10-05/2012- Vol 01
Re:	Food Scraps/Organics Recycling Program Expansion		

Staff Recommendation

That

1. the new and enhanced recycling program service levels, effective June, 2013, outlined in Option 2 of the staff report from the Manager, Fleet and Environmental Programs be referred for consideration as part of the 2013 utility and capital budget processes to:
 - i) add a new level of service for food scraps and organics collection services using City-provided wheeled carts for all multi-family townhome residents currently receiving the City's blue box collection services;
 - ii) provide wheeled carts to all residents in single-family households for the storage and weekly collection of food scraps and organic materials;
 - iii) provide kitchen containers for the temporary storage of food scraps/organics to all residents in single-family and townhome units who currently receive the City's blue box collection services.
2. a large item pickup program, limited to four items per household per year, as outlined in Option 2a) of the staff report from the Manager, Fleet and Environmental Programs, be considered as part of the 2013 utility budget process for implementation in June, 2013 for all single-family and townhome residents in conjunction with the proposed expanded food scraps/organics recycling program.
3. staff review and report on potential options for food scraps and organics collection services for residents in multi-family dwellings and commercial businesses.

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




November 14, 2012

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Attachment 1 Cont'd

September 4, 2012

- 2 -

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

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September 4, 2012

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Staff Report

Origin

At their May 28, 2012 meeting, Council received a report on "Green Cart Pilot Program Results" and approved the following resolution:

1. That based on the successful results of the Green Cart Pilot Program, staff report back on costs and options for an expanded cart-based collection program for a food scraps and organics recycling program for all townhome units in conjunction with the introduction of a similar program for residents in single-family homes; and
2. That the Green Cart Pilot program be continued pending a determination by Council on actions relating to a permanent food scraps/organics recycling program for townhomes.

This report responds to this resolution.

Analysis

Background

A principal strategy and action outlined in the regional Integrated Solid Waste and Resource Management Plan (ISWRMP) is to divert organic waste, including food scraps, from the single-family, multi-family and commercial sectors. Food waste comprises 21% of waste disposed and can be composted along with yard and garden waste to produce a beneficial and marketable compost product. The ISWRMP also establishes an action to ban all compostable organics from the waste disposal stream by 2015. In light of this pending disposal ban, expansion of food scraps and organics programs to multi-family residents is a key next step in order to ensure residents have reasonable alternatives for recycling this aspect of their waste.

Further, on November 14, 2011, Council established the Solid Waste Strategic Program as a component of the City's Sustainability Framework and as part of working toward our target to achieve community-wide waste diversion of 70% by 2015. Given that food scraps represent the largest remaining component of the waste disposal stream, food scraps and organics recycling is an important initiative in advancing overall community waste diversion.

Actions to Date

Single-Family Homes: Richmond was one of the first municipalities in the region to implement food scraps collection starting in April, 2010 for single-family homes. Through this program, labelled as the "Green Can" program, an estimated additional 1,000 – 1,500 tonnes of material is being diverted from disposal annually. The total amount of waste disposed by residents in single-family homes has also reduced substantially, i.e. between 2,000-3,000 tonnes since the introduction of food scraps recycling.

Townhomes: A pilot program commenced in April, 2011 involving approximately 3,200 townhome units as part of next steps in introducing food scraps recycling for multi-family residents. This program provided valuable information to help guide potential future expansion

September 4, 2012

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to this portion of the multi-family residential sector (outlined in the May 9, 2012 staff report – “Green Cart Pilot Program Results”).

This program resulted in estimated diversion of approximately 22% of total estimated waste generated by townhomes involved in the pilot program, or approximately 140 kg. per unit per year. Based on expanding this program to all 11,217 townhome units currently serviced under the City's recycling program for blue box service, it is estimated that an additional 1,500 tonnes could be diverted from the waste disposal stream annually, increasing our overall diversion rate by 2.5%.

The pilot program is continuing to maintain services to residents involved in the pilot program pending a decision on options for potential program expansion. Due to the nature of the program being a pilot, the associated costs have been funded via the sanitation and recycling provision. This means that no fees have been charged to these townhome residents, nor has the cost of this program impacted the solid waste and recycling rates charged to residents.

Options for Program Expansion

In the May 9, 2012 staff report on the “Green Cart Pilot Program Results”, staff were requested to report back on two options:

1. *Townhomes only Food Scraps/Organics Collection Program Expansion (Not Recommended)*: Amend the City's existing waste management services contract (current expiry date December 31, 2014) to include food scraps/organics recycling to all townhomes (those currently receiving City blue box recycling collection service – or approximately 11,217 units). Key elements of this program would include:
 - Wheeled carts provided by the City, where residents choose between a 46.5 L or 80 L cart (one cart per townhome unit). Residents may use paper yard waste bags for any additional garden trimmings which may not fit into the cart.
 - A kitchen container provided by the City as a one-time issue for temporary food scraps storage inside the home to promote ongoing participation.
 - Weekly service, with collection provided door-to-door on the same day as City blue box collection service.

This option is not recommended due to the short-term nature of the contract (to December 31, 2014), which will result in higher annual operating costs to townhome residents than that identified under Option 2, which follows.

2. *Townhomes Food Scraps/Organics Collection Program Expansion in Conjunction with Introducing a Cart-Based Collection Program for Single-Family Homes (Recommended)*: Expand food scraps/recycling collection to all townhomes currently receiving City blue box recycling collection service (11,217 units), *in conjunction with* a cart-based collection program for residents in single-family homes. Under this option, the existing waste management services contract is extended to December 31, 2017 to achieve economies of scale for optimal pricing. Key elements of this program would include:

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- As per Option 1 (above) - all townhomes currently receiving City blue box collection services are serviced with food scraps/organics recycling using wheeled carts provided by the City.
- Wheeled carts provided by the City to single-family households, where residents choose between one 80L, 120L, 240L or 360L cart (one cart per single-family household). Residents may continue to use paper yard waste bags for any additional garden trimmings which may not fit into the cart on an on-going basis. Residents may also continue to use their existing Green Cans as part of the program phase-in process, with the intent of phasing out the use of Green Cans after the end of 2013.
- A kitchen container provided by the City as a one-time issue per household for temporary food scraps storage inside the home to promote ongoing participation.
- Weekly service, with collection provided door-to-door on the same day as City blue box collection service for single-family and townhome residents on City blue box service.
- Contract T.2988, Residential Garbage and Recycling Collection Services, is extended to December 31, 2017 for all garbage and recycling services.

This option is recommended as it results in the least annual cost option for townhome residents and provides for cart-based collection for single-family households at minimal increased operating cost. This approach:

- ensures a consistent level of service for townhome residents and single-family residents,
- allows for reductions in waste disposed by residents in townhomes, which can translate into reduced costs for garbage collection servicing arrangements for those townhomes. This is particularly important in light of planned Metro Vancouver tipping/disposal fee increases, i.e. currently \$107/tonne and projected to increase to \$205/tonne by 2016,
- is expected to increase the volume of food scraps collected from single-family homes due to switching to wheeled carts since the carts offer greater animal/rodent-resistance (encouraging greater participation in food scraps recycling),
- will eliminate weight concerns since the carts will be serviced using automated tippers,
- will reduce missed pick-ups due to lack of the Green Can labels being visible to collectors (with the phasing out of Green Cans).

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a) *Large Item Pick-Up Program*

The provision of a new service to residents for collection of large items is opportune associated with the potential extension of the existing service contract T.2988 through December 31, 2017. Under this new service, residents in single-family homes and those townhomes with blue box collection (and food scraps/organics collection – if approved) would also be eligible to have up to four large items collected per year. This could include items such as a mattress, couch, stove, refrigerator, household furniture (table, chair, etc.).

Under this program, residents would contact the service provider and arrange for collection of up to four items at one time, or one item on four different occasions, or two items on two different occasions, etc. The additional collection and disposal costs would be paid by the City as part of the Solid Waste and Recycling utility.

It is recommended that Item a) be included as part of an enhanced level of service associated with the introduction of the expanded food scraps/organics recycling program.

A summary of the costs of the options described above is provided in the table below:

Option	Service Description	Capital Cost (One-Time)	Annual Operating Cost	2013 Operating Cost Portion
1.	Townhome Food Scraps/ Organics Recycling (to December 31, 2014)	\$535,000	\$742,500	\$433,100
2.	Townhome Food Scraps/ Organics Recycling PLUS cart- based collection for single-family homes (to December 31, 2017)	\$3,250,000	\$700,000	\$408,400
a)	Optional Large Item Pickup Program (townhomes and single- family)		\$250,000	\$145,800
	Total – Option 2 a) (Recommended)	\$3,250,000	\$950,000	\$554,200

The total cost of the recommended option, (Option 2 a), is \$4.2 million, which includes \$3.25 million one-time capital costs and \$950,000 annual operating. The 2013 portion would be slightly lower (\$3,804,200) based on costs prorated to a June 1, 2013 start date.

3. *Status Quo – No Expansion of Programs (Not Recommended)*: Existing service levels for food scraps/organics recycling can be maintained, where residents in single-family homes continue to use the Green Can program. The existing pilot program for townhome organics recycling would need to be discontinued, and residents in townhomes would then be required to make independent arrangements for their food scraps/organics

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recycling requirements to comply with the pending organics disposal ban. Under this Option, a large item collection service would not be offered, however, residents could continue to take advantage of the City's Garbage Disposal Voucher program. Under this program, residents purchase a voucher for \$5 from any City facility and can use the voucher to dispose of up to \$20 worth of garbage items at the Vancouver Landfill.

This option is not recommended as it does not encourage greater recycling of food scraps from single-family homes through the use of a designated, secure container. It is also expected to result in higher costs to townhomes associated with needing to make independent recycling arrangements for food scraps/organics recycling. Further, by not managing the program/service for townhomes, the City would not get the recycling tonnage data in order to be able to measure recycling rates as part of tracking our diversion progress. Finally, the lack of a City-coordinated collection program for large items contributes to illegal dumping and is inconvenient to residents who do not have vehicles large enough to take advantage of the Garbage Disposal Voucher program.

Multi-Family and Commercial Properties

The suggested Option 2 a) provides for a comprehensive and full service food scraps/organics recycling program for those residents in townhomes (who currently receiving blue box collection services) as well as residents in single-family homes. However, it does not address food scraps/organics collection service for residents in multi-family complexes or commercial properties. In light of the pending regional disposal ban for organics in 2015, program options for multi-family food scraps/organics recycling should also be evaluated to provide recycling services for these residents. Staff suggest a review of options be undertaken and reported back to Council for consideration. To assist businesses, staff can also evaluate whether there might be opportunities to frame a potential multi-family program expansion to include optional servicing to interested commercial properties. It is suggested that staff include this in their review and report back with findings and a suggested approach.

Financial Analysis

Capital: Funding for the capital cost (carts, containers and related items of \$3.25 m) is proposed from the sanitation and recycling provision, hence there would be no direct financial impact reflected in the rates charged to residents for sanitation and recycling services. This reserve funding has been established with this type of program expansion/change envisioned. Staff will submit a 2013 capital budget request for consideration of the capital costs associated with this proposed program implementation.

Operating: The annual operating cost is proposed to be funded from the sanitation and recycling utility rates, and therefore, reflected in the rates charged to residents who are eligible for the services. This would represent a *new charge* to townhome residents who received City blue box service of approximately \$49/unit/year and an increased charge to residents in single-family homes of approximately \$15.50/unit/year. These charges are summarized in the following table. Note that residents in multi-family/apartment developments would not be assessed any charges for the organics services associated with the new and enhanced recycling programs outlined in this report since the service is not available to them at this time. Future charges for multi-family

September 4, 2012

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developments would be applied if and when a food scraps/organics program is introduced for these residents.

Anticipated Annual Utility Rate Increase					
Resident Type	Current - Net Organics Service Charge ¹	Anticipated Increase for Organics per Option 2	Anticipated Increase for Large Item Pick Up Program (Item 8 of Option 2)	Total Anticipated Increase	Total Annual Estimated Organics Charge
Townhomes on Blue Box	\$0.00	\$42.00	\$7.00	\$49.00	\$49.00
Single-Family Residents	\$68.60	\$8.50	\$7.00	\$15.50	\$84.00

¹ Organics charge only, not including recycling or garbage service charges, etc.

The rate impact in 2013 would be pro-rated based on the June 1st implementation date, or approximately one-half. The above rates are approximate and would be formalized upon completion of the sanitation and recycling utility budget and rates.

Financial Impact

This report has no direct financial impact as the related costs will be considered as part of the 2013 capital and 2013 and future utility budget processes.

Conclusion

Expansion of food scraps and organics recycling to residents in multi-family residences is a priority in light of pending disposal bans for this material in 2015. The success of the pilot program undertaken during 2011 demonstrated that 22% of the waste generated in townhomes (or approximately 1,500 tonnes) can be diverted by expanding food scraps/organics recycling to all townhomes.

The provision of wheeled carts will make it easy and convenient for residents to participate in the program. For consistency in levels of service and to encourage greater participation in food scraps recycling by residents in single-family homes, this report recommends transitioning the existing Green Can program to cart based collection. In-home kitchen containers are also suggested to be provided as part of improving convenience for residents and serving as a regular reminder to encourage ongoing participation.

The contract expansion presents the opportunity to also offer a large item collection service for residents, which provides a convenient alternative to dispose of up to four large items annually at minimal increased cost. This would enhance the City's level of service by assisting residents who do not have the ability to transport large items to disposal/recycling facilities.

It is recommended that these new and enhanced recycling program service levels be referred for consideration as part of the 2013 capital and utility budget processes. It is further recommended that staff review and report back on options to provide food scraps/organics collection services to multi-family and potentially commercial businesses.

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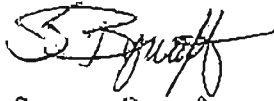
November 14, 2012

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Attachment 1 Cont'd

September 4, 2012

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

SJB:

2013 Total Annual Utility – Recommended Gross Rates per Bylaw Estimated Meter & Actual Flat Rates					
	Water	Sewer	Drainage/ Diking	Garbage/ Recycling	Total
Meter (Based on Estimated Consumption—Water & Sewer Rates will Vary According to Actual Consumption)					
Single-Family Dwelling	\$323.35	\$278.61	\$133.68	\$279.34	\$1,014.98
Townhouse (on City garbage)	\$192.81	\$166.14	\$133.68	\$219.89	\$712.52
Townhouse (no City garbage)	\$192.81	\$166.14	\$133.68	\$102.12	\$594.75
Apartment	\$158.08	\$136.21	\$133.68	\$57.17	\$485.14
Flat Rate (Actual)					
Single-Family Dwelling	\$642.16	\$428.20	\$133.68	\$279.34	\$1,483.38
Townhouse (on City garbage)	\$525.68	\$391.79	\$133.68	\$219.89	\$1,271.04
Townhouse (no City garbage)	\$525.68	\$391.79	\$133.68	\$102.12	\$1,153.27
Apartment	\$338.74	\$326.31	\$133.68	\$57.17	\$855.90
General – Other/Business					
Metered Water (\$/m ³)	\$1.1976				
Metered Sewer (\$/m ³)		\$1.0319			
Business: Garbage				\$28.62	
Business: Drainage & Diking			\$133.68		



City of Richmond

Report to Council

To: Richmond City Council

Date: November 20, 2012

From: Andrew Nazareth
General Manager, Finance and Corporate Services

File: 03-0970-01/2012-Vol
01

Robert Gonzalez, P. Eng.
Engineering & Public Works

Re: 2013 Utility Rate Amendment Bylaws

Staff Recommendation

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

- a) Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 8976;
- b) Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 8977;
- c) Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 8978.

Andrew Nazareth
General Manager,
Finance and Corporate Services
(604-276-4095)

Robert Gonzalez, P. Eng.
General Manager, Engineering
& Public Works
(604-276-4150)

Att. 3

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

Staff Report

Origin

At their November 19, 2012 meeting, the General Purposes Committee approved the following recommendation as part of their consideration of the 2013 Utility Budgets and Rates:

1. That the 2013 Utility Expenditure Budgets, as outlined under Option 3 for Water, Sewer, Drainage & Diking, and Option 2 for Solid Waste & Recycling as contained in the staff report dated November 14, 2012 from the General Managers of Finance & Corporate Services and Engineering & Public Works, be approved as the basis for establishing the 2013 Utility Rates and for preparing the 5 Year Financial Plan (2013-2017) 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 2013.

Analysis

A summary of the proposed changes to each of the Solid Waste & Recycling Bylaw No. 6803, Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, and the Waterworks and Water Rates Bylaw No. 5637, as outlined in the "2013 Utility Budgets and Rates" report dated November 14, 2012, follows:

1. **Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw 8976**
 - Changes to implement the 2013 solid waste and recycling rates as outlined in Option 2 of the above-referenced report.
 - Provisions to add a new level of service for food scraps and organics collection services using City-provided wheeled carts for all multi-family townhome residents currently receiving the City's blue box collection services;
 - The addition of wheeled carts to the list of acceptable containers for single-family and duplex dwellings for the storage and weekly collection of food scraps and organic materials
 - A cart replacement fee cost of \$25.00 each for residents requesting a change in cart due to size, suitability, etc.;
 - Provisions to add a new level of service for a large item pickup program for up to four items per household per year for all single-family and duplex dwellings and townhomes which receive City blue box recycling collection service.
2. **Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 8977**
 - Changes to implement the 2013 drainage, dyke and sanitary sewer rates as outlined in Option 3 of the above-referenced report.

3. Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 8978

- Changes to implement the 2013 water rates as outlined in Option 3 of the above-referenced report.

Financial Impact

The rates outlined in the proposed amending bylaws represent full cost recovery for each respective utility area. The impact to ratepayers is as outlined in the 2013 Utility Budgets and Rates report dated November 14, 2012.

Conclusion

The amending bylaws presented with this report require Council's approval to charge for the various utility services in 2013. 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, including the provision of new and expanded services for organics collection as well as a convenient new service for residential large item collection.

A strong fiscal management approach is applied in 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 at the same time, balance with the fiscal challenges presented by increases in regional costs.



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

SJB:



**Solid Waste & Recycling Regulation Bylaw No. 6803,
Amendment Bylaw No. 8976**

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 the opening paragraph of section 1.6.1 and substituting the following:

“1.6.1 Notwithstanding the definitions of **garbage** or the provisions of section 1.1, the City will not arrange for the collection and disposal of, and no person may place, the following materials out for collection under Part One of this bylaw (except, if applicable, a **large item** in accordance with section 1.8):”

2. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended by adding the following after subsection 1.7.1:

“1.8 Large Item Pick-Up Service

- 1.8.1 The **City**, subject to subsections 1.8.2 to 1.8.5, will arrange for the pick-up of a maximum of four (4) **large items** per calendar year from:

- (a) a **single-family dwelling** or a unit in a **duplex dwelling** that receives **City garbage** collection service; and
- (b) a unit in a **townhouse development** that receives **City garbage** or **City blue box recycling** service,

and every **owner** of a property referred to in subsection 1.8.1(a) and (b) above must pay the **large item** pick-up fee specified in Schedule A, which is attached and forms a part of this bylaw.

- 1.8.2 The **large item** pick-up service established pursuant to section 1.8.1 shall be only for **large items** that were used at the **single-family dwelling, duplex dwelling or townhouse development** where the **large item** is placed for pick-up.

- 1.8.3 The maximum of four (4) **large items** per calendar year per eligible **single-family dwelling, unit in a duplex dwelling and unit in a townhouse development** may be disposed of at the same time or on different occasions. If in any calendar year, an eligible dwelling unit does not dispose of four (4) **large items**, that eligible dwelling unit may not carry forward the collection of the remaining item or items into a future calendar year.

- 1.8.4 **Large items** will be picked up from an eligible **single-family dwelling**, unit in a **duplex dwelling** and unit in a **townhouse development** on that dwelling unit's **collection day**, provided:
- (a) the **occupier** contacts, by 5:00pm on the Thursday prior to the **collection day**, the person designated by the **City** to administer the **large item** pick-up service;
 - (b) the **large item** is placed in the manner required by subsection 8.1.1(b)(i), (ii) and (iii); and
 - (c) if the **large item** is a refrigerator, freezer, icebox or other container that is equipped with a latch or locking device, the doors of such **large item** are removed and placed beside the **large item**.
- 1.8.5 By no later than 9:00 p.m. on **collection day**, an **occupier** must remove from public view a **large item** placed out for pick-up if the **large item** is:
- (a) tagged as being inappropriate or unacceptable, in the sole discretion of the **City**;
 - (d) placed for pick-up without the **occupier** contacting, by 5:00pm on the Thursday prior to the **collection day**, the person designated by the **City** to administer the **large item** pick-up service; or
 - (b) missed for any reason.
3. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended by deleting subsection 2.1.1(b) and substituting the following:
- “(b) arrange for the collection and disposal of **yard and garden trimmings** and **food waste** from all **single-family dwellings**, each unit in a **duplex dwelling**, and each unit in a **townhouse development** that receives **City garbage** or **City blue box recycling service**,”
4. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended by deleting section 2.5 in its entirety and substituting the following:
- “2.5 Preparation of Yard and Garden Trimmings and Food Waste for Collection**
- 2.5.1 An **occupier** of a **single-family dwelling** or a unit in a **duplex dwelling** to which **garbage** collection service is provided and an **occupier** of a unit in a **townhouse development** to which **City garbage** or **City blue box recycling service** is provided, may place for collection on **collection day**:
- (a) **yard and garden trimmings**, provided that such materials are:

- (i) securely tied in a bundle, provided the bundle is less than: (A) 1 metre (39 inches) in length; (B) 0.6 metres (24 inches) in width; (C) 0.3 metres (12 inches) in height; and (D) 20 kilograms (44 pounds) in weight; or
 - (ii) placed entirely within a **compostable paper bag** which meets the criteria set-out in paragraphs 2.5.1(b)(ii)(E), (F), (G) and (H); and
- (b) **yard and garden trimmings** together with **food waste**, provided such materials are placed entirely within:
 - (i) a **yard/food waste cart**; or
 - (ii) a container which meets the following criteria:
 - (A) is made of rigid metal or plastic with a watertight, removable lid;
 - (B) is marked clearly and visibly with a "FOOD SCRAPS AND YARD TRIMMINGS" label provided by the **City**, or such other label designated or provided by the City for such purpose;
 - (C) is used solely to hold **yard and garden trimmings** and/or **food waste**;
 - (D) has a shape and opening which permits emptying with minimum effort;
 - (E) has handles or handling devices which permit lifting and emptying safely by one person;
 - (F) is strong enough to withstand normal handling and lifting;
 - (G) does not exceed a gross weight of 20 kilograms (44 lbs) when full;
 - (H) is properly closed or sealed; and
 - (I) has a capacity not more than 80 litres (2.82 cubic feet) and a diameter of not more than 0.6 metres (24 inches).

2.5.2 A person must not place or permit to be placed plastic bags, including biodegradable plastic bags, or bags which contain plastic, including paper bags lined or commingled with plastic a **yard/food waste container**.

- 2.5.3 The **City** will provide one (1) **yard/food waste cart** to each **single-family dwelling** and each unit in a **duplex dwelling** to which **garbage** collection service is provided, and each unit in a **townhouse development** to which **City garbage** or **City blue box recycling** service is provided.
- 2.5.4 Every **occupier** of a dwelling unit that receives a **yard/food waste cart** from the **City** must keep such **yard/food waste cart** in a clean and sanitary condition and use reasonable care and attention when opening or moving a **yard/food waste cart**.
- 2.5.5 Every **occupier** of a dwelling unit who requests a replacement of a **yard/food waste cart** provided by the **City** must pay the **yard/food waste cart** replacement fee specified in Schedule B, which is attached and forms a part of this bylaw.
- 2.5.6 All **yard/food waste carts** provided by the **City** to a dwelling unit remain the sole property of the **City** and the **City** may, at any time, collect or request the return of a **yard/food waste cart**.
- 2.5.7 No person shall damage, tamper with or vandalize a **yard/food waste cart**, or place materials other than **yard and garden trimmings** and **food waste** in a **yard/food waste cart**."
5. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended at section 15.1 by deleting the definition of **OWNER** and substituting the following:
- "OWNER** means those persons defined as "owner" under the *Community Charter*."
6. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended at section 15.1 by deleting the definition of **YARD/FOOD WASTE CONTAINER** and substituting the following:
- "YARD/FOOD WASTE CONTAINER** means a bundle referred to in subsection 2.5.1(a)(i), a **compostable paper bag** referred to in subsection 2.5.1(a)(ii), **yard/food waste cart**, or a container referred to in subsection 2.5.1(b)(ii)."
7. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended at section 15.1 by adding the following definition in alphabetical order:
- "LARGE ITEM** means furniture, appliances, small household goods (provided they are boxed or bundled in a reasonable size), barbeques (provided lava rock briquettes or equivalent, and propane tanks are removed), outdoor furniture, weight training equipment, electric lawnmowers, mattresses, and similar items approved

for pick-up by the **General Manager of Engineering & Public Works**, but does not include:

- (a) a vehicle or part of a vehicle;
- (b) tree stumps;
- (c) carpet or pieces of carpet;
- (d) lumber, demolition or home renovation materials;
- (e) hazardous waste;
- (f) propane tanks;
- (g) tires;
- (h) gas lawnmowers; or
- (i) other items excluded by the **General Manager of Engineering & Public Works**.

YARD/FOOD WASTE CART

means a wheeled cart provided by the City for the disposal and collection of **yard and garden trimmings and food waste.**"

8. 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.
9. Sections 1, 2, 3, 4, 6 and 7 of this bylaw come into force and effect on June 3, 2013, and the remaining sections come into force and effect on January 1, 2013
10. This Bylaw is cited as **“Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 8976”**.

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:**2013****SCHEDULE A to BYLAW NO. 6803**

FEES FOR CITY GARBAGE COLLECTION SERVICE		
Annual City garbage collection service fee for each single-family dwelling, each unit in a duplex dwelling, and each unit in a townhouse development		
	\$	117.77
Fee for each excess garbage container tag	\$	2.00
Large item pick up fee ¹	\$	4.45 ¹

SCHEDULE B to BYLAW NO. 6803

FEES FOR CITY RECYCLING SERVICE		
Annual City recycling service fee:		
(a) for residential properties, which receive blue box service (per unit)	\$	44.28
(b) for multi-family dwellings or townhouse developments which receive centralized collection service (per unit)	\$	30.45
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) ¹	\$	86.11 ¹
(b) for yard and garden trimmings and food waste from townhome dwellings that receive City garbage or blue box service (per unit) ¹	\$	26.67 ¹
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	\$	1.90

SCHEDULE C to BYLAW 6803

FEES FOR CITY LITTER COLLECTION SERVICE		
Annual City litter collection service fee for both residential properties and non-residential properties		
	\$	26.72

¹Fees shown are pro-rated based on June 2013 implementation of expanded yard/food waste collection program and are not reflective of total annual charges in future years.

SCHEDULE D TO BYLAW 6803

NEW RESIDENTIAL PROPERTY PAYMENT FEE SCHEDULE											
GARBAGE, RECYCLING & LITTER COLLECTION FEE						RECYCLING & LITTER COLLECTION FEE PER STRATA LOT					
Single-Family Dwellings & Each Unit in a Duplex Dwelling						Townhouse Development			Multi-Family Development		
Month in Current Year in which Building Permit is Issued	Prorated Fee Per Unit		Year in which Annual Fee Commences		Townhouse Development	Prorated Fee Per Unit		Year in which Annual Fee Commences	Prorated Fee Per Unit		Year in which Annual Fee Commences
January	\$	126	2014	2014	\$	-	-	2014	\$	41	2015
February	\$	105	2014	2014	\$	185	86	2015	\$	34	2015
March	\$	84	2014	2014	\$	168	78	2015	\$	27	2015
April	\$	63	2014	2014	\$	151	70	2015	\$	20	2015
May	\$	42	2014	2014	\$	135	62	2015	\$	14	2015
June	\$	21	2014	2014	\$	118	55	2015	\$	7	2015
July	\$	-	2014	2014	\$	101	47	2015	\$	-	2015
August	\$	235	2015	2015	\$	84	39	2015	\$	76	2016
September	\$	214	2015	2015	\$	67	31	2015	\$	69	2016
October	\$	192	2015	2015	\$	50	23	2015	\$	62	2016
November	\$	171	2015	2015	\$	34	16	2015	\$	55	2016
December	\$	150	2015	2015	\$	17	8	2015	\$	48	2016



**Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551,
Amendment Bylaw No. 8977**

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 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 \$122.57 per property for the period January 1 to December 31 of each year.
2. 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.
3. This Bylaw comes into force and effect on January 1, 2013.
4. This Bylaw is cited as "**Drainage, Dyke And Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 8977**".

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 to Bylaw 8977**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	\$ 428.20
(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	\$ 391.79
(iv) Multiple-Family Dwellings 4 or more storeys in height	\$ 326.31
(b) Public School (per classroom)	\$ 396.81
(c) Shops and Offices	\$ 335.10

2. RATES FOR METERED PROPERTIES

Regular rate per cubic metre of water delivered to the property:	\$ 1.0319
Underground leak rate per cubic metre of water exceeding average amount (as defined in Section 2.3A.2(a)):	\$ 0.8255

3. RATES FOR COMMERCIAL, INDUSTRIAL, INSTITUTIONAL AND AGRICULTURAL

Minimum charge in any quarter of a year:	\$ 82.16
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SCHEDULE B to BYLAW NO. 7551**SANITARY SEWER USER FEES****4. CONSTRUCTION PERIOD -- PER DWELLING UNIT**

Month (2013)	Single-Family Dwellings & Each Unit in a Duplex Dwelling (Rate per unit)	Start Bill Year	Multiple- Family Dwelling (less than 4 storeys in height) (Rate per unit)	Start Bill Year	Multiple- Family Dwelling (4 or more storeys in height) (Rate per unit)	Start Bill Year
January	\$ 428	2014	\$ 392	2014	\$ 685	2015
February	\$ 393	2014	\$ 790	2015	\$ 658	2015
March	\$ 357	2014	\$ 757	2015	\$ 631	2015
April	\$ 321	2014	\$ 725	2015	\$ 604	2015
May	\$ 285	2014	\$ 692	2015	\$ 576	2015
June	\$ 250	2014	\$ 660	2015	\$ 549	2015
July	\$ 214	2014	\$ 627	2015	\$ 522	2015
August	\$ 646	2015	\$ 594	2015	\$ 495	2016
September	\$ 607	2015	\$ 562	2015	\$ 468	2016
October	\$ 567	2015	\$ 529	2015	\$ 441	2016
November	\$ 528	2015	\$ 496	2015	\$ 413	2016
December	\$ 489	2015	\$ 464	2015	\$ 386	2016



**Waterworks and Water Rates Bylaw No. 5637,
Amendment Bylaw No. 8978**

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, 2013.
3. This Bylaw is cited as "**Waterworks And Water Rates Bylaw No. 5637, Amendment Bylaw No. 8978**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE "A" to BYLAW NO. 5637**BYLAW YEAR - 2013****FLAT RATES FOR RESIDENTIAL, AGRICULTURAL, AND
INSTITUTIONAL PURPOSES ONLY**

A.	Residential Dwellings per unit	
	Dwellings with 20 mm ($\frac{3}{4}$ ") water service	\$642.16
	Dwellings with 25mm (1") water service or greater	See Metered Rates – Schedule B
	Townhouse	\$525.68
	Apartment	\$338.74
B.	Stable or Barn per unit	\$129.39
C.	Field Supply – each trough or water receptacle or tap	\$80.88
D.	Public Schools for each pupil based on registration January 1 st	\$7.66

SCHEDULE "B" to BYLAW NO. 5637**BYLAW YEAR – 2013****METERED RATES**

(Page 1 of 2)

**METERED COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL PROPERTIES
AND MULTIPLE-FAMILY AND STRATA TITLED PROPERTIES****1. RATES**

All consumption per cubic metre:	\$1.1976
Minimum charge in any 3-month period:	\$110.00
Undetected leak rate per cubic metre (per section 25B of this bylaw):	\$0.6727

2. RENTS FOR EACH METER

Rent per water meter for each 3-month period:

For a 16mm (5/8") meter	\$11.50
For a 20mm (3/4") meter	\$14.65
For a 25mm (1") meter	\$16.20
For a 32mm (1 1/4") meter	\$28.25
For a 40mm (1 1/2") meter	\$28.25
For a 50mm (2") meter	\$32.00

COMPOUND TYPE

75mm (3")	\$108.00
100mm (4")	\$165.00
150mm (6")	\$275.00

TURBINE TYPE

50mm (2")	\$63.50
75mm (3")	\$81.50
100mm (4")	\$118.00
150mm (6")	\$225.50
200mm (8")	\$293.00

FIRE LINE TYPE

100mm (4")	\$283.75
150mm (6")	\$383.00
200mm (8")	\$497.25
250mm (10")	\$662.00

SCHEDULE "B" to BYLAW NO. 5637**BYLAW YEAR – 2013****METERED RATES**

(Page 2 of 2)

METERED RESIDENTIAL PROPERTIES**1. RATES**

All consumption per cubic metre:	\$1.1976
Minimum charge in any 3-month period:	\$20.00
Underground leak rate per cubic metre (per section 25B of this bylaw):	\$0.6727

2. MAINTENANCE CHARGE FOR EACH METER

Maintenance charge for water meter with connection up to 50mm (2") for each 3-month period:	\$10.00*
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*For residential properties with a connection greater than 50mm (2"),
the commercial and industrial properties rental rates apply.

SCHEDULE "C" to BYLAW NO. 5637**BYLAW YEAR - 2013****METERED RATES****FARMS****1. RATES**

All consumption per cubic metre: \$1.1976

Minimum charge per 3-month period*:

For 1st quarter billing (January – March inclusive) for 90m³ or less \$110.00

For 2nd quarter billing (April – June inclusive) for 95m³ or less \$110.00

For 3rd quarter billing (July – September inclusive) for 140m³ or less \$110.00

For 4th quarter billing (October - December inclusive) for 90m³ or less \$110.00

*No minimum charge applies where there is no dwelling on the property.

2. MAINTENANCE CHARGE FOR EACH METER

Maintenance charge for meter up to 25mm (1") for each 3-month period \$10.00*

*Applies only to properties with no dwelling.

SCHEDULE "D" to BYLAW 5637**BYLAW YEAR - 2013****1. WATER CONNECTION CHARGE**

Single-Family, Multi-Family, Industrial, Commercial Water Connection Size	Connection Charge	
	Tie In Charge	Price Per Metre of Service Pipe
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 [s. 2(d)] \$1,000 each

3. WATER METER INSTALLATION FEE

Install water meter [s. 3A(a)] \$1,000 each

SCHEDULE "E" to BYLAW 5637**BYLAW YEAR - 2013****CONSTRUCTION PERIOD WATER CONSUMPTION RATES –
RESIDENTIAL**

MONTH (2013)	SINGLE- FAMILY DWELLINGS & EACH UNIT IN A DUPLEX DWELLING (rate per unit)	START BILL YEAR	MULTI-FAMILY APARTMENT LESS THAN 4 STOREYS (rate per unit)	START BILL YEAR	MULTI- FAMILY APARTMENT 4 STOREYS & UP (rate per unit)	START BILL YEAR
January	\$ 642	2014	\$ 526	2014	\$ 711	2015
February	\$ 589	2014	\$ 1,060	2015	\$ 683	2015
March	\$ 535	2014	\$ 1,016	2015	\$ 655	2015
April	\$ 482	2014	\$ 973	2015	\$ 627	2015
May	\$ 428	2014	\$ 929	2015	\$ 598	2015
June	\$ 375	2014	\$ 885	2015	\$ 570	2015
July	\$ 321	2014	\$ 841	2015	\$ 542	2015
August	\$ 969	2015	\$ 797	2015	\$ 514	2016
September	\$ 910	2015	\$ 753	2015	\$ 486	2016
October	\$ 851	2015	\$ 710	2015	\$ 457	2016
November	\$ 792	2015	\$ 666	2015	\$ 429	2016
December	\$ 733	2015	\$ 622	2015	\$ 401	2016

**CONSTRUCTION PERIOD WATER CONSUMPTION RATES –
COMMERCIAL AND INDUSTRIAL**

Water Connection Size	Consumption Charge
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 - 2013****MISCELLANEOUS CHARGES**

1.	For an inaccessible meter as set out in Section 7	\$160 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	\$350
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 - 2013****RATES FOR VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR)**

Applicable rate is \$0.6727 per cubic meter of water consumed, plus the following amounts:

- YVR's share of future water infrastructure capital replacement calculated at \$0.3372 per m³
- 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 m³ of water per annum at rate of \$0.6727 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)



City of Richmond

Report to Committee

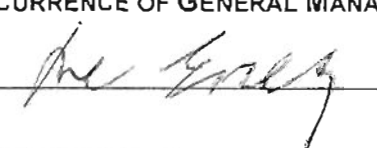
TO PLW - NOV. 20 2012

To: Planning Committee
From: Wayne Craig
Director of Development
Date: October 26, 2012
File: RZ 11-582929
Re: Application by MATTHEW CHENG ARCHITECT INC. to rezone 7451 and 7471 No. 4 Road, a No Access Property on General Currie Road, and a Lane to be Closed from "Single Detached (RS1/B) and (RS1/F)" to "Medium Density Townhouses (RTM3)" in order to develop a 20 unit townhouse complex.

Staff Recommendation

1. That Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8198 be abandoned; and
2. That Bylaw 8968 for the rezoning of 7451 No 4 Road, a No Access Property on General Currie Road, and a Lane to be closed from "Single Detached, (RS1/B)" and 7471 No. 4 Road from "Single Detached (RS1/F)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading.


Wayne Craig
Director of Development
(604-247-4625)

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

Staff Report

Origin

Matthew Cheng Architect Inc. has applied to rezone 7451 and 7471 No. 4 Road, a No Access Property on General Currie Road, and a Lane to be Closed (**Attachment 1**) from "Single Detached (RS1/B) and (RS1/F)" to a "Medium Density Townhouses (RTM3)" to permit the construction of 20 residential townhouse units (**Attachment 2**).

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 from the General Currie road Right-of-Way, at 7371 No. 4 Road, a Single Detached Dwelling, zoned "Single Detached (RS1/F)".

To the East: Across No. 4 Road, Single Detached Dwellings on properties zoned "Agriculture (AG1)".

To the South: At 7551 No. 4 Road, a 45 unit 2 ½ and 3 storey Townhouse, zoned "Town Housing (ZT16) – South McLennan and St. Albans Sub Area (City Centre)".

To the West: Single Detached Dwellings on Bridge Street, zoned "Single Detached (RS1/F)".

Related Policies and Studies

Official Community Plan

OCP designation: City Centre Area, McLennan South Sub-Area Plan, Schedule 2.10D.

McLennan South Sub-Area Plan

- Residential 2 ½ - stories typical (3 stories maximum), predominately Triplex, Duplex, Single-Family. 0.55 base FAR (**Attachment 4**).

The applicant is proposing a density of 0.70 FAR, which is above the base density of 0.55 FAR as indicated in the OCP. The increase in density is supported given the applicant is providing:

- A voluntary contribution to the Affordable Housing Strategy reserve fund;
- Land dedication, road and frontage construction for No. 4 Road;
- Road construction along the undeveloped portion of General Currie Road, which will introduce the formal connection to No. 4 Road;
- Frontage construction along the northern edge of the subject property fronting General Currie Road;
- Land dedications, road and frontage construction for a new local road along the west end of the subject property (LeChow Street); and

- An agricultural buffer fronting the property along No. 4 Road.

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 m above the highest crown of the adjacent road. A Flood Indemnity Covenant is to be registered on title prior to final adoption.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development, but no communication has been received to date. Should this application receive first reading, a public hearing will be scheduled.

Background

Over the past twelve (12) years, these properties have seen separate development applications that result in what we see today.

7451 No. 4 Road

SD 98-147601 and RZ 99-161573 were approved to allow the subdivision of this lot into two, for the purpose to allow for a single detached house to be developed on each lot. These lots are separated by a 6.0 meter wide lane, which was dedicated by the applicant to allow vehicle access from General Currie Road. In addition, a further 10.0 metres of land was dedicated along the western edge of the site to facilitate the future development of LeChow Street, along with 3.0 metre by 3.0 metre corner cuts at the corner of No. 4 Road and General Currie Road and at the future LeChow Street and General Currie Road. No road development or construction was done at this time and the property remains undeveloped, with the exception of the existing Single Detached house fronting No. 4 Road.

7471 No. 4 Road

RZ 05-312975 and DP 08-444222 for the development of an eleven (11) unit townhouse complex were applied for on this single site. Access to the townhouses was to be from the lane that was dedicated through the subdivision of 7451 No. 4 Road. With a change of ownership and the acquisition of 7451 No. 4 Road, these applications were withdrawn in support of this current proposal.

RZ 05-312975 went as far as having received third reading on March 19, 2007. Little activity followed, and the change of ownership resulted with the formal withdrawal of that application in favour of this one.

With the withdrawal of RZ 05-312975, the Bylaw that was associated with the application (Bylaw 8198) to allow the rezoning of 7471 No. 4 Road for an eleven (11) unit townhouse will need to be abandoned.

Staff Comments

Proposed Site Assembly and Site Design

The subject site is bordered by No. 4 Road to the east, the undeveloped portion of General Currie Road to the north and the future LeChow Street to the west. LeChow Street is the new north-south back street identified in the South McLennan Sub Area Plan, located between Bridge Street and No. 4 Road, that is intended to help manage access and traffic flow from the

anticipated increase in population to the area. The subject site is the remaining lands along this strip of No. 4 Road that were never included with the land assembly that created the 45 unit townhouse development directly to the south of the subject site.

The proposed access to the site is located off General Currie Road, halfway down the length of the site, at the location of the lane that was dedicated for the subdivision of 7451 No. 4 Road (SD 98-147601). In order for the proposed site design to proceed, the lane is to be purchased back from the City, or it would otherwise be subject to building setback requirements. The internal drive-aisle travels in a predominately east-west direction to provide access to all the townhouse units.

The units are grouped in two and three unit building clusters with the duplex clusters fronting No. 4 Road being two (2) and two and one-half (2 ½) storeys in height. This respectfully addresses the heights of the townhouse complex to the south but also the single family houses on the eastern and more rural side of No. 4 Road. The remaining units are to be three (3) storeys in height, with most of the units fronting one of the three streets and will have their main pedestrian entrance facing the street.

The proposed outdoor amenity area is centrally located along the south property line, at the end of the main access to the complex from General Currie Road. The central location is good for easy access from within the complex and it has good south exposure to allow for abundant sunlight.

In keeping with the low density character on lots along No. 4 Road, the Development Permit Guidelines in the Neighbourhood Plan suggest a setback of six (6) to nine (9) metres for two (2) storey buildings, with two and one-half (2 ½) storey buildings set back at nine (9) metres lots for the purpose of softening the impact to the more rural character of properties on the eastern side of No. 4 Road to the more urban west side. The increased setback also provides more opportunities for landscaping to soften the visual impact of the townhouses. The applicant's proposal achieves this.

Transportation and Site Access

- This section of General Currie Road, west of No. 4 Road to LeChow Street, has never been constructed, although an existing road allowance is in place. As a result, a large part of the General Currie Road right-of-way between No. 4 Road and LeChow Street will need to be paved to help ensure a safe turn from No. 4 Road.
- The existing lane that divides 7451 No. 4 Road will need to be purchased from the City to allow for the proposed development to proceed. Without the purchase, compliance with the building setbacks in accordance to the RTM3 zone will need to be achieved.
- Land will need to be dedicated for the purpose of facilitating the development of LeChow Street. As some of the land has already been dedicated from the subdivision file (SD 98-147601) from the west edge of 7451 No. 4 Road, additional land will need to be dedicated along the western edge of 7471 No. 4 Road. To match the land dedicated from 7471 No. 4 Road to the townhouse complex to the south will require a 10 metre dedication at the north property line of 7471 No. 4 Road, tapering to 9 metres at the south property line.
- Corner cuts at the intersections of General Currie Road and both No. 4 Road and LeChow Street are to be the standard 4.0 m by 4.0m.

- The applicant has provided a site design that takes into consideration the requested land dedication requirements to allow the improvements to No. 4 Road and the introduction of LeChow Street that will connect to the paved section of General Currie Road.
- With the introduction of this section of General Currie Road connecting to No. 4 Road, a controlled traffic light is planned to be installed at this corner. To assist with the costs of installing these traffic lights, the applicant has agreed to make a contribution of \$50,000.00 as part of their rezoning considerations.
- Frontage improvements will be required along the three street fronts, consisting of a concrete sidewalk at the property line, grassed and treed boulevard, concrete curb and gutter, and road paving. The specifications will be provided during the separate Servicing Agreement.
- The proposed vehicular access to and from the site is proposed from General Currie Road, roughly at the location of the current dedicated lane. Connecting to the internal drive aisle heading south, the aisle quickly comes to an intersection, turning east to west that will provide access to all the units.
- The number of proposed parking stalls (including visitor parking) meets the minimum requirements of the parking requirements of Zoning Bylaw 8500.
- Pedestrian access to the site is achieved along the perimeter of the site to access the individual units that address all three road frontages. Access to the remaining units is through the internal drive-aisle.
- The applicant is proposing a corner cut along the internal drive-aisle to help ensure manoeuvrability of larger vehicles.

Agricultural Landscape Buffer

A landscape buffer is required within the subject site, along the eastern edge of the No. 4 Road frontage. The buffer is intended to mitigate land use conflicts between the residential uses on the subject site and any agricultural land uses east of No. 4 Road. A landscape proposal was referred to the Agricultural Advisory Committee (AAC) for their review and comments. The AAC was supportive of the proposal and identified areas for consideration that would limit any impacts coming onto the agricultural lands to the east as well as provide an attractive buffer to the street front. A relevant excerpt from the Committee's June 21, 2012 meeting is attached for reference (**Attachment 5**). Overall, they were supportive of the proposal, but suggested an alternative to the vacciniums (a type of blueberry shrub), to prevent a possible spread of harmful viruses to plants in neighbouring agricultural areas. The applicant has complied with this request.

In addition to the landscaping requirements of the buffer, a restrictive covenant will be registered on title. The covenant will indicate the landscaping implemented along the eastern side of the development site's No. 4 Road frontage cannot be removed or modified without City approval. The covenant would identify that the landscape planting is intended to be a buffer to mitigate the impacts of noise, dust and odour generated from typical farm activities.

Trees

An Arborist Report and site survey (**Attachment 6**) was submitted to assess the existing trees on the site for possible retention of existing trees.

A detailed site review was conducted by City staff which identified that of the 55 trees on-site, 54 are in poor condition and/or located within the development area and will need to be removed. Of the remaining, one (1) is listed in good health and is a good candidate for retention.

There are two (2) street trees on city property that were identified as having an impact on the site. Both are considered to be in excellent condition and good candidates for retention or relocation, and will be incorporated with the separate Servicing Agreement design for the No. 4 Road frontage.

A summary of the submitted arborist report and staff review is outlined in the following table:

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	55	-	-	-
Trees located within the road right-of-way	38	-	-	Not counted for replacement as these road developments are a part of the neighbourhood plan.
On-site trees to be removed	54	2:1	108	To be removed due to conflicts with proposed building locations, flood bylaw requirements, poor health or structure of the trees.
Trees for retention	1	-	-	Applicant to incorporate them if the landscape plan as part of the Development Permit.
Trees located on City property	2	2:1	see comments	Both trees are listed in excellent condition. City staff recommends they be retained or relocated as part of the street tree planting requirements of the Servicing Agreement.
Trees for relocation within the site	0	-	-	-

Of the 54 trees that are to be removed, they would need to be replaced in accordance with the City's 2 for 1 replacement policy. A review of the new tree plantings will be conducted at the Development Permit stage where it will be determined if the number of trees proposed on the submitted landscape drawings meet the replacement requirements.

The applicant is currently proposing a total of 48 trees, including the one (1) that is to be retained, on their preliminary landscape plan. While this is short of the compensated number of 108 trees, staff is willing to work with the applicant to maximize the number of trees to be planted on the property during the Development Permit stage, it is unlikely that 108 trees can be accommodated on the site so some form of cash-in-lieu contribution will be required.

Amenity Space

The outdoor amenity space is located in a central location of the site, at the south end of the north-south drive aisle when entering the site. The space is intended for a children's play area and benches for sitting but little detail is provided at this time. A more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. No indoor amenity space is being proposed, but a voluntary cash-in-lieu contribution of \$21,000.00 will be required prior to final adoption of this application.

Analysis

Proposed Zoning to Medium Density Townhouses (RTM3)

The proposed rezoning from "Single Detached (RS1/B) and (RS1/F)" to "Medium Density Townhouses (RTM3)" represents an increase in density by allowing more primary residential units to the site. The submitted information is in conformance with the South McLennan Sub-Area Plan in its transformation from a predominately single-family neighbourhood toward a higher density neighbourhood through the development of townhouse buildings. No amendment is required to the OCP as the proposal meets the South McLennan Sub-Area Plan parameters as well as the designation of the Land Use Map (**Attachment 4**).

The proposed increase in density from a 0.55 FAR base to the proposed 0.70 FAR is an appropriate density for a site of this size and is supported through a voluntary contribution to the affordable housing reserve fund, through land dedications for local road improvements, establishing an agricultural buffer on the subject site, largely contributing to the initial development of General Currie Road from No. 4 Road to LeChow Street, and the initial construction of LeChow Street from General Currie Road to the extent of the adjacent property to the south.

Design

The two, two and one-half and three-storey proposal meets the intent of the neighbourhood plan. Façade materials will be available when the applicant makes their application for Development Permit. A more detailed analysis regarding the form and character of the proposal will be conducted during that process.

The applicant will also be identifying what unit(s) will be identified for easy conversion for Universal Access.

Affordable Housing

The applicant will be making a voluntary cash contribution to the affordable housing reserve fund in accordance with the City's Affordable Housing Strategy.

With respect to townhouse developments, the applicant has agreed to a voluntary contribution for this 20 unit proposal of \$2.00 per buildable square foot in accordance with the allowable FAR which is \$52,307.00.

Public Art

In response to the City's commitment to the provision of Public Art, the developer has agreed to provide a voluntary contribution toward the City's Public Art Reserve Fund at a rate of \$0.76/ft² based on the maximum floor area ratio (0.70 FAR) that can be built. This amount comes to \$19,876.00 for the entire project and is payable prior to the adoption of the rezoning application.

Parking

The submitted proposal meets the number of off-street parking stalls required by the Off-Street Parking and Loading requirements of Zoning Bylaw 8500. A total of 44 stalls are being proposed with 40 proposed for residents and 4 visitor stalls. A variance will be required at the Development Permit stage to allow for tandem parking within a townhouse development as 16 tandem parking spaces are being proposed. To ensure the space will be used for parking, a restrictive covenant to prevent conversion of tandem parking garages to habitable floor space will be secured prior to the adoption of rezoning.

Discharge of Existing Covenants

During the rezoning and subdivision of 7451 No. 4 Road, (SD 98-147601 and RZ 99-161573), two (2) covenants (BP294007 and BP294008) were registered to ensure:

1. A No-Build covenant to ensure no Building Permits would be issued before the construction of the roads and lane was in place (BP294007); and
2. Access to the site was to be from the lane established during the subdivision of this property (BP294008).

As the current proposal will need to purchase the lane to proceed with their plans, the reference to a lane in each of these covenants becomes redundant, and therefore will need to be discharged.

Servicing Agreement

Prior to the adoption of the rezoning application, the developer shall enter into the City's standard Servicing Agreement for the purpose to design and construct:

- No. 4 Road – from the property line (after land dedication) heading east;
 - 1.5m wide concrete sidewalk;
 - 1.5m tree and grass boulevard;
 - Concrete curb and gutter; and
 - Road paving to match existing pavement.
- General Currie Road – from the north property line heading north;
 - 2.0m wide concrete sidewalk;
 - 4.3m wide tree and grass boulevard;
 - Concrete curb and gutter; and
 - Connecting to works done for SA05-313234 to the west. Road paving to 11.2m wide pavement at No. 4 Road, tapering at 30:1 down to a minimum of 6m width (if appropriate). Curb and gutter at both the north and south ends with the north curb ending at the curb return.
- LeChow Street – from the property line (after land dedication) heading west;
 - 1.5m wide concrete sidewalk;
 - 1.6m wide tree and grass boulevard;
 - Concrete curb and gutter;
 - Road paving to the extent of the dedicated area; and
 - Full utility servicing needs to be established including water, storm, and sanitary sewer to the southern edge of LeChow Street.

Utilities and Site Servicing

A site servicing review has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The applicant is to:

- Construct watermain along the frontages of both General Currie Road and LeChow Street; and
- Extend full utility servicing, including water, storm and sanitary sewer, to the south edge of LeChow Street.

Development Permit

A separate Development Permit application would be required with a specific landscaping plan to include the following:

1. Design of the outdoor amenity area, including the play area.
2. Overall appropriateness of the landscaping plan, including landscaping along the No. 4 Road side to facilitate a buffer to the agricultural lands across No. 4 Road.
3. Manoeuvrability of larger vehicles (SU-9) within the site and accessing to and from No. 4 Road.
4. Form and Character of the townhouse units and how they address adjacent properties.
5. Identify unit(s) to allow easy conversion for Universal access.

Financial Impact

None.

Conclusion

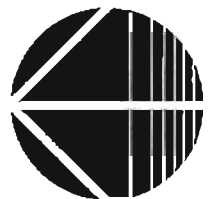
The proposed 20 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the Medium Density Townhouses (RTM3) zone for the South McLennan neighbourhood plan. Staff contends that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Therefore, staff recommends that rezoning application RZ 11-582929 proceed to first reading.



David Johnson
Planner 2
(604-276-4193)

DJ:cas

Attachment 1	Location Map, Zoning Site Map, Site Context and Aerial View of the Site
Attachment 2	Site Plan and Preliminary Architectural Drawings
Attachment 3	Development Application Data Sheet
Attachment 4	McLennan South Sub-Area Land Use Map
Attachment 5	Agricultural Advisory Committee Minutes Excerpt
Attachment 6	Arborist Report - Tree Survey Plan
Attachment 7	Conditional Rezoning Requirements



Original Date: 07/20/11

Revision Date: 06/14/12

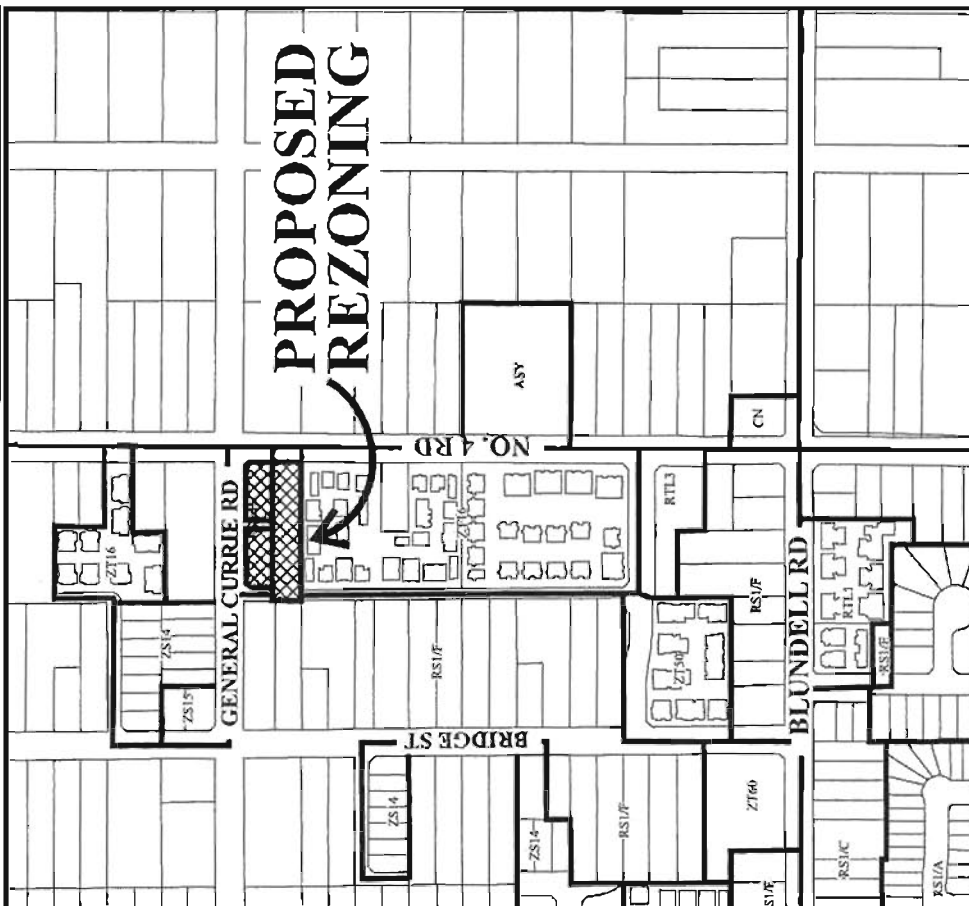
Note: Dimensions are in METRES

RZ 11-582929



City of Richmond

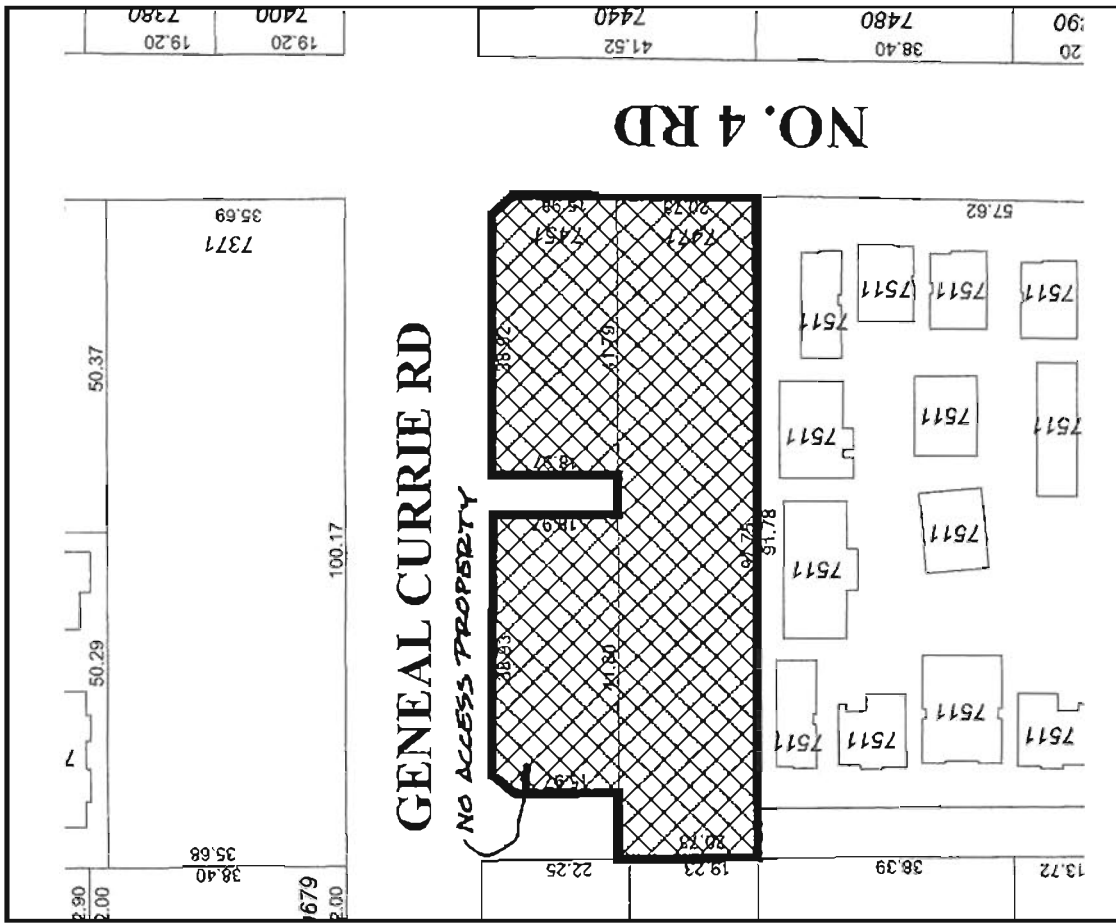
PROPOSED REZONING



GENEAL CURRIE RD

NO ACCESS PROPERTY

NO. 4 RD





RZ 11-582929

Original Date: 07/20/11

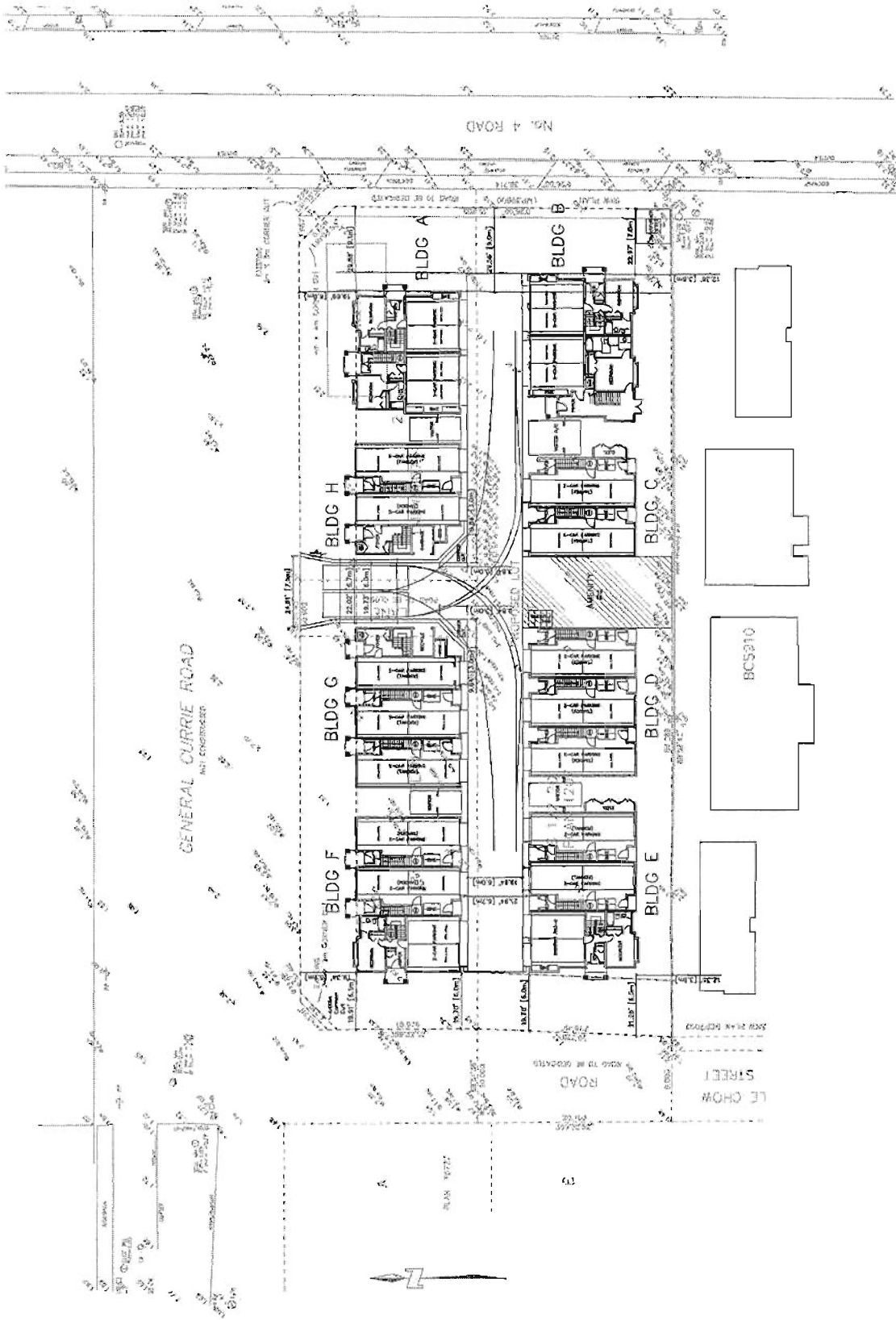
Amended Date: 06/14/12


Note: Dimensions are in METRES

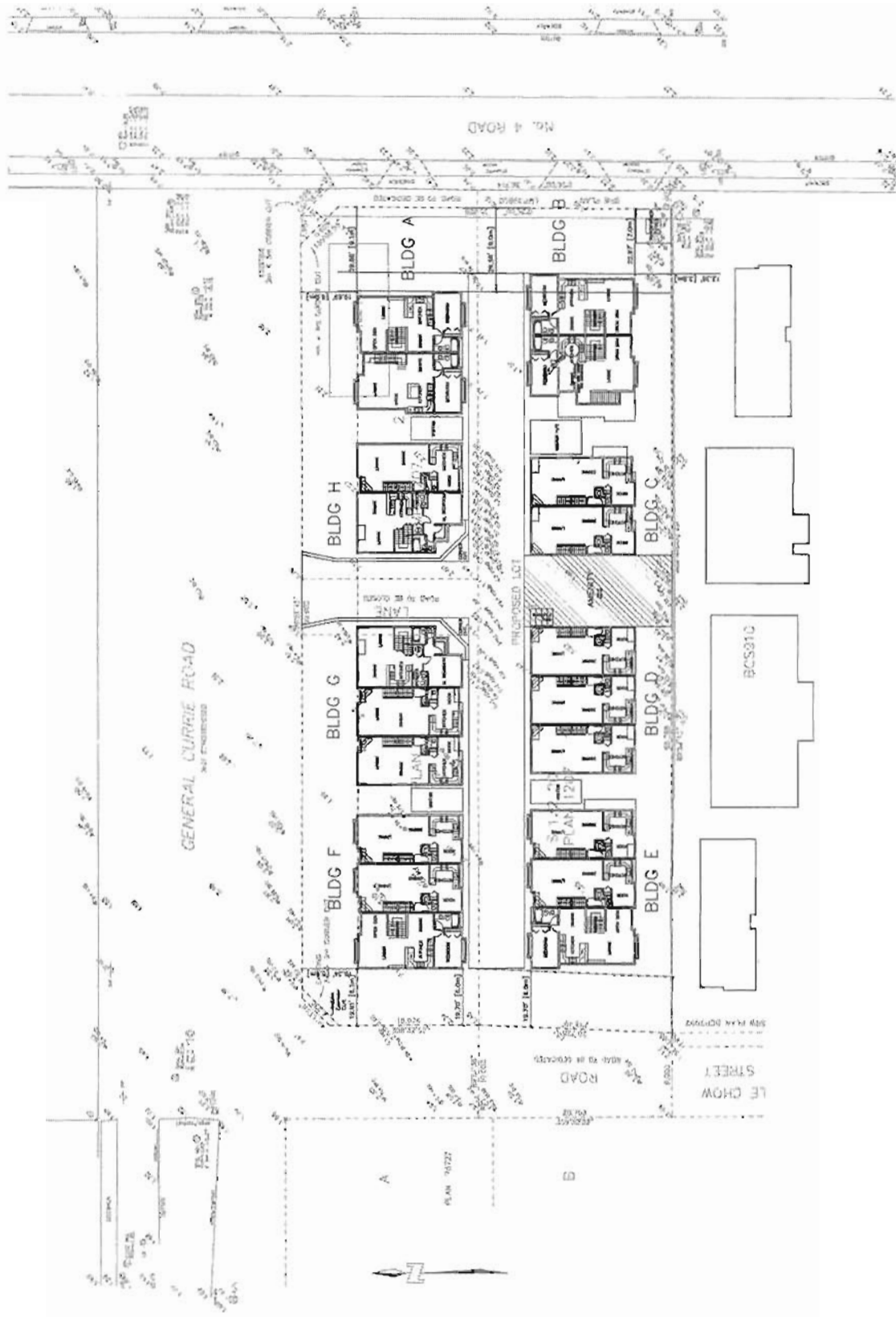
[illegible]

CNCL - 190

 <p>MATTHEW CHENG ARCHITECT INC.</p> <p>100-10167 YONGE ST. SUITE 204 SCARBOROUGH, ONTARIO M1V 4Y4 TEL: (416) 291-2269 FAX: (416) 291-2268 WWW.MATTHEWCHENGARCHITECT.COM</p>	<p>THIS IS A PRELIMINARY DESIGN. THE ARCHITECT CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON THIS BASIS TO DETERMINE EXISTING CONDITIONS. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS OF THE EXISTING CONDITIONS. THE ARCHITECT IS NOT RESPONSIBLE FOR THE EXISTING CONDITIONS OF THE SITE. THE ARCHITECT IS NOT RESPONSIBLE FOR THE EXISTING CONDITIONS OF THE SITE. 1500 (1444) 447-0000 (1444) 447-0000 (1444) 447-0000 COMBUST</p>	<p>Mr. Wong</p> <p>Architect</p> <p>Mr. Wong</p>	<p>Project Name</p> <p>20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO. 4 ROAD RICHMOND, B.C.</p>	<p>Project Size</p> <p>SITE PLAN AND GROUND FLOOR PLAN</p>	<p>Drawings</p> <p>01/01/2018</p> <p>02/01/2018</p> <p>03/01/2018</p> <p>04/01/2018</p> <p>05/01/2018</p> <p>06/01/2018</p> <p>07/01/2018</p> <p>08/01/2018</p> <p>09/01/2018</p> <p>10/01/2018</p> <p>11/01/2018</p> <p>12/01/2018</p> <p>01/01/2019</p> <p>02/01/2019</p> <p>03/01/2019</p> <p>04/01/2019</p> <p>05/01/2019</p> <p>06/01/2019</p> <p>07/01/2019</p> <p>08/01/2019</p> <p>09/01/2019</p> <p>10/01/2019</p> <p>11/01/2019</p> <p>12/01/2019</p> <p>01/01/2020</p> <p>02/01/2020</p> <p>03/01/2020</p> <p>04/01/2020</p> <p>05/01/2020</p> <p>06/01/2020</p> <p>07/01/2020</p> <p>08/01/2020</p> <p>09/01/2020</p> <p>10/01/2020</p> <p>11/01/2020</p> <p>12/01/2020</p> <p>01/01/2021</p> <p>02/01/2021</p> <p>03/01/2021</p> <p>04/01/2021</p> <p>05/01/2021</p> <p>06/01/2021</p> <p>07/01/2021</p> <p>08/01/2021</p> <p>09/01/2021</p> <p>10/01/2021</p> <p>11/01/2021</p> <p>12/01/2021</p> <p>01/01/2022</p> <p>02/01/2022</p> <p>03/01/2022</p> <p>04/01/2022</p> <p>05/01/2022</p> <p>06/01/2022</p> <p>07/01/2022</p> <p>08/01/2022</p> <p>09/01/2022</p> <p>10/01/2022</p> <p>11/01/2022</p> <p>12/01/2022</p> <p>01/01/2023</p> <p>02/01/2023</p> <p>03/01/2023</p> <p>04/01/2023</p> <p>05/01/2023</p> <p>06/01/2023</p> <p>07/01/2023</p> <p>08/01/2023</p> <p>09/01/2023</p> <p>10/01/2023</p> <p>11/01/2023</p> <p>12/01/2023</p> <p>01/01/2024</p> <p>02/01/2024</p> <p>03/01/2024</p> <p>04/01/2024</p> <p>05/01/2024</p> <p>06/01/2024</p> <p>07/01/2024</p> <p>08/01/2024</p> <p>09/01/2024</p> <p>10/01/2024</p> <p>11/01/2024</p> <p>12/01/2024</p> <p>01/01/2025</p> <p>02/01/2025</p> <p>03/01/2025</p> <p>04/01/2025</p> <p>05/01/2025</p> <p>06/01/2025</p> <p>07/01/2025</p> <p>08/01/2025</p> <p>09/01/2025</p> <p>10/01/2025</p> <p>11/01/2025</p> <p>12/01/2025</p> <p>01/01/2026</p> <p>02/01/2026</p> <p>03/01/2026</p> <p>04/01/2026</p> <p>05/01/2026</p> <p>06/01/2026</p> <p>07/01/2026</p> <p>08/01/2026</p> <p>09/01/2026</p> <p>10/01/2026</p> <p>11/01/2026</p> <p>12/01/2026</p> <p>01/01/2027</p> <p>02/01/2027</p> <p>03/01/2027</p> <p>04/01/2027</p> <p>05/01/2027</p> <p>06/01/2027</p> <p>07/01/2027</p> <p>08/01/2027</p> <p>09/01/2027</p> <p>10/01/2027</p> <p>11/01/2027</p> <p>12/01/2027</p> <p>01/01/2028</p> <p>02/01/2028</p> <p>03/01/2028</p> <p>04/01/2028</p> <p>05/01/2028</p> <p>06/01/2028</p> <p>07/01/2028</p> <p>08/01/2028</p> <p>09/01/2028</p> <p>10/01/2028</p> <p>11/01/2028</p> <p>12/01/2028</p> <p>01/01/2029</p> <p>02/01/2029</p> <p>03/01/2029</p> <p>04/01/2029</p> <p>05/01/2029</p> <p>06/01/2029</p> <p>07/01/2029</p> <p>08/01/2029</p> <p>09/01/2029</p> <p>10/01/2029</p> <p>11/01/2029</p> <p>12/01/2029</p> <p>01/01/2030</p> <p>02/01/2030</p> <p>03/01/2030</p> <p>04/01/2030</p> <p>05/01/2030</p> <p>06/01/2030</p> <p>07/01/2030</p> <p>08/01/2030</p> <p>09/01/2030</p> <p>10/01/2030</p> <p>11/01/2030</p> <p>12/01/2030</p> <p>01/01/2031</p> <p>02/01/2031</p> <p>03/01/2031</p> <p>04/01/2031</p> <p>05/01/2031</p> <p>06/01/2031</p> <p>07/01/2031</p> <p>08/01/2031</p> <p>09/01/2031</p> <p>10/01/2031</p> <p>11/01/2031</p> <p>12/01/2031</p> <p>01/01/2032</p> <p>02/01/2032</p> <p>03/01/2032</p> <p>04/01/2032</p> <p>05/01/2</p>
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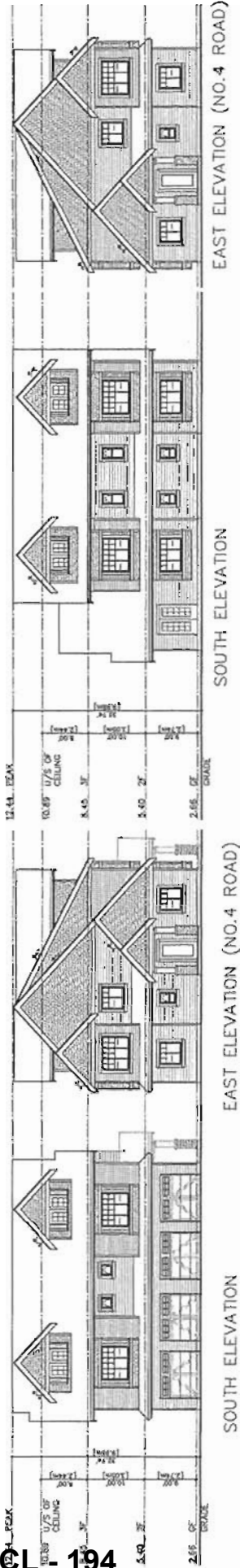
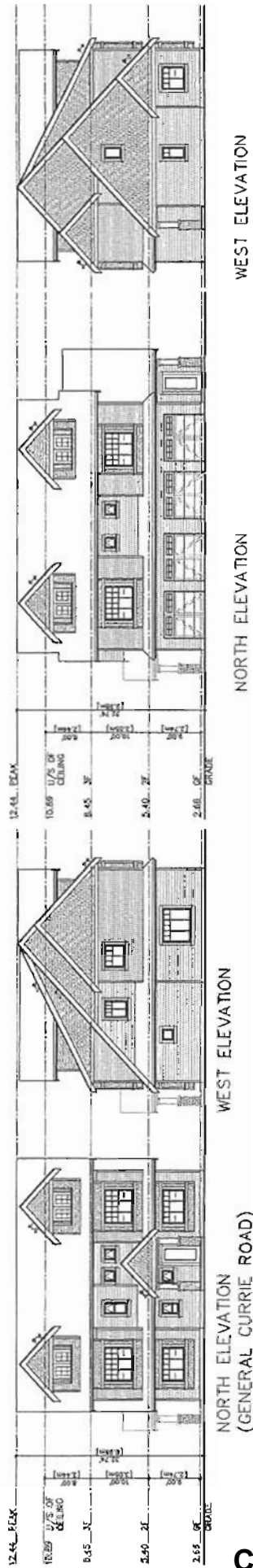
 <p>MATTHEW CHENG ARCHITECT INC. 1100 WEST 10TH AVENUE, SUITE 200 VANCOUVER, BC V6H 1T6 TEL: 604-681-1100 FAX: 604-681-1101 WWW.MATTHEWCHENGARCHITECT.COM</p>	<p>THIS DRAWING IS THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF MATTHEW CHENG ARCHITECT INC.</p>	<p>Map Code</p> <p>Residential</p>	<p>Map Date</p> <p>Residential</p>	<p>Map Sheet</p> <p>Residential</p>	<p>Project Name</p> <p>20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO.4 ROAD RICHMOND, B.C.</p>	<p>Draw Title</p> <p>PARKING PLAN</p>	<table><tr><td>Design</td><td>Residential</td></tr><tr><td>Checked</td><td>Residential</td></tr><tr><td>By</td><td>Residential</td></tr><tr><td>Scale</td><td>1" = 4'</td></tr><tr><td>Project Number</td><td></td></tr></table>	Design	Residential	Checked	Residential	By	Residential	Scale	1" = 4'	Project Number		<table><tr><td>London Date</td><td>Oct 24, 2011</td></tr><tr><td>Print Date</td><td>Oct 24, 2012</td></tr><tr><td>Drawn by</td><td></td></tr></table>	London Date	Oct 24, 2011	Print Date	Oct 24, 2012	Drawn by		<p>#01a</p>
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Scale	1" = 4'																								
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London Date	Oct 24, 2011																								
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 MATTHEW CHENG ARCHITECT INC. 100-10101 101ST AVE. #100 RICHMOND, B.C. V6V 1K6 TEL: (604) 273-1111 FAX: (604) 273-1112 WWW.MATTHEWCHENGARCHITECT.COM	PROJECT NO. 20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO.4 ROAD RICHMOND, B.C.	DRAWING NO. SITE PLAN AND MAIN FLOOR PLAN	DATE: OCT. 14, 2012 PREP: OCT. 14, 2012 CHECK: OCT. 14, 2012 DESIGNED: OCT. 14, 2012	SCALE: 1/8" = 1'-0" PROJECT NUMBER: #02
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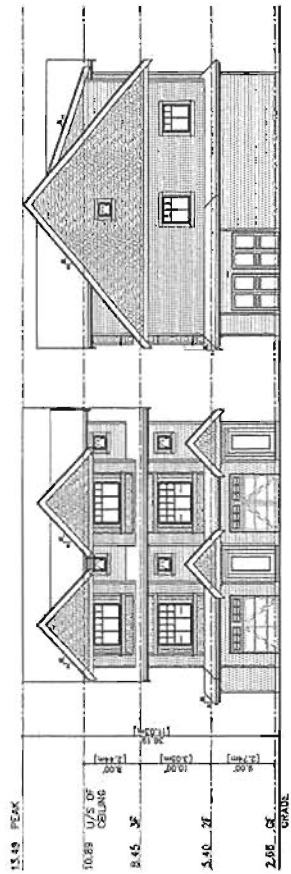
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BLDG B



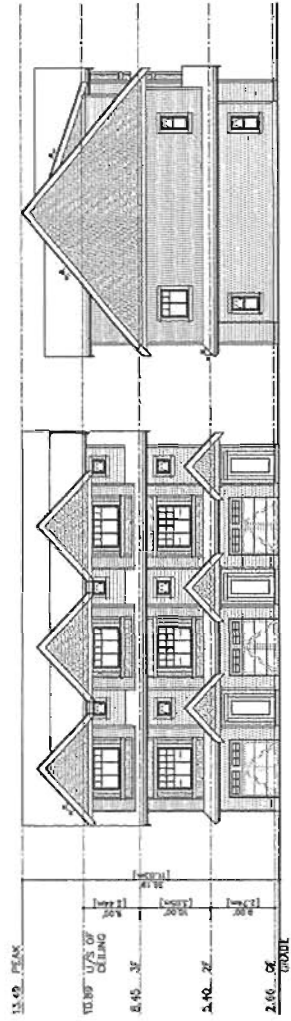
 <p>MATTHEW CHENG ARCHITECT INC. 10000 WILLOW CREEK DRIVE, SUITE 100 RICHMOND, B.C. V6X 2E7 TEL: (604) 271-8888 FAX: (604) 271-8889 WWW.MATTHEWCHENGARCHITECT.COM</p>	<p>NO MATTER HOW SMALL THE PROJECT, THE ARCHITECT'S RESPONSIBILITY IS TO PROVIDE A DESIGN THAT IS FUNCTIONAL, AESTHETIC, AND ECONOMICALLY SOUND. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN OF THE PROJECT, INCLUDING THE PREPARATION OF ALL NECESSARY PERMITS AND REGULATORY DOCUMENTS. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE COORDINATION OF ALL PROFESSIONAL SERVICES AND FOR THE INTEGRATION OF ALL DISCIPLINES. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE CLIENT'S INTERESTS AND FOR THE DELIVERY OF A HIGH-QUALITY PROJECT.</p>	<p>Project Title 20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO.4 ROAD RICHMOND, B.C.</p>	<p>Drawn By Building Elevations</p>	<p>Drawn Date 10/15/2022</p>	<p>Revision Date 10/15/2022</p>	<p>Page # #04</p>	<p>Scale 1/8" = 1'-0"</p>
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BLDG C




CNCL - 195

BLDG D

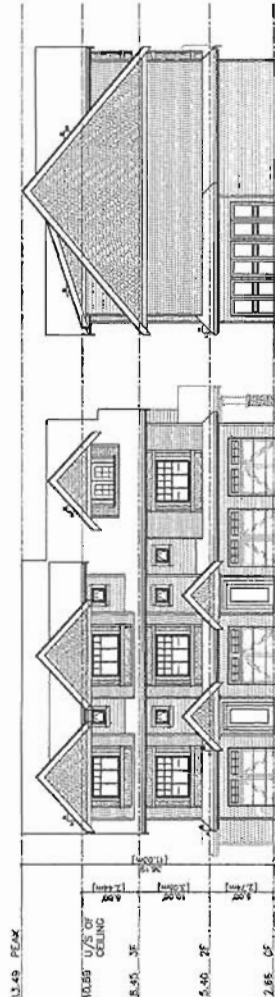


CNCL - 195

 <p>MATTHEW CHENG ARCHITECT INC. 1000 GARDEN CITY AVENUE, SUITE 100 GARDEN CITY, NY 11530 TEL: 516.466.1000 FAX: 516.466.1001 WWW.MATTHEWCHENGARCHITECT.COM</p>	<p>FOR THE ARCHITECT'S RECORD: THIS GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND MATERIALS AND SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS AND MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS AND MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS AND MATERIALS.</p>	<p>Project Title 20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO. 4 ROAD RICHMOND, B.C.</p>	<p>Sheet Title BUILDING ELEVATIONS</p>	<p>Drawn J.P.C. Checked J.C. Scale 1/8" = 1'-0"</p>	<p>Project Number #05</p>	<p>Revision 1.0 Date OCT. 24, 2017</p>	<p>Project Name 20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO. 4 ROAD RICHMOND, B.C.</p>
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BLDG E

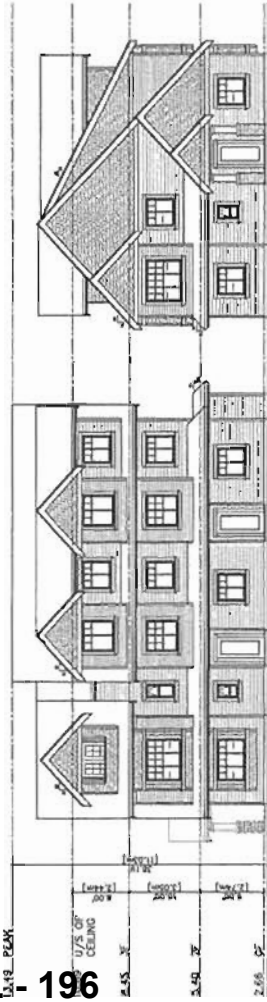
BLDG F



NORTH ELEVATION

EAST ELEVATION

NORTH ELEVATION (GENERAL CURRIE ROAD) EAST ELEVATION



NORTH ELEVATION

EAST ELEVATION

NORTH ELEVATION (GENERAL CURRIE ROAD) EAST ELEVATION

 <p>MATTHEW CHENG ARCHITECT INC. 1000 WEST 10TH AVENUE, SUITE 200 VANCOUVER, BC V6H 3G9 TEL: (604) 681-1111 FAX: (604) 681-1112 WWW.MATTHEWCHENGARCHITECT.COM</p>	<p>THESE DRAWINGS WERE PREPARED FOR THE ARCHITECT BY THE ARCHITECT AND THE ARCHITECT ASSUMES RESPONSIBILITY FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION AND DATA PROVIDED TO THE ARCHITECT BY THE ARCHITECT AND THE ARCHITECT ASSUMES RESPONSIBILITY FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION AND DATA PROVIDED TO THE ARCHITECT BY THE ARCHITECT.</p>	<p>Project No. 20-UNIT TOWNHOUSE DEVELOPMENT 7451/7471 NO.4 ROAD RICHMOND, B.C.</p>	<p>Drawn By BLDG ELEVATIONS</p>	<p>Scale 1/8" = 1'-0"</p>	<p>Revision Date DEC. 14, 2013</p>	<p>Project No. #06</p>
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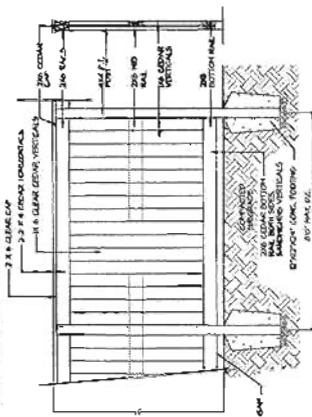


KOMPAN NAVIGATOR ELE400007

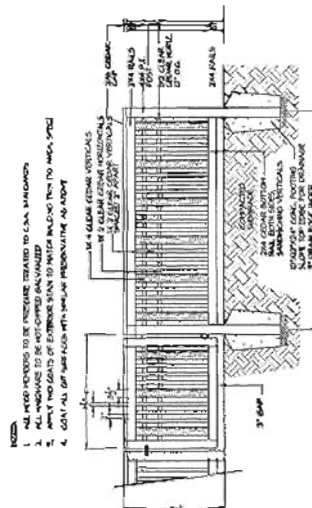
0254-2342



1. ALL WOOD POSTS TO BE INCISED RELATIVE TO E. N. S. STANDARDS
2. ALL WOODS TO BE HOT-DIPPED GALVANIZED
3. ALL TWO CORNERS OF EXTERIOR STAIR TO MATCH BUILDING TRIM TO ARCH. SPEC.



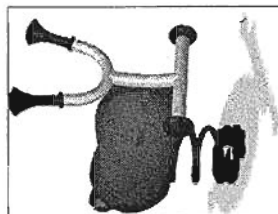
7 6' HT WOOD FENCE



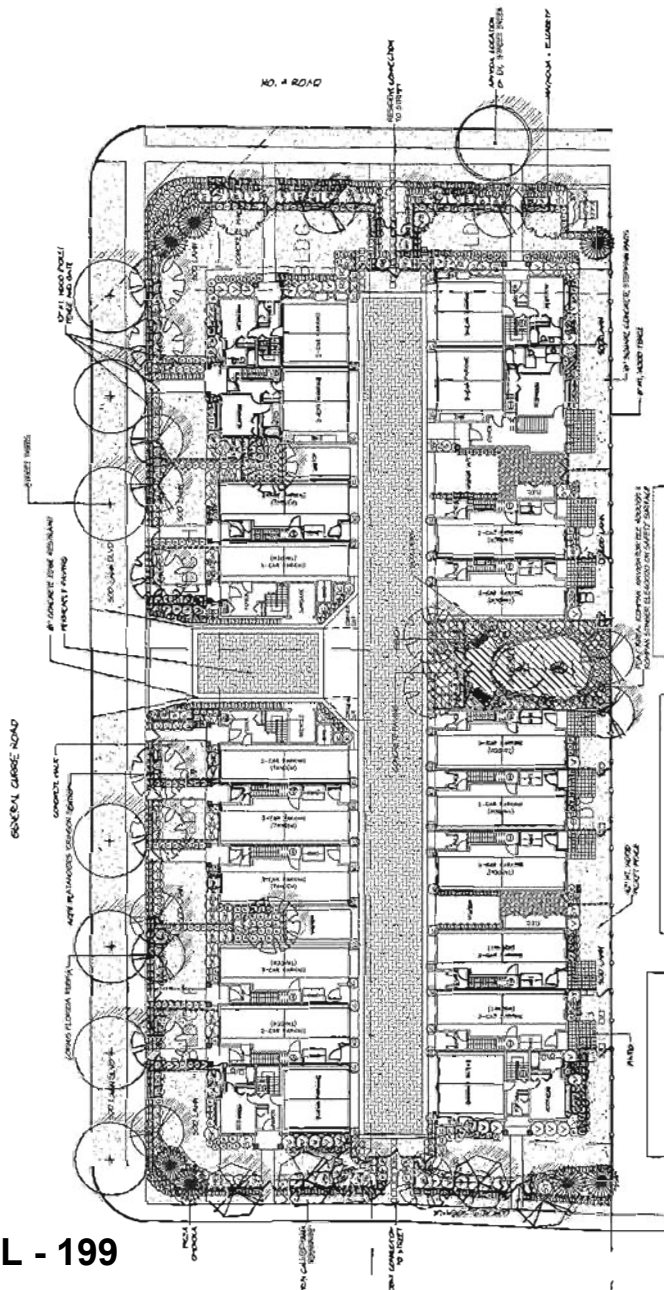
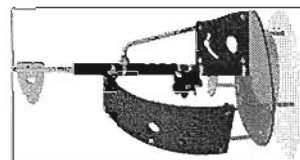
42" HT WOOD FENCE

[illegible]

CNCL - 199



KOMPAN STINGER ELE40020





City of Richmond

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

Development Application Data Sheet

RZ 11-582929

Address: 7451 and 7471 No. 4 Road, No Access Property on General Currie Road and Lane to be Closed

Applicant: Matthew Cheng Architect Inc.

Planning

Area(s): City Centre – McLennan South Sub-Area (Schedule 2.10D)

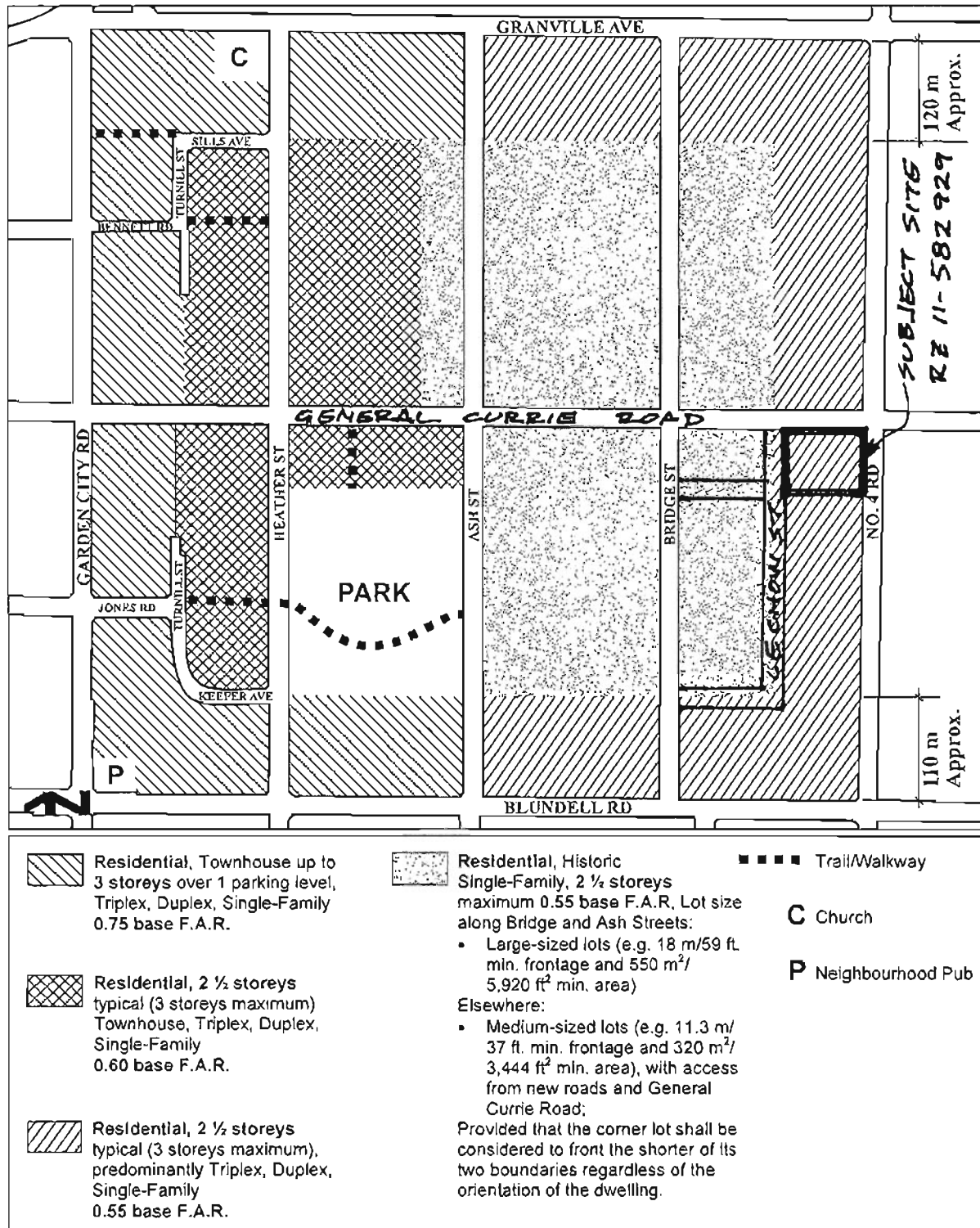
	Existing	Proposed
Civic Address:	7451 No. 4 Road 7471 No. 4 Road	To Be Determined
Owner or Applicant:	Matthew Cheng Architect Inc.	No Change
Site Size (m ²):	3,537.6m ²	3,471.1m ²
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential 2 1/2 –stories typical (3 stories maximum), predominately Triplex, Duplex, Single-Family 0.55 base FAR	No Change
Zoning:	Residential Single Detached, (RS1/B) for 7451 No. 4 Road Residential Single Detached, (RS1/F) for 7471 No. 4 Road	Medium Density Townhouses (RTM3) Permits Townhouses at 0.70 F.A.R. with a contribution to the Affordable Housing reserve Fund
Number of Units:	1 Single-Family Dwelling per lot	20 Townhouse Units on a consolidated lot.

	Bylaw Requirements	Proposed	Variance
Density (FAR):	Site Area = 3,471.1m ² (0.70 FAR) = 2,429.8m ² Max.	2,415.3m ² (0.70 FAR)	none permitted
Lot Coverage – Building:	40% Max.	38.9%	none
Lot Width (Min.):	50.0m	39.7m	10.3m
Lot Depth (Min.):	95.75m	35.0m	none
Lot Size (Min.):	No area requirements	3,471.1m ²	none
Setback: No. 4 Road	6.0m Min.	7.0m	none
Setback: General Currie Road	6.0m Min.	6.00m	none

	Bylaw Requirements	Proposed	Variance
Setback: LeChow Street	6.0m Min.	6.0m	none
Setback: Side and Rear Yard:	3.0m Min.	3.0m	none
Height:	12.0m and no more than 3 stories maximum	10.72m and 3 stories	none
Minimum off-street Parking Requirements:	28 Resident <i>plus</i> 4 Visitor 32 spaces minimum	40 Resident <i>plus</i> 4 Visitor 44 spaces	none
Tandem Parking Spaces:	No tandem parking for townhouses	16 units x 2 = 32 spaces	Required for tandem stalls for townhouse development.
Amenity Space – Indoor:	70 m ² or cash-in-lieu payment	Cash-in-lieu payment of \$21,000.00	none
Amenity Space – Outdoor:	6 m ² minimum per unit x 20 units = 120m ²	144.0m ²	none

City of Richmond

Land Use Map

Bylaw 7892
2005/04/18

Note: Sills Avenue, Le Chow Street, Keefer Avenue, and Turnmill Street are commonly referred to as the “ring road”.

Exert from the June 21, 2012 meeting minutes of the Agricultural Advisory Committee

Development Proposal – ALR Buffer/Adjacency (7451/7471 No. 4 Road)

City staff provided an overview of the proposed development and ALR buffer scheme for the low-density townhouse project. The proposed setback area for townhouse buildings along No. 4 Road ranges from 7 to 9 m and will be planted with a combination of trees, shrubs and hedging. This landscape treatment generally will wrap around the corner (along the future General Currie Road). Further refinement of the landscape plan will be undertaken as part of the forthcoming Development Permit application. The ALR buffer will be secured through an appropriate legal agreement and bonding. Members commented that the vacciniums (variety of Blueberry shrub) be removed and replaced with another suitable planting to remove potential spread of harmful viruses to plants in neighbouring agricultural areas.

The AAC moved and seconded the following motion:

*That the AAC supports the preliminary ALR landscape buffer.
Carried Unanimously*

Catherine MacDonald Inc.
1398 Paisley Road
North Vancouver, BC
V7R 1C3
604.904.0302
catherine@catherinemacdonald.com

REFER TO ARBORIST REPORT.

USE DIMENSIONS; DO NOT SCALE PLAN.

DIMENSION PROTECTION BARRIERS AS SHOWN AND FOLLOW TECHNICAL GUIDELINES AS PER CITY OF VANCOUVER.

THREE PROTECTION BARRIERS TO BE AT
LEAST 1.2M IN HEIGHT AND CONSTRUCTED
OF EITHER SNOW FENCING SECURELY

FASTENED TO METAL OR WOOD STAKES
SPACED NO FURTHER THAN 1M APART, OR
PLYWOOD NAILED TO WOODEN
STAKES, OR OTHER FORM OF BARRIER
SATISFACTORY TO THE CITY STAFF.

NO ENTRY OF ANY KIND SHALL OCCUR WITHIN THE TPA (FREE PROTECTION AREA). THIS INCLUDES PEOPLE, MATERIALS OR EQUIPMENT STORAGE OF ANY KIND, VEHICLE TRAFFIC OR PARKING.

ALL LANDSCAPE/TREE WORK TO CONFORM TO THE BC LANDSCAPE STANDARD (7TH EDITION) AS A MINIMUM. ALL TREE WORK TO CONFORM TO THE STANDARDS OF THE (ISA) INTERNATIONAL SOCIETY OF ARBORICULTURE.

CONSULT PROJECT ARBORIST OR CITY STAFF IF IN DOUBT ABOUT ANY TREE ISSUE.

DEMOTES TREE TO
BE REMOVED.

DO NOT REMOVE ANY TREE WITHOUT PERMIT.



ISSUED: 29 October 2012
SCALE: 1:400m
11" x 17" SHEET @ 100%

FUJIN

TREE PROTECTION PLAN
7471 No. 4 Road
Richmond, BC

CNCL - 204

LE CHOW STREET (NOT CONSTRUCTED)

GENERAL CURRIE ROAD

NOT CONSTRUCTED)

install-Protection-fencing-along boundary of site

No. 4 ROAD

#7451 No 4 Road

#7471 No 4 Road

Some of these trees owned by neighbour or co-owned with neighbour.
Obtain written permission for removal.

(NOT CONSTRUCTED)

**Conditional Zoning Requirements
7451 and 7471 No. 4 Road,
No Access Property on General Currie Road and
Lane to be Closed
RZ 11-582929**

Prior to final adoption of Zoning Amendment Bylaw 8968, the developer is required to complete the following:

1. The developer shall be required to enter into a purchase and sale agreement with the City for the acquisition of approximately 113.8 m² (1,225 ft²) of surplus road, identified in "Schedule A", which is currently City owned property. The primary business terms of the PSA shall be approved by Council as outlined in the staff report by Real Estate Services.
2. Consolidation of all the lots into one development parcel.
3. The discharge of covenants BP294007 and BP294008.
4. A 2.0 metre road dedication along the entire No. 4 Road frontage, including a 4.0 metre by 4.0 metre corner cut at the corner of No. 4 Road and General Currie Road affecting the north east corner of 7451 No. 4 Road.
5. A 4.0 metre by 4.0 metre corner cut at the corner of LeChow Street and General Currie Road affecting the north west corner of 7451 No. 4 Road.
6. Along the west property line of 7471 No. 4 Road, a land dedication of 10.0 metres starting at the north property line, tapering to 9.0 metre land dedication at the south property line.
7. 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.
8. Registration of a flood indemnity covenant on title.
9. Registration of a legal agreement on title to ensure that landscaping planted along No. 4 Road is being provided as a buffer to adjacent agricultural lands, is maintained and will not be abandoned or removed.
10. Registration of a legal agreement prohibiting the conversion of the Tandem Parking area into habitable space.
11. Contribution of \$50,000.00 toward the installation of a new traffic light at the corner of No. 4 Road and General Currie Road.
12. Contribution of \$21,000.00 in-lieu of on-site indoor amenity space to go to the Recreation Facility Reserve fund.
13. Contribution of \$19,876.00 in-lieu of providing public art to the development on the subject site to go to the Public Art Reserve fund.
14. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$52,307.00) to the City's Affordable Housing fund.
15. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
16. Enter into a Servicing Agreement* for the design and construction of road and frontage works along No. 4 Road, General Currie Road and LeChow Street. Works include, but may not be limited to:
 - a) No. 4 Road – from the property line (after land dedication) heading east;
 - 1.5m wide concrete sidewalk;
 - 1.5m tree and grass boulevard;
 - Concrete curb and gutter; and

- Road paving to match existing pavement.
- b) General Currie Road – from the north property line heading north;
 - 2.0m wide concrete sidewalk;
 - 4.3m wide tree and grass boulevard;
 - Concrete curb and gutter; and
 - Connecting to works done for SA05-313234 to the west. Road paving to 11.2m wide pavement at No. 4 Road, tapering at 30:1 down to a minimum of 6m width (if appropriate). Curb and gutter at both the north and south ends with the north curb ending at the curb return.
- c) LeChow Street – from the property line (after land dedication) heading west;
 - 1.5m wide concrete sidewalk;
 - 1.6m wide tree and grass boulevard;
 - Concrete curb and gutter;
 - Road paving to the extent of the dedicated area; and
 - Full utility servicing needs to be established including water, storm, and sanitary sewer to the southern edge of LeChow Street.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Design of the outdoor amenity area, including the play area.
2. Overall appropriateness of the landscaping plan, including landscaping along the No. 4 Road side to facilitate a buffer to the agricultural lands across No. 4 Road.
3. Manoeuvrability of larger vehicles (SU-9) within the site and accessing to and from No. 4 Road.
4. Form and Character of the townhouse units and how they address adjacent properties.
5. Identify unit(s) to allow easy conversion for Universal access.

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

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

Note:

* This requires a separate application.

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

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

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

- 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 signed on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8968 (RZ 11-582929)
7451 AND 7471 NO. 4 ROAD
NO ACCESS PROPERTY ON GENERAL CURRIE ROAD AND
LANE TO BE CLOSED**

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 area identified in "Schedule A attached to and forming part of Bylaw 8968" and by designating it "**MEDIUM DENSITY TOWNHOUSE (RTM3)**".
2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8968**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

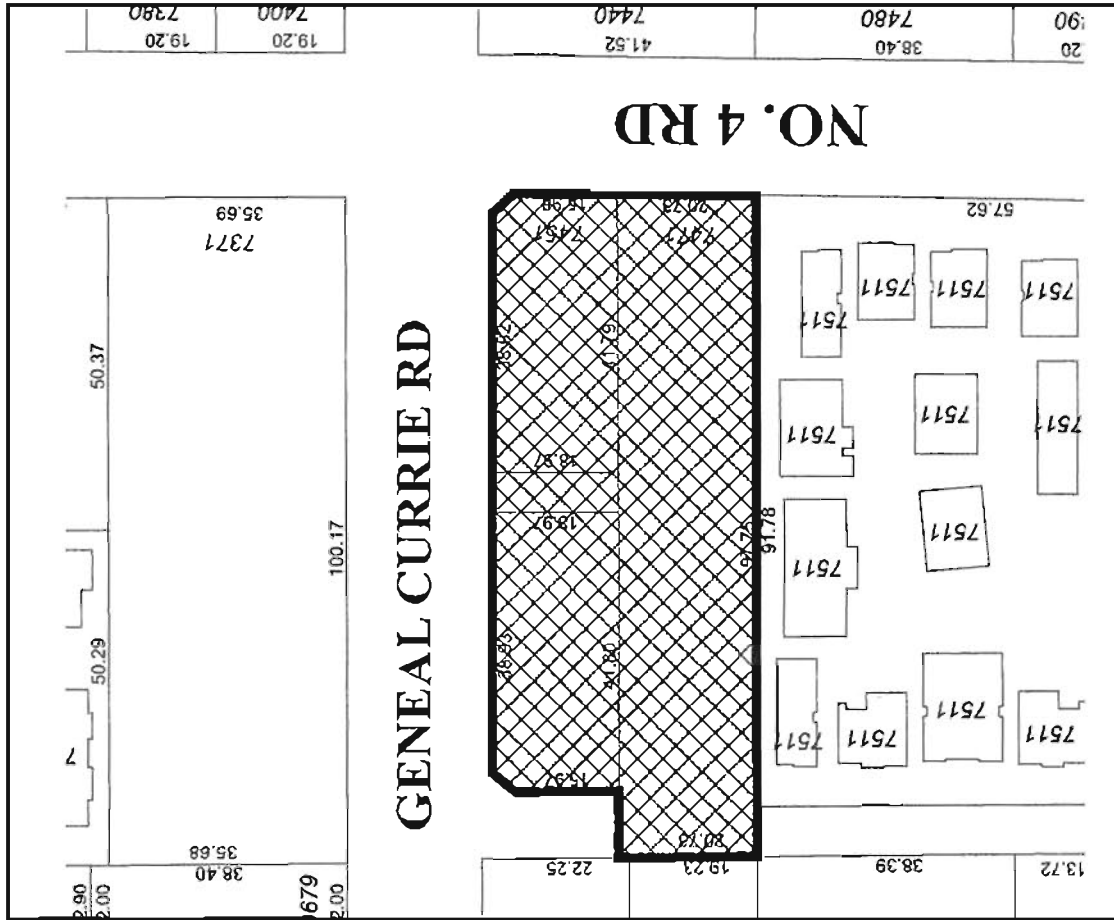
OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

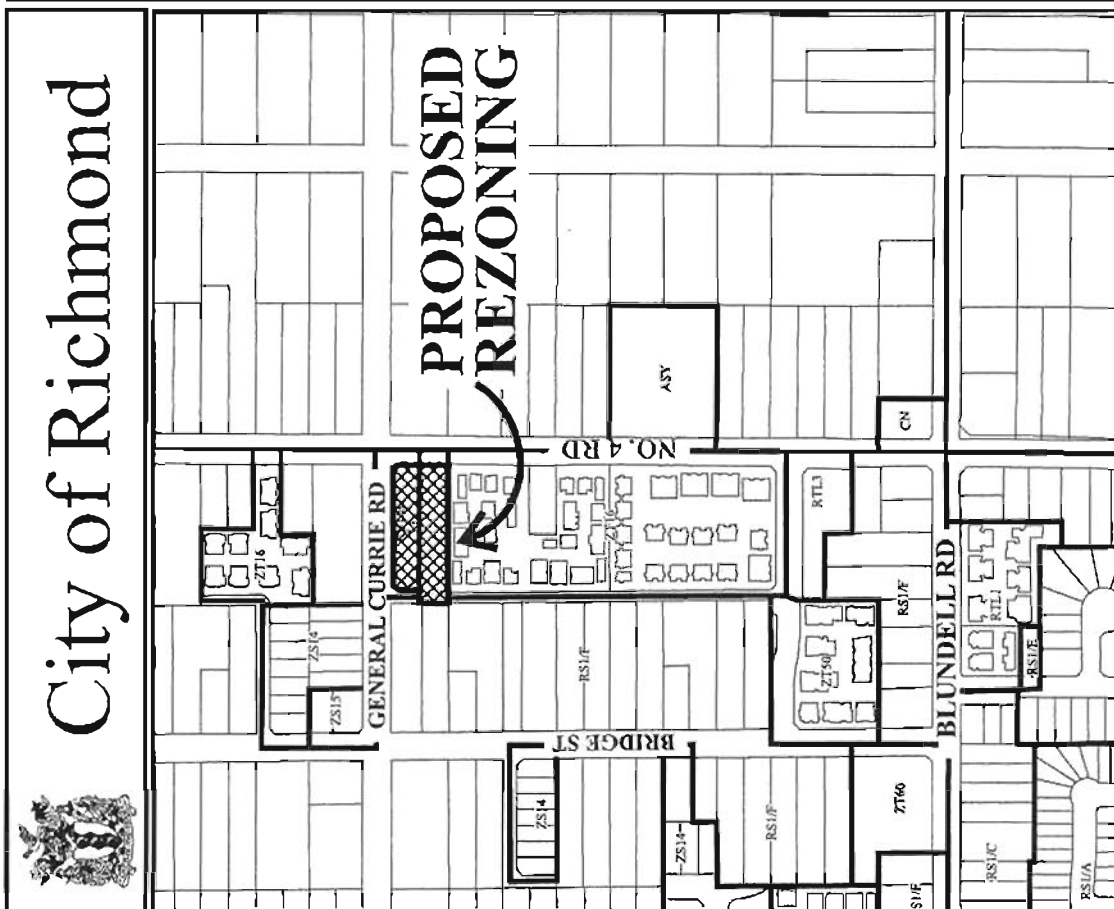
CORPORATE OFFICER





Original Date: 07/20/11
Revision Date: 11/02/12
Note: Dimensions are in METRES

RZ 11-582929



City of Richmond



City of Richmond

Report to Committee Planning and Development Department

TO RUN - NOV 20 2012

To: Planning Committee
From: Wayne Craig
Director of Development

Date: October 23, 2012
File: RZ 12-617436


Re: Amendment to Single-Family Lot Size Policy 5467 in Section 23-4-7
Application by Vanlux Development Inc. for a Rezoning at 4691, 4731 and 4851
Francis Road from Single Detached (RS1/E) and Land Use Contract (LUC061) to
Single Detached (ZS21) - Lancelot Gate (Seafair)

Staff Recommendation

1. That Single-Family Lot Size Policy No. 5467 in Section 23-4-7, adopted by Council on March 15, 1999, be amended to exclude those properties fronting Francis Road between Lancelot Gate and Railway Avenue as shown on **Attachment 4** to the report dated October 23, 2012, from the Director of Development.
2. That the provisions of "Land Use Contract 061" be discharged from 4851 Francis Road and that Bylaw 8965, to create "Single Detached (ZS21) – Lancelot Gate (Seafair)", and for the rezoning of 4691, 4731 and 4851 Francis Road from "Single Detached (RS1/E) and Land Use Contract (LUC061)" to "Single Detached (ZS21) – Lancelot Gate (Seafair)", be introduced and given first reading.


Wayne Craig
Director of Development
(604-247-4625)

WC:el
Att. (11)

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

Staff Report

Origin

Vanlux Development Inc. has applied to rezone a 3,613 m² (38,891 ft²) site consisting of three (3) lots located at 4691, 4731 and 4851 Francis Road (**Attachment 1**) from Single Detached (RS1/E) and Land Use Contract (LUC061) to Single Detached (ZS21) – Lancelot Gate (Seafair) for the purpose of creating five (5) single-family lots approximately 15.3 m (50 ft.) wide (**Attachment 2**).

This application requires an amendment to the existing Single-Family Lot Size Policy 5467 (**Attachment 3**), which has been in effect for over five years. Prior to being able to consider this rezoning application, the existing Single-Family Lot Size Policy 5467 must be amended to allow properties fronting Francis Road between Lancelot Gate and Railway Avenue to be excluded from the Policy (**Attachment 4**).

Background

On December 10, 2010, the developer submitted a Rezoning application (RZ 10-555932) to rezone the subject site to Medium Density Townhouses (RTM1) in order to develop a 19-unit townhouse complex on site.

On April 5, 2011, prior to a staff report being presented to Planning Committee for review, a group of residents from the Lancelot Gate Subdivision made a delegation to the Committee opposing the proposed townhouse development.

On June 10, 2011, the developer withdrew the townhouse application (RZ 10-555932) in response to the feedback from the area residents.

The developer has worked with the area residents on various development scenarios in the past year and gotten support from the immediate neighbours on the proposed 5-lot subdivision. An e-mail from the resident group can be found in **Attachment 5**. The requests from the area residents are summarized below with responses to the requests provided in *italics*.

1. A 10.0 m rear yard setback on the new lot.
A provision to require a minimum 10.0 m rear yard setback is included in the proposed site specific zone.
2. Maximum lot elevation and building height, including any required increases in lot elevation, to be “basically” match those of immediately adjacent homes to the north.
The provisions related to building height in the proposed site specific zone is exactly the same as in the Single Detached (RS1/E) zone of the adjacent properties to the north. Any grade manipulation will be abided by the zoning bylaw. Perimeter drainage will be required at the Building Permit stage.

3. Lot coverage to be limited to between 2,800 and 3,000 square feet.

A provision to limit the lot coverage for buildings to the lower of 40% of the lot area or 278.7 m² (3,000 ft²) is included in the proposed site specific zone.

Related Policies & Studies

OCP Designation

The Official Community Plan's (OCP) Specific Land Use Map designation for this property is "Low-Density Residential".

Lot Size Policy 5467

The subject property lies within an area affected by Single-Family Lot Size Policy 5467, which was adopted by Council on March 15, 1999 (**Attachment 3**). This Policy currently restricts rezoning and subdivision of properties along Francis Road to Single Detached (RS2/E) except for 4271, 4415/4417, and 4731 Francis Road (one of the subject properties), in which case Single Detached (RS2/C) is permitted. These lots were identified in the Policy because these are the only lots that were wide enough for a two (2) lot subdivision under the Single Detached (RS2/C) zone without a land assembly.

Arterial Road Redevelopment and Lane Establishment Policies

The subject site is not specifically identified for development on the arterial road maps in the existing OCP or the proposed new OCP. The subject application is being brought forward for consideration based on its own merits because it doesn't involve compact single-family or coach house lots with a lane nor a townhouse proposal.

Part 1 – Proposed Amendment to Lot Size Policy 5467

The proposed amendment to Lot Size Policy 5467 (**Attachment 4**) would exclude properties fronting Francis Road between Lancelot Gate and Railway Avenue from the current policy area.

Consultation

In September 2012, a letter regarding the proposed amendment to Lot Size Policy 5467 in Section 23-4-7 (**Attachment 6**) was sent to the owners and residents of all properties within the policy area. There have been no concerns expressed by the owners/residents about the proposed amendment and single-family subdivision.

A separate letter (**Attachment 7**) to the owners and residents of all properties within the Lancelot Gate Subdivision (see **Attachment 8** for consultation area) was also sent out in September 2012 to notify the area residents of the single-family subdivision proposal. One telephone call was received and concern regarding parking on the local street was expressed. Staff explained to the resident that the parking requirements for the proposed new single-family lots will be the same as those for the existing single-family development within the neighbourhood (i.e., two (2) parking spaces per lot); additional parking could be provided on the driveway onsite.

Staff Comments

The current Lot Size Policy 5467 permits one (1) of the three (3) lots within the subject site (4731 Francis Road) to be rezoned and subdivided as per Single Detached (RS2/C) (minimum 13.5 m wide frontage). With a lot width of 40.2 m, 4731 Francis Road is 0.3 m short for a three (3) lot subdivision. Under the current Lot Size Policy 5467, there is no development potential for 4691 Francis Road (zoned RS1/E) and 4851 Francis Road (in LUC 061).

The applicant is proposing to rezone the subject site to allow the three (3) existing lots to subdivide into five (5) single family lots, each with a lot width of approximately 15.0 m (50 ft.). Due to the deep length of the subject site, the sizes of the proposed lots (range from 671.4 m² to 750.3 m²) are well beyond the minimum lot area requirement of 550 m² under the RS1/E zone, which is the zoning for the adjacent single-family developments to the north and west.

Although the proposal is not consistent with the minimum lot size (width) supported in the Single-Family Lot Size Policy, it is consistent with the overall intent of the OCP and the intent of Lot Size Policy 5467 to allow larger lots fronting on Francis Road to be subdivided into 13.5 m wide lots. The rezoning is also consistent with Council's desire to replace a Land Use Contract with zoning.

Proposed Single Detached (ZS21) – Lancelot Gate (Seafair)

A site specific zone is being proposed for the subject site in order to incorporate the specific rear yard setback (10.0 m) and maximum lot coverage for buildings request from the neighbours. The proposed Single Detached (ZS21) – Lancelot Gate (Seafair) zone is drafted based on the current Single Detached (RS2/C) and Single Detached (RS2/E) zones to ensure compatibility to the adjacent single-family developments.

Typically, a 9.0 m front yard setback is required for RS2/C lots fronting on an arterial road. However, due to the increase of rear yard setback, a reduced front yard setback to a single storey garage is proposed.

Please see the table below for a comparison among the three (3) different single-family residential zones:

	Single Detached (RS2/E)	Single Detached (RS2/C)	Proposed Site Specific Residential (Single Detached) Zone
Front Yard Setback	6.0 m	9.0 m (where the driveway access is on an arterial road)	<i>9.0 m (except that a single story garage attached to the principal building maybe located in the front yard but no closer than 6.0 m to the front lot line)</i>
Interior Side Yard Setback	1.8 m to 2.0 m	1.2 m	1.2 m

Cont.	Single Detached (RS2/E)	Single Detached (RS2/C)	Proposed Site Specific Residential (Single Detached) Zone
Rear Yard Setback	6.0 m	6.0 m	<i>10.0 m</i>
Minimum Width	18.0 m	13.5 m	13.5 m
Minimum Lot Area	550 m ²	360 m ²	550 m ²
Lot Coverage for Buildings	45%	45%	<i>45%, but no greater than 278.7 m² (3,000 ft²)</i>
Lot Coverage for Landscaping with Live Plant Material	30%	25%	30%

All other provisions under the three (3) zones, including Permitted Uses, Permitted Density, Permitted Heights, and On-Site Parking, are identical.

Analysis

Option 1: Retain the existing Single Family Lot Size Policy 5467 (*Not Recommended*).

Under this option:

- No subdivision potential for properties fronting Francis Road between Lancelot Gate and Railway Avenue except for a 2-lot split at 4731 Francis Road.
- No Affordable Housing contributions will be provided; 4731 Francis Road can be subdivided into two (2) lots under the current RS1/E zone; no rezoning is required.
- 4851 Francis Road remains in LUC061; where limited provisions are included to control the massing of the dwellings.
- No road dedication will be provided along Francis Road for future road widening at the Francis Road/Railway Avenue intersection.
- No infrastructure upgrades or frontage improvements along the frontage will be provided by the developer since no rezoning is required for the 2-lot subdivision at 4731 Francis Road.
- No additional rear yard setback or reduced lot coverage for buildings, as requested by the neighbours to the north.

Option 2: Amend Lot Size Policy 5467 to exclude those properties fronting Francis Road between Lancelot Gate and Railway Avenue (*Recommended*).

Under this option:

- Rezoning and subdivision of properties along Francis Road between Lancelot Gate and Railway Avenue would be based on its own merit.
- LUC061 at 4851 Francis Road will be discharged and replaced with zoning, where building height and massing, front and rear yard setbacks, as well as lot coverage for building and landscaping will be controlled by zoning.
- Landscaping in the front yards of the newly created lots will be reviewed by staff as landscape plans are required for arterial road developments.
- Infrastructure upgrades, frontage improvements, and road dedication for future road widening will be provided through rezoning.
- Affordable Housing will be provided through rezoning of the site.
- Additional rear yard setback on the proposed lots and reduced lot coverage for buildings will be required through rezoning, as requested by the owners and residents of the adjacent properties to the north.
- The amended Single-Family Lot Size Policy 5467 would be implemented for a minimum of five (5) years (to 2017).
- The rest of the properties on the block would have no subdivision potential on an individual basis.

Part 2 – Proposed Rezoning of 4691, 4731 and 4851 Francis Road

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 9**).

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), a linear railway right-of-way, and then Railway Avenue.

To the South: Across Francis Road, a low-density townhouse complex in Land Use Contract (LUC009).

To the West: Existing single-family homes on lots zoned Single Detached (RS1/E) fronting Francis Road.

Staff Comments

Tree Preservation and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application; 22 bylaw-sized trees on site were identified and assessed.

Tree Removal

One (1) Maple tree and 20 fruit trees (17 Cherry, 2 Plum and 1 Apple) are identified for removal. These trees all have either existing structural defects (previously topped, upper canopy cavities or inclusions) and/or are in visible decline. In addition, the City's Tree Preservation Coordinator concurred with the Arborist's recommendations to remove a 25 cm cal Norway Maple tree that would be impacted by the driveway and grade changes. Based on the 2:1 tree replacement ratio goal stated in the OCP, 42 replacement trees are required. Based on the size requirements for replacement trees in the Tree Protection Bylaw No. 8057, replacement trees with the following minimum calliper sizes are required:

# Trees to be removed	dbh	# of replacement trees required	Min. calliper of deciduous tree	or	Min. height of coniferous tree
11	20-30 cm	22	6 cm		3.5 m
3	31-40 cm	6	8 cm		4.0 m
2	41-50 cm	4	9 cm		5.0 m
2	51-60 cm	4	10 cm		5.5 m
3	60 cm +	6	11 cm		6.0 m

In order to ensure that the proposed replacement trees will be planted and that the front yard of the lot will be enhanced, a Landscape Plan, prepared by a registered landscape architect, and a landscaping security, based on 100% of the cost estimates provided by the landscape architect, must be submitted prior to final adoption of the rezoning bylaw. The landscape plan should comply with the guidelines of the Official Community Plan's Arterial Road Redevelopment Policy and include a landscape area in the front yard as well as 42 replacement trees (a mix of coniferous and deciduous). If replacement trees cannot be accommodated on-site, cash-in-lieu (\$500/tree) for off-site planting would be required.

Tree Retention on Site

A 50 cm cal Red Maple tree located along the Francis Road street frontage is in good condition. Since this tree is located along the periphery of the site retention is more feasible. A Tree Survival Security to the City in the amount of \$2,000 is required to ensure that the Red Maple tree will be protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later subject to inspection.

Neighbouring Trees

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 proposed on site (see Tree Retention Plan in **Attachment 10**). As a condition to rezoning, the applicant is required to submit proof of contract with a Certified Arborist to monitor all works to be done near or within all tree protection zones.

Site Servicing

No servicing concerns. As a condition of rezoning, the developer is required to dedicate a 2.0 m wide strip of property along the south property line of the site, up to 70.0 m measured from the Railway Avenue intersection stop bar eastbound.

The developer is also required to enter into a standard Servicing Agreement for the design and construction of frontage improvements from the west property line of the site to Railway Avenue. The improvements to include, but not limited to: 1.5 m concrete sidewalk at the new north property line of Francis Road with grass and treed boulevard between the new sidewalk and the existing curb. Improvements should also include new curb and gutter as well as a standard wheelchair ramp at the curb return. Existing signal pole will also need to be relocated. Please see Rezoning Considerations (**Attachment 11**) for details.

Vehicle Access

Vehicle accesses to the new lots are to be from Francis Road; individual driveways are to be paired and designed to City standards (i.e., 5.0 m wide and a minimum distance of 1.0 m flare to flare).

Registration of a Restrictive Access Covenant is required to ensure that the individual driveways are designed to permit vehicles to turn around onsite, in order that vehicles do not back out onto Francis Road.

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 Servicing costs.

Affordable Housing

The Richmond Affordable Housing Strategy requires a secondary suite to be contained in the future dwelling on-site or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for this single-family rezoning application.

The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area for single-family developments (i.e. \$17,682.29). Should the applicant change their mind about the Affordable Housing option selected to providing a legal secondary suite on three (3) of the five (5) future lots at the subject site, the applicant will be required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of

the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement will be a condition of rezoning adoption. This agreement will be discharged from Title on the lots without the secondary suite, at the initiation of the applicant, after the requirements are satisfied.

Floodplain Management Implementation Strategy

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

Analysis

The developer replaced the original 19-unit townhouse development proposal with this new five (5) single-family lot subdivision (with a large rear yard setback) in response to the feedback of the area residents. The proposed land use, site layout, and building massing relates to the surrounding neighbourhood context. There were no opposition letters received while an e-mail in support of the revised proposal was submitted.

The rezoning of the site would replace Land Use Contract (LUC061) on 4851 Francis Road with zoning and would create a more coherent streetscape along Francis Road. In addition, the proposed development would provide the neighbourhood with a new sidewalk and boulevard to the Railway Avenue intersection and enable future road widening on Francis Road.

Financial Impact or Economic Impact

None.

Conclusion

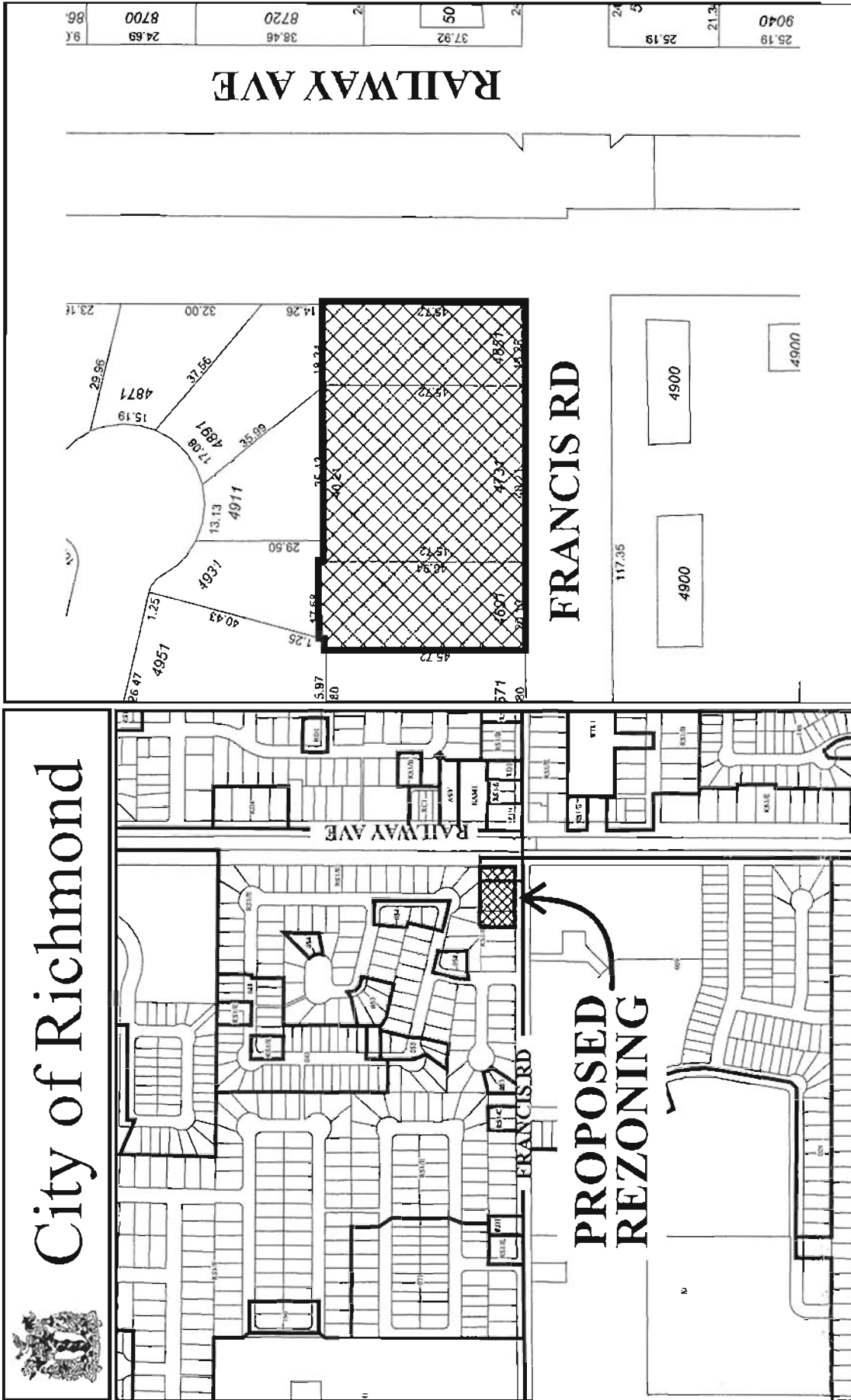
The proposed rezoning application to create five (5) new single-family lots is appropriate in the existing single-family residential neighbourhood along Francis Road. An amendment to Lot Size Policy 5467 to exclude those properties fronting Francis Road between Lancelot Gate and Railway Avenue is also being proposed in order to allow rezoning and subdivision in accordance with Single Detached (ZS21) – Lancelot Gate (Seafair) be considered on its own merit. The list of rezoning considerations is included as **Attachment 11**, which has been agreed to by the applicant (signed concurrence on file).

Based on consideration of the development proposal and public consultation, staff recommends approval of the Lot Size Policy amendment and rezoning application.



Edwin Lee
Planner I
(604-276-4121)
EL: kt

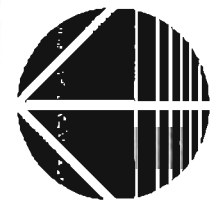
- Attachment 1: Location Map
- Attachment 2: Conceptual Subdivision Layout
- Attachment 3: Existing Lot Size Policy 5467
- Attachment 4: Proposed Amended Lot Size Policy 5467
- Attachment 5: Support Letter from Area Residents
- Attachment 6: Consultation Letter to Properties within Lot Size Policy 5467
- Attachment 7: Notification Letter to Properties within Lancelot Gate Subdivision
- Attachment 8: Consultation Area
- Attachment 9: Development Application Data Sheet
- Attachment 10: Tree Preservation Plan
- Attachment 11: Rezoning Considerations Concurrence



City of Richmond



CNCL - 221



RZ 12-617436

Original Date: 08/22/12

Revision Date: 10/16/12

Note: Dimensions are in METRES



RZ 12-617436

Original Date: 08/22/12

Amended Date:

Note: Dimensions are in METRES

PROPOSED SUBDIVISION PLAN OF PART OF SECTION 23 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT

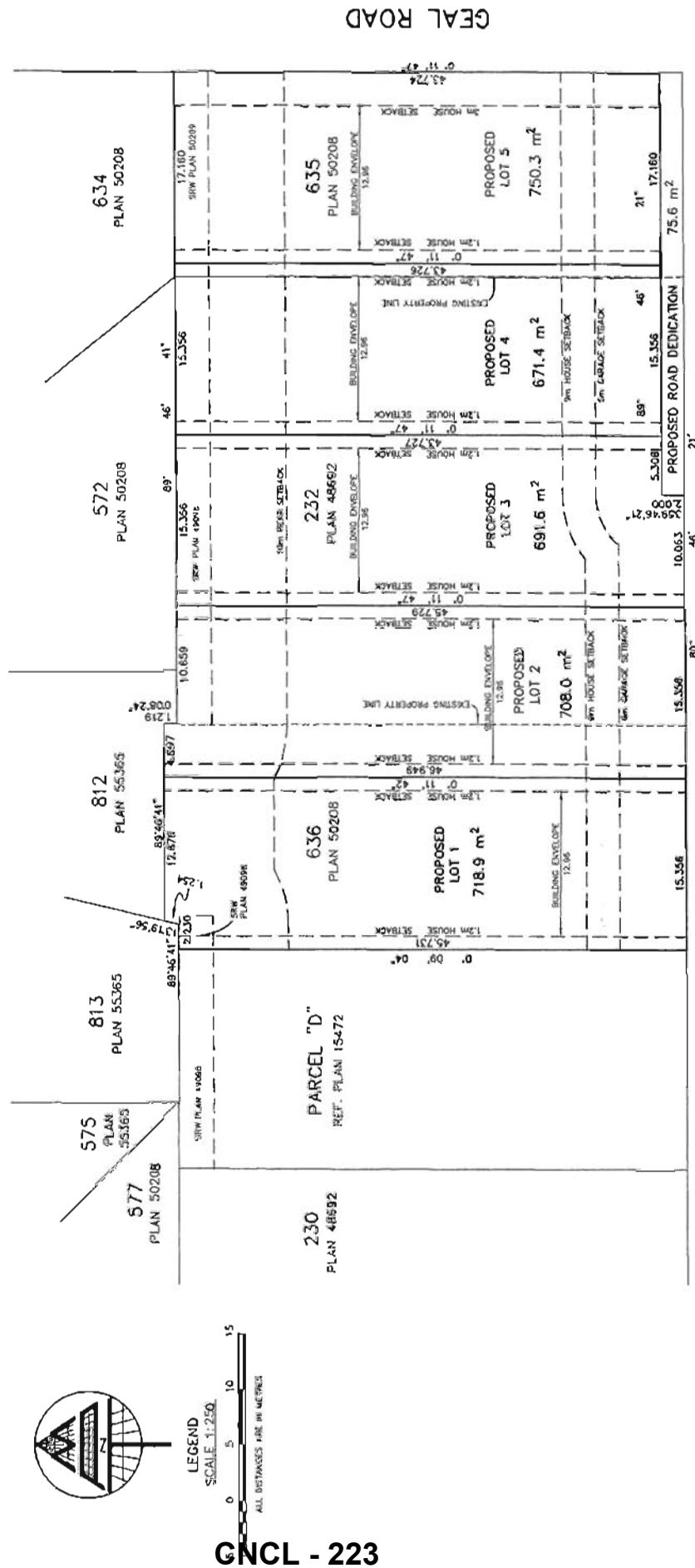
PARCEL IDENTIFIER (PID): LOT 636: 003-992-357
LOT 232: 003-437-841
LOT 635: 003-586-570

CIVIC ADDRESSES:

LOT 636: #4691 FRANCIS ROAD
LOT 232: #4731 FRANCIS ROAD
LOT 635: #4851 FRANCIS ROAD
RICHMOND, B.C.

LANDS DEALT WITH:

LOT 636 Sec 23 Bk4N R7W NWD PLAN 50208
LOT 232 Sec 23 Bk4N R7W NWD PLAN 48692
LOT 635 Sec 23 Bk4N R7W NWD PLAN 50208



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FAX: 604-276-4137
CADFILE: 16509-PRD-SUB.DWG
R-12-16509-PRD-SUB

**City of Richmond****Policy Manual**

Page 1 of 2

Adopted by Council: March 15, 1999

POLICY 5467

File Ref: 4430-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-4-7**POLICY 5467:**

The following policy establishes lot sizes in Section 23-4-7, located in the area **fronting the north side of Francis Road, between Railway Avenue and No. 1 Road:**

1. That the properties fronting the north side of Francis Road, between Railway Avenue and No. 1 Road in Section 23-4-7, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the exception:
 - (a) that three lots, as shown cross-hatched on the accompanying plan, be permitted to rezone and subdivide as per Single Detached (RS2/C); and
 - (b) that existing duplexes be eligible to split into two lots provided that each new lot meets the requirement of Single Detached (RS2/B), and there is a lane or internal road access.

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications, for a period of not less than five years, unless amended according to Richmond Zoning Bylaw 8500.

Duplexes are eligible to be split into two lots as per **RS2/B** **provided** there is a lane or internal road access



Policy 5467
Section 23, 4-7

Amended Date:

PROPOSED POLICY



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: March 15, 1999

POLICY 5467

File Ref: 4430-00

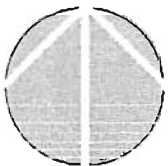
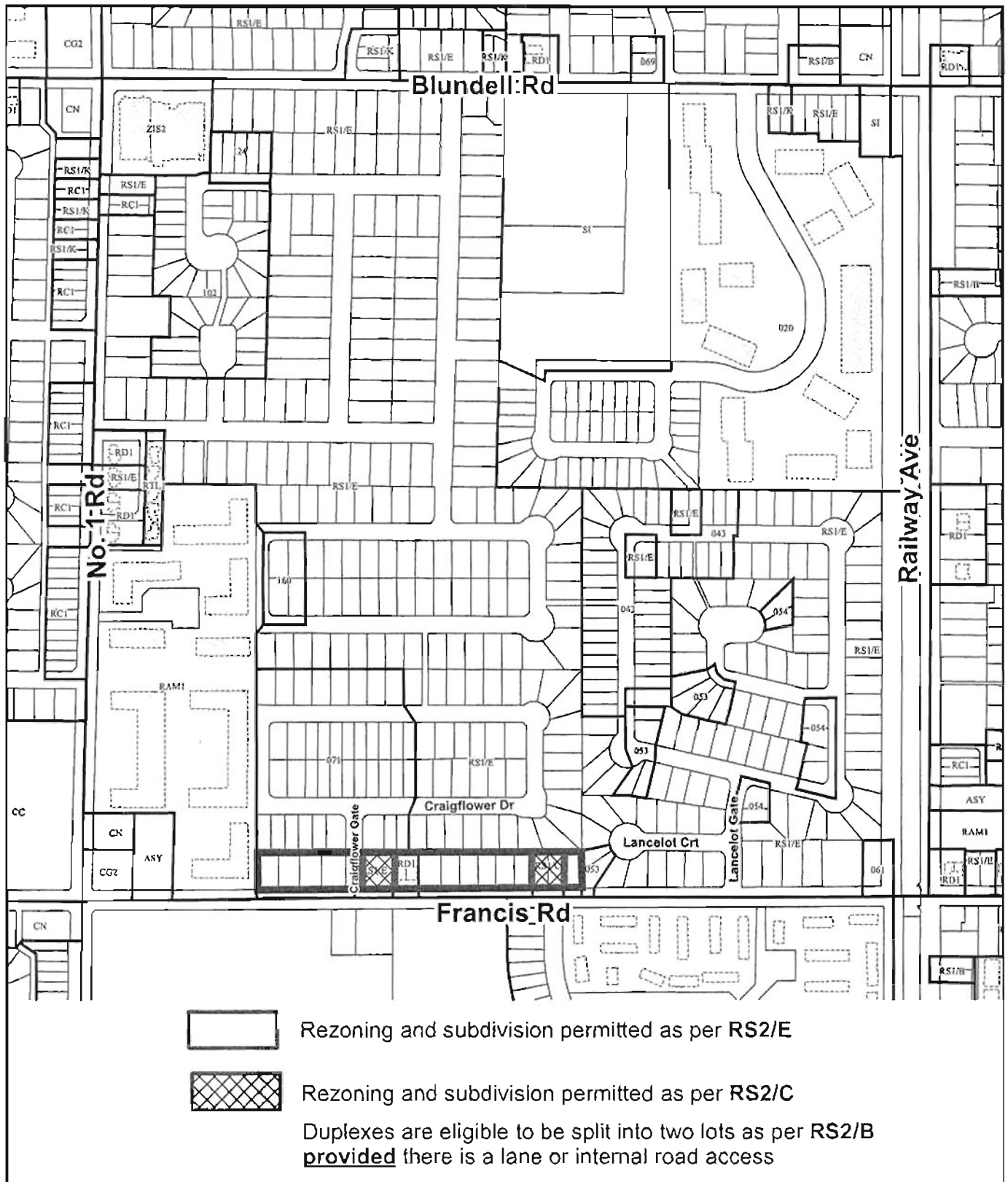
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-4-7

POLICY 5467:

The following policy establishes lot sizes in Section 23-4-7, located in the area **fronting the north side of Francis Road, between Railway Avenue and No. 1 Road**:

1. That the properties fronting the north side of Francis Road, between Railway Avenue and No. 1 Road in Section 23-4-7, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS2/E) in Richmond Zoning Bylaw 8500, with the exception:
 - (a) that two lots, as shown cross-hatched on the accompanying plan, be permitted to rezone and subdivide as per Single Detached (RS2/C); and
 - (b) that existing duplexes be eligible to split into two lots provided that each new lot meets the requirement of Single Detached (RS2/B), and there is a lane or internal road access.

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications, for a period of not less than five years, unless amended according to Richmond Zoning Bylaw 8500.



Proposed Amended Policy 5467 Section 23, 4-7

Adopted Date: 03/15/99

Amended Date:

Lee, Edwin

From: John & Sharon [jsparrott@shaw.ca]
Sent: Thursday, 28 June 2012 11:28
To: Lee, Edwin; Johnston, Sheila
Cc: 'Nelia Busayong'; 'Mauvomeen Suttie'; 'MacDonald, Dave & Laurie'; 'Ellen Leung'; raympho@hotmail.com; 'Denny Lee'; joanne4911@shaw.ca; 'Jim Donaldson'; 'Carlo & Au'; info@vanluxdevelopment.com
Subject: Re RZ10-555932, 4691, 4731, 4851 Francis Rd.
Attachments: Francis Road
Categories: Red Category

To Edwin Lee, City Planning Dept; CC to Peter, Tioco, President, Van Lux Development Inc., CC to City Planning Committee attn Bill McNulty, Chairman.

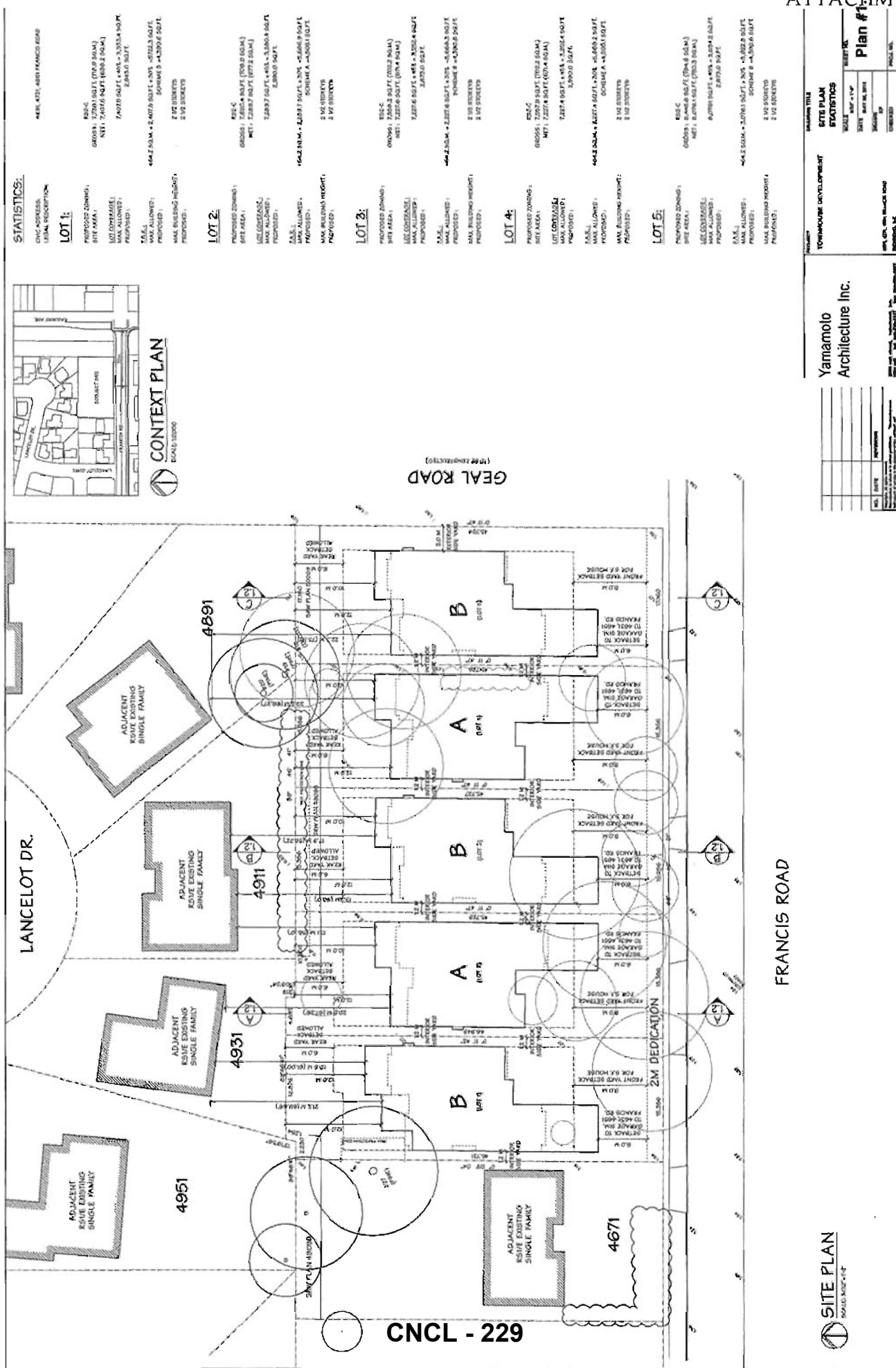
For the past year we have been discussing with Van Lux Developments Inc. their plans for the subject properties. They have now provided a proposed site plan, two building schemes and a site section, please see attached. As illustrated therein, they plan to apply for subdivision to five Single Family lots and rezoning to RS2-C. While we are given to understand the RS2-C is more liberal, in response to our concerns, the developer has undertaken to:

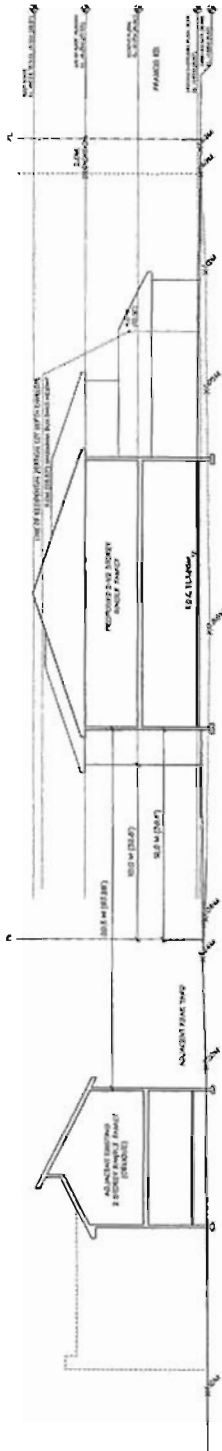
- 1) Maintain a minimum set-back of 10 meters on the Northern boundary of the new lots;
- 2) Ensure overall new home maximum elevation/ heights, including any required increase in lot elevation, will "basically" match those of immediately adjacent homes on the North side
- 3) Ensure lot coverage ranges between 2,800 and 3,000 square feet

On behalf of the owners of the immediately adjacent homes, subject to the above conditions, we are prepared to support an application to rezone/ subdivide.

Each of us is concerned about the effects of what we perceive as the usual City requirement that the properties be raised to a level equal to/ slightly above the crown of the adjacent roadway. We are relying on City regulations to ensure any retaining walls will be of good quality, environmentally friendly and long lasting and that perimeter drainage systems will be installed and adequate to carry water run-off away from our properties.

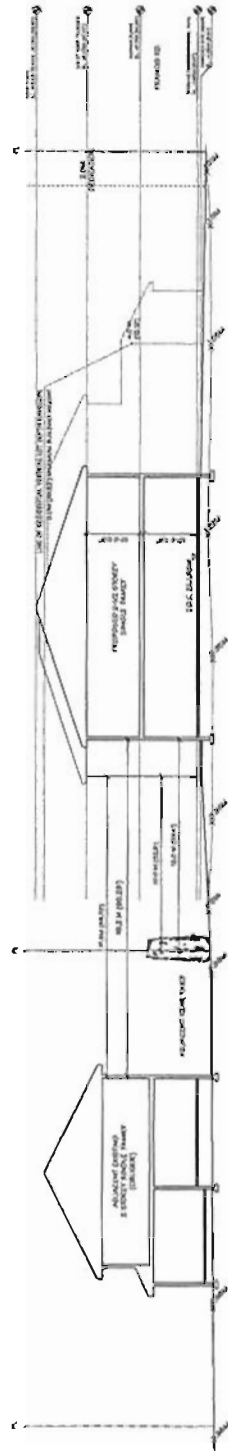
John & Sharon Parrott
 8960 Lancelot Gate
 Richmond, B.C.
 V7C 4S5
 (604) 275-0580





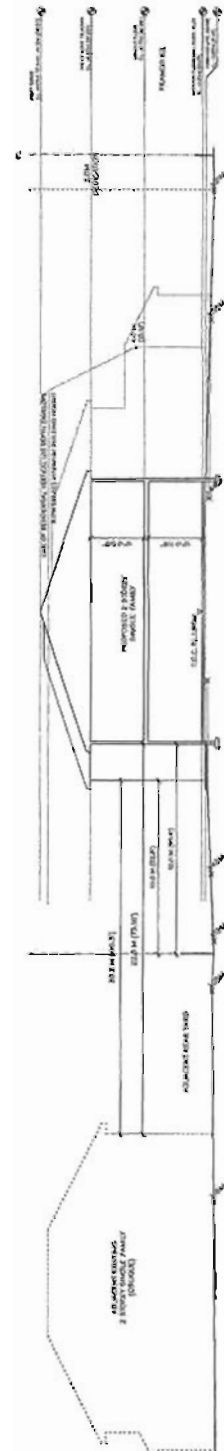
SITE SECTION A-A

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



SITE SECTION B-B

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



SITE SECTION C-C

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

Yamamoto
Architecture Inc.

NO.	DATE	REVISION

PROJECT	TOPGROUNDS DEVELOPMENT	SHEET NO.	1
DATE	10/10/2018	SCALE	1/8"=1'-0"
DESIGNER	YAMAMOTO ARCHITECTURE INC.	CHECKED BY	YAMAMOTO ARCHITECTURE INC.
PROJECT NO.	18-001	DATE	10/10/2018



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca

September 4, 2012
File: RZ 12-617436

Planning and Development Department
Development Applications
Fax: 604-276-4052

Dear Owner/Resident:

Re: A Change to the Single-Family Lot Size Policy 5467

The purpose of this letter is to inform you of a proposed rezoning application in your neighbourhood and a proposed change to the Lot Size Policy for your area.

Background

The City of Richmond has received an application to rezone 4691, 4731 and 4851 Francis Road from single detached (RS1/E) and Land Use Contract (LUC061) to a Site Specific Residential (Single Detached) zone (location shown on **Attachment 1**). The purpose of the rezoning is to allow the three (3) existing lots to subdivide into five (5) single family lots.

Specifics

The applicant is proposing to create new single-family lots with a width of approximately 15.0 m (49 ft.) along Francis Road. In addition, in order to address concerns raised by the immediate neighbours, the proposed rear yard setback will be increased from the typical 6.0 m (20 ft.) to 10.0 m (33 ft.).

The application is contrary to the existing Single Family Lot Size Policy 5467 (**Attachment 2**) that was adopted by Council in 1999 which limits rezoning of:

- i. 4691 and 4851 Francis Road to Single Detached (RS2/E) – requiring that any new lots being created to have a minimum width of 18 m (59 ft.); and
- ii. 4731 Francis Road to Single Detached (RS2/C) – requiring that any new lots being created to have a minimum width of 13.5 m (44 ft.).

Approach

It is proposed that:

- 1. the Lot Size Policy be amended (see **Attachment 3**) to remove the lots fronting Francis Road between Lancelot Gate and Railway Avenue; and
- 2. the subject application to rezone and subdivide 4691, 4731 and 4851 Francis Road be viewed on its own merits.

Please note that this does not imply that staff and/or Council automatically support the proposed rezoning or future rezoning. The subject rezoning and future applications will continue to receive the same attention and scrutiny as all other rezoning applications, and are required to go through a Public Hearing process.

It should be emphasized that the proposed amendment to Policy 5467 would only apply to the properties on the north side Francis Road between Lancelot Gate and Railway Avenue and would not change the zoning permitted elsewhere in the neighbourhood.

What this means to you

You are being advised of this proposal because this is the first rezoning application along Francis Road that requires a change to Single-Family Lot Size Policy 5467.

Please review the accompanying materials. Please forward any comments or concerns with either the proposed amendment to Single Family Lot Size Policy 5467, or the proposed rezoning of 4691, 4731 and 4851 Francis Road to the undersigned by email at elee@richmond.ca or in writing at the address above before **September 25, 2012**.

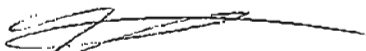
Process

Following receipt of public comments, staff will complete a report to Planning Committee. It is proposed that the amendment to Single-Family Lot Size Policy 5467 and the rezoning application at 4691, 4731 and 4851 Francis Road be considered concurrently by the Planning Committee and City Council in the near future once the staff review is complete.

If acceptable, both items would then be subsequently considered by Council at a Public Hearing. You will be provided with the opportunity to address Council on both the proposed amendment to Single-Family Lot Size Policy 5467 and the rezoning application at 4691, 4731 and 4851 Francis Road at this Public Hearing.

If you have any questions or require further explanation, please do not hesitate to contact the undersigned by phone at 604-276-4121.

Yours truly,

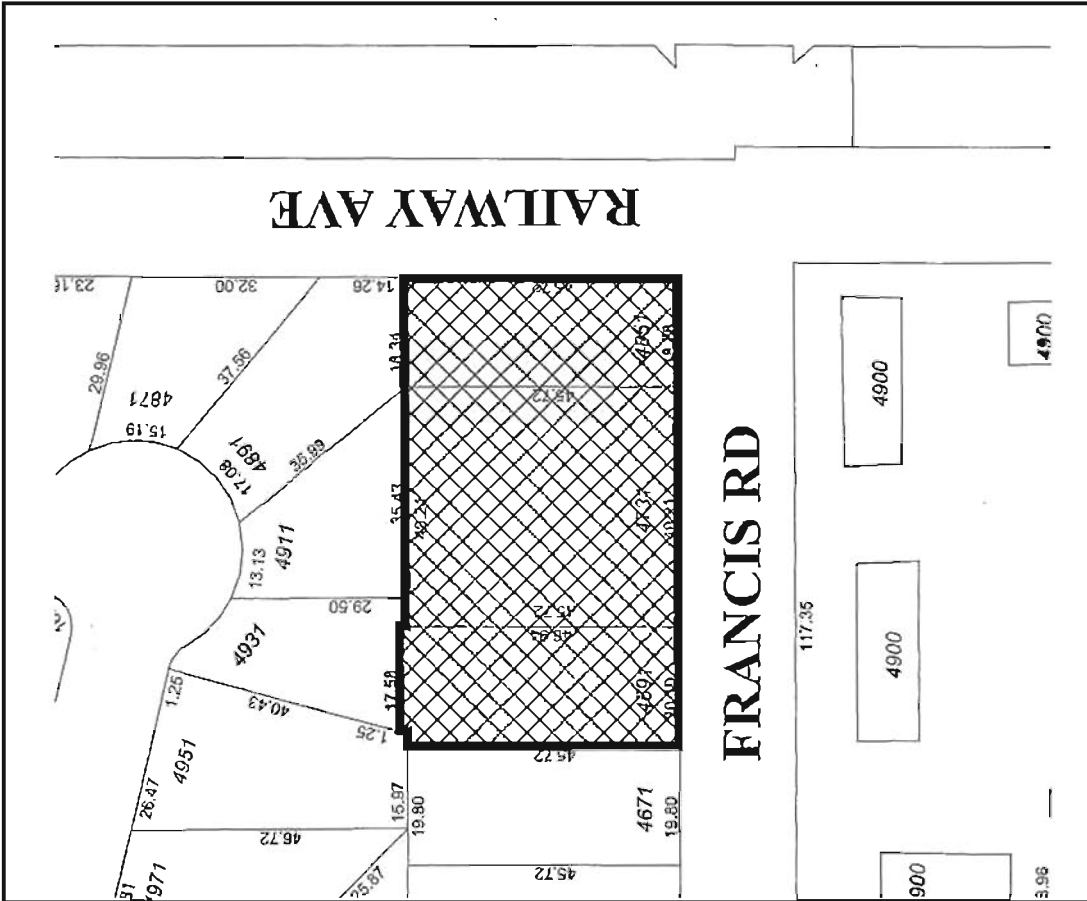
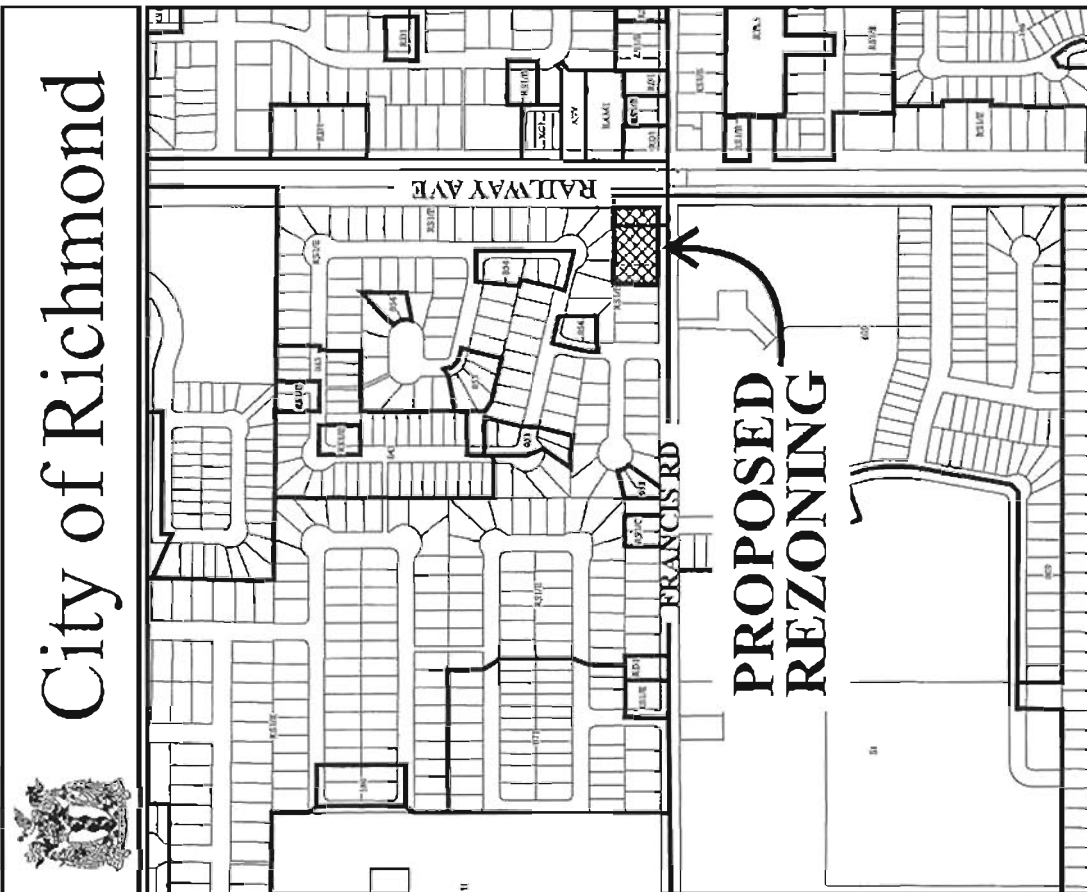


Edwin Lee
Planner I

- Att. (4): Attachment 1 – Location Map of Rezoning Application at 4691, 4731 and 4851 Francis Road (RZ 12-617436)
Attachment 2 – Existing Single-Family Lot Size Policy 5467
Attachment 3 – Proposed Amended Single-Family Lot Size Policy 5467
Attachment 4 – Proposed Subdivision Plan of 4691, 4731 and 4851 Francis Road



RZ 12-617436





City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: March 15, 1999

POLICY 5467

File Ref: 4430-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-4-7

POLICY 5467:

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 - (a) that three lots, as shown cross-hatched on the accompanying plan, be permitted to rezone and subdivide as per Single Detached (RS2/C); and
 - (b) that existing duplexes be eligible to split into two lots provided that each new lot meets the requirement of Single Detached (RS2/B), and there is a lane or internal road access.

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications, for a period of not less than five years, unless amended according to Richmond Zoning Bylaw 8500.

Attachment 2



CNCL - 235



Amended Date:



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca

September 4, 2012
File: RZ 12-617436

Planning and Development Department
Development Applications
Fax: 604-276-4052

Dear Owner/Resident:

Re: Rezoning at 4691, 4731 and 4851 Francis Road

The purpose of this letter is to inform you of a proposed rezoning application in your neighbourhood and a proposed change to Lot Size Policy 5467 for properties fronting the north side of Francis Road, between Railway Avenue and No. 1 Road.

Proposal

The City of Richmond has received an application to rezone 4691, 4731 and 4851 Francis Road from single detached (RS1/E) and Land Use Contract (LUC061) to a Site Specific Residential (Single Detached) zone (location shown on Attachment 1). The purpose of the rezoning is to allow the three (3) existing lots to subdivide into five (5) single family lots. The applicant is proposing to create new single-family lots with a width of approximately 15.0 m (49 ft.) along Francis Road. In addition, in order to address concerns raised by the immediate neighbours, the proposed minimum rear yard setback will be increased from the typical 6.0 m (20 ft.) to 10.0 m (33 ft.).

What this means to you

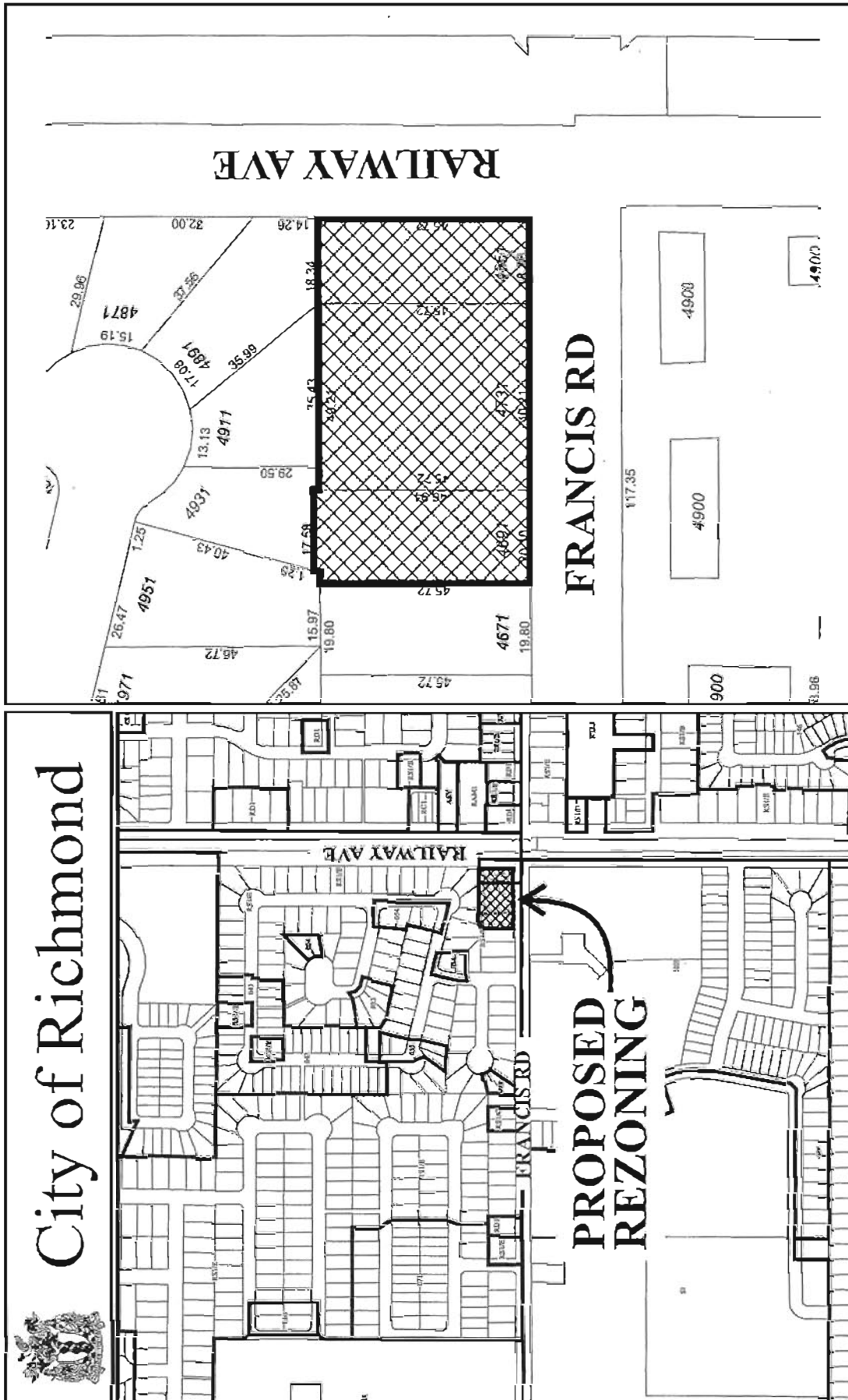
You are being advised of this proposal because your neighbourhood was concerned about the previous townhouse development proposal on the subject site. Please be advised that this previous townhouse application has been withdrawn. This is a courtesy letter to advise you that a new single-family lot development proposal has been received by the City. Please note that it does not imply that staff and/or Council automatically support the proposed rezoning or future rezoning. The subject rezoning and future applications will continue to receive the same attention and scrutiny as all other rezoning applications, and are required to go through a Public Hearing process. It should be emphasized that the proposed amendment to Policy 5467 would only apply to the properties on the north side Francis Road between Lancelot Gate and Railway Avenue and would not change the zoning permitted elsewhere in the neighbourhood.

If you have any questions or require further explanation, please do not hesitate to contact the undersigned by phone at 604-276-4121.

Yours truly,

Edwin Lee
Planner I

Encl.



RZ 12-617436

Original Date: 08/22/12

Revision Date:

Note: Dimensions are in METRES

Attachment 1



Consultation Area
RZ 12-617436

Original Date: 10/16/12

Revision Date:

Note: Dimensions are in METRES



RZ 12-617436

Attachment 9

Address: 4691, 4731 and 4851 Francis Road

Applicant: Vanlux Development Inc.

Planning Area(s): Seafair

	Existing	Proposed
Owner:	Vanlux Development Inc.	No Change
Site Size (m ²):	3,613 m ²	3,540.2 m ²
Land Uses:	Two (2) single-family dwellings and one (1) 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:	Policy 5467 permits 4731 Francis Road to be subdivided as per "Single Detached (RS2/C)" and 4691 & 4851 Francis Road to be subdivided as per "Single Detached (RS2/E)"	To exclude these properties from Lot Size Policy 5467
Zoning:	Single Detached (RS1/E) and Land Use Contract (LUC061)	Single Detached (ZS21) - Lancelot Gate (Seafair)
Number of Lots:	3	5
Other Designations:	N/A	No Change

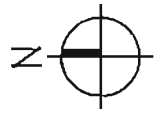
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 30%	Min. 30%	none
Setback – Principal Building - Front Yard (m):	Min. 9 m	Min. 9 m	none
Setback – 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	Max. 2 ½ storeys	none
Lot Width:	Min. 13.5 m	Min. 13.5 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Area:	Min. 550 m ²	Min. 550 m ²	none
Off-street Parking Spaces:	Min. 2 spaces	Min. 2 spaces	none

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



LANDSCAPE ARCHITECTURE

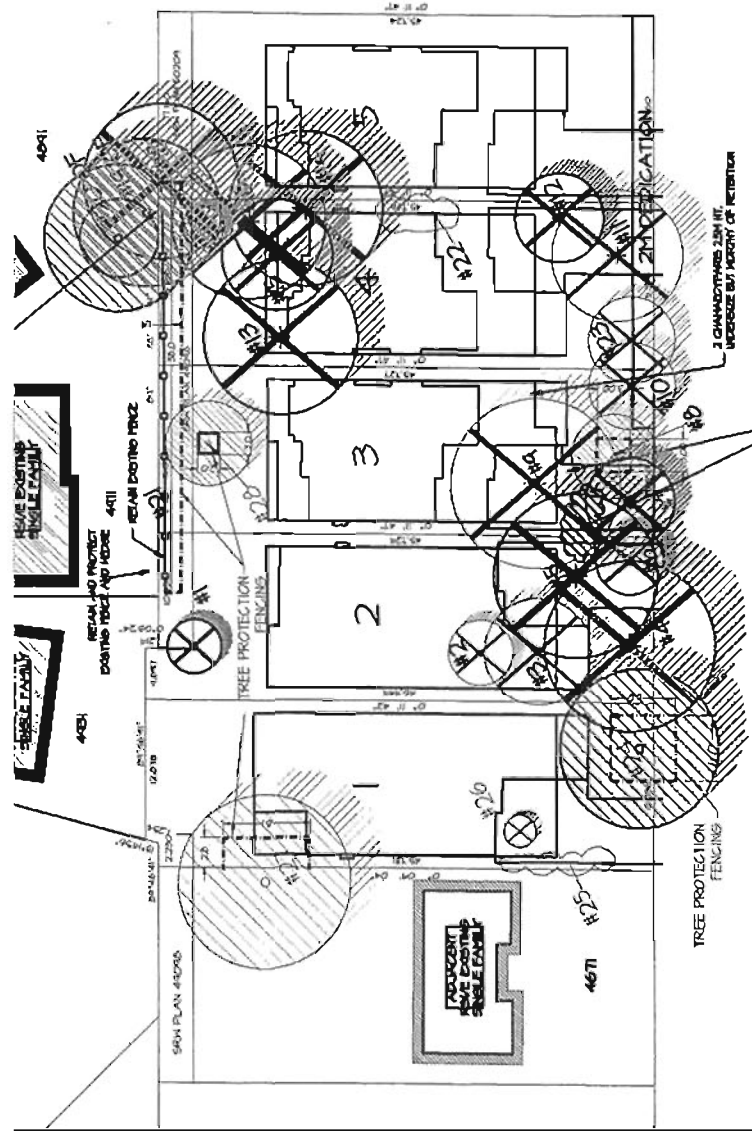


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ON BEHALF OF THE
EMERGENCY
TERRORISM

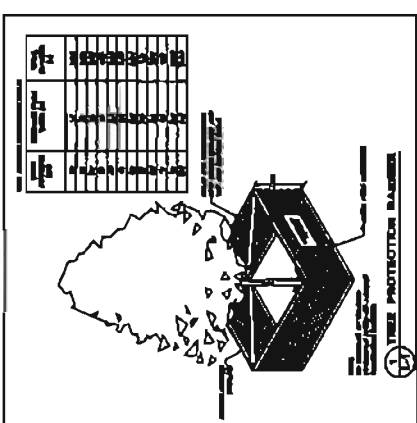
TABLE AGREEMENT PLAN

DATE	11/11/11
TIME	11:11
LOCATION	11/11/11
NAME	11/11/11
ADDRESS	11/11/11
CITY	11/11/11
STATE	11/11/11
ZIP	11/11/11
PHONE	11/11/11
EMAIL	11/11/11
WEBSITE	11/11/11
OTHER	11/11/11



WATKINS AREA ZONING SHALL INCLUDE:
3. RECREATION (CAMPING) AND (COUNTRY) ZONING
AND PORTION OF RECREATION OR RELAXATION ON SITE.
DURING THIS AREA IS PLANNED AND CONSTRUCTION
SPECIAL STUDY AREA FOR STUDIES TO BE PERFORMED
STUDIES AND MAINTAINED DURING CONSTRUCTION.

FRANCIS ROAD





Address: 4691, 4731 and 4851 Francis Road

File No.: RZ12-617436

Prior to final adoption of Zoning Amendment Bylaw 8965 , the developer is required to complete the following:

1. 2.0 m road dedication along the entire Francis Road frontage up to 70.0 m measured from the Railway intersection stop bar eastbound.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 42 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
22	6 cm		3.5
6	8 cm		4.0 m
4	9 cm		5.0 m
4	10 cm		5.5 m
6	11 cm		6.0 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Submission of a Tree Survival Security to the City in the amount of \$2,000.00 for the 50cm cal Red Maple tree located along the Francis Road street frontage to be retained.
5. The granting of a 1.0 m wide statutory utility right-of-way along the entire Francis Road frontage to accommodate Storm Inspection Chambers and Water Meter boxes etc.
6. Register a Restrictive Access Covenant to ensure that the individual driveways are designed to permit vehicles to turn around onsite, in order that vehicles do not back out onto Francis Road. The legal agreement shall include language to ensure the driveway and/or auto court design will accommodate a typical passenger car to turn around on-site using a maximum of a 3-point turn, in order to avoid backing in or out of the property.
7. Registration of a flood indemnity covenant on title.
8. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$17,682.29) 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 five (5) 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 the required secondary suite are constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

9. Enter into a Servicing Agreement* for the design and construction of frontage improvements from the west property line of the site to Railway Avenue. Works include, but may not be limited to:
- removal of the existing sidewalk & lighting strip; and
 - installation of a new 1.5 m concrete sidewalk at the proposed north property line of Francis Road and a grass and treed boulevard (9m spacing) between the new sidewalk and the existing curb.

Note:

- Improvements should also include new concrete sidewalk with curb and gutter as well as a standard wheelchair ramp at the curb return.
- Existing signal pole will need to be relocated.
- Design to include proposed driveway crossings, water, storm, and sanitary connections for each of the proposed lots. Individual driveways are to be paired and designed to City standards (i.e., 5.0 m wide and a minimum distance of 1.0 m flare to flare).
- Developer is also required to provide Underground Hydro, Tel. & Cable service connections for each of the proposed lots.

Prior to approval of Subdivision, the applicant is required to do the following:

- Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fee.

Note: Servicing costs to be determined via the Servicing Agreement.

- Provide Underground Hydro, Telephone, and Cable service connections for each lot.

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

- Provision of a construction parking and traffic management plan to the Transportation Department to include: location for parking for services, deliveries, workers, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570 (<http://www.richmond.ca/services/ttp/special.htm>).

Note:

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

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

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

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

[signed copy on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8965 (RZ 12-617436)
4691, 4731 and 4851 Francis Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 15 (Site Specific Residential (Single Detached) Zones), in numerical order:

"15.21 Single Detached (ZS21) - Lancelot Gate (Seafair)

15.21.1 Purpose

The zone provides for **single detached housing** fronting Francis Road between Lancelot Gate and Railway Avenue in Section 23-4-7.

15.21.2 Permitted Uses

- housing, single detached

15.21.3 Secondary Uses

- bed and breakfast
- boarding and lodging
- community care facility, minor
- home business
- secondary suite

15.21.4 Permitted Density

1. The maximum **density** is one **principal dwelling unit** per lot.
2. The maximum **floor area ratio (FAR)** is 0.40 applied to a maximum of 464.5 m² of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m².
3. Notwithstanding Section 15.21.4.2, the reference to "0.4" is increased to a higher **density** of "0.55" if:
 - a) the **building** contains a **secondary suite**; or
 - b) the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the ZS21 zone, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.
4. Further to Section 15.21.4.3, the reference to "0.4" in Section 15.21.4.2 is increased to a higher density of "0.55" if:

- a) an **owner** subdivides bare land to create new **lots** for **single detached housing**; and
- b) at least 50% of the **lots** contain **secondary suites**.

15.21.5 Permitted Lot Coverage

- 1. The maximum **lot coverage** is 45% for **buildings**, but no greater than 278.7 m².
- 2. No more than 70% of a **lot** may be occupied by **buildings, structures and non-porous surfaces**.
- 3. 30% of the **lot area** is restricted to **landscaping** with live plant material.

15.21.6 Yards & Setbacks

- 1. The minimum **front yard** is 9.0 m except that a single **storey garage** attached to the **principal building** maybe located in the **front yard** but no closer than 6.0 m.
- 2. The minimum **interior side yard** is 1.2 m.
- 3. The minimum **exterior side yard** is 3.0 m.
- 4. The minimum **rear yard** is 10.0 m.

15.21.7 Permitted Heights

- 1. The maximum **height** for **principal buildings** is 2 ½ **storeys**, but it shall not exceed the residential **vertical lot width envelope** and the **residential vertical lot depth envelope**.
- 2. The maximum **height** for **accessory buildings** is 5.0 m.
- 3. The maximum **height** for **accessory structures** is 9.0 m.

15.21.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum **lot** dimensions and areas are as follows, except that the minimum **frontage** and **lot width** for **corner lots** is an additional 2.0 m.

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
13.5 m	13.5 m	24.0 m	550.0 m ²

15.21.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

15.21.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

15.21.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning and land use contract designations of the following area and by designating them **SINGLE DETACHED (ZS21) – Lancelot Gate (Seafair)**.

P.I.D. 003-992-357

Lot 636 Section 23 Block 4 North Range 7 West New Westminster District Plan 50208

P.I.D. 003-437-841

Lot 232 Section 23 Block 4 North Range 7 West New Westminster District Plan 48692

P.I.D. 003-586-570

Lot 635 Section 23 Block 4 North Range 7 West New Westminster District Plan 50208

3. That the Mayor and Clerk are hereby authorised to execute any documents necessary to discharge “Land Use Contract 061” from the following area:

P.I.D. 003-586-570

Lot 635 Section 23 Block 4 North Range 7 West New Westminster District Plan 50208

4. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into the table contained in Section 5.15.1, after RC2:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
ZS21	\$1.00

5. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8965**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>HB</i>
APPROVED by Director or Solicitor <i>sl</i>

MAYOR

CORPORATE OFFICER



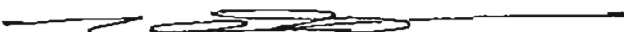
City of Richmond

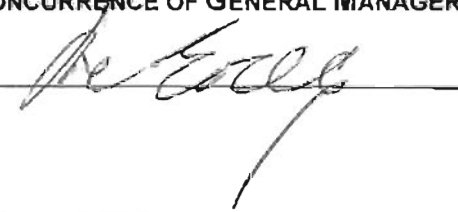


Report to Committee

To: Public Works and Transportation Committee **Date:** October 24, 2012
From: Victor Wei, P. Eng.
Director, Transportation **File:** 01-0154-04/2011-Vol 01
Re: **TRANSLINK 2013 CAPITAL PROGRAM COST-SHARING SUBMISSIONS -
MAJOR ROAD NETWORK AND BIKE, BICYCLE INFRASTRUCTURE CAPITAL
COST-SHARING REGIONAL NEEDS AND TRANSIT-RELATED ROAD
INFRASTRUCTURE PROGRAMS**

Staff Recommendation

1. That the submission of:
 - (a) road improvement project for cost-sharing as part of the TransLink 2013 Major Road Network & Bike (MRNB) Upgrade Program,
 - (b) bicycle facility improvement project for cost-sharing as part of the TransLink 2013 Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program, and
 - (c) transit facility improvements for cost-sharing as part of the TransLink 2013 Transit-Related Road Infrastructure Program,as described in the report, be endorsed.
2. That, should the above submissions be successful and the projects receive Council approval via the annual capital budget process, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2013 Capital Plan and the 5-Year Financial Plan (2013-2017) be updated accordingly dependant on the timing of the budget process.


Victor Wei, P. Eng.
Director, Transportation
604-276-4131

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Parks Services.....	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Law.....	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO OK	INITIALS: 

Staff Report

Origin

Following a review of its Major Road Network (MRN) funding criteria initiated in 2010, TransLink combined the allocated capital upgrade funding for the MRN Minor Capital Program and the Bicycle Infrastructure Capital Cost-Share Program (BICCS) effective for 2013. As a result, the capital cost-share funding programs now available from TransLink are:

- Major Road Network and Bike (MRNB) Program: allocated funding for capital improvements to the major roads across the region that comprise the MRN and the construction of bicycle facilities both on and off the MRN;
- BICCS Regional Needs Program: funding for capital improvements to “regionally significant” bicycle facilities with funding distributed on a competitive basis; and
- Transit-Related Road Infrastructure Program (TRRIP): funding for roadway infrastructure facilities required for the delivery of transit services in the region.

Each year, municipalities are invited to submit road, bicycle and transit-related improvement projects for 50-50 funding consideration from these programs. This staff report presents the proposed submissions from the City to TransLink’s 2013 capital cost-sharing programs.

Analysis

1. Major Road Network and Bike (MRNB) Upgrade Program

1.1 Funding Availability for 2013

Per TransLink’s 2013 Base Plan, there is no allocated funding available for the 2013 MRNB Upgrade Program due to financial constraints. To mitigate this circumstance, TransLink now provides municipalities with options to transfer funding from their allocation within the OMR (Operations, Maintenance and Rehabilitation) Program, which was increased from \$14,355 per lane-km in 2012 to \$19,100 per lane-km for 2013 (33 per cent increase). These options allow municipalities to:

- transfer funding allocation from O&M (Operations, Maintenance and non-pavement rehabilitation) to R (pavement rehabilitation); and
- transfer funding allocation from R to MRNB Upgrade.

To support the City’s proposed submission to the 2013 MRNB Upgrade Program, a funding transfer of \$500,000 was made from O&M to R, and then from R to MRNB Upgrade as summarized in Table 1. As the City’s allocated OMR funding increased in 2013 vis-à-vis 2012, the net effect is that the City’s revised

allocation of O&M and R funding for 2013 still remains higher than in 2012 (i.e., total OMR in 2012 was \$1,873,000 versus the revised 2013 total of \$1,993,000).

Table 1: Funding Transfers for 2013

Program	Default	Revised
O&M	\$1,454,000	\$1,162,000
R	\$1,039,000	\$831,000
Subtotal	\$2,493,000	\$1,993,000
MRNB	\$0	\$500,000

1.2 Proposed Submission

The City proposes to submit the following project for consideration to be included in the 2013 MRNB Upgrade Program.

- Westminster Highway Widening (Nelson Rd-McMillan Way): widening from two to four lanes including cycling facilities to match the existing cross-section between McMillan Way and the Highway 91 Interchange (see **Attachment 1**). Transport Canada is providing \$4,040,000 towards this project per the City's successful application to the Asia-Pacific Gateway Corridor Initiative for cost-share funding for the combined widening of Nelson Road (Blundell Road to Westminster Hwy) and Westminster Hwy (Nelson Road to McMillan Way). The widening of Nelson Road is not included in this application to TransLink as the roadway is not part of the MRN. The deadline for the completion of the two projects is March 2014. This application is Year 4 of a proposed 4-year TransLink funding process.

2. Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program

As noted in Section 1.1, there is no allocated funding available for the 2013 MRNB Upgrade Program. However, \$1.55 million is available on a competitive basis for bicycle infrastructure projects of regional significance through the BICCS Regional Needs Program. The City proposes to submit the following project for consideration to be included in the 2013 BICCS Regional Needs Program.

- Railway Avenue Corridor Greenway (Granville Ave-Garry St): Phase 1 would include the planning, design and construction of a 4.0 m wide two-way multi-use pathway with an asphalt surface on the base of the existing railway bed along with connections to existing trails and bus stops on Railway Avenue (see **Attachment 2**). The long-term development of the greenway would be compatible with and build upon this fundamental building block. The existing on-street bike lanes on Railway Avenue between Granville Avenue and Moncton Street would remain in place to serve commuter and other higher speed cyclists seeking a direct route designated for cyclists only. This application is Year 2 of a proposed 2-year TransLink funding process. TransLink funding approved for 2012 (\$201,200) was allocated towards site clearing and design.

3. Transit-Related Road Infrastructure Program (TRRIP)

TransLink funding available for cost-sharing under the 2013 TRRIP is \$1 million. As TRRIP has no block funding formula, there is no allocated amount of eligible funding for the City. Projects proposed to be submitted by the City for cost-sharing under the 2013 TRRIP are:

- Bus Stop Upgrades: retrofits to various existing bus stops to provide for universal accessibility (i.e., installation of a landing pad and/or connecting sidewalk for wheelchair users) and/or bus stop shelters. Potential locations include: Westminster Highway at No. 8 Road; west side of Railway Avenue between Granville Ave and Garry Street (two sites); Cessna Drive south of Lysander Lane; and east side of No. 1 Road at Chatham Street (shelter only).
- Connecting Pathway: paved pathway **CNCL-251** between the bus stop on the west side of Westminster Highway at the Highway 91 Interchange and Westminster Highway North.

4. Requested Funding and Estimated Project Costs

The total requested funding for the above 2013 submissions to TransLink's capital cost-sharing programs is approximately \$1.67 million, as summarized in Table 1 below, which will support projects with a total estimated cost of \$13.1 million.

Table 1: Projects to be Submitted to 2013 TransLink Cost-Share Programs

TransLink Funding Program	Project Name/Scope	Proposed City's Portion & Funding Source for 2013	Previously Approved Funding & Sources	Proposed TransLink 2013 Funding ⁽¹⁾	Est. Total Project Cost
MRNB Upgrade Program	Westminster Hwy Widening (Nelson Rd to McMillan Way): Year 4 Accrual (2010-2013)	2013 Roads DCC/ Capital Reserve: \$1,529,500 2013 OMR Reserve: \$950,000	2011-12 Roads DCC/ Capital Reserve: \$1,336,666 2010-12 MRN Program: \$2,005,000 Transport Canada: \$4,040,000	\$500,000	\$10,361,166
TRRIP	<ul style="list-style-type: none"> Existing Bus Stop Upgrades Paved Pathway Connection 	2013 Pedestrian & Roadway Improvement Program: \$101,300	N/A	\$101,300	\$202,600
BICCS Regional Needs Program	Railway Ave Corridor Greenway (Granville Ave-Garry St): Year 2 Accrual (2012-2013)	2013 Parks DCC/ Capital Reserve: \$2,000,000	2011-12 Parks DCC/ Capital Reserve: \$350,000 BICCS Program (2012): \$201,200	\$1,074,450	\$2,551,200 ⁽²⁾
TOTAL		Pending: \$4,580,800	Approved: \$7,932,866	\$1,675,750	\$13,114,966

(1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

(2) Should the 2013 application be successful, the project scope would be increased to meet the total funding available.

Should the submissions be successful and the projects receive Council approval via the annual capital budget process, the City would enter into funding agreements with TransLink. The agreements are standard form agreements provided by TransLink and include an indemnity and release in favour of TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements. The 2013 Capital Plan and the 5-Year Financial Plan (2013-2017) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

Financial Impact

As shown in Table 1, the total proposed City cost is comprised of \$4,580,800, to be considered within the 2013 Capital Budget, plus funding sourced from previous approved Capital Budgets (i.e., 2011-2012 Roads DCC/Capital Reserve of \$1,336,666 and 2011-2012 Parks DCC/Capital Reserve of \$350,000).

Conclusion

Several road, bicycle route and transit-related facility improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2013 that would support the goals of the Official Community Plan (2041) Update. Significant benefits for all road users (motorists, cyclists, transit users, pedestrians) in terms of increased capacity, new infrastructure and safety improvements would be achieved should these projects be approved by TransLink and Council.


Joan Caravan
Transportation Planner
(604-276-4035)

Typical Cross-Section
Westminster Hwy - Nelson Road to McMillan Way

Railway Avenue Corridor Greenway



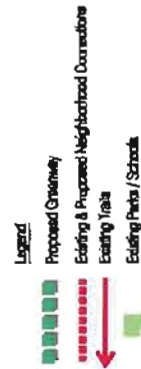
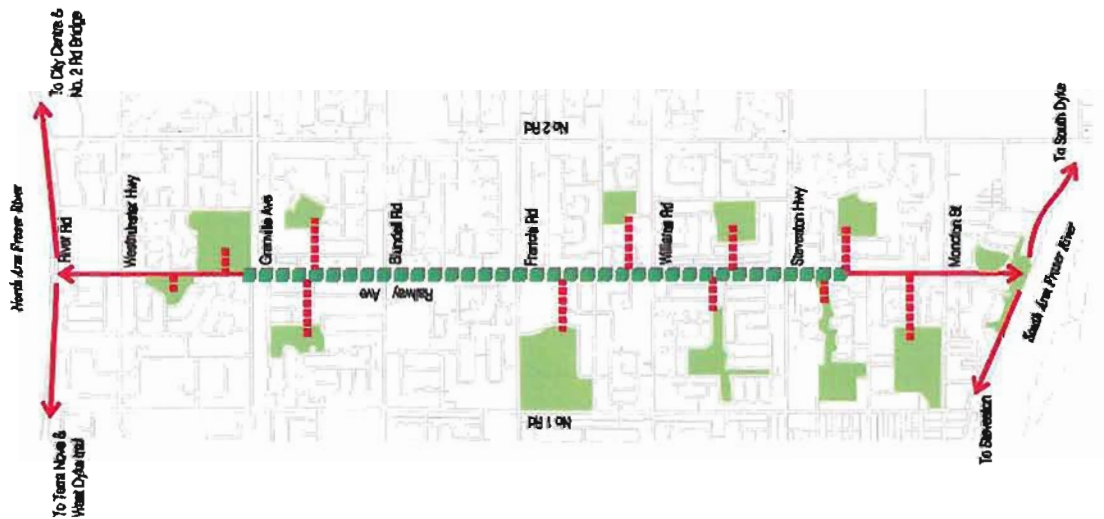
Location Map

Overall Goals :

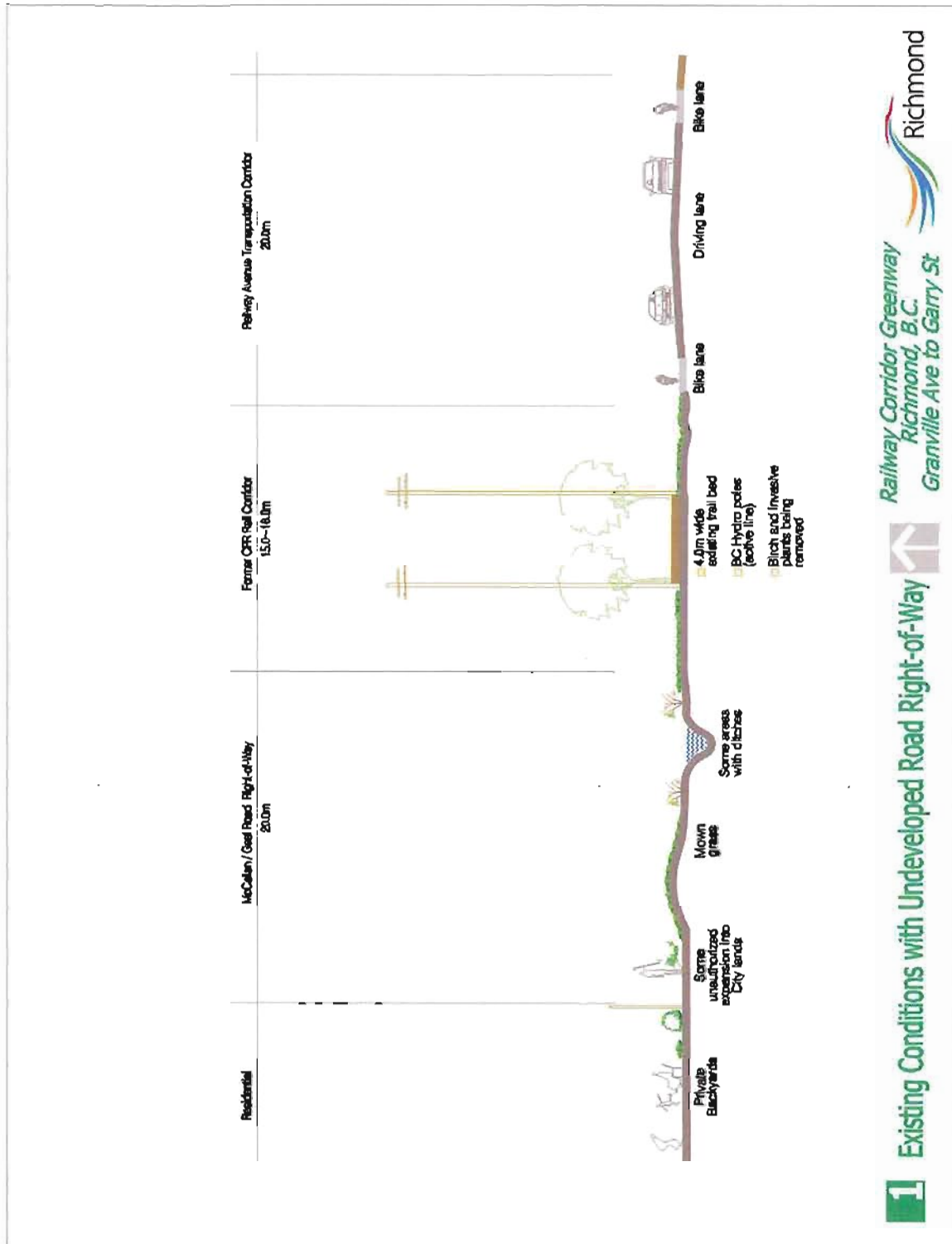
1. City-wide Connections: Connect the existing regional Middle Arm Dyke and Steveston/South Dyke Greenways with this new major north-south greenways. Complete a loop system that would include the regional West Dyke Trail.
2. Neighborhood Connections: Improve or build new connections and gateways into the adjacent neighborhoods and local school / parks.
3. Eco-Corridor Enhancements: Manage the Invasive plants and create an ecoPlus + landscape.
4. Active Lifestyles and Alternative Modes of Transportation: Promote 'leaving the car home'
5. Respect the Historic Train Story: Through landmarks and site furnishings interpret the historic use of Railway corridor.

2012 Goal

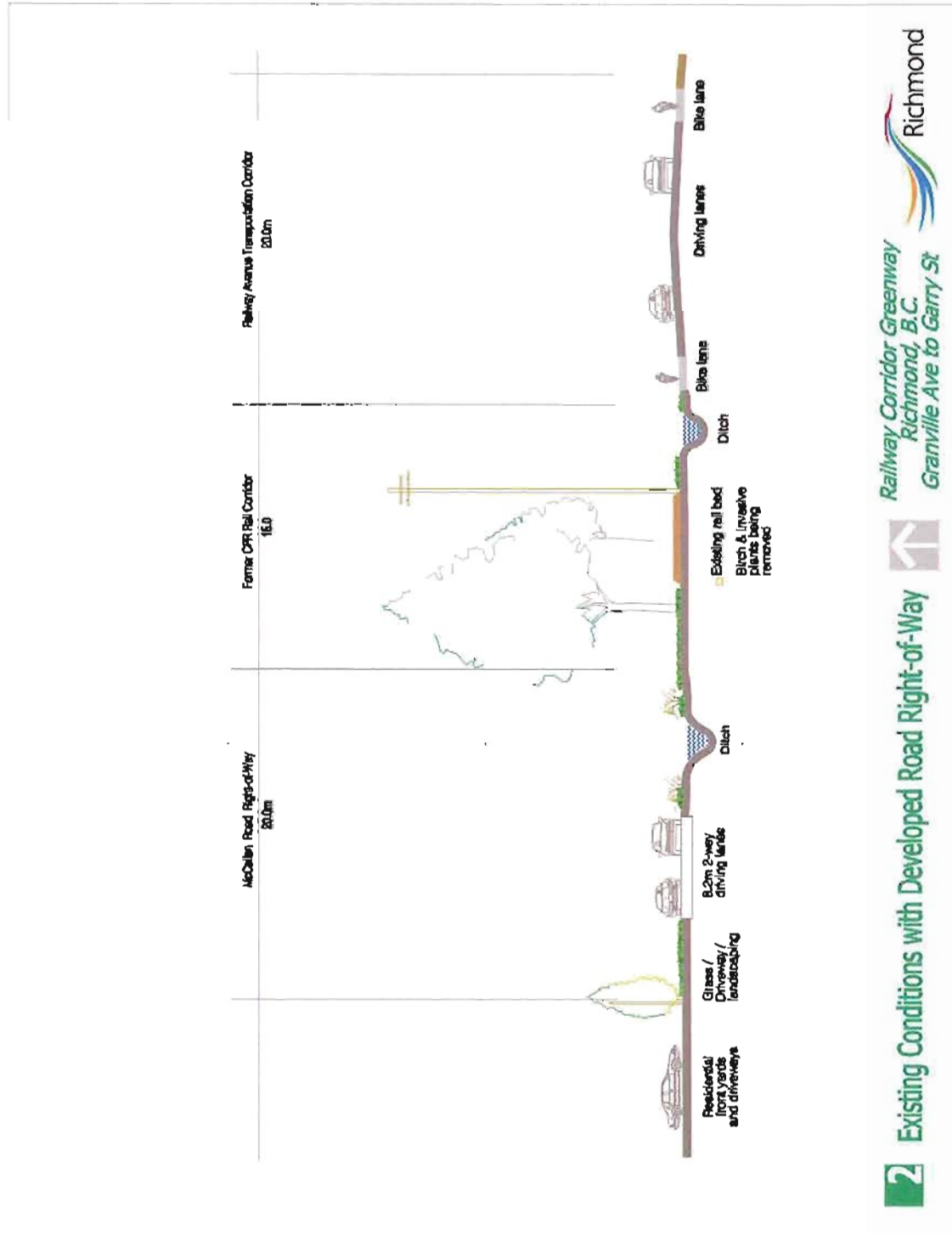
Complete the connection to other major greenways in the City by constructing a basic 4.0metre wide trail utilizing the base of the existing rail bed.



Railway Avenue Corridor Greenway



Railway Avenue Corridor Greenway





City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Cecilia Achiam, MCIP, BCSLA
Interim Director, Sustainability and District
Energy

Date: October 15, 2012
File: 01-0370-01/2012-
Vol 01

Re: Carbon Neutral Progress Update

Staff Recommendation

That the City pursue the "Making Progress" option for meeting the terms of the Climate Action Charter for 2012.

That the "*Towards Carbon Neutrality – Progress Report 2012*" (Attachment 1) be made accessible to the community through the City's website and in limited hard-copy supply at City Hall and key community centres.

Cecilia Achiam, MCIP, BCSLA
Interim Director, Sustainability and District Energy
(604-276-4122)

Att. 3

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Major Buildings and Project Development	<input checked="" type="checkbox"/>		
Fleet and Environmental Programs	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
Community Safety	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO OK	INITIALS:

Staff Report

Origin

At the July 18, 2012 meeting, the City's Public Works and Transportation Committee requested an update on the City's progress towards carbon neutrality. This report responds to this request and supports the following Council Term goal pertaining to sustainability:

Council Term Goal #8.1: *"Continued implementation and significant progress towards achieving the City's Sustainability Framework, and associated targets."*

Background

In September 2008, the City of Richmond signed the BC Climate Action Charter (the "Charter"), voluntarily committing to become carbon neutral with respect to corporate greenhouse gas (GHG) emissions. 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.

Achieving carbon neutrality involves two main activities:

1. Reducing internal GHG emissions from 3 key sectors: buildings & infrastructure, fleet and solid waste.
2. Investing in initiatives outside of the City's operations to compensate for unavoidable emissions.

Various programs throughout the organization contribute towards reducing GHG emissions and achieving carbon neutrality by the City of Richmond. Examples include:

- the City's Corporate Energy Management Program (EMP) which seeks to reduce corporate energy use and related GHG emissions pertaining to the City's civic buildings and other infrastructure (e.g., street lighting, water and wastewater pumps, etc.);
- the City's Sustainable Fleet Program which, among broader objectives, serves to reduce fuel consumption and related GHG emissions from corporate vehicular travel;
- the City's Solid Waste and Recycling Programs which reduce corporate waste and related GHG emissions and incorporate community initiatives recognized as potential compensation action;
- the City's Environmental and Parks Programs which strive to protect natural ecosystems that contribute to climate stability.

Progress Made To-Date

The “*Towards Carbon Neutrality – Progress Report*” (*Towards Carbon Neutrality*) highlights the substantive action and investment the City has made in reducing corporate GHG emissions and moving towards achieving carbon neutrality in a manner that supports overall sustainability (**Attachment 1**). A snapshot of the “Progress at a Glance” is provided in **Attachment 2**.

Key highlights from the City’s *Towards Carbon Neutrality* Report include:

1. A focus on a strategic and practical approach

As noted in the report, carbon neutrality is a relatively new concept and methodologies are emerging. A key focus of the City of Richmond has been on ensuring that approaches under the BC Climate Action Charter contribute to overall sustainability. In 2011, Richmond Council adopted the City’s Carbon Responsible Strategy. The Strategy is focussed on managing GHG emissions effectively and outlines key principles for ensuring a sustainable approach. For example, this approach recognizes that the City of Richmond contributes a relatively small amount of GHG emissions (1% of community-wide emission levels) and that the City’s resources can be more effective at reducing GHG emissions when directed at community-scale initiatives (e.g., transportation demand-side management initiatives, integration of renewable energy systems, etc.). Combined, the City’s Carbon Responsible Principles help the City avoid myopia (i.e., over-focus on carbon neutrality) as well as other common pitfalls of carbon neutrality (**Attachment 3**).

2. Keep local tax dollars in the community

From the beginning, a key objective of the City of Richmond was to pursue carbon neutrality in a manner that made investments in the Richmond community. This is generally not the case as most organizations achieve carbon neutrality by purchasing external offsets through an offset supplier. With the purchase of external offsets, organizations have limited influence on where their funds are spent and projects investments are made throughout various jurisdictions.

The BC government was seeking for local governments to achieve carbon neutrality through the purchase of external offsets. Specifically, the Province was seeking for local governments to purchase external offsets through the Pacific Carbon Trust, a crown corporation established by the Province to supply carbon offsets generated by projects throughout BC. This is the mechanism that has been followed for provincial public sector organizations (e.g., schools, hospitals, Ministries, etc.).

The City of Richmond was active in expressing the need for a local community-based approach that enabled re-investment of tax dollars within Richmond. This approach generates significantly greater value for the Richmond community as it supports the advancement of initiatives that not only reduce GHG emissions but contribute to multiple benefits locally. For example, the City’s alternative transportation initiatives reduce GHG emissions while at the same time, provide other important benefits such as reduced congestion, increased affordability and improved air quality. A focus on local investment also means that the City is able to leverage its already existing initiatives, helping to reduce costs associated with compensation action.

Efforts made by Richmond as well as other local governments, have been successful in establishing a change in Provincial policy direction to include recognition of local community investments as valid options. Work is now proceeding to develop methodologies for evaluating appropriate compensation credit levels.

3. *A focus on resourcing action*

The City has recognized that advancing sustainability means more than declaration of commitments. Resources must be put in place to actually realize intentions. Richmond Council and other local governments have been working with the Province to establish funding sources for supporting climate protection action. In Fall 2008, the Province announced the Climate Action Revenue Incentive Program (CARIP) program which provides carbon tax rebates to municipalities who have signed onto the Climate Action Charter. This means that local governments have avoided double expenditures (i.e., paying the carbon tax and paying for carbon neutrality). Amount of rebate changes each year, but on average the CARIP means that the City of Richmond avoids about \$200,000 in additional costs. Richmond Council was one of the first municipalities to establish a dedicated fund for supporting GHG emission reduction. This fund, the Carbon Provisional Account, receives the rebate monies from the carbon tax. Currently, there is approximately \$500,000 in this fund.

The CARIP is an important program for reducing costs associated with carbon neutrality. However, whereas funding exists in pockets to help support the advancement of specific initiatives, no dedicated sources of funding have been established to support local government efforts in delivering a complete carbon neutral program. Richmond Council and other local governments have expressed to the Province the need for dedicated funding sources to support GHG emission reduction action.

The City has also been active in ensuring that available funds are directed towards on-the-ground greenhouse gas reduction actions rather than excessively on administrative components of carbon neutrality (e.g., measuring, report, etc.). Richmond Council's recent decision to not track contractor fuel consumption is likely to avoid costs of about \$50,000.

4. *A focus on reducing harm and on improving conditions*

A main focus of the City's overall Sustainability Initiative has been to shift from an agenda of reducing level of harm and mitigating damage (i.e., making conditions "less bad") towards a vision of positive contribution, making things better. The City's approach to carbon neutrality showcases this vision by recognizing the need to both *reduce* (i.e., reduce GHG emissions from being emitted into the atmosphere) and *restore* (i.e., improve natural conditions which absorb and sequester GHG emissions to help serve to rebalance healthy conditions).

5. *Extensive action has been taken*

The *Towards Carbon Neutrality* Report highlights the extensive action that the City has taken to increase the sustainability performance of its own operations and support GHG emission reduction in the community. As noted in the report, the City of Richmond had already put in place various programs for increasing sustainability performance of its operations prior to the BC Climate Action Charter. Based on broader sustainability objectives, these initiatives serve to

achieve multiple benefits, including but not limited to GHG emission reduction. Highlights of examples are:

- the establishment of high performance building standards for all new civic facilities, resulting in the development LEED buildings such as Hamilton Community Centre, Richmond's Community Safety Building and Steveston Fire Hall¹;
- the integration of renewable energy systems into civic facilities, including the installation of solar panels at Minoru Pool and current installation of a heating system based on sewage waste heat recovery for Gateway Theatre; and
- the advancement of various initiatives to improve fleet performance such as increasing efficiency through right-sizing of vehicles and replacement of vehicles with higher performing and alternative fuel vehicles (e.g., SMART cars, hybrids and electric vehicles). The City has also reduced GHG emissions by installing equipment in vehicles which reduce the need for generators and idling (e.g., installation of auxiliary batteries to power safety lights, installation of invertors to power tools).

By reducing the amount of corporate GHG emissions, these initiatives lower the City's carbon liability (i.e., the amount of emissions that need to be compensated for). The City has also advanced various initiatives in the community. Once appropriately evaluated, these initiatives could serve to compensate for unavoidable corporate emissions. Examples of the City's community-based initiatives that support GHG emission reduction include the City's purchase of the NE Bog Forest, implementation of the GreenCan program, installation of the Alexandra District Energy System, delivery of the Climate Change Showdown initiative, development of alternative transportation infrastructure (e.g., cycling lanes, trails, etc.) and establishment of land-use policies aimed at creating complete and compact communities. Most recently, the City is now encouraging the uptake of electric vehicles through policies that encourage installation of electric vehicle charging stations in new developments, facilitating installation of charging stations in the business community and by installing electric charging infrastructure at civic sites. In addition to supporting the City's fleet, most of these stations will be publically accessible and be part of a regional network.

Analysis

The City has made substantive progress towards managing corporate GHG emissions responsibly and implementing the processes necessary to secure carbon neutrality. The City is currently positioned to achieve carbon neutrality in all areas necessary, except for one – compensation. This latter challenge is not because the City lacks projects that contribute compensation value but rather in the technical challenge in determining appropriate compensation credit.

¹ Most of the civic buildings built since the introduction of the City's High Performance Building Policy include the following features: renewable energy systems (e.g., solar, geothermal), green roofs, rain gardens, low VOC materials, energy efficient mechanical and electrical systems and use of local and renewable products and materials.

Since the introduction of the Climate Action Charter, the Province committed to working with UBCM to establish a Green Communities Committee (GCC) tasked with developing a common approach to carbon neutrality for the purposes of the Charter. In 2011, the BC Province recognized that methodologies for community-based project investments needed further work. As such, the Province announced a “Making Progress” option that enables local governments to meet their Climate Action Charter commitment by fulfilling actions pertaining to measuring, reducing and reporting. The “Making Progress” option is viewed as a compromise between the Province’s goal of a carbon neutral local government sector through offset purchases and local governments’ visions to direct local funds towards projects of multiple local benefit.

Action by Other Municipalities

Municipal Councils at the Cities of North Vancouver and Surrey have recently endorsed the strategy to pursue the “Making Progress” option for meeting the Climate Action Charter commitments for 2012. Staff in the City of Victoria and other Lower Mainland municipalities (i.e., West Vancouver, New Westminster, City of North Vancouver, District of North Vancouver, Township of Langley, District of Langley, Corporation of Delta) have advised that they anticipate pursuing the “Making Progress” option.

Because it has a unique local investment opportunity that has a recognized and endorsed methodology (i.e., capturing methane from the Vancouver landfill), the City of Vancouver is likely to pursue and achieve carbon neutrality for 2012. Two municipalities, Village of Harrison Hot Springs and Resort Municipality of Whistler, declared carbon neutrality in 2010. These municipalities achieved carbon neutrality through the purchase of external offsets. These municipalities have not committed to achieving carbon neutrality in 2011 or 2012 and are currently reviewing their options. The City of Burnaby never signed the BC Climate Action Charter and is not pursuing carbon neutrality.

Options for Meeting Climate Action Charter Commitments in 2012

1. Making Progress – *Recommended*

This option means that the City would continue to reduce GHG emissions from its corporate services and continue investment into key community-based initiatives that support climate protection goals and serve multiple community benefits (e.g., alternative transportation initiatives, renewable energy initiatives, complete/compact development, natural areas protection, etc.). The City would continue to work with the Province and other partners on developing methodologies for evaluating compensation values.

2. Purchase Offsets for 2012

This option would mean that the City of Richmond could declare itself to be carbon neutral in 2012 and would establish this to be the performance standard for future years. At \$25/tonne to offset, it is estimated that this option would cost approximately \$300,000 for 2012.

Funding could come from the City's Provisional Account to meet expenditure requirements for 2012. Because the City established the account early on, the City has funding in place from the accumulation to-date. Over time, once the build-up had been eroded, the City would experience funding shortfalls on an annual basis if this approach was continued. This option would mean that the City could not use the carbon tax rebate funds to support greater corporate GHG reduction action or support community-based investments. Consequently, this is likely to place the City into a "continuous payment" scenario with increasing costs over time.

Financial Impact

There is no financial impact associated with the recommendations of this report.

Conclusion

Achieving carbon neutrality is a corporate-wide endeavour, requiring collaborative effort across the organization. The report "*Towards Carbon Neutrality – Progress Report 2012*" provides an overview of Richmond's progress to-date in achieving carbon neutrality. The report highlights the suite of action being taken by multiple City departments to reduce corporate GHG emissions and invest in community-based initiatives that contribute to climate protection and broader sustainability goals.

Carbon neutrality is a relatively new concept and best practices are emerging. The City of Richmond, as with many other local governments, has been working with the Province to develop a local approach to carbon neutrality that supports community-based initiatives. Recently, the Green Communities Committee has begun to work on developing a framework that includes options for retaining local tax dollars and advancing initiatives that advance multiple benefits. The Province has recognized that further work is needed on developing the framework and has established a "Making Progress" option to enable local governments to meet their Climate Action Charter commitments in 2012. This report recommends that the City of Richmond pursue the "Making Progress" option.



Margot Daykin, M.R.M.
Manager, Sustainability
(604-276-4130)

Towards Carbon Neutrality



PROGRESS REPORT 2012



CNCL - 264





“The City of Richmond is focussed on advancing sustainability, a vision of working collaboratively to create a strong Richmond community based on a healthy social, economic and environmental fabric.

Managing greenhouse gas emissions from the City’s own corporate activities is one of the many important initiatives that the City is doing to support this vision.”

Introduction

As part of its efforts to advance sustainability, 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. To achieve carbon neutrality, various tools and processes need to be implemented. This report provides an update on the actions taken to-date towards carbon neutrality.

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 unavoidable change.

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 commitment, when combined with the other climate change targets, helps the City take a comprehensive approach to responding to climate change.

Realizing carbon neutrality corporately means that every year, the City reduces its corporate greenhouse gas emissions and invests in initiatives to compensate for those emissions that could not be avoided.

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.).

Realizing the suite of climate change targets and other sustainability targets will require strong collective action by all sectors of society.

Richmond's Sustainability Framework

Realizing sustainability means that action must be taken across many fronts. Richmond's Sustainability Framework is designed to bring together the City's individual components of sustainability into a unified and coherent program. The Framework is being developed to capture the multiple actions at various levels throughout the organization to provide a "one-stop" overview of the City's activities as they relate to advancing nine (9) priority areas: Climate Change, Sustainable Resource Use, Mobility, Resilient Economy, Green Built and Natural Environment, Local Agriculture and Food, Inclusive, Safe and Affordable Communities, Thriving and Vibrant Communities (Figure 2).

The Framework also serves to collate and develop performance-based targets and establish an overall system for measuring and reporting progress across the many objectives of sustainability. By having the targets clearly defined in one place, the City will be able to maximize opportunities for collective and multi-objective based action. The Sustainability Framework also helps ensure a complete approach to sustainability, ensuring the right balance of investment across the various action agendas. The City's carbon neutral target is one of the targets developed to-date in Richmond's Sustainability Framework. The City is continuing to develop targets for other important goal areas.

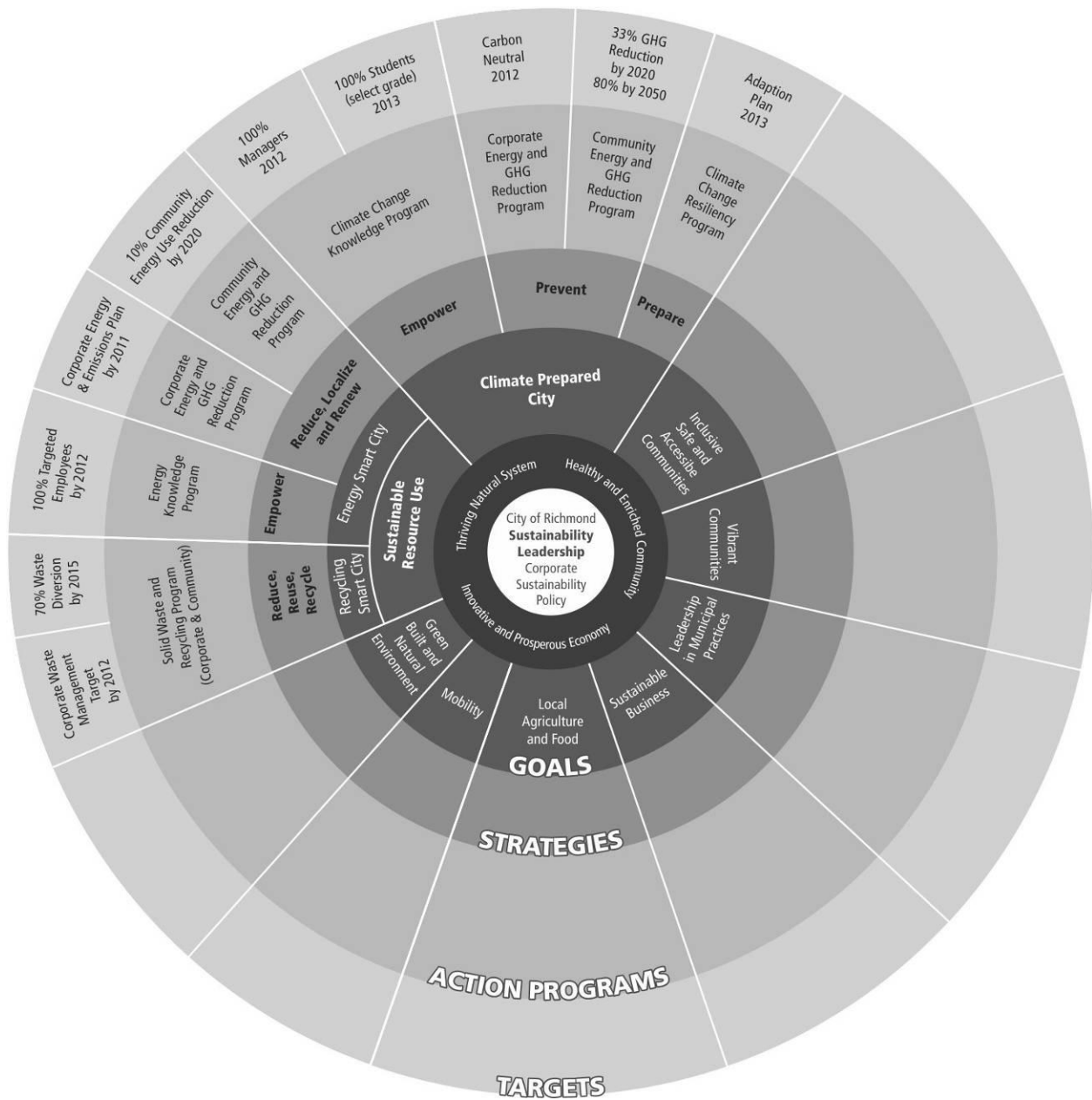
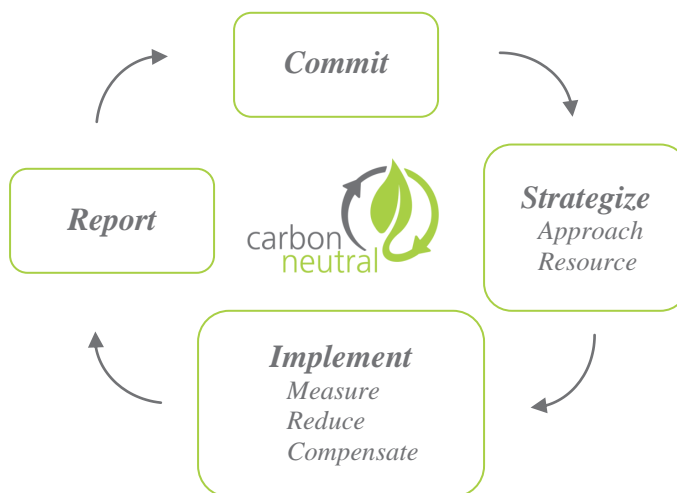


Figure 1: City of Richmond's Sustainability Framework (as developed to-date)

Towards Carbon Neutrality: Four (4) Steps

There are four main steps for achieving carbon neutrality (Figure 2). Like balancing yearly expenses, carbon neutrality is a continual effort that needs to be done every year. While it is not necessary to review commitments and strategy every year, it is necessary to implement (i.e., measure, reduce, compensate) and report on an annual basis.



“The City’s “Carbon Responsible Strategy” helps ensure that the City of Richmond is pursuing carbon neutrality in a manner that makes sense for our local community and supports emergence of overall sustainability.”

Figure 2: Four (4) Steps to Carbon Neutrality

1. Commit

Commitment is the first step towards realizing carbon neutrality. The City of Richmond committed to becoming carbon neutral in its operations in 2008 when it signed the BC Climate Action Charter.

2. Strategize

Approach

Carbon neutrality is an emerging concept and best practices are evolving. The Province, UBCM and local governments have been working on developing a common approach to carbon neutrality as defined under the Climate Action Charter. While the target for reaching carbon neutrality is 2012, the Charter recognizes that the commitment can only be achieved once a common approach has been developed.

The City of Richmond has been working to ensure that a strategic and practical approach to carbon neutrality is developed. It is important that efforts in pursuing carbon neutrality result in meaningful benefits to local communities, use fiscal resources wisely and don't come at the expense of other important sustainability objectives.

Richmond's Principles For Achieving Carbon Neutrality

1. **Focus on Sustainability** (not carbon neutrality) – advance carbon neutrality as one component strategy within the broader sustainability agenda. This principle supports the City in allocating appropriate level of resources towards carbon neutrality, helping to ensure that efforts directed at this one important target do not come at the expense of other important sustainability objectives.
2. **Invest in the Richmond Community** (invest locally) – retain expenditures for GHG emission compensation within the local community. This principle helps ensure that local tax dollars are re-invested back into the Richmond community.
3. **Reduce First, Offset Second** – prioritize reducing GHG emissions from civic activities, not offsetting. This principle focuses limited resource on efforts which reduce corporate GHG emissions. These efforts yield climate protection goals while simultaneously reducing costs and providing other benefits.
4. **Focus on Action, not Accounting** – focus on high value action that yields significant community benefit. This principle minimizes costs associated with GHG administration and helps to ensure wise use of limited resources.
5. **Reduce Harm and Restore** (be carbon-balanced) – direct action towards both GHG emission reduction and towards carbon sequestration which absorbs and retains carbon away from entering the atmosphere. This principle seeks to reduce further harm while simultaneously working to rebalance systems to avoid issues in the first place.

In 2010, the City adopted a Carbon Responsible Strategy to guide the City's efforts in pursuing carbon neutrality. 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.

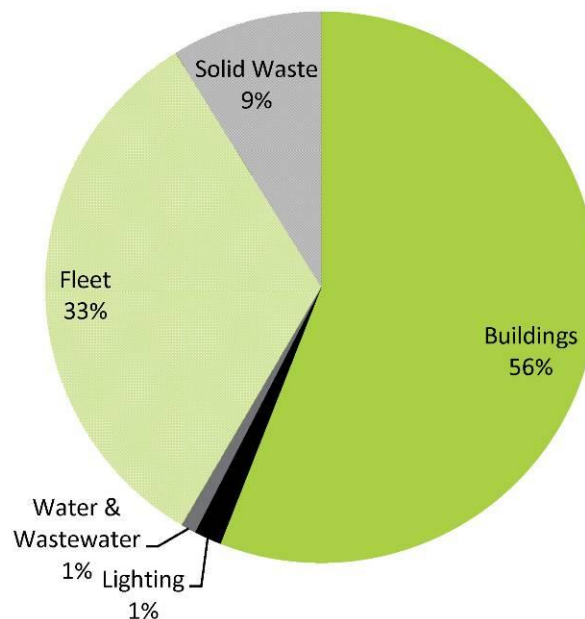
The City's Carbon Responsible Strategy has been highly effective in influencing evolving methodologies. This means that limited resources can stay focussed on direct actions that reduce GHG emissions and provide value to the community.

Resourcing

Reducing GHG emissions will ultimately reduce societal costs over the long-term; however, managing emissions requires upfront investment. Resources are needed to build capacity, develop methodologies, establish internal systems and continue to support action. The City's Carbon Responsible Strategy seeks to use resources most effectively. Strategies include securing funding sources, minimizing costs associated with administration, and leveraging City's existing investments.

The City of Richmond was one of the first municipalities to establish an internal Carbon Fund. Established in 2010, the City's Carbon Provisional Account receives the carbon tax rebate which is provided to local governments who have signed the Climate Action Charter. The Carbon Fund provides some of the necessary fiscal resources needed for managing internal emissions and achieving carbon neutrality. Additional support is also provided through the City's existing management programs, including the City's Sustainable Fleet Program, Corporate Energy Management Program and Corporate Solid Waste and Recycling Program. Considerations for GHG emission reduction has also been incorporated into the City's Land and Capital Budget decision-making process.

2007 Corporate GHG Emissions by Sector



3. Implement

Achieving carbon neutrality is a corporate-wide endeavour, requiring collaborative effort across the organization. An overview of key initiatives is provided on Figure 3.

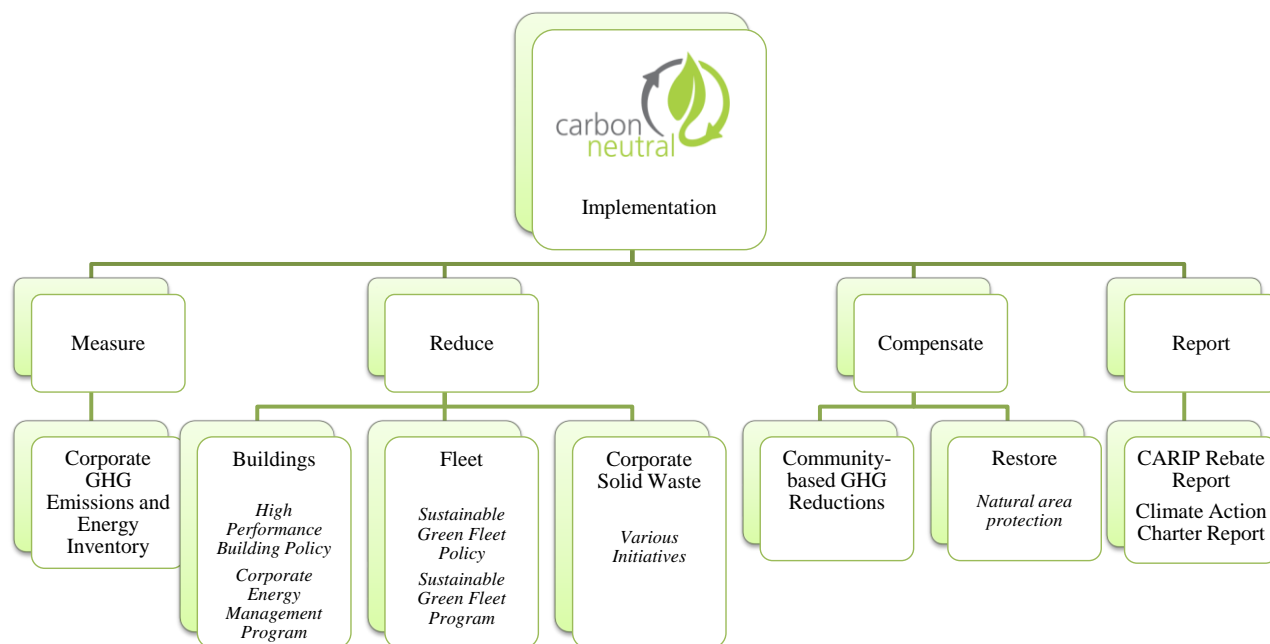


Figure 3: Carbon Neutrality Implementation Summary

Measure

Measuring GHG emissions is the first step in implementing a program for reaching carbon neutrality. In 2010, the City produced its first Corporate Energy and Emissions Inventory. This report provided the 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 on 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. Corporate solid waste generation was also identified as an important area for further reduction action.

To manage its emissions responsibly and reach carbon neutrality, the City will need to measure its corporate GHG emissions on an annual basis. In preparation for this, the City is currently working on integrating GHG emission measurement into its existing management systems (e.g., Corporate Fuel Use Management System for Fleet, Corporate Energy Use Management System for Civic Buildings and

Infrastructures). By embedding GHG emission measurement within existing departmental systems, the City avoids costs associated with new systems. This approach also empowers respective departments in implementing and monitoring the effectiveness of GHG reduction initiatives in day-to-day operations.

Reduce Corporate GHGs

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 objectives, 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 below.

Buildings

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 resource consumption (energy, water, materials),
- accelerate transition to use of renewable energy sources,
- reduce corporate costs,
- reduce emissions and wastes,
- protect local ecosystems, and
- 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.).



Green roof of the Hamilton Fire Hall



Solar panels on the roof of Minoru Pool

Fleet

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, and
- 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).

Currently, effort is being directed at installing electric vehicle charging stations at key civic facilities, most of which will be publically accessible. Additionally, the City is currently developing a Sustainable Fleet Plan which will evaluate progress made to-date, identify future action opportunities and recommend a specific GHG emission reduction target pertaining to the City's fleet use.



City of Richmond's Electric Vehicle



Solid waste and recycling initiatives

Solid Waste

The City of Richmond has been active in reducing corporate waste since the early 1990s. Various initiatives have been advanced to reduce the amount resources consumed in the delivery of City's services, and to increase the diversion and recycling of unwanted materials. In 2000, the City was one of the first municipalities to adopt an Environmental Purchasing Policy and Guidebook. These tools help the City make greener choices in its procurement. 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. 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.

In 2011, the City adopted a Solid Waste Strategic Program under the City's Sustainability Framework. In addition to a community-wide waste diversion target of 70% by 2015, this Program also includes a commitment to develop a corporate waste reduction target. The establishment of the corporate waste reduction target will help the City continue to reduce waste and lower corporate GHG emissions.

Compensate

Despite best efforts, it is simply unfeasible to avoid GHG emissions completely. Accordingly, obtaining carbon neutrality means that investments must be made to offset or compensate for remaining emissions. An offset or compensatory action is an investment in an action external to one's services that compensates for the GHG emissions generated by one's internal operations. Carbon neutrality is achieved when the amount of such (external) investments equals the level of unavoidable GHG emitted corporately (internally).

Carbon neutrality is an emerging concept and methodologies for evaluating the value of alternative compensation investments are evolving. Most work has been done on developing methodologies for purchasing external offsets through a third party supplier. In general, this approach means that monies 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 Richmond community. In this regard, the City is able to:

- keep local tax dollars within Richmond,
- reduce local GHG emissions,
- reduce costs by leveraging existing initiatives, while at the same time,

- contribute to other important local community benefits and services (e.g., increased affordability, improved air quality, reduced congestion, increased local reliance, etc.).

Reduce Community GHGs

The City has advanced numerous initiatives that support GHG emission reduction in the community. Examples include the City's land-use policies directed at creating complete and compact communities which among other benefits, reduce reliance on the automobile. Other initiatives include the:

- Climate Change Showdown Program which engages Richmond students in climate action,
- City's alternative and low-GHG emission transportation programs (e.g., e-vehicle infrastructure requirements in new developments, bikeway development, density planning near transit, etc.),
- community energy projects (e.g., West Cambie district energy system), and
- City's community solid waste and recycling programs.

Over the past two (2) years, the Province has been working on methodologies to evaluate local community investments. Unfortunately, methodologies are still evolving. As such, the City is currently working with the Province, other municipalities and other partners to secure appropriate compensation valuations for various actions being advanced by local governments.



Biking infrastructure in Richmond community



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 as well as wetlands along Sturgeon Banks. Richmond's 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 City is currently working with the Province and other partners on developing carbon offset valuation.

4. Report

The final step in achieving carbon neutrality is reporting. 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.

Summary

The City of Richmond is well on its way for achieving carbon neutrality. 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 Richmond community. While a strong start has been made, further work is needed in developing an effective compensation framework that works for local governments and their communities.

Over the next year, the City will continue to measure its corporate GHG emissions, reduce existing emissions (both corporately and in the community) and work with the Province and other partners to develop effective compensation frameworks.



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** November 6, 2012
From: Cecilia Achiam
Interim Director, Sustainability and District Energy **File:** 01-0370-01/2012-Vol 01
Re: **Proposed Climate Smart Program – Facilitating Climate Action by Richmond Businesses**

Staff Recommendation

That the City supports the delivery of the Climate Smart Program as presented in the attached staff report dated November 6, 2012 entitled "Proposed Climate Smart Program – Facilitating Climate Action by Richmond Businesses".

Cecilia Achiam, MCIP, BCSLA
Interim Director, Sustainability and District Energy
(604-276-4122)

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

Staff Report

Origin

By participating in the Climate Smart Program, the City can capitalize on an opportunity to support the Richmond business community in reducing greenhouse gas emissions (GHG). This initiative supports the following Council Term goals pertaining to sustainability and economic development:

- Council Term Goal #8.1: *“Continued implementation and significant progress towards achieving the City’s Sustainability Framework, and associated targets.”*
- Council Term Goal #3.2: *“Foster a collaborative economic development culture within the City where the City and businesses are working together to build on and seize opportunities in a faster, more efficient manner, with critical mass.”*

Background

According to a recently released Carbon Disclosure Project Global 500 Report¹ climate change has climbed the boardroom agenda of major corporations. Recent extreme weather and natural events have increased attention being directed at climate change risks. Risks associated with climate change are being viewed as tangible and present, impacting companies’ operations, supply chains and business planning. 2012 has seen a 10% increase year-on-year in companies integrating climate change into their business strategies (2012: 78%, 2011: 68%), contributing to a 13.8% reduction in reported corporate greenhouse gas emissions. However, while some companies are demonstrating an awareness of the strategic opportunities associated with acting on climate change, few are setting the necessary targets required to ensure their long-term resilience and many are facing challenges justifying the business case for low carbon investment.

The Climate Smart Program (“Climate Smart”, “Program”) is offered in the Lower Mainland by a social enterprise (a for-profit organization that puts social aims first rather than maximizing profits for external shareholders). The Program builds capacity to enable local businesses to reduce their emissions, cut costs and make greater contributions towards a resilient economy. It provides professional development, tools and technical support to enable companies to complete a credible inventory of their energy use and greenhouse gas (GHG) emissions and take strategic action to reduce unnecessary consumption of fuel, electricity, materials and waste. These actions cut business costs and reduce GHG emissions.

Climate Smart is directed at small and medium-sized businesses (SMEs). For many SMEs, time and human resources constrain their ability to become familiar with and act on the mass of information pertaining to GHG management. Engaging external expertise is often too costly and can fail to embed practices within an organization. A key focus of the Program is building the internal skill base necessary for continuing GHG management within organizations. Since 2008, Climate Smart has worked with over 650 businesses who collectively have achieved GHG emission reductions of over 660,000 tonnes. Emissions reductions vary significantly

¹ The Carbon Disclosure Project Global 500 report provides an annual update on greenhouse gas emissions data and climate change strategies at the world’s largest public corporations. It is produced on behalf of 655 institutional investors representing \$78 trillion in assets. (Carbon Disclosure Project: *Business resilience in an uncertain, resource-constrained world* (September 2012))

depending on the business sector. Organizations which are carbon-intensive, such as manufacturers and transport-related businesses, can achieve significantly higher reductions than office-based businesses. The program's historic average has been around 780 tonnes per business. Increased resource efficiency taken to achieve these emissions reductions means reduced operating costs. While a range of reduction strategies are employed, including capital-intensive programs such as lighting and other equipment retrofits, most participating businesses have focussed on lower-cost action initiatives such as behaviour-based programs (e.g., driver education programs, "turn-it-off" campaigns, etc.) and third-party contract changes to source more sustainable suppliers. The most common areas of focus are waste diversion, paper use and staff commuting.

The Program consists of:

- three training workshops which help organizations undertake their energy and GHG emission inventories and provide business case analyses for alternative reduction actions
- follow-up with implementation;
- access to online GHG management software;
- up to 10 hours of technical support per business, including external expert review of the first year's data and methodology; and
- provision of a Climate Smart business seal for a year.

For 10-12 businesses, the total program cost is \$15,000-\$25,000 for a one-year term. The price ranges because the cost per business varies in accordance with its size. The Climate Smart Program is currently sponsored by the Pacific Carbon Trust (\$5,000) and Fortis BC (\$3,000). To be delivered in Richmond, the City of Richmond would need to contribute \$5,000. Participating businesses would pay differing contributions based on their size, ranging from \$250 - \$1,000 per business. Based on historical averages, a business achieves \$11,000 in ongoing savings from participating in the Program. Because the type and extent of reduction strategies employed varies widely with each business, the range observed to-date has been anywhere from \$0 - >\$100,000 in ongoing savings.

Business recruitment would be conducted based on collaborative efforts between the City and Climate Smart. The City will work with Climate Smart on developing appropriate targeting criteria for business recruitment (e.g., business carbon intensity, clustering opportunities, etc.) and will assist in increasing awareness of the opportunity through City communication channels. Recruitment will be conducted by Climate Smart.

Analysis

As part of its overarching Sustainability Framework, Richmond Council adopted GHG emission reduction targets of 33% reduction by 2020 and 80% reduction by 2050. The City has been advancing numerous initiatives which not only reduce GHG emissions but contribute to multiple sustainability objectives (e.g., resilient economy, affordable communities, reduced resource consumption, local agriculture and food, etc.).

Recent achievements include:

- updating the Official Community Plan with climate change and other sustainability policies which support GHG emission reduction (e.g., energy policies, alternative transportation policies, land-use policies encouraging compact and complete communities, etc.),
- building a District Energy System in the West Cambie neighbourhood,
- implementing and delivering the City's GreenCan program and other recycling services, and
- in partnership, delivering the Climate Change Showdown that engages Richmond students in climate action.

The City is also working towards carbon neutrality in its own corporate operations and is developing its first Community Energy and Emissions Plan (CEEP) to measure success/progress made to-date and identify further strategic action for reducing community-wide GHG emissions.

Emission reductions needed to achieve a stable climate are significant and require action across all sectors of society. As a partnership initiative with existing seed funding, the Climate Smart Program provides a cost-effective opportunity to engage and support local businesses in climate action. The Program also provides additional benefits that extend beyond GHG emission reduction such as helping businesses identify efficiencies, decrease operating costs and reduce vulnerability to resource price fluctuations. In addition, by increasing awareness and understanding of climate change, the Climate Smart Program can help build business resiliency and adaptability.

The Program also offers a potential opportunity to gain compensation credits for the City and thereby, support the City's carbon neutral efforts. At an average of cost of \$25 per tonne of GHG reduced per business, the Climate Smart Program offers a strong opportunity to achieve cost-effective compensation credits. Meaningful compensation credit would ultimately depend, however, on the scale of program delivery. Should the City proceed in supporting the delivery of Climate Smart, City staff will work with Climate Smart and other partners to explore means for establishing credits.

Recommended Action

It is recommended that the City support the delivery of the ClimateSmart program by contributing \$5000 to support the engagement of 10-12 businesses. Results from the program will be brought back to Council to support future program decision-making.

Financial Impact

The cost for the City to support the Climate Smart program for 10-12 businesses is \$5000. There is no impact to the City's budget as funds would be provided by the City's existing Economic Development budget.

Conclusion

Unmanaged climate change is projected to result in significant impacts to businesses and communities. The City of Richmond is working in partnerships to reduce community GHG emissions, contribute to greater climate stability and mitigate projected adverse impacts. This report presents an opportunity for the City, in partnership with others, to support Richmond businesses in cutting their GHG emissions, reducing operating costs and increasing business resiliency.



Margot Daykin, MRM
Manager, Sustainability
(604-276-4130)

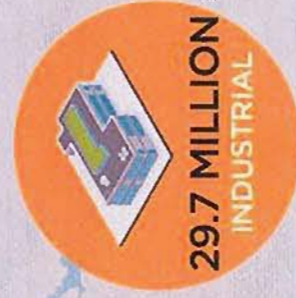
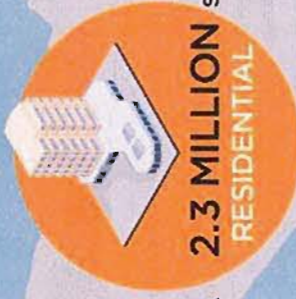
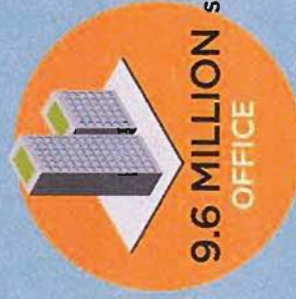


for Neonila Lilova
Manager, Economic Development
(604-247-4934)

NAIOP Members' Buildings In Municipalities Outside City of Vancouver

BUILDING INVENTORY

A total of 55.5 million square feet of commercial and mixed-use properties in Metro Vancouver's suburban centres outside of City of Vancouver is owned or managed by NAIOP members, with a total estimated value of \$10 billion.



55.5 MILLION Sq.Ft. = \$10 BILLION market value

Property Tax Contributions In Metro Vancouver

ANNUAL PROPERTY TAX CONTRIBUTIONS

NAIOP members contributed a total of \$310 million in property tax payments in 2011.

\$310 MILLION

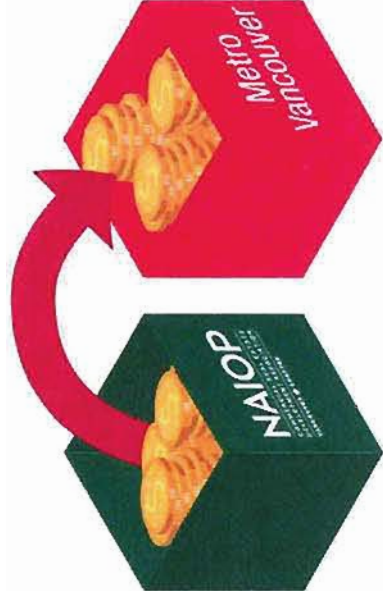


Property Tax Contributions In Municipalities Outside City of Vancouver

ANNUAL PROPERTY TAX CONTRIBUTIONS

NAIOP members contributed a total of \$166 million in property tax payments in 2011 in Metro Vancouver's suburban centres outside of City of Vancouver.

\$166 MILLION

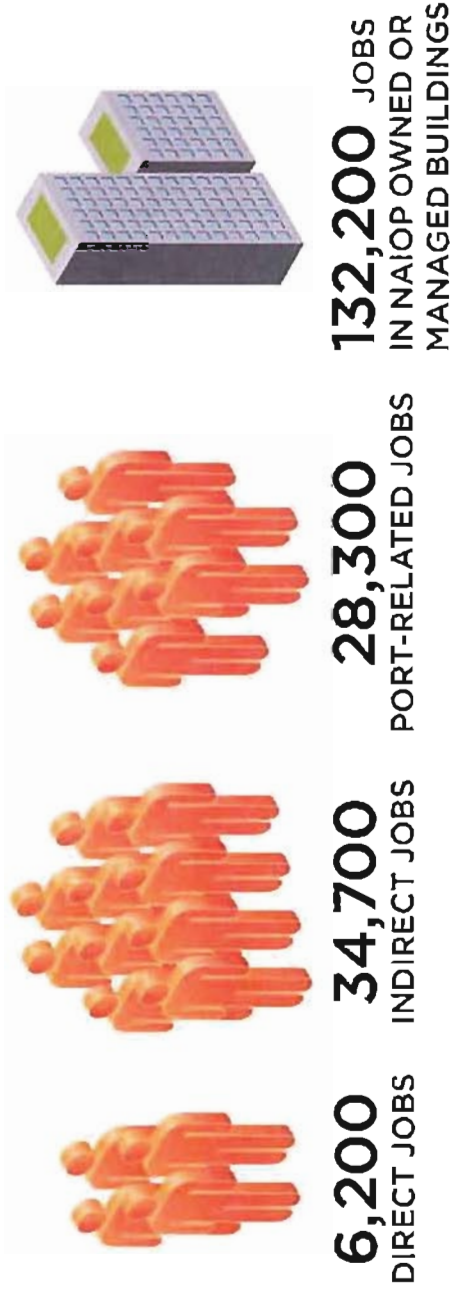


Employment Contribution In Metro Vancouver

JOB

NAIOP members make a direct contribution to the economy through direct and indirect employment. A total of over 200,000 jobs can be attributed to our members.

200,000+ JOBS



Economic Activity & GDP Contribution In Metro Vancouver

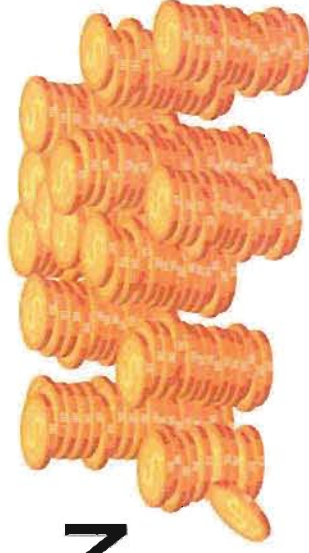
ECONOMIC ACTIVITY AND GDP CONTRIBUTION

NAIOP member firms generated nearly \$9.7 billion in economic activity and \$4.5 billion to GDP in Metro Vancouver.

\$9.7 Billion

in Economic Activity =

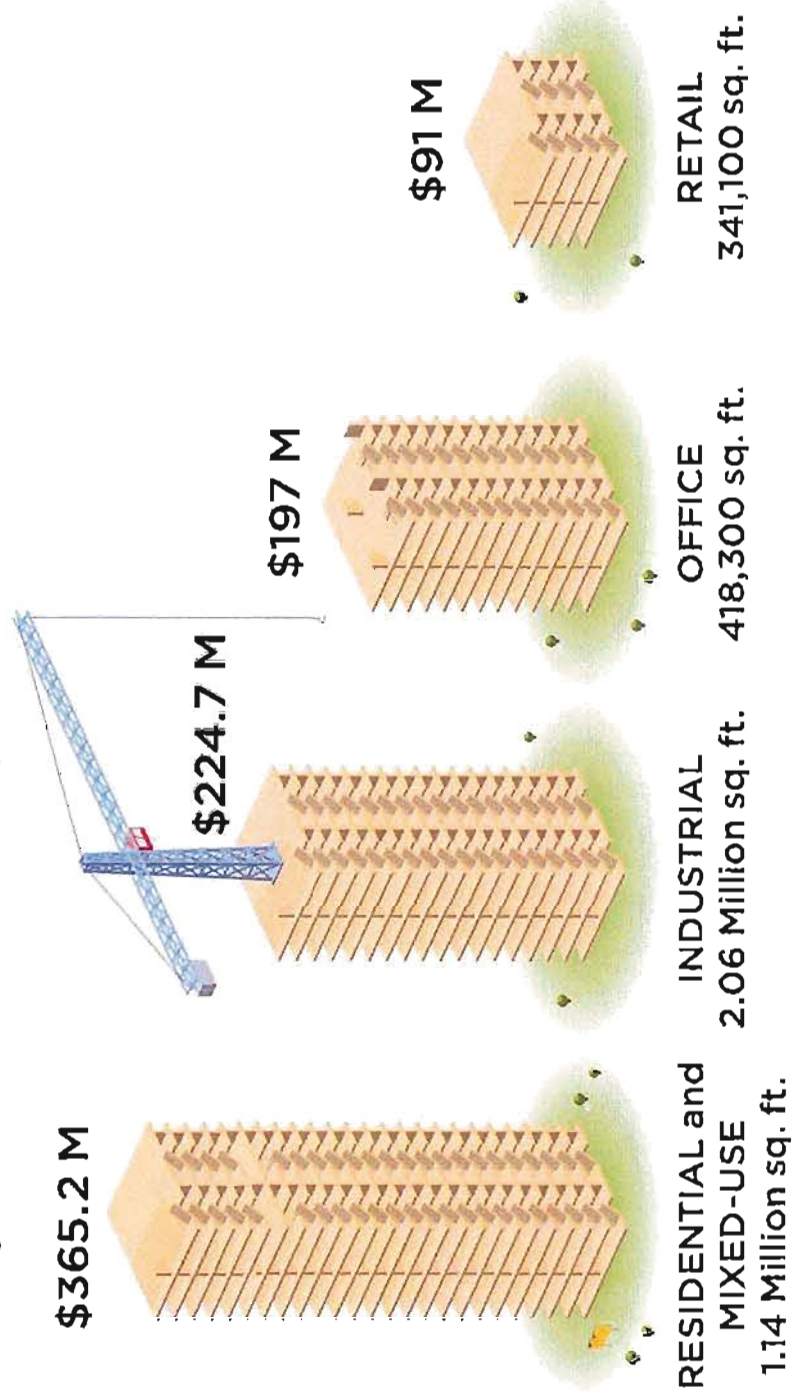
\$4.5 BILLION
to GDP.



New Construction In Metro Vancouver

ANNUAL NEW CONSTRUCTION*

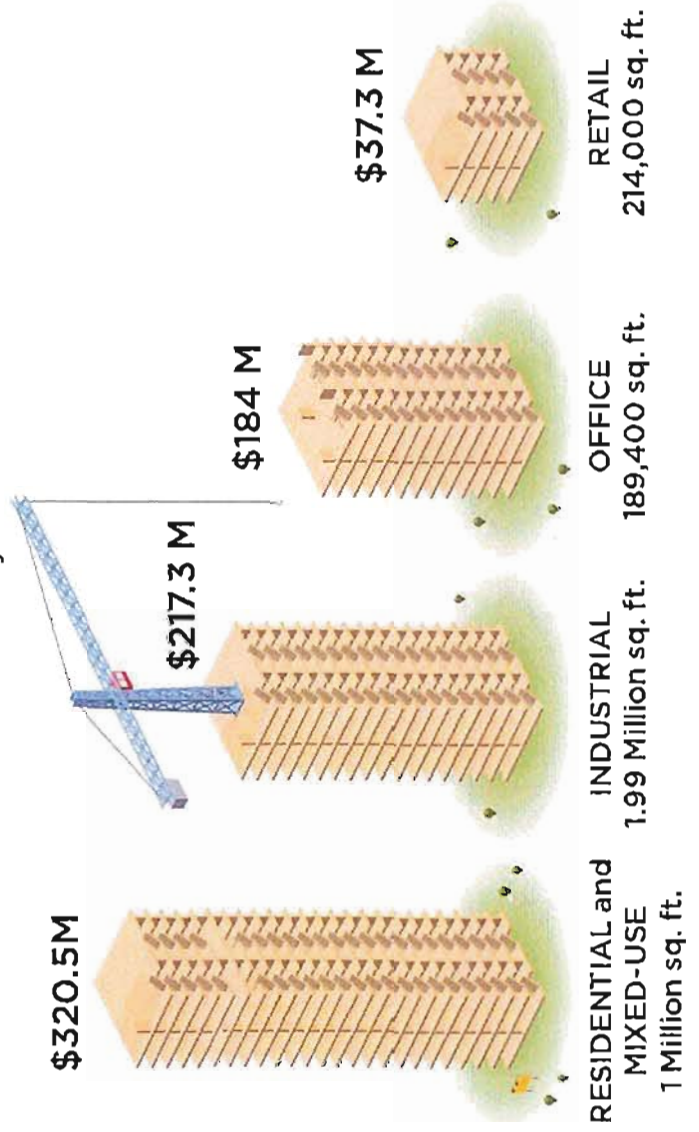
*average new construction over 5 years



New Construction In Municipalities Outside City of Vancouver

ANNUAL NEW CONSTRUCTION*

*average new construction over 5 years in Metro Vancouver's suburban centres outside of City of Vancouver



THANK YOU

For more information, please visit: <http://naiopvcr.com>
or Darlene Hyde at darlenehyde@shaw.ca





ROTARY CLUB OF RICHMOND

P.O. Box 94181, Richmond, BC. Canada V6Y 2A2

September 26, 2012

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

Dear Mr. Weber,

The Rotary Club of Richmond celebrates its 50th anniversary in 2012. On April 15th, 2012, our club hosted a 50th anniversary fundraiser gala which generated in the order of \$30,000 for our local Rotary Hospice House and the BC Military Foundation. To commemorate the milestone, the Club also created a 50th Anniversary keepsake outlining the history of Richmond's first Rotary club, The Rotary Club of Richmond.

The Rotary Club of Richmond would like to delegate to Richmond City Council on Monday November 26th, 2012 for five minutes to present the Mayor and Councillors with a copy of the 50th Anniversary booklet and outline our major projects, past and upcoming.

Delegating will be me and Keith Tsukishima, Board member and creator of the 50th Anniversary booklet.

I look forward to hearing if this will be possible. If that date is not available, please suggest an alternate. You can reach me at barb.duggan@gmail.com

Sincerely,

Barbara Duggan
President, Rotary Club of Richmond
2012: Celebrating 50 years of Service to the Community



**Road Closure and Removal of Road Dedication Bylaw 8844
(Portion of Alder Street adjacent to 9471 Alberta Road)**

The Council of the City of Richmond enacts as follows:

1. The lands legally described as a portion of road dedicated by the deposit of plan LMP34701 Section 10 Block 4 North Range 6 West New Westminster District (shown outlined in bold on the Reference Plan prepared by J. C. Tam and Associates attached as Schedule A) shall be stopped up and closed to traffic, cease to be a public road and the road dedication shall be removed.
2. This Bylaw is cited as "Road Closure And Removal of Road Dedication Bylaw 8844".

FIRST READING

DEC 19 2011

SECOND READING

DEC 19 2011

THIRD READING

DEC 19 2011

DULY ADVERTISED

ADOPTED



MAYOR

CORPORATE OFFICER

REFERENCE PLAN TO ACCOMPANY CITY OF RICHMOND
ROAD CLOSURE AND REMOVAL OF ROAD DEDICATION BYLAW 8844 OF
A PORTION OF ROAD DEDICATED BY THE DEPOSIT OF PLAN LMP34701
SECTION 10 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT

BCGS 926.015

PURSUANT TO SECTION 120 LAND TITLE ACT AND SECTION 40 COMMUNITY CHARTER

PLAN BCP

Deposited in the Land Title Office
at New Westminster, B.C. this _____ day
of _____, 2011.

Deputy Registrar

Per:



SCALE: 1:750

15 10 5 0 10 20 30 40

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

STRATA
PLAN
BCS200
PLAN LMP34348

BIRCH
STREET

HEMLOCK DRIVE

SECTION 10

STRATA PLAN LMS4621
PLAN LMP34351

BLOCK 4 NORTH RANGE 6 WEST

STRATA PLAN LMS4120
PLAN LMP34351

E. 1/2
OF 19
PLAN 1305

STRATA
PLAN
BCS4266
PLAN BCP47395

E. 1/2 OF 18
PLAN 1305

POSTING
PLAN BCP40475

PARTY(ES) SIGNATURE(S)
CITY OF RICHMOND BY ITS
AUTHORIZED SIGNATORIES

MAYOR: MALCOLM D. BRODIE
AUTHORIZED SIGNATORY

CLERK:
AUTHORIZED SIGNATORY

OFFICER SIGNATURE(S)

Note:
This plan shows one or more witness posts
which are set along the production of the
property boundary unless otherwise noted.

COMMISSIONER FOR
TAKING AFFIDAVITS FOR B.C.
CITY OF RICHMOND
6911 NUMBER 3 ROAD
RICHMOND, B.C.
V6Y 2C1
PHONE: (604) 276-4000
AS TO THE SIGNATURE OF

THIS _____ DAY OF _____, 2011

OFFICER CERTIFICATION: YOUR SIGNATURE CONSTITUTES A
REPRESENTATION THAT YOU ARE A SOLICITOR, NOTARY PUBLIC
OR OTHER PERSON AUTHORIZED BY THE EVIDENCE ACT,
R.S.B.C. 1996, C. 124, TO TAKE AFFIDAVITS FOR
USE IN BRITISH COLUMBIA AND CERTIFIES THE
WATERS SET OUT IN PART 3 OF THE LAND TITLE ACT
AS THEY PERTAIN TO THE EXECUTION OF THIS INSTRUMENT.

I, Johnson C. Tan, a British Columbia
Land Surveyor, certify that I was
present at and personally superintended
the survey represented by this plan, and
that the survey and plan are correct.
The field survey was completed on the
14th day of November, 2011. The plan was
completed and checked, and the checklist
filed under #129930, on the 16th day
of November, 2011.

JOHNSON C. TAN, B.C.L.S.

ALBERTA ROAD

ALBERTA ROAD

BOOK OF REFERENCE
PARCEL "A" Area = 39 m²

Grid bearings are derived from observations between
control monuments 77H4676 and 77H4958.
Integrated Survey Area No. 18, (RICHMOND), 64023 (CSRS)
This plan shows horizontal ground-level measured distances
except where otherwise noted. To compute grid distances,
multiply ground level distances by combined factor of 0.99996355.
This plan lies within the Greater Vancouver Regional District.

LEGEND:
Control Monument Found
Standard Iron Post Found
Standard Iron Post Placed
Lead Plug Found
W. denotes witness

J. C. Tan and Associates
Canada and B.C. Land Surveyor
115 - 8855 Oak Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctan.com
Website: www.jctan.com
Job No. 4140
78-195 P77
Drawn by: KA

DWG No. 4140-REF



Richmond Zoning Bylaw 8500
Amendment Bylaw 8849 (RZ 11-594227)
10580 RIVER DRIVE

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

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

P.I.D. 008-924-961

Lot 126 EXCEPT: THE EASTERLY 13.06 METRES Section 23 Block 5 North Range 6
West New Westminster District Plan 27707

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8849".

FIRST READING

FEB 13 2012

A PUBLIC HEARING WAS HELD ON

MAR 19 2012

SECOND READING

MAR 19 2012

THIRD READING

MAR 19 2012

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

NOV 19 2012

ADOPTED



MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 8852 (RZ 11-587549)
11291 WILLIAMS ROAD

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COMPACT SINGLE DETACHED (RC2)**.

P.I.D. 004-125-096

Lot 4 Block 2 Section 25 Block 4 North Range 6 West New Westminster District Plan 18935

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8852".

FIRST READING

FEB 13 2012

A PUBLIC HEARING WAS HELD ON

MAR 19 2012

SECOND READING

MAR 19 2012

THIRD READING

MAR 19 2012

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

NOV 16 2012

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8880 (RZ 12-601319)
23591 Westminster Highway**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation in Schedule 2.14 (Hamilton Area Plan) thereof of the following area and by designating it **"COMMUNITY FACILITIES"**.

P.I.D. 028-376-650

Lot B Section 36 Block 5 North Range 4 West New Westminster District Plan BCP46528.

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8880"**.

FIRST READING

MAY 28 2012

PUBLIC HEARING

JUN 18 2012

SECOND READING

JUN 18 2012

THIRD READING

JUN 18 2012

ADOPTED



MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8881 (RZ 12-601319)
23591 WESTMINSTER HIGHWAY**

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

1. Richmond Zoning Bylaw 8500 is amended by repealing the existing zoning designation of the following area and by designating it **SCHOOL AND INSTITUTIONAL USE (SI)**

P.I.D. 028-376-650

Lot B Section 36 Block 5 North Range 4 West New Westminster District Plan BCP46528.

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8881".

FIRST READING

MAY 28 2012

PUBLIC HEARING

JUN 18 2012

SECOND READING

JUN 18 2012

THIRD READING

JUN 18 2012

MINISTRY OF TRANSPORTATION APPROVAL

AUG 09 2012

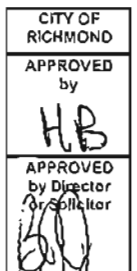
OTHER CONDITIONS SATISFIED

NOV 21 2012

ADOPTED

MAYOR

CORPORATE OFFICER





**Development Permit, Development Variance Permit and Temporary
Commercial and Industrial Use Permit Procedure Bylaw No. 7273,
Amendment Bylaw 8923**

The Council of the City of Richmond enacts as follows:

1. Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, as amended, is further amended by:
 - a) repealing 1.2.2(b) and replacing it with the following:

“(b) does not apply to **temporary use permit applications and development permit applications for a granny flat or a coach house.**”
 - b) adding the following definitions to Section 12.1, in alphabetical order:

“**Coach House** means a detached or attached, self contained dwelling that is accessory to a principal dwelling unit and is located either entirely or partially above a garage used for parking purposes.”

“**Granny Flat** means a detached, self contained dwelling that is accessory to a principal dwelling unit and is located entirely on the ground floor.”
2. This Bylaw is cited as “**Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

JUL 23 2012

JUL 23 2012

JUL 23 2012

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

MAYOR

CORPORATE OFFICER



**Development Application Fees Bylaw No. 7984,
Amendment Bylaw 8924**

The Council of the City of Richmond enacts as follows:

1. Development Application Fees Bylaw No. 7984, as amended, is further amended by inserting the following at the end of section 1.4.1:
“except for an application for a **Development Permit** for a granny flat or coach house, which must pay an application fee of \$1,000.”
2. This Bylaw is cited as “**Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924**”.

FIRST READING

JUL 23 2012

SECOND READING

JUL 23 2012

THIRD READING

JUL 23 2012

ADOPTED

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

MAYOR

CORPORATE OFFICER



**Development Permit Panel
Wednesday, November 14, 2012**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
Dave Semple, General Manager, Community Services

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 24, 2012, be adopted.

CARRIED

2. Development Permit DP 12-616031
(File Ref. No.: DP 12-616031) (REDMS No. 3688847)

APPLICANT: McDonald's Restaurants of Canada Ltd.
PROPERTY LOCATION: 2760 Sweden Way
INTENT OF PERMIT: Permit exterior renovations to the existing McDonald's Restaurant at 2760 Sweden Way, on a site zoned "Industrial Retail (IR1)."

Applicant's Comments

Darrell Horst, Senior Real Estate Manager Western Region, MacDonald's Restaurants of Canada Limited, and Marlene Messer, Landscape Architect, PMG Landscape Architects, provided the following information regarding the proposed exterior renovations to the existing McDonald's Restaurant:

Development Permit Panel

Wednesday, November 14, 2012

- the McDonald's restaurant located at the corner of Bridgeport Road and Sweden Way has been existing for 12-14 years and some renovation work in its drive-through was done last year;
- the proposed renovations are only on the exterior façade of the restaurant to modernize the building and reflect the new corporate image of McDonald's introduced across Canada;
- there will be changes in materials and well as in landscaping;
- existing trees on the project will be retained and a low shrub planting will be added along the edge of the drive-through to screen the headlights from vehicles queued in the drive-through;
- appropriate measures will be made to protect the roots of existing trees; and
- a small planting island that includes a tree and ground cover within the surface parking area will be introduced.

Panel Discussion

Ms. Messer, in response to a query from the Panel, stated that the new pedestrian connection is from Sweden Way through the parking lot of the restaurant.

Staff Comments

Wayne Craig, Director of Development, noted the applicant's efforts to improve the restaurant's landscaping and pedestrian circulation.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel expressed appreciation for the proposed exterior renovations and noted the improved pedestrian circulation.

Development Permit Panel
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Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit exterior renovations to the existing McDonald's Restaurant at 2760 Sweden Way, on a site zoned "Industrial Retail (IR1)."

CARRIED

3. Development Permit DP 12-608937

(File Ref. No.: DP 12-608937) (REDMS No. 3654133)

APPLICANT: Cotter Architects Inc.

PROPERTY LOCATION: 9691 Alberta Road

INTENT OF PERMIT:

1. To permit the construction of a 24 unit Townhouse on a site zoned "Low Density Townhouses (RTL4)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the required front yard setback from 6.0m to 5.40m;
 - b) reduce the minimum lot width from 40.0m to 28.6m;
 - c) reduce the required west side yard setback from 3.0m to 0.30m for the garbage and recycling enclosure; and
 - d) permit resident parking in a tandem configuration in 10 of the 24 units.

Applicant's Comments

Thomas Allan Palmer, Architect, Patrick Cotter Architect Inc., provided the following information regarding the salient features of the proposed development:

- the project is a group of five buildings with three to eight units per building and with one to three bedrooms in each of the townhouses;
- a unique aspect of the project is the smaller ground-oriented units in two buildings which have access at grade and are more affordable;
- the three units facing directly onto Alberta Road will give the project a strong presence;
- the Georgian style townhouses are simple but adorned with classical details;
- middle buildings are turned to open up the site in the middle and mitigate the long and narrow feel of the site;
- the garbage and recycling enclosure at the western side of the property introduces a curve to the driveway to break up an otherwise straight drive aisle; and

Development Permit Panel

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- the outdoor amenity area at the centre of the site features a play structure for children and community garden plots.

Mark van der Zalm, Landscape Architect, van der Zalm + Associates, Inc., stated that the applicant did some additional work on the project to address the concerns of the Advisory Design Panel which are related to the geometry of the long and narrow site of the project. Mr. van der Zalm mentioned the following key improvements to the project:

- improvements to the children's play area notwithstanding the project's proximity to excellent play amenities in the area which include the Garden City Park and other open spaces;
- the amenity zone was reconfigured to get vehicles out of the way of the amenity area; and
- improvements in the functionality of the community gardens and the children's play area were achieved by pulling back the buildings.

Mr. van der Zalm also pointed out the following important features of the project:

- the rich palette of materials reflect the Georgian style architecture;
- decorative pavers are provided throughout the development;
- the enclosure of the centralized garbage and recycling is visually appealing; and
- a unique aspect of the project is the provision of secure bike parking in each of the ground-oriented units using lockable posts in the individual yards.

Panel Discussion

In reply to queries from the Panel, Mr. Palmer and Mr. van der Zalm, provided the following information:

- in order to provide a residential front door façade to Alberta Road, the building fronting the road was rotated so that three units will face Alberta Road directly;
- the colour palette was used to visually break down the massing to provide a residential feel to the development and help identify the individual units;
- the building adjacent to the one fronting Alberta Road has the same configuration as the latter but its relationship is with the park and not the street;
- the buildings use pre-finished cement board horizontal siding;
- high level discussions have been made by the applicant with the developers of the adjacent lots to cooperate on easement access between the adjacent sites;
- the property to the west of the subject development will have access to the drive aisle of the subject site and small parts of the property to the east will be accessible from the site;

Development Permit Panel

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- in the meantime, a fence will provide separation from the adjacent single family housing on both sides of the subject development;
- screening at the end of drive aisles in the subject development will mitigate vehicle headlights; and
- the 480 sq. ft. ground oriented units in the two middle buildings are more affordable market housing types, have built-in flexibility and will have separate title and strata.

In reply to a query from the Chair, Charan Sethi, President, Tien Sher Group of Companies, stated that he had coordinated with the developer of the adjacent property to the west to ensure shared access between the two developments. He mentioned that the location of the garbage and recycling of the two adjacent developments will be located back to back and a big open space in the middle will be provided which will be screened visually through landscaping. Also, he stated that the design of the subject development will benefit both projects.

Staff Comments

Wayne Craig, Director of Development, stated that the ground floor units were designed to allow for easy conversion for residents requiring use of a wheelchair and that certain features are already built in such as wider doors. Mr. Craig also advised that the applicant has provided a unit plan for the ground floor units to provide design flexibility. Mr. Craig commented that the project is designed to meet the City's aircraft noise requirements with respect to internal thermal conditions and indoor noise levels.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel commented that the project is nice despite the constraints of a long and narrow site. The Panel also mentioned that the project is well thought out, will blend well with the adjacent sites and add flavour to the neighbourhood.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of a 24 unit Townhouse on a site zoned "Low Density Townhouses (RTL4)"; and*

Development Permit Panel
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2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
- a) reduce the required front yard setback from 6.0m to 5.40m;*
 - b) reduce the minimum lot width from 40.0m to 28.6m;*
 - c) reduce the required west side yard setback from 3.0m to 0.30m for the garbage and recycling enclosure; and*
 - d) permit resident parking in a tandem configuration in 10 of the 24 units.*

CARRIED

4. Development Permit DP 12-615185
(File Ref. No.: DP 12-615185) (REDMS No. 3599416)

APPLICANT: MQN Architects

PROPERTY LOCATION: 12100 Featherstone Way

INTENT OF PERMIT: To permit the upgrading of brand imaging and towers on the existing building and remediation planting within the Riparian Management Area on a site zoned Vehicle Sales Commercial (ZC28).

Applicant's Comments

Brian Quiring, Architect, MQN Architects, provided the following information regarding the proposed upgrading of brand imaging and towers on the existing building and remediation planting within the Riparian Management Area:

- MQN Architects was the original architect of the project several years ago and will undertake the third upgrade of the project;
- the new GM image is architecturally sophisticated and will improve the streetscape;
- the existing central tower feature will be removed and replaced with a Chevrolet entry portal with composite metal panel in vibrant blue colour;
- a new Buick/GM entry portal will also be added;
- the current landscape plan is not entirely accurate as it does not show the proposed 3-meter grass strip between the parking lot and the boundary of the Riparian Management Area (RMA) (staff advised that the revised landscape plan was included in the application submission); and
- the applicant is working with an environmental consultant to provide a solution to the landscaping problem.

Development Permit Panel

Wednesday, November 14, 2012

Panel Discussion

In reply to queries from the Panel, Mr. Quiring stated the following:

- the riparian planting was destroyed by blackberry bushes coming from the ditch which choked out the plants;
- the applicant is not satisfied with the present selection of plants for riparian planting and is hoping for a different plant selection that will perform better in the RMA; and
- part of the proposed project is the rehabilitation of the RMA through increased vegetation.

Staff Comments

Wayne Craig, Director of Development, commented that he agrees with the applicant that the proposed improvements will upgrade the building. Mr. Craig also mentioned that with regard to the riparian planting, Planning staff worked with the applicant's environmental consultant and consulted with Department of Fisheries staff to develop the landscape plan attached to the development permit application. Mr. Craig advised that Planning staff continues to work with the applicant to ensure proper maintenance of the riparian planting while still respecting visual sight lines to the facility as well as respond to riparian area requirements.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel commented that the proposed upgrade is nice but pointed out that the applicant needs to control the proliferation of blackberries in the RMA. The Panel also suggested that the applicant consult with Parks staff who have experience in managing RMAs and controlling the growth of blackberries.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the upgrading of brand imaging and towers on the existing building and remediation planting within the Riparian Management Area on a site zoned Vehicle Sales Commercial (ZC28).

CARRIED

Development Permit Panel
Wednesday, November 14, 2012

5. Development Permit DP 10-535726

(File Ref. No.: DP 10-535726) (REDMS No. 3611490)

APPLICANT: The South Coast British Columbia Transportation Authority
("Translink")

PROPERTY LOCATION: 4111 Boundary Road

INTENT OF PERMIT: To permit the construction of a new bus operations and
maintenance facility on a site zoned Light Industrial (IL).

Applicant's Comments

Joe Halhead, Translink Representative, outlined the purpose of the facility which is essentially to provide operation and maintenance support for a maximum of 300 buses such as bus dispatch, service and maintenance. He also pointed out that there are separate buildings for maintenance, bus wash, refueling, waste water treatment and service delivery as well areas for employee parking, bus parking and a small shed for tire storage.

Steve Rayner, Architect, PBK Architects, described the architectural form and character of the buildings in the facility and stated that they have different sizes and shapes but have a common language to unify them as a family of buildings on the site. Mr. Rayner also mentioned that the buildings have a common palette of materials and building forms echo from one building to the next. He stated that with the suggestion of the Advisory Design Panel, touches of green and yellow have been added to provide a stronger identity to the buildings.

Dan van Haastrecht, Landscape Architect, Durante Kreuk Landscape Architects, described the following major landscaping features on the site:

- amenity patio space surrounded with tree and shrub planting adjacent to the service delivery building;
- two large planting beds, shrub planting and row of trees in the service delivery parking lot;
- landscape buffer against the sidewalk adjacent to Boundary Road;
- feature landscaping in front of the wastewater treatment building; and
- significant landscape buffer along Westminster Highway.

Panel Discussion

In reply to queries from the Panel, Mr. van Haastrecht and Mr. Halhead stated the following:

- landscaping along Westminster Highway includes large swathes of shrubs, a river rock bioswale adjacent to the sidewalk, retaining walls, and fencing;

Development Permit Panel

Wednesday, November 14, 2012

- there is a grade change of roughly 1.5 meters from the bus parking lot and the adjacent existing grade of Westminster Highway;
- perimeter fencing and concrete walls along Westminster Highway provide security and visual screening from the street and see-through permeability;
- the parkland provides a buffer between the site and daycare facility;
- chain link fencing and climbing vines are being proposed along the dike on the north side;
- the City has access to the dike through the employee parking lot; and
- the bioswale along Westminster Highway collects water coming down the slope.

Sean Kennedy, Manager, Industrial Group, Genivar, in reply to queries from the Panel, advised the following:

- the waste water treatment plant collects oily water generated in buildings on the site, removes oil and grease from the water and discharges the treated water to a sanitary sewer;
- the facility has a stormwater collection system that discharges surface stormwater directly to the Fraser River;
- lighting on the facility lot is targeted at five foot-candles in terms of brightness;
- the sidewalk along Boundary Road is 1.5 to 2- meter wide; and
- building designs are aimed at meeting LEED Silver rating; sustainable features included: permeable paving in the employee parking area, oil water separators, heat recovery, heat pump systems, sensor controls, radiant heating, and efficient mechanical equipment.

Staff Comments

Wayne Craig, Director of Development, commented on the long collaboration between the applicant and the City and mentioned that there have been a number of amenities provided through the rezoning and development stages such as the park dedication, dike improvement, contributions toward the day care in the area, and working with adjacent neighbours regarding access along Boundary Road. Mr. Craig also advised that the project is deemed to be in compliance with the City's Green Roof Bylaw based on the project meeting LEED Silver rating, increased landscaping, direct discharge of surface stormwater to the Fraser River, and the bioswale along Westminster Highway.

In response to a query from the Panel, Mr. Craig spoke about the present lack of pedestrian access to the dike at the subject location and further to the east.

Correspondence

None.

Development Permit Panel
Wednesday, November 14, 2012

Gallery Comments

None.

Panel Discussion

The Panel commended the work done by the applicant to make the facility environmentally sensitive and energy efficient. The Panel also took note of the applicant's efforts to come up with a common language for the buildings and the enhanced landscaping along Westminster Highway.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a new bus operations and maintenance facility on a site zoned Light Industrial (IL).

CARRIED

6. New Business

7. Date Of Next Meeting: December 12, 2012

8. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:35 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, November 14, 2012.

Joe Erceg
Chair

Rustico Agawin
Committee Clerk



City of Richmond

Report to Council

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

Date: November 21, 2012
File: 01-0100-20-DPER1-
01/2012-Vol 01

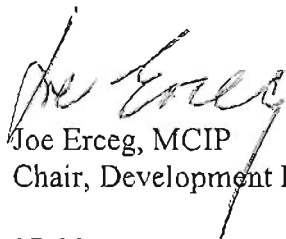
Re: Development Permit Panel Meeting Held on November 14, 2012

Staff Recommendation

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

- i. a Development Permit (DP 12-616031) for the property at 2760 Sweden Way; and
- ii. a Development Permit (DP 12-615185) for the property at 12100 Featherstone Way;

be endorsed, and the Permits so issued.



Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meeting held on November 14, 2012.

DP 12-616031 – MCDONALD'S RESTAURANTS OF CANADA LTD. – 2760 SWEDEN WAY
(November 14, 2012)

The Panel considered a Development Permit application to permit exterior renovations to the existing McDonald's Restaurant on a site zoned "Industrial Retail (IR1)." No variances are included in the proposal.

Mr. Darrell Horst, Senior Real Estate Manager Western Region, of MacDonald's Restaurants of Canada Limited, and Landscape Architect, Ms. Marlene Messer, of PMG Landscape Architects, provided a brief presentation, including:

- The existing restaurant is 12-14 years old with some recent renovation work in its drive-through.
- The proposed renovations to the exterior façade are intended to modernize the building and reflect the new corporate image of McDonald's being introduced across Canada.
- Existing trees will be retained and low shrub planting will be added along the drive-through to screen the headlights from vehicles queued in the drive-through.
- A small planting island with a tree and ground cover will be added in the surface parking area.

In response to a Panel query, Ms. Messer stated that a new pedestrian connection is included from Sweden Way through the parking lot to the restaurant.

Staff supported the Development Permit application, noting the applicant's efforts to improve the restaurant's landscaping and pedestrian circulation.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel expressed appreciation for the proposed exterior renovations and noted the improved pedestrian circulation.

The Panel recommends that the Permit be issued.

DP 12-615185 – MQN ARCHITECTS – 12100 FEATHERSTONE WAY
(November 14, 2012)

The Panel considered a Development Permit application to permit the upgrading of brand imaging on the existing building and remediation planting within the Riparian Management Area on a site zoned Vehicle Sales Commercial (ZC28). No Variances are included in the proposal.

Architect, Mr. Brian Quiring, of MQN Architects, provided a brief presentation, including:

- The new GM image is architecturally sophisticated which will improve the streetscape.
- The existing central tower feature will be removed and replaced with a Chevrolet entry portal with composite metal panels in vibrant blue colour.
- A new Buick/GM entry portal will also be added.

- The applicant has been is working with staff and their environmental consultant to provide a solution to the Riparian Management Area (RMA) landscaping.

Staff supported the Development Permit application and commented that the proposed improvements will upgrade the building. Staff also mentioned that Planning staff consulted with Department of Fisheries staff to develop the landscape plan attached to the Development Permit application. Staff advised that Planning staff continues to work with the applicant to ensure proper maintenance of the riparian planting will occur while still respecting visual sight lines to the facility as well as respond to riparian area requirements.

No correspondence was submitted to the Panel regarding the Development Permit application.

In response to Panel queries, Mr. Quiring stated the following:

- The riparian planting was impacted by blackberry bushes coming from the ditch.
- Part of the proposed project is the rehabilitation of the RMA through increased vegetation.

The Panel commented that the proposed upgrade is nice but pointed out that the applicant needs to control the proliferation of blackberries in the RMA. The Panel also suggested that Planning staff and the applicant consult with Parks staff who have experience in managing RMAs and controlling the growth of blackberries.

The Panel recommends that the Permit be issued.