



City Council

Council Chambers, City Hall
6911 No. 3 Road

Monday, December 19, 2011
7:00 p.m.

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ITEM

MINUTES

1. *Motion to adopt:*

- (1) *the minutes of the Regular Council Meeting held on Monday, November 28, 2011* (distributed previously);
- (2) *the minutes of the Inaugural Council Meeting held on Monday, December 5, 2011* (distributed previously); *and*
- (3) *the minutes of the Special Council Meeting held on Monday, December 12, 2011; and*

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CNCL-23

to receive for information the Metro Vancouver 'Board in Brief' dated November 25, 2011.



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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



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ITEM

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. 26.)

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Training Site at 7611 No. 9 Road - RFR
- Regulation of Private Parking Operations
- 2011 General Local and School Election - Official Results
- 2012 Council and Committee Meeting Schedule
- Process for Evaluating and Approving Requests for Financial Support for Major Sporting Events
- Request to Extend the Temporary Exhibition of the Public Artwork “Wind Waves”
- Proposed Annual Inflationary Increase in Playing Field User Fees
- Garratt Wellness Centre, New Licence
- Land use applications for first reading (to be further considered at the Public Hearing on Monday, January 16, 2011):
 - 140 Wellington Crescent – Rezone from (RS1/E) to (Zs20) (Graham MacFarlane – applicant)
 - 4911/4931 Mclure Avenue – Rezone from (RS1/E) to (RS2/B) (0897099 BC Ltd. & Wei Chen – applicant)

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- 9431, 9451 & 9471 Alberta Road & Surplus portion of Alder Street – Rezone from (RS1/F) to (RTH1) (Yamamoto Architecture Inc. – applicant)
- 10131 Bridgeport Road – Rezone from (RS1/D) to (RC2) (Harpreet Johal – applicant)
- 7600 Garden City Road – Rezone from (RS1/F) to (ZT50) (Am-Pri Construction Ltd. – applicant)
- Accessible Multi-Family Units
- Hamilton Area Plan Update Options
- Operator Selection for the Hamilton Child Care Facility
- William Road Drainage Pump Station

5. *Motion to adopt Items 6 through 23 by general consent.*



Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- | | |
|--------------------|---|
| CNCL-25 | (1) <i>the Community Safety Committee meeting held on Tuesday, December 13, 2011;</i> |
| CNCL-33 | (2) <i>the Finance Committee meeting held on Monday, December 12, 2011;</i> |
| CNCL-39 | (3) <i>the General Purposes Committee meeting held on Monday, December 12, 2011;</i> |
| CNCL-49
CNCL-55 | (4) <i>the Parks, Recreation & Cultural Services Committee meetings held on Tuesday, November 29, 2011, and Wednesday, December 14, 2011;</i> |
| CNCL-79 | (5) <i>the Planning Committee meeting held on Wednesday, December 7, 2011;</i> |
| CNCL-89 | (6) <i>the Public Works & Transportation Committee meeting held on Wednesday, December 14, 2011;</i> |

be received for information.



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7. **TRAINING SITE AT 7611 NO. 9 ROAD – RICHMOND FIRE-RESCUE**
(File Ref. No.) (REDMS No. 3367291)

[TO VIEW eREPORT CLICK HERE](#)

CS-61

See Page **CS-61** of the Community Safety agenda for full hardcopy report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That the Chief Administrative Officer and General Manager of Law and Community Safety be authorized to negotiate and execute on behalf of the City a licence agreement between Lafarge Canada Inc. and the City for the use of a portion of 7611 No. 9 Road as a fire fighter training facility, on the terms and conditions outlined in the staff report entitled “Training Site at 7611 No. 9 Road – Richmond Fire Rescue” and dated November 29, 2011;*
- (2) *That the capital and operating costs for the training facility be considered as part of the 2012-budget process; and*
- (3) *That staff be directed to meet with the owners of the property to the north of the proposed site and to report back to Council if the neighbours express any concerns prior to the execution of the agreement with Lafarge Canada Inc.*



Consent
Agenda
Item

8. **REGULATION OF PRIVATE PARKING OPERATIONS**
(File Ref. No. 12-8060-20-8801/8802) (REDMS No. 3318239)

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CS-71

See Page **CS-71** of the Community Safety agenda for full hardcopy report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That Vehicle For Hire Regulation Bylaw No. 6900, Amendment Bylaw No. 8801 (Attachment 1) be introduced and given first, second and third reading; and*
- (2) *That Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8802 (Attachment 2) be introduced and given first, second and third reading.*

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9. **2011 GENERAL LOCAL AND SCHOOL ELECTION – OFFICIAL RESULTS**

(File Ref. No.: 12-8125-01) (REDMS No. 3415375)

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GP-23

See Page **GP-23** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the Declaration of Official Results for the 2011 General Local and School Election (attached to the report dated November 30, 2011 from the Chief Election Officer) be received for information by Richmond City Council in accordance with the requirement of Section 148 of the Local Government Act; and*
- (2) *That staff report back on the election program generally and on the various new initiatives that were implemented for the 2011 election.*



Consent
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10. **2012 COUNCIL AND COMMITTEE MEETING SCHEDULE**

(File Ref. No.: 01-0105-00) (REDMS No. 3350243)

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GP-71

See Page **GP-71** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the 2012 Council and Committee meeting schedule, attached to the staff report dated December 6, 2011, from the Director, City Clerk's Office, be approved, subject to the following revisions as part of the regular August meeting break:

- (1) *That the Regular Council Meetings (open and closed) of August 13 and August 27, 2012 be cancelled;*
- (2) *That the August 20, 2012 Public Hearing be re-scheduled to Wednesday, September 5, 2012 at 7:00 pm in the Council Chambers at Richmond City Hall.*



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11. **PROCESS FOR EVALUATING AND APPROVING REQUESTS FOR FINANCIAL SUPPORT FOR MAJOR SPORTING EVENTS**

(File Ref. No.:) (REDMS No. 3423236)

TO VIEW eREPORT CLICK HERE

GP-75

See Page **GP-75** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

(1) *That recommendations 1 through 4 as outlined in the report entitled “Process for Evaluating and Approving Requests for Financial Support for Major Sporting Events” from the General Manager, Richmond Olympic Oval, be approved; and*

(2) *That Attachment 1 “City of Richmond Sport Hosting Task Force Amended Terms of Reference” be amended by adding the following sentence:*

“to review and make recommendation on the allocation of funding for sporting events over \$25,000 to the General Purposes Committee, through staff, for final approval,

to the Purposes section of the Terms of Reference.

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NOTE: See Revised Terms of Reference as per General Purposes Committee Recommendation



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12. **REQUEST TO EXTEND THE TEMPORARY EXHIBITION OF THE PUBLIC ARTWORK “WIND WAVES”**

(File Ref. No. 11-7000-09-20-099) (REDMS No. 3408489)

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PRCS-13

See Page **PRCS-13** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

PARKS RECREATION & CULTURAL SERVICES COMMITTEE RECOMMENDATION

That the extended temporary exhibition of the artwork “Wind Waves” until the end of August 2012 at Garry Point Park in Richmond, as outlined in the staff report dated November 16, 2011 from the Director, Arts, Culture & Heritage, be approved.



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13. **PROPOSED ANNUAL INFLATIONARY INCREASE IN PLAYING FIELD USER FEES**

(File Ref. No.) (REDMS No. 3377997)

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PRCS-49

See Page **PRCS-49** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

**PARKS RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION**

- (1) *That playing field user fees be annually increased by an amount equal to the previous year's Consumer Price Index for Greater Vancouver, effective January 2012, and that the applicable fees be included in the annual Consolidated Fees Bylaw for 2013; and*
- (2) *That 2012 playing field user fees be increased by 1.75%.*



Consent
Agenda
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14. **GARRATT WELLNESS CENTRE, NEW LICENCE**

(File Ref. No.) (REDMS No. 3404098)

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PRCS-57

See Page **PRCS-57** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

**PARKS RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION**

- (1) *That the City enter into a new licence agreement with Vancouver Coastal Health Authority for a term of five years, plus an option to renew for a further term of five years, at an annual licence fee of \$1.00, and on the other terms and conditions set out in the staff report dated November 16, 2011; and*
- (2) *That staff be authorized to take all necessary steps to complete all matters detailed herein including authorizing the Chief Administrative Officer and the General Manager, Parks and Recreation to negotiate and execute all documentation required to effect the transaction.*



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15. **APPLICATION BY GRAHAM MACFARLANE FOR REZONING AT 140 WELLINGTON CRESCENT FROM SINGLE DETACHED (RS1/E) TO COACH HOUSE (ZS20) - BURKEVILLE**

(File Ref. No. 12-8060-20-8794, **RZ 11-562552**) (REDMS No.3251975)

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PLN-11

See Page **PLN-11** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

- (1) *Bylaw No. 8794, for the rezoning of 140 Wellington Crescent from “Single Detached (RS1/E)” to “Coach House (ZS20) – Burkeville”, be introduced and given first reading; and*
- (2) *the area of notification for Rezoning Application 11-562552, for the purposes of the January 16, 2012 Public Hearing, be expanded to include all Burkeville addresses.*



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16. **APPLICATION BY 0897099 BC LTD. AND WEI CHEN FOR REZONING AT 4911/4931 MCLURE AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-8833, **RZ 11-582017**) (REDMS No. 3395803)

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PLN-25

See Page **PLN-25** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8833, for the rezoning of 4911/4931 McLure Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



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17. **YAMAMOTO ARCHITECTURE INC. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9431, 9451 AND 9471 ALBERTA ROAD AND SURPLUS PORTION OF ALDER STREET ROAD ALLOWANCE FROM “SINGLE DETACHED (RS1/F)” TO “HIGH DENSITY TOWNHOUSES (RTH1)” IN ORDER TO DEVELOP A 34 UNIT THREE-STOREY TOWNHOUSE COMPLEX.**

(File Ref. No. 12-8060-20-8834, **RZ 11-562986**) (REDMS No. 3397590)

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PLN-39

See Page **PLN-39** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8834 for the rezoning of 9431, 9451, and 9471 Alberta Road and surplus portion of Alder Street road allowance from “Single Detached, (RS1/F)” to “High Density Townhouses (RTH1)”, be introduced and given first reading.



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18. **APPLICATION BY HARPREET JOHAL FOR A REZONING AT 10131 BRIDGEPORT ROAD FROM SINGLE DETACHED (RS1/D) TO COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-8836, **RZ 11-578325**) (REDMS No. 3406432)

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PLN-67

See Page **PLN-67** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

That Rezoning Application 11-578325 be forwarded to the agenda for the Planning Committee meeting tentatively scheduled to take place on Tuesday, January 17, 2012.



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19. **APPLICATION BY AM-PRI CONSTRUCTION LTD. FOR REZONING AT 7600 GARDEN CITY ROAD FROM SINGLE DETACHED (RS1/F) TO TOWN HOUSING (ZT50) – SOUTH MCLENNAN (CITY CENTRE)**

(File Ref. No. 12-8060-20-8843, **RZ 11-565948**) (REDMS No. 3398963)

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PLN-91

See Page **PLN-91** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

That:

Bylaw No. 8843, for the rezoning of 7600 Garden City Road from “Single Detached (RS1/F)” to “Town Housing (ZT50) – South McLennan (City Centre)”, be introduced and given first reading.



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20. **ACCESSIBLE MULTI-FAMILY UNITS**

CNCL-82

See Page **CNCL-82** of the Council agenda for details
(Planning Committee minutes of December 7, 2011)

PLANNING COMMITTEE RECOMMENDATION

That staff:

- (1) investigate the implications of incorporating an accessible single-storey housing unit within a townhouse unit development;*
- (2) provide a list of convertible units to the Richmond Centre for Disability as they come on stream; and*
- (3) examine the implications of a ground-oriented one-storey or two-storey unit to be partially or fully converted as part of initial developments, and report back.*



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21. **HAMILTON AREA PLAN UPDATE OPTIONS**
(File Ref. No.) (REDMS No. 3414839)

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PLN-117

See Page **PLN-117** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

That:

- (1) *as outlined in the staff report dated November 29, 2011 from the General Manager, Planning and Development, entitled: "Hamilton Area Plan Update Options", Option 1 be endorsed; and*
- (2) *staff report back to Council at regular intervals regarding the progress of the work plan for the Hamilton Area.*



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22. **OPERATOR SELECTION FOR THE HAMILTON CHILD CARE FACILITY**
(File Ref. No.) (REDMS No. 3408574)

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PLN-139

See Page **PLN-139** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

That the Society of Richmond Children's Centres be endorsed as the operator of the City-owned child care facility to be constructed at 23591 Westminster Highway.



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23. **WILLIAMS ROAD DRAINAGE PUMP STATION**
(File Ref. No. 10-6340-20-P.11301) (REDMS No. 3417598)

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PWT-11

See Page **PWT-11** of the Public Works & Transportation agenda for full hardcopy report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

That the concept for the Williams Road Drainage Pump Station be endorsed.



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CONSIDERATION OF MATTERS REMOVED FROM THE CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

APPOINTMENT OF COUNCIL MEMBERS TO EXTERNAL REGIONAL ORGANIZATIONS

24. *That Councillor Harold Steves be appointed as the alternate Council liaison to the Richmond Olympic Oval Corporation, until December 10, 2012.*

☐

PLANNING COMMITTEE

Councillor Bill McNulty, Chair

25. **ECOWASTE INDUSTRIAL PROPOSAL – ROAD OPENING AND DEVELOPMENT**

(File Ref. No. 10-6360-08) (REDMS No. 3371247)

[TO VIEW eREPORT CLICK HERE](#)

PLN-143

See Page **PLN-143** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION (Cllr. Steves opposed)

That:

- (1) *the opening and development of road works to extend Blundell Road from where it currently ends (on the east side of No. 7 Road) to Savage Road, be approved;*
- (2) *the opening and development of road works along Savage Road between Williams Road and Francis Road, be approved; and*
- (3) *authorization to Ecowaste Industries Ltd. to apply to the Agricultural Land Commission to open and develop Blundell Road between No. 7 Road and Savage Road as outlined in the staff report dated November 23, 2011 from the Director of Development be granted.*

☐

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PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-99 Waterworks and Water Rates Bylaw No. 5637, Amendment **Bylaw No. 8846**
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL-109 Solid Waste and Recycling Regulation Bylaw No. 6803, Amendment **Bylaw No. 8847**
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL-113 Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment **Bylaw No. 8848**
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL-116 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8698**
(10040 and 10060 Lassam Road, RZ 10-540854)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

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CNCL-119 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8735**
(8180/8200 Lundy Road, RZ 10-557898)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

CNCL-121 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8763**
(9791, 9811 Ferndale Road & 6071, 6091, 6131 No. 4 Road, RZ 10-554759)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

CNCL-123 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8782**
(9099 Cook Road, RZ 10-557918)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

DEVELOPMENT PERMIT PANEL

26. RECOMMENDATION

TO VIEW ePLANS CLICK HERE

See DPP Plan Package (distributed separately) for full hardcopy plans
or Page **CNCL-179** in the Council eAgenda

- CNCL-126**
CNCL-167
- (1) *That the minutes of the Development Permit Panel meeting held on November 30, 2011, and the Chair's report for the Development Permit Panel meetings held on November 30, 2011, October 26, 2011, and July 13, 2011, be received for information; and*
 - (2) *That the recommendations of the Panel to authorize the issuance of:*
 - (a) *a Development Permit (DP 10-538908) for the property at 8851 Heather Street;*

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- (b) a Development Permit (DP 10-557920) for the property at 9099 Cook Road;*
- (c) a Development Permit (DP 11-593370) for the property at PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11); and*
- (d) a Development Variance Permit (DV 11-586308) for the property at 8200 Claybrook Road,*
be endorsed, and the Permits so issued.

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ADJOURNMENT

☐



Special Council Meeting

Monday, December 12, 2011

Time: 4:00 p.m.

Place: Anderson Room
Richmond City Hall

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

Corporate Officer – David Weber

Absent: Councillor Derek Dang

Call to Order: Mayor Brodie called the meeting to order at 4:05 p.m.

RES NO. ITEM

The meeting was recessed at 4:06 p.m.

The meeting reconvened at 7:33 p.m., following the Open General Purposes and Finance Committee meetings with all members of Council present, except Councillor Derek Dang.



Special Council Meeting
Monday, December 12, 2011

RES NO. ITEM

1. **2012 UTILITY BUDGETS AND RATES**
(File No.: 03-0970-01) (REDMS No.3398960)

SP11/11-1

It was moved and seconded

- (1) *That the 2012 Utility Expenditure Budgets, as outlined under Options 1 for Water, and Sewer, Option 2 for Solid Waste & Recycling, and Option 3 for Drainage & Diking as contained in the staff report dated December 1, 2011 from the General Managers of Business and Financial Services and Engineering & Public Works, be approved as the basis for establishing the 2012 Utility Rates; and*
- (2) *That the "Rate Stabilization Fund" be renamed as the "General Solid Waste and Recycling/Rate Stabilization Fund".*

CARRIED

2. **2012 UTILITY RATE AMENDMENT BYLAWS**
(File Ref. No. 12-8060-20-8846/8847/8848) (REDMS No. 3423695, 3419250, 3419252, 3419249)

Staff distributed a revised version of the Solid Waste and Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 8847 (attached and forms part of these minutes as Schedule 1). The revised bylaw reflects the direction provided by Committee in choosing Option 2 from the report entitled "2012 Utility Budgets and Rates", dated December 1, 2011, from the General Managers of Business and Financial Services and Engineering and Public Works, in relation to the Solid Waste and Recycling rates.

SP11/11-2

It was moved and seconded

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

- (1) *Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 8847;*
- (2) *Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 8848;*
- (3) *Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 8846.*

CARRIED



Special Council Meeting
Monday, December 12, 2011

RES NO. ITEM

ADJOURNMENT

SP11/11-3 It was moved and seconded
That the meeting adjourn (7:35 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the Special Meeting of the
Council of the City of Richmond held on
Monday, December 12, 2011.

Mayor (Malcolm D. Brodie)

Corporate Officer (David Weber)



City of
Richmond

Bylaw 8847

**Solid Waste and Recycling Regulation Bylaw No. 6803, Amendment
Bylaw No. 8847**

The Council of the City of Richmond enacts as follows:

1. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended by deleting Schedules A through D and substituting Schedules A through D attached to and forming part of this Bylaw.
2. This Bylaw comes into force and effect on January 1, 2012.
3. This Bylaw is cited as **"Solid Waste And Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 8847"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER

BYLAW YEAR:**2012****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	
	\$ 121.11
Fee for each excess garbage container tag	\$ 2.00

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)	\$ 44.95
(b) for multi-family dwellings or townhouse developments which receive centralized collection service (per unit)	\$ 31.39
Annual recycling service fee for yard and garden trimmings and food waste from single-family dwellings and from each unit in a duplex dwelling	\$ 76.12
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	\$ 2.07

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	
	\$ 26.66

SCHEDULE D TO BYLAW 6803

NEW RESIDENTIAL PROPERTY PAYMENT FEE SCHEDULE									
Month in Current Year in which Building Permit is Issued		GARBAGE, RECYCLING & LITTER COLLECTION FEE				RECYCLING & LITTER COLLECTION FEE PER STRATA LOT			
		Single-Family Dwellings & Each Unit in a Duplex Dwelling		Townhouse Development		Townhouse Development		Multi-Family Development	
		Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences
January	2012	\$ 121	2013	\$ -	2013	\$ -	2013	\$ 24	2014
February	2012	\$ 101	2013	\$ 160	2014	\$ 61	2014	\$ 20	2014
March	2012	\$ 81	2013	\$ 145	2014	\$ 55	2014	\$ 16	2014
April	2012	\$ 60	2013	\$ 131	2014	\$ 50	2014	\$ 12	2014
May	2012	\$ 40	2013	\$ 116	2014	\$ 44	2014	\$ 8	2014
June	2012	\$ 20	2013	\$ 102	2014	\$ 39	2014	\$ 4	2014
July	2012	\$ -	2013	\$ 87	2014	\$ 33	2014	\$ -	2014
August	2012	\$ 223	2014	\$ 73	2014	\$ 28	2014	\$ 39	2015
September	2012	\$ 203	2014	\$ 58	2014	\$ 22	2014	\$ 36	2015
October	2012	\$ 183	2014	\$ 44	2014	\$ 17	2014	\$ 32	2015
November	2012	\$ 162	2014	\$ 29	2014	\$ 11	2014	\$ 29	2015
December	2012	\$ 142	2014	\$ 15	2014	\$ 6	2014	\$ 25	2015

Board in Brief

For Metro Vancouver meetings on Friday, Nov. 25, 2011.

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

For more information, please contact either:

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

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

Greater Vancouver Water District

Seymour-Capilano Filtration Project – Project Status

Received

All the major construction contracts are complete except for the twin tunnels, which were 78 per cent complete at the end of September. Filtration of Capilano source water is scheduled for late 2013. The projected final cost for the entire project is almost \$813 million.

Greater Vancouver Sewerage and Drainage District

Provincial Extended Producer Responsibility Programs

Received

Extended Producer Responsibility is a policy initiative that seeks to shift the responsibility and costs of managing products at end-of-life from taxpayers and municipalities to consumers and producers. The B.C. Environment Ministry is currently consulting on an EPR program for printed paper and packaging.

Greater Vancouver Regional District

Metro Vancouver External Appointments – Status Report November 2011

Received

The Board received for information the following reports about:

- a) Fraser Basin Council, from Director Richard Walton;
- b) Municipal Finance Authority of British Columbia, from Directors M. Brodie, D. Corrigan, R. Walton, and W. Wright;
- c) Sasamat Volunteer Fire Department from Alternate Director Michael Wright.



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**Greater Vancouver Regional District Parks Fees and Charges Bylaw
Number 1149, 2011**

Approved

A bylaw increases some fees for services and the rental of park facilities by outside groups, such as social gatherings and weddings. The price increases do not reduce public access to core regional park services.

**Greater Vancouver Regional District Labour Relations Conversion and
Amendment Bylaw No. 1156, 2011**

Deferred

**Greater Vancouver Regional District Pan-Municipal Affairs Service
Establishment Bylaw No. 1157, 2011**

Deferred

**Sustainable Region Initiative 2002-2011: The Compendium of Metro
Vancouver Management Plans**

Received

In 2002, Metro Vancouver formally put the concept of sustainability at the centre of its operating and planning philosophy. This comprehensive endeavour become known as the Sustainable Region Initiative.

At the Nov. 25 Board meeting, Chief Administrative Officer Johnny Carline outlined The Compendium of Metro Vancouver Management Plans, a collection of nine Board-approved management plans:

- the Drinking Water Management Plan;
- Integrated Liquid Waste and Resource Management Plan;
- Integrated Solid Waste and Resource Management Plan;
- Regional Growth Strategy; Regional Growth Strategy;
- Integrated Air Quality and Greenhouse Management Plan;
- Regional Parks Plan; Affordable Housing Strategy;
- Regional Food Systems Strategy; and
- Ecological Health Action Plan.

The compendium includes a new introduction or overview, titled A Roadmap to Sustainability.



Community Safety Committee

Date: Tuesday, December 13, 2011

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Derek Dang, Chair

Also Present: Councillor Chak Au

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

It was agreed that "Noise Bylaw Update" be added to the Agenda as Item 10.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on Wednesday, October 12, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, January 10, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

Community Safety Committee
Tuesday, December 13, 2011

LAW AND COMMUNITY SAFETY DEPARTMENT

1. MARINE PATROL PROGRAM – POST PATROL REPORT 2011
(File Ref. No. 09-5000-01) (REDMS No. 3383656)

Renny Nasset, OIC, Richmond RCMP, provided background information and commented on the success of the marine patrol program.

In reply to queries from Committee, Corporal James Lunny, Richmond RCMP, provided the following information:

- the marine patrols found that the majority of those on the water were in compliance with regulations related to the operation of a pleasure craft;
- the marine patrols are typically scheduled during community events and weekends as there are many more pleasure crafts on the water during those periods; and
- the RCMP's marine patrol works with the Canadian Coast Guard if a situation warrants.

It was moved and seconded

That the OIC's report entitled "Marine Patrol Program – Post Patrol Report 2011" dated October 13, 2011, be received for information.

CARRIED

2. RCMP'S MONTHLY REPORT – SEPTEMBER 2011 ACTIVITIES
(File Ref. No. 09-5000-01) (REDMS No. 3378467)

RCMP'S MONTHLY REPORT – OCTOBER 2011 ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 3406197)

OIC Nasset commented on the marine patrol program and noted that there may be opportunities to conduct joint patrols with the Delta Police Department.

Phyllis Carlyle, General Manager, Law & Community Safety, advised that should the Delta Police Department wish to partner with the Richmond RCMP, contribution towards the marine patrol program would be sought from them.

It was moved and seconded

(1) *That the OIC's report entitled "RCMP's Monthly Report – September 2011 Activities" dated October 7, 2011, be received for information; and*

(2) *That the OIC's report entitled "RCMP's Monthly Report – October 2011 Activities" dated November 22, 2011, be received for information.*

CARRIED

Community Safety Committee
Tuesday, December 13, 2011

3. **2011 THIRD QUARTER REPORT – FIRE-RESCUE**
(File Ref. No.) (REDMS No. 3390376)

It was moved and seconded

That the report on Fire-Rescue's operations for the 3rd Quarter ending September 30, 2011 be received for information.

CARRIED

4. **COMMUNITY BYLAWS – SEPTEMBER 2011 ACTIVITY REPORT**
(File Ref. No. 12-8060-01) (REDMS No. 3392348 v3)

COMMUNITY BYLAWS – OCTOBER 2011 ACTIVITY REPORT
(File Ref. No. 12-8060-01) (REDMS No. 3414106)

Wayne Mercer, Manager, Community Bylaws, advised that Page 7 of the September 2011 activity report was accidentally omitted from the agenda package (Page 7 is attached to and forming part of these Minutes as Schedule 1).

In reply to a query from Committee, Mr. Mercer advised staff are working with Canada Post in relation to dog biting. He stated that dog bites are taken very seriously and commented on the protocol for repeat offenders.

It was moved and seconded

- (1) *That the Community Bylaws Monthly Activity Report dated October 24, 2011, from the General Manager, Law & Community Safety, be received for information; and*
- (2) *That the Community Bylaws Monthly Activity Report dated November 24, 2011, from the General Manager, Law & Community Safety, be received for information.*

CARRIED

5. **TRAINING SITE AT 7611 NO. 9 ROAD – RICHMOND FIRE-RESCUE**
(File Ref. No.) (REDMS No. 3367291)

In reply to queries from Committee, John McGowan, Fire Chief, Richmond Fire-Rescue and Tim Wilkinson, Deputy Chief – Operations, advised the following:

- the proposed training site would be managed by the Chief Training Officer and would only be staffed as required;
- the proposed modular fire training building is new construction and is very similar to container style structures; it is light weight, durable, and can be configured in many different ways;
- it is recommended that a local training site be established in Richmond in an effort to (i) avoid travel time; and (ii) avoid overtime costs and continued on-duty emergency service delivery while training; and

Community Safety Committee
Tuesday, December 13, 2011

- the proposed overspray area is intended to mitigate the run-off water from the site.

Also, Ms. Carlyle noted that should the proposed training site be approved, Richmond Fire-Rescue would seek donations as the site develops.

It was moved and seconded

- (1) *That the Chief Administrative Officer and General Manager of Law and Community Safety be authorized to negotiate and execute on behalf of the City a licence agreement between Lafarge Canada Inc. and the City for the use of a portion of 7611 No. 9 Road as a fire fighter training facility, on the terms and conditions outlined in the staff report entitled "Training Site at 7611 No. 9 Road – Richmond Fire Rescue" and dated November 29, 2011;*
- (2) *That the capital and operating costs for the training facility be considered as part of the 2012-budget process; and*
- (3) *That staff be directed to meet with the owners of the property to the north of the proposed site and to report back to Council if the neighbours express any concerns prior to the execution of the agreement with Lafarge Canada Inc.*

CARRIED

6. REGULATION OF PRIVATE PARKING OPERATIONS

(File Ref. No. 12-8060-20-8801/8802) (REDMS No. 3318239)

Mr. Mercer provided background information.

It was moved and seconded

- (1) *That Vehicle For Hire Regulation Bylaw No. 6900, Amendment Bylaw No. 8801 (Attachment 1) be introduced and given first, second and third reading; and*
- (2) *That Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8802 (Attachment 2) be introduced and given first, second and third reading.*

CARRIED

7. FIRE CHIEF BRIEFING

(Oral Report)

(i) Update on the Airplane Crash

Fire Chief McGowan spoke of the recent airplane crash on Russ Baker Way and congratulated all emergency personnel involved in the incident for their fast and effective management of the incident.

Councillor McNulty left the meeting at 4:35 p.m. and returned to the meeting at 4:36 p.m.

Community Safety Committee
Tuesday, December 13, 2011

(ii) Update on New Recruits

Fire Chief McGowan advised that Richmond Fire-Rescue has hired nine new fire fighters. In reply to a query from Committee, Chief McGowan stated that of the nine new recruits, there are several female recruits and several visible minority recruits.

(iii) Officer Development Training

Fire Chief McGowan spoke of officer development training, noting that Richmond Fire-Rescue (RFR) works closely with the Justice Institute to develop fire-fighters wishing to progress into senior positions within RFR.

(iv) Noise & Fireworks Regulation Bylaw / Fire Works Communication Process

Fire Chief McGowan stated that RFR sends information related to approved fireworks permits to E-Comm's fire dispatch centre. Also, he noted that this information is shared with the Richmond RCMP as well.

(v) EFSIT Customer Service Performed at residence on Gilley Road

Fire Chief McGowan spoke of a Electrical and Fire Safety Inspection conducted at a residence on Gilley Road. He commented that the inspection found significant electrical problems, which caused unnecessary hydro usage.

8. RCMP/OIC BRIEFING

(Oral Report)

Item for discussion:

(i) Operation Red Nose

OIC Nasset stated that the Richmond RCMP support Operation Red nose and noted that the program provided over 650 rides in Richmond last year.

(ii) British Columbia Association of Chiefs of Police

OIC Nasset highlighted that the Richmond RCMP will be hosting the British Columbia Association of Chiefs of Police meeting in February 2012.

(iii) Officer Transfers and Retirements

OIC Nasset commented that Constable Barry Edwards would be retiring after 35 years of service. He was pleased to announce that Cst. Edwards has signed on as a reserve officer. Also, OIC Nasset advised that Inspectors Janis Gray and Leanne Burleigh have been transferred.

In reply to a query from Committee, Ms. Carlyle advised that the City Centre Community Police Office is currently at the design stage of the project.

(iv) Partnership with Delta Police Department

Please see Page 2 for discussion on this matter.

Community Safety Committee
Tuesday, December 13, 2011

Fire Chief McGowan distributed a memorandum regarding the Steveston Fire Hall (copy on file, City Clerk's Office) and highlighted that Fire Hall No. 2 was one of only three Canadian fire halls to be featured in the Fire Chief magazine.

9. MANAGER'S REPORT

(i) *Deborah Procter, Manager, Emergency Programs, to play a clip from the CAUSE video*

Deborah Procter, Manager, Emergency Programs, distributed a memorandum dated December 8, 2011 (copy on file, City Clerk's Office) regarding Council's role during an emergency.

Ms. Procter played a clip from the CAUSE video and provided background information. She noted that the Centre for Security Science and the U.S. Department of Homeland Security approached the City to take part in an experiment that demonstrates how newly developed technologies function during an emergency.

10. NOISE BYLAW UPDATE

Discussion ensued regarding the status of the noise bylaw review and proposed amendments report. Mr. Mercer advised that staff are diligently working to consolidate the findings of the public open houses and surveys. He noted that it is anticipated that the staff report be brought before Council in January 2012.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:45 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Tuesday, December 13, 2011. .

Councillor Linda McPhail
Vice-Chair

Hanieh Floujeh
Committee Clerk

October 24, 2011

- 7 -

Schedule 1 to the Minutes of the
Community Safety Committee
meeting held on Tuesday,
December 13, 2011.

Conclusion

Community Bylaws staff continues to strive to maintain the quality of life and safety of the residents of the City of Richmond through coordinated team efforts with many City departments and community partners while promoting a culture of compliance.



Wayne G. Mercer
Manager, Community Bylaws
(604.247.4601)

ML:ml



Finance Committee

Date: Monday, December 12, 2011

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Derek Dang

Call to Order: The Chair called the meeting to order at 5:01 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on Monday, October 3, 2011, be adopted as circulated.

CARRIED

BUSINESS AND FINANCIAL SERVICES DEPARTMENT

1. **TANGIBLE CAPITAL ASSETS**
(File Ref. No.) (REDMS No. 3365168)

Jerry Chong, Director, Finance, provided background information and in answer to a question, advised that Richmond is at a median when compared to cities such as Burnaby, Vancouver and Surrey, and that the most comparable city to Richmond is Burnaby.

Finance Committee
Monday, December 12, 2011

It was moved and seconded

That the staff report entitled "Tangible Capital Assets" dated November 4, 2011 from the Director, Finance, be received for information.

CARRIED

2. FINANCIAL INFORMATION – 3RD QUARTER 2011
(File Ref. No. 03-0970-09-01) (REDMS No. 3414750)

In answer to a question about gaming revenues for the year, Jerry Chong, Director, Finance, advised that an audit will take place between February and March 2012, and that the finalized figures will be available in May or June of 2012.

It was moved and seconded

That the staff report on Financial Information for the 3rd Quarter ended September 30, 2011 be received for information.

CARRIED

3. 3RD QUARTER 2011 - FINANCIAL INFORMATION FOR THE RICHMOND OLYMPIC OVAL CORPORATION
(File Ref. No.) (REDMS No. 3420069)

John Mills, General Manager, Richmond Olympic Oval and Andrew Nazareth, General Manager, Business and Financial Services were available to answer questions.

A discussion took place about Richmond Olympic Oval's third quarter financial results, and in particular on:

- staffing at the oval and why the salaries and benefits were 4% under budget for 2011;
- the requirement to use of the term "surplus" when reporting on financial performance of a City subsidized facility, in accordance with accounting standards for the public sector;
- providing new members of Council with information on how each of the City's facilities is subsidized by square foot;
- major events, high performance sports, and community uses at the Oval;
- how the Oval addresses community needs by programming options for kids on Pro-D Days and during spring break;
- membership, admission and programs, as well as the Oval's capacity to attract and accommodate more members;
- the stipulation in the operating agreement between the Oval and the City that surplus funds would be placed in a capital reserve in order to establish a sinking fund for the Oval. This would provide the Oval with a future reserve that is separate from the City; and

Finance Committee
Monday, December 12, 2011

- how the hiring and spending freeze that had been in place at the Oval has been a factor in the Oval's final performance results.

It was moved and seconded

That the report on Financial Information for the Richmond Olympic Oval Corporation for the third quarter ended September 30, 2011 from the Controller of the Richmond Olympic Oval Corporation be received for information.

CARRIED

4. 2012 UTILITY BUDGETS AND RATES

(File Ref. No.) (REDMS No. 3398960)

Jerry Chong, Director, Finance, and Suzanne Bycraft, Manager, Fleet & Environmental Programs, were available to answer questions.

A discussion ensued about the 2012 utility budgets and rates, and in particular on:

- how the required annual water reserve contribution and capital replacement funding contribution have been met;
- the requirements for increases in the annual capital funding contributions for sanitary and drainage;
- the success of the City's multi-family water metering program in reducing water consumption, and the reduced revenues associated with declining water consumption;
- the challenges of increasing costs associated with maintaining City infrastructure, or other factors such as regional or other agency increases which are outside of the City's control;
- how the Greater Vancouver Sewerage and Drainage District Debt (GVS&DD) costs reduction will not benefit the sewer utility rates charged as these costs are recovered from property taxes; and
- the continuation and expansion of the Green Can Pilot Program and a suggestion to look into sealed compost units that would fit under a sink.

It was moved and seconded

That the 2012 Utility Expenditure Budgets, as outlined under Options 1 for Water, Sewer, Solid Waste & Recycling, and Option 3 for Drainage & Diking as contained in the staff report dated December 1, 2011 from the General Managers of Business and Financial Services and Engineering & Public Works, be approved as the basis for establishing the 2012 Utility Rates.

The question on the motion was not called as the following **amendment** motion was introduced:

Finance Committee
Monday, December 12, 2011

It was moved and seconded

- (1) *That the motion be amended such that Option 2 be used for establishing the 2012 Utility Rates related to Solid Waste & Recycling with the partial contribution to the Rate Stabilization Fund; and*
- (2) *That the motion be amended to add that the "Rate Stabilization Fund" be renamed as the "General Solid Waste and Recycling/Rate Stabilization Fund".*

The question on the amendment motion was not called, as discussion continued about the rationale for changing the name of the Solid Waste and Recycling Rate Stabilization Fund to the General Solid Waste and Recycling/Rate Stabilization Fund. It was also noted that contributions associated with option 2 would allow the City to consider expansion of the recycling programs.

The question on the amendment motion was then called and it was **CARRIED** with Cllrs. Halsey-Brandt and Johnston opposed.

The question on the main motion as amended, to read as follows:

- (1) *That the 2012 Utility Expenditure Budgets, as outlined under Options 1 for Water, and Sewer, Option 2 for Solid Waste & Recycling, and Option 3 for Drainage & Diking as contained in the staff report dated December 1, 2011 from the General Managers of Business and Financial Services and Engineering & Public Works, be approved as the basis for establishing the 2012 Utility Rates; and*
- (2) *That the "Rate Stabilization Fund" be renamed as the "General Solid Waste and Recycling/Rate Stabilization Fund".*

was then called and it was **CARRIED**.

5. **2012 UTILITY RATE AMENDMENT BYLAWS**
(File Ref. No.) (REDMS No. 3423695)

Committee directed that the Solid Waste Bylaw be revised in accordance with Option 2 in the staff report and brought forthright to the Special Open Council meeting at which time the Utility Bylaw readings would be considered.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (6:05 p.m.).

CARRIED

Finance Committee
Monday, December 12, 2011

Certified a true and correct copy of the Minutes of the meeting of the Finance Committee of the Council of the City of Richmond held on Monday, December 12, 2011.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office



General Purposes Committee

Date: Monday, December 12, 2011

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Derek Dang

Call to Order: The Chair called the meeting to order at 4:07 p.m.

AGENDA ADDITIONS

It was moved and seconded

That the following matters be added to the agenda: Item No. 5 - City Subsidized Events and Exclusive Commercial Arrangements; and Item No. 6 - The Onni Site.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, November 7, 2011, be adopted as circulated.

CARRIED

General Purposes Committee

Monday, December 12, 2011

BUSINESS & FINANCIAL SERVICES DEPARTMENT

1. **ROKAPA MANAGEMENT LTD., DOING BUSINESS AS WELL PUB 6511 BUSWELL STREET RE-LOCATION OF LIQUOR PRIMARY LICENCE**

(File Ref. No. 12-8275-05/2011-Vol 01) (REDMS No. 3405681)

Glenn McLaughlin, Chief Licence Inspector & Risk Manager, advised that the City provides comments to the Provincial Liquor Control and Licensing Branch (LCLB) on noise, traffic and community impact, however there will not be such an impact from the relocation the existing Liquor Primary License Area to another area within the same premises.

A discussion ensued about:

- the history of the establishment's business license applications, and whether it would be appropriate for the City to provide comments;
- the pub's interior physical set up and additional seating in the Food Primary area;
- the LCLB regulation which stipulates that an establishment may have one liquor license for each retail store; and
- whether it is acceptable to move the Well Pub in Legends to an area of dormant space within the establishment.

Staff was requested to provide further information on the rules and regulations related to the matter as well as concerns related to the relocation of the Well Pub within the premises and any related community impact.

It was moved and seconded

That the liquor license amendment application submitted by Rokapa Management Ltd., doing business as Well Pub, to re-locate their liquor primary licensed area within the premises, be referred back to staff to provide further information on the details regarding having one pub with two liquor licenses with a dormant seating area and whether the application would have any impact on the community.

The question on the motion was not called, as discussion ensued about the application of LCLB rules in relation to the establishment's specific scenario.

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

General Purposes Committee

Monday, December 12, 2011

CORPORATE SERVICES DEPARTMENT

2. 2011 GENERAL LOCAL AND SCHOOL ELECTION – OFFICIAL RESULTS

(File Ref. No.: 12-8125-01) (REDMS No. 3415375)

David Weber, Director, City Clerk's Office, was available to answer questions.

It was moved and seconded

- (1) *That the Declaration of Official Results for the 2011 General Local and School Election (attached to the report dated November 30, 2011 from the Chief Election Officer) be received for information by Richmond City Council in accordance with the requirement of Section 148 of the Local Government Act; and*
- (2) *That staff report back on the election program generally and on the various new initiatives that were implemented for the 2011 election.*

The question on the motion was not called, a discussion ensued about:

- the number of spoiled ballots in the 2011 Election. It was noted that the most common reason for spoiled ballots results from over-voting for a particular competition, and that the number of spoiled ballots in 2011 was not unusual;
- how the automated vote counting machines alert voters about spoiled ballots. Voters are then given an opportunity to check their ballot and request a new one. In rare cases when an elector chooses not to fill out a new ballot, the machine is capable of accepting the spoiled ballot, however the machine will only tabulate valid votes for any particular contest, and votes for contests that were over-voted would be rejected;
- concerns from voters about voting places that were not used in the 2011 Election, but have been open in previous years;
- accessibility issues at the General Currie voting location, it was noted that voters had to walk a long way to arrive at the school's gym doors, and in past elections the front doors have been open;
- how the City Centre had been under serviced in previous years, making it necessary to redistribute voting places in 2011 to the area from other areas in the City; and
- the feasibility of expanding the number of voting places in the future.

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

General Purposes Committee

Monday, December 12, 2011

3. **2012 COUNCIL AND COMMITTEE MEETING SCHEDULE**

(File Ref. No.: 01-0105-00) (REDMS No. 3350243)

It was moved and seconded

That the 2012 Council and Committee meeting schedule, attached to the staff report dated December 6, 2011, from the Director, City Clerk's Office, be approved, subject to the following revisions as part of the regular August meeting break:

- (1) *That the Regular Council Meetings (open and closed) of August 13 and August 27, 2012 be cancelled;*
- (2) *That the August 20, 2012 Public Hearing be re-scheduled to Wednesday, September 5, 2012 at 7:00 pm in the Council Chambers at Richmond City Hall.*

CARRIED

COMMUNITY SERVICES DEPARTMENT

4. **PROCESS FOR EVALUATING AND APPROVING REQUESTS FOR FINANCIAL SUPPORT FOR MAJOR SPORTING EVENTS**

(File Ref. No.:) (REDMS No. 3423236)

Cathryn Volkering Carlile, General Manager, Community Services, joined by John Mills, General Manager, Richmond Olympic Oval, and Mike Romas, Manager, Sport Hosting, circulated a revised version of Attachment 1 - *City of Richmond Sport Hosting Task Force - Amended Terms of Reference*, which is attached, and forms part of these minutes as Schedule 1.

A discussion then took place about:

- further amending Attachment 1 - *City of Richmond Sport Hosting Task Force - Amended Terms of Reference*, to include a fourth bullet under the title "Purpose", to state that review and recommendation on the allocation of funding for sporting events over \$25,000 be undertaken by the General Purposes Committee, through staff for final approval;
- providing all members of Council with a copy of the Sport Hosting Strategy Implementation Plan;
- Major Sport Event Eligibility Guidelines, in particular the rationale for limiting the Major Sport Events that will be considered during a single calendar year to three in order to stay within the \$500,000 annual contribution budget towards sport hosting;

General Purposes Committee

Monday, December 12, 2011

- the difference between bidding and hosting. A bid requires a business case and a budget which provides information on how much of an investment would be needed;
- the definition of a Major Sport Event; and
- the role of Council to handle any events that may be considered unconventional.

It was moved and seconded

- (1) *That recommendations 1 through 4 as outlined in the report entitled "Process for Evaluating and Approving Requests for Financial Support for Major Sporting Events" from the General Manager, Richmond Olympic Oval, be approved; and*
- (2) *That Attachment 1 "City of Richmond Sport Hosting Task Force Amended Terms of Reference" be amended by adding the following sentence:*

"to review and make recommendation on the allocation of funding for sporting events over \$25,000 to the General Purposes Committee, through staff, for final approval,

to the Purposes section of the Terms of Reference.

CARRIED

5. CITY SUBSIDIZED EVENTS AND EXCLUSIVE COMMERCIAL ARRANGEMENTS

A brief discussion ensued about concerns related to City subsidized events for which organizers make exclusive arrangements with businesses such as hotels. Comments were made about the necessity for guidelines and Committee members expressed their views on the fairness of exclusive arrangements.

It was moved and seconded

That staff report back on a policy for City subsidized events and the possibility of non-exclusive commercial arrangements.

CARRIED

6. ONNI SITE

A brief discussion ensued about concerns related to damage to the boardwalk in Steveston resulting from construction at the Onni site. Joe Erceg, General Manager, Planning and Development, and Robert Gonzalez, General Manager, Engineering and Public Works, advised that a stop work order had been put in place at the site, and staff were now monitoring the dyke. The developer has had a technical engineer visit the site, and must now make a determination on how to proceed forward with the restoration of the dyke without disturbing it further.

General Purposes Committee

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It was suggested that an alert be put along the boardwalk to advise the public that the City is aware of and is addressing the issue.

It was moved and seconded

That the oral report on the Onni Site in Steveston be received for information.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:00 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, December 12, 2011.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office

Refers to Item #4
General Purposes Agenda
December 12, 2011

Schedule 1 to the minutes of the
General Purposes Committee
meeting held on Monday, December
12, 2011

ATTACHMENT 1

CITY OF RICHMOND SPORT HOSTING TASK FORCE

Amended TERMS OF REFERENCE (new amendments in bold)

Vision

The vision for the City of Richmond's Sport Hosting Strategy is to be the premier sport hosting community in Canada for provincial, national and international events while growing and integrating our local sport community.

Purpose

The Task Force is intended to be a small working group contributing to the success of the Richmond Sport Hosting Program. The purpose of the Sport Hosting Task Force is:

- to provide advice and guidance to the Richmond Sport Hosting Office.
- to review and decide on sport hosting incentive grant funding.
- to review and decide on the allocation of funding up to \$25,000 for up to (3) three sport events in a calendar year where financial support is either more than the current hosting incentive grant limits or the event is outside the hosting incentive grant program criteria.

Membership

The Richmond Sport Council, Richmond Olympic Oval Corporation, Tourism Richmond and the City of Richmond will be represented on this Task Force.

The Manager, Sport Hosting and Manager, Sports & Community Events will represent the City of Richmond. The City will invite each of the partners to submit names of a representative and an alternate (in case of illness to representative) to serve on the Task Force.

Members are expected to attend all meetings. If a member is unable to attend a meeting, an alternate is required.

The Sport Hosting Task Force has the authority to create sub committees to work on a variety of initiatives. Sub committees may include members from outside the Task Force.

The City of Richmond's Manager Sport Hosting, will chair the Task Force.

Term

The term of the Richmond Sport Hosting Task Force is directly aligned with the term of the Agreement between the City of Richmond and Tourism Richmond or earlier, if Council chooses.

The Sport Hosting Task Force members will have a three-year term, effective from their appointment.

Objectives and Expectations

The Sport Hosting Task Force will:

Seek staff, stakeholder and public input and feedback throughout the process.

Advise the City on building a unified vision and plan for sport hosting initiatives beyond 2010.

Offer the City ongoing advice to ensure the community of Richmond capitalizes on and receives the maximum benefits and legacies from future sport events hosted in Richmond.

Advise and identify opportunities that add value, dimension and benefit to the community.

Advise on opportunities to ensure the vision of the Sport Hosting Strategy is promoted and adhered to - *To be the premier sport hosting community in Canada for regional, provincial, national and international events while growing and integrating our local sport community.*

Advise on how to position Richmond as the preferred location and premier sport host for existing events and targeted regional, provincial, national and international events.

Offer ongoing advice to increase Richmond's capacity to host sporting events and conferences.

Review and decide on the allocation of sport hosting grants to eligible sport organizations.

Review and decide on the allocation of funding up to \$25,000 for major sport events where financial support is either more than the current hosting incentive grant limits or the event is outside the hosting incentive grant program criteria.

Review and make recommendation on the allocation of funding for sporting events over \$25,000 to the General Purposes Committee, through staff, for final approval.

Advise about ongoing initiatives to promote community involvement in sport hosting initiatives through local arts & culture and volunteerism.

Procedures

The Sport Hosting Task Force decision process is to be consensus based on most matters.

On funding decisions on the Richmond Sport Hosting Incentive Funds, a vote will be taken and the majority votes will determine the outcome. If there is a tie vote, the funding request is defeated.

If some members disagree with the Task Force's recommendations or activities, decisions will be recorded in the meeting records.

The Sport Hosting Task Force will receive administrative staff support services from the City for the preparation of agendas and recording of meetings.

Communications from the Sport Hosting Task Force to Council will be coordinated and managed through the Manager, Sport Hosting.

Council may amend these terms of reference at its discretion.

Copies of the agenda and minutes of the meetings will be circulated to the members of the Sport Hosting Task Force in advance.

The meetings will follow the City guidelines for open and closed meetings.

Meetings

The Sport Hosting Task Force will establish the meeting schedule annually and will be no less than four (4) meeting per year.

Experts, Guests and Delegations

The Sport Hosting Task Force may from time to time require experts or other representatives to attend meetings as presenters, advisors or observers because of their knowledge of the subject or as part of another project or consultation mechanism. The Chair will agree to such invitations in advance.

Code of Conduct

The Sport Hosting Task Force members are expected to be respectful towards each other and work cooperatively to achieve the common goals of the Sport Hosting strategy.

The Sport Hosting Task Force are drawn from a spectrum of community interests. The expectation is that each member will conduct themselves in the best interest of the community and sport in the City.

If there is a conflict of interest, it will be up to the member to remove himself or herself from the decision making process. When a grant application is considered by the Task Force, the member will have to remove themselves from the review and decision, if an application is from their organization.



Parks, Recreation & Cultural Services Committee

Date: Tuesday, November 29, 2011

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Sue Halsey-Brandt

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, October 25, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, December 14 (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. **REQUEST TO EXTEND THE TEMPORARY EXHIBITION OF THE PUBLIC ARTWORK "WIND WAVES"**
(File Ref. No. 11-7000-09-20-099) (REDMS No. 3408489)

Parks, Recreation & Cultural Services Committee

Tuesday, November 29, 2011

It was moved and seconded

That the extended temporary exhibition of the artwork "Wind Waves" until the end of August 2012 at Garry Point Park in Richmond, as outlined in the staff report dated November 16, 2011 from the Director, Arts, Culture & Heritage, be approved.

CARRIED

2. MAINTENANCE AND MANAGEMENT OF THE FLEET AT BRITANNIA

(File Ref. No.) (REDMS No. 3405577)

In reply to queries from Committee, Robert James, 13400 Princess Street, and Don Rolls, 4133 Cavendish Drive, members of the Britannia Heritage Shipyard Society, provided the following information:

- as part of the decommissioning of the Shuchona IV, all contaminants removed from the vessel will be discharged appropriately; and
- the Shuchona IV is primarily made up of wood, as such there are minimal concerns regarding the discharge of fibreglass.

It was moved and seconded

That the staff report regarding the Maintenance and Management of the fleet at Britannia dated November 15, 2011 from the Director, Arts, Culture and Heritage Services, be received for information.

CARRIED

In reply to a query from the Chair, Mr. James and Mr. Rolls stated that the Society would be pleased to continue working with the City on the maintenance and management of the fleet at the Shipyard. As a result, the following **referral** was introduced:

It was moved and seconded

That staff report back on:

- (1) *cost estimates for the restoration of the remaining vessels at the Britannia Heritage Shipyard; and*
- (2) *cost estimates for the restoration of the Fleetwood for the following types of displays:*
 - (a) *a restoration suitable for the vessel to be on stationary display;*
 - (b) *a restoration that restores the vessel as much as possible as it currently stands in its modified condition; and*
 - (c) *a full restoration that brings the vessel back to its original condition.*

Parks, Recreation & Cultural Services Committee

Tuesday, November 29, 2011

The question on the referral was not called as discussion ensued and Committee noted that when reporting back, staff should also address the following: (i) what is the priority of the restoration of the various vessels; (ii) what funding sources would be utilized for the restorations; (iii) whether a fundraising program would be feasible as a source of funding for the restorations; and (iv) what type of timeline can be anticipated for these restorations.

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

PARKS AND RECREATION DEPARTMENT

3. **PROPOSED ANNUAL INFLATIONARY INCREASE IN PLAYING FIELD USER FEES**

(File Ref. No.) (REDMS No. 3377997)

It was moved and seconded

- (1) *That playing field user fees be annually increased by an amount equal to the previous year's Consumer Price Index for Greater Vancouver, effective January 2012, and that the applicable fees be included in the annual Consolidated Fees Bylaw for 2013; and*
- (2) *That 2012 playing field user fees be increased by 1.75%.*

The question on the motion was not called as in reply to a query from Committee, Eric Stepura, Manager, Sports & Community Events, advised that field users that go through the City's rentals office have the privilege of receiving dedicated time slots for field use. Staff address concerns regarding ad-hoc field users on a complaint basis.

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

4. **GARRATT WELLNESS CENTRE, NEW LICENCE**

(File Ref. No.) (REDMS No. 3404098)

It was moved and seconded

- (1) *That the City enter into a new licence agreement with Vancouver Coastal Health Authority for a term of five years, plus an option to renew for a further term of five years, at an annual licence fee of \$1.00, and on the other terms and conditions set out in the staff report dated November 16, 2011; and*
- (2) *That staff be authorized to take all necessary steps to complete all matters detailed herein including authorizing the Chief Administrative Officer and the General Manager, Parks and Recreation to negotiate and execute all documentation required to effect the transaction.*

CARRIED

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Parks, Recreation & Cultural Services Committee

Tuesday, November 29, 2011

5. MANAGER'S REPORT

(i) Parks Update

Mike Redpath, Senior Manager, Parks, provided an update on various parks department activities:

- the cleaning of the Railway Avenue corridor is nearly complete;
- piling at Imperial Landing is nearly complete and will be followed by the installation of floats in the upcoming weeks;
- staff are clearing several sites along Odlin Road, near Tomsett Elementary school in preparation of a new neighbourhood park; and
- staff are removing invasive species at the former Fantasy Gardens site as part of the site's park plan.

In reply to a queries from Committee, Mr. Redpath advised that staff are examining past agreements between the City and owners of properties along the Railway Avenue corridor. He noted that the majority of the agreements have expired. In addition, Mr. Redpath remarked that staff would examine an all-metal bench at the west-end of River Road in relation to its comfort for users.

Ted deCrom, Acting Manager Parks Operations, commented on the City's commitment for snow removal and highlighted that the installation of Christmas lights throughout the City would be completed shortly.

Serena Lusk, Manager, Parks Programs, provided an update on the City's snow geese management plan and commented on high call volumes as a result of an effective awareness campaign. Also, Ms. Lusk advised that the Snow Angels program is active and currently recruiting volunteers. However, she stated that Snow Angels services are only provided following major snowfall, which is defined as 48-hours of snowfall with an accumulation of fifteen or more centimetres of snow.

Ms. Lusk spoke of the Richmond Animal Protection Society's Dog Adopt-A-Thon and distributed a copy of the campaign's advertisement (copy on file, City Clerk's Office).

(ii) Steveston Tram Track

Elizabeth Ayers, Manager, Community Recreation Services, referenced a memorandum dated November 25, 2011 (copy on file, City Clerk's Office) and advised that staff was quoted a cost of \$150 per foot for supply and installation of track. She noted that staff currently do not see the need for any additional track to be added to the site.

Parks, Recreation & Cultural Services Committee

Tuesday, November 29, 2011

(iii) Arts Services Update

Kim Somerville, Manager, Arts Services, provided an update on the Cultural Centre's upcoming events. Also, she referenced a recent article in a local newspaper regarding the public art piece "Wind Waves". She stated that in April 2011, Council resolved to take no further action in regards to the acquisition of Biennale artwork.

Discussion ensued regarding the Richmond Potters Club. The Chair encouraged that a staff report on the Club's concerns be drafted as it would provide the Club with an opportunity to meet with the Committee.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:30 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Tuesday, November 29, 2011.

Councillor Harold Steves
Chair

Hanieh Floujeh
Committee Clerk



Parks, Recreation & Cultural Services Committee

Date: Wednesday, December 14, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Chair
Councillor Linda Barnes
Councillor Bill McNulty
Mayor Malcolm Brodie

Absent: Councillor Ken Johnston, Vice-Chair
Councillor Evelina Halsey-Brandt

Also Present: Councillor Chak Au (entered at 4:04 p.m.)
Councillor Linda McPhail

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

COUNCILLOR HAROLD STEVES

1. **PHOENIX NET LOFT**
(File Ref. No.)

The Chair spoke of development along the Steveston waterfront, in particular the Phoenix Net Loft building.

Discussion ensued regarding the Phoenix Net Loft building and copies of three past documents related to the usage of the Phoenix Net Loft building were distributed: (i) Background Open House Results – Imperial Landing Waterfront; (ii) Site Analysis and Development Plan – BC Packers (the Steveston Properties); and (iii) Phoenix Net Loft Artists' Market (attached to and forming part of these Minutes as Schedule 1).

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

It was moved and seconded

That the three documents related to the Phoenix Net Loft building (Background Open House Results – Imperial Landing Waterfront, Site Analysis and Development Plan – BC Packers: The Steveston Properties, and Phoenix Net Loft Artists' Market) be referred to staff to be considered in conjunction with the development of the Steveston waterfront.

CARRIED

COUNCILLOR LINDA BARNES

2. JACK-O-LANTERN EVENT

(File Ref. No.)

Discussion ensued regarding a jack-o-lantern event held annually in the City of Nanaimo. It was noted that after Halloween, Nanaimo residents drive to a designated road and drop off their carved jack-o-lanterns for display. The jack-o-lanterns remain there until they compost. The notion of the event is to have residents drive by to enjoy all the jack-o-lanterns on display and make donations.

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

It was moved and seconded

That the City of Nanaimo's jack-o-lantern event be referred to staff to determine whether there is a local organization that would be interested in developing such an event in Richmond and to examine possible locations for such an event.

CARRIED

Councillor Au entered the meeting (4:04 p.m.).

3. GEOTOURISM

(File Ref. No.)

Councillor Barnes made reference to a GeoTourism Program and circulated a page from a geotourism guide (attached to and forming part of these Minutes as Schedule 2).

Discussion ensued and it was noted that geotourism is like a treasure hunt but with a twist. It combines outdoor adventure and exploration activities of geocaching and letterboxing, with anecdotal and historical education. Participants use a global positioning system (GPS) or traditional treasure hunt clues to locate boxes hidden throughout the region and uncover riches along the way.

Discussion further ensued regarding geotourism and it was noted that the Gulf of Georgia Cannery is already offering a geocaching program as are other organizations in Richmond.

Parks, Recreation & Cultural Services Committee

Wednesday, December 14, 2011

It was noted that it may be of value to external organizations and societies to offer such a program in an effort to highlight some of Richmond's heritage assets.

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

It was moved and seconded

That the notion of geotourism be referred to staff for communication to various heritage groups for their potential use of the concept in their programming.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:10 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Wednesday, December 14, 2011.

Councillor Harold Steves
Chair

Hanieh Floujeh
Committee Clerk



BACKGROUND OPEN HOUSES RESULTS

Imperial Landing Waterfront November 17th and 20th, 2003

Prepared by:

Michael von Hausen, MLAUD, MCIP, CSLA
President
MVH Urban Planning & Design Inc.
&
Don Wuori, CSLA
Principal
Don Wuori Design Consultant

In Association with

The City of Richmond

December 11, 2003

3. Phoenix Net Loft Building Uses

In general, there were 5 themes that summarized the potential reuse for the Phoenix Net Loft Building:

1. Performing Arts Centre /Community Art Gallery for local artists
2. Marine recreation
3. Heritage preservation
4. Special Events
5. Research & Eco Education Facility

1. Performing Art Centre and Community Art Gallery

- ☐ There appears to be an overwhelming demand for this type of community cultural centre within Steveston that covers a range of events and activities related to the various arts and cultures.
- ☐ The Centre could include facilities that accommodate a variety of revenue generating community functions.
- ☐ The facility could include a restaurant or bistro to support functions.
- ☐ The facility could also be combined with a larger site plan that includes accommodation for artists in residence, local art programs, studios, outdoor performance, and theatre space.
- ☐ Art exhibits could reflect works by local artisans or the general community.

2. Marine Recreation

- ☐ Wooden Boat Training Facility
- ☐ Sail Training Base
- ☐ Kayak/Canoe Club
- ☐ Marina
- ☐ Aquatic Centre

3. Heritage Preservation

- ☐ Maritime Museum & restoration/boat building workshops
- ☐ Fishing Gear Museum
- ☐ BC Packers Legacy Centre

4. Special Events/Commercial

- ☐ Tall Ship moorage
- ☐ Convention Facilities
- ☐ Pocket Cruise Ship Terminal
- ☐ High End Seafood Restaurant

5. Research & Eco Education Facility

- ☐ Fraser River Estuarium Research & Interpretation.

Feedback Opportunities

The participants in the open houses were provided the opportunity to review and comment on the concept boards and background information.

In particular attendees were asked for feedback on the following:

1. Likes and Dislikes for 28 Elements of the three Visions;
2. Each of the three Visions
3. the future uses for the Phoenix Net Loft;
4. Additional comments on the Visions; and
5. Other comments about the City of Richmond.

Participants were also given the opportunity to draw their own vision on a map.

Feedback Comments

The following is a summary of the most liked and disliked elements of the three visions:


1. The Top Ten


MOST LIKED		
Rank	Element	Percent Liked
1.	Public Park Extension	85%
2.	Public Marina	71%
3.	#1 Road Pier	70%
4.	Public Plaza and Pier	68%
5.	#1 Road Tram Stop	68%
6.	Specialty Grocery Store	67%
7.	Specialty Food Store (North of Bayview Street)	67%
8.	New Public Dock	67%
9.	Performing Arts Centre	65%
10.	Waterfront Tram Stop (Easthope & Bayview)	65%

2. The Bottom Five

MOST DISLIKED		
Rank	Element	Percent Disliked
1.	Floating Homes	75%
2.	Residential Uses Over Water	73%
3.	Three Story Commercial Uses over land	67%
4.	Three Story Residential Uses over land	57%
5.	Commercial & Residential Mixed Use Piers	54%

3. The 13 In-Between

Rank	Element	Percent Liked
1.	New Pier with Special Events Moorage	62% 
2.	Public Library	61%
3.	Public Marina (Vision 2)	61%
4.	Waterfront Restaurant	60%
5.	Retail & Office Mixed Use	59%
6.	Public Marina (Vision 3)	58%
7.	New Pier with Commercial Use	55%
8.	One & Two Storey Commercial over land	55%
9.	Retail & Residential Mixed Use	55%
10.	Retail Fish Market	53% above 50%

Rank	Element	Percent Liked
1.	New Commercial Pier with Public Dock	46% below 50%
2.	Residential Uses on Land	44%
3.	Private Marina	39% 

Phoenix Net Loft Uses

In general, five themes summarized the potential reuse for the Phoenix Net Loft Building, each emphasizing the public use preference:

1. Performing Arts Centre and Community Art Gallery for local artists
2. Marine recreation
3. Heritage preservation
4. Special events
5. Research & Eco-Education Facility.

Mapping

The mapping exercise invited attendees to draw their vision of the Imperial Landing area. The 25 submissions of drawings and proposals ranged from a full park waterfront to a rich mix of residential, commercial, and public-related uses including the Granville Island type theme.

A central theme was a public-oriented waterfront with water-related uses but generally no residential building over the water, reinforcing the other results.

Other suggested proposals included:

- a Pocket Cruise Ship terminal;
- a 1st Nations Cultural Centre and Hotel,
- three life sized bronze statues depicting three aspects of the fishing industry at No. 1 Road; and
- a Tall Ship training facility.

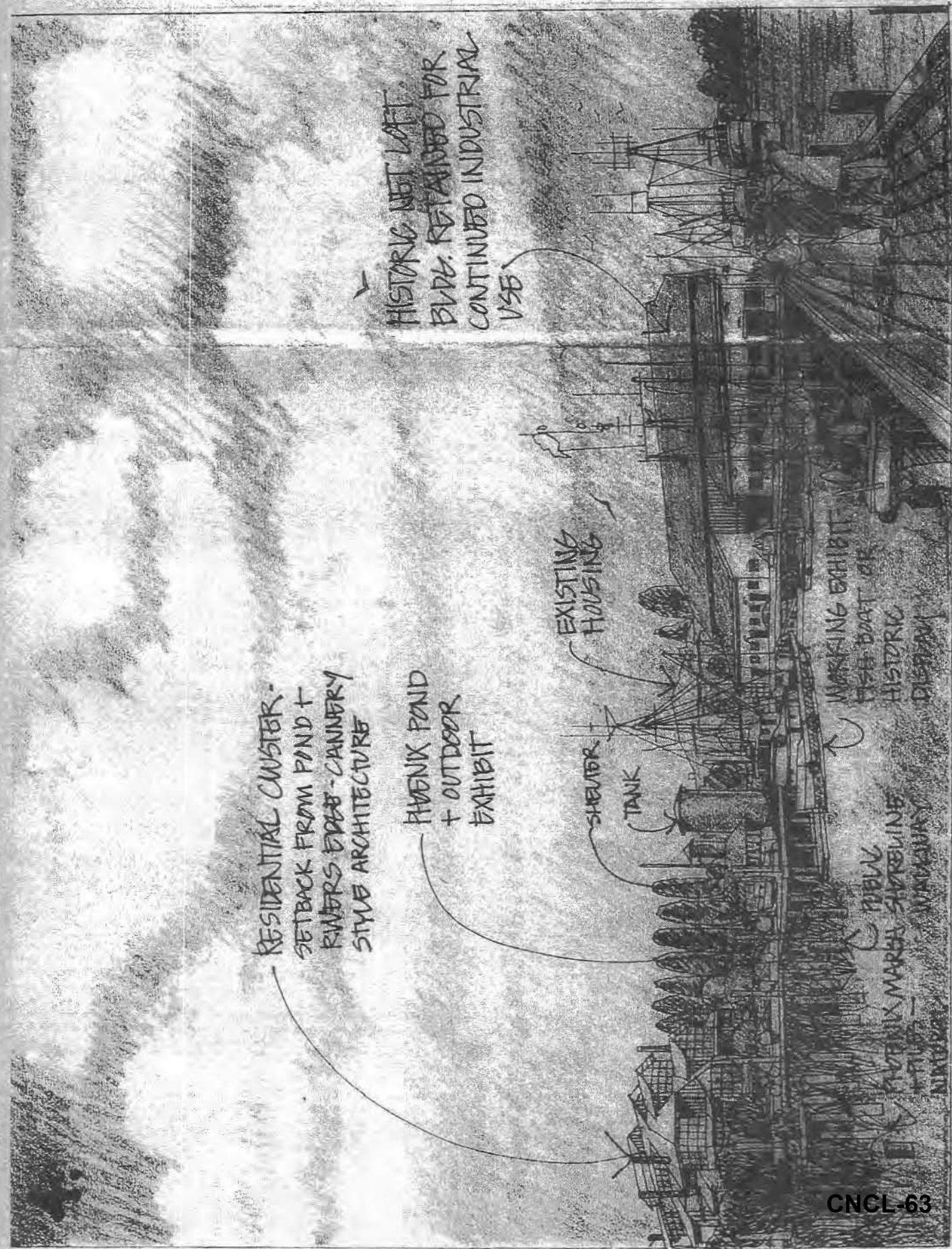
BC Packers ~ The Steveston Properties



Part 1 - Site Analysis and Development Plan

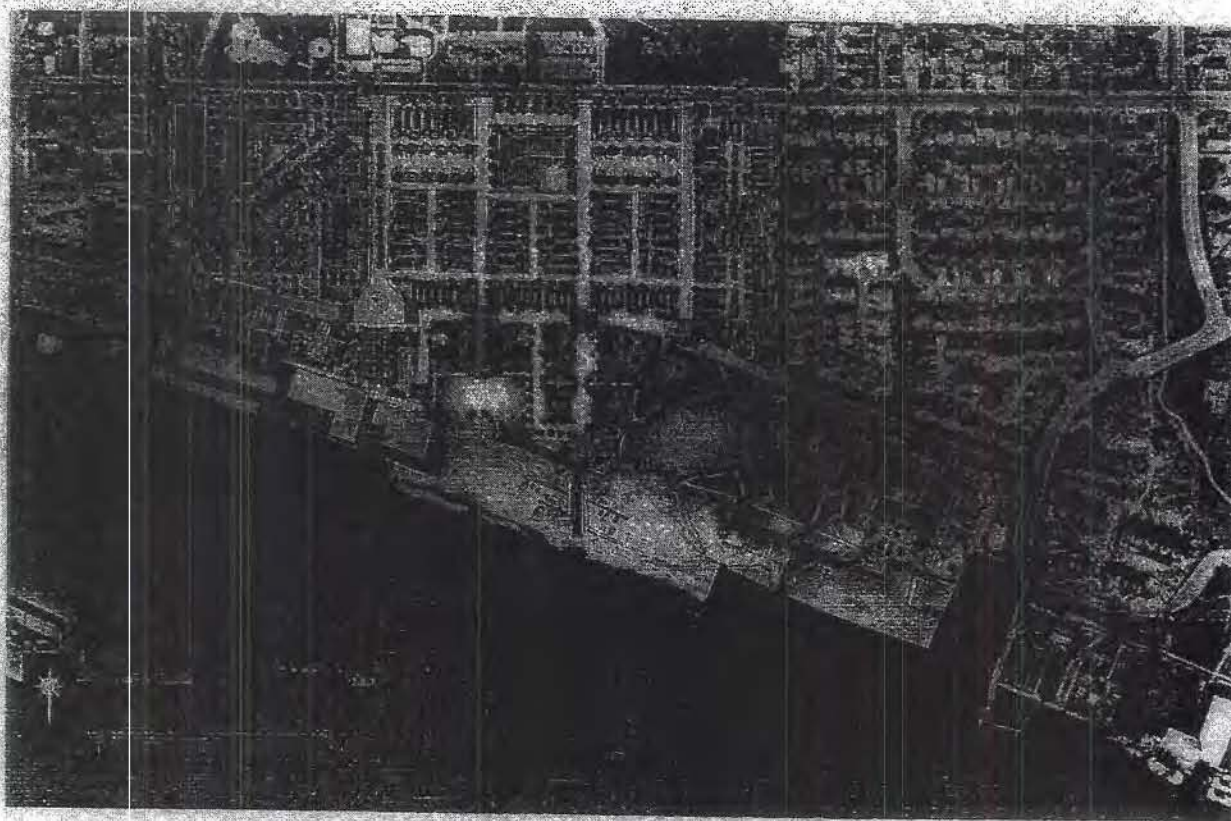
BC PACKERS THE STEVESTON PROPERTIES PROJECT TEAM

Project Manager	Moodie Consultants Ltd.
Public Consultation	Marzolf & Associates
Architects	Perkins & Company
Landscape Architects	R. Kim Perry & Associates Inc.
Environmental/Geotechnical	Agra Earth & Environmental Ltd.
Historical	Common Resources Consulting Ltd.
Marine Ecology	G. L. Williams & Associates Ltd.
Engineers	Westmar Consultants Inc.
Traffic	Bunt & Associates Engineering Ltd.
Archeological	Areas Consulting Archaeologists Ltd.
Heritage	tbc



CNCL-63

5.5 Industrial Program



Industrial areas are proposed to support the fishing fleet. The Phoenix Net Loft of approximately 24,000 square feet could be maintained as a net repair and storage facility. This building is in fair condition and will require limited improvements to meet current industrial use standards. Directly associated with the Net Loft operation would be a surface parking area to the north and allowance for approximately 80 new commercial moorage slips for working vessels with net loading facilities.

Parallel to the heritage boardwalk is an opportunity for a second commercial moorage facility that would be served from the Small Craft Harbour pier at the foot of No. 1 Road.

HISTORIC COMPONENTS OF SITE - Part 1 - *Community Questionnaire Results - Sept. 1997*

Based on past projects in the Steveston area, the cost to restore historic cannery buildings and/or wharves can be significant. The six historic buildings total approximately six times the size of the Gulf of Georgia Cannery building or five times the total building area of the Britannia Heritage Shipyard Park.

It has been suggested that the Phoenix Net Loft be retained for continued industrial use. The plan also indicates portions of the historic wharves be retained, with the "footprints" of the Imperial and Brunswick Cannery buildings framed by these wooden structures. Some historical building materials could be reused. Interpretive signage, and some fishing industry artifacts from the cannery buildings could be exhibited in and around the historic wharves. Retention of historic pilings could also add to the fishing character of the waterfront and provide protection for habitat. This approach provides for an "open" waterfront.

Do you feel that the above noted proposals for the historical aspects of the site is appropriate?

- a. Agree
- b. Disagree
- c. Neutral



29. Former Phoenix Site Office, late 1920s and later

This building has some significance for indicating its role in the business operations. It has little architectural significance. The building is in poor condition, and its interior was renovated in the 1970s.

30. Phoenix Net Loft, c.1943

This building was erected on pilings over the river and its function is to store the nets of the cannery's fishing fleet. It is still in use today for net storage and repair, and has significance as a working industrial building which represents the heritage of the fishery. Its visual appeal is also enhanced by its location next to a twin net loft that is preserved as part of the Britannia Heritage Shipyard. Still faintly visible on the roof shingles is the abbreviation Canfisco, marking the site's industrial history.

This building has excellent potential to continue in its present use, and in doing so support the fishing industry. Further, the large volumes of the ground and upper floors could be conducive to other adaptive reuse strategies.

While the two storey timber structure and cedar plank cladding is in good condition, other elements need prompt repair if the building is to be maintained. The roof is leaking and the water is causing related damage to the structure. Foreshore Technologies has reported that various sections of the substructure are in poor condition due to heavy fungal damage, though the overall condition of the substructure is fair. Westmar Consultants estimates the cost of repairing the 14,000 square foot Net Loft's substructure at \$650,000 (\$46/square foot).

Phoenix Pond, 1947

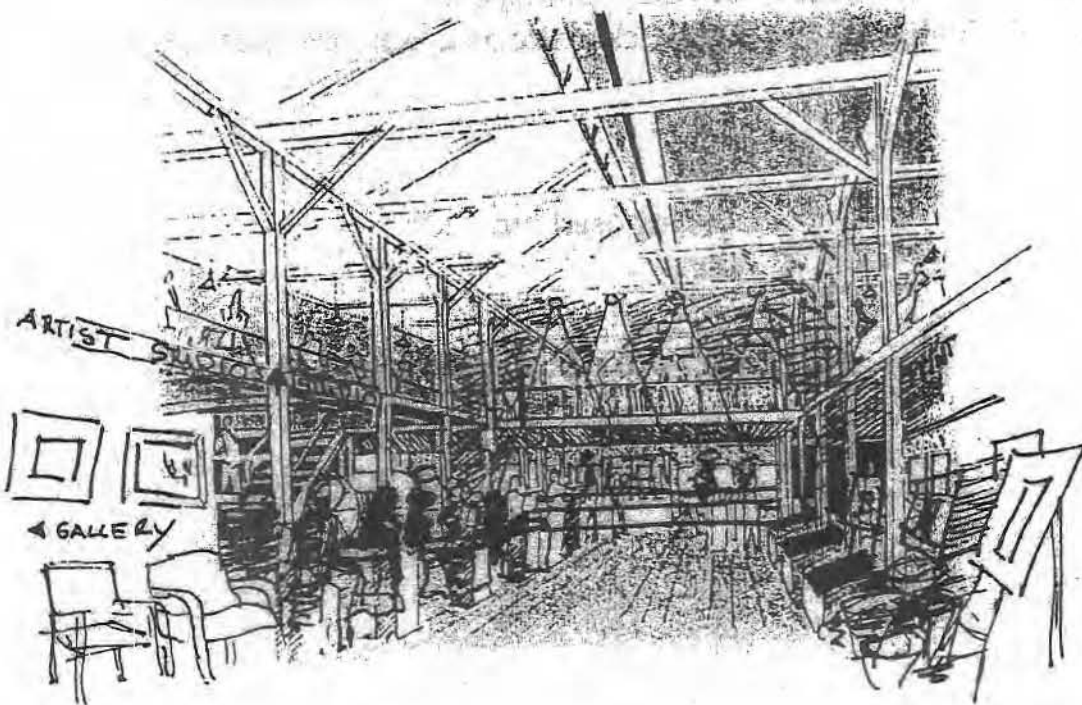
This pond, with an opening to the river, was dredged to provide sheltered wet storage space for small fishing boats, before the construction of Shady Island. In addition, there may be pilings (noted on 1993 survey map) from the old Hume Cannery, or other buildings, near the mouth of the pond that may provide a visual cue for heritage interpretation.

EVALUATION MATRIX

Bldg. #	Name/Use	Year	Signifi- cance of Historic Function	Interpretive Contribution	Economic Viability of Retention	Reuse Potential	Condition
1	BCP Head Office	1968	Med	Low	High	Med	High
2	Imperial Cannery	1903, 1943	Very High	Very High	Low	Med	Med
3	Reduction Plant	1937	Med	High	Low	Low	Low
4	Labelling/Old Brunswick Cann.	1893 & later	Very High	Very High	Low	Med	Med
5	Cold Storage	1942	Low	Low	Low	Low	Med
6	Boiler House/Compressor	1941	High	High	Med	Med	Med
7	Evaporation Plant	1948	Med	Very High	Med	High	High
8-9	Service/Workshop	late 1940s	Low	Low	Med	Med	Med
10	First Aid	mod. constr.	Low	Low	Low	Low	Med
11	Site Office	mod. constr.	Low	Low	Low	Low	Med
12	Fire Hall	c. 1940	Med	High	Med	Med	Med
13-14	Warehouses	1949-50	Med	Low	Low	Low	Med
15	Bulk Storage/Labelling	1966	Low	Low	Low	Low	Med
	Cold Storage	1966	Low	Low	Low	Low	Med
17-18	Warehouses	c. 1956	Low	Low	Low	Low	Med
19	Net Loft	1942	Low	High	Low	Low	Med
20	Employment Off.	mod. constr.	Low	Low	Low	Low	Low
21	Warehouse	c. 1956	Low	Low	Low	Low	Low
22	Warehouse	1978	Low	Low	Low	Low	Med
23	Reduction Plant/Boiler Room	1982	Low	Low	Low	Low	High
24	Fish Smoking	early 1960s	Low	Low	Low	Low	Med
25	Cold Storage	early 1960s	Low	Low	Low	Low	Med
26-27	Warehouses	c. 1955	Low	Low	Low	Low	Low
28	Phoenix Cannery	1897 & later	Very High	Very High	Low	Low	Low
29	Site Office	1920s/1940	Med	Low	Low	Low	Low
30	Phoenix Net Loft	c. 1943	High	High	High	High	Med

Phoenix Net Loft Artists' Market

"Self supporting multi-purpose Art Center"



During World War 2, Prime Minister Winston Churchill was told to cut the budget for the arts. To his credit, he refused saying "Then what are we fighting for?"

2337P Waterlots Proposals - Expression of Interest

Expression of interest to develop, manage and maintain the Phoenix
Net Loft Portion of the B.C. Packer site as a Maritime Artist Center

Proposed by:

Mark Glavina & Associates

Friday, August 17, 2001

Mark Glavina
Phoenix Coastal Art
3891 Moncton Street,
Richmond BC
V7E 3A7
P - 604-448-1867
F - 604-448-1861
mark@phoenixcoastalart.com

Introduction

Accept this proposal as an expression of interest for the development, operation and management of the Phoenix Net Loft. This is a brief outline of a strong concept ensuring the legacy of the only surviving historic Building on the BC Packers 47 acre site. This Concept has been planned in harmony with the recently adopted Official Community Plan for the Steveston Area ensuring that *"In the Year 2021, the Steveston Waterfront Neighbourhood will serve as a major home port for the commercial fishing fleet around which will exist a unique community, rich in heritage, in which people will live, work and play, and many others will come to shop and enjoy the recreation, heritage and natural amenities of the area"*.

The major benefits of this proposal are enhanced and unrestricted public access to the waterfront; it will encourage the mixed use of an integrated waterfront and a vital link on the heritage trail between Britannia Shipyards and the planned residential community, ensuring compatibility between land uses. The Phoenix Net Loft will become the historical framework for contemporary use, with a commercial vein, to ensure economic viability for the Arts, Heritage and Culture; as well this will respond to the City of Richmond interests' of economic sustainability and quality of life.

A very strong team has been put together to develop this project with a wide variety of backgrounds to ensure success and compatibility with the city's objectives. The development team varies in experience from architectural, business, marketing, arts, culture and financial.

"Why should you support the arts? It is an economically sound investment. For every dollar that we invest in the arts, we generate seven"

Susan Stern - The Toronto Star

Phoenix Net Loft

Artists' Market

CONCEPT

Think of Granville Island under one roof.....an arts umbrella

The existing Net Loft with imaginative and strategic renovations would become a vital link on the Steveston Heritage Trail, celebrating and encouraging Richmond's Arts and Culture. The proposed use of this facility would include a performance, entertainment and gallery space, a number of working artists' studios, Co-operative Artists' Market for participating artists, drama and dance studios, and a possible cultural interpretative center.

Naturally, emphasis will be placed on maritime themes, with a local flavour for the participating artists such as print makers, glass blowers, potters, fabric artists, painters, sculptors, jewelers, wood carvers, metalsmithing and even the performing arts participants. The opportunity for working artists to share their knowledge as mentors to young aspiring artists would be facilitated through the facility making workshop and studio space accessible to the public.

The facility will incorporate working artist studios retail gallery, entertainment and performance area, education and lecture hall, supplies, frame shop. The application is based on subletting smaller units to professional artists and artisans, as working studios for individuals and groups, guilds or co-operatives. Emphasis will be placed on maritime art with a local flavour encouraging multiple use, such as print makers, glass blowers, potters, fabric artists, painters, sculptures, jewelers, woodworkers and carvers, metalsmithing, dance studio and performing art studio. The facility would provide, all under one roof, a much needed grass root infrastructure to the Artist community, inclusive of cultural and artistic endeavors.

Finally our proposed use insures that this last remaining structure from the BC Packers 47 Acre site will continue to exist as a legacy for our children and grand children. It ensures and encourages public access and participation and, combined with the activities at Britannia Heritage Shipyard, creates a critical mass on the waterfront that would benefit both endeavors

This facility is planned as a for-profit, private endeavor, partnering with the city of Richmond as the property owner. An experienced development team has been put together to ensure credibility, profitability and viability of the concept.

Background

Project lead
Mark Glavina

My experience as a leader in the art community dates back to 1993 when I completed a mural and a sold out Exhibition "*River Harvest 1913*" at Shady Island Restaurant. I own and operate Phoenix Coastal Art at 3891 Moncton Street in Historic Steveston Village. My business is art!

Our original location is dedicated to promoting and selling a variety of local Art from hand made crafts, ceramic sculpture, woodwork and jewelry to paintings by renowned Richmond artist like Dan Varnals, Adrienne Moore, Donna Baspaly. Excellent commercial success and the demand for art related services have allowed us to expand our current services to a second location The Phoenix Art Workshop. Our new facility will permit us to finally offer an array of art classes and workshops. A two-year waiting list for the children's classes and extensive adult demand for programs demonstrates the need for this type of resource in our community. Our new location will be home to our very popular picture framing service, as well as a new 1000sq foot gallery space. This new endeavor will allow our first location to expand its' art supply inventory to meet the growing needs of the community. The need for additional classroom space and workshop facilities is anticipated for the year 2003.

I have been always been involved with local heritage groups, believing that they are a key link to our cultural ties and identity as a community. My strong belief in the survival of our community's identity has been demonstrated through my commitment to the planning process over the past five years. My understanding of sustainable communities, balancing the community's need and economic viability is the strongest asset I bring to this process.

In 1995 I was commissioned to paint a mural of Fin Slough at Broadmoor Mall and have recently completed a mural at Homma Elementary with the co-operation of the student body as an educational experience. For the Past five years I have co-curated the exhibitions at the Gulf of Georgia Cannery, drawing artists to Steveston from all over the lower mainland. And in 1996 I opened Phoenix Coastal Art as part of my commitment to the arts in this amazing community.

I am confident I have put together an excellent project development team with a strong and creative concept.

Benefits

- Unrestricted Public Access to the Waterfront
- Heritage legacy accessible to the public
- Creates a economically viable Cultural Legacy
- Adheres to the O.C.P.
- Lends itself to the village atmosphere with an integrated waterfront
- Long term retention of the unique character of a waterfront building
- Co-existence with maritime activity along the water's edge
- Creates a critical mass of unique activity complementing Britannia Heritage Shipyards
- Promotes local visual and performing arts in a variety of disciplines
- Meets and exceeds the city's objective of economic viability and re-use of our heritage resource
- Permits educational opportunities for our community
- Stimulates the local economy
- Enhances the Steveston's business center rather than competes
- A vital link on the heritage trail between Britannia Shipyards and the planned residential community, ensuring compatibility between land uses
- It ensures and encourages public access and participation
- Is sensitive to the local environment and river habitat
- The Benefits of Granville Island under one roof in our own community

Development team

Mark Glavina
Phoenix Coastal Art
3891 Moncton Street
V7E 3A7

John Uren
11931 Fourth Ave
Richmond BC
V7E 3H4

Royal Bank of Canada
6400 #3 Road
Richmond BC
V6Y 2C2

Mary Gazetas
6911 #3 Road
Richmond BC
V6Y 2C1

Hotson Baker Architects
Bruce Haden
604-255-1169

Rob Smith & Co
Structure Consultants Ltd
303-1226 Homer St
V6B 2Y5

Don Pepper & Associated
6-3555 Westminster Hwy
Richmond BC
V7C 5P6

Peter Findlay
CFD Investments
Venture Capital
19 B Fourth Ave.
Ottawa, K1S 2K5

Local Business owner and operator
Steveston resident, artist and educator.

Marketing consultant, founder and
president of Cannery Channel Tours and
former Marketing consultant for the
Stratford Festival and Expo 67

Al Hailey
Loans Officer, Business development

Graduate of Montreal's National Theater
School and 16 years working for the
City of Richmond in the Cultural and
Heritage Field

Project developer for Granville Island
Lonsdale Quay and Richmond City Hall
and National Heritage Advisors with
extensive experience in heritage
development of this kind

Structural Engineers with particular
experience with Steveston's waterfront
properties.

Steveston Fisherman, Economist and
retired educator and Author

Venture Capital

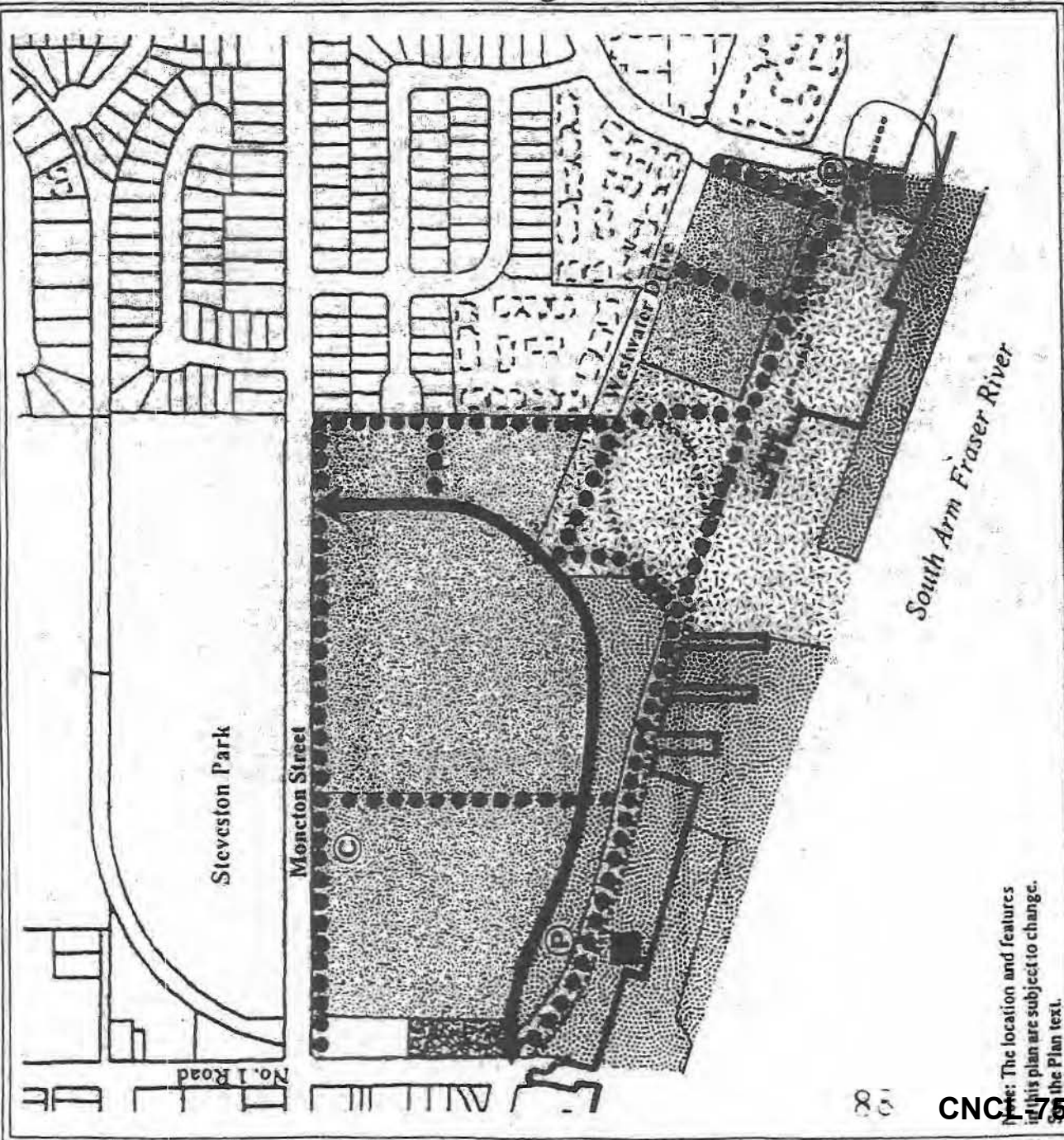
Attachment 3 **B.C. Packers** **Land Use Map**

-  Residential
-  Maritime Mixed Use
-  Commercial
-  Public Open Space
-  Unrestricted Continuous Public Access
-  Public Road
-  Approximate Shoreline
-  Approximate Line of Buildings and/or Structures
-  Heritage (Potential)
-  Community Mixed Use
-  Parking associated with maritime mixed uses and limited public parking

a Note: The trail should be located on the water side of any structures which extend over the water



Original Adoption: March 15, 1999



The location and features in this plan are subject to change. See the Plan text.

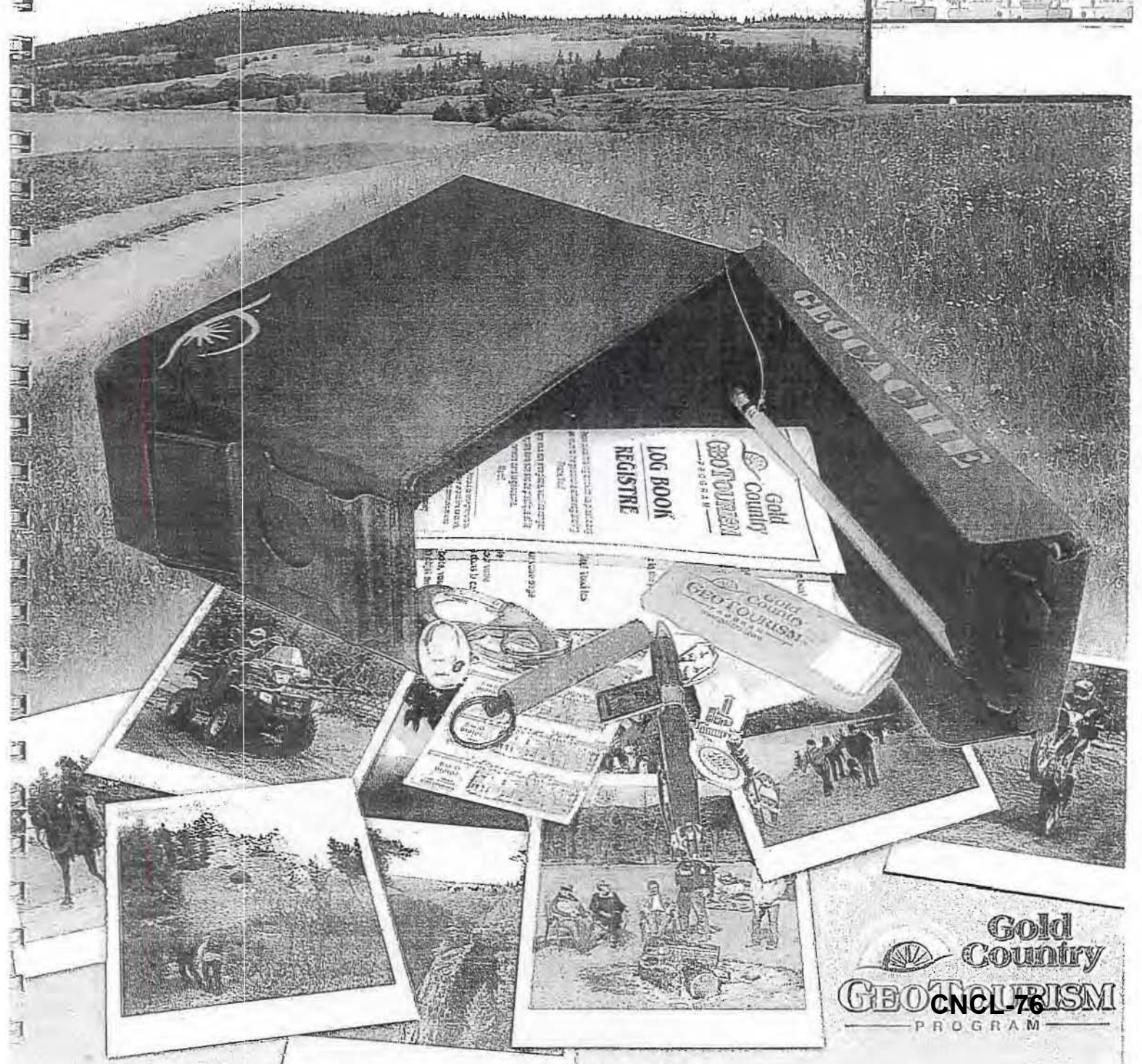
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CNCL 75

GeoTourism Adventures

Field Guide Volume 1

PRESERVING OUR HISTORY & HERITAGE



GOLD COUNTRY

GeoTourism Adventures

Field Guide Volume 1

PRESERVING OUR HISTORY & HERITAGE



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CNCL-77



Planning Committee

Date: Wednesday, December 7, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Evelina Halsey-Brandt, Vice-Chair
Councillor Chak Au (arrived at 4:09 p.m.)
Councillor Linda Barnes
Councillor Harold Steves

Also Present: Councillor Linda McPhail

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, November 22, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, January 17, 2012 (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY GRAHAM MACFARLANE FOR REZONING AT 140 WELLINGTON CRESCENT FROM SINGLE DETACHED (RS1/E) TO COACH HOUSE (ZS20) - BURKEVILLE**

(File Ref. No. 12-8060-20-8794, RZ 11-562552) (REDMS No.3251975)

In response to a request that the Public Hearing notice for Rezoning Application 11-562552 be sent to all residents of the Burkeville neighbourhood, staff advised that Committee's request could be met.

Planning Committee
Wednesday, December 7, 2011

It was moved and seconded

That:

- (1) *Bylaw No. 8794, for the rezoning of 140 Wellington Crescent from "Single Detached (RS1/E)" to "Coach House (ZS20) – Burkeville", be introduced and given first reading; and*
- (2) *the area of notification for Rezoning Application 11-562552, for the purposes of the January 16, 2012 Public Hearing, be expanded to include all Burkeville addresses.*

CARRIED

2. APPLICATION BY 0897099 BC LTD. AND WEI CHEN FOR REZONING AT 4911/4931 MCLURE AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-8833, RZ 11-582017) (REDMS No. 3395803)

A brief discussion took place, as a result of a query regarding requirements for the construction of a secondary suite, and advice was provided that staff ensures that secondary suites are built according to provisions outlined in the building code. The code ensures good building practices without a lot of costly impediments.

It was moved and second

That Bylaw No. 8833, for the rezoning of 4911/4931 McLure Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

3. YAMAMOTO ARCHITECTURE INC. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9431, 9451 AND 9471 ALBERTA ROAD AND SURPLUS PORTION OF ALDER STREET ROAD ALLOWANCE FROM "SINGLE DETACHED (RS1/F)" TO "HIGH DENSITY TOWNHOUSES (RTH1)" IN ORDER TO DEVELOP A 34 UNIT THREE-STOREY TOWNHOUSE COMPLEX.

(File Ref. No. 12-8060-20-8834, RZ 11-562986) (REDMS No. 3397590)

A brief discussion took place between Committee and staff regarding:

- on-site parking provided through a side-by-side configuration or a tandem configuration, and the impact tandem parking may have on drivers using street parking sites overnight;
- an Acoustic Engineer is to identify noise mitigation measures to be taken to lessen aircraft noise; and
- two units have been identified as convertible to universal access standards.

Planning Committee
Wednesday, December 7, 2011

It was moved and seconded

That Bylaw No. 8834 for the rezoning of 9431, 9451, and 9471 Alberta Road and surplus portion of Alder Street road allowance from "Single Detached, (RS1/F)" to "High Density Townhouses (RTH1)", be introduced and given first reading.

CARRIED

4. APPLICATION BY HARPREET JOHAL FOR A REZONING AT 10131 BRIDGEPORT ROAD FROM SINGLE DETACHED (RS1/D) TO COMPACT SINGLE DETACHED (RC2)

(File Ref. No. 12-8060-20-8836, **RZ 11-578325**) (REDMS No. 3406432)

Mr. Jackson reported that the applicant had advised staff that he wished to pursue another development option, and for that reason staff asked the Committee to move Rezoning Application 11-578325 to the agenda for the Planning Committee meeting tentatively scheduled to take place on Tuesday, January 17, 2012.

Committee complied with the request.

It was moved and seconded

That Rezoning Application 11-578325 be forwarded to the agenda for the Planning Committee meeting tentatively scheduled to take place on Tuesday, January 17, 2012.

CARRIED

5. APPLICATION BY AM-PRI CONSTRUCTION LTD. FOR REZONING AT 7600 GARDEN CITY ROAD FROM SINGLE DETACHED (RS1/F) TO TOWN HOUSING (ZT50) – SOUTH MCLENNAN (CITY CENTRE)

(File Ref. No. 12-8060-20-8843, **RZ 11-565948**) (REDMS No. 3398963)

A comment was made regarding accessible townhouse units, and whether the availability of either units designed for conversion for universal accessibility, or units that have been converted, is information that can be sourced by disabled residents who are seeking this type of real estate.

Discussion ensued between Committee and staff regarding future townhouse unit developments and whether developers can be encouraged to include at least one townhouse unit that is fully converted for accessibility, with a chair lift or an elevator.

A suggestion was made that an education initiative, involving the Richmond Centre for Disability, to enable disabled persons to find and purchase a fully converted townhouse unit, would be a benefit to those people seeking to purchase accessible townhouse residences.

Planning Committee
Wednesday, December 7, 2011

It was moved and seconded

That:

Bylaw No. 8843, for the rezoning of 7600 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT50) – South McLennan (City Centre)", be introduced and given first reading.

CARRIED

As a result of the discussion the following **motion** was introduced:

It was moved and seconded

That staff:

- (1) investigate the implications of incorporating an accessible single-storey housing unit within a townhouse unit development;*
- (2) provide a list of convertible units to the Richmond Centre for Disability as they come on stream; and*
- (3) examine the implications of a ground-oriented one-storey or two-storey unit to be partially or fully converted as part of initial developments, and report back.*

CARRIED

6. HAMILTON AREA PLAN UPDATE OPTIONS

(File Ref. No.) (REDMS No. 3414839)

Terry Crowe provided background information on the community planning options to update the Hamilton Area Plan, specifically Sub-Areas 2 and 3 (expanded). He stated that Oris Development offered to undertake a planning process under the City's direction. Mr. Crowe compared this offer to the one the City received from developer First Capital who undertook the successful densification plan for Broadmoor Shopping Centre.

Mr. Crowe reported that staff recommends Option 1 whereby Oris Development does all the work and pays for the studies with the City supervising the process.

Discussion ensued between Committee and staff, and in particular on:

- the City may suggest professionals, such as an environmental consultant or a geotechnical engineer that Oris may hire;
- as part of Option 1, the City would: supervise all work, issue scoping and public consultation, point out community sensitivities, translate the needs of the community, and so on, and challenge the developer to come up with proposals acceptable to the community;
- how to ensure that expectations of Hamilton residents are managed, and how, if Option 1 is accepted, to ensure that the plan incorporates innovative ideas regarding infrastructure and housing;

Planning Committee
Wednesday, December 7, 2011

- the anticipated time-frame for completion of the Hamilton Area Plan;
- what happens in the case of another developer coming forward with interest in Hamilton Sub-Areas 2 and 3; and
- the thoroughness of the consultation process.

Mr. Crowe referred to the Terms of Reference (TOR) for Option 1 to Plan Hamilton Sub-Areas 2 and 3, and noted that the TOR includes, among other details: (i) consultation considerations; (ii) Hamilton Area Plan requirements; (iii) Hamilton Neighbourhood Shopping Centre Area Planning Considerations; (iv) an implementation program; and (v) building heights, building form, urban design, amenities, transportation and engineering planning and service details.

Mr. Crowe stressed that the whole Hamilton community would be consulted in the planning process.

In response to Mr. Crowe's suggestion that staff submit memos to periodically update Council, Committee agreed that staff should instead bring forward reports, as necessary.

The Chair invited members of the public to address Committee.

Rob Dyck, 23321 Gilley Road, stated he was excited about the possibility of development to bring new services into Hamilton. He supported Oris Developments and said he found it a professional and capable company.

Shannon Power, 23531 Gilley Road, stated her concern about policing in the Hamilton area, and her desire to have better services, including perhaps a storefront police station. She was also concerned with the area's school being at maximum capacity, as well as traffic issues.

Dana Westermarck, Oris Development stressed that consultation would take place with all members of the Hamilton community, and confirmed that the entire neighbourhood would be consulted in the planning process. He noted that a recent focus group meeting in the area provided feedback regarding the current limited retail services in the area, and a desire on the part of the community to see the retail sector reinvigorated.

Mr. Westermarck concluded his remarks by acknowledging that Hamilton residents have concerns regarding school services, and traffic issues.

Gerry Biggar advised that he has owned property in the Hamilton community since 1971, and he noted that the area is on wetlands, that some of the homes are sinking, and that the ditches are full of water all year around. He further stated that many houses in the area are still using septic tanks.

Mr. Biggar stated that if the amenities for Hamilton were addressed, young families would find the area to be a good place to live.

The Chair thanked the speakers for expressing their views.

Planning Committee
Wednesday, December 7, 2011

As a result of the earlier discussion, and in particular Committee's stated desire to periodically receive reports from staff on the progress of the project, Committee agreed that the staff recommendation be amended to include the suggestion.

It was moved and seconded

That:

- (1) as outlined in the staff report dated November 29, 2011 from the General Manager, Planning and Development, entitled: "Hamilton Area Plan Update Options", Option 1 be endorsed; and*
- (2) staff report back to Council at regular intervals regarding the progress of the work plan for the Hamilton Area.*

CARRIED

COMMUNITY SERVICES DEPARTMENT

7. OPERATOR SELECTION FOR THE HAMILTON CHILD CARE FACILITY

(File Ref. No.) (REDMS No. 3408574)

It was moved and seconded

That the Society of Richmond Children's Centres be endorsed as the operator of the City-owned child care facility to be constructed at 23591 Westminster Highway.

CARRIED

PLANNING AND DEVELOPMENT DEPARTMENT

8. ECOWASTE INDUSTRIAL PROPOSAL – ROAD OPENING AND DEVELOPMENT

(File Ref. No. 10-6360-08) (REDMS No. 3371247)

Mr. Jackson provided background information regarding Ecowaste Industries' intent to develop 170 acres of industrial zoned land, located directly to the west of Port Metro Vancouver lands, for non-farm use.

He noted that Blundell Road, between No. 7 Road and Savage Road, is fully contained within the Agricultural Land Reserve (ALR), and that Ecowaste will seek approval from the Agricultural Land Commission in order to open and develop that part of Blundell Road.

Mr. Jackson added that during the Development Permit stage, the applicant would detail such issues as agricultural buffering to mitigate proposed works along the No. 7 Road canal that is designated as a Riparian Management Area and an Environmentally Sensitive Area.

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Planning Committee
Wednesday, December 7, 2011

Discussion ensued between Committee and staff, and in particular on:

- how Ecowaste's property will provide an agricultural buffer between industrial buildings on the industrial zoned land and agricultural activities on surrounding agricultural lands;
- Ecowaste occupies a property that is zoned for industrial development, with no restrictions on the type of industrial uses;
- City staff is working with City of Delta staff regarding regional traffic patterns;
- the servicing agreement required of Ecowaste includes drainage infrastructure;
- the City's Agriculture Advisory Committee will comment on Ecowaste's application;
- the type of direction Port Metro Vancouver would go in if they acquired the site, and the light industrial use that Ecowaste will develop on the site; and
- if the non-farm use application for the road is approved staff would report back to Council at a later date on the Development Permit.

Thomas Land, General Manager of Ecowaste Industries Ltd. addressed Committee and made the following remarks:

- the property will not be sold, as Ecowaste Industries is intent on creating an industrial park on the site that will lead to 2,000 construction jobs, and 6,000 permanent positions upon completion of the project;
- a Traffic Impact Assessment (TIA), undertaken by Ecowaste's transportation consultant, will address traffic concerns; the Blundell Road corridor provides the only way Ecowaste is able to establish the proposed industrial development; and
- currently landfill is on Agricultural Land Reserve lands, and Ecowaste will return those lands to agriculture use, as per the agreements signed with the ALR.

Discussion resumed among Committee staff and Mr. Lam, regarding:

- Ecowaste Industries' lands are not part of the Metro Vancouver Fraser Port Lands, nor does Ecowaste have access to the Fraser River;
- Ecowaste Industries is considering big box industrial development, not industries that require port facilities;
- representatives from Ecowaste and City staff have had direct communication with Port Metro Vancouver staff regarding the proposed project; and
- how the Zoning Bylaw could restrict uses to port-related uses only.

Planning Committee
Wednesday, December 7, 2011

In response to a request, staff advised that information regarding Odessa would be submitted to Council.

It was moved and seconded

That:

- (1) *the opening and development of road works to extend Blundell Road from where it currently ends (on the east side of No. 7 Road) to Savage Road, be approved;*
- (2) *the opening and development of road works along Savage Road between Williams Road and Francis Road, be approved; and*
- (3) *authorization to Ecowaste Industries Ltd. to apply to the Agricultural Land Commission to open and develop Blundell Road between No. 7 Road and Savage Road as outlined in the staff report dated November 23, 2011 from the Director of Development be granted.*

CARRIED

OPPOSED: Councillor Harold Steves

9. MANAGER'S REPORT

No Manager's reports were given.

10. NEW BUSINESS

(i) Council Liaisons on the Committee Reviewing the 10 Year Richmond Social Planning Strategy

Committee agreed that: (i) Councillors Linda Barnes would continue to participate alongside staff on the committee that was established to review the Social Planning Strategy; and (ii) Councillor Bill McNulty would replace former Councillor Greg Halsey-Brandt on the committee.

(ii) Affordable Senior Housing

Councillor Linda Barnes reported that City staff from both Social Services and Development Applications divisions have met with Dr. Allan Lau, to explore ways to help him to provide affordable seniors housing.

(iii) Referral List

Councillor Evelina Halsey-Brandt queried when Standing Committees would receive a list of referrals. Mr. Erceg advised that the City Clerk's Office is working on the list.

Planning Committee
Wednesday, December 7, 2011

(iv) Delta Port Expansion

A request was made that staff update members of the Planning Committee and the Public Works and Transportation Committee regarding: (i) the Delta Port expansion project; (ii) the potential for expansion of southlands; and (iii) traffic from the Tsawwassen First Nation.

As a result of the request the following **referral** motion was introduced:

It was moved and seconded

That staff provide updates to the Planning Committee and to the Public Works and Transportation Committee regarding the expansion of the Delta Port, and the potential for expansion of Southlands, and potential traffic from Tsawwassen First Nation.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:30 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Wednesday, December 7, 2011.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk



Public Works & Transportation Committee

Date: Wednesday, December 14, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda Barnes, Chair
Councillor Chak Au, Vice-Chair
Councillor Linda McPhail
Councillor Harold Steves
Mayor Malcolm Brodie

Absent: Councillor Derek Dang

Call to Order: The Chair called the meeting to order at 4:12 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, November 23, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, January 18, 2012 (tentative date) at 4:00 p.m. in the Anderson Room

ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. **WILLIAMS ROAD DRAINAGE PUMP STATION**
(File Ref. No. 10-6340-20-P.11301) (REDMS No. 3417598)

Public Works & Transportation Committee

Wednesday, December 14, 2011

With the aid of artist renderings, Jim Young, Manager, Engineering Design and Construction, reviewed the proposed layout of the Williams Road drainage pump station upgrade. Also, Mr. Young distributed a revised Attachment 1 to the staff report dated November 25, 2011 (attached to and forming part of these Minutes as Schedule 1).

Mr. Young provided background information and highlighted the following information:

- the proposed pump station layout has been designed to keep as low a profile as possible in order to preserve view corridors;
- the proposed pump station wall that faces Williams Road would be relatively prominent and present an opportunity for beautification; and
- the proposed pump station is also incorporated into the highly utilized west dike trail system, as such the maintenance access roads are visualized to be appealing and complimentary to the existing trails.

Also, Mr. Young advised that the current elevation of the dike is approximately 3.3 metres geodetic, while the proposed upgrade would raise the elevation to 4.7 metres geodetic, which is consistent with the City's Long Term Flood Management Strategy. It was noted that the upgrades would not negatively impact accessibility.

In reply to queries from Committee, Mr. Young advised the following:

- it is anticipated that the entire proposed upgrade be completed by September 2012;
- it is important to upgrade drainage pump stations as these systems prevent the City from flooding and many of them are old and pose risk to the City;
- the City has 39 drainage pump stations in total, all of which are included in a comprehensive report that includes assessments for each of their conditions and prioritizes them accordingly for future upgrades; and
- feedback from residents who reside adjacent to the pump station has been positive.

Discussion ensued regarding the extent of the proposed drainage pump station upgrade. Mr. Young advised that much of the costs associated with the proposed upgrade are related to core engineering services, and that all other costs are marginal.

Staff was requested to provide a memorandum detailing the order of magnitude of a lesser pump station upgrade prior to the next Council meeting.

In reply to queries from Committee, Mr. Young stated that (i) staff have applied for grants for the proposed Williams Road drainage pump station upgrade; and (ii) designs for drainage pump station upgrades are site specific.

Public Works & Transportation Committee

Wednesday, December 14, 2011

It was moved and seconded

That the concept for the Williams Road Drainage Pump Station be endorsed.

CARRIED

2. **MANAGER'S REPORT**

(i) *Snow Removal*

Tom Stewart, Director, Public Works Operations, advised that in the event of significant snow fall, the City is well prepared for snow removal.

(ii) *Onni Development in Steveston*

John Irving, Director, Engineering, provided background information and advised that the cracks along the Steveston boardwalk are being monitored daily. He stated that the situation is stable and staff are working with Onni personnel to find an ultimate solution and to repair the dike.

In reply to queries from Committee, Mr. Irving stated that a geotechnical report is required to identify the extent of the damage to the dike and to provide a technical solution to repair or upgrade the dike. Mr. Irving commented that the City has the final say on whatever technical solution is brought forth from the geotechnical report. Also, Mr. Irving commented on Onni's position regarding the damage.

(iii) *Delta Hotel Request*

Victor Wei, Director, Transportation, spoke of a request from the Delta Hotel regarding the current bus exchange situation adjacent to the hotel. Mr. Wei noted that the hotel wishes to (i) increase its visibility, (ii) provide easier access in and out of the hotel, and (iii) improve transit service for its clients. He noted that staff would initiate discussion with the Vancouver Airport Authority as this area is within their jurisdiction.

Discussion ensued regarding the bus exchange at south end of the Arthur Laing Bridge, and it was noted that future discussions related to the bus exchange should also acknowledge the lack of proper public transportation for Burkeville residents.

(iv) *No. 1 Road and Moncton Street Intersection*

Mr. Wei spoke of the opening of the upgraded No. 1 Road and Moncton Street intersection.

Robert Gonzalez, General Manager, Engineering and Public Works, advised that staff are aware of the narrow sidewalk abutting the intersection and intend to address this concern by widening the sidewalk.

Public Works & Transportation Committee

Wednesday, December 14, 2011

Discussion ensued regarding the No. 1 Road and Moncton Street intersection upgrades and it was noted that this intersection received many upgrades, such as the installation of a traffic light. Also, it was noted that signage explaining all the various upgrades may be helpful, in particular for those utilizing the pedestrian scramble crossing.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:45 p.m.).

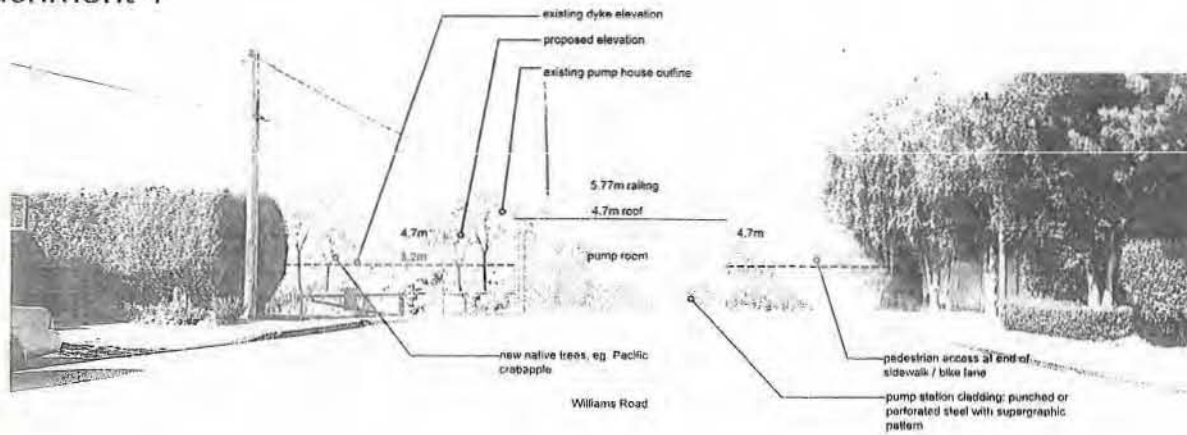
CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, December 14, 2011.

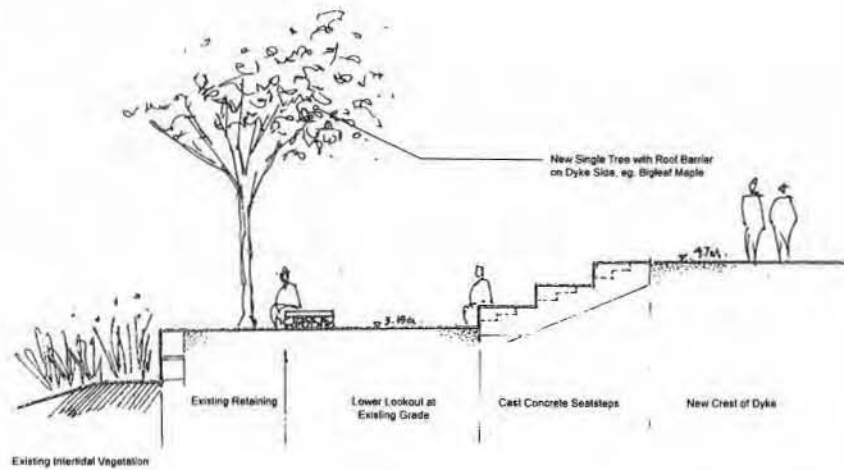
Councillor Linda Barnes
Chair

Hanieh Floujeh
Committee Clerk

Attachment 1

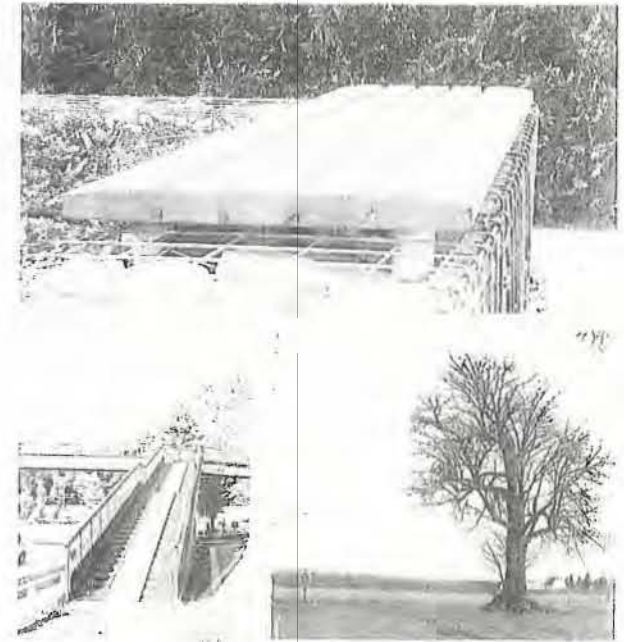
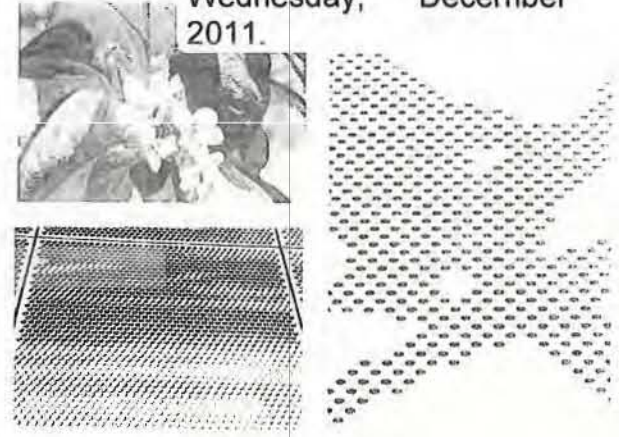


Massing Study



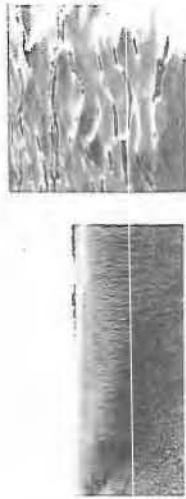
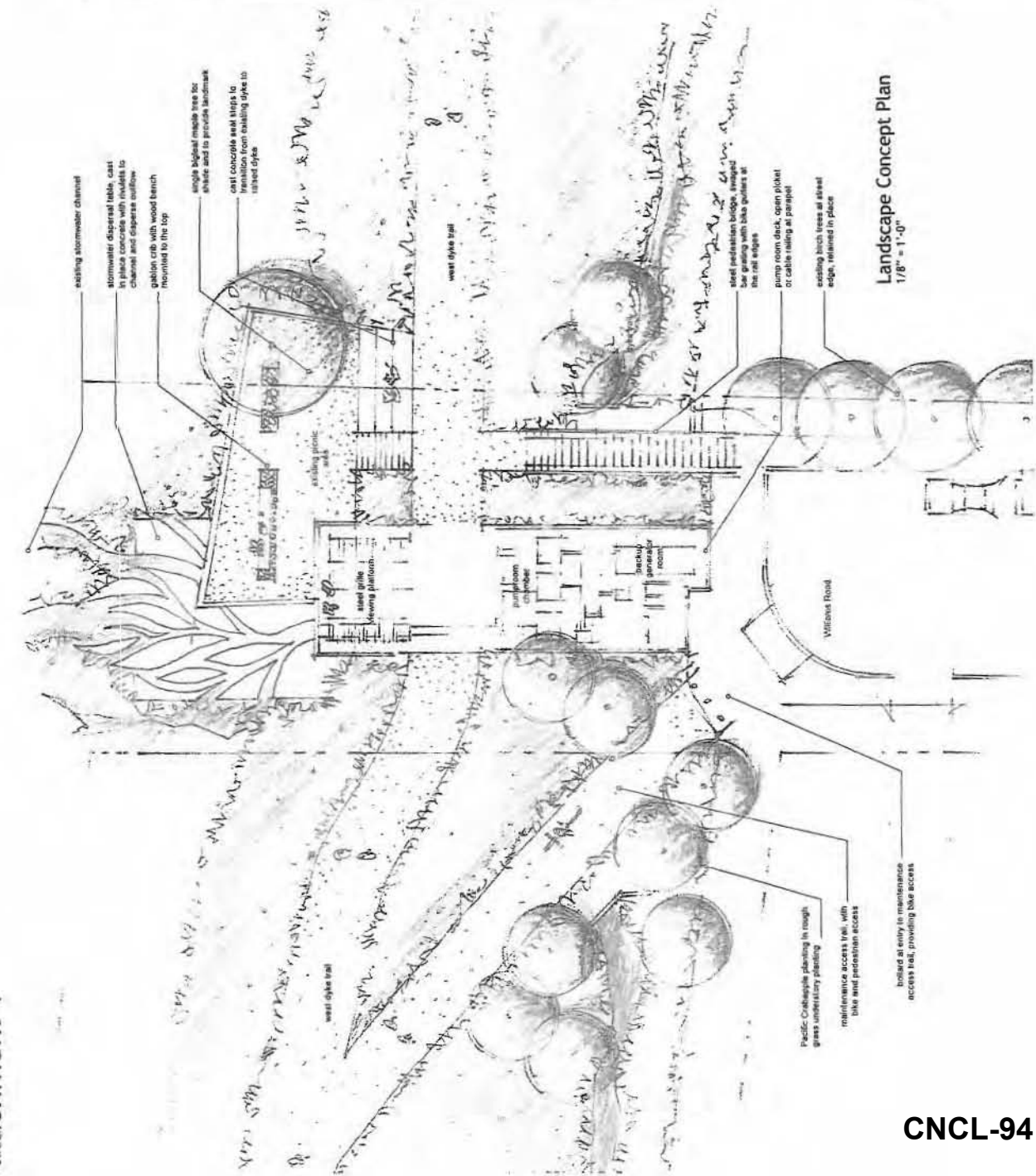
Section Through Lookout
 1/4" = 1'-0"

Schedule 1 to the Minutes of the Public Works & Transportation Committee meeting held on Wednesday, December 14, 2011.



landscape concept plan
 williams road pump station
 richmond bc

Attachment 1



landscape concept plan
williams road pump station
richmond bc

CITY OF RICHMOND SPORT HOSTING TASK FORCE

Amended TERMS OF REFERENCE (new amendments in bold)

Vision

The vision for the City of Richmond's Sport Hosting Strategy is to be the premier sport hosting community in Canada for provincial, national and international events while growing and integrating our local sport community.

Purpose

The Task Force is intended to be a small working group contributing to the success of the Richmond Sport Hosting Program. The purpose of the Sport Hosting Task Force is:

- to provide advice and guidance to the Richmond Sport Hosting Office.
- to review and decide on sport hosting incentive grant funding.
- to review and decide on the allocation of funding up to \$25,000 for up to (3) **three** sport events in a calendar year where financial support is either more than the current hosting incentive grant limits or the event is outside the hosting incentive grant program criteria
- **to review and make recommendation on the allocation of funding for sporting events over \$25,000 to the General Purposes Committee, through staff, for final approval.**

Membership

The Richmond Sport Council, Richmond Olympic Oval Corporation, Tourism Richmond and the City of Richmond will be represented on this Task Force.

The Manager, Sport Hosting and Manager, Sports & Community Events will represent the City of Richmond. The City will invite each of the partners to submit names of a representative and an alternate (in case of illness to representative) to serve on the Task Force.

Members are expected to attend all meetings. If a member is unable to attend a meeting, an alternate is required.

The Sport Hosting Task Force has the authority to create sub committees to work on a variety of initiatives. Sub committees may include members from outside the Task Force.

The City of Richmond's Manager Sport Hosting, will chair the Task Force.

Term

The term of the Richmond Sport Hosting Task Force is directly aligned with the term of the Agreement between the City of Richmond and Tourism Richmond or earlier, if Council chooses.

The Sport Hosting Task Force members will have a three-year term, effective from their appointment.

Objectives and Expectations

The Sport Hosting Task Force will:

Seek staff, stakeholder and public input and feedback throughout the process.

Advise the City on building a unified vision and plan for sport hosting initiatives beyond 2010.

Offer the City ongoing advice to ensure the community of Richmond capitalizes on and receives the maximum benefits and legacies from future sport events hosted in Richmond.

Advise and identify opportunities that add value, dimension and benefit to the community.

Advise on opportunities to ensure the vision of the Sport Hosting Strategy is promoted and adhered to - *To be the premier sport hosting community in Canada for regional, provincial, national and international events while growing and integrating our local sport community.*

Advise on how to position Richmond as the preferred location and premier sport host for existing events and targeted regional, provincial, national and international events.

Offer ongoing advice to increase Richmond's capacity to host sporting events and conferences.

Review and decide on the allocation of sport hosting grants to eligible sport organizations.

Review and decide on the allocation of funding up to \$25,000 for major sport events where financial support is either more than the current hosting incentive grant limits or the event is outside the hosting incentive grant program criteria.

Review and make recommendation on the allocation of funding for sporting events over \$25,000 to the General Purposes Committee, through staff, for final approval.

Advise about ongoing initiatives to promote community involvement in sport hosting initiatives through local arts & culture and volunteerism.

Procedures

The Sport Hosting Task Force decision process is to be consensus based on most matters.

On funding decisions on the Richmond Sport Hosting Incentive Funds, a vote will be taken and the majority votes will determine the outcome. If there is a tie vote, the funding request is defeated.

If some members disagree with the Task Force's recommendations or activities, decisions will be recorded in the meeting records.

The Sport Hosting Task Force will receive administrative staff support services from the City for the preparation of agendas and recording of meetings.

Communications from the Sport Hosting Task Force to Council will be coordinated and managed through the Manager, Sport Hosting.

Council may amend these terms of reference at its discretion.

Copies of the agenda and minutes of the meetings will be circulated to the members of the Sport Hosting Task Force in advance.

The meetings will follow the City guidelines for open and closed meetings.

Meetings

The Sport Hosting Task Force will establish the meeting schedule annually and will be no less than four (4) meeting per year.

Experts, Guests and Delegations

The Sport Hosting Task Force may from time to time require experts or other representatives to attend meetings as presenters, advisors or observers because of their knowledge of the subject or as part of another project or consultation mechanism. The Chair will agree to such invitations in advance.

Code of Conduct

The Sport Hosting Task Force members are expected to be respectful towards each other and work cooperatively to achieve the common goals of the Sport Hosting strategy.

The Sport Hosting Task Force are drawn from a spectrum of community interests. The expectation is that each member will conduct themselves in the best interest of the community and sport in the City.

If there is a conflict of interest, it will be up to the member to remove himself or herself from the decision making process. When a grant application is considered by the Task Force, the member will have to remove themselves from the review and decision, if an application is from their organization.



**Waterworks and Water Rates Bylaw No. 5637,
Amendment Bylaw No. 8846**

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 Schedules A through G attached to and forming part of this Bylaw.
2. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended by deleting section 25B(b) in its entirety and substituting the following:
 - (b) If the amount recorded by the **water meter** for the billing period in which the leak was discovered is greater than the **average amount**, or if the amount recorded by the **water meter** for the previous billing period is greater than the **average amount**, the **customer** will pay the regular rate per cubic metre (in Schedule B) for all amounts recorded up to the **average amount**.
 - (c) Where the **General Manager, Engineering & Public Works** is satisfied that a **customer** was not notified of a leak until more than 30 days after the **City** became aware of the leak, the **customer** will pay the regular rate per cubic metre (in Schedule B) for the period from the most recent billing until notification was provided, based on the **average amount** for that period.
3. This Bylaw comes into force and effect on January 1, 2012.
4. This Bylaw is cited as "**Waterworks And Water Rates Bylaw No. 5637, Amendment Bylaw 8846**".

FIRST READING

DEC 12 2011

SECOND READING

DEC 12 2011

THIRD READING

DEC 12 2011

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 - 2012****FLAT RATES FOR RESIDENTIAL, AGRICULTURAL, AND
INSTITUTIONAL PURPOSES ONLY**

A.	Residential Dwellings per unit	
	Dwellings with 20 mm ($\frac{3}{4}$ ") water service	\$621.51
	Dwellings with 25mm (1") water service or greater	See Metered Rates – Schedule B
	Townhouse	\$508.77
	Apartment	\$327.85
B.	Stable or Barn per unit	\$125.23
C.	Field Supply – each trough or water receptacle or tap	\$78.28
D.	Public Schools for each pupil based on registration January 1 st	\$7.41

SCHEDULE "B" to BYLAW NO. 5637**BYLAW YEAR – 2012****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:	\$1.1175
Minimum charge in any 3-month period:	\$103.00
Undetected leak rate per cubic metre (per section 25B of this bylaw):	\$0.6644

2. RENTS FOR EACH METERRent 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 – 2012****METERED RATES**

(Page 2 of 2)

METERED RESIDENTIAL PROPERTIES**1. RATES**

All consumption per cubic metre:	\$1.1175
Minimum charge in any 3-month period:	\$20.00
Underground leak rate per cubic metre (per section 25B of this bylaw):	\$0.6644

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 - 2012****METERED RATES****FARMS****1. RATES**

All consumption per cubic metre: \$1.1175

Minimum charge per 3-month period*:

For 1st quarter billing (January – March inclusive) for 90m³ or less \$96.00

For 2nd quarter billing (April – June inclusive) for 95m³ or less \$96.00

For 3rd quarter billing (July – September inclusive) for 140m³ or less \$96.00

For 4th quarter billing (October - December inclusive) for 90m³ or less \$96.00

*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 - 2012****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 - 2012****CONSTRUCTION PERIOD WATER CONSUMPTION RATES –
RESIDENTIAL**

MONTH (2012)	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	\$ 622	2013	\$ 509	2013	\$ 688	2014
February	\$ 570	2013	\$ 1,026	2014	\$ 661	2014
March	\$ 518	2013	\$ 984	2014	\$ 634	2014
April	\$ 466	2013	\$ 941	2014	\$ 607	2014
May	\$ 414	2013	\$ 899	2014	\$ 579	2014
June	\$ 363	2013	\$ 856	2014	\$ 552	2014
July	\$ 311	2013	\$ 814	2014	\$ 525	2014
August	\$ 937	2014	\$ 772	2014	\$ 497	2015
September	\$ 880	2014	\$ 729	2014	\$ 470	2015
October	\$ 823	2014	\$ 687	2014	\$ 443	2015
November	\$ 767	2014	\$ 644	2014	\$ 415	2015
December	\$ 710	2014	\$ 602	2014	\$ 388	2015

**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 - 2012****MISCELLANEOUS CHARGES**

1.	For an inaccessible meter as set out in Section 7	\$155 per quarter
2.	For each turn on or turn off	\$65
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 - 2012****RATES FOR VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR)**

Applicable rate is \$0.6644 per cubic meter of water consumed, plus the following amounts:

- YVR's share of future water infrastructure capital replacement calculated at \$0.2668 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 \$0.6644 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)



**Solid Waste and Recycling Regulation Bylaw No. 6803, Amendment
Bylaw No. 8847**

The Council of the City of Richmond enacts as follows:

1. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended by deleting Schedules A through D and substituting Schedules A through D attached to and forming part of this Bylaw.
2. This Bylaw comes into force and effect on January 1, 2012.
3. This Bylaw is cited as "**Solid Waste And Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 8847**".

FIRST READING

DEC 12 2011

SECOND READING

DEC 12 2011

THIRD READING

DEC 12 2011

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor


MAYOR

CORPORATE OFFICER

BYLAW YEAR:**2012****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	\$	121.11
Fee for each excess garbage container tag	\$	2.00

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)	\$	44.95
(b) for multi-family dwellings or townhouse developments which receive centralized collection service (per unit)	\$	31.39
Annual recycling service fee for yard and garden trimmings and food waste from single-family dwellings and from each unit in a duplex dwelling	\$	76.12
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		\$0
(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	\$	2.07

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	\$	26.66

SCHEDULE D TO BYLAW 6803

NEW RESIDENTIAL PROPERTY PAYMENT FEE SCHEDULE									
Month in Current Year in which Building Permit is Issued		GARBAGE, RECYCLING & LITTER COLLECTION FEE				RECYCLING & LITTER COLLECTION FEE PER STRATA LOT			
		Single-Family Dwellings & Each Unit in a Duplex Dwelling		Townhouse Development		Townhouse Development		Multi-Family Development	
		Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences
January	2012	\$ 121	2013	\$ -	2013	\$ -	2013	\$ 24	2014
February	2012	\$ 101	2013	\$ 160	2014	\$ 61	2014	\$ 20	2014
March	2012	\$ 81	2013	\$ 145	2014	\$ 55	2014	\$ 16	2014
April	2012	\$ 60	2013	\$ 131	2014	\$ 50	2014	\$ 12	2014
May	2012	\$ 40	2013	\$ 116	2014	\$ 44	2014	\$ 8	2014
June	2012	\$ 20	2013	\$ 102	2014	\$ 39	2014	\$ 4	2014
July	2012	\$ -	2013	\$ 87	2014	\$ 33	2014	\$ -	2014
August	2012	\$ 223	2014	\$ 73	2014	\$ 28	2014	\$ 39	2015
September	2012	\$ 203	2014	\$ 58	2014	\$ 22	2014	\$ 36	2015
October	2012	\$ 183	2014	\$ 44	2014	\$ 17	2014	\$ 32	2015
November	2012	\$ 162	2014	\$ 29	2014	\$ 11	2014	\$ 29	2015
December	2012	\$ 142	2014	\$ 15	2014	\$ 6	2014	\$ 25	2015



**Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551,
Amendment Bylaw No. 8848**

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 \$111.46 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 and substituting Schedule B attached to and forming part of this Bylaw.
3. This Bylaw comes into force and effect on January 1, 2012.
4. This Bylaw is cited as “**Drainage, Dyke And Sanitary Sewer System Bylaw No. 8848**”.

FIRST READING

DEC 12 2011

SECOND READING

DEC 12 2011

THIRD READING

DEC 12 2011

ADOPTED



MAYOR

CORPORATE OFFICER

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	\$ 400.25
(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	\$ 366.22
(iv)	Multiple-Family Dwellings 4 or more storeys in height	\$ 305.01
(b)	Public School (per classroom)	\$ 370.91
(c)	Shops and Offices	\$ 313.23

2. RATES FOR METERED PROPERTIES

Regular rate per cubic metre of water delivered to the property:	\$ 0.9263
Underground leak rate per cubic metre of water exceeding average amount (as defined in Section 2.3A.2(a)):	\$ 0.7410

3. RATES FOR COMMERCIAL, INDUSTRIAL, INSTITUTIONAL AND AGRICULTURAL

Minimum charge in any quarter of a year:	\$ 73.75
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SCHEDULE B to BYLAW NO. 7551**SANITARY SEWER USER FEES****4. CONSTRUCTION PERIOD – PER DWELLING UNIT**

Month (2012)	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	\$ 400	2013	\$ 366	2013	\$ 641	2014
February	\$ 367	2013	\$ 739	2014	\$ 615	2014
March	\$ 334	2013	\$ 708	2014	\$ 590	2014
April	\$ 300	2013	\$ 678	2014	\$ 564	2014
May	\$ 267	2013	\$ 647	2014	\$ 539	2014
June	\$ 233	2013	\$ 616	2014	\$ 513	2014
July	\$ 200	2013	\$ 586	2014	\$ 488	2014
August	\$ 604	2014	\$ 555	2014	\$ 463	2015
September	\$ 567	2014	\$ 525	2014	\$ 437	2015
October	\$ 530	2014	\$ 494	2014	\$ 412	2015
November	\$ 494	2014	\$ 464	2014	\$ 386	2015
December	\$ 457	2014	\$ 433	2014	\$ 361	2015



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8698 (RZ 10-540854)
10040 AND 10060 LASSAM ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/B)**.

P.I.D. 006-586-384

Lot 93 Section 36 Block 4 North Range 7 West New Westminster District Plan 31420

P.I.D. 000-598-763

Lot 94 Section 36 Block 4 North Range 7 West New Westminster District Plan 31420

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8698"**.

FIRST READING

APR 26 2011

A PUBLIC HEARING WAS HELD ON

MAY 16 2011

SECOND READING

MAY 16 2011

THIRD READING

MAY 16 2011

OTHER REQUIREMENTS SATISFIED

DEC 07 2011

ADOPTED

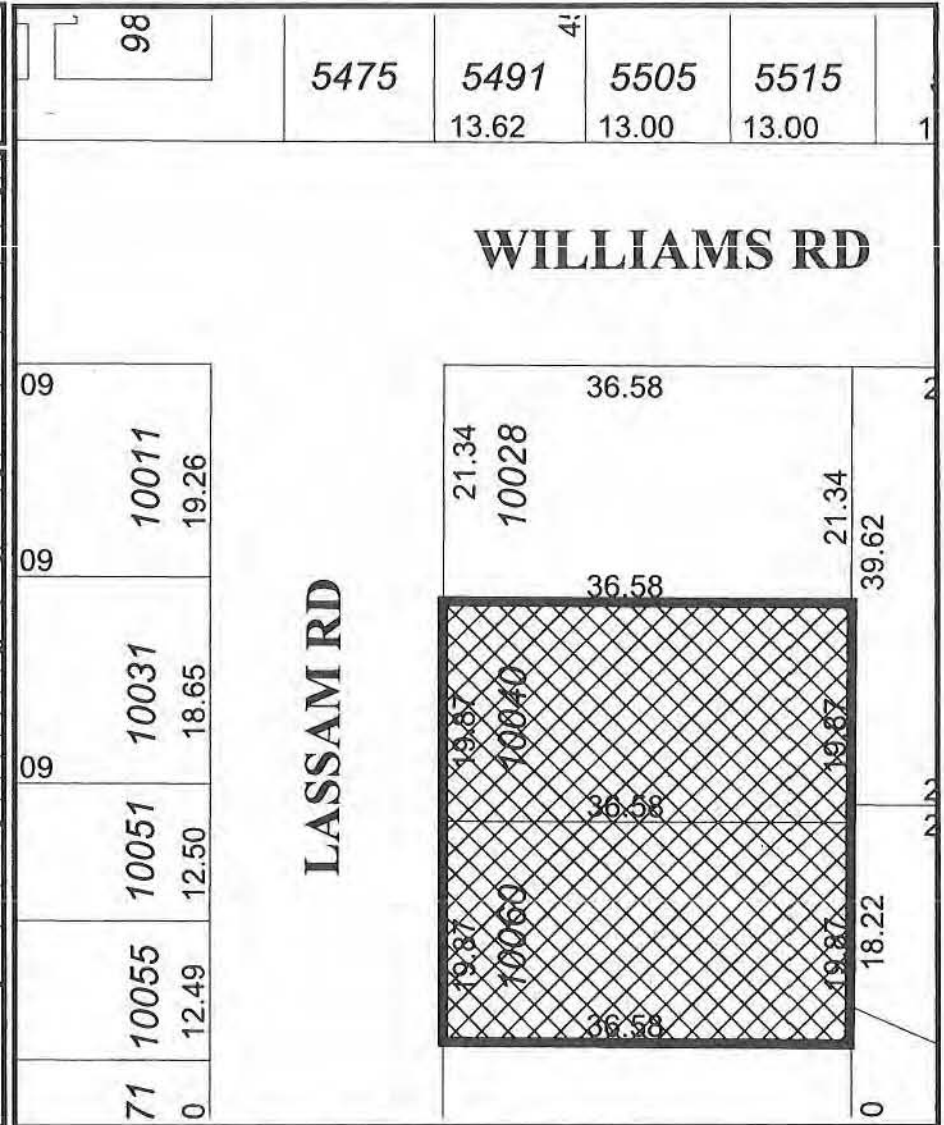


MAYOR

CORPORATE OFFICER



City of Richmond



CNCL-117



RZ 10-540854

Original Date: 08/18/10

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8735 (RZ 10-557898)
8180/8200 LUNDY ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/C)**.

P.I.D. 025-628-917

STRATA LOT 1 SECTION 21 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN BCS315
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN
PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN
ON FORM V

P.I.D. 025-628-925

STRATA LOT 2 SECTION 21 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN BCS315
TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN
PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN
ON FORM V

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8735**".

FIRST READING

MAR 28 2011

A PUBLIC HEARING WAS HELD ON

APR 18 2011

SECOND READING

APR 18 2011

THIRD READING

APR 18 2011

OTHER REQUIREMENTS SATISFIED

DEC 14 2011

ADOPTED



MAYOR

CORPORATE OFFICER



PROPOSED REZONING

BLUNDELL RD

LUCERNE RD

ASY

LURGAN RD

LUCAS RD

LUNDY RD

RZ 10-557898

Original Date: 01/12/011

Revision Date:

Note: Dimensions are in METRES

CNCL-120



**Richmond Zoning and Development Bylaw 8500
Amendment Bylaw 8763 (RZ 10-554759)
9791, 9811 Ferndale Road
and
6071, 6091, 6131 No. 4 Road**

The Council of the City of Richmond enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 8500, is amended by repealing the existing zoning designation of the following areas and by designating it "**Medium Density Townhouses (RTM2)**".

P.I.D 003-453-669

Lot 60 Section 10 Block 4 North Range 6 West New Westminster District Plan 45567

P.I.D 001-201-743

Lot 61 Except: Parcel "A" (Bylaw Plan 64703), Section 10 Block 4 North Range 6 West New Westminster District Plan 45567

P.I.D 003-861-872

Lot 59 Section 10 Block 4 North Range 6 West New Westminster District Plan 45567

P.I.D 001-916-149

Lot 89 Section 10 Block 4 North Range 6 West New Westminster District Plan 55407

P.I.D 004-321-952

Lot 88 Section 10 Block 4 North Range 6 West New Westminster District Plan 55407

2. This Bylaw is cited as "**Richmond Zoning and Development Bylaw 8500, Amendment Bylaw 8763**".

FIRST READING

MAY 24 2011

SECOND READING

JUN 20 2011

THIRD READING

JUN 20 2011

PUBLIC HEARING

JUN 20 2011

OTHER REQUIREMENTS SATISFIED

DEC 08 2011

ADOPTED

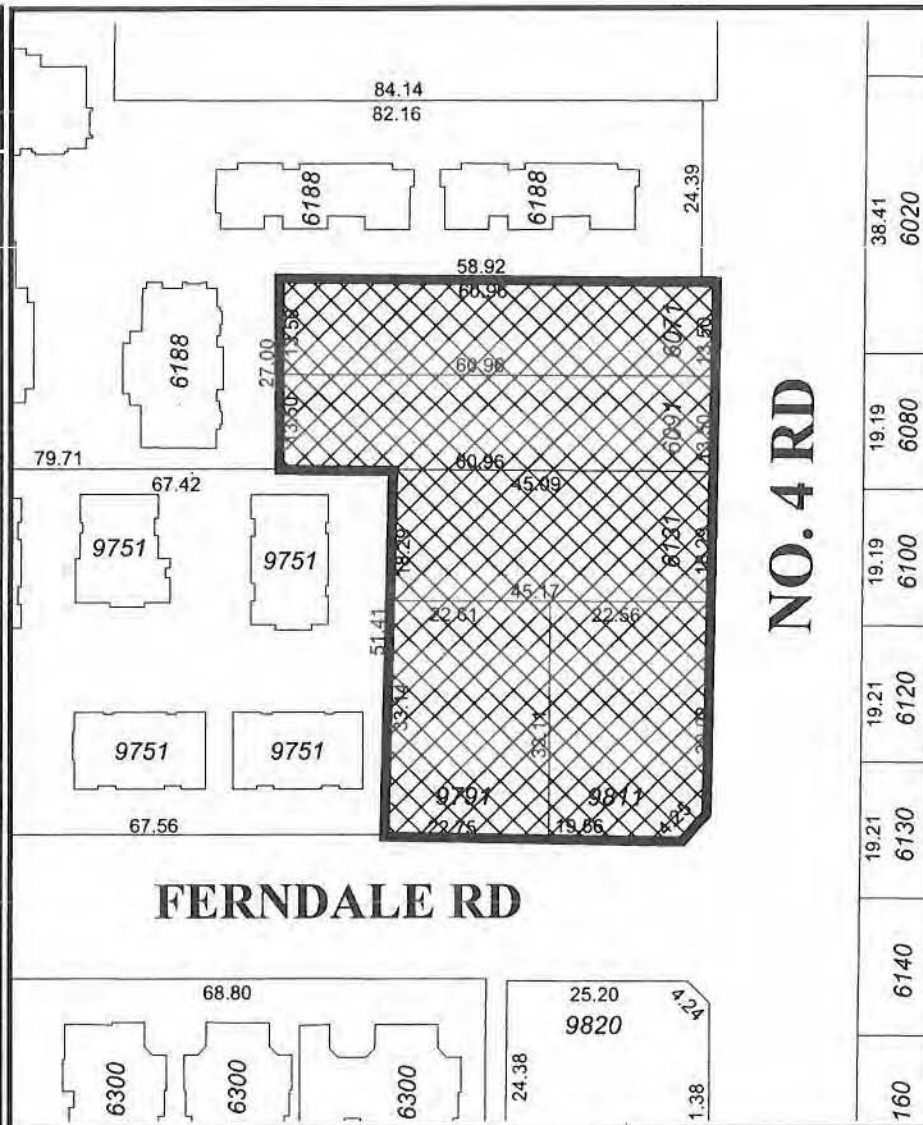
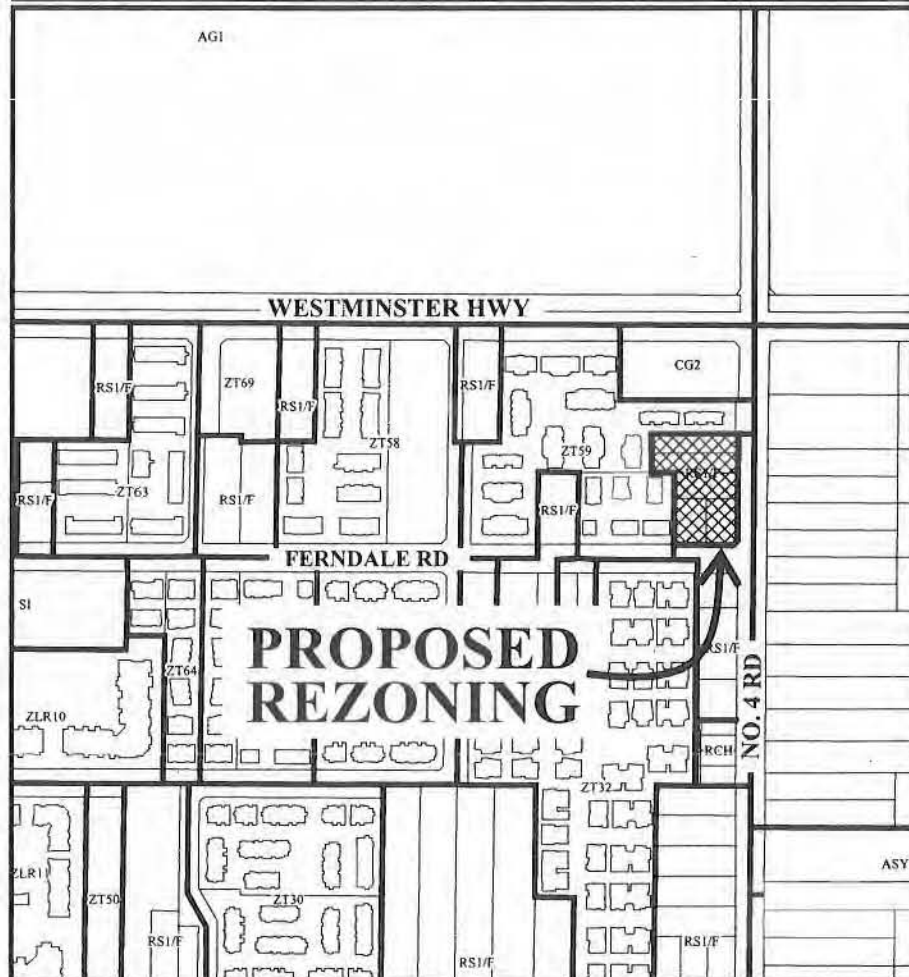
CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER

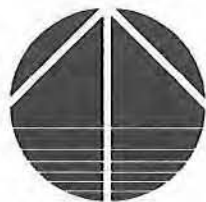


City of Richmond



NO. 4 RD

CNCL-122



RZ 10-554759

Original Date: 12/09/10

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8782 (RZ 10-557918)
9099 COOK ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 19.9 thereof the following:

19.9 High Rise Apartment (ZHR9) – North McLennan (City Centre)

19.9.1 Purpose

The **zone** provides for high-rise apartments, mid-rise apartments, **town housing** and compatible **uses**.

19.9.2 Permitted Uses

- child care
- housing, apartment
- housing, town

19.9.3 Secondary Uses

- boarding and lodging
- community care facility, minor
- home business

19.9.4 Permitted Density

1. The maximum **floor area ratio** is 3.12, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.

19.9.5 Permitted Lot Coverage

1. The maximum **lot** coverage is 70% for **buildings** and **landscaped** roofs over **parking spaces**.

19.9.6 Yards & Setbacks

1. The minimum public **road setback** is:
 - a) 6.0 m from Garden City Road;
 - b) 3.0 m from Cook Road; and
 - c) **Building** façade treatment may project into the Cook Road public **road setback**, but shall be no closer to the **lot line** than 2.6 m. Such an encroachment must be treated as specified in a Development Permit approved by the **City**.
2. The minimum **setback** from the east **lot line** is 10.0 m. Unenclosed **porches** may project into the required **setback** for a distance of not more than 2.0 m.
3. The minimum **setback** from the north **lot line** is 3.0 m.

19.9.7 Permitted Height

1. The maximum **height** for a **principal building** is 47.0 m geodetic.
2. The maximum **height** for **accessory structures** is 5.0 m.

19.9.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width** or **lot depth** requirements.
2. The minimum **lot size** is 3,800.0 m².

19.9.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

19.9.10 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.

19.9.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **HIGH RISE APARTMENT (ZHR9) – NORTH McLENNAN (CITY CENTRE)**.

P.I.D. 028-103-327

Lot A Section 10 Block 4 North Range 6 West New Westminster District Plan BCP42993

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8782”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

JUL 11 2011

JUL 26 2011

JUL 26 2011

JUL 26 2011

DEC 13 2011



MAYOR

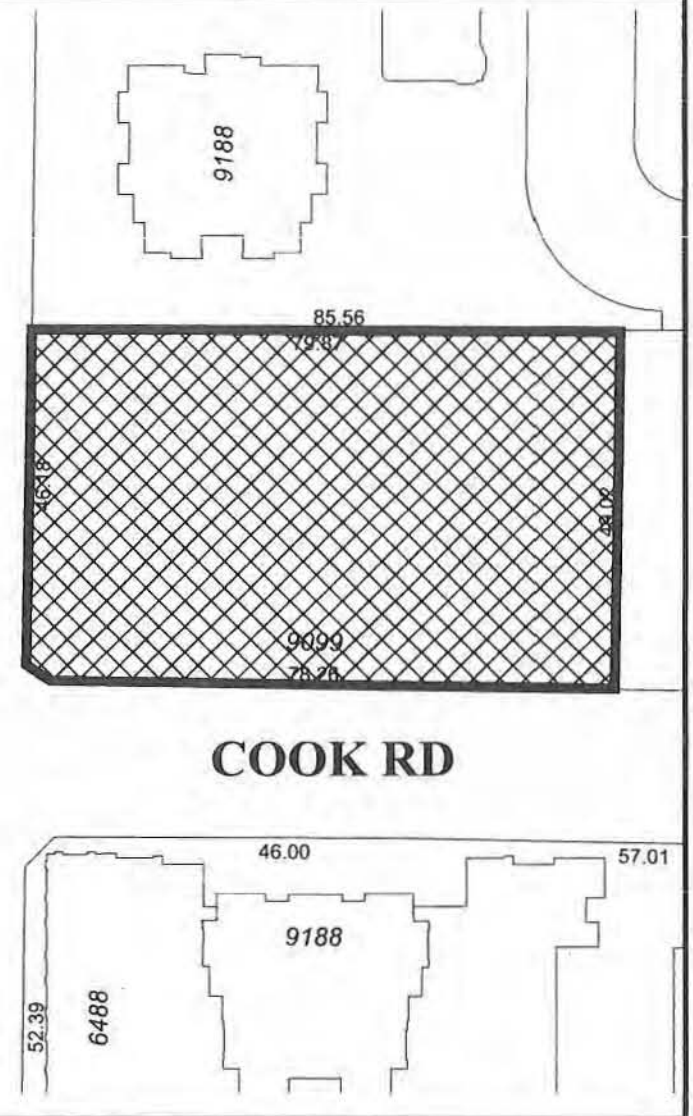
CORPORATE OFFICER



City of Richmond

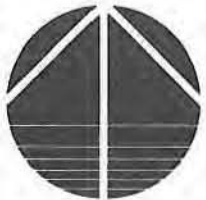


GARDEN CITY RD



COOK RD

CNCL-125



RZ 10-557918

Original Date: 01/20/11

Revision Date:

Note: Dimensions are in METRES



Development Permit Panel

Wednesday, November 30, 2011

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, Parks and Recreation

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, November 16, 2011, be adopted.

CARRIED

2. Development Permit 10-538908

(File Ref. No.: DP 10-538908) (REDMS No. 3360997)

APPLICANT: Doug Massie, Architect of Chercover Massie & Associates Ltd.

PROPERTY LOCATION: 8851 Heather Street

INTENT OF PERMIT:

1. To permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and
2. To vary the provisions of Zoning Bylaw 8500 to:
 - a) reduce minimum interior side yard from 7.5 metres to 1.2 metres;
 - b) reduce the minimum public road parking setback from 3 metres to 1.5 metres;
 - c) permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).

Applicant's Comments

Doug Massie, Architect, Chercover Massie & Associates Architecture and Engineering, spoke on behalf of the applicant and provided the following details regarding the proposed two-storey child care facility, for approximately 60 children, located on Heather Street:

- the first time the proposed development was presented to the Development Permit Panel was on July 13, 2011, and November 30, 2011 is the second time the proposed development is being considered by the Development Permit Panel ;
- the subject site previously featured a small church building, and the site's "assembly use" zoning permits a child care facility usage;
- off-street parking spaces are provided, and the playground is situated in the rear yard of the proposed facility;
- at an open house meeting hosted by the applicant, seven neighbourhood residents attended and the project was discussed;
- the zoning is intended for larger sites and will not accommodate a building; the request to vary the interior side yard is to enable the site to accommodate a building;
- the request to reduce the minimum public road parking setback is to provide the required parking spaces and to accommodate screening landscape elements to be neighbour-friendly;
- the applicant (i) will know the identity of those who use on-site parking lot, and (ii) can control the on-site parking lot, so no problems are anticipated;
- the applicant has experience with three daycare centres in Richmond and put considerable study into daycare parking accumulation; the parking area configuration and vehicle traffic flow for the Heather Street facility will work well; and
- unlike drop offs and pick ups at preschools, where there is congestion due to all of the parents being there at the same time, typically, arrival and departure times for a child care facility are spread over a two hour period, such as 7:00 a.m. and 9:00 a.m. for drop off, and 3:00 p.m. to 5:00 p.m. for pick up, so the number of cars should not create a major problem.

Panel Discussion

Discussion ensued between the Panel and Mr. Massie and the following information was provided:

- in response to a query regarding the proposed size of the child care facility, Mr. Massie advised that the square footage of the proposed 2-storey building is roughly consistent with the size of a single-family residence;

- in response to a query regarding details of the on-site parking spaces, Mr. Massie noted that the 15 parking spaces meet the bylaw requirements, with 9 parking spaces earmarked for the child care staff members; further, his experience with other child care facilities indicates that staff use public transit, or car pools, and that arrival times vary so that 15 spaces is likely to be more than enough;
- with regard to the open house meeting, attended by seven neighbourhood residents, concerns included: (i) Heather Street traffic issues; (ii) changes to the neighbourhood; (iii) the open ditch on the east side of the street; and (iv) privacy issues impacting adjacent neighbours;
- to address the issue of privacy, Mr. Massie advised that glazed panels were applied to the second floor balcony rail to provide sound proofing;
- the facility can accommodate a total of 36 toddlers (aged 1 to 3 years), and 24 children (aged 3 to 5 years);
- changes made to the landscape design since July, 2011 include: (i) an increase in the amount of a retained existing hedge; and (ii) hedge infill with a lattice and climbing plants, which will add privacy and some sound proofing;
- the size of the proposed building, upon completion, would roughly be the equivalent of the size of a residence on a Richmond single family lot of this size; and
- the area surrounding the outdoor play area is generously landscaped.

In response to queries from the Chair regarding landscaping, Mr. Rajinder Singh, Landscape Designer of Van Der Zalm and Associates Landscape Architecture firm, advised that:

- the surface parking area would be surrounded with six trees plus a cedar hedging, and a transition to a bioswale, to help with onsite water direction;
- low shrubbery would terrace down from the height of the cedar hedging, and then drop down to ground cover;
- as the trees mature, they would provide shade;
- on the north side of the proposed building a gravel base was proposed with no access, and on the south side of the proposed building, no landscaping elements are proposed; and
- along the front of the subject site a low fence, and low shrubs of equal height, is adjacent to the sidewalk, but the view for drivers is not obstructed by the fence or the shrubs.

The Chair directed a query regarding the north side of the proposed building to Mr. Massie, who responded that windows are a feature of that side of the structure, but they are not aligned with windows in the adjacent residence.

Staff Comments

Brian J. Jackson, Director of Development, advised that if this was a single family development, a larger floor area would be allowed on the subject site, and that the site provides the potential for two residences, each of them large.

Mr. Jackson then referenced the Panel's decision of July 13, 2011 when it asked for a consultation with residents of the neighbourhood, and an examination of on-site parking and manoeuvring, as well as pedestrian and vehicle traffic on Heather Street. He stated that the subsequent report advises that parking is adequate, and the surface parking area allows for manoeuvring by vehicles.

Mr. Jackson concluded his remarks by advising that staff supports the application and the requested variances.

Gallery Comments

Raj Johal, 8880 Heather Street submitted (i) a copy of a letter dated July 7, 2011, (ii) a petition, and (iii) photographs (attached to these Minutes as Schedule 2) to the Panel and spoke in opposition to the proposed building.

Mr. Johal made the following points:

- the proposed building is too big, its presence would impact the liveability of neighbours, Heather Street is too narrow and should not be a two way street but should be a one way street, and neighbours want to see something other than a child care centre on the site;
- the ditch that fronts Heather Street presents a safety hazard and neighbours want it covered and a sidewalk installed; it is not appropriate for a City to have an open ditch beside Dolphin Park;
- the former church was used one day a week, but a child care centre is used five days a week, with two high activity periods each day, when children are dropped off and later picked up;
- the applicant's request for variances imposes on the neighbour to the south of the subject site;
- if the permit is approved, conditions should include no street parking at any time if two way traffic is allowed on Heather Street; and
- he did not attend the open house meeting, his brother, also a resident of the neighbourhood, attended and although his brother advised that he understood City Transportation staff would contact neighbours regarding traffic calming measures, no contact has been made.

Mr. Johal queried whether the City has different zoning for a child care centre than it does for a school.

In response to the query, Mr. Jackson advised that a licensed child care facility falls under Provincial legislation, and does not qualify as a school. He added that the applicant's proposal fits within the existing zoning on the subject site.

Development Permit Panel
Wednesday, November 30, 2011

In response to the Chair's request that Transportation staff comment on the concern expressed, Donna Chan, Manager, Transportation Planning, provided the following advice:

- Transportation staff will conduct a survey in the neighbourhood in December, 2011, and will gather information regarding support for traffic calming, and if the idea is supported, traffic calming measures will be implemented in 2012;
- a speed survey conducted by Transportation staff in April, 2010 confirmed speeds on Heather Street exceeded the posted speed limit, and that traffic calming measures could remedy the situation;
- the applicant will complete the sidewalk along their Heather Street frontage to connect to the existing sidewalk on either side, and this will keep pedestrians off the street for this portion of Heather Street;
- on-street parking in front of the subject site is limited to one, or maybe two spaces, due to driveways and the presence of fire hydrants;
- there is sufficient space for two cars to pass on Heather Street, but where there are parked cars on the shoulder, room is limited; and
- Transportation staff does not see a need for additional "No Parking" signage along the Heather Street frontage, but it will be monitored.

In response to a query, Mr. Jackson advised that "No Stopping" signs will be added along the east side of Heather Street.

A resident of Dolphin Avenue addressed the Panel and spoke in opposition to the application. He expressed concern that his small children are endangered by the traffic conditions along Dolphin Avenue and Heather Street. He stated his belief that there should be one way streets in the neighbourhood. He concluded his remarks by saying that a child care facility that can accommodate 60 children is too big.

Correspondence

Yih-Shin Hsu and Shu-Chen Chen Hsu, 8875 Heather Street (Schedule 1)

Mr. Jackson noted that the correspondents expressed concern regarding: (i) the narrowness of Heather Street; (ii) the danger of the ditch along Heather Street; (iii) insufficient parking spaces for the proposed facility; and (iv) the effect a noisy child care facility has on a quiet neighbourhood.

Raj Johal, 8880 Heather Street (Schedule 2)

Panel Discussion

With regard to the request to reduce the interior side yard, the Chair queried what the applicant would do to buffer the proposed building from neighbours' homes.

Landscape Designer Mr. Singh advised that:

- some lattice work could be added, some vines planted along the bottom, and as the vegetation grew, it would provide buffering; and
- there may be room for a type of evergreen that grows quite narrow to be added to the landscaping plan.

The Chair asked if similar landscaping elements could be added to the south side of the subject site where an open deck is planned, and Mr. Singh responded that the same elements could be added there, leaving openings for gates, a feature required for accessibility.

The Chair stated that he supports the application but that prior to the application going forward to a future Council meeting, he wanted the applicant to address the side yard on the landscaping plan, with a combination of structure, plantings, trees, and to ensure that the changes meet staff's satisfaction.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and*
2. *Vary the provisions of Zoning Bylaw 8500 to:*
 - a) *reduce minimum interior side yard from 7.5 metres to 1.2 metres;*
 - b) *reduce the minimum public road parking setback from 3 metres to 1.5 metres;*
 - c) *permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).*

CARRIED

3. Development Permit 10-557920

(File Ref. No.: DP 10-557920) (REDMS No. 3333749)

APPLICANT: W.T. Leung Architects Inc.

PROPERTY LOCATION: 9099 Cook Road

INTENT OF PERMIT:

1. Support the Transportation (Construction) Management Plan attached to this report; and

2. Permit the construction of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry, and an enclosed parking structure on a site being rezoned to "High Rise Apartment (ZHR9) – North McLennan (City Centre).

Applicant's Comments

Mr. Tam, Architect, W.T. Leung Architects Inc., provided the following information for the proposed 16-storey high-rise residential tower, the six-storey mid-rise building, and the 11 two-storey townhouse units at a location where Cook Road intersects Garden City Road:

- the high-rise and mid-rise towers combined provide 142 residential units;
- the high-rise tower was specifically designed to respond to the site by providing relief for views for residents currently living near the subject site, and to minimize the impact of shadowing on surrounding structures;
- the high-rise tower is situated to maximize view opportunities for residents of "Hampton Court" with south facing units, and the tower's design results in a narrow southern building profile;
- light coloured materials are proposed for the middle of the high and mid-rise towers;
- four accent colours provide texture; visual interest is created for pedestrians below balconies by applying a colour to the underside of balconies, a different colour for each stack of balconies;
- a greenway path is planned for the eastern edge of the subject site, to provide greenway, pedestrian and bicycle network connections for the neighbourhood;
- a landscaped boulevard will be provided along Garden City Road, and completion of the north side sidewalk on Cook Road, west of Garden City Road to Cooney Road, is planned;
- a new pedestrian crosswalk will be introduced to facilitate movement across Cook Road;
- the proposed development meets all on-site bylaw parking requirements;
- a contribution will ensure an upgrade to area traffic signals;
- 20% of the proposed bicycle spaces are dedicated to co-op bikes, and 25% of parking spaces will have electrical outlets for charging vehicles;
- to address concerns expressed by residents of the neighbourhood, at the July 26, 2011 Public Hearing, the comprehensive Transportation (Construction) Management Plan includes, among other features, an off-site parking lot for trades and construction personnel, with a shuttle service to transport workers to the site;

- a construction loading station will be on the site, so that surrounding streets are not adversely affected;
- the indoor amenity area includes space for private functions, as well as exercise equipment;
- the outdoor amenity space is located on the fourth floor, and includes a garden system, two children's play areas with rubberized surface, and a water feature;
- the indoor amenity area has a green roof, and is south facing with sunshades;
- other sustainability features include coatings on windows, low flow plumbing fixtures, an irrigation system, and extensive soft landscaping features that reduce the amount of storm run-off;
- 11 enhanced accessible units are included in the project, and they include blocking in washrooms for future grab bars, door frames that are wider than the norm, lever handles for faucets, and a large turning radius for wheelchairs;
- there are seven affordable housing units in the project, and four of them are two-storey townhouses suitable for families; and
- the applicant is working with the City's Public Art Coordinator on details regarding inclusion of on-site public art.

Gerry Eckford, Principal, Eckford Tyacke and Associates, added that: (i) there will be a loading stall at the south east corner of the subject site; (ii) four existing trees are being retained, including two large existing trees at both the north east and north west corners, providing significant screening at those two points; and (iii) relocation of two trees into the greenway corridor.

Panel Discussion

A brief discussion ensued between the Chair and Mr. Lim regarding two healthy trees located at the centre of the subject site that would be relocated within the north-south greenway corner, a greenway that is at grade.

In response to a query regarding the outdoor amenity space, Mr. Eckford noted that the design is based on the artist Claude Monet's water-themed works, and he provided the following details:

- there is a centrally located water feature on the podium level with a water pond that is not too deep and features filtered water; a bench overlooks the water feature;
- the primary children's play area is at a central location and includes chalk boards so children can be "mini-Monets";
- the undulating surface at the far end arched element is a playful element, with a tunnel effect; and
- the focus is on creative, social play.

Discussion continued and in response to Panel queries the following information was provided by the applicant and staff:

- the area for recycling bins is indoors, but bins will be moved to an outdoor loading area, screened with landscaping elements, for pick up;
- only construction equipment loading and off-loading activities will be conducted on-site, with all trade and construction workers being shuttled to the site, from an off-site parking lot;
- design of the electrical outlets used for charging cars is not yet confirmed; and
- the approximate cost of providing electrical outlets is \$3,500 per parking stall.

Staff Comments

Mr. Jackson advised that the development application includes a Transportation (Construction) Management Plan, and includes features such as a soon-to-be-completed off-site parking lot for trade and construction workers.

The applicant has responded to a number of issues that were raised by area residents at the July 26, 2011 Public Hearing. Mr. Jackson stated that the area had always been intended for high rise residential projects, and that the applicant had worked, through the rezoning and development permit processes, to minimize: (i) shadowing effects on adjacent towers, and (ii) the effect on views enjoyed by current residents of other towers.

Mr. Jackson noted that another concern was related to the impact of the proposed development on traffic patterns and parking in the area, and he noted that the Transportation (Construction) Management Plan submitted by the applicant is the most detailed, and non-intrusive one, staff has seen.

Mr. Jackson concluded his remarks by stating that staff is in support of the application.

In response to a query from the Chair, Mr. Jackson advised that the idea to shuttle trade and construction workers to the site, from an off-site parking lot, is a unique idea. He added that an office for on-site workers is to be elevated above the hoarding along Garden City Road, to lessen the impact to pedestrians in that area.

Gallery Comments

Naomi Desormeau, 9188 Cook Road, expressed concern that the volume of traffic would increase as a result of the construction period, but was happy to hear that a shuttle service would deliver workers to the site from an off-site parking lot. She queried how the applicant would police any construction workers who did not park at the off-site parking lot.

Advice was provided by the applicant and by City Transportation staff that: (i) the applicant would rely on the construction workers to police themselves; (ii) the City's traffic bylaw limits the length of time that vehicles can be parked on the street, and that area residents who suspect construction workers' cars are parked on the street can call either the City's Bylaw Enforcement staff, or the non-emergency RCMP number; and (iii) staff will ensure that before the permit is issued, the Construction Supervisor's telephone number listed in the Transportation (Construction) Management Plan is accurate.

Mr. Jackson added that the City can stop the building permit if the City discovers that details of the Transportation (Construction) Management Plan are being violated.

Ms. Desormeau queried whether residents of her residential building would receive copies of the Transportation (Construction) Management Plan, and would be made aware of any instructions the applicant receives with regard to its details.

The Chair responded and stated that the Development Permit Panel examines form and character of proposed developments, and that it is beyond the Panel's mandate to enforce the Transportation (Construction) Management Plan, but that the delegate could be furnished with a City transportation staff contact. He added that the applicant should take the delegate's request for written material under advisement.

Chiu Cheung, 9180 Hemlock Drive, spoke in opposition to the application and cited the discussion that took place at the July 26, 2011 Public Hearing.

Mr. Cheung noted that speakers at the Public Hearing were concerned about too many people, too many cars, congested traffic, and drop off/pick up issues at the existing child care centre at the corner of Cook and Garden City Roads. He stated that many traffic accidents take place in the neighbourhood.

Mr. Cheung stated that Alberta Road was open to the public, as a two way street, but is now closed and Cook Road is now the only road that provides access to and from this area.

He stated that the proposed development was too big. He then referred to the petition in opposition to the proposed development, with 27 signatures, that he submitted (attached to these Minutes as Schedule 7), and closed his remarks by requesting that Alberta Road be re-opened to traffic.

Correspondence

Wei Chen and Heiko Hansen, Cook Road (Schedule 3)

Mr. Jackson noted that the correspondent does not have an objection to development that meets bylaw requirements, but noted that high density in the neighbourhood results in a lack of parking spaces.

Celine Zhang, Hemlock Drive (Schedule 4)

Mr. Jackson noted that the correspondent is opposed to the proposed development because of its height, the proximity to other towers, and the number of trees to be removed.

Meng Chun, 9188 Hemlock Drive (Schedule 5)

Mr. Jackson noted that the correspondent believes that the buildings in the neighbourhood are built in too close proximity to one another.

Yu Ning Zhan, 1106 – 6333 Katsura Street (Schedule 6)

Mr. Jackson noted that the correspondent opposed the proximity of the proposed towers to the present tower at 6333 Katsura Street.

Chiu M. Cheung, and attached petition (Schedule 7)

Development Permit Panel
Wednesday, November 30, 2011

Mr. Jackson noted that the petition had 27 signatures, and added that those who signed were: (i) disappointed that Council gave the rezoning application for the proposed development second and third readings at the July 26, 2011 Public Hearing; and (ii) distressed by traffic problems in the Cook Road/Katsura Street area.

Mr. Jackson stated that the proposed development meets bylaw requirements.

In response to a request from the Chair Ms. Chan provided the following information regarding traffic in the area of the proposed development:

- the applicant has proposed more transportation management methods than are required, and these elements will improve walkability in the area, and encourage alternate modes of transportation for area residents;
- the capacity of Cook Road is capable of handling the volume of traffic;
- sections of the area roads will be completed as a result of future development; and
- Cook Road's sidewalk will soon be at full standard.

Mr. Jackson, in response to the Chair's query, advised that since the July 26, 2011 Public Hearing, at which Council requested a thorough transportation review, staff and the applicant have completed the components of the requested review, and the submitted Transportation (Construction) Management Plan is a result of Council's request.

Panel Discussion

The value of the Transportation (Construction) Management Plan submitted by the applicant was noted, and the Chair commented that the neighbourhood in question was cited in the Official Community Plan as an area for growth, and included towers other than the ones already built and occupied.

The Panel commented that the project was well executed, and that the proposed towers had been arranged to minimize impact on neighbouring towers. In addition, parking is well utilized in the area, but is not problematic.

A comment was directed to the applicant, requesting that communication take place to make neighbours aware of the Transportation (Construction) Management Plan, and it was stated that if the City receives calls from residents regarding developers who do not abide by their own construction plans, City staff does follow up on those calls.

Panel Decision

It was moved and seconded

1. *That the Transportation (Construction) Management Plan attached to this report be supported; and*

2. *That a Development Permit be issued which would permit the construction of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry, and an enclosed parking structure on a site being rezoned to "High Rise Apartment (ZHR9) – North McLennan (City Centre).*

CARRIED

4. Development Permit 11-593370

(File Ref. No.: DP 11-593370) (REDMS No. 3396366)

APPLICANT: Oval 8 Holdings Ltd.

PROPERTY LOCATION: PID 028 696 174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11)

INTENT OF PERMIT:

To permit pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) of ASPAC's Village Green development which includes an area designated Environmentally Sensitive Area (ESA).

Applicant's Comments

Keven Goodearle, Environmental Scientist, Pottinger Gaherty Environmental Consultants Ltd., made a brief presentation regarding the proposed approach for managing the requirements associated with proposed pre-construction work on the Oval 8 Holdings site, on a portion of the site that is within designated Environmentally Sensitive Areas (ESAs). Mr. Goodearle explained that:

- the site under discussion is that of the ASPAC Village Green development, bounded by Hollybridge Way to the west, the middle arm of the Fraser River to the north, and Gilbert Road to the east;
- three separate ESAs have been identified on the site, and this development permit application deals solely with ESA-1, an area that includes a riparian management area buffer, as identified by the Department of Fisheries and Oceans;
- the development permit application is for pre-construction site preparation work, such as site clearing and preloading, and, future development permit applications will address actual lot development;
- the developer, ASPAC, anticipates the development of an extensive waterfront park, the planting of a significant number of trees, and an extensive habitat restoration adjacent to Gilbert Road and along the Fraser River waterfront;
- the proposed phased approach to EAS-1 is to ensure that impacts to the environment, including trees, will occur at different times;
- there are to be four phases over a five year span, from 2011 to 2016;

**Development Permit Panel
Wednesday, November 30, 2011**

- a detailed habitat survey was conducted within ESA-1, with five general types of habitants identified;
- although there was general degradation through historic land use, a significant plant population was found to exist;
- in consultation with staff, it was determined that ESA compensation should consist of a planted landscape area of approximately 1,832 square metres, plus tree replacement, at a ratio of 3 for one, including one specimen tree for each removal;
- the compensation planting will include approximately 30 square metres of enhancement along Gilbert Road when Gilbert Road is widened; and
- after work on Gilbert Road is complete, the east bank will be restored.

A brief discussion ensued regarding tree stands on Gilbert Road, and advice was given that those will not be removed.

In response to Panel queries regarding trees that will be removed, Mr. Goodearle, accompanied by Norman Hol, of Arbortech Consulting Ltd., the project's arborist, remarked that:

- approximately 24 of the trees that have been designated as being in poor condition are earmarked for a timber recovery program through milling;
- some trees are in a hazardous condition, and the plan for the removal of some trees attributed to the Samuel Brighthouse family includes provision for reusing them, and enculturating new replacement trees from them; and
- timber recovery plans include turning them into benches for street furniture, or art pieces.

In response to a final query, advice was given that the proposed closure of River Road would be done in 2013, when a temporary road will be installed.

Staff Comments

Mr. Jackson stated that the application for this Development Permit was the result of the applicant moving forward with prefilling the site, and that staff was in support of the application.

He noted the amount of rigour that went into the application, and stated that it indicated staff's commitment to Council to present a level of detail necessary when there is a development proposed where ESAs exist. He added that letters of credit are required for this application to ensure the applicant follows through with stated plans regarding trees of significance.

Mr. Jackson advised that the Panel would see the same level of rigour in future applications as development occurs on sites to the east of the Olympic Oval.

Panel Discussion

Discussion ensued between the Panel and staff regarding when the applicant would provide information regarding decisions about the wood from the 24 trees to be removed.

Advice was provided that: (i) at present a 30 square metre site along the east property line would be impacted, and that other areas would be determined as part of both dike and waterfront design improvements along the Fraser River frontage; and (ii) the forthcoming Parks Plan would indicate environmental compensation, and the present application outlines financial compensation.

Further discussion ensued regarding the timing of the application, with the Panel questioning why a development application that applies only to ESA-1 is submitted when other development applications, applying to other on-site ESA areas, need to be forthcoming.

Mr. Goodearle stated that if the developer was to encroach within any one of the ESAs, an application process was triggered, but that a holistic approach is being taken, and despite the application referring to just ESA-1, the applicant is not restricting the scope of the development.

Mr. Jackson noted that the coming four or five months are a critical time in the development of the ASPAC site east of the Olympic Oval, and that preloading and dewatering on the site must be undertaken soon, thereby necessitating the application before the Panel.

In response to queries, Mr. Jackson advised the following:

- both the City's Advisory Committee on the Environment, and the City's Heritage Commission were presented with the applicant's rezoning plans; and
- to meet some environmental regulations on the parcel of land to the west of the subject site, the development will use these lands after they are cleared.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) of ASPAC's Village Green development which includes an area designated Environmentally Sensitive Area (ESA).

CARRIED

CNCL-139

Development Permit Panel
Wednesday, November 30, 2011

5. New Business

6. Date Of Next Meeting: Wednesday, December 14, 2011

7. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:39 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 30, 2011.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk

Schedule 1 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.

To Development Permit Panel	
Date:	NOV. 30, 2011
Item #:	2
Re:	DP-10-538908

Yih-Shin Hsu & Shu-Chen Chen Hsu

8875 Heather St. Richmond, B.C.

November 29, 2011

Dear Sir and Madam,

My name is Yih-Shin Hsu and I am the resident of 8875 Heather Street Richmond. My family and I moved into this quiet and beautiful residential area in May 2011. We are slowly getting use to our new home and the surroundings but I was troubled when my neighbors told me about the possibility of a Child Care facility being build two houses down from us. I was unable to attend the previous council meeting in person but from what I heard from my son and neighbors; our general consensus was to oppose such facility from being built. My neighbors presented their concerns to the city coucils in the last meeting. I was given a copy of my neighbor's report and I agreed with each and every reason they have stated to oppose a two-storey child care facility from being install into our quiet neighborhood. I would like to emphasize that the width of Heather Street does not allow for smooth passing of two regular-size sedan vehicles. The deep ditches along the side of Heather Street would pose as a great danger for any pedestrian let along children. There are no sufficient parking spaces for the proposed facility. Lastly, the noise level of a busy child-care facility would inevitable affect the quiet tranquillity our neighborhood currently enjoy. A petition was signed by every household in our area to oppose the permit for child-care facility. I sincerely wish the coucils would take our neighborhood's concerns into account and respect our wishes to keep our residential neighborhood from a commercially-run child-care facility.

sincerely,

Yih-Shin Hsu

Shu-Chen Chen Hsu



**Schedule 2 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.**

July 7, 2011

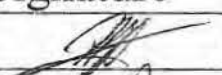
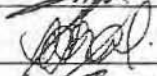
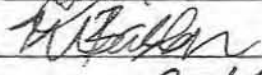








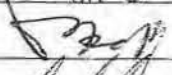

City of Richmond
Planning Department
DP 10-538908

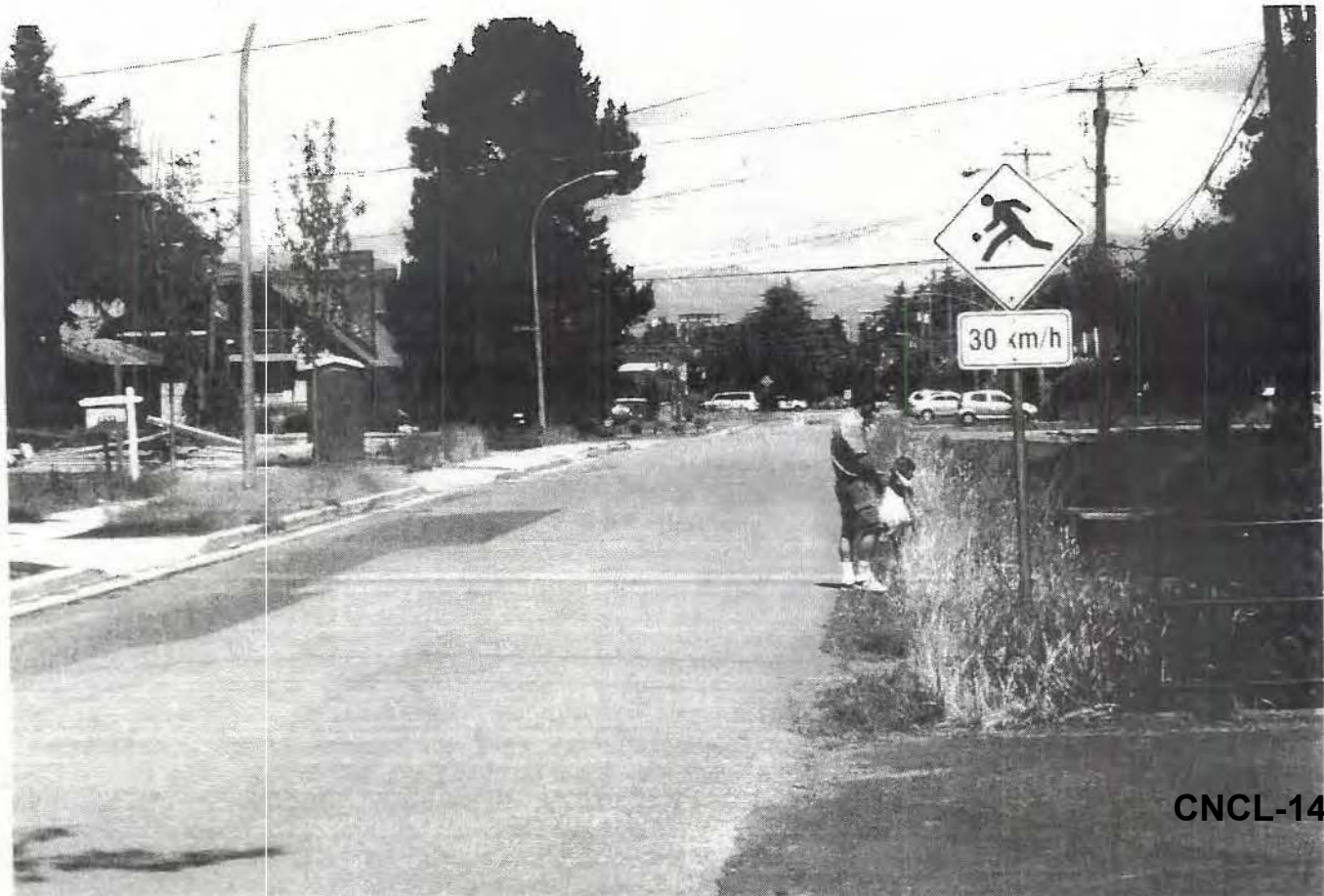
We received the Notice of Application for a development permit (DP 10-538908) at 8851 Heather Street. After reviewing the notice, we the undersigned are opposed to this Development Permit for the following reasons:

- **Increased traffic through this portion of Heather Street.** Currently traffic races through the park zone and combined with morning/after school traffic from Debeck Elementary there are already safety concerns. The potential of an additional 120 car trips daily will significantly add to the congestion and safety concerns for children, pets and the residents of Heather Street.
- **Traffic flow.** With the additional 120 car trips per day, what is the proposed traffic flow? Will the cars be forced to back into Heather Street to exit the child care facility? Will there be a drop off lane? Will traffic along Heather Street be blocked? These all pose safety concerns for the residents of Heather Street.
- **Ditches.** Currently Dolphin Park has a deep ditch along Heather Street. This results in a limited ability to have two- way traffic along that stretch. The increased traffic significantly increases the chance of a car or child falling into the ditch. What plans does the Developer, City or Parks Board have to mitigate this serious safety concern?
- **Lighting & sidewalks.** Currently the west side of Heather Street has sidewalks for less than ½ of the block, with no sidewalks on the east side of Heather. Given that there will be potential line-ups during drop off/pick up times; there is a risk that cars will park at a distance forcing children to walk onto the road. During the winter months, the issue is further exasperated due to the limited street lighting.
- **Business vs. Residential.** Our neighbourhood is a quiet single family residential neighbourhood. Adding a business in the middle of the neighbourhood would severely impact the make up and "feel" of our neighbourhood.

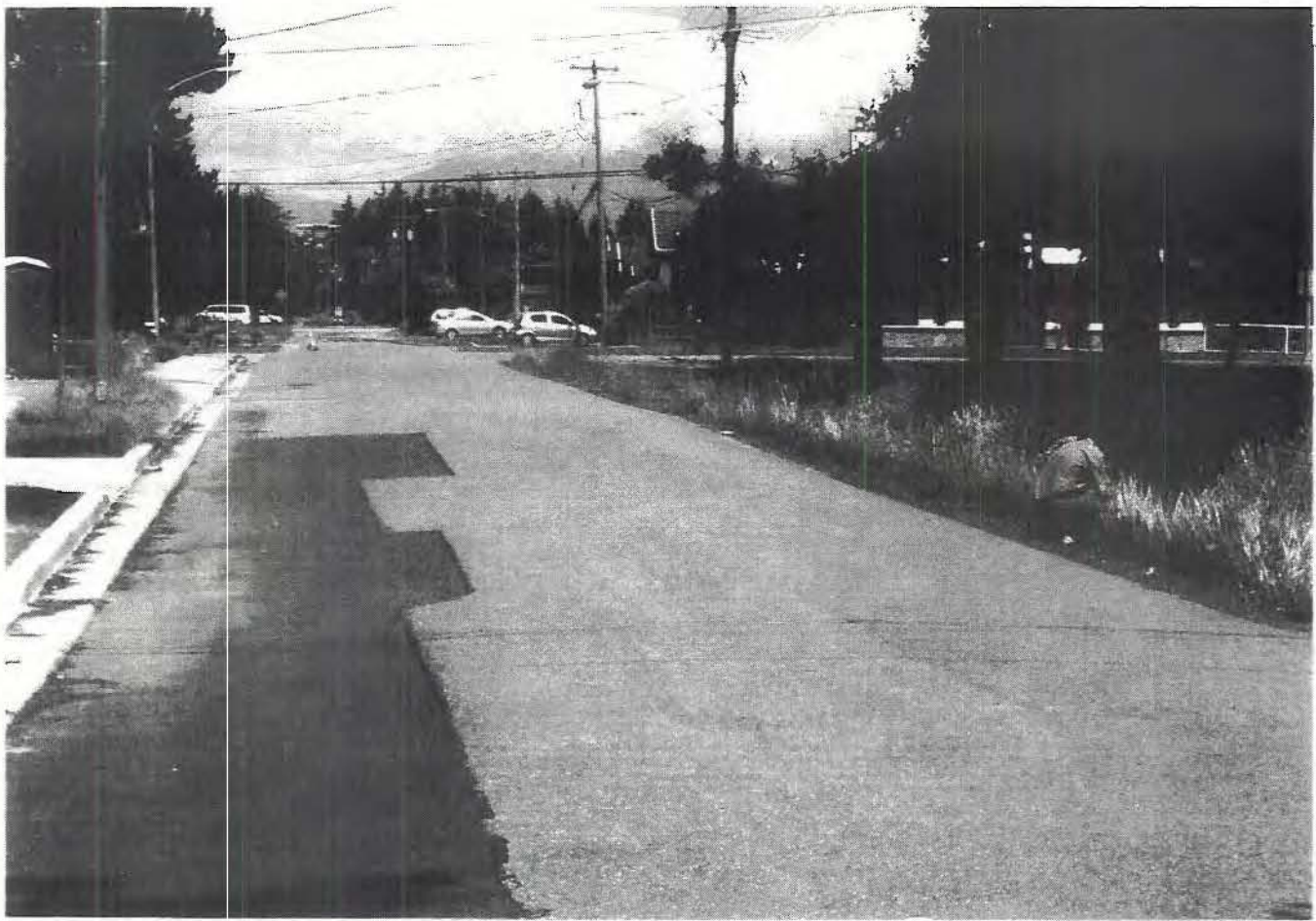
Given the above reason, we believe that this proposal seriously impacts the safety, well being and cohesiveness of our neighbourhood. Therefore we the residents of Heather Street are adamantly opposed to this development.



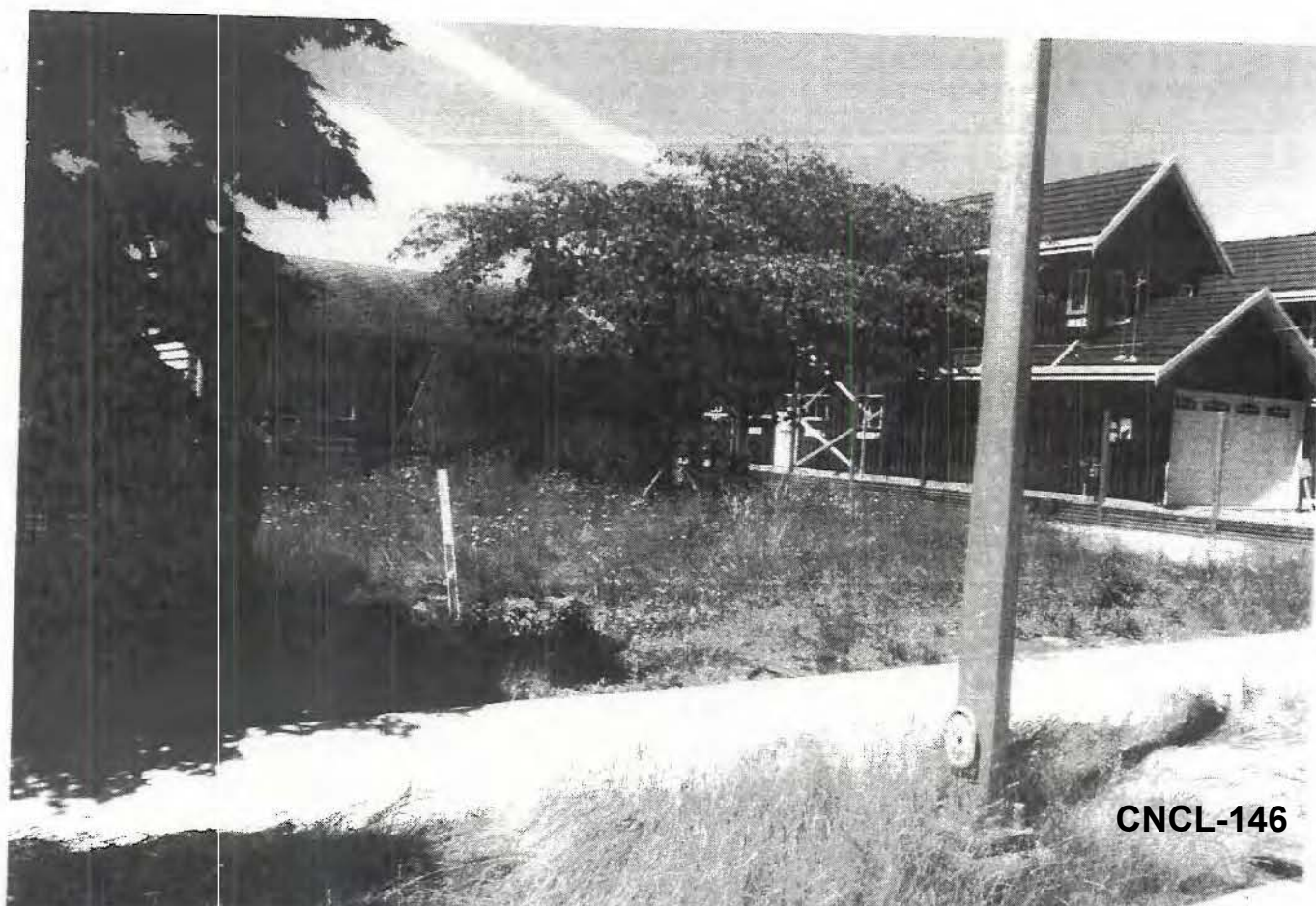
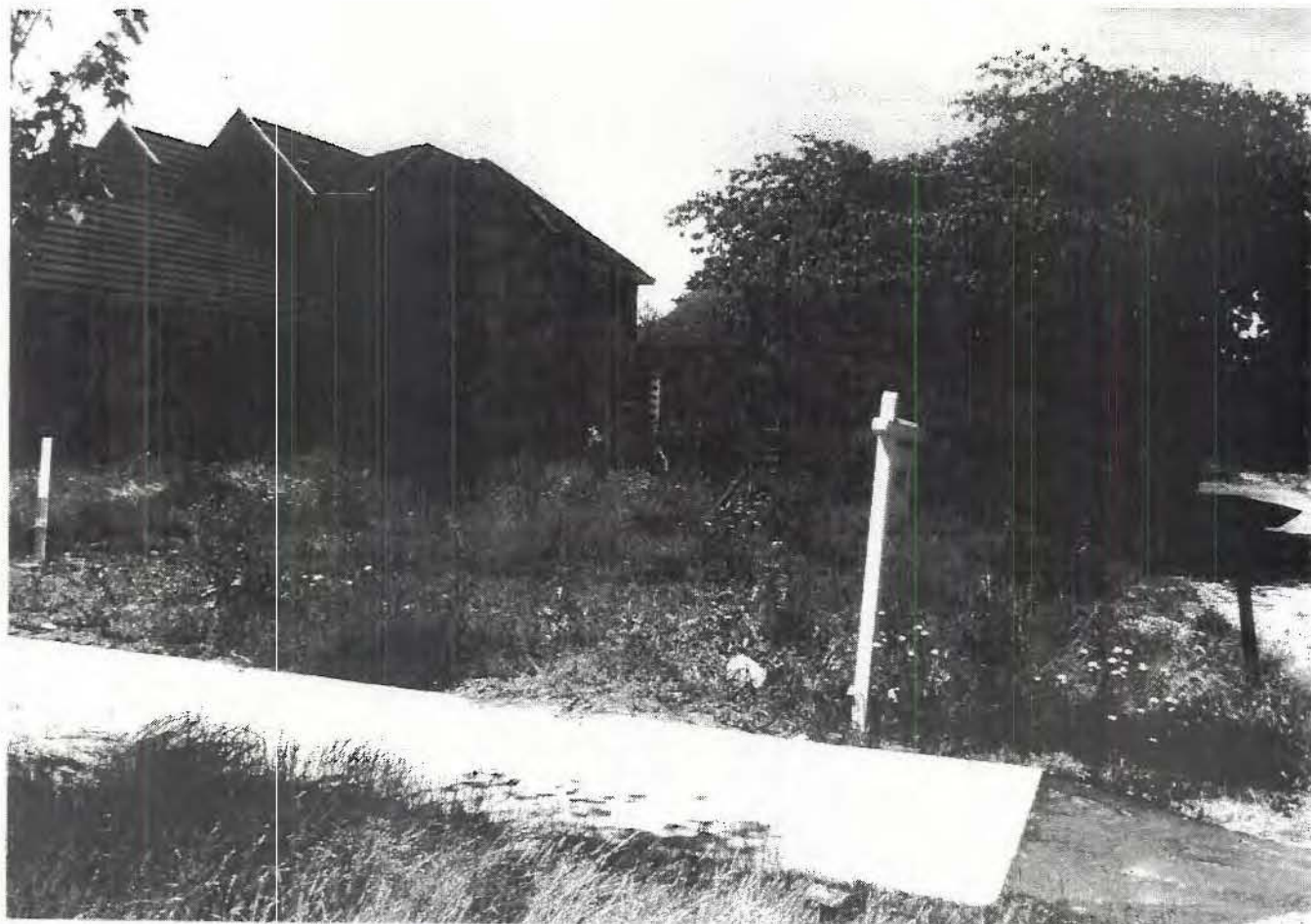
Name	Address	Signature
Amar Johal	8880 Heather St.	
Selina Johal	8880 Heather St.	
Wibalsan	5040 Blundell Rd	
Ray + Nina Johal	8888 Heather St	8888 P / N Johal
Alice Chan	8871 Heather St	Chan
DAVE & LILY HAY	8691 HEATHER ST	Dave Hay & Lily Hay
qi jun wang	9180 DOLPHIN	Qi Jun Wang
Kwok Tai Tung	8660 Dolphin Court	
Feng Qi	8660 Dolphin Crt	祁峰
Barbara Thomas Bruzese	8700 Dolphin Crt	Barbara Thomas Bruzese
Jim Bruzese	8700 Dolphin Court	Jim Bruzese
Godwin Chan	8740 Dolphin Court	
Celine Lee	8780 Dolphin Ct.	Lee
LEI MIAO	8933 Heather St.	Miao Lin
CHIN CHUAN CHEN	8931 HEATHER ST	
Vivian Sagar	9251 Fenwick Rd	
Takashi Sato	8940 Heather St	
WAI SHAN Cituk	8971 Heather St	Shan
CHARLIE GIN	8951 Heather St.	
Tony Tu	8891 Heather St.	Tony
Chun Carolyn	8891 Heather St.	Chun
NEI-PENG MAO	9251 Dolphin Ave.	Abraham
JUDY LAN	8820 Dolphin Crt.	Judy Lan
JACK POON	8720 Dolphin Crt	
Ryita Kwong	8751 Dolphin Crt	
DANIEL LOI	8860 Dolphin Court	
JEFFERY WONG	8673 Heather St	



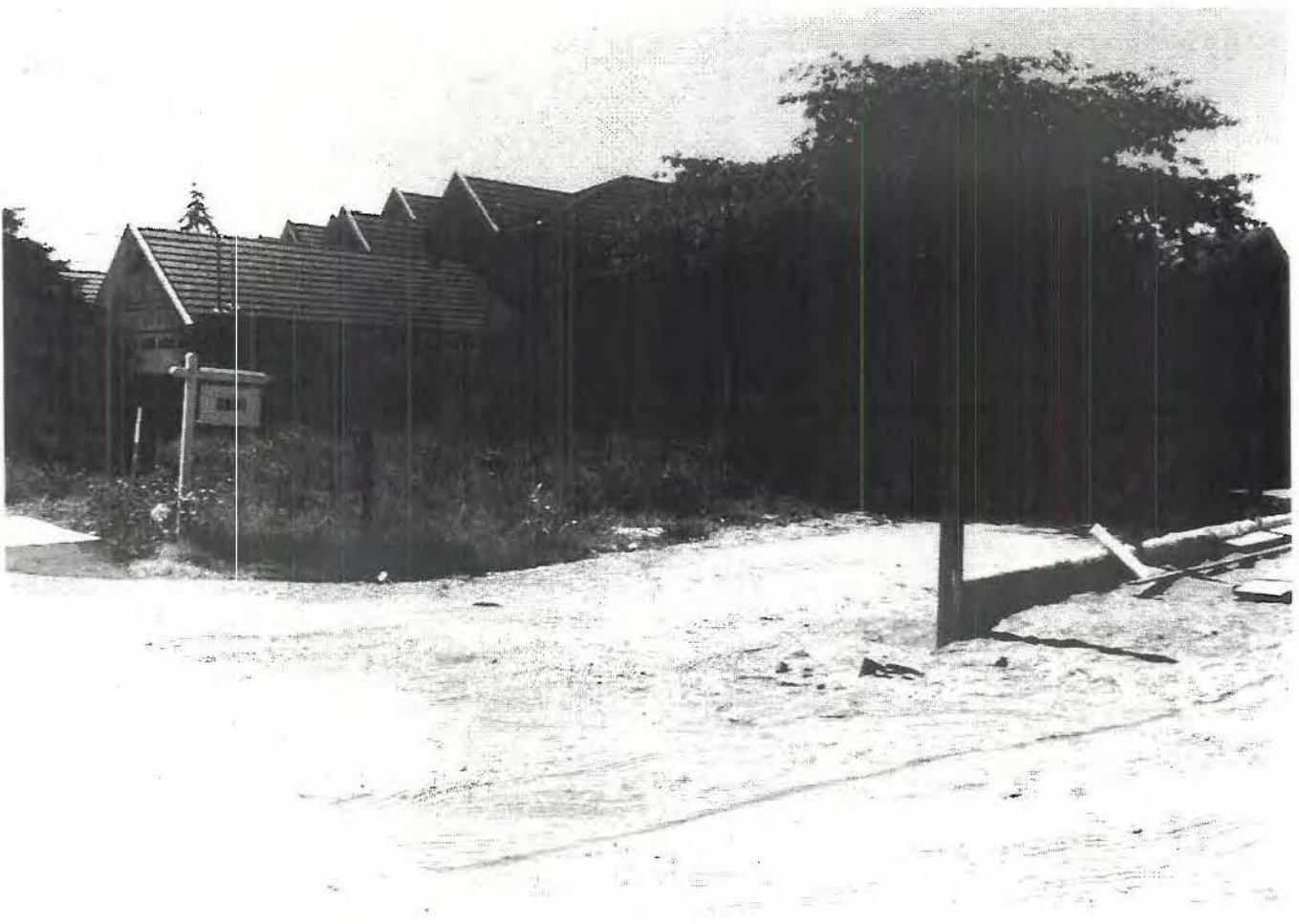
CNCL-144



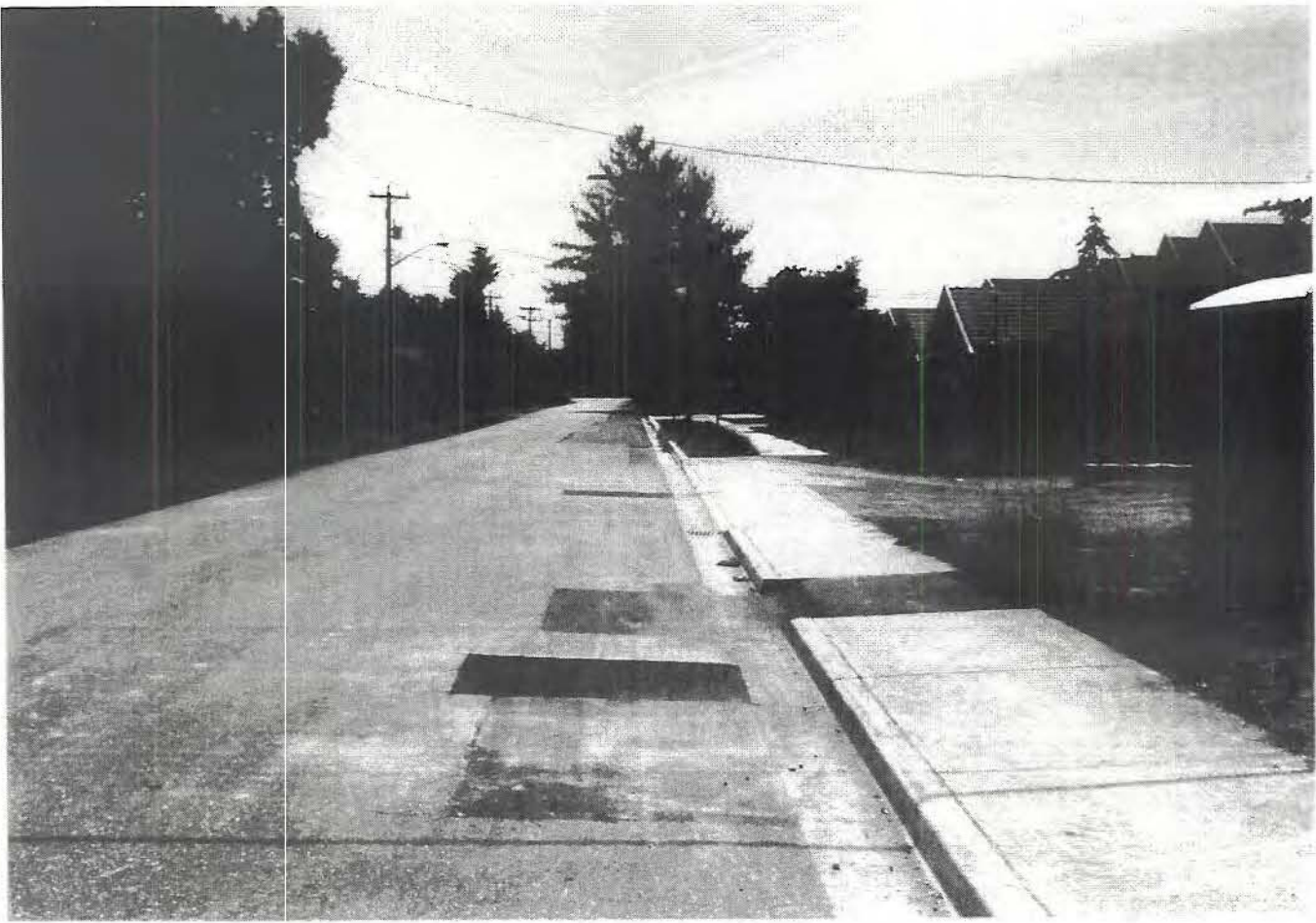
CNCL-145



CNCL-146



CNCL-147



CNCL-148





**Schedule 3 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.**

CityClerk

To Development Permit Panel
Date: <u>Nov. 30, 2011</u>
Item # <u>3</u>
Re: <u>DP 10-557920</u>

From: Heiko Hansen [h.hansen@yahoo.ca]
Sent: November 22, 2011 11:02 AM
To: CityClerk
Subject: Attention: David Weber Re: Development Permit DP 10-557920
Categories: 08-4100-02-02 - Development- Inquiries and Complaints - Residential

As a home owner of an adjacent property located at 9099 Cook Road we received a letter from your department advising of an application for a development permit for that address. We do not have any objection to any development that falls within the building bylaws of the city. However, in this particular area there is already a problem resulting from high density development resulting in not enough parking space being provided for home owners and visitors. I believe that a remedy for future development could be the requirement for developers to provide double the present required space for residential parking. At least with respect to this development and future development there will not be additional demands for street parking in the area. I hope the issue of street parking and lack thereof will be a topic of discussion at the Nov. 30 Council meeting and serious debate as how to best prevent the present problem from getting entirely out of hand.

Thank you,

Wei Chen & Heiko Hansen.

Heiko Hansen
Phone: 604-760-6500 or 604-588-9966
Email: h.hansen@yahoo.ca



CNCL-151

**Schedule 4 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.**

From: Zhang Celine [mailto:celinezhang523@gmail.com]
Sent: November 20, 2011 3:37 PM
To: Mayor and Councillors
Subject: The problem in Richmond- written by a resident in Richmond

To Development Permit Panel	
Date:	NOV. 30, 2011
Item #	3
Re:	DP 10-557920

Dear Mayor/ Councillors:

I am a resident in Richmond, and I have been in Richmond for more than 1 year. I love this country, as well as our city. Richmond is really a beautiful city for people to live in. But these days, I found two problems that have had great bad influence in Richmond residents' wonderful lives and lives of apartment residents around Garden City and Cook area.

First, there is terrible odour in almost every morning around 6am to 8am, every evening around 7pm to 10pm, and the odour became more terrible in almost every night from 2:00am to 4am in the area around Cook and Garden City and the area around public market. As we known people judge Vancouver is one of the best place for humans to live in, my friends from China came here for the clean environment, but they feel so disappointed when they smelled that terrible odour! So do the residents in Richmond. As a resident here, I think I have the responsibility to ask for some related department to investigate the cause of this odour, and make Richmond people have a better life. (I think it is because of some factories, they discharge the odour in the early morning and mid night. I wonder if the odour will do harm to people's health, because one night when I back home around 2:30am, I can not breath because of that terrible smell!)

Second, I oppose to build the apartment at the northeastern corner of Cook and Garden City. I am a resident in a apartment in hemlock drive. We know that there are at least 6 apartments in this small area and most of them have more than 16 floors. If the apartment built at the northeastern corner of Cook and Garden City, that will make at least 3 apartments residents feel really bad: like one apartment residents can not have the sunshine and view from South, one apartment residents can not have the sunshine and view from South and West, and one apartment residents can not have the view from North. What's worse, the area here may seems like terribly crowded. I request sincerely, my mayor and councillors, please consider our residents' feelings first before some departments decided to add an apartment near our home. By the looking from upstairs, there are many trees downstairs and a beautiful lake around not very far place, it is really beautiful here. If we replace trees to a concrete building, we may feel like living in a cage.

My dear mayor and councillors, we do have responsibilities to make our Richmond residents have a better life in this beautiful country, please do not make your people here feel disappointed. We should do something to stop that terrible odour, and we should let the apartment plan stop before they start to build at the northeastern corner of Cook and Garden City to offer residents a good life!

Thanks for your time and consideration. I am really looking forward for your action.

Yours
Sincerely
Richmond Resident



CNCL-152

Schedule 5 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.

To Development Permit Panel	
Date:	NOV. 30, 2011
Item #	3
Re:	DP 10-551920

CLERK'S

TO: CITY OF RICHMOND

1-0526

RE: CONSTRUCTION ON 9099 COOK RD

My name is Meng Chun Kong. As a resident of 9188 Hemlock Drive I strongly oppose to the idea to build another high rise construction at the above location.

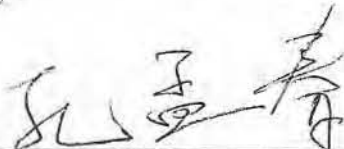
Since year 2005 there has been too many condos and townhouses that were built within several blocks in this neighborhood. This neighborhood has reached its maximum capacity of population and constructions. Every day during the peak traffic times the roads are filled with packs of vehicles. Sometimes it takes more than 20 minutes to get on to the Garden City road. In case of any emergencies that strike this neighborhood most of the local residents will stuck here and have less chance to survive than the others. I believe the government should always consider the people's safety first and then the other things.

Furthermore, if the high-rise building were to be built here, it will create persistent noise and cause more traffic jams for at least 2 years. Since the buildings in this neighborhood are so much close to each other, the noise will become a bigger issue than if it were at some other areas in Richmond.

For above reasons I hope the City of Richmond will carefully study all the matters and turn down the application of this construcyion.

Yours sincerely

MengChun



November 25, 2011



CNCL-153

Schedule 6 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.

		INT
	DW	
✓	GJ	
	KY	
	DB	

Dear Director,

I am the owner of #1006-6333 Katsura St, I strongly
against the high-rise project in 9099 Cook Road. If it was built
the distant between our building and this one will be extreme
close. People in that building can see clearly what we are doing
in our home, no privacy. This block is already a busy block.
Squeezing in such a high-rise is totally unacceptable.

Those Developers should stop doing such thing really harmful
to other people. Selfish and greed must be kicked out
of our society!

Yu Ning Zhan
Nov. 23/2011

To Development Permit Panel	
Date:	NOV. 30, 2011
Item #	3
Re:	DP 10-657920



CNCL-154

30 ✓
November ~~29~~, 2011

Schedule 7 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.

To: City of Richmond, Development Permit Panel,

27 ✓
Enclosed fax is with ~~15~~ people signed petition to
against to issue and build a new high rise building
on 9099 Cook Road, Richmond.

(REF file no. **DP 10-557920**

REDMS: NO 3333749)

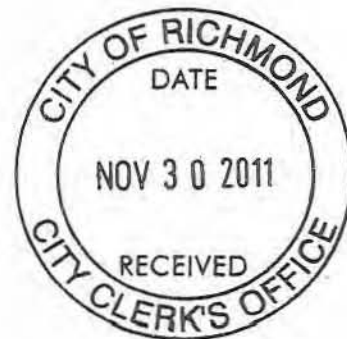
Yours truly,



Chiu M. Cheung

(604) 805-9945

cmc00273@hotmail.com



To : City of Richmond Development Permit Panel, City Hall (604) 276-4395

Let our voice be heard – Petition against a development permit to be issued to Concord Pacific. (file no.: 10-557920)

By signing below,

We, the taxpayers and residents of Richmond live in the vicinity of the proposed construction site are opposing the city of Richmond to issue a development permit to Concord Pacific.

The reasons for this objections are as follow:

1) On July 26, 2011 public hearing council meeting, There were more than 100 people showed up and more than 95% of the people are opposing this rezoning plan and yet you council members still approved the rezoning. This is not right.

Also, your staff should not using the "...the neighbourhood plan, which was adopted by Council. in 1996.." (Page 42 of staff report) as an argument to allow a new high rise building in McLennan North. As we know, population and the environment have changed a lot since 1996 to now 2011.

2) As we have stated on July 26, 2011, the traffic in the Cook Road, Katsura Street and etc are a mess nowadays. We do not agree on your staff report (Page 43) statement:

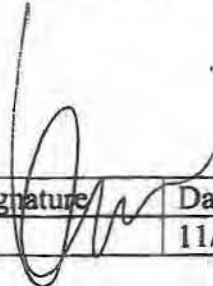
"The McLennan North Sub-Area Plan includes a complete transportation network strategy designed to accommodate the density supported by the plan. Interim conditions, which maintain adequate width for two-way traffic, are in place in portions of the neighbourhood. Similar to the strategy applied in neighbourhoods throughout the City where extensive new road networks are required, the final road width will be achieved and introduced in association with future development.

Current vehicle volumes and speeds (on Katsura Road) were reviewed in a traffic study undertaken by Transportation staff following the Public Hearing. The results are typical of local street operation and no traffic calming measures or stop signs are recommended; however, monitoring of the area will continue."

Everybody in our neighbourhood needs to use Cook Road as the only gateway to access to West side of Richmond such as Richmond Center, South Arm Community Centre, Thompson Community Centre and etc. If you go there during school hours drop off and pick up time, you will feel and see how busy Cook Road and Garden City Road they are.

Yours Sincerely,

The Undersigned:

Name (Printed)	Signature	Date	Phone	Address
Leo Kan		11/26/2011	778-388-	1602-9188 Hemlock Dr

To : City of Richmond Development Permit Panel, City Hall (604) 276-4395

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Yours Sincerely,

The Undersigned:

Name (Printed)	Signature	Date	Phone	Address
Bernard Lo		11/29/11	604-518-6820	1707-9188 Hemlock Dr

[illegible][illegible]

[illegible][illegible]

[illegible]

P.S

[illegible]

[illegible][illegible]

[illegible]

To : City of Richmond Development Permit Panel, City Hall (604) 276-4052 (FAX)
(604) 276-4395 (TEL.)

Let our voice be heard – Petition against a development permit to be issued to Concord Pacific. (file no.: 10-557920)

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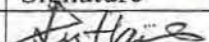
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Yours Sincerely,

The Undersigned:

Name (Printed)	Signature	Date	Phone	Address
La, Hai Mon		2011. Nov 29	604 518 3936	#103-9180 Hemlock Dr Richmond BC V6Y 4J5

CNCL-164

To : City of Richmond Development Permit Panel, City Hall (604) 276-4052 (FAX)
(604) 276-4395 (TEL.)

Let our voice be heard -- Petition against a development permit to be issued to Concord Pacific. (file no.: 10-557920)

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Yours Sincerely,

The Undersigned:

Name (Printed)	Signature	Date	Phone	Address
Wing Kong	Mengchun Kong	2011.11.27	604 219 8866	#201-1188 Hemlock St



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

Date: December 14, 2011
File: 0100-20-DPER1

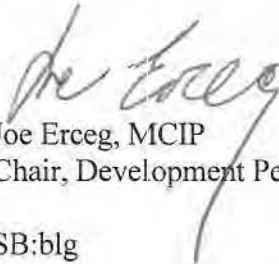
Re: Development Permit Panel Meetings Held on November 30, 2011,
October 26, 2011, and July 13, 2011

Panel Recommendation

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

- i) a Development Permit (DP 10-538908) for the property at 8851 Heather Street;
- ii) a Development Permit (DP 10-557920) for the property at 9099 Cook Road;
- iii) a Development Permit (DP 11-593370) for the property at PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11); and
- iv) a Development Variance Permit (DV 11-586308) for the property at 8200 Claybrook Road

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 item at its meetings held on November 30, 2011, October 26, 2011, and July 13, 2011.

DP 10-538908 – DOUG MASSIE, ARCHITECT – 8851 HEATHER STREET
(July 13, 2011 and November 30, 2011)

The Panel considered an application to permit the construction of a two-storey daycare building for approximately 60 children on a site zoned Assembly (ASY). Variances are included in the proposal for reduced side yard setbacks, reduced parking setback from a public road, and to allow 54% small car parking spaces (8 small car parking spaces of total 15 spaces).

At the July 13, 2011 Panel meeting, Architect, Doug Massie, Chercover Massie & Associates Architecture and Engineering, and Landscape Architect, Mark Van Der Zalm, provided a brief presentation, including the following:

- the youngest children are located on the ground floor, older children on the second floor;
- building materials include brick and stucco, and colours include sand, grey, white and brown;
- the landscape design combines sustainability, privacy, and a play area in the rear yard;
- the surface parking area has permeable pavers and screening with planting, trees and hedges;
- the children's play area in the rear yard is fully enclosed with a solid wood fence and lockable gates; it is meant to be an "adventure" area with: (i) a small hill; (ii) a lawn space for play; (iii) an open play area featuring rubber paving; and (iv) a wooden deck; and
- two (2) poor condition trees will be removed and one (1) existing Japanese Maple tree will be retained.

Staff supports the application, and requested variances, and advised:

- with input from staff and the Advisory Design Panel, the building is residential in character;
- the requested reduced interior side yard is similar to the side yard for single-family homes;
- the requests to reduce the minimum public road parking setback and to permit small car parking spaces are not related to the proposed building, but to parking;
- the reduced landscape width along Heather Street was sufficient to provide screening; and
- the allowance of small car parking spaces would: (i) ensure that on-site manoeuvrability is not compromised; and (ii) provide enough spaces on site to avoid queuing of cars or parking along Heather Street as parents/guardians dropped off, and picked up children.

Heather Street resident, Mr. Raj Johal addressed the Panel, submitted (i) a letter, (ii) a petition and (iii) photographs, and spoke in opposition to the proposal, including:

- a daycare would increase Heather Street traffic, congestion, and create safety concerns;
- the traffic flow poses a safety concerns such as: (i) will cars be forced to back out onto Heather Street; (ii) will Heather Street traffic be blocked; and (iii) is there a drop off lane;
- the deep ditch at Dolphin Park limits two-way traffic, and a car or child may fall in;
- Dolphin Park is a small park that would have problems if another 60 children played there;

- sidewalk is only provided half of the west side of Heather Street with limited street lighting;
- the quiet single-family neighbourhood would be negatively impacted by the childcare facility, which appears to be a “monster home”;
- the St. Alban’s daycare could not be compared to the proposal, as the features of Heather Street are different from the features of St. Alban’s Road; and
- potential traffic calming measures would not address the fundamental safety problems; and
- with seven (7) or eight (8) staff parking spaces, what kind of parking would occur along the street.

Dolphin Court neighbour Ms. Barbara Thomas-Bruzzese submitted a letter, and spoke in opposition to the proposal, including:

- it was not in the best interest of children to build a child care facility on a street with a ditch;
- the vacant church was small, was used in a way not unlike family gatherings, and the site is not appropriate for a two-storey child care facility for up to 60 children;
- the facility owners should not use a City park for a large day care group; and
- with the ditch, Heather Street is adequate for one vehicle, not for two-way traffic.

Public correspondence was received regarding the application.

The Chair advised that the project meets the Assembly zoning designation of the subject site.

In response Panel queries, Mr. Massie advised:

- the new neighbouring houses feature few side widows, ensuring minimal impact;
- there is no overlook issue with limited balcony access, and minimal overlook from the deck;
- there will be no change in grade to the north and south lots, which are both higher;
- the new streetlight on Heather Street will be retained, but relocated slightly;
- the building was specifically designed to equal the scale of other buildings in the area;
- the daycare, on St. Alban’s Road, has more children, similar parking, and no street parking;
- day care hours are from 7:00 a.m. to 6:00 p.m.;
- the garbage and recycling enclosure is at the south side of the building, with weekly private collection, probably on Saturday to avoid cars parked on site; and
- the Vancouver Coastal Health Community Care Facility Licensing office (CCFL) has reviewed the applicant’s plans, has had only one or two comments for the applicant, and the interior space exceeds the CCFL requirement and incorporates a music room.

In response, staff advised:

- parking on-site meets the bylaw requirement, the parking design is intended to prevent vehicles from backing out onto the street; parents are required to park and enter the building;
- Transportation staff is aware of the traffic speeding concern, and a traffic calming survey will occur during 2011; and measures may be implemented depending on the outcome;
- Transportation staff is comfortable with the size and characteristics of the parking area;

- the adjacent roadway system has the capacity to accommodate the additional traffic;
- the City ultimately plans for a continuous sidewalk to Francis Road with future development, and new sidewalk was constructed through recent rezoning of the property to the south; and
- extending the sidewalk on the east side of the street adjacent to Dolphin Park would need to be included in the list of annual capital projects.

Discussion ensued among the Panel members, including the following:

- many questions had been raised; and although staff had investigated the parking, traffic, and safety issues, further consultation with the community was warranted;
- issues such as: (i) the adequacy of the parking plan; (ii) the issue of vehicles having to back in/back out; and (iii) accessing Dolphin Park across the road, would benefit from the project being referred back to staff for further examination;
- City parks, including small ones, are available to everyone, including day cares; and
- good work had been done by the applicant, architect, landscape architect, and City staff, and that the project was worth additional work.

The Panel decided that the Development Permit application be referred back to staff for further:

- (a) consultation with residents of the neighbourhood; and
- (b) examination of on-site parking/manoeuvring and pedestrian and vehicle traffic on Heather Street.

At the November 30, 2011 Panel meeting, Architect Doug Massie, Chercover Massie & Associates Architecture and Engineering, provided a brief presentation, including the following:

- the applicant hosted an Open House meeting, which seven (7) neighbourhood residents attended;
- the zoning is intended for larger sites and will not accommodate a building; the request to vary the interior side yard is to enable the site to accommodate a building;
- the request to reduce the minimum public road parking setback is to provide the required parking spaces and to accommodate screening landscape elements to be neighbour-friendly;
- from experience with three (3) daycares in Richmond and parking accumulation; the parking area configuration and vehicle traffic flow for the Heather Street facility will work well; and
- unlike preschools, where there is congestion, typically arrival and departure for a child care facility are spread over a two-hour period, such as 7:00 a.m. and 9:00 a.m. for drop off, and 3:00 p.m. to 5:00 p.m. for pick up, so the number of cars should not create a major problem.

Staff supports the application and the requested variances, and advised that:

- if this was single-family development, a larger floor area would be allowed on the subject site, and that the site provides the potential for two residences, each of them large;
- the applicant had addressed Panel's request for consultation with neighbourhood;
- in response to Panel's request for an examination of on-site parking and manoeuvring, as well as pedestrian and vehicle traffic on Heather Street, the subsequent staff report advises that parking is adequate, and the surface parking area allows for manoeuvring by vehicles.

Heather Street resident, Mr. Raj Johal, addressed the Panel, submitted a copy of a letter dated July 7, 2011 including a petition and photographs, and spoke in opposition to the proposal, including:

- the building is too big and would impact the liveability of neighbourhood;
- Heather Street is too narrow and should be a one way street or no street parking at any time;
- the former church was used one day a week, but a child care centre is used five days a week;
- the ditch is a safety hazard, not appropriate at a park, and neighbours want it covered; and
- the applicant's request for variances imposes on the neighbour to the south of the subject site.

A resident of Dolphin Avenue addressed the Panel and spoke in opposition to the application, due to traffic concern along Dolphin Avenue and Heather Street, a request for one-way streets in the neighbourhood, and that a child care facility for 60 children is too big.

Public correspondence was received regarding the application. Staff noted that the correspondents expressed concern regarding: (i) the narrowness of Heather Street; (ii) the danger of the ditch along Heather Street; (iii) insufficient parking spaces for the proposed facility; and (iv) the affect of a noisy child care facility of a quiet neighbourhood.

In response to Panel queries, Mr. Massie and Mr. Rajinder Singh, Landscape Designer of Van Der Zalm and Associates Landscape Architecture firm provided the following information:

- the 15 parking spaces meet the bylaw requirements; his experience is that staff use public transit, or car pool, and arrival times vary, so that 15 spaces is likely more than enough;
- at the Open House meeting, neighbourhood residents were concerned about: (i) Heather Street traffic issues; (ii) changes to the neighbourhood; (iii) the open ditch; and (iv) privacy issues;
- to address privacy, glazed panels were added to the balcony rail to provide sound proofing;
- the facility accommodates 36 toddlers (1 to 3 years old), and 24 children (3 to 5 years old);
- the landscape design changes include: (i) increased amount of a retained hedge; and (ii) hedge infill with a lattice and climbing plants, adding privacy and some sound proofing;
- the size of the proposed building would be roughly the same as a single-family home;
- there are north facing windows, but they are not aligned with the neighbours windows;
- the surface parking area would be surrounded with six (6) shade trees, hedges, shrubs and a bioswale to help with on-site water detention;
- on the north side of the proposed building a gravel base was proposed with no access, and on the south side of the proposed building, no landscaping elements are proposed; and
- lattice with vine planting could be added to the fence to provide buffering in the reduced side yards; there may be room for a narrow Evergreen; and the south side yard would need openings for gates and accessibility.

In response to the concerns expressed, Transportation and Planning staff advised:

- a licensed child care facility falls under Provincial legislation, does not qualify as a school, and the proposal fits within the existing zoning;

- Transportation staff will conduct a survey in the neighbourhood in December, 2011, and if supported by the neighbourhood, traffic calming measures will be implemented in 2012;
- a speed survey conducted in April, 2010, confirmed that speeds on Heather Street exceeded the posted speed limit, and that traffic calming measures could remedy the situation;
- the applicant will complete their fronting sidewalk, to connect to the existing sidewalk;
- on-street parking in front of the subject site is limited due to driveways and fire hydrants;
- there is sufficient space for two (2) cars to pass on Heather Street, but where there are parked cars on the shoulder, room is limited; and
- “No Stopping” signs will be added along the east side of Heather Street. Transportation staff will monitor the need for additional signage along the Heather Street frontage.

The Chair stated that he supports the application, but that prior to the application going forward to a future Council meeting, the applicant should address the side yards, with a combination of structure, plantings, vertical elements, and ensure that the changes meet staff's satisfaction.

Subsequent to the Panel meeting, the applicant revised the landscape design to include a combination of narrow hedge planting, trellis structures and vine planting to provide screening in the north and south side yards.

The Panel recommends that the Permit be issued.

DP 10-557920 – W.T. LEUNG ARCHITECTS INC. – 9099 COOK ROAD
(November 30, 2011)

The Panel considered an application to support a transportation (construction) management plan and to permit the construction of approximately 142 dwelling units in a 16-storey high-rise residential building, a six-storey residential building, and 11 two-storey townhouses, with an enclosed parking structure on a site zoned High Rise Apartment (ZHR9) – North McLennan (City Centre). No variances are included in the proposal.

Architect, Mr. Tam, W.T. Leung Architects Inc., and Landscape Architect, Gerry Eckford, Principal, Eckford Tyacke and Associates, provided brief presentations, including:

- a narrow southern profile provided views for existing residents and minimized shadowing;
- light coloured materials are proposed for the middle of the high and mid-rise towers. Accent colours on the bottom of the balcony stacks provides visual interest for pedestrians;
- a greenway is planned along the east edge for pedestrian and bicycle network connections;
- the proposed development meets all on-site bylaw parking requirements;
- 20% of the proposed bicycle spaces are dedicated to co-op bikes, and 25% of parking spaces will have electrical outlets for charging vehicles;
- to address concerns expressed by residents at the Public Hearing, the Transportation Management Plan includes off-site parking and shuttle for construction personnel;
- construction loading will occur on-site, so that surrounding streets are not adversely affected;
- the outdoor amenity space is located on the fourth floor, and includes a garden system, two (2) children's play areas with rubberized surface, and a water feature;

- the indoor amenity area has a green roof, and is south facing with sunshades;
- other sustainability features include coatings on windows, low flow plumbing fixtures, an irrigation system, and extensive soft landscaping features that reduce storm run-off;
- 11 convertible units include blocking in washrooms for future grab bars, wider door frames, lever handles for faucets, and a large turning radius for wheelchairs;
- seven (7) affordable housing units includes four (4) two-storey townhouses suitable for families;
- four (4) existing trees are being retained, including two (2) large existing trees at both the north east and north west corners providing significant screening at those two (2) points, the relocation of two (2) trees into the greenway corridor.

Staff advised that the development application includes a Transportation (Construction) Management Plan, including an off-site parking lot for trade and construction workers.

- The applicant has responded to a number of issues that were raised by area residents at the July 26, 2011 Public Hearing. Mr. Brian Jackson stated that the area had always been intended for high rise residential projects, and that the applicant had worked, through the rezoning and development permit processes, to minimize (i) shadowing effects on adjacent towers, and (ii) the effect on views enjoyed by current residents of other towers.
- Mr. Jackson noted that another concern was related to the impact of the proposed development on traffic patterns, and parking in the area, and he noted that the Transportation (Construction) Management Plan submitted by the applicant is the most detailed, and non-intrusive one, staff has seen.
- Mr. Jackson concluded his remarks by stating that staff is in support of the application.

Ms. Naomi Desormeau addressed the Panel, including:

- concern that traffic would increase as a result of the construction;
- was happy about a shuttle service for workers and off-site parking lot, but queried how compliance would be policed;
- whether residents would receive copies of the Transportation Management Plan.

Mr. Chiu Cheung addressed the Panel, and spoke in opposition to the proposal, including:

- the proposed development was too big, with too many people and cars;
- there was congestion with the existing daycare at the corner of Cook and Garden City Roads;
- Cook Road is now the only entry road for this area. Alberta Road should be re-opened; and
- a 27-signature petition was submitted.

Public correspondence was received regarding the application. Concerns included:

- high density in the neighbourhood results in not enough parking spaces;
- building height;
- number of trees to be removed;
- buildings in the neighbourhood are built in close proximity to one another;
- traffic in the Cook Road/Katsura Street area; and

- disappointment at Second and Third Readings at the July 26, 2011 Public Hearing.

In response to Panel queries, Mr. Tam and Mr Eckford advised:

- two (2) healthy existing trees would be relocated into the greenway;
- the outdoor amenity space design is based on the artist Claude Monet's water-themed works;
- the podium level pond is shallow, features filtered water and a bench;
- the children's play area includes chalk boards so children can be "mini-Monets", and an undulating surface with a tunnel effect; the focus is on creative, social play;
- recycling bins were stored inside and collected from the loading area, which is screened with landscaping; and
- only construction equipment loading and off-loading activities will be conducted on-site, with all trade and construction workers being shuttled to the site, from an off-site parking lot.

In response to Panel queries, staff advised:

- the proposed development meets bylaw requirements;
- parking space electrical outlets cost approximately \$3,500 each;
- the idea to shuttle trades and construction workers to the site, from an off-site parking lot, is a unique idea. The site office would be elevated above the Garden City Road sidewalk, to lessen the impact to pedestrians in that area;
- the City's traffic bylaw limits the length of time vehicles that can park on the street, and that area residents who suspect construction workers' cars are parked on the street can call the City's Bylaw Enforcement staff, or call the non-emergency RCMP number;
- the Construction Supervisor's telephone number is listed in the Transportation Plan;
- the City can stop the Building Permit if the City discovers that details of the Transportation (Construction) Management Plan are being violated;
- the applicant has proposed more transportation management methods than are required, and these elements will (i) improve walkability in the area, and (ii) encourage alternate modes of transportation for area residents;
- the crosswalk at Cook Road is able to handle the volume of traffic;
- sections of the area roads will be completed as a result of this proposed development; and
- at the July 26, 2011 Public Hearing, Council requested a thorough transportation review. In response, as a result of staff and applicant review, the subject Transportation (Construction) Management Plan was completed.

The value of the Transportation (Construction) Management Plan was noted, and the Chair commented that the neighbourhood in question was cited in the Official Community Plan (OCP) as an area for growth. The Panel commented that the project was well executed, towers arrangement minimized impact on neighbouring towers, and that parking is well utilized in the area, but is not problematic.

The applicant was requested to make neighbours aware of the Transportation (Construction) Management Plan, and advised that City staff does follow up on calls from residents.

The Panel recommends that the Permit be issued.

DP 11-593370 – OVAL 8 HOLDINGS LTD. – PID 028-696-174 (LOT 9),
PID 028-696-182 (LOT 10), AND PID 028-696-191 (LOT 11)
(November 30, 2011)

The Panel considered an application to permit pre-construction site preparation works in ASPAC's Village Green development which includes an area designated Environmentally Sensitive Area (ESA).

Environmental Scientist, Mr. Keven Goodearle, Pottinger Gaherty Environmental Consultants Ltd., provided a brief presentation, including:

- three (3) separate ESAs have been identified on the site, with this application addressing ESA-1, an area that includes a Riparian Management area identified by the Department of Fisheries and Oceans;
- the proposed phased approach ensures that impacts to the environment, including trees, will occur at different times; there are to be four (4) phases over a five year span, from 2011 to 2016;
- the application is for pre-construction site preparation works, such as site clearing and preloading, and future development permit applications will address actual lot development;
- an extensive waterfront park is ultimately proposed with the planting of a significant number of trees, and an extensive habitat restoration;
- a detailed habitat survey identified five general types of habitats with significant plant population, although there has been degradation through historic land use;
- ESA compensation includes a planted landscape area of approximately 1,832 m², plus tree replacement at a ratio of 3 for 1 including one (1) specimen tree for each removal;
- the compensation planting will include approximately 30 m² of enhancement along Gilbert Road when Gilbert Road is widened; and
- after work on Gilbert Road is complete, the east bank will be restored.

Staff supported the application and noted:

- rigour that went into the application indicated staff's commitment to Council to present a level of detail necessary when there is a development proposed where ESAs exist;
- Letters of Credit are required for this application to ensure the applicant follows through with stated plans regarding trees of significance; and
- the Panel would see the same level of rigour for future applications to the east of the Oval.

No public correspondence was received regarding the application.

In response to Panel queries, Mr. Goodearle, and arborist, Norman Hol, of Arbortech Consulting Ltd. advised:

- approximately 24 of the trees are in poor condition are earmarked for a timber recovery program through milling for benches for street furniture or art pieces;

- the removal of some trees attributed to the Samuel Brighthouse family includes provision for reusing them, and enculturating new replacement trees from them;
- River Road would be closed in 2013, when a temporary road would be installed;
- a 30 m² site along the east property line would be impacted, and that other areas would be determined as part of both dike and waterfront design improvements along the Fraser River frontage;
- encroachment into an ESA required a Development Permit, but that a holistic approach is being taken despite the application responding to ESA-1.

In response to Panel queries, Staff advised:

- the forthcoming Parks Plan would indicate environmental compensation, and the present application outlines financial compensation;
- the coming four or five months are a critical time in the development of the ASPAC site east of the Olympic Oval, and that preloading, and dewatering on the site must be undertaken soon, thereby necessitating the application before the Panel;
- the rezoning proposal was presented to both the Advisory Committee on the Environment, and the Heritage Commission; and
- to meet some environmental regulations on the parcel of land to the west of the subject site, the development will use these lands after they are cleared.

The Panel recommends that the Permit be issued.

DV 11-586308 – RASHPAL WALIA – 8200 CLAYBROOK ROAD
(October 26, 2011)

The Panel considered an application to vary the provisions of Richmond Zoning Bylaw 8500 for a reduced exterior side yard setback on a site zoned Single Detached (RS1/E).

Applicant Rashpal Walia advised that a single-family dwelling was originally designed to front Cobden Road, but when he learned that the City's Parks Department desires to incorporate this road end into Grauer Park, the design plans were changed to front onto Claybrook Road. The requested reduced side yard was in keeping with setbacks for other homes in the neighbourhood.

In response to the Chair's query, Mr. Walia stated that he would provide the requested landscaping plan for both the front and the side yards.

Staff advised that staff supports the Development Variance Permit application and provided the following information:

- the driveway access to the proposed dwelling is from Claybrook Road, turning Cobden Road into a vehicle free road end;
- the applicant thought the reduced side yard setback was reasonable to transform the existing roadway into a pedestrian entry to the neighbourhood park;
- a typo in the Staff Report, on the Data Sheet and the Permit, would be rectified to reflect the 1.2 m variance, instead of the incorrectly stated 2.0 m variance.

No public correspondence was received regarding the application.

Subsequent to the meeting, the applicant provided a landscaping plan for both the front and the side yards, which is acceptable to staff.

The Panel recommends that the Permit be issued.



Community Safety Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, December 13, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

- CS-5** *Motion to adopt the minutes of the meeting of the Community Safety Committee held on Wednesday, October 12, 2011.*



NEXT COMMITTEE MEETING DATE

Tuesday, January 10, 2012, (tentative date) at 4:00 p.m. in the Anderson Room

LAW AND COMMUNITY SAFETY DEPARTMENT

- CS-11** 1. **MARINE PATROL PROGRAM – POST PATROL REPORT 2011**
(File Ref. No. 09-5000-01) (REDMS No. 3383656)

[TO VIEW eREPORT CLICK HERE](#)

See Page **CS-11** of the Community Safety agenda for full hardcopy report

Designated Speaker: Supt. Renny Nessel

STAFF RECOMMENDATION

That the OIC's report entitled "Marine Patrol Program – Post Patrol Report 2011" dated October 13, 2011, be received for information.



Pg. # ITEM

CS-15 2. **RCMP'S MONTHLY REPORT – SEPTEMBER 2011 ACTIVITIES**
(File Ref. No. 09-5000-01) (REDMS No. 3378467)

CS-27 **RCMP'S MONTHLY REPORT – OCTOBER 2011 ACTIVITIES**
(File Ref. No. 09-5000-01) (REDMS No. 3406197)

[TO VIEW eREPORT CLICK HERE](#)

See Page **CS-15** and **CS-27** of the Community Safety agenda for full hardcopy report

Designated Speaker: Supt. Renny Nasset

STAFF RECOMMENDATION

- (1) *That the OIC's report entitled "RCMP's Monthly Report – September 2011 Activities" dated October 7, 2011, be received for information; and*
- (2) *That the OIC's report entitled "RCMP's Monthly Report – October 2011 Activities" dated November 22, 2011, be received for information.*



CS-41 3. **2011 THIRD QUARTER REPORT – FIRE-RESCUE**
(File Ref. No.) (REDMS No. 3390376)

[TO VIEW eREPORT CLICK HERE](#)

See Page **CS-41** of the Community Safety agenda for full hardcopy report

Designated Speaker: Fire Chief John McGowan

STAFF RECOMMENDATION

That the report on Fire-Rescue's operations for the 3rd Quarter ending September 30, 2011 be received for information.



CS-49 4. **COMMUNITY BYLAWS – SEPTEMBER 2011 ACTIVITY REPORT**
(File Ref. No. 12-8060-01) (REDMS No. 3392348 v3)

CS-55 **COMMUNITY BYLAWS – OCTOBER 2011 ACTIVITY REPORT**
(File Ref. No. 12-8060-01) (REDMS No. 3414106)

[TO VIEW eREPORT CLICK HERE](#)

See Page **CS-49** and **CS-55** of the Community Safety agenda for full hardcopy report

Designated Speaker: Wayne Mercer

STAFF RECOMMENDATION

- (1) *That the Community Bylaws Monthly Activity Report dated October 24, 2011, from the General Manager, Law & Community Safety, be received for information; and*
- (2) *That the Community Bylaws Monthly Activity Report dated November 24, 2011, from the General Manager, Law & Community Safety, be received for information.*



- CS-61 5. TRAINING SITE AT 7611 NO. 9 ROAD – RICHMOND FIRE-RESCUE**
(File Ref. No.) (REDMS No. 3367291)

TO VIEW eREPORT CLICK HERE

See Page **CS-61** of the Community Safety agenda for full hardcopy report

Designated Speaker: Fire Chief John McGowan

STAFF RECOMMENDATION

- (1) *That the Chief Administrative Officer and General Manager of Law and Community Safety be authorized to negotiate and execute on behalf of the City a licence agreement between Lafarge Canada Inc. and the City for the use of a portion of 7611 No. 9 Road as a fire fighter training facility, on the terms and conditions outlined in the staff report entitled “Training Site at 7611 No. 9 Road – Richmond Fire Rescue” and dated November 29, 2011;*
- (2) *That the capital and operating costs for the training facility be considered as part of the 2012-budget process; and*
- (3) *That staff be directed to meet with the owners of the property to the north of the proposed site and to report back to Council if the neighbours express any concerns prior to the execution of the agreement with Lafarge Canada Inc.*



- CS-71 6. REGULATION OF PRIVATE PARKING OPERATIONS**
(File Ref. No. 12-8060-20-8801/8802) (REDMS No. 3318239)

TO VIEW eREPORT CLICK HERE

See Page **CS-71** of the Community Safety agenda for full hardcopy report

Designated Speaker: Wayne Mercer

STAFF RECOMMENDATION

- (1) *That Vehicle For Hire Regulation Bylaw No. 6900, Amendment Bylaw No. 8801 (Attachment 1) be introduced and given first, second and third reading; and*
- (2) *That Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8802 (Attachment 2) be introduced and given first, second and third reading.*



7. **FIRE CHIEF BRIEFING**

(Oral Report)

Designated Speaker: Fire Chief John McGowan

- (i) *Update on the Airplane Crash;*
- (ii) *Update on New Recruits;*
- (iii) *Officer Development Training;*
- (iv) *Noise & Fireworks Regulation Bylaw / Fire Works Communication Process; and*
- (v) *EFSIT Customer Service Performed at residence on Gilley Road.*

8. **RCMP/OIC BRIEFING**

(Oral Report)

Designated Speaker: Supt. Renny Nessel

Item for discussion:

- (i) *Operation Red Nose*
- (ii) *British Columbia Association of Chiefs of Police;*
- (iii) *Officer Transfers and Retirements; and*
- (iv) *Partnership with Delta Police Department.*

9. **MANAGER'S REPORT**

- (i) *Deborah Procter, Manager, Emergency Programs, to play a clip from the CAUSE video*

ADJOURNMENT





Community Safety Committee

Date: Wednesday, October 12, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Derek Dang, Chair
Councillor Ken Johnston, Vice-Chair
Councillor Greg Halsey-Brandt
Councillor Bill McNulty

Absent: Councillor Evelina Halsey-Brandt

Also Present: Councillor Sue 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 Community Safety Committee held on Tuesday, September 13, 2011, be adopted as circulated.

CARRIED

LAW AND COMMUNITY SAFETY DEPARTMENT

1. **COMMUNITY BYLAWS – AUGUST 2011 ACTIVITY REPORT**
(File Ref. No. 12-8060-01) (REDMS No. 3360528)

Wayne Mercer, Manager, Community Bylaws, distributed copies of Page 6 (attached to and forming part of these Minutes as Schedule 1) of the staff report entitled “Community Bylaws – August 2011 Activity Report” and noted that this page was accidentally omitted from the agenda package.

Community Safety Committee
Wednesday, October 12, 2011

In reply to queries from Committee, Mr. Mercer advised that (i) the increase in parking violations over the summer months may be attributed to a full complement of parking officers; (ii) property use inspectors have been proactively identifying abandoned / vacant homes, and as such the number of identified abandoned homes have increased since 2010; and (iii) parking meters have been hardened in an effort to counter meter vandalism.

It was moved and seconded

That the Community Bylaws Monthly Activity Report dated October 4, 2011, from the General Manager, Law & Community Safety, be received for information.

CARRIED

2. RCMP'S MONTHLY REPORT – JULY AND AUGUST 2011 ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 3353471)

Deanne Burleigh, Operations Officer, Richmond RCMP, commented on the number of robberies over the summer months, noting that cell phone thefts continue to be a concern. Also, Ms. Burleigh spoke to the number of residential break and enters, citing a combination of factors as the cause.

In reply to a query from Committee, Ms. Burleigh advised that each Watch is tasked with foot patrols of a respective zone and are advised of 'hot spots'.

Discussion ensued regarding the number of tickets issued in 2011 for speeding ten kilometres over the posted limit, and it was requested that the figures for 2010 be provided to Council.

It was moved and seconded

That the OIC's report entitled "RCMP's Monthly Report – July and August 2011 Activities" dated September 23, 2011, be received for information.

CARRIED

3. LAFARGE CANADA INC. – CONFINED SPACE RESCUE, FEE-FOR-SERVICE AGREEMENT

(File Ref. No.) (REDMS No. 3367245)

In reply to queries from Committee, Tim Wilkinson, Deputy Chief – Operations, provided the following information:

- Lafarge has trained a number of their staff in the provision of confined space rescue as required by WorkSafe BC;
- Lafarge will provide the equipment necessary for confined space rescues; and
- it is anticipated that site visits be conducted in conjunction with training exercises.

Community Safety Committee
Wednesday, October 12, 2011

Discussion ensued regarding the financial impact of the proposed agreement and Mr. Wilkinson stated that the City would receive new revenue of approximately \$14,300 annually, plus twelve site visits per year at \$250 per visit. He noted that there have been no confined space rescues required at Lafarge in the past ten years and as such, Richmond Fire-Rescue does not anticipate incurring costs associated with the proposed fee-for-service agreement.

It was moved and seconded

That the Chief Administrative Officer and General Manager Law and Community Safety be authorized to negotiate and execute on behalf of the City, a fee-for-service agreement for the provision of confined space rescue services by the City's Fire Rescue Division to Lafarge Canada Inc.'s operations at 7611 No. 9 Road on the terms and conditions outlined in the staff report titled "Lafarge Canada Inc. – Confined Space Rescue, Fee-for-Service Agreement" dated September 23, 2011.

CARRIED

4. FIRE 20/20 RECRUITING AND RETAINING FOR DIVERSITY WORKSHOP – STATUS REPORT

(File Ref. No. 09-5000-01) (REDMS No. 3363641)

In reply to queries from Committee, John McGowan, Fire Chief, Richmond Fire-Rescue and Kim Howell, Deputy Chief – Administration, stated that (i) Richmond Fire-Rescue (RFR) would shift its focus to community outreach in an effort to educate the public on its day-to-day operations; (ii) RFR is conducting an inventory of the number of different languages spoken by their staff; and (iii) RFR has discussed Smart Meters with BC Hydro only in relation to electrical safety.

It was moved and seconded

That the Fire 20/20 Recruiting and Retaining for Diversity Workshop Status Report, dated September 26, 2011 from the Fire Chief, be received for information.

CARRIED

5. FIRE CHIEF BRIEFING

(Oral Report)

(i) School Fire Drills

Mr. McGowan provided background information and highlighted that RFR supported over 40 schools in Richmond with fire drills.

(ii) Seat Belts

Mr. McGowan noted that a media release on the importance of wearing seat belts was forthcoming and would act as a good reminder to the public.

Community Safety Committee
Wednesday, October 12, 2011

(iii) Firefighter Exchange

Mr. McGowan provided background information and stated that RFR would be exchanging a member with the Melbourne Fire Department for one year.

(iv) Fire Prevention Week

Mr. McGowan spoke of Fire Prevention Week, commenting on a number of different initiatives and open houses. He noted that "Protect Your Family From Fire" was this year's fire prevention theme.

6. RCMP/OIC BRIEFING

(Oral Report)

(i) Detachment Opening

Ms. Burleigh advised that Richmond RCMP have completed their move to the new detachment and are fully operational. She noted that the command post currently set up at the old detachment will remain there until November 2011.

(ii) Halloween

Ms. Burleigh commented on various joint efforts currently underway with City departments in preparation for Halloween.

Discussion ensued and it was noted that the Seniors Advisory Committee has shown interest in participating at a Community Crime Reduction meeting.

7. MANAGER'S REPORT

(i) Great BC Shakeout Earth Quake Drill October 20, 2011

Deborah Procter, Manager, Emergency Programs, spoke of the Great BC Shakeout Earth Quake Drill scheduled to take place at 10:20 a.m. on October 20, 2011.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:35 p.m.).

CARRIED

Community Safety Committee
Wednesday, October 12, 2011

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, October 12, 2011.

Councillor Derek Dang
Chair

Hanieh Floujeh
Committee Clerk

The next hearing is scheduled for September 27, 2011.

5. Animal Control

- For the month of August 2011, there was 5 dog bite incidents reported.
- Staff issued 90 new dog licences during August 2011 to bring the total number of dogs licensed in Richmond for 2011 to 5,395. The number of dangerous dog licences issued or renewed in Richmond as of August 2011 is 74.
- There has been a notable increase in incidents of dangerous dog calls and subsequent required attendance by Community Bylaws Animal Control officers this summer. Officers attended to 13 dangerous dog calls during the months of July and August 2011 an increase of 50% when compared to the same related calls during the same period last year.

6. Revenue and Expenses

The following information is an analysis for August 2011 compared to August 2010.

Consolidated Parking Program Revenue The total of meter, monthly permit and enforcement revenue is up 11.2% over 2010. Revenues for August 2011 are \$141,986 compared to \$127,614 for the same period last year. This positive increase is due largely to the efforts of our parking enforcement staff, and ongoing additional revenue generated by our rate increases in the hourly meter rate and base price of parking fines. The increase can also be attributed to the 15% management fee on Richmond Oval parkade operation proceeds, which was not part of the City's program in August 2010.

Meter Revenue is up 4.5% for the same period last year. Revenues for August 2011 are \$42,479 compared to \$40,653 for 2010.

Permit Revenue is up 6.4% over the same period last year. Revenues for August 2011 are \$11,096 compared to \$10,429 for 2010.

Enforcement Revenue is up 12.9% over the same period last year. Revenues for August 2011 are \$86,446 compared to \$76,532 for 2010. This is a result of increased enforcement activity by staff.

Richmond Oval Parkade Management Fee Revenue: For the month of August 2011, the City netted \$1,965 from the proceeds generated from parking at the Richmond Oval. This fee is based on 15% of gross revenue.

The following chart provides a consolidated revenue comparison with prior years:



City of Richmond

Report to Committee

To: Community Safety Committee

Date: October 13, 2011

From: Rendall Nasset
Officer In Charge, Richmond RCMP Detachment

File: 09-5000-01/2010-Vol
01
(11.14)

Re: Marine Patrol Program – Post Patrol Report 2011

Staff Recommendation

That the OIC's report entitled "Marine Patrol Program – Post Patrol Report 2011" dated October 13, 2011, be received for information.

(Rendall Nasset) Superintendent
Officer in Charge, Richmond RCMP Detachment
(604-278-1212)

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF GENERAL MANAGER

REVIEWED BY TAG

YES

NO

☒☐

REVIEWED BY CAO

YES

NO

☒☐

Origin

At the Community Safety Committee on April 12, 2011 staff was directed to report back:

That staff be directed to review the RCMP Marine Vessel Program at the end of the summer boating season and report back on the various aspects of the program.

Purpose

The following report was prepared to advise of the findings of the Richmond Detachment Marine Patrol Program that was conducted on the waterways surrounding the City of Richmond throughout the summer of 2011. The purpose of this report is threefold:

1. Document and share statistical data garnered from patrols conducted
2. Present findings of criminality and activity on waterways
3. Provide rationale for the continuance of these patrols

Background

The Marine Patrol Program was created to allow uniformed members of the Richmond RCMP and Fisheries Officers of the Steveston office from the Department of Fisheries and Oceans (DFO) and other enforcement agencies to work in partnership to assess the level of the community marine activity and to provide an enforcement presence on the waterways surrounding the City of Richmond. These patrols were conducted in the interest of public safety; improving interoperability of the Richmond Detachment with DFO and to provide a level of law enforcement on the waterways, namely: enforcement of Fisheries Acts, Criminal Code and Provincial Statutes of BC. Tertiary benefits of the patrols were to provide a resource for calls for service for the city for marine related incidents on the Fraser River.

Analysis

Resources / Operators

At the onset of the project, interest in participation was gathered from all points within Richmond Detachment, with 6 members selected to partake in the marine training (Basic Water Transport & Advanced Water Transport) required to operate the vessel and conduct patrols, specifically:

- 1 Constable from each of the 4 General Duty Watch's, including YVR
- 2 Constables from support services (Traffic and Youth teams)

Richmond Detachment is providing further opportunities for members to obtain this training, with 3 members selected for fall 2011 training and a further 6 to be trained in spring 2012.

Deployment and Statistics (June – September, 2011)

Total dates patrolled: 34 (6 hour shifts for a total of 204 hours)
 Total patrols scheduled: 44

Vessels checked: 166
 Persons checked: 217
 Documents issued¹: 166

Files self-generated: 38
 Files (E-Comm) dispatched: 45
 Total files: 83

Number of Patrols:

June	4 (received boat on June 26 th)
July	15
August	13
September ²	<u>2</u>
TOTAL:	<u>34</u>

Community Engagement

A cornerstone of the Marine Patrol Program is for community engagement, which is one of the primary focuses of each patrol. Members patrolled local marine communities; harbours and marinas, and took part in every available marine community event that occurred in Richmond throughout the spring and summer. The boat will continue to attend any and all events throughout the year and will contribute to the safety of those events. Community events that the vessel took part in included:

- Participated as a float for the Canada Day Parade in Steveston
- Taking part in patrols and boat launch checks for all 3 Celebration of Lights Fireworks nights
- Participated in the Steveston Maritime Community Festival
- Patrolled the Ships to Shore Maritime Festival
- Participated in the Dragon Boat Festival
- Patrolling the UBC Rowing Club (middle arm) Regatta (taking place on Oct 15)

¹For every vessel stop conducted, a written document is issued to the boater, indicating reason for the stop, which can be in the form of a warning ticket, actual violation ticket or a fisheries ticket or a combination of all three.

² While moored, the RCMP Boat was impacted by another vessel during the first week of September.

Partner Agencies

Throughout the patrols and attendance to calls for service, members visited the local marinas, communities and businesses. And through attending files and community events, worked hand-in-hand with the following agencies:

VPD (Marine Unit)
RCMP Support Services (Air Services, Police Dog Services (PDS), IHIT, ERT)
New West Police Department (Marine Unit)
Delta Police Department
Canada Coast Guard
Transport Canada
Steveston Harbour Authority
Vancouver Fraser Port Authority

Financial Impact

The Marine Patrol Program to date has remained within the budget allotted through the Lower Mainland District "Seasonal Policing Fund" (\$15,000). The Program will continue to accrue costs through the operation of the vessel throughout the remainder of the fiscal year forecast to stay within the budget set out in a previous report.

Conclusion

The Marine Patrol Program was proposed to conduct marine patrols in the waterways surrounding the City of Richmond; to interact with the marine community and to detect, deter and investigate criminal activity in these waterways.

While the project objectives were broad in nature, they also posed a specific purpose, and this was to obtain a real and measurable reading of the amount of activity, both criminal and benign, that was occurring on these waterways. Given the 34 patrols that were conducted, the 83 calls for service and the interactions that were made with the marine community during these patrols, it can be determined that this goal was obtained.

The marine patrols have come to a close for the 2011 summer season; however, the boat remains available for calls for service and all marine related events.



Cpl James Lunny
NCO 'B' Watch
Richmond RCMP
(604-278-1212)



City of Richmond

Report to Committee

To: Community Safety Committee

Date: October 7, 2011

From: Rendall Nasset
Officer In Charge, Richmond RCMP Detachment

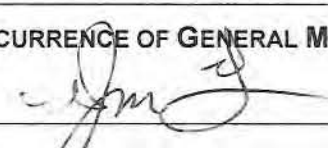
File: 09-5000-01/2010-Vol
01
(11.54)

Re: RCMP's Monthly Report – September 2011 Activities

Staff Recommendation

That the OIC's report entitled "RCMP's Monthly Report – September 2011 Activities" dated October 7, 2011, be received for information.

(Rendall Nasset) Superintendent
Officer in Charge, Richmond RCMP Detachment
(604-278-1212)

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER 		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Origin

At the request of the Community Safety Committee, the OIC will keep Council informed on matters pertaining to policing in the community and has developed a framework to provide regular reporting cycles.

Analysis

Below is the RCMP's Monthly Report – September 2011 Activities.

Noteworthy Files:

Suspicious Fires

The Detachment is currently investigating four suspicious fires that occurred inside apartment buildings. The fires occurred at different locations throughout Richmond and are believed to be connected due to similarities.

On August 21, a fire occurred in the 9500 block of Odlin Road and on September 2, another fire occurred in the 6100 block of Buswell Street. These fires displaced many residents of the apartment buildings involved but fortunately no one was injured. Both fires began at the front door of the suites in the hallways where gasoline was used as an accelerant. On September 6, a fire occurred at the Palm Springs Health Spa located in the 6500 block of Buswell Street. The business was not occupied at the time and no one was injured. An accelerant was sprayed into the business through the mail slot. On September 7, a fire occurred in the 8100 block of Granville Avenue. The fire started outside the door of the suite in the hallway and gasoline was used. The suite was unoccupied and no one was injured.

The Detachment's Arson Task force is investigating and the community has been informed by news release of these incidents in an effort to preserve public safety. Residents of apartment buildings are discouraged in regards to allowing non-residents access into the buildings. Residents are asked to be vigilant to suspicious activities at their homes, and to call 911 if they smell gasoline or see individuals carrying gasoline into an apartment building.

Richmond RCMP Seizes Counterfeit Currency at Vancouver Airport

On September 6, Richmond RCMP officers stationed at Vancouver Airport received a report from the Canada Border Services Agency that they had a male in custody after currency suspected to be counterfeit was located in his checked luggage. Upon arrival RCMP officers determined that the male had just returned to Canada after being in Africa for a month. The currency was found bundled and concealed in items of clothing. The 40-year-old male was placed under arrest at the Vancouver Airport after concealing over \$54,000 in counterfeit US currency in his checked luggage.

A counterfeit currency expert from the "E" Division Commercial Crime Section along with a Special Agent from the United States Secret Service examined the currency on site and

confirmed that it was counterfeit and \$54,700 in 100 dollar bills was seized shortly after. "E" Division's Integrated Counterfeit Enforcement Team reports that this is quite a substantial seizure and that since January 2011 the total amount of passed and seized counterfeit US currency for BC has been approximately \$179,012. This seizure represents just over one third of the total US counterfeits seized in BC this year. Richmond Detachment has recommended a charge of Possession of Counterfeit Currency.

Investigation Into Deaths of Two Young Girls

On March 2, 2010 the Detachment was called to a residence for a report that a youth was in medical distress. A 17-year-old female died in relation to this incident and the Serious Crimes Unit began an investigation. On the same day the Burnaby RCMP was called to the 4000 block of Rumble Street for a report of another youth in medical distress. A 16-year-old female also died. Toxicology results were reviewed and indicate that the apparent cause of death for both girls was a lethal combination of alcohol and drugs.

Since this tragedy has occurred, a team of officers involving up to 60 Richmond RCMP investigators has been working tirelessly to establish the circumstances surrounding the two deaths. The investigation involved the close cooperation of the Richmond RCMP and the Vancouver Police Department. The investigation has been challenging, involving extensive forensic examinations, and the locating and interviewing of numerous witnesses.

The RCMP is hopeful that, due to the cooperation of a number of courageous individuals and the exhaustive efforts of the investigative team, there will be some answers for the families of the victims. The Detachment is actively seeking individuals who may have evidence surrounding the circumstances of the deaths and has sent out a news release encouraging these individuals to come forward to assist the RCMP in providing closure for the victim's families.

Road Safety Unit

Richmond Detachment Traffic Statistics

Name	Act	Example	July	Aug	Sep
Violation Tickets	Provincial Act Offences	Speeding	1310	1521	1208
Notice & Orders	Equipment Violations	Broken Tail-light	674	587	419
Driving Suspension	Motor Vehicle Act	24 hour driving prohibition for alcohol or drugs	29	20	13
Parking Offences	Municipal Bylaw	On or off the street Municipal parking offences	6	4	22
MTI's	Municipal Ticket Information	Any other Municipal Bylaw offence	7	7	3

Distracted Driving Media Event

On October 5, 2011 the City of Richmond hosted an event with a number of speakers on the impact of distracted driving. The Mayor gave a speech about the Detachment actively participating against distracted driving through regular patrols near school zones and sending out letters to drivers.

Mayor Brodie proclaimed September, 2011 as Distracted Driving Prevention month. An excerpt from the Proclamation states: *"Since February 2011, volunteers from Richmond's South Arm Community Policing Office have been leaders in combating Distracted Driving in the Province by conducting foot and bicycle patrols and issuing more than 400 reminder letters to drivers observed displaying Distracted Driving behaviour. The City of Richmond is committed to raising awareness of the dangers of Distracted Driving through education, enforcement and prevention."*

South Arm Community Police Office

Richmond Detachment Stolen Auto Recovery and Lock out Auto Crime Statistics for 2011

Month	Vehicles Viewed For Signs Of Auto Crime Only	Vehicles Scanned Through Stolen Auto Recovery (SAR)* ¹	Vehicles Issued A Crime Prevention Notice ²	Patrol And Admin Hours
January	4,898	4,368	530	96
February	2,265	1,657	608	60
March	3,261	1,630	1,082	80
April	3,356	2,529	828	54
May	3,681	2,391	1,290	82
June	2,197	1,342	855	58
July	1,825	1,289	536	48
August	1,898	989	909	51
September	2,329	1,481	848	52
TOTAL	25,710	17,676	7,486	581

¹ A complete description of all categories has been previously circulated in the June Monthly Activity Report.

² Ibid

Richmond Detachment Speed Watch Statistics for 2011

Month	# Of Speed Watch Deployments	Total Vehicles Checked	Over 10 Km/h	Admin Hours For Office Duties	Number of Warning Letters Issued
January	6	2,728	375	54	204
February	13	6,281	950	76	390
March	13	6,207	1,098	80	311
April	12	6,321	1,060	92	347
May	21	12,956	2,358	134	778
June	20	7,633	1,076	132	572
July	15	8,532	2,371	114	551
August	7	3,679	1,024	54	157
September	16	8,957	1,233	102	403
TOTAL	123	63,294	11,545	838	3,713

Richmond Detachment Distracted Drivers Statistics for 2011³

Month	Deployments	Number of Letters Sent
January		Started Feb. 1st
February	7	50
March	10	73
April	7	64
May	9	57
June	10	52
July	14	78
August	10	70
September	7	37
TOTAL	74	481

³ A complete description of all categories has been previously circulated in the June Monthly Activity Report.

Volunteer Bike Patrol

Month	Deployments	Hours
January	2	54
February	3	102
March	4	102
April	5	123
May	9	188
June	8	136
July	19	163
August	18	116.5
September	17	152
TOTAL	85	1,136.5

Victim Services

In September of 2011, Victim Witness Services provided support to 22 new clients in addition to an active caseload of over 113 ongoing files. Victim Services assisted 8 crime and trauma scenes over this time period. Medical related sudden deaths and low level family disputes dominated the calls for service.

Crime Statistics

Crime Stats – see Appendix “A”.

Crime Maps – see Appendix “B”

Financial Impact

There is no financial impact associated with this report.

Conclusion

The Officer in Charge, Richmond Detachment has developed a framework and will continue to provide a monthly reporting cycle to the Community Safety Committee.



Lainie Goddard
Manager, RCMP Administration
(L.4767)



SEPTEMBER 2011 STATISTICS

This chart identifies the monthly totals for all founded Criminal Code offences, excluding Traffic Criminal Code. Based on Uniform Crime Reporting (UCR) scoring, there are three categories: (1) Violent Crime, (2) Property Crime, and (3) Other Criminal Code. Within each category, particular offences are highlighted in this chart. In addition, monthly totals for Controlled Drugs and Substances Act (CDSA) offences are included.

The Average Range data is based on activity in a single month over the past 5 years. The only exception is Metal Theft, which only has 4 years of available data. If the current monthly total for an offence is above average, it will be noted in **red**, while below-average numbers will be noted in **blue**.

Year-to-Date percentage increases of more than 10% are marked in **red**, while decreases of more than 10% are **blue**. Please note that percentage changes are inflated in categories with small numbers (e.g.: Sexual Offences).

	CURRENT MONTH	5-YR AVERAGE RANGE	YEAR-TO-DATE TOTALS		
	Sep-11	September	2010 YTD	2011 YTD	% Change
VIOLENT CRIME (UCR 1000-Series Offences)	132	131-157	1310	1170	-10.7%
Robbery	5	7-11	76	94	23.7%
Assault	47	40-56	481	413	-14.1%
Assault w/ Weapon	17	11-20	113	117	3.5%
Sexual Offences	8	6-10	56	61	8.9%
PROPERTY CRIME (UCR 2000-Series Offences)	567	607-877	6314	5838	-7.5%
Business B&E	27	34-48	411	275	-33.1%
Residential B&E	59	30-56	403	519	28.8%
MV Theft	25	35-66	366	244	-33.3%
Theft From MV	121	149-259	1816	1503	-17.2%
Theft	108	85-154	944	1021	8.2%
Shoplifting	43	35-63	510	545	6.9%
Metal Theft	4	1-22	46	32	-30.4%
Fraud	50	43-56	464	442	-4.7%
OTHER CRIMINAL CODE (UCR 3000-Series Offences)	210	190-243	1937	1726	-10.9%
Arson - Property	4	5-12	72	47	-34.7%
SUBTOTAL (UCR 1000- to 3000-Series)	909	950-1255	9561	8734	-8.6%
DRUGS (UCR 4000-Series Offences)	66	69-136	883	807	-8.6%

* Metal Theft only has 4 years of available data.

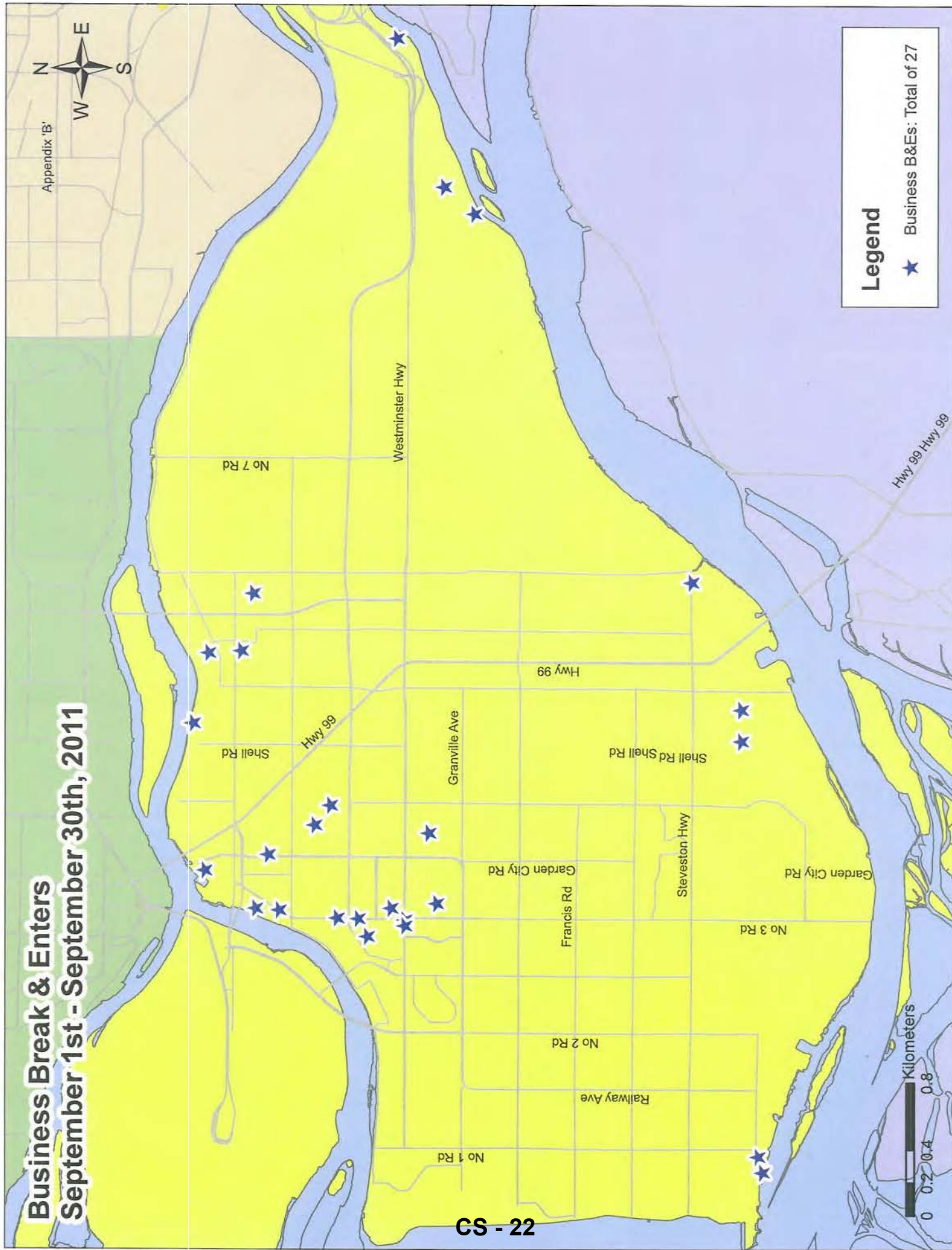
Prepared by Richmond RCMP.

Data collected from PRIME on 2011-10-12. Published 2011-10-19.

This data is operational and subject to change. This document is not to be copied, reproduced, used in whole or part or disseminated to any other person or agency without the consent of the originator(s).

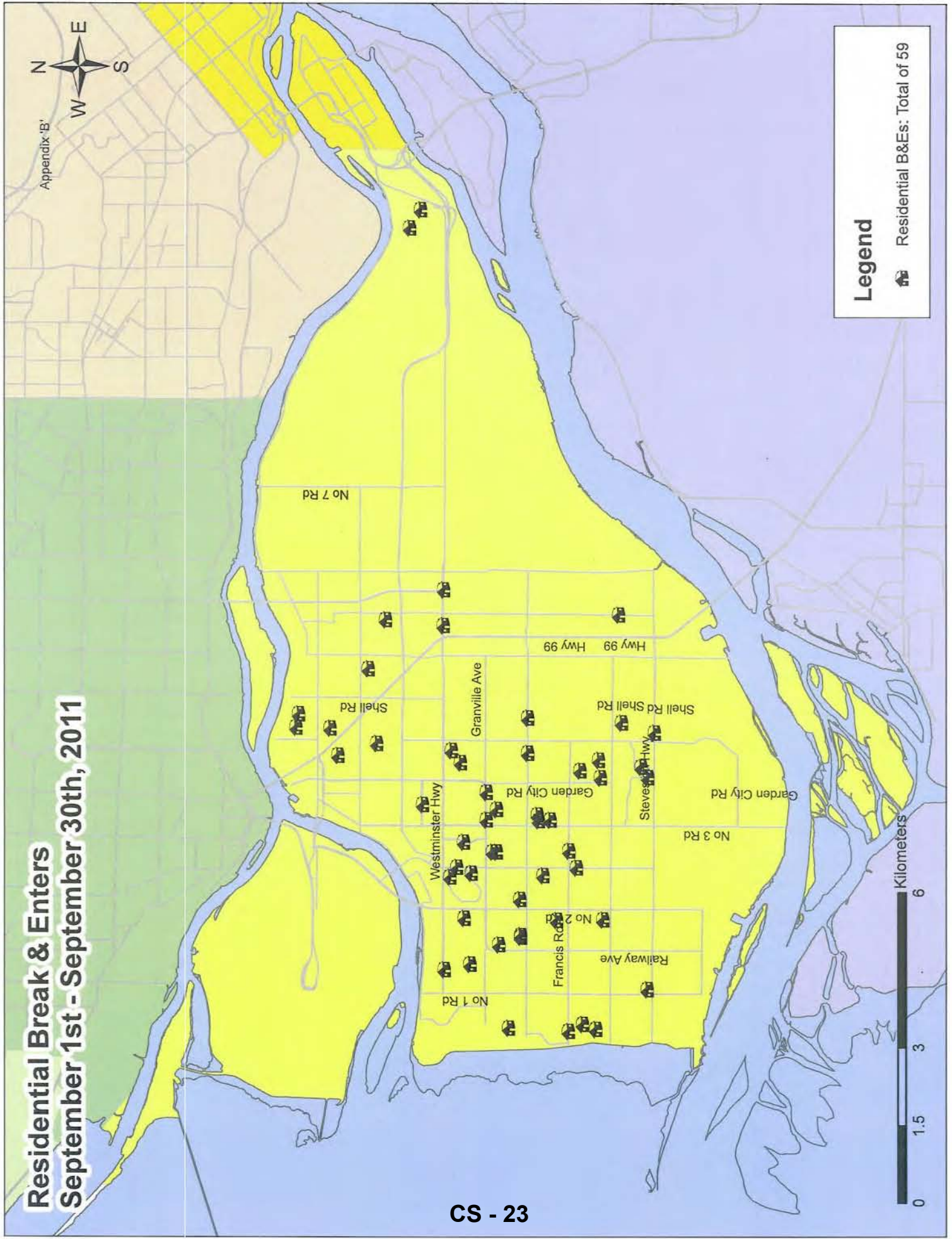
Business Break & Enters September 1st - September 30th, 2011

Appendix 'B'



Residential Break & Enters September 1st - September 30th, 2011

Appendix 'B'



Legend

- Residential B&Es: Total of 59



Auto Theft

September 1st - September 30th, 2011

Appendix 'B'

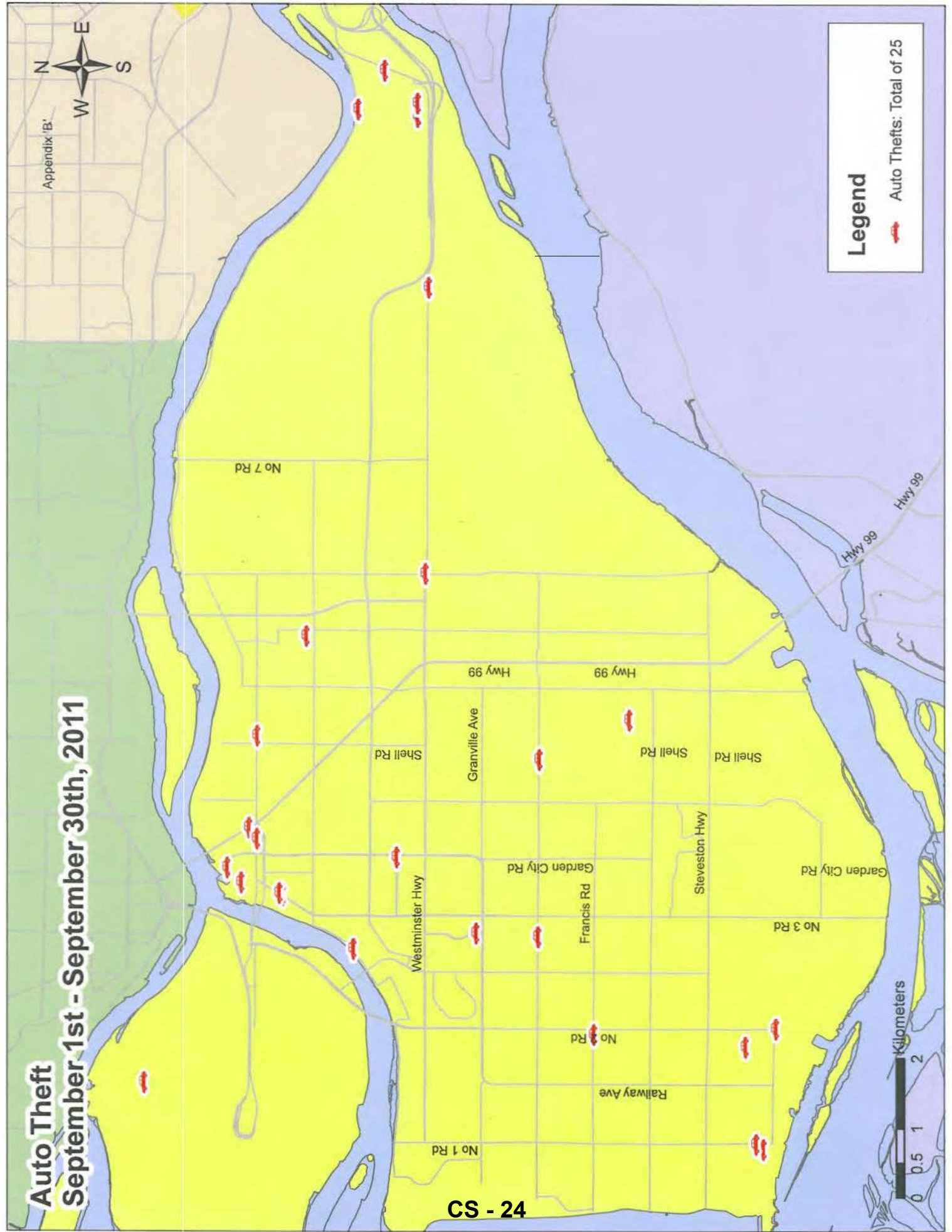


CS - 24

Legend

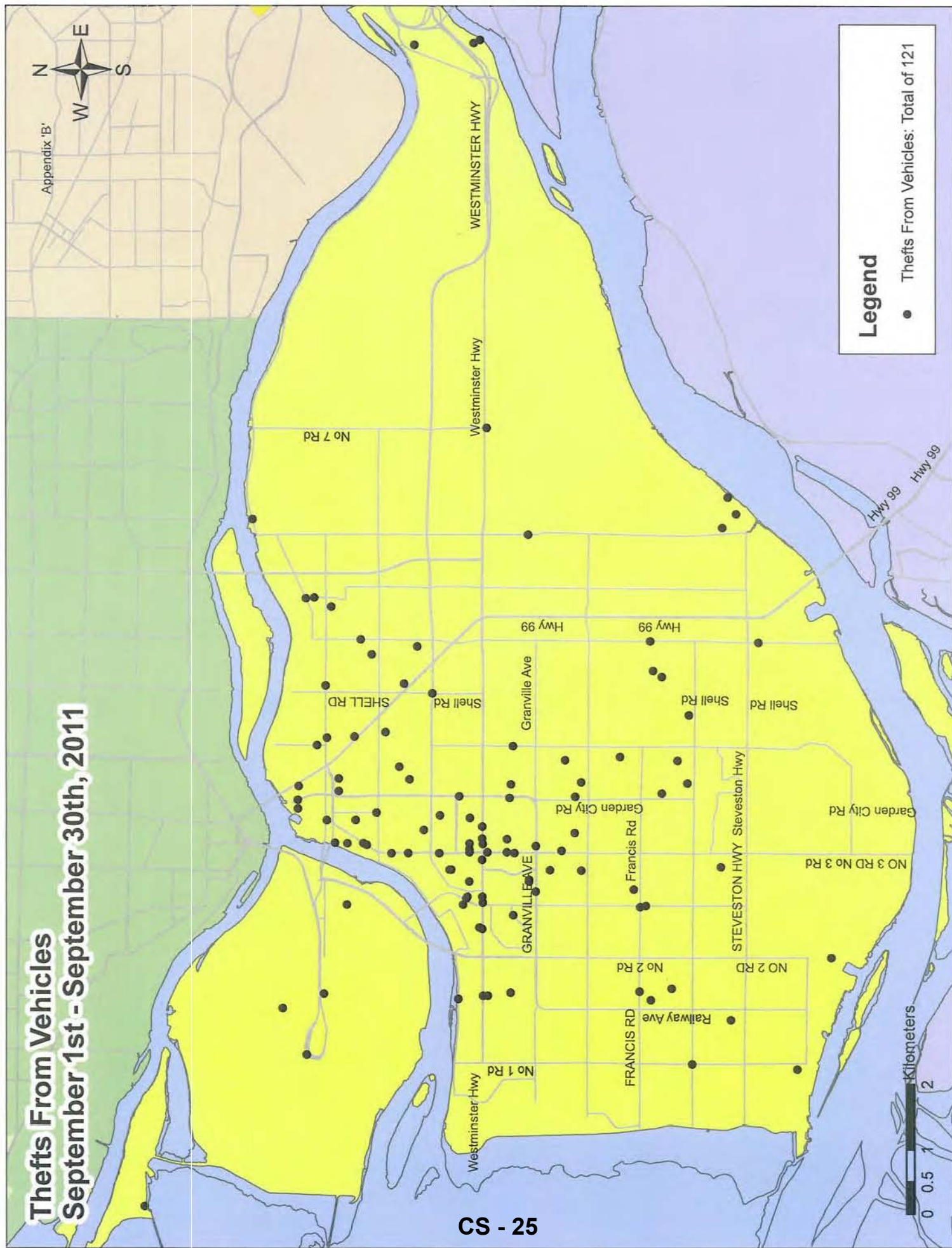
 Auto Thefts: Total of 25

 Kilometers
0 0.5 1 2



Thefts From Vehicles **September 1st - September 30th, 2011**

Appendix 'B'





City of Richmond

Report to Committee

To: Community Safety Committee

Date: November 22, 2011

From: Rendall Nasset
Officer In Charge, Richmond RCMP Detachment

File: 09-5000-01/2010-Vol
01
(11.55)

Re: RCMP's Monthly Report – October 2011 Activities

Staff Recommendation

That the OIC's report entitled "RCMP's Monthly Report – October 2011 Activities" dated November 22, 2011, be received for information.

(Rendall Nasset) Superintendent
Officer in Charge, Richmond RCMP Detachment
(604-278-1212)

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER 		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Origin

At the request of the Community Safety Committee, the OIC will keep Council informed on matters pertaining to policing in the community and has developed a framework to provide regular reporting cycles.

Analysis

Below is the RCMP's Monthly Report – October 2011 Activities.

Noteworthy Files:

Too Good To Be True

The Detachment is investigating a lottery scam after a Richmond resident was duped out of \$4,500 after being told that she won the lottery. In May of this year the victim received a phone call advising her that she had won the lottery worth \$150,000, but in order to claim her money she would first have to send \$4,500 to China. The victim initially did not believe the caller and did not send any money. The calls continued and during one of these calls the voice on the other end of the phone provided a website. The victim visited the website at which time she discovered a related phone number that she called and spoke to a female who informed her that the lottery was legitimate, however she still did not believe that she had won the lottery and did not send any money.

The calls to the victim continued which prompted her to call the number from the website again. She was told the lottery was legitimate and as a result decided to wire \$4,500 to supposedly a lawyer in China. As soon as the money was sent the calls stopped which left her wondering when she would receive her prize. The victim phoned the number from the website again but it was disconnected. Unfortunately this incident is not unique and is referred to as "the lottery scam" which occurs far too often.

There are two variations to this scam. One, where someone claims to be a lawyer from a firm responsible for distributing funds; however, the funds cannot be distributed until a legal fee has been paid. The second variation is as the one described above, when a call is made advising someone that they have won the lottery and that the winner has to pay money in order to claim the prize-money.

It is important to remember that one cannot win any lottery without buying a ticket. Legitimate lotteries do not contact winners, and winners do not send money in to redeem a prize.

Things to consider:

- Unsolicited calls suggesting inclusion in a "lottery pool";
- Mail received notifying that a substantial amount of money has been won;
- Requests for cash to be sent in order to redeem a prize;
- Being asked to keep the winnings secret to avoid tax consequence, and;

- High pressure or repetitive calls

Plane Crash

On October 27 at approximately 4:15 pm the Detachment received a report of a plane crash near the British Columbia Institute of Technology. A small passenger plane crashed on the northbound lanes of Russ Baker Way and struck a car containing two people. The plane burst into flames upon impact; however, Richmond Fire Rescue and YVR's Emergency Response were on scene within moments to extinguish the flames. All seven passengers and two crew members were transported to the Richmond General Hospital (RGH) and the Vancouver General Hospital (VGH) for treatment. As of November 15 everyone has been released from hospital, except the pilot and co-pilot, who have since succumbed to their injuries.

The Transportation Safety Board is now the lead investigative agency for the plane crash and Richmond Detachment continues to assist. The majority of officers that were working at the crash scene assisted with this investigation in various duties. General Duty officers cordoned off the crash site area and various Plainclothes officers coordinated statements of the numerous witnesses that were on site. Officers from the surrounding areas such as the Lower Mainland Emergency Response Team, Deas Island Highway patrol, the Integrated Collision and Analysis Reconstruction Services and the Vancouver Police Department also assisted. The Detachment has sent out a news release thanking the witnesses and business owners that came to the aid of the victims of the crash, as well as various community partners that were integral to this very tragic event.

Stabbing at Lansdowne Mall

A 24-year-old Burnaby resident was sent to hospital after being stabbed in the Lansdowne Shopping Center parking lot, early in the morning of October 29. When police arrived at the scene of the crime it was determined that one male had been stabbed. The suspects fled prior to police arrival. The Detachment's Serious Crime Section is continuing to investigate and interviewing a number of witnesses to piece together what exactly occurred. The victim, who suffered severe injuries, underwent surgery and is expected to recover.

Distraction Thefts

The Detachment is currently investigating a number of distraction thefts and has sent out a newsletter advising the community to be aware of criminals posing as good samaritans. Suspects are currently targeting victims at financial institutions after they have withdrawn large sums of money. Once a victim enters the bank the suspect approaches the victim's vehicle, punctures a tire and waits for the victim to return. As the victim drives away, the suspects follow and later approach the driver to let them know that they have a flat tire and will offer to change the tire. When the driver gets out of the vehicle, a second suspect appears to assist, and enters the victim's vehicle and takes the cash while the first suspect is distracting the driver. When the driver returns to the vehicle, the money is missing.

Community Policing

Crime Prevention Unit

The Detachment Crime Prevention Unit sent 50 Residential Break and Enter Alerts and 28 Commercial Break and Enter Alerts to Richmond residents and businesses with information about neighbourhood break and enters. These details were provided along with crime prevention techniques to help prevent future break and enters.

Richmond residents and business owners are encouraged to register their email addresses at the City of Richmond website: www.richmond.ca/blockwatch.

Two Block Watch Captain and Co-Captain Meetings were held at the City Hall Council Chambers on October 19 and 27 with approximately 100 people in attendance. Corporal William Lumsdon was in attendance to thank all of the Block Watch volunteers for their time and effort in helping to make Richmond a safer place. The meetings then began with a "Criminal Activity Maps" presentation and provided a step-by-step overview of the neighbourhood crime statistics as well as a focus on Richmond's crime prevention information and how residents can make their homes as safe as possible.

During the meeting, four South Arm volunteers completed a Lock Out Auto Crime parking lot audit of vehicles and presented their findings regarding visible items left in vehicles during the meeting. Joanne Bergman from ICBC, who is Richmond's Road Safety Coordinator, presented a talk on vehicle safety including Theft from Motor Vehicle and speeding.

As part of the RCMP "On Side Program" two Richmond members took several students out to see a sporting event. On three separate dates in October, six students from the Jesse Wowk Elementary School, Joseph The Worker Elementary School and Spul'U'Kwuks Elementary School were taken to a Vancouver Canucks hockey game or a BC Lions football game. The students are provided with a hot dog and drink and transportation is provided with a City of Richmond vehicle. This program is very rewarding to all involved as it provides youth that may not have an opportunity a chance to go out with their peers as well as two RCMP officers.

Road Safety Unit**Richmond Detachment Traffic Statistics**

Name	Act	Example	Aug	Sep	Oct
Violation Tickets	Provincial Act Offences	Speeding	1521	1208	1196
Notice & Orders	Equipment Violations	Broken Tail-light	587	419	473
Driving Suspension	Motor Vehicle Act	24 hour driving prohibition for alcohol or drugs	20	13	54
Parking Offences	Municipal Bylaw	On or off the street Municipal parking offences	4	22	17
MTI's	Municipal Ticket Information	Any other Municipal Bylaw offence	7	3	4

For the October Violation Tickets statistics, the total of 1196 includes, although not limited to the following:

- 8 Alcohol or drug related driving offences - Immediate Roadside Prohibition's and 24 Hour Suspensions.
- 1 No case drug seizure.
- 29 Intersection related charges – Running lights and improper turns.
- 19 Excessive speeding violations – 40 Km/h plus over the limit.
- 292 Speeding charges.

South Arm Community Police Office**Richmond Detachment Stolen Auto Recovery and Lock out Auto Crime Statistics for 2011**

Month	Vehicles Viewed For Signs Of Auto Crime Only	Vehicles Scanned Through Stolen Auto Recovery (SAR)*¹	Vehicles Issued A Crime Prevention Notice²	Patrol And Admin Hours
January	4,898	4,368	530	96
February	2,265	1,657	608	60
March	3,261	1,630	1,082	80
April	3,356	2,529	828	54
May	3,681	2,391	1,290	82
June	2,197	1,342	855	58
July	1,825	1,289	536	48
August	1,898	989	909	51
September	2,329	1,481	848	52
October	3,558	2,258	1,300	70
TOTAL	29,268	19,934	8,786	651

¹ A complete description of all categories has been previously circulated in the June Monthly Activity Report.

² Ibid

Richmond Detachment Speed Watch Statistics for 2011

Month	# Of Speed Watch Deployments	Total Vehicles Checked	Over 10 Km/h	Admin Hours For Office Duties	Number of Warning Letters Issued
January	6	2,728	375	54	204
February	13	6,281	950	76	390
March	13	6,207	1,098	80	311
April	12	6,321	1,060	92	347
May	21	12,956	2,358	134	778
June	20	7,633	1,076	132	572
July	15	8,532	2,371	114	551
August	7	3,679	1,024	54	157
September	16	8,957	1,233	102	403
October	16	8,029	682	108	456
TOTAL	139	71,323	12,227	946	4,169

Richmond Detachment Distracted Drivers Statistics for 2011³

Month	Deployments	Number of Letters Sent
January		Started Feb. 1st
February	7	50
March	10	73
April	7	64
May	9	57
June	10	52
July	14	78
August	10	70
September	7	37
October	9	40
TOTAL	83	521

³ A complete description of all categories has been previously circulated in the June Monthly Activity Report.

Volunteer Bike Patrol

Month	Deployments	Hours
January	2	54
February	3	102
March	4	102
April	5	123
May	9	188
June	8	136
July	19	163
August	18	116.5
September	17	152
October	4	36.5
TOTAL	89	1,173

Steveston Community Police Office**Steveston Office Volunteer Stats for October 2011**

Speed Watch		
26 Volunteer Hours	4,600 Vehicles Checked	110 Letters Sent Out
Lock Out Auto Crime (LOAC)		
39 Volunteer Hours	1,900 Vehicles Checked	315 Notices Written

Victim Services

In October of 2011, Victim Witness Services provided support to 46 new clients in addition to an active caseload of over 119 ongoing files. Victim Services assisted 12 crime and trauma scenes over this time period. Robberies, medical related sudden deaths and suicides dominated the calls for service. Of note, Richmond Victim Services responded to the plane crash and subsequently to the hospital following the fatal crash at the south terminal area of YVR. Victim Services continues to support the families of the deceased and any of the witnesses who have asked for assistance.

Crime Statistics

Crime Stats – see Appendix “A”.

Crime Maps – see Appendix “B”

Financial Impact

There is no financial impact associated with this report.

Conclusion

The Officer in Charge, Richmond Detachment has developed a framework and will continue to provide a monthly reporting cycle to the Community Safety Committee.

A handwritten signature in dark ink, appearing to read "Lainie Goddard", followed by a comma.

Lainie Goddard
Manager, RCMP Administration
(604)207-4767



OCTOBER 2011 STATISTICS

This chart identifies the monthly totals for all founded Criminal Code offences, excluding Traffic Criminal Code. Based on Uniform Crime Reporting (UCR) scoring, there are three categories: (1) Violent Crime, (2) Property Crime, and (3) Other Criminal Code. Within each category, particular offences are highlighted in this chart. In addition, monthly totals for Controlled Drugs and Substances Act (CDSA) offences are included.

The Average Range data is based on activity in a single month over the past 5 years. The only exception is Metal Theft, which only has 4 years of available data. If the current monthly total for an offence is above average, it will be noted in **red**, while below-average numbers will be noted in **blue**.

Year-to-Date percentage increases of more than 10% are marked in **red**, while decreases of more than 10% are **blue**. Please note that percentage changes are inflated in categories with small numbers (e.g.: Sexual Offences).

	CURRENT MONTH	5-YR AVERAGE RANGE	YEAR-TO-DATE TOTALS		
	Oct-11	October	2010 YTD	2011 YTD	% Change
VIOLENT CRIME (UCR 1000-Series Offences)	133	123-155	1449	1303	-10.1%
<i>Robbery</i>	15	6-16	95	109	14.7%
<i>Assault</i>	49	39-54	531	462	-13.0%
<i>Assault w/ Weapon</i>	11	11-19	123	128	4.1%
<i>Sexual Offences</i>	5	3-5	59	66	11.9%
PROPERTY CRIME (UCR 2000-Series Offences)	554	703-915	7142	6392	-10.5%
<i>Business B&E</i>	37	40-71	466	312	-33.0%
<i>Residential B&E</i>	65	34-69	460	584	27.0%
<i>MV Theft</i>	20	41-60	413	264	-36.1%
<i>Theft From MV</i>	104	167-264	2053	1607	-21.7%
<i>Theft</i>	124	88-149	1057	1145	8.3%
<i>Shoplifting</i>	48	43-67	575	593	3.1%
<i>Metal Theft</i>	3	3-20	54	35	-35.2%
<i>Fraud</i>	35	47-61	522	477	-8.6%
OTHER CRIMINAL CODE (UCR 3000-Series Offences)	208	159-206	2157	1934	-10.3%
<i>Arson - Property</i>	8	10-13	82	55	-32.9%
SUBTOTAL (UCR 1000- to 3000-Series)	895	1006-1254	10748	9629	-10.4%
DRUGS (UCR 4000-Series Offences)	111	84-121	987	918	-7.0%

* Metal Theft only has 4 years of available data.

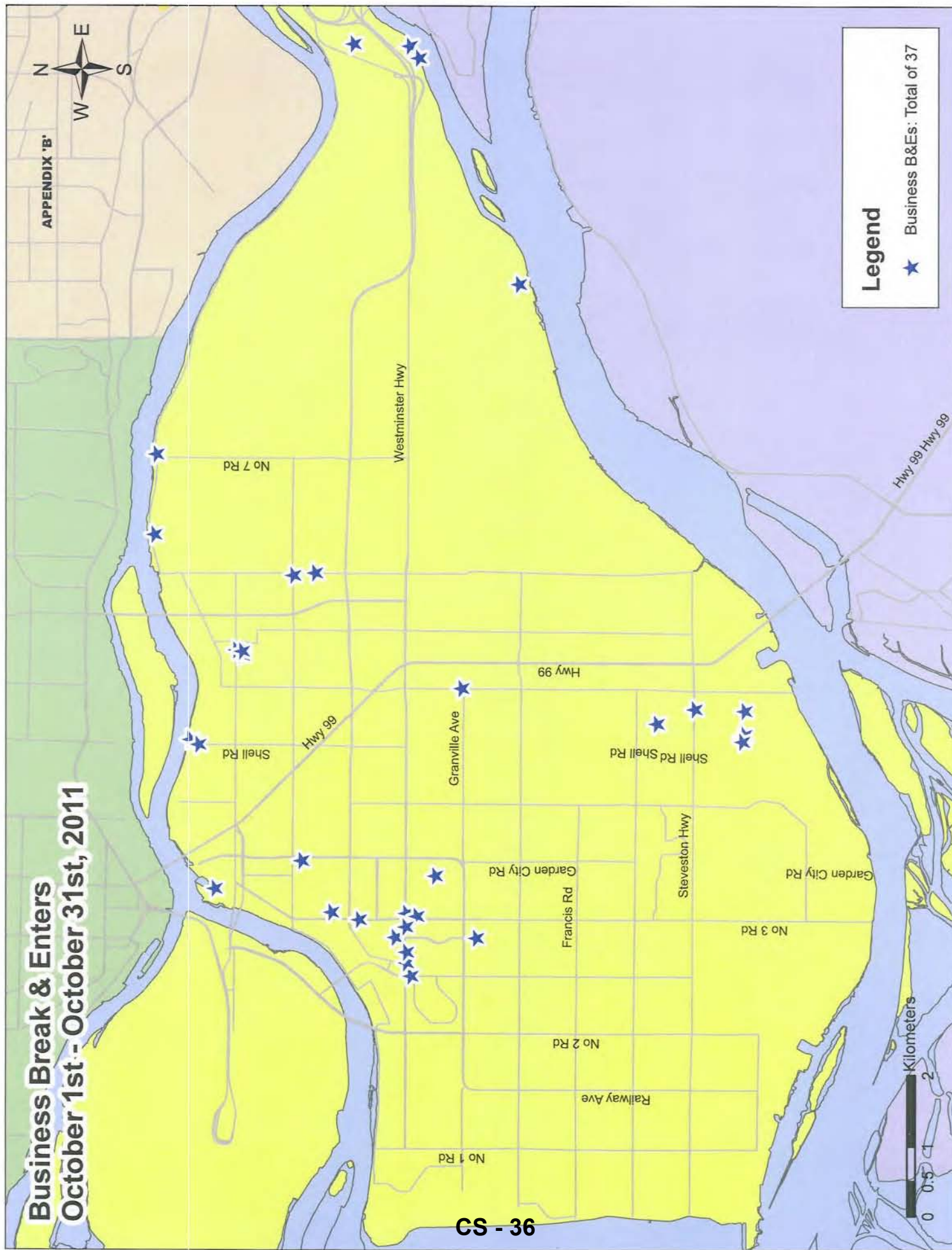
Prepared by Richmond RCMP.

Data collected from PRIME on 2011-11-28. Published 2011-11-28.

This data is operational and subject to change. This document is not to be copied, reproduced, used in whole or part or disseminated to any other person or agency without the consent of the originator(s).

**Business Break & Enters
October 1st - October 31st, 2011**

APPENDIX 'B'



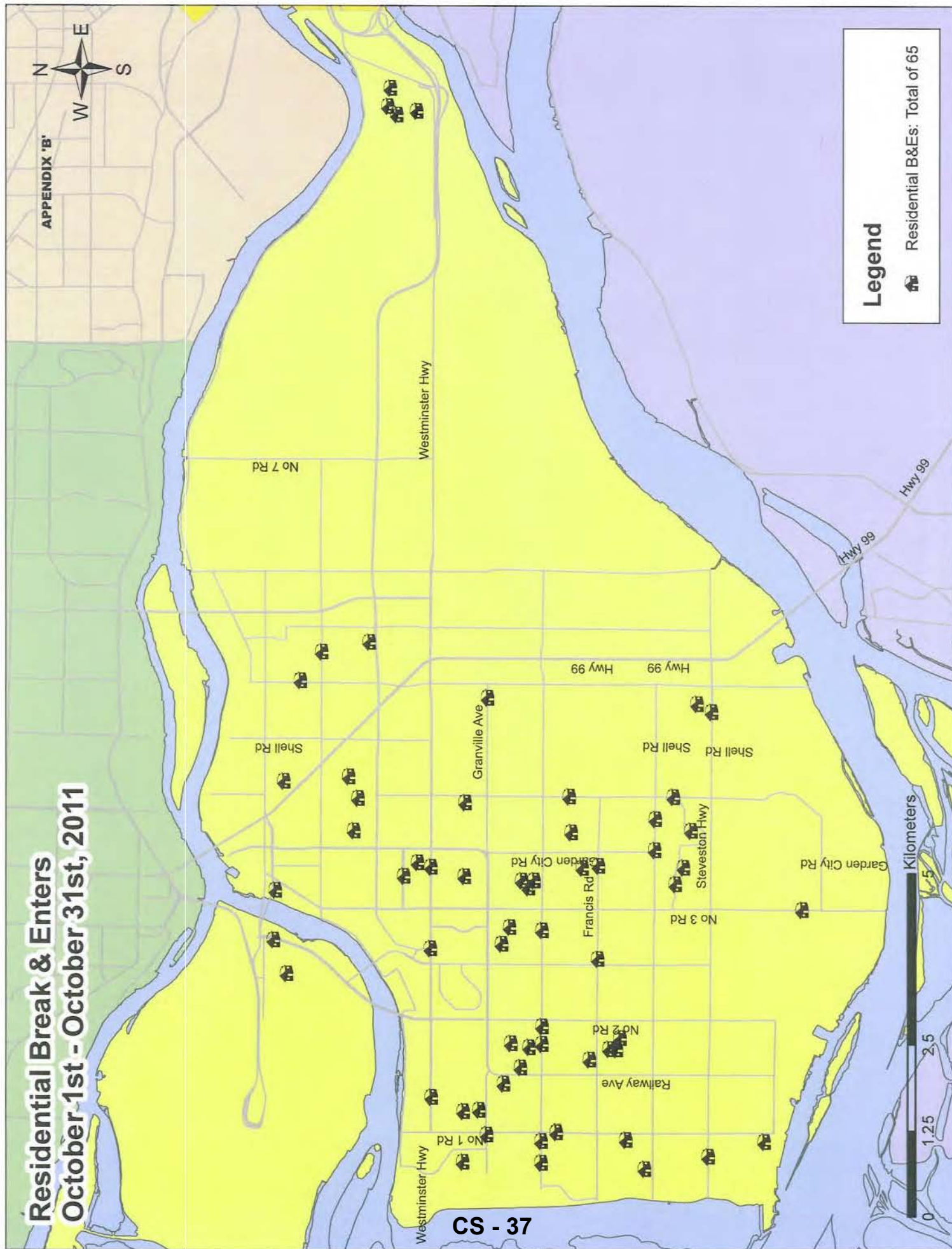
Legend

- ★ Business B&Es: Total of 37

Kilometers
0 0.5 1 2

Residential Break & Enters October 1st - October 31st, 2011

APPENDIX 'B'



CS - 37

Auto Theft


September 1st - September 30th, 2011

APPENDIX 'B'

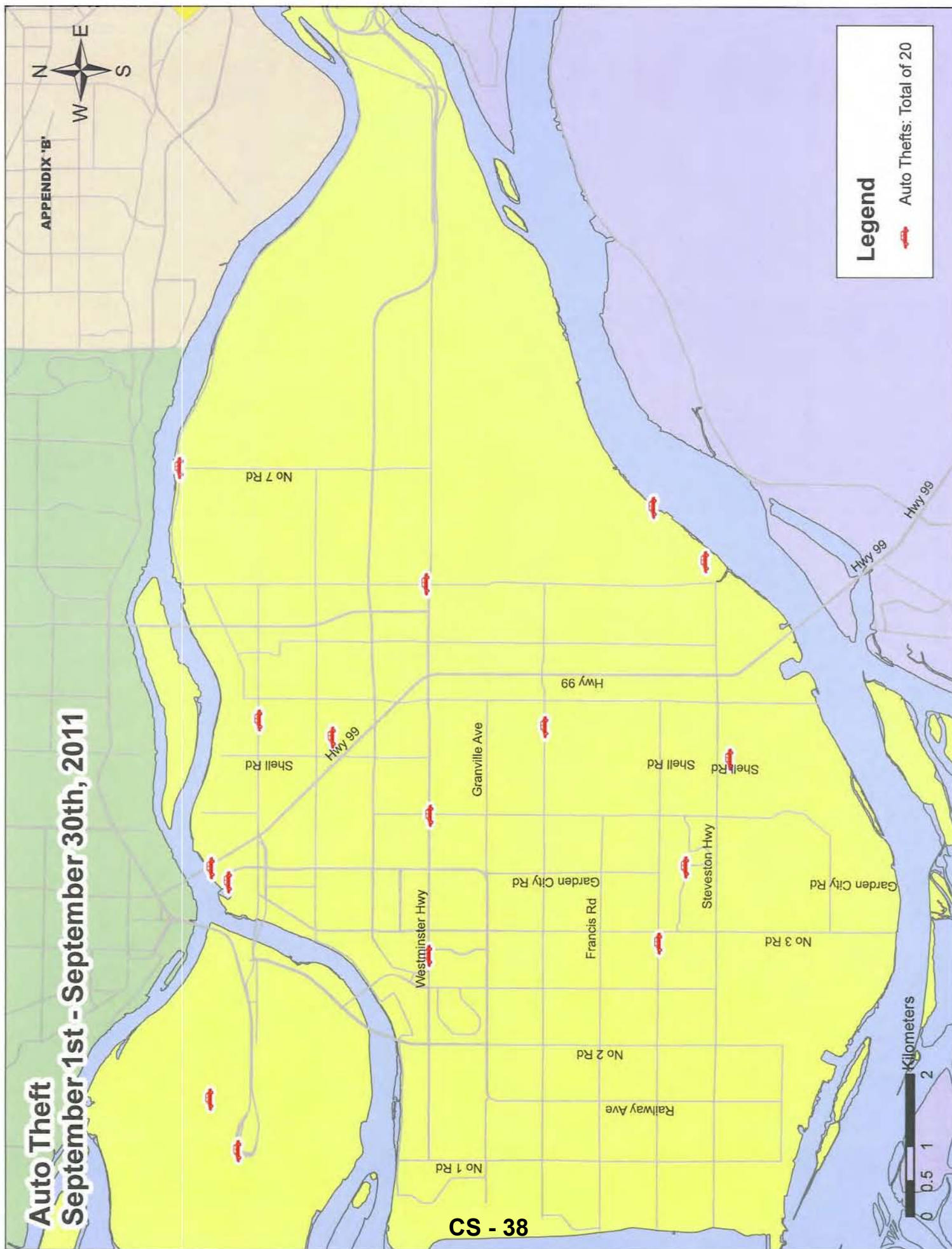


CS - 38

Legend

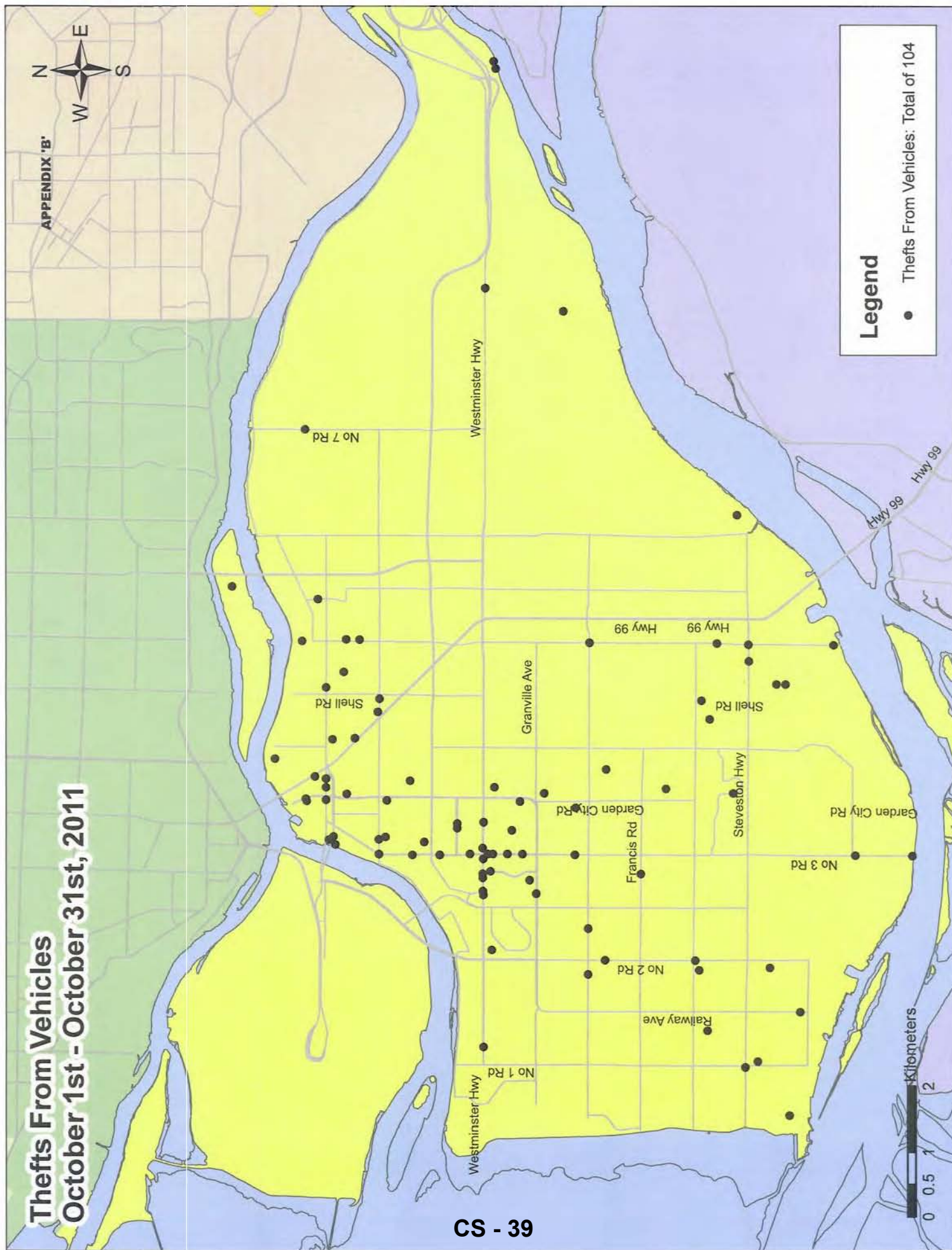
 Auto Thefts: Total of 20

0 0.5 1 2 Kilometers



Thefts From Vehicles October 1st - October 31st, 2011

APPENDIX 'B'





City of Richmond

Report to Committee

To: Community Safety Committee
From: John McGowan
Chief, Richmond Fire-Rescue
Re: 2011 Third Quarter Report - Fire-Rescue

Date: October 24, 2011

File:

Staff Recommendation

That the report on Fire-Rescue's operations for the 3rd Quarter ending September 30, 2011 be received for information.

John McGowan
Chief, Richmond Fire-Rescue
(604-303-2734)

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

Richmond Fire-Rescue (RFR) is committed to keeping Council informed of its activities on a quarterly basis.

Analysis

Fire-Rescue's 3rd Quarter report for July 1 to September 30, 2011 are set out below.

Suppression Activity

Fire Suppression's 9-1-1 emergency call volumes for the 3rd Quarter of 2011 are presented in the table below.

Q3 saw a 11% decrease in 911 Medical First Responder calls over the same quarter in 2010. There has been a steady upwards trend of medical calls from 2008 to 2011. However, in Q3 the 2011 trend has decreased. The quarterly call volumes fluctuate from year to year and can be influenced by variables such as extreme weather conditions (wind storms, heat waves, cold snaps or the presence of ice, snow or heavy rain).

9-1-1 Emergency Call Volumes for Fire-Rescue				
Incident Type	Q3 of 2009	Q3 of 2010	Q3 of 2011	% +/- (compared to 2010)
Medical	1,184	1,250	1,107	- 11%
Motor Vehicle Incident	328	307	277	- 9%
Fire	196	173	140	- 19%
False Alarm	191	169	unavailable	-
Alarm No Fire	315	259	368	+ 42%
Public Service	202	226	202	- 10%
Public Hazard	50	49	27	- 44%
Hazardous Materials	32	30	21	- 30%
Response – Cancelled	unavailable	unavailable	224	-
Specialized Transport	unavailable	unavailable	11	-
Explosion	0	0	1	-
Technical Rescue	3	0	3	-
Totals	2,501	2,463	2,381	- 3%

Call Type Legend:

Medical includes: cardiac arrest, emergency response, home or industrial accidents

Alarm No Fire includes: accidental, malicious, equipment malfunctions

Public Service includes: assisting public, ambulance or police, locked in/out, special events, trapped in elevator, water removal

Public Hazard includes: aircraft emergency, bomb removal standby, object removal, or power lines down

Hazardous Materials includes fuel or vapour: spills, leaks, or containment

Explosion includes ruptured: boilers, gas pipes, or water pipes

Technical Rescue includes: aircraft, confined space, high angle, or water

A detailed breakdown of the 3rd Quarter medical calls by sub-type is set out in the following table.

Medical Calls by Type Q3– 2011

First Responder Totals				
	Medical	Volume	Medical	Volume
Abdominal Pain		17	Exposure	1
Allergic Reaction		11	Eye Problems	1
Animal Bite		3	Falls/Jumper	157
Assault		25	Headache	7
Back Pain		14	Heart Problems	17
Breathing Problem		181	Haemorrhage	29
Burns		2	Man Down	36
Cardiac		32	Overdose/Poisoning	26
Chest Pain		149	Maternity	4
Choking		9	Psychiatric	21
Seizures		31	General Sick	156
Diabetic		23	Stabbing/Gun/Penetrating Injury	3
Electrocution		1	Stroke	23
Unconscious/Fainting		63	Trauma	61
Entrapment		1		
Total				1,107

Community Response

The estimated building loss for the 3rd Quarter is \$1,607,895 and estimated content loss is \$105,010, for a total estimated loss of \$1,712,905.

Fire Calls By Type and Loss Estimates Third Quarter 2011				
Incident Type Breakdown	Call Volume	Estimated Building Loss	Estimated Content Loss	Estimated Loss Totals
Fire – Structure Total:	30			
Residential				
- Single-family	8	\$252,625	\$270	\$252,895
- Multi-family	10	\$625,000	\$100,240	\$725,240
Commercial/Industrial	12	\$408,200	\$3,500	\$411,700
Fire – Outdoor	93	\$4,250	\$500	\$4,750
Vehicle	17	\$317,820	\$500	\$318,320
Totals*	140	\$1,607,895	\$105,010	\$1,712,905

*The dollar losses shown in this table are preliminary estimates. They are derived from Fire's record management system and are subject to change due to delays in reporting and confirmation of actual losses from private insurance agencies (as available).

Hazmat

Hazmat - Calls By Type Third Quarter 2011	
HazMat Calls	Details
Hazmat Calls:	
Natural Gas/Propane Leaks (small)	9
Fuel Containment	7
Misc. (empty containers to unknown powder)	5
Total	21

Incidents

Notable emergency incidents, which involved RFR for this quarter, are:

Rescue

HazMat

- Clandestine drug laboratory raid assist with decontamination operations.
- Suitcase with white phosphorus reported.
- Responded to YVR with detection equipment. Investigations carried out and RFR stood down as no hazardous materials recorded.
- Gas Leak due to meter damaged.

Medical Events

- Responded to two cardiac arrest. Pulse restored in both incidents.
- 6 year old boy shot in chest.

Auto Extrication/Major Motor Vehicle Accident

- Motor vehicle incident involving bus under the Cambie Street overpass.
- Dislodged hydrant at No 4 Road.
- Vehicle went through back wall of an attached garage.
- Berry picking machine fire on Westminster Highway.
- Car fire on Westminster Hwy and Fraser Wood Place.

Fires – Residential

- Oven fire.
- Wild land fire at west end of Westminster Highway.
- Structure fire second alarm.
- Fire at vacant house on Montana Road
- Ceiling fan fire, possible asbestos in ceiling tiles all precautions taken.
- Structure fire with 8 RFR units with 25 members attended a duplex fire at Patterson Road.
- Kitchen fire on Minoru Blvd.

Fires – Commercial/Industrial/Institutional

- Mill fire.
- Brush fire at Rice Mill Road.
- Rubbish fire beside hydro electrical kiosk.
- Dumpster fire, mattress dumped beside dumpster and lit on fire.

Technical Rescue

- Aircraft crash, aircraft landing gear sank down in tarmac.
- Technical rescue team standing by for jumper on Knight Street Bridge.
- Requested to attend river rescue for large pleasure craft had struck a log boom.
- Sinking vessel, attended along with Coast Guard to pump out water then boat towed to dry dock.

Training

The training team at RFR deliver and facilitate training programs to all members of RFR in disciplines ranging from: personal protective equipment, firefighting and rescue practices to emergency vehicle operating and incident management. The training team also delivers leadership and interpersonal skills programs through in-house instructors, on-line training, and the use of external trainers. For the 3rd Quarter, the following highlights are noted:

- Creating a comprehensive single point of access for all RFR staff training records. RFR is supporting the City's H.R. department in developing a plan to populate Peoplesoft to update and maintain all RFR training records in PeopleSoft to assist the HR mandate through WorkSafe.
- Training has enlisted the support from Fire Prevention to develop and deliver a RMS populating refresher program in the following areas:
 - RMS Incidents
 - RMS Inspections
 - RMS Fire Reporting
 - RMS Motor Vehicle Incidents
 - RMS Medical Aid Responses
 - RMS Alarms Responses
- RFR Training staff has prepared and are currently conducting a nine-week Onboarding program for the most recent recruit firefighter intake. The preparation of this program included:
 - Reviewing all necessary standards and governance for training outcomes;
 - Planning and scheduling all training initiatives and instructors for the nine-week program;
 - Adapting the schedule to incorporate various city initiatives: H.R. City orientation, etc;
 - Seconding and training four suppression staff to facilitate the nine-week training program;

- Managing the delivery, evaluations and administration of the group during the program; and
 - Re-developing the ongoing educational needs for these recruits moving into the operational arena and completing their training requirements to the end of their first year of employment.
- The training staff facilitated the recertification and licensing of 45 operational staff in Medical first responder – this program delivered and evaluated by on-shift instructors and licensed through the EMA licensing board in Victoria.
 - Staff conducted assessments with City I.T. to fully utilise the various training rooms at the Firehall facilities in RFR. This program will be in support of the video-conferencing trail that RFR is currently working with I.T. on implementing and trialling.
 - Staff has re-deployed some of the portfolios found within the training division to better suit the individual abilities and work plan for the Assistant Training Officers and RFR.

Fire Prevention (Events & Activities)

Richmond Fire-Rescue participates in many community events and activities for public education and/or community relations purposes. Following are some of the noteworthy events attended during the 3rd Quarter:

- Steveston Salmon Festival
- Fish for the Future
- Kigoos Swim Meet
- City Centre and Outdoor Movie Nights
- Dolphin Classic Basketball Tournament
- Nations Cup Soccer Tournament
- Rick Hansen Test event
- Rally Rai Touch football Tournament
- Kidsafe Day
- Summer Concerts in the Park
- Maritime Festival in Steveston / Britannia Shipyards
- Fire extinguisher training
- Safety lecture for council and owners in high rise evacuation procedures
- Garlic Festival – Sunday
- Mark Cheng Foundation Crestwood Classic – Saturday
- Steveston Dragon Boat Festival
- Subramaniya Swamy Temple Walkathon
- RCA Fundraising BBQ
- Paws for the Cause
- Guan Yin Chanting Retreat-Pilgrimage
- Richmond Terry Fox Run
- COTS Annual Run/Walk
- School fire drills (September 26 to September 30)

October 24, 2011

- Richmond Lantern Festival

Richmond Fire Rescue co-hosted a workshop for Recruitment and Retaining Diversity in the Fire Service along with Fire 20/20, which was the subject of a separate report to Council.

Financial Impact

None.

Conclusion

Fire-Rescue is committed to providing Council with quarterly updates on its activities. The Fire Chief welcomes the opportunity to discuss Fire's activities and priorities with Community Safety Committee.

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

John McGowan
Chief, Richmond Fire-Rescue
(604-303-2734)



City of Richmond

Report to Committee

To: Community Safety Committee

Date: October 24, 2011

From: Phyllis L. Carlyle
General Manager, Law & Community Safety

File: 12-8060-01/2011-Vol 01

Re: Community Bylaws - September 2011 Activity Report

Staff Recommendation

That the Community Bylaws Monthly Activity Report dated October 24, 2011, from the General Manager, Law & Community Safety, be received for information.

Phyllis L. Carlyle
General Manager, Law & Community Safety
(604.276.4104)

FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:

Budgets
Engineering
Parks and Recreation

CONCURRENCE

Y ☒ N ☐
Y ☒ N ☐
Y ☒ N ☐

CONCURRENCE OF GENERAL MANAGER

REVIEWED BY TAG

YES

NO

☒

☐

REVIEWED BY CAO

YES

NO

☒

☐

Staff Report

Origin

This monthly activity report for the Community Bylaws Division provides information on each of the following areas:

1. Parking Program
2. Property Use
3. Grease Management Program
4. Animal Control
5. Adjudication Program
6. Revenue & Expenses

1. Parking Program

Customer Service Response

The average number of daily calls for service fielded by administration staff on parking issues for September 2011 was 44 – this includes voice messages, directly answered calls as well as emails; a decrease of approximately 11% when compared to the number of service calls reported for the month of August 2011.

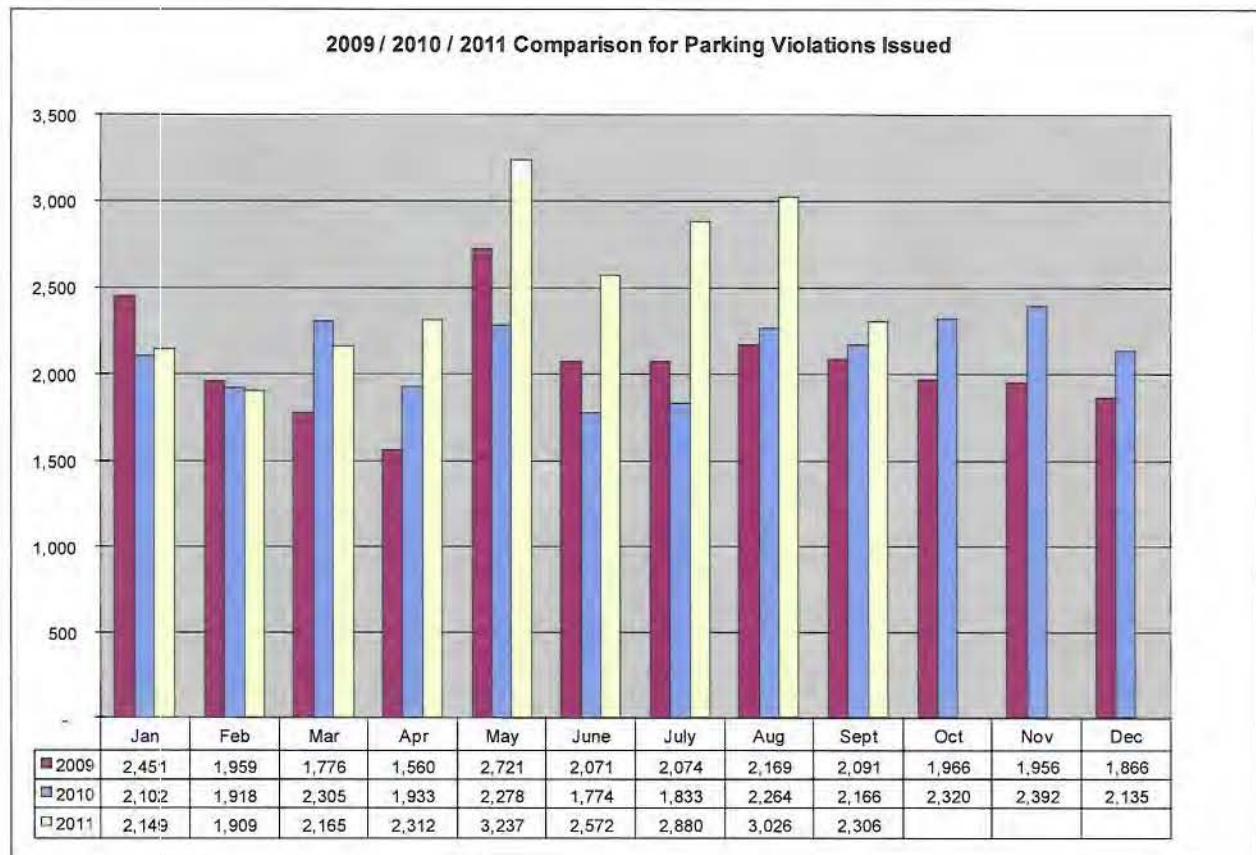
Enforcement Activity

- The number of parking violations that were either cancelled and/or changed to a warning for the month of September 2011 was 171 – approximately 7.4% of the violations issued in September 2011. The following chart provides a breakdown of the most common reasons for the cancellation of bylaw violation notices pursuant to Council's Grounds for Cancellation Policy No. 1100 under specific sections:

Section 2.1 (a) Identity issues	3.15%
Section 2.1 (c) Poor likelihood of success at adjudication	7.35%
Section 2.1 (d) Contravention necessary - health related	0.3%
Section 2.1 (e) Multiple violations issued for one incident	3.15%
Section 2.1 (f) Not in public interest	25.20%
Section 2.1 (g) Proven effort to comply	7.61%

- A total of 2,306 notices of bylaw violation were issued for parking / safety & liability violations within the City during the month of September 2011 – an increase of approximately 6.5 % when compared to the number of violations issued during the month of September 2010.

Following is a month-to-month comparison chart on the number of violations that have been issued for the years 2009, 2010 and 2011:



2. Property Use

Customer Service Response

The average number of daily calls for service fielded by administration staff on property use issues for September 2011 was 14 – this includes voice messages, directly answered calls as well as emails. This number is at par when compared to the number of daily service calls reported for the month of August 2011.

For September 2011, 163 inspection files were created and assigned for investigation and appropriate enforcement – an increase of approximately 47% when compared to September 2010. The increase in files is due largely to the enforcement staff's proactive efforts with regard to unsightly premises, boulevard maintenance and the abandoned/vacant home joint operations program.

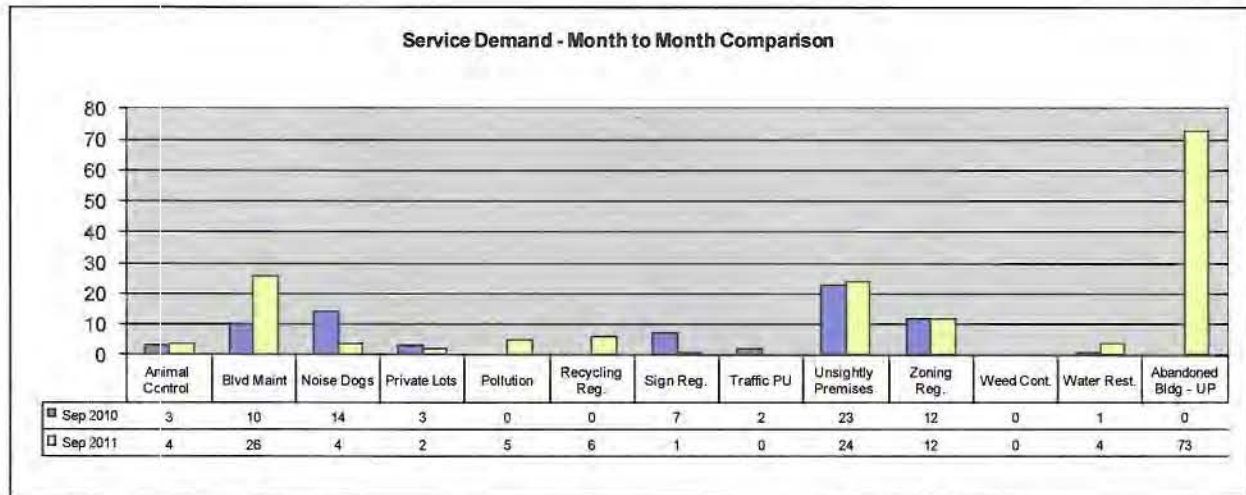
Enforcement Activity

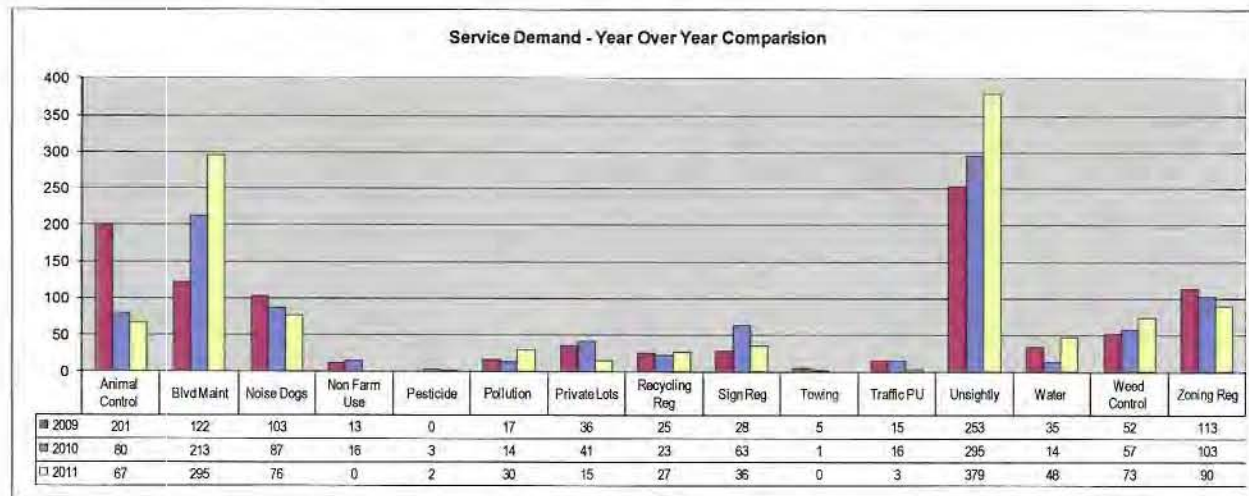
- Bylaw Liaison Property Use Officers continue to be committed to the delivery of professional by-law enforcement in a timely and effective manner. The mandate is to achieve compliance with the City's regulatory by-laws through education, mediation and, as necessary, progressive enforcement and prosecution.

- On September 24, 2011 staff conducted a “sign scoop” patrol for unauthorized signs on the west side of Richmond. The roadways patrolled included: Moncton, Chatham, London Rd Ferndale, Katsura Rd, Odlin Rd, Maple Rd, Granville Ave, Alberta St Gilbert Road, Blundell Road, No. 1 Road, 2nd Avenue, Moncton Road, Moersby Drive, No 2 Road, Steveston Highway (west of No 3 Rd), No 3 Road, Garden City Road. A total of 305 illegal signs were removed from City property as follows:

- 36 Sandwich Boards (SB) – Katsura, Alberta & Ferndale had the highest number of SB signs (50%) and the Steveston area had (25%).
- 133 Free Standing Signs (FS) – 70% of the F/S signs were removed from City boulevards on Maple Road.
- 136 Pole Signs (PS) – No 3 Road had the highest number of PS (30%) followed by Number 1 Road (19%) and No 2 Road (18%).

The following charts delineate Property Use service demand, by type, for September 2010 and September 2011 as well as a year-over-year running comparison:





3. Grease Management Program

The Grease Management Inspector conducted 33 regulatory visits to food sector establishments during the month of September 2011 - 22 of the establishments inspected were found to be in compliance - 11 of the establishments' required more than 1 visit due to varying restaurant operating times. There are currently 11 open files pending inspections for September 2011.

4. Dispute Adjudication Program

There were 14 cases processed at the Adjudication Hearing held on September 27, 2011 - 13 allegations were deemed to have occurred and 1 case was deemed not to have occurred.

The next hearing is scheduled for October 25, 2011.

5. Animal Control

- For the month of September 2011, there was 3 dog bite incidents reported.
- Staff issued 52 new dog licences during September 2011 to bring the total number of dogs licensed in Richmond for 2011 to 5,455. The number of dangerous dog licences issued or renewed in Richmond as of September 2011 is 75.
- City Animal Control Officers responded to 10 patrols during the month of September 2011.

6. Revenue and Expenses

The following information is an analysis for September 2011 compared to September 2010.

Consolidated Parking Program Revenue The total of meter, monthly permit and enforcement revenue is up 27.2% over 2010. Revenues for September 2011 are \$134,733 compared to \$105,935 for the same period last year. This positive increase is due largely to the efforts of our parking enforcement staff, ongoing additional revenue generated by our rate increases in the hourly meter rate, and the increase to the base price of parking fines that came into effect mid last year.

Meter Revenue is up 35.2% for the same period last year. Revenues for September 2011 are \$43,957 compared to \$32,499 for 2010.

Permit Revenue is down 2.2% over the same period last year. Revenues for September 2011 are \$9,845 compared to \$10,068 for 2010.

Enforcement Revenue is up 30.5% over the same period last year. Revenues for September 2011 are \$78,305 compared to \$59,996 for 2010. This is a result of increased enforcement activity by staff.

Richmond Oval Parkade Management Fee Revenue is down 22% over the same period last year. The City netted \$2,627 from the proceeds generated from parking at the Richmond Oval. This fee is based on 15% of gross revenue. Effective December 01, 2011, the Richmond Oval Corporation will take over operation and administration of the parkade.

The following chart provides a consolidated revenue comparison with prior years:





City of Richmond


Report to Committee

To: Community Safety Committee
From: Phyllis L. Carlyle
General Manager, Law & Community Safety
Re: **Community Bylaws - October 2011 Activity Report**

Date: November 24, 2011
File: 12-8060-01/2011-Vol 01

Staff Recommendation

That the Community Bylaws Monthly Activity Report dated November 24, 2011, from the General Manager, Law & Community Safety, be received for information.


Phyllis L. Carlyle
General Manager, Law & Community Safety
(604.276.4104)

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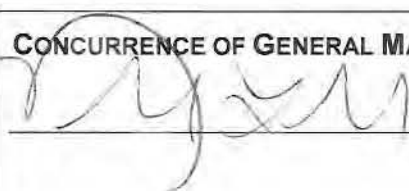
ROUTED TO:

Budgets
Engineering
Parks and Recreation

CONCURRENCE

Y ☒ N ☐
Y ☒ N ☐
Y ☒ N ☐

CONCURRENCE OF GENERAL MANAGER



REVIEWED BY TAG

YES

☒

NO

☐

REVIEWED BY CAO

YES

☒

NO

☐

Staff Report

Origin

This monthly activity report for the Community Bylaws Division provides information on each of the following areas:

1. Parking Program
2. Property Use
3. Grease Management Program
4. Animal Control
5. Adjudication Program
6. Revenue & Expenses

Analysis

1. Parking Program

Customer Service Response

The average number of daily calls for service fielded by administration staff on parking issues for October 2011 was 40 – this includes voice messages, directly answered calls as well as emails; a decrease of approximately 10% when compared to the number of service calls reported for the month of October 2010.

Enforcement Activity

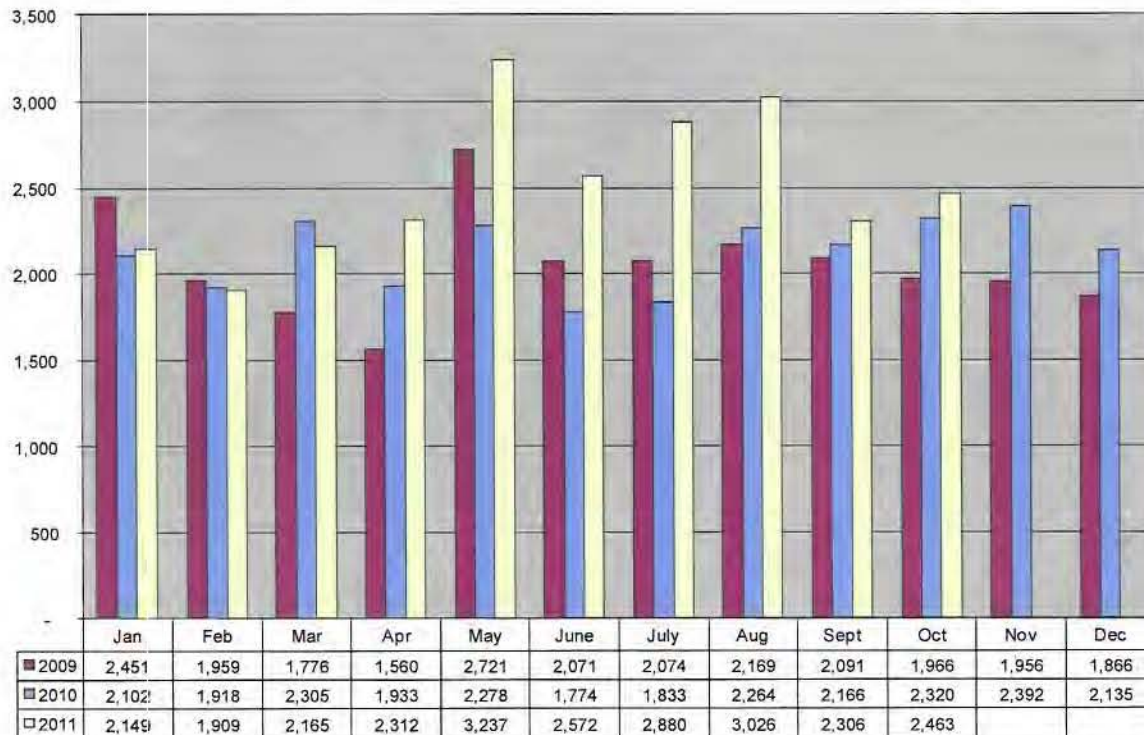
- The number of parking violations that were either cancelled and/or changed to a warning for the month of October 2011 was 175; 7.1% of the violations issued in October 2010. The following chart provides a breakdown of the most common reasons for the cancellation of bylaw violation notices pursuant to Council's Grounds for Cancellation Policy No. 1100 under specific sections:

Section 2.1 (a) Identity issues	4.57%
Section 2.1 (c) Poor likelihood of success at adjudication	18.86%
Section 2.1 (d) Contravention necessary - health related	0.0%
Section 2.1 (e) Multiple violations issued for one incident	8.0%
Section 2.1 (f) Not in public interest	49.14%
Section 2.1 (g) Proven effort to comply	15.43%
- A total of 2,463 notices of bylaw violation were issued for parking / safety & liability violations within the City during the month of October 2011 – an increase of approximately 6.2 % when compared to the number of violations issued during the month of October 2010.
- Meter vandalism for October 2011 included five units drilled and budget impact of \$7,500; November 23rd saw two full meters and contents stolen from McKim & Odlin neighbourhood.
- New enforcement protocol established for the former RCMP Detachment parking area which was re-designated for City staff parking.
- Worked closely with City Elections Office to assist in provision of complimentary short-term parking for voters during November at many of the polling stations.

- Due to a retirement in September and loss of auxiliary resources, our staffing levels are reduced and estimated monthly revenue loss due to vacancies \$12,000 to \$15,000 per month per officer.

Following is a month-to-month comparison chart on the number of violations that have been issued for the years 2009, 2010 and 2011:

2009 / 2010 / 2011 Comparison for Parking Violations Issued



2. Property Use

Customer Service Response

The average number of daily calls for service fielded by administration staff on property use issues for October 2011 was 11 – this includes voice messages, directly answered calls as well as emails; a decrease of approximately 27% when compared to the number of daily service calls reported for the month of September 2011.

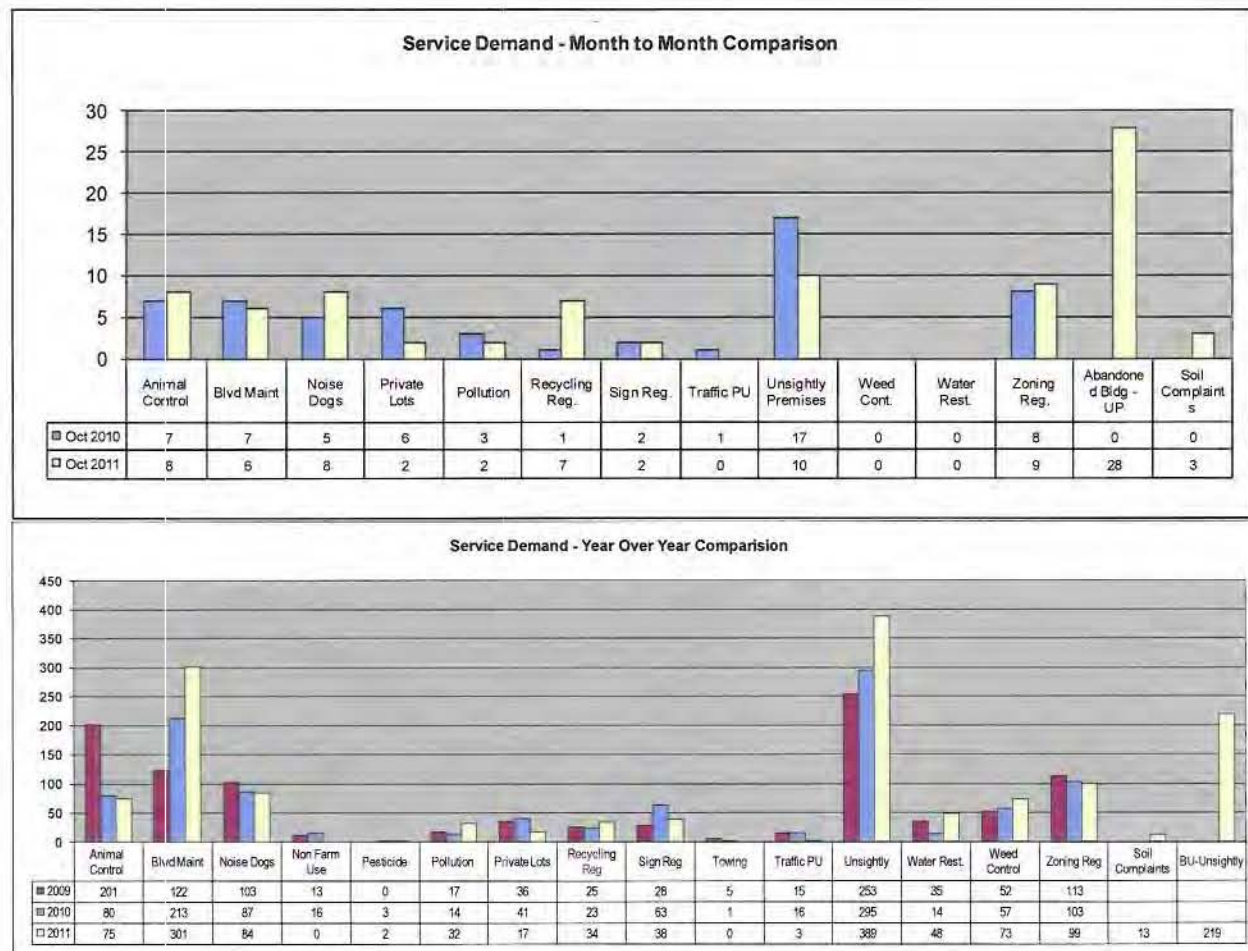
For October 2011, 85 inspection files were created and assigned for investigation and appropriate enforcement – an increase of approximately 49% when compared to October 2010. The increase in files is due largely to the enforcement staff's proactive efforts with regard to the abandoned/vacant home joint operations program.

Enforcement Activity

- Bylaw Liaison Property Use Officers continue to be committed to the delivery of professional by-law enforcement in a timely and effective manner. The mandate is to achieve compliance with the City's regulatory by-laws through education, mediation and, as necessary, progressive enforcement and prosecution.

- Every year our Bylaw Officers conduct patrols on Halloween night, these patrols assist in ensuring public safety and is part of an integrated team effort with the RCMP, Richmond Fire and Rescue, Enterprise Services and Emergency Programs. This year our Officers conducted patrols on October 31, reporting several calls related to fireworks complaints and the voluntary surrender on two occasions of related fireworks. The Officers conducted progressive enforcement and the evening was spent educating youth on the bylaw regarding the prohibiting of fireworks in Richmond. The fireworks were lodged the next day with the RCMP exhibits.

The following charts delineate Property Use service demand, by type, for October 2010 and October 2011 as well as a year-over-year running comparison:



3. Grease Management Program

The Grease Management Inspector conducted 42 investigations at food sector establishments during the month of October 2011 - 37 of the establishments inspected were found to be in compliance - 3 of the establishments required more than 1 visit due to varying restaurant operating times and are still pending. There is currently a total of 5 open files pending inspections for October 2011.

4. Dispute Adjudication Program

There were 14 cases processed at the Adjudication Hearing held on October 25, 2011 – 11 allegations were deemed to have occurred and 3 cases were deemed not to have occurred.

The next hearing is scheduled for January 24, 2011.

5. Animal Control

- For the month of October 2011, there were 7 dog bite incidents reported.
- Staff issued 28 new dog licences during October 2011 to bring the total number of dogs licensed in Richmond for 2011 to 5485. The number of dangerous dog licenses issued or renewed in Richmond as of October 2011 is 78.
- City Animal Control Officers responded to 8 requests for patrols during the month of October 2011.

6. Revenue and Expenses

The following information is an analysis for October 2011 compared to October 2010.

Consolidated Parking Program Revenue The total of meter, monthly permit and enforcement revenue is up 18.8% over 2010. Revenues for October 2011 are \$119,600 compared to \$100,714 for the same period last year. This positive increase is due largely to the efforts of our parking enforcement staff, the reduction of free parking options on private property and the prevalence of safety & liability issues involving traffic at the Canada line stations.

Meter Revenue is up 25.0% for the same period last year. Revenues for October 2011 are \$38,998 compared to \$31,199 for 2010.

Permit Revenue is up 25.3% over the same period last year. Revenues for October 2011 are \$12,717 compared to \$10,148 for 2010.

Enforcement Revenue is up 8.1% over the same period last year. Revenues for October 2011 are \$64,176 compared to \$59,367 for 2010. This is a result of increased enforcement activity by staff.

Richmond Oval Parkade Management Fee Revenue: The City netted \$3,709 from the proceeds generated from parking at the Richmond Oval. This fee is based on 15% of gross revenue.

The following chart provides a consolidated revenue comparison with prior years:



Conclusion

Community Bylaws staff continues to strive to maintain the quality of life and safety of the residents of the City of Richmond through coordinated team efforts with many City departments and community partners while promoting a culture of compliance.

Wayne G. Mercer
 Manager, Community Bylaws
 (604.247.4601)

CT:ct



City of Richmond

Report to Committee

To: Community Safety Committee

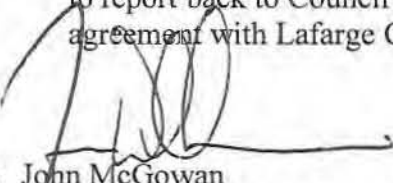
From: John McGowan
Fire Chief, Richmond Fire-Rescue

Date: November 29, 2011
File:

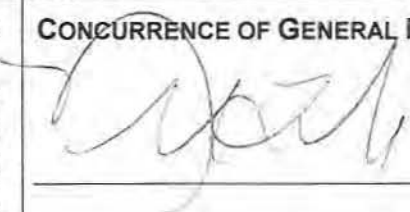
Re: Training Site at 7611 No. 9 Road - Richmond Fire-Rescue

Staff Recommendation

1. That the Chief Administrative Officer and General Manager of Law and Community Safety be authorized to negotiate and execute on behalf of the City a licence agreement between Lafarge Canada Inc. and the City for the use of a portion of 7611 No. 9 Road as a fire fighter training facility, on the terms and conditions outlined in the staff report entitled "Training Site at 7611 No. 9 Road – Richmond Fire Rescue" and dated November 29, 2011.
2. That the capital and operating costs for the training facility be considered as part of the 2012-budget process.
3. Staff be directed to meet with the owners of the property to the north of the proposed site and to report back to Council if the neighbours express any concerns prior to the execution of the agreement with Lafarge Canada Inc.

for 
John McGowan
Fire Chief, Richmond Fire-Rescue
(604-303-2734)

Atts. 3

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Sustainability (Environmental)	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Development Applications (Zoning)	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Facilities Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Business Licences	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Budgets & Accounting	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
RCMP	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

This report supports Council's Term Goal:

*"The City will have a stable, effective, and knowledgeable workforce to serve Council and the community now and into the future through:
9.3 Education programs that are effective for smooth and seamless transition"*

Representatives of Lafarge North America approached City staff offering free use of several acres of their industrial Richmond lands for the purposes of establishing a fire fighter training ground north of their cement plant (see Attachment I). This report provides Council with information to assist in its consideration of Lafarge's offer.

Findings Of Fact

Lafarge is an international company, being the largest diversified supplier of construction materials in the United States and Canada. Lafarge has been operating in Richmond since 1958 when they established their first North American plant in the area of No. 9, Nelson and Dyke Roads.

Richmond Fire-Rescue is interested in developing a suitably sized outdoor training site within Richmond to conduct their fire and rescue training exercises outside of an urban residential setting. Lafarge has offered the City's Fire-Rescue Division use of their property in Richmond and is prepared to enter into a formal agreement with the City for this purpose.

Richmond Fire-Rescue responds to many types of fire and rescue emergency 9-1-1 calls that often bring their own unique twists and challenges. Training exercises, both small and large-scale are key to Richmond Fire-Rescue's success. Frequent training keeps emergency responders sharp and ready to deploy when needed, and safe while they perform the emergency service.

Richmond Fire-Rescue operates from seven fire halls located in urban residential or commercial office settings. The existing fire hall sites are of varying sizes with many having some form of training incorporated within them. The existing fire hall sites and the training features in these urban fire halls lend themselves well to single company exercises where they practice auto extrication, ladder and rope rescue. However the existing fire hall settings and site sizes preclude the conducting of the following types of outdoor training exercises:

1. Multiple company exercises with yard drills like hydrant, hose and nozzle deployment management.
2. Evening training with its associated lights, mechanical equipment and personnel noise.
3. Live fire burns that create smoke.
4. Emergency vehicle driver training.
5. Simulated rescue events like: train car derailment, complex confined space rescue, live electrical wire, gas fires and shutoff, and hazmat equipment deployment.

Currently, No. 1 Fire Hall is the largest outdoor training site available to Richmond Fire-Rescue for multiple-company drills. The site is problematic given it has:

- ❑ Many adjunct functions operating on the same site including outdoor emergency vehicle apparatus repairs, traffic operations trailer; staff and visitor parking for the fire hall and fire headquarters.
- ❑ The potential risk for public pedestrian intrusion onto or near a live training site.
- ❑ Residential neighbours across the street to the south and the west requiring noise and nuisance considerations.

Richmond Fire-Rescue has recently used, with permission and free of charge, large public parking lots such as malls and movie theatres to conduct their emergency vehicle driver training. Unfortunately compensation is being sought for their continued use. Richmond Fire-Rescue has sent equipment and crews to Langley to use their live-fire burning facility, incurring staff overtime and facility usage fees.

City staff has explored several different Richmond locations in an attempt to accommodate a fire-training site. Sites explored included: Sidaway Road and Sea Island near YVR. For a variety of reasons these sites are not suitable, leaving Richmond Fire-Rescue without a viable large outdoor training area.

The creation of large outdoor fire fighter training sites is common within metro Vancouver with many sites established including: Vancouver, Surrey, Coquitlam, North Vancouver, Abbotsford and the Township of Langley. Local training sites are established within City boundaries to avoid travel time; overtime costs and the continued on-duty emergency service delivery to their respective Cities. Richmond Fire-Rescue will explore the opportunity of sharing the proposed training site with Richmond RCMP.

The Lafarge Canada Inc. ("Lafarge") property available for Richmond Fire-Rescue's use is approximately 2.5 acres and is located north of Lafarge's plant (*see Attachment 2*) at 7611 No. 9 Road. The site is large and has a level compact surface, ideal for emergency driver training and the inclusion of training features like the previously approved flashover simulator. The site is outside of the urban setting in an Industrial (1) zoned area where heavy industrial uses are permitted. Zoning has advised that the proposed fire training facility is considered to be in compliance with the existing permitted zoning and defined uses.

Should Council consider this report and its recommendations favourably, then Richmond Fire-Rescue staff would personally meet with the owners of the property directly north, adjacent to the training area. The owners would be apprised of Richmond Fire-Rescue's future on-site training activities and how the site is planned to be used. The meeting will allow Richmond Fire-Rescue an opportunity to answer questions and as needed, adapt its activities to move forward in a positive way. Lafarge owns the properties directly surrounding the site to the east, west and south of the training area. In the event the owners express concerns regarding the proposed use then these concerns would be reported to Council prior to the execution of the agreement with Lafarge.

The site is a former landfill with buried products that are considered solid in nature. The landfill is capped by a minimum of 1 metre of natural products in the area that Richmond Fire-Rescue would be operating a training site. Lafarge continues to work with the Ministry of Environment on a ground water monitoring program.

Lafarge and City staff has discussed the current condition of the site and the potential impact of fire's training activities. The identified environmental considerations and strategies to manage them are as follows:

1. Containment of Contaminants

The intent is to prevent the spill or spread of contaminants during practice. The strategy is to create a training center that uses propane fires that do not produce hydrocarbons. In the rare case that normal products are used to create a fire the products of combustion would be contained to the site. Regular maintenance of the containment areas to prevent spillage or overflow is the best approach.

2. Water Spray

Much like contaminants, potable water can cause problems in open watercourses if directly applied (due to chlorine content) or if allowed to run over a dirty or uncapped surface and draw pollutants like hydrocarbons, sediment, or concrete dust into the watercourse. The strategy is to mitigate by controlling run-off from the site and passing it through appropriate quality controls (i.e. silt fencing, oil-water separator, etc, depending on concern), or alternately, directing flow to open field or soils where it can infiltrate into the ground without running off into the ditch/watercourse.

3. Air Quality (related to burns)

Metro Vancouver regulates air quality, and advice will be sought from them. Richmond Fire-Rescue would follow established community standards as set out in the City's Fire Protection and Life Safety Bylaw No. 8306 for their own open burns. The Fire Department is specifically exempted from the need to issue itself a permit (ref. Section 4.5.1) when burning for training purposes. Fire-Rescue would check with Metro Vancouver to assess daily air quality concerns when considering training open burns that use normal combustible materials.

4. Landfill Closure

The proposed site for the training center is located atop of a closed landfill under the direction of the Ministry of Environment. All potential improvements, buildings and activities performed on site will be in compliance with any conditions or rules set out by the Ministry of Environment. Richmond Fire Rescue has provided Lafarge Canada with a list of potential training activities and buildings that are contemplated on the site; Lafarge Canada is in agreement with these proposals.

No environmental issues requiring further action were identified by either party.

Richmond Fire-Rescue would be looking to introduce onto the site temporary structures and training props, including:

1. a portable classroom
2. a low-rise modular container style training structure (*see Attachment 3*) to practice smoke and rapid intervention techniques
3. electrical and gas line props to simulate various emergency situations
4. water hydrants

Lafarge's offer allows the City's Fire-Rescue Division access to a site without the City having to purchase or use its existing land holdings for this purpose. Any structures or props introduced onto the site would be done in a manner that would allow for easy site decommissioning. The installation and annual operating expense for these structures and props would be the responsibility of the City. The annual operating business implications have been discussed and prepared in conjunction with the City's Facilities Services staff.

Should Council wish to pursue the partnership, then it would be appropriate for:

1. Staff to negotiate and execute a licence agreement between the City and Lafarge for the use of the portion of 7611 No.9 Road shown on Attachment 1.
2. Richmond Fire-Rescue to prepare and include the capital and operating business costs for the 2012 budget process.

The basic terms of the licence agreement would be:

1. Term: 10 years, with an automatic annual renewal and subject to termination with 6-months prior notice after the initial 10 years.
2. Permitted Uses: fire fighter training facility.
3. Licence fee: none.
4. Utilities: City will pay all utilities for the license area.
5. Training site improvements: City may install or place improvements on the site and will maintain ownership of these improvements.
6. Environmental Condition: Lafarge Canada Inc. is responsible to the Ministry of Environment for the condition of the site.

7. Maintenance: City is responsible for maintaining all buildings and site conditions during the tenure of the agreement.
8. Decommissioning: City will leave the site in appreciably the same condition as when obtained.

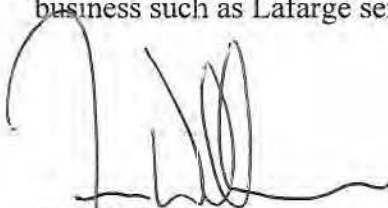
Financial Impact

The start-up financial impact for the City is estimated at \$200,000 (capital) with an estimated annual operating business implication (OBI) of \$35,000 which would include a portable classroom, a low-rise modular container style training structure to practice smoke and rapid intervention techniques, electrical and gas line props to simulate various emergency situations and water hydrants as well as general site maintenance of grounds and fences. If Council is supportive of the agreement, then detailed figures can be included in the appropriate 2012 Capital and Operating City budget request process.

Item Description	Capital Cost (estimated)	OBI (estimated)
Portable Classroom	\$0	\$10,000
Modular Fire training	\$200,000	\$10,500
General Site	\$0 (Valued at 2.7M)	\$15,000
Total	\$200,000	\$35,500

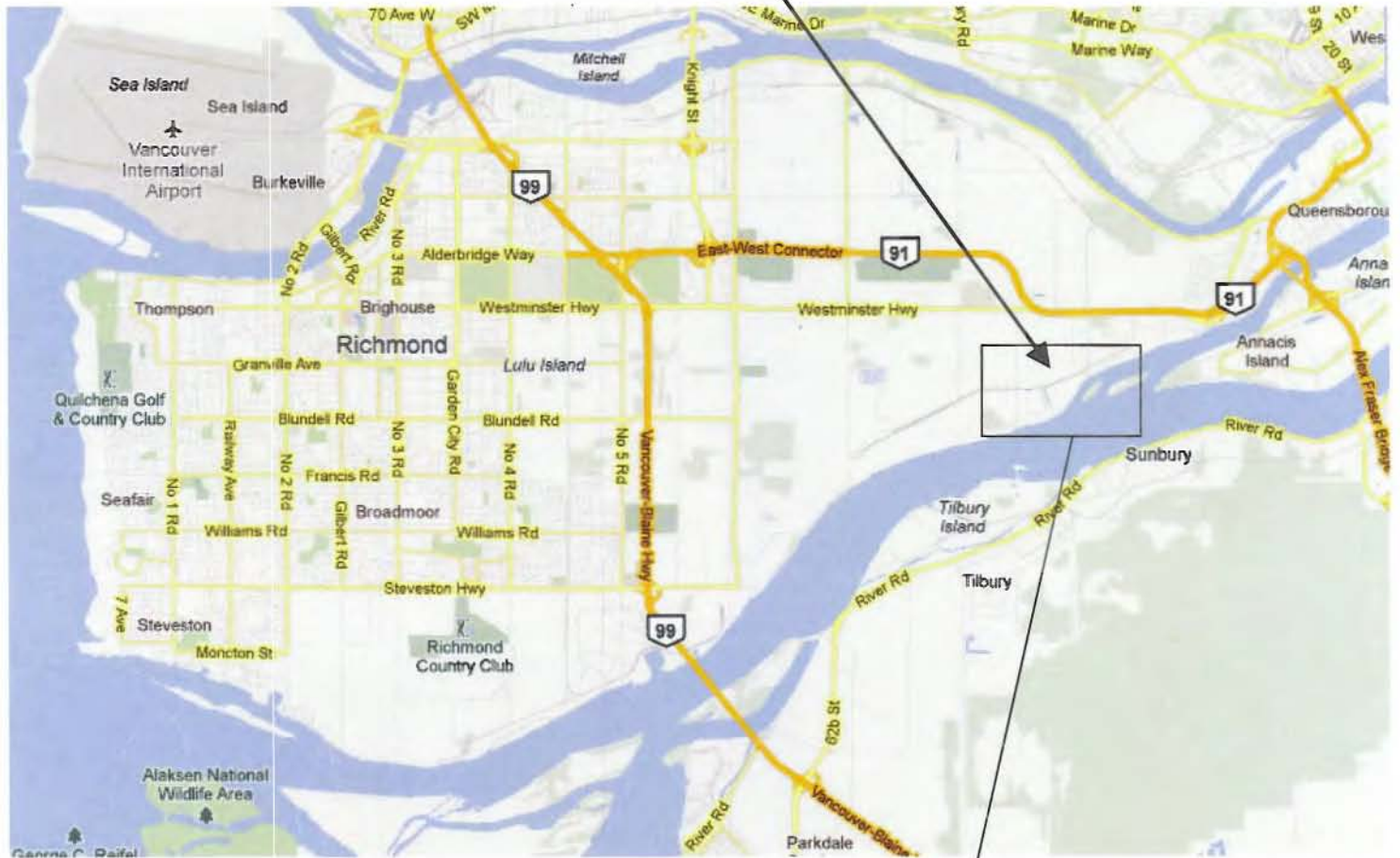
Conclusion

Both Lafarge and the City benefit from the proposed partnership and creation of a fire fighter training site. The establishment of a community partnership with a long-time Richmond business such as Lafarge serves to further strengthen community bond.



Tim Wilkinson
Deputy Chief - Operations
(604-303-2712)

Location Map



Proposed training site



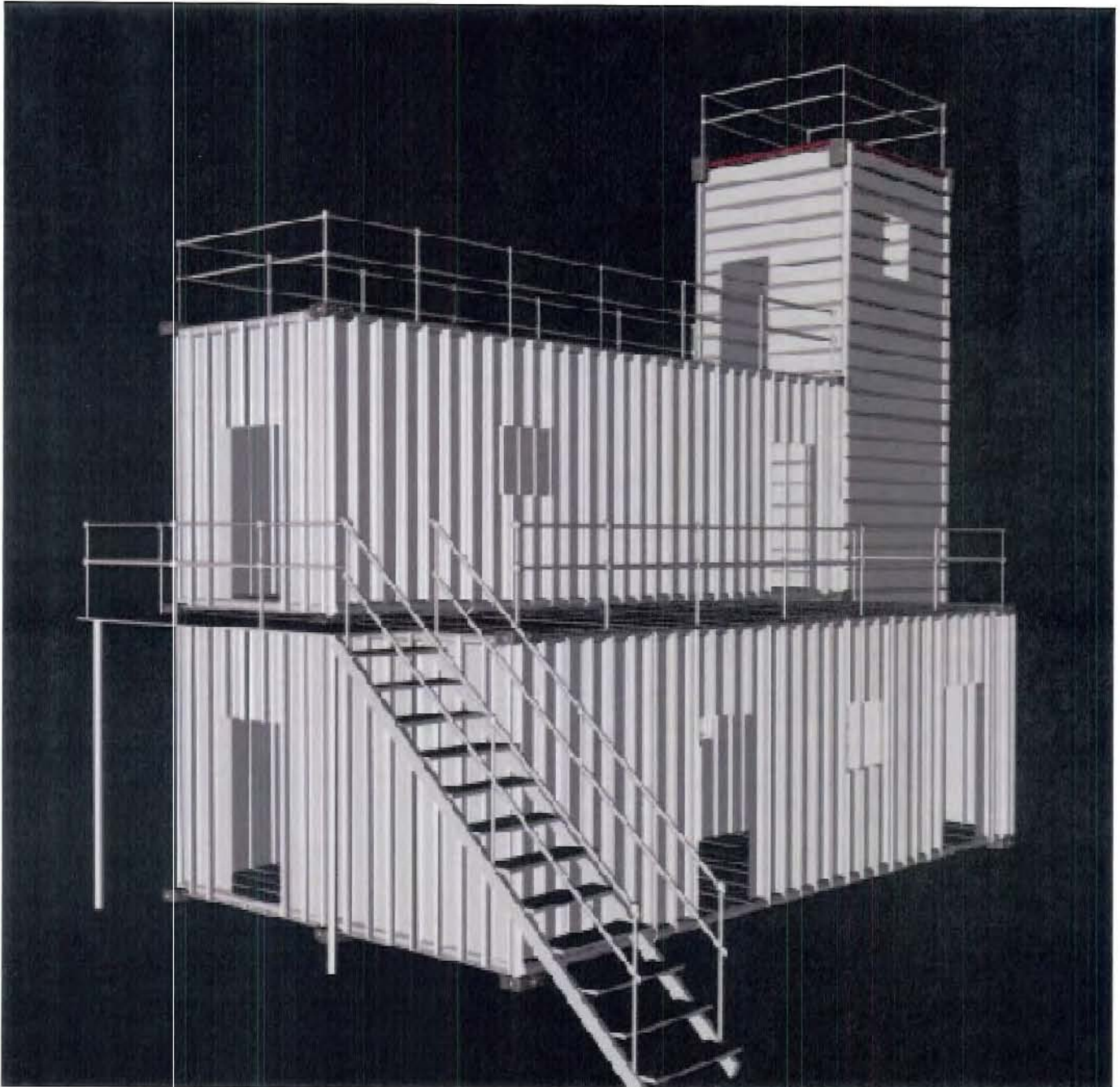
Proposed Richmond Fire-Rescue Training Site
7611 No. 9 Road (northwest corner)

Overspray area

Primary Training Area
(licence area)



Modular Fire Training Building





City of Richmond

Report to Committee

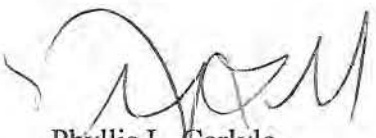
To: Community Safety Committee
From: Phyllis L. Carlyle
General Manager
Re: Regulation of Private Parking Operations

Date: October 28, 2011

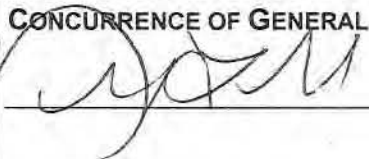
File:

Staff Recommendation

1. THAT Vehicle For Hire Regulation Bylaw No. 6900, Amendment Bylaw No. 8801 (Attachment 1) be introduced and given first, second and third reading; and
2. THAT Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8802 (Attachment 2) be introduced and given first, second and third reading.


Phyllis L. Carlyle
General Manager, Law & Community Safety
(604.276.4104)

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE.	CONCURRENCE OF GENERAL MANAGER	
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Business Licences	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The City's Vehicle For Hire Regulation Bylaw No 6900, in part, regulates the rates that tow truck operators and owners may charge for towing and storing impounded vehicles, the standard signage required to be posted, the circumstances and process under which a vehicle may be towed and the documentation required to support these actions. This bylaw was originally adopted by Council on November 1, 1998.

Analysis

Rates

Historically, for the applicable rates, the bylaw simply referred to section 43.05 of the *Motor Vehicle Act*. In September 2010, section 43.05 of the *Motor Vehicle Act* was repealed and replaced by a new schedule of rates outlined in the *Motor Vehicle Act* Regulation 262/2010 – Lien on Impounded Motor Vehicle Regulation (Attachment 3). The attached bylaw amendments would update the Vehicle For Hire Regulation Bylaw No. 6900 in order to refer to the proper legislation.

Signage

In addition, a number of citizen complaints have been brought to the attention of City staff regarding the effectiveness of the signage at numerous private parking facilities within the City and these investigations consume staff time and City resources. The existing system provides for the issuance of permits for an unlimited period of time with no schedule for review and a fee is charged only with the initial permit. At the present time, the City has 305 permits issued under this program.

An amendment to the permit process is recommended to limit the period of time that a permit is valid to a maximum period of 2 years. The reapplication process would provide an opportunity to review and update signage on a regular basis with a view to mitigating the number of future complaints and provide a regular revenue source to offset the cost of City resources. The renewal of the existing permit files will be conducted over the next 2 years.

Staff has also taken this opportunity to include the Vehicle For Hire Regulation Bylaw No 6900 in the list of bylaws, prohibitions and fines covered under the City's very successful bylaw dispute adjudication system.

Financial Impact

Additional revenue from the limitation of the permit to 2 years, based on the present inventory of 305 permits and the existing permit fee of \$50.00, which as part of the Consolidated Fees Bylaw No 8636 will be increased by the CPI annually, would average approximately \$7,600 per annum. This would offset the time that the existing Bylaw Officers would spend in reviewing the effectiveness of the on-site signage and issuing new permits.

Conclusion

Staff recommends the updating of the Vehicle For Hire Regulation Bylaw No 6900 to include the revised rates for towing and impounds, a defined period of 2 years for valid permits and the inclusion of enforcement under this bylaw within the City's bylaw dispute adjudication system.



Wayne G. Mercer
Manager, Community Bylaws
(604.247.4601)

WGM:wgm



**Vehicle For Hire Regulation Bylaw No. 6900
Amendment Bylaw No. 8801**

The Council of the City of Richmond enacts as follows:

1. The Vehicle For Hire Regulation Bylaw No. 6900, as amended, is further amended at PART SIX by adding the following at the end of Section 6.3.7:

A towing permit issued under this subsection will be valid for a maximum period of 2 years from the date of issuance.

2. The Vehicle For Hire Regulation Bylaw No. 6900, as amended, is further amended at PART SIX by deleting Section 6.3.10(b) in its entirety and substituting the following:

6.3.10 (b)(i) release a vehicle immediately if it becomes occupied after it has been **attached** to a tow truck, but before it has been removed from a private **parking lot or no parking area**, in which case storage and towing fees, costs and charges may be charged in the amounts set out in the *Motor Vehicle Act* Regulation 262/2010 – Lien on Impounded Motor Vehicle Regulation; and

(ii) provide the driver with a full written accounting on company stationery of all fees, charges and taxes paid.

3. The Vehicle For Hire Regulation Bylaw No. 6900, as amended, is further amended at PART SIX by deleting Section 6.5.1(d) and 6.5.1(e) in their entirety and substituting the following:

6.5.1 (d) release an impounded vehicle to the driver within 20 minutes of receiving full payment due under subsection 6.6.1, subject to any 'hold order' issued by the **Police Chief**;

(e) provide the driver with a full written accounting on company stationery of all fees, charges and taxes paid; and

(f) remove the original copy of the Tow-away Notice from the towed vehicle and retain it for a period of 90 days for inspection, upon request, by the **Licence Inspector**.

4. The Vehicle For Hire Regulation Bylaw No. 6900, as amended, is further amended at PART SIX by deleting Section 6.6 in its entirety and substituting the following:

6.6 Towing of Vehicles – Rates

- 6.6.1 The maximum rates for towing, impounding and storing vehicles are those set out in the *Motor Vehicle Act* Regulation 262/2010 – Lien on Impounded Motor Vehicle Regulation.
- 6.6.2 A tow truck **licencee** or **operator** must not charge a vehicle owner any fee for the services of any agent of the owner of the property from which the vehicle was towed, or any other fees or charges other than those set out in the *Motor Vehicle Act* Regulation 262/2010 – Lien on Impounded Motor Vehicle Regulation.
5. The Vehicle For Hire Regulation Bylaw No. 6900, as amended, is further amended at PART SIX by deleting Section 6.8 in its entirety and substituting the following:

6.8 Towing of Vehicles – Violations and Penalties

- 6.8.1 (a) A violation of any of the provisions identified in PART SIX of this bylaw shall result in liability for penalties and late payment amounts established in Schedule A of the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122*; and
- (b) A violation of any of the provisions identified in PART SIX of this bylaw shall be subject to the procedures, restrictions, limits, obligations and rights established in the *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122* in accordance with the *Local Government Bylaw Notice Enforcement Act, SBC 2003, c. 60*.
6. This Bylaw is cited as “**Vehicle For Hire Regulation Bylaw No. 6900, Amendment Bylaw No. 8801**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division
APPROVED for legality by Solicitor



**City of
Richmond**

Bylaw 8802

**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 8802**

The Council of the City of Richmond enacts as follows:

1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended at Part One – Application by adding the following after section 1.1(i):

“(j) Vehicle For Hire Regulation Bylaw No. 6900, as amended,”
2. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended by adding to the end of the table in Schedule A of Bylaw No. 8122 the content of the table in Schedule A attached to and forming part of this bylaw.
3. This Bylaw is cited as **“Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8802”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating Division 
APPROVED for legality by Solicitor 

SCHEDULE A to BYLAW NO. 8802

SCHEDULE A to BYLAW NO. 8122

Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
Vehicle For Hire Regulation Bylaw No. 6900 (1998)	Towing from parking lot without proper authorization	6.3.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Towing from no parking area without proper authorization	6.3.2	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure to erect or maintain prescribed towing company signs	6.3.4	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure to erect or maintain prescribed tow-away warning signs	6.3.5	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure to obtain a valid towing permit for a private parking lot	6.3.7	No	\$ 300.00	\$ 275.00	\$ 325.00	n/a
	Failure to complete Part B of the tow-away notice	6.3.10	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure to retain Tow-away Notice for period of 90 days	6.3.10(a)(ii)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
	Failure to provide a full written accounting of fees, charges and taxes	6.3.10(b)(ii)	No	\$ 300.00	\$ 275.00	\$ 325.00	n/a



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IMPORTANT INFORMATION

B.C. Reg. 262/2010

Deposited September 15, 2010

Supt. of Motor Vehicles

effective September 20, 2010

Motor Vehicle Act

LIEN ON IMPOUNDED MOTOR VEHICLE REGULATION

Lien on impounded vehicle

- 1 The following fees, costs and charges are prescribed for the purposes of section 255 (2) (a) of the Act:

(a) for storage:

- (i) \$19.55 per day for impound lots located within the Greater Vancouver Regional District, the District of Squamish, the District of Chilliwack, the District of Abbotsford, the District of Mission or the City of Victoria;
- (ii) \$16.10 per day for impound lots located outside the areas described in subparagraph (i);

(b) for towing, as set out in the following table:

Item	Distance	Size and Weight of Vehicle		
	Column 1	Column 2	Column 3	Column 4
		Up to 3 628 kg GVW Automobiles, vans, pickups, motorcycles	3 629 kg to 7 257 kg GVW Medium duty trucks and trailers	7 258 kg GVW and over Heavy trucks and trailers
1	Up to 6.0 km	\$78.89	\$92.17	\$153.64
2	6.1 to 16.0 km, add per km	\$2.99	\$3.45	\$4.31
3	16.1 to 32.0 km, add per km	\$2.47	\$3.16	\$3.68

4	32.1 km and over, add per km	\$2.19	\$2.59	\$2.99
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[Provisions relevant to the enactment of this regulation: *Motor Vehicle Act*, R.S.B.C. 1996, c. 318, section 269]

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Finance Committee

Anderson Room, City Hall
6911 No. 3 Road

Monday, December 12, 2011

Immediately Following the Open General Purposes Committee meeting

Pg. # ITEM

MINUTES

- FIN-5** *Motion to adopt the minutes of the meeting of the Finance Committee held on Monday, October 3, 2011.*



BUSINESS AND FINANCIAL SERVICES DEPARTMENT

- FIN-9** 1. **TANGIBLE CAPITAL ASSETS**
(File Ref. No.) (REDMS No. 3365168)

TO VIEW eREPORT CLICK HERE

See Page **FIN-09** of the Finance agenda for full hardcopy report

Designated Speaker: Jerry Chong

STAFF RECOMMENDATION

That the staff report entitled “Tangible Capital Assets” dated November 4, 2011 from the Director, Finance, be received for information.



- FIN-13** 2. **FINANCIAL INFORMATION – 3RD QUARTER 2011**
(File Ref. No. 03-0970-09-01) (REDMS No. 3414750)

TO VIEW eREPORT CLICK HERE

See Page **FIN-13** of the Finance agenda for full hardcopy report

Designated Speaker: Jerry Chong

STAFF RECOMMENDATION

That the staff report on Financial Information for the 3rd Quarter ended September 30, 2011 be received for information.



FIN-33 3. 3RD QUARTER 2011 - FINANCIAL INFORMATION FOR THE RICHMOND OLYMPIC OVAL CORPORATION

(File Ref. No.) (REDMS No. 3420069)

TO VIEW eREPORT CLICK HERE

See Page **FIN-33** of the Finance agenda for full hardcopy report

Designated Speaker: Andrew Nazareth & John Mills

STAFF RECOMMENDATION

That the report on Financial Information for the Richmond Olympic Oval Corporation for the third quarter ended September 30, 2011 from the Controller of the Richmond Olympic Oval Corporation be received for information.



FIN-41 4. 2012 UTILITY BUDGETS AND RATES

(File Ref. No.) (REDMS No. 3398960)

TO VIEW eREPORT CLICK HERE

See Page **FIN-41** of the Finance agenda for full hardcopy report

Designated Speaker: Jerry Chong

STAFF RECOMMENDATION

That the 2012 Utility Expenditure Budgets, as outlined under Options 1 for Water, Sewer, Solid Waste & Recycling, and Option 3 for Drainage & Diking as contained in the staff report dated December 1, 2011 from the General Managers of Business and Financial Services and Engineering & Public Works, be approved as the basis for establishing the 2012 Utility Rates.



Pg. # ITEM

- FIN-83** 5. **2012 UTILITY RATE AMENDMENT BYLAWS**
(File Ref. No.) (REDMS No. 3423695)

[TO VIEW eREPORT CLICK HERE](#)

See Page **FIN-83** of the Finance agenda for full hardcopy report

Designated Speaker: Jerry Chong

STAFF RECOMMENDATION

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

- (1) *Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 8847;*
- (2) *Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 8848;*
- (2) *Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 8846.*

☐

ADJOURNMENT

☐

Finance Committee Agenda – Monday, December 12, 2011

Pg. #	ITEM
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Finance Committee

Date: Monday, October 3, 2011

Place: Anderson Room
Richmond City Hall

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

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on Tuesday, September 6, 2011, be adopted as circulated.

CARRIED

BUSINESS AND FINANCIAL SERVICES DEPARTMENT

1. **2012 PERMISSIVE EXEMPTION BYLAW 8793**

(File Ref. No. 03-0925-02-01) (REDMS No. 3260855)

It was moved and seconded

That the 2012 Permissive Exemption Bylaw 8793 be introduced and given first, second, and third readings.

The question on the motion was not called as a discussion ensued between members of Committee and staff regarding the exemption of the leaseholder of the City-owned Scotch Pond, at 2220 Chatham Street.

Reference was made to the July, 2011 referral to staff, wherein the General Purposes Committee requested that staff report back on the status of Scotch Pond including future plans, community initiatives and an update on any activities.

Finance Committee
Monday, October 3, 2011

Staff was directed to provide a memorandum to Council, before the Tuesday, October 11, 2011 Council meeting, detailing: (i) the status of the Scotch Pond Heritage Society; (ii) the agreement between the City and Scotch Pond Heritage Society; and (iii) the Society's tax exemption.

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

2. CONSOLIDATED FEES BYLAW NO. 8636, AMENDMENT BYLAW NO. 8798 BUSINESS LICENCE BYLAW NO. 7360, AMENDMENT BYLAW NO. 8799

(File Ref. No.) (REDMS No. 3282872, 3280202, 3280163, 3279315)

It was moved and seconded

- (1) That Consolidated Fee Bylaw No. 8636, Amendment Bylaw No. 8798 which introduces a Business Licence Fee Schedule and increases all fees by 2% as detailed in the report from Director, Finance be introduced and given first, second and third readings; and*
- (2) That Business Licence Bylaw No. 7360, Amendment Bylaw No. 8799 that deletes the Business Licence Fee Schedule as described in the staff report dated September 12, 2011 from the Director, Finance be introduced and given first, second and third readings.*

The question on the motion was not called as staff responded to Committee queries regarding business licences for adult oriented uses, and attendance by City staff at false alarms generated by security systems. Staff then responded to a further query regarding building inspector fees.

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

3. 2ND QUARTER 2011 – FINANCIAL INFORMATION FOR THE RICHMOND OLYMPIC OVAL CORPORATION

(File Ref. No.) (REDMS No. 3365025)

Committee requested that Oval staff provide Council with more detailed analysis regarding ice usage, track usage and court usage, beyond the overall percentage of use in the three separate zones.

In response to a query, John Mills, General Manager, Richmond Olympic Oval, advised that the Oval is attracting a new market of users, and is not drawing interest, or users, away from the City's community centres.

It was moved and seconded

That the report on Financial Information for the Richmond Olympic Oval Corporation for the second quarter ended June 30, 2011 from the Controller of the Richmond Olympic Oval Corporation be received for information.

CARRIED

Finance Committee
Monday, October 3, 2011

4. **MANAGER'S REPORT**

Jerry Chong, Director of Finance, introduced Committee to the City's new Manager of Budgets and Accounting, Nashater Sanghera.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:12 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the Finance
Committee of the Council of the City of
Richmond held on Monday, October 3,
2011.

Mayor Malcolm D. Brodie
Chair

Sheila Johnston
Committee Clerk



City of Richmond

Report to Committee

To: Finance Committee
From: Jerry Chong
Director, Finance
Re: Tangible Capital Assets


Date: November 4, 2011

File:

Staff Recommendation

That the report on tangible capital assets from the Manager, Finance Systems Support, be received for information.


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

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Community Social Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Information Technology	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Fire Rescue	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Recreation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Project Development	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Heritage and Culture	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

This report provides an update with respect to the accounting treatment and inventory on the City's Tangible Capital Assets (TCA). The purpose of financial statements is to provide information about the financial position, performance and changes in financial position of an enterprise that is useful to a wide range of users in making economic decisions. Financial statements should be understandable, relevant, reliable and comparable. Reported assets, liabilities, equity, revenue and expenses are directly related to an organization's financial position and further information beyond financial statements is provided in order for users to make assessments and judgements concerning operations and management. This report deals specifically with Tangible Capital Assets.

Analysis

Under generally accepted accounting principles (GAAP) expenses are the cost of the economic resources that are consumed in and identifiable with the operations of the accounting period. For example, salaries, utility charges and supplies are consumed during a given period. Whereas, assets are economic resources, which are controlled by an entity as a result of past transactions or events and from which future economic benefits are expected to be obtained. Tangible capital assets are a significant economic resource managed by the City and a key component in the delivery of many City programs.

Effective with the City of Richmond's 2009 audited financial statements was the change in accounting for Tangible Capital Assets (TCA). The City now capitalizes TCA and figures were restated to show the historical cost of the assets, amortization expense and remaining net book value (NBV) based on the useful life. Previously TCA were expensed in the year of acquisition. Current GAAP measures the consumption of resources through the amortization of the TCA during each accounting period, which is consistent with the practices of other governments and the private sector.

Historical cost is the actual cost of the asset or the estimated cost at the date of acquisition. This includes land assets from as early as the 1800's and infrastructure from the 1930's. Accounting standards require the use of Historical cost for financial statement presentation. Replacement cost is not utilized under GAAP in preparing financial statements due to the problems in establishing an accurate and reliable valuation of the asset. However, various departments could provide additional information with condition assessments and replacement costs in their own context. For water, sewer, drainage and road infrastructure, Engineering staff reported to Council on June 27, 2011, utilizing replacement value. For facility infrastructure, Project Development staff reported to Committee on September 21, 2011 utilizing replacement costs and the facility condition index.

The NBV of the assets, which is calculated based on the historical cost less accumulated amortization, represents the future balance of the asset. When reviewing the NBV it should be assessed in conjunction with the overall NBV ratio. This is calculated by taking the future

balance divided by the historical cost. The higher the ratio, the newer the assets, for example Building and Improvements have 74% of their useful life remaining. The City's tangible capital assets NBV at December 31, 2010 was \$1.71 billion, 70% of which is still not consumed.

For operational purposes various other City departments may utilize alternative valuation methods, however for purposes of financial accounting the City uses historical cost.

The following table summarizes asset data as at December 31, 2010:

2010 Tangible Capital Asset Data Summary

in (\$'000s)	Historical cost balance at Dec 31, 2010	2010 additions	2010 amortization expense	Net book value at Dec 31, 2010	2010 NBV%
Land	543,098	95,333	-	543,098	100%
Work In Progress	34,379	15,502	-	34,379	100%
Total non-depreciable assets	577,477	110,835	-	577,477	100%
Infrastructure	1,455,639	34,573	29,338	864,378	59%
Roads	490,024	8,797	12,437	256,504	52%
Storm Drainage	452,618	8,914	6,348	296,980	66%
Sanitary Sewer	210,754	620	3,243	128,107	61%
Water works	198,646	7,870	2,882	118,826	60%
Parkland Improvement	69,103	7,282	3,671	41,628	60%
Street Lights	34,495	1,089	756	22,333	65%
Buildings and improvements	313,067	7,279	11,386	232,578	74%
Equipment	81,498	5,611	5,832	33,679	41%
Traffic Signals	27,676	434	1,077	16,543	60%
Fleet	22,367	2,452	1,541	6,086	27%
Information Technology	17,551	2,256	1,833	5,738	33%
Law and Community Safety	11,758	338	802	4,235	36%
Oval Corporation	1,712	132	485	824	48%
General	434	-	94	253	58%
Library	8,203	1,441	1,169	3,066	37%
Total depreciable assets	1,858,407	48,904	47,725	1,133,701	61%
Total	\$2,435,884	\$159,739	\$47,725	\$1,711,178	70%

The Asset Management (AM) module in PeopleSoft has been implemented and serves as the central repository for the tracking and reporting of assets. Finance and various departments have incurred many hours to record asset information into the AM module. The database is extensive and made up of assets that are diverse and unique, such as aquatic centres, arenas, bridges, community centres, dykes, fire halls, libraries, parks, roads, vehicles and so on.

Consistent with the Long Term Financial Management Strategy, each respective department has established individual asset replacement plans in order to address assets with low ratios to ensure the City's aging assets are replaced on a proactive basis.

Financial Impact

None

Conclusion

That the report on tangible capital assets be received for information.

A handwritten signature in dark ink, appearing to read "Lisa Skippen". The signature is fluid and cursive, with the first name "Lisa" and last name "Skippen" clearly distinguishable.

Lisa Skippen
Manager, Finance Systems Support
(8660)



City of Richmond

Report to Committee

To: Finance Committee

Date: November 30, 2011

From: Jerry Chong
Director, Finance

File: 03-0970-09-01/2010-
Vol 01

Re: Financial Information - 3rd Quarter 2011

Staff Recommendation

That the report of Financial Information for the 3rd Quarter ended September 30, 2011 be received for information.

Jerry Chong
Director, Finance
(4064)

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Enterprise Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Information Technology	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Sewerage & Drainage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Water Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Community Bylaws	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Fire Rescue	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
RCMP	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks and Recreation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Building Approvals	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Project Development	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

Staff Report

Origin

Information for the 3rd quarter ended September 30, 2011 is being provided to Committee with economic updates with respect to Canada, the Province of BC, the City of Richmond, and the financial activity and position of the City.

Analysis

Global Economic Overview

Further to the global issues occurring earlier this year, with the recent sovereign debt crisis in Europe and the political impasse over the U.S. debt ceiling, the global economy has deteriorated in recent months causing Real GDP (Gross Domestic Product) forecast for 2011 to be revised down to 3.2%, compared to 3.6% in June.

Canadian Economic Overview

The global trend is also reflected in Canada's economic forecast. According to TD Economics, the Canadian economic outlook is especially vulnerable to the slow growth in the U.S. triggering a trending down of Real GDP to 2.2% from 2.8% in June.

Certain factors are important when looking at Canada's economic outlook:

- Household debt-to-income ratio likely to climb above 150% causing personal consumption growth to be held to 2.5% (down from 3.7%);
- Business investment is key to economic growth driven by elevated commodity prices, strong corporate balance sheets, low interest rates and a supportive tax structure;
- Stronger than anticipated housing demand and non-residential construction fuelled by low interest rates is the exception to slow growth;
- Turmoil in financial markets causing commodity prices to come down but is forecasted to hold up at the elevated levels; and
- Interest rates not expected to increase until early 2013.

Province of BC Economic Overview

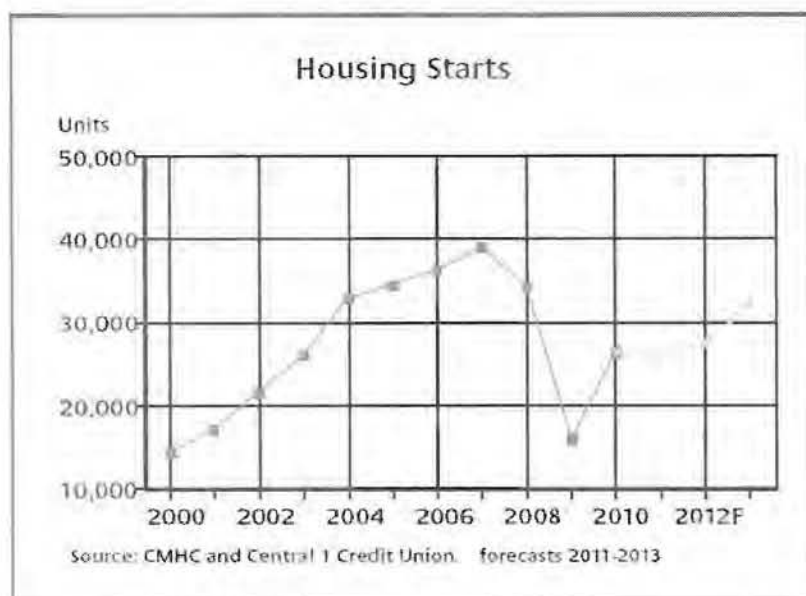
Central 1 Credit Union reports that the following trends from the quarter reflect BC's economy:

- Real GDP slows to 2.4% growth in 2011, from 3.8% in 2010;
- Employment levels have surged in September rising by 1.4% or 31,600 persons but the unemployment rate is forecasted to remain at 7.7% for 2011 compared to 7.6% in 2010;
- Provincial population is forecast to expand at 1.1% in 2011, dropping from growth levels of 1.7% and 1.6% for 2009 and 2010, respectively;
- Housing starts remain unchanged and will continue to trend upwardly due to the end of Harmonized Sales Tax (HST) in 2013;
- The Consumer Price Index (CPI) is forecasted to rise to 2.3% for 2011 from 1.4% in 2010;
- Housing prices have plateaued at elevated levels while the sales-to-inventory ratios have transitioned to a buyers' market; and

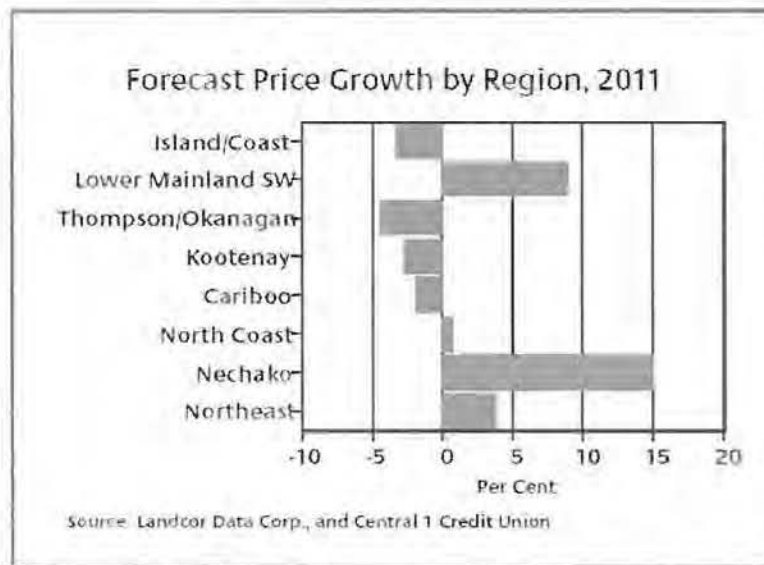
- Building permits in August rose up by 3.4% from July due to the increase from multiple-family permits as both single-detached and non-residential permits have decreased.

City of Richmond Overview

There are similarities in the economic forecasts of the Canadian and BC outlook with economists all agreeing that the current economy is slow moving. Although this pertains to the City as well, historically the main factors that revolve around real estate market, i.e. housing starts, median selling prices, building permits and development applications, play an important role in determining the City's economic overview. From the statistics that the City gathers and produces, housing starts are significantly lower than prior periods, both for the quarter and year-to-date. The decreases equate to 59.5% for the same quarter and 42.2% cumulatively. The silver lining can be seen in the number of demolitions, which has increased annually by 60.9% from 2010 and 18.8% on a year-to-date basis. The year-to-date building permit revenues of 5.1M are also higher than the same point last year. From this, the City can potentially expect a rise in the future housing starts over the next year(s) as has been forecasted for BC on the graph below.



Economists have also realized from recent history that the Lower Mainland's real estate market does not perform and/or act similarly to other parts of Canada and BC as can be seen on the following chart.



This also holds true for Richmond, where the median selling prices have again increased from the previous year. The median selling prices have increased for a single family detached home to \$1.02M, a townhouse to \$0.56M and an apartment to \$0.35M. This equates to escalations of 23.0% for a single family detached home, 7.5% for a townhouse and 4.7% for an apartment.

It is suggested that these inflated prices might be affecting the number of sales in Richmond which has dropped by 8.4% for the current quarter as compared to the same period in 2010, but economists believe that with the elimination of the HST not being in effect until 2013 and with the heavy debt burden accumulated by individuals, it has caused potential home buyers to postpone their purchases. The number of sales for the current year compared to 2010 is relatively unchanged with a drop of 2.6%.

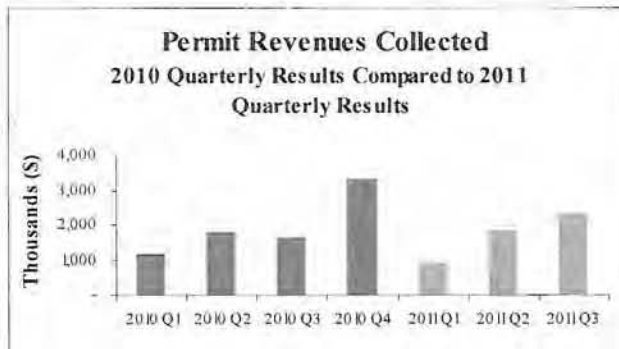
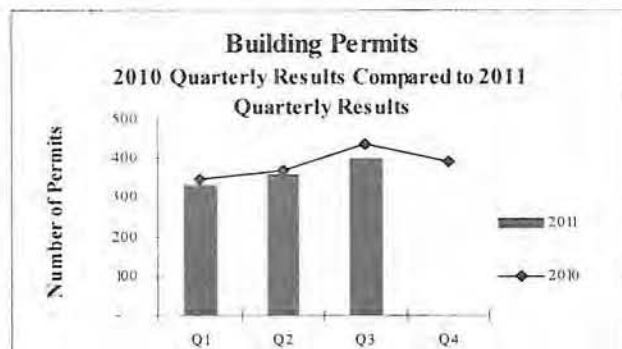
Richmond has again realized an increase in business activity especially for the industrial sector as the vacancy rates have decreased from a rate of 4.5% in 2010 to 4.2% in 2011. This vacancy rate decrease is still occurring while total new space available has increased by over 400,000 square feet, up from over 250,000 additional square feet in the previous quarter. Office space vacancy remains a challenge as the total square feet of vacant space has increased by 17.5% from the previous year.

Permit Revenues

As much as there was a boom in the construction industry in 2010, in Richmond both the number of building permits and development applications have seen only a slight decline from the last year's record levels. The number of building permits has decreased by 8.0% and 5.0% for the comparative quarter and year-to-date, respectively.

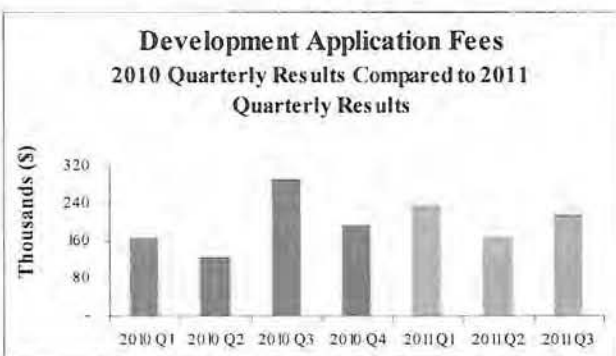
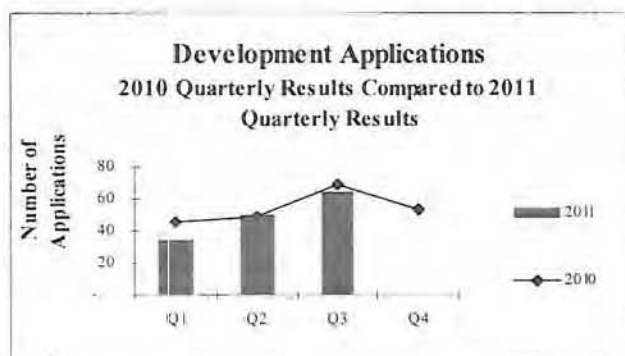
The revenues collected for permits issued during the 3rd quarter of 2011 were higher than the same period last year. This increase in the current quarter is due to the recognition of \$0.35M of revenues to offset service costs incurred in the current quarter related to on-going construction

projects. This has increased the year-to-date revenues by 18.0% as compared to 2010. The total construction value for 2011 of \$320.8M has dropped by 15.3% from \$378.7M for 2010. The provincial forecast for housing starts to trend upwardly as the end of HST approaches in 2013.



Development Applications

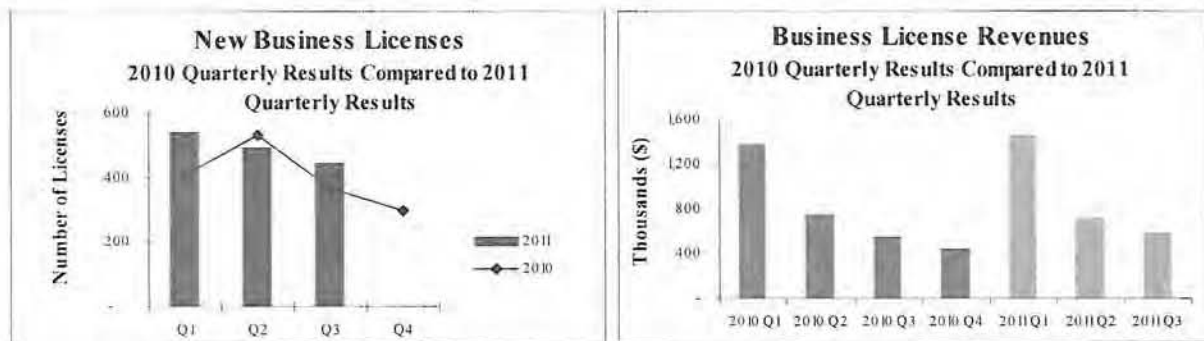
The number of development applications has decreased 7.2% and 15.3% for the comparative quarter and year-to-date periods respectively. Although the number of development applications received in the 3rd quarter and year-to-date in 2011 has decreased from the levels in 2010, related revenues show a small increase. Revenues collected to date in 2011 are 5.3% higher than in 2010, largely because of increased revenues associated with Administration Fees for projects that are now under construction.



Other Revenues

➤ Business Licenses

The total number of business licences issued to date in 2011 are comparable to 2010, 13,107 to 12,888 licences, respectively. In the same quarter last year, there were a number of business licences discontinued. That trend has not continued into the current year. With the increased enforcement and collections of outstanding receivables during this year, the current year-to-date revenues of \$2.8M is 2.5% higher as compared to last year. The number of new licences in 2011 of 1,484 a 13.5% increase from 1,308 last year, is indicative of the growth that Richmond is experiencing.



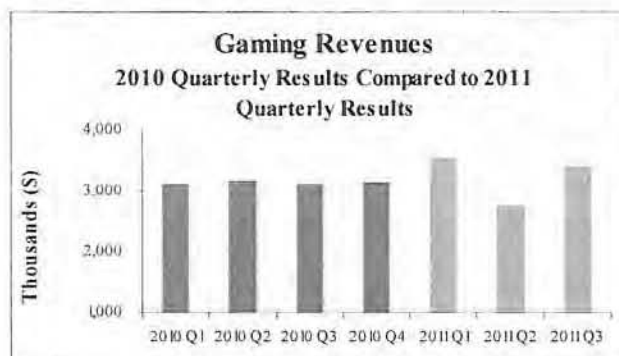
➤ Permits and Enforcement (Parking Program)

The permit and enforcement (Parking Program) revenues of \$0.4M and \$1.1M for the quarter and year-to-date, respectively are higher than the same periods last year due to full utilization of on-street pay parking resources near construction sites and an increase in the enforcement of traffic safety & liability issues around the Canada Line.



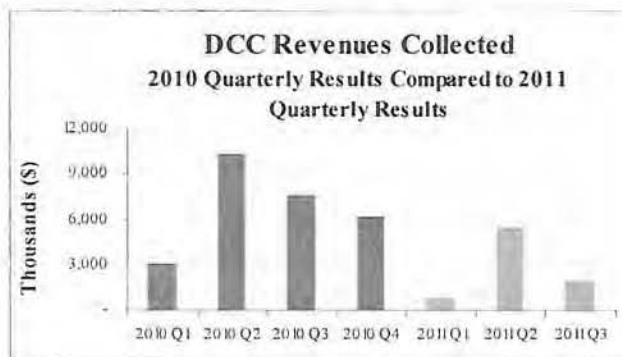
➤ Gaming Revenue

Gaming revenues of \$3.4M for the 3rd quarter and \$9.7M for the year have increased from the same periods in 2010, by 9.3% and 3.5%, respectively. The growth in gaming revenues can be primarily attributed to the continued benefit of the redevelopments, enhancements and associated increase in player demand at River Rock Casino.



➤ Development Cost Charges (DCC)

For the 3rd quarter, \$1.9M in DCC contributions were received when compared to last year's collection of \$7.6M for the same quarter. The year-to-date collection of \$8.2M is 60.8% lower than the \$21.0M collected in 2010. The decrease compared to last year can be attributed to the unusual circumstances surrounding DCC activities in 2010 as a result of major developments approved and the push by developers to move quickly before the anticipated increase in DCC rates that occurred in September 2010.



**Statement of Operations for
Quarter ended September 30, 2011**

Operating (in \$'000s)	Budget Year to Date September 30, 2011	Actual Year to Date September 30, 2011 (unaudited)	Variance	Forecast Surplus for December 31, 2011
RCMP	27,613	26,548	1,065	639
Fire Rescue	22,229	20,830	1,399	650
Parks & Recreation	18,502	17,255	1,247	51
Engineering & Public Works	11,475	10,773	702	282
Corporate Services	11,364	10,925	439	51
Project Development & Facility Maintenance	6,748	6,648	100	28
Library	5,741	5,638	103	25
Planning & Development Services	4,427	3,873	554	355
Community Services	5,456	4,805	651	31
Corporate Administration	2,762	2,677	85	90
Law & Community Safety	2,355	1,881	474	-
Business and Financial Services	2,247	842	1,405	285
Fiscal & Transfer to Reserves	(120,919)	(140,355)	19,436	780
	\$ -	\$ (27,660)	\$ 27,660	\$ 3,267

The variances for Q3 are consistent with prior years and are mainly attributable to timing and seasonality.

The following are the explanations for net expenditure variances at the departmental level.

- RCMP continues to be favourable after the realized savings from the 2010/11 contract in Q1. Due to vacancies of administrative positions and lower contract costs, a surplus of \$0.64M is forecasted for the end of the year. This balance reflects the allocation of \$0.57M to the new City Centre Community Policing office. Any remaining surplus needs to be retained to cover a portion of anticipated RCMP retroactive pay.
- Fire Rescue has a favourable variance to budget due to delayed replacements which has resulted in surplus salary, fringe, and training costs. A surplus of \$0.65M is forecasted for the end of the year.
- Parks and Recreation has a favourable variance for Q3 due to the seasonal nature of operating expenditures (e.g. maintenance). Additional expenditures, for example, removal of summer plantings and planting of spring bulbs, late season mowing (still ongoing), clean up from winter storms (brush, trees, debris), trimming of brush and shrubs along walkways and response to snow or heavy wind/rain and associated damage will be incurred in Q4. At this time, Parks and Recreation expect to have a small surplus by the end of the year.

- Engineering and Public Works are due to be under budget by the end of the year. The favourable variance can be attributed to Engineering fees collected this year and deferred for work that will be completed in 2012.
- Corporate Services has a favourable variance in Q3 due to the timing of unspent operating expenses, such as Election costs. It is anticipated to have a small surplus by the end of the year.
- Project Development and Facility Maintenance is on budget and is anticipated to be on budget at the end of the year.
- Library is slightly favourable and is anticipated to have a small surplus by the end of the year.
- Planning and Development has recognized higher than budgeted building permit revenues and servicing agreement fees. Also contributing to the favourable variance are lower operating costs from the management of vacant positions, however, as the need to provide services associated with new building permit revenues arises, the current vacant positions are required to be filled. With the higher revenues and vacancies, a \$0.36M surplus is anticipated at the end of the year.
- Community Services has a favourable variance as at Q3 due to two vacant positions within Enterprise Services. The estimated unspent committed funding of \$0.29M will be reallocated back to provision in Q4. It is anticipated to have a surplus of \$0.03M at the end of the year.
- Corporate Administration has a favourable variance due to vacancies. It is anticipated to have a small surplus by the end of the year.
- Law and Community Safety has a favourable variance. The increase between Q2 and Q3 is a result of enhanced enforcement at construction zones freeing meters for public use. Q4 is anticipated to result in lower than budgeted parking revenue due to the unanticipated costs from vandalism of City meters which is decreasing parking revenue and increasing maintenance repair and replacement costs. In addition, there is one temporary full time position that is vacant and a lack of auxiliary officers which is affecting parking revenue at \$15,000 per month.
- Business and Financial Services has a favourable variance due to the majority of the Business Licences revenue having been received in Q1 and unfilled vacant positions within the Finance division. It is forecasted to have a surplus of \$0.29M by the end of the year.
- Fiscal is favourable for Q3 with anticipated expenditures incurred in the following quarter. It is anticipated to have a surplus of \$0.78M by the end of the year.

Utilities

- Water Utility is currently on budget with water consumption being on target through the high activity summer months. Also, increased receivable activity costs have been matched with

increased receivable income. It is anticipated to have a balanced budget at the end of the year.

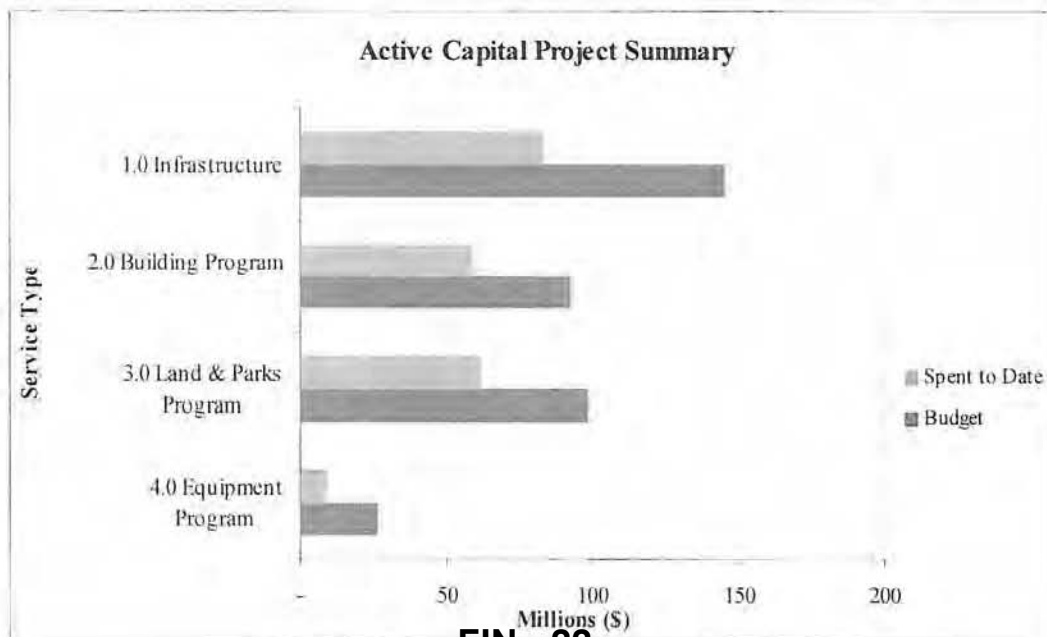
- Sanitation & Recycling Utility budget expenditures are as anticipated. This budget is expected to yield revenues above projections due to favourable market conditions for recycling commodities (i.e. sale of recycling materials).
- Sewer Utility is currently under budget, receivable income was lower than projected but billings for meter and flat rate were higher than anticipated, therefore net revenues were close to budget. The Public Works maintenance costs were less than anticipated as there was less receivable work incurred this year.

Active Capital Project Summary

The 2011 Capital Budget was amended by Bylaw 8809 on September 26, 2011. The amended 2011 Capital Budget of \$75.2M (excluding internal payment transfers and debt repayments) are included in the figures below as are amounts relating to capital projects from previous years' Capital Budgets that remain active.

The projects within the Infrastructure, Building, Land & Parks and Equipment Programs are in progress.

Statement of Active Capital Project Expenditures				
(\$'000s)				
		Budget	Spent to Date	Commitment
1.0	Infrastructure	145,259	83,627	61,632
2.0	Building Program	92,867	59,598	33,269
3.0	Land & Parks Program	98,506	61,736	36,770
4.0	Equipment Program	26,387	8,930	17,457
Grand Total		\$363,019	\$213,891	\$149,128



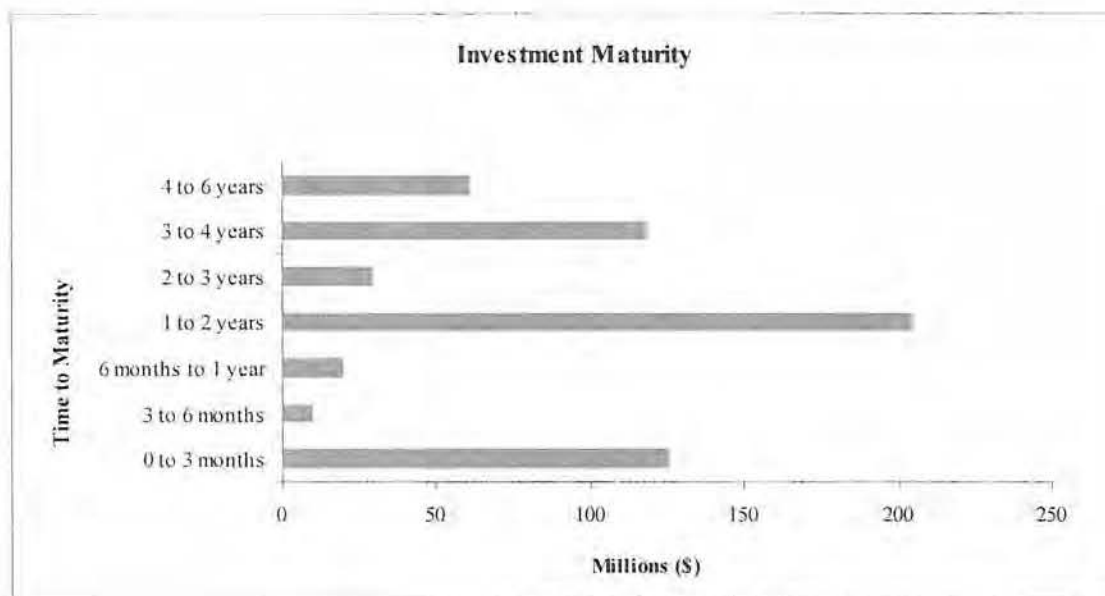
Cash and Investment Portfolio

The City's cash and investment portfolio at September 30, 2011 was \$592.6M, with an average actual return on investment for the 3rd quarter of 2.4%. The current low interest rate environment and the City's cash flow projections have influenced the terms and types of investments that the City holds, which is reflected in the return.

Investment \$'000s	Value	% of Portfolio
Prov Gov and Prov Crown Corp		
Province of Ontario	\$ 52,413	8.84%
Province of BC	\$ 30,713	5.18%
Province of Manitoba	\$ 21,189	3.58%
Total Prov Gov and Prov Crown Corp.	\$ 104,315	17.60%
Fed Gov and Fed Crown Corp		
Canadian Mortgage and Housing Corporation	\$ 182,520	30.80%
Government of Canada	\$ 100,570	16.97%
Canadian Wheat Board	\$ 8,921	1.51%
Total Fed Gov and Fed Crown Corp	\$ 292,011	49.28%
Schedule I Banks		
Royal Bank of Canada	\$ 25,195	4.25%
TD Financial	\$ 20,675	3.49%
CIBC	\$ 14,793	2.50%
Scotia Bank	\$ 7,879	1.33%
Bank of Montreal	\$ 6,287	1.06%
National Bank of Canada	\$ 413	0.07%
First Bank	\$ 401	0.07%
Total Schedule I Banks	\$ 75,642	12.77%
Schedule II Banks		
HSBC	\$ 299	0.05%
Total Schedule II Banks	\$ 299	0.05%
Credit Unions		
Vancity Savings Credit Union	\$ 29,534	4.98%
Gulf & Fraser Financial Group	\$ 25,345	4.28%
Coast Capital Savings	\$ 20,037	3.38%
Total Credit Unions	\$ 74,916	12.64%
Pooled Investments		
Municipal Finance Authority	\$ 21,201	3.58%
Total Pooled Investments	\$ 21,201	3.58%
Total Investments	\$ 568,384	95.92%
Cash and cash equivalents	\$ 24,199	4.08%
TOTAL CASH AND INVESTMENTS	\$ 592,583	100.00%

The financial market struggled with the possibility of a sovereign default scenario and also with the concern over the impact of a Greek default on the capital levels of European banks. Furthermore, economic conditions in both Europe and the U.S. continued to deteriorate, moderating already tempered consensus growth expectations and increasing the possibility of a return to recession. As a result, the Canadian yield curve fell during the quarter as investors exercised “flight to safety” in the fear of the market uncertainty. The Bank of Canada met in September and maintained the overnight target rate at 1.0%. Given the elevated level of risk in the growth outlook, not only is it projected that interest rates are not going to increase until early 2013, but the market is pricing in the likelihood that the Bank of Canada may even cut rates in the foreseeable future.

The City continues to be in compliance with Council’s Investment Policy (3702), where the City is required to carry a diversified investment mix with strong credit quality and at the same time meeting the objectives of managing its investment activities in a manner that seeks to preserve capital along and to realize a reasonable rate of return.



Key Indicators (Appendix 1)

This appendix provides information with regard to various financial and market indicators for the year 2011 as compared to 2010.

Contract Awards (Appendix 2)

This report provides Committee members information with regard to all formal contracts >\$25,000 awarded by the City during the 3rd quarter. The contract awards will vary quarter-to-quarter based on project life cycles and timing of posting, receiving and selection of bids.

Financial Impact

None


Conclusion

The City of Richmond's 3rd quarter 2011 financial results continue to indicate that the City's revenues are trending favourably as evidenced by the development applications received and business licences issued when compared to the previous quarter. Although this increased activity has generated additional revenues it is mainly due to the costs that have not been incurred related to maintenance programs and major contracts as well as the vacant positions that have not been filled, that the City is currently in a surplus position. Staff will continue to monitor the results and update the Committee on a quarterly basis.



Lisa Skippen
Manager, Finance System Support
(8660)

Key Indicators

 City of Richmond Key Indicators - Sept 30, 2011						
All \$ In 000s	Q3 2011 Jul-Sept 2011	Q3 2010 Jul-Sept 2010	% Change	Year to Date Jan-Sept 2011	Year to Date Jan-Sept 2010	Year to date % change
Housing Starts						
Number of Housing Starts (number of units)	451	1,114	(59.5%)	1,032	1,738	(40.6%)
Number of Demolitions	222	138	60.9%	531	447	18.8%
Net Housing Units Added	229	976	(76.5%)	501	1,291	(61.2%)
Building Permits						
Number of Building Permits Issued	402	437	(8.0%)	1,098	1,156	(5.0%)
Permit Revenues Collected (includes deferred revenue)	\$2,326	\$1,564	48.7%	\$5,111	\$4,331	18.0%
Value of Building Construction for Permits Issued	\$137,030	\$199,081	(31.2%)	\$320,829	\$378,718	(15.3%)
Development Applications						
Development Applications Received	64	69	(7.2%)	149	176	(15.3%)
Development Applications Revenue	\$216	\$293	(26.3%)	\$618	\$587	5.3%
Business Licenses						
Number of New Business Licenses Issued	446	368	21.2%	1,484	1,308	13.5%
Number of Employees Reported - New Licenses	1,459	1,072	36.1%	4,335	4,513	(3.9%)
Total Valid Licenses Renewed/(Discontinued)	507	(290)	(274.8%)	13,107	12,888	1.7%
Revenue Received for Current Year Licenses	\$581	\$558	4.1%	\$2,766	\$2,699	2.5%
Revenue Received for Next Year (Deferred)	\$119	\$131	(8.5%)	\$1,003	\$942	6.4%
Total License Revenue	\$700	\$689	1.7%	\$3,769	\$3,116	20.9%
<i>Year to date valid licenses and revenue include current year licenses issued in the prior year.</i>						
Other Revenues						
Parking Program Revenue	\$402	\$350	14.9%	\$1,073	\$997	7.6%
Gaming Revenue	\$3,412	\$3,123	9.3%	\$9,745	\$9,417	3.5%
Traffic Fine Revenue to date	\$544	\$289	88.3%	\$1,633	\$867	88.3%
Development Cost Charges Income						
Roads, Water, Sewer DCC's Received	\$1,329	\$4,567	(70.9%)	\$4,413	\$11,202	(60.6%)
Parks DCC's Received	\$615	\$3,002	(79.5%)	\$3,825	\$9,814	(61.0%)
Total DCC Fees Received	\$1,944	\$7,570	(74.3%)	\$8,238	\$21,015	(60.8%)
Uncommitted Reserves						
DCC Reserves to date	\$24,279	\$28,362	(14.4%)	\$24,279	\$28,362	(14.4%)
Capital Funding Reserves to date	\$54,659	\$35,082	55.8%	\$54,659	\$35,082	55.8%
Affordable Housing Reserves to date	\$1,869	\$1,241	50.6%	\$1,869	\$1,241	50.6%
Other Reserves to date	\$78,954	\$72,890	8.3%	\$78,954	\$72,890	8.3%
Total Uncommitted Reserves to date	\$159,760	\$137,575	16.1%	\$159,760	\$137,575	16.1%
Taxes to date						
Taxes Collected	\$172,672	\$175,375	(1.5%)	\$320,697	\$310,042	3.4%
City Portion of Taxes Collected	\$84,610	\$85,934	(1.5%)	\$157,142	\$151,921	3.4%
Unpaid Taxes - Delinquent & Arrears	\$1,696	\$1,518	11.7%	\$1,696	\$1,518	11.7%
No. of Participants on PAWS (Pre authorized withdrawal)	5,853	5,809	0.8%	5,853	5,809	0.8%
PAWS ⁽¹⁾	\$3,892	\$5,285	(26.4%)	\$12,588	\$10,650	18.2%
Interest Rate Paid to PAWS	1.00%	0.25%	0.75%	1.00%	0.25%	0.75%
<i>Sources: All data is from City of Richmond records</i>						
<i>(1) PAWS period changed from July - April in 2010 to August - May in 2011, which explains the differences and therefore is not comparable</i>						



City of Richmond

Key Indicators - Sept 30, 2011

All \$ in 000s	Q3 2011 Jul-Sept 2011	Q3 2010 Jul-Sept 2010	% Change	Year to Date Jan-Sept 2011	Year to Date Jan-Sept 2010	Year to date % change
Employees						
Number of City Employees (City and Library)	1,890	1,866	1.3%	1,890	1,866	1.3%
Fire Rescue Responses						
	2,381	2,463	(3.3%)	6,863	6,785	1.1%
RCMP - Calls for Service Handled						
	19,494	21,939	(11.1%)	55,027	63,639	(13.5%)
Affordable Housing						
Affordable Rental Units	7	10	(30.0%)	15	10	50.0%
Secondary Suite/Coach House Units	6	13	(53.8%)	17	25	(32.0%)
Market Rental Units	-	-	0.0%	1	26	(96.2%)
Unspent Funds Allocated to Capital Projects to date	\$9,189	\$9,198	(0.1%)	\$9,189	\$9,198	(0.1%)
Investments						
Total Investments	\$568,384	\$577,161	(1.5%)	\$568,384	\$577,161	(1.5%)
Interest Earned on Investments						
Average City Rate of Return on Investments	2.24%	2.68%	(0.44%)	2.64%	2.71%	(0.07%)
<i>Sources: All data is from City of Richmond records</i>						
Market Indicators						
Median Residential Selling Prices - Richmond						
Single Family Detached	\$1,020	\$829	23.0%	\$1,014	\$835	21.4%
Townhouse	\$559	\$520	7.5%	\$548	\$493	11.3%
Apartment	\$349	\$333	4.7%	\$351	\$333	5.3%
Number of Sales (all housing types)	882	963	(8.4%)	3,549	3,642	(2.6%)
<i>Source: Real Estate Board of Greater Vancouver</i>						
Unemployment Rate-Greater Vancouver						
	7.4%	7.3%	0.1%	7.6%	7.6%	0.0%
<i>Regional Unemployment Rate (3 month moving average)</i>						
<i>Source: Statistics Canada & BC Stats (Data not available for Richmond)</i>						
Economic Development						
Total sq. ft space Office YTD	4,241,927	4,118,505	3.0%	4,241,927	4,365,067	(2.8%)
Total sq. ft vacant space: available Office YTD	856,041	728,611	17.5%	856,041	848,611	0.9%
Vacancy rate - Office (in %) YTD	20.18%	17.69%	14.1%	20.18%	19.44%	3.8%
Total sq. ft space Industrial YTD	36,306,863	35,905,233	1.1%	36,306,863	36,208,363	0.3%
Total sq. ft vacant space: available Industrial YTD	1,228,672	1,623,118	(24.3%)	1,228,672	1,890,955	(35.0%)
Vacancy rate - Industrial (in %) YTD	4.24%	4.52%	(6.2%)	4.24%	5.22%	(18.8%)
<i>Source: Cushman & Wakefield Ltd. - Market Report</i>						
Richmond Population Estimate Year End*						
	2010:	196,858	2009:	193,505		
<i>*Note: These population estimates are published by BC Stats Amounts rounded to the nearest thousand.</i>						

Contract Awards > \$ 25,000
July 1, 2011 – September 30, 2011

	Contract Name	Award	Amount	Description	Department or Division
1.	4023P Development of an Emergency & Business Continuity Department Plan for Richmond Fire-Rescue	KPMG LLP	\$ 40,000	Project objectives are to develop a Business Continuity Department Plan for Richmond Fire-Rescue that is compatible with the City of Richmond's emergency plans.	Fire-Rescue
2.	4216 EOI Architectural Services for Firbridge Community Centre	CEI Architecture	\$307,079	Design services for the Tenant Improvements for the 30,000 sq ft community centre in the Quintet development	Project Development
3.	4237 Q Supply and Delivery of Stationwear for Richmond Fire-Rescue	Canadian Linen	\$60,037	Supply and delivery of uniform protective clothing for all Fire Department union employees as required by the collective agreement.	Fire-Rescue
4.	4250 Q Supply and Delivery of one (1) Small One Track Type Hydraulic Excavator (option to buy 2nd)	Brandt Tractor Ltd	\$287,720	Purchase of two John Deere 75D Zero-tail-swing excavators. This is part of the vehicle replacement plan to replace retired units 958 and 1006. These units support public works capital and maintenance infrastructure projects for digging in and around water/sewer lines, etc.	PW - Fleet
5.	4253 Q Supply and Delivery of one (1) Vacuum Street Sweeper	Vimar Equipment	\$228,566	Purchase of a new sweeper as part of the vehicle replacement plan to replace retired unit 928. Unit is used by the Roads Division for street sweeping.	PW - Fleet
6.	4272 P Williams Road West Drainage Pump Station Upgrade	Aplin & Martin Consultants Ltd	\$328,518	Engineering design and construction services for the Williams Rd drainage pump station replacement	PW - Engineering
7.	4273 Q Supply and Delivery of one (1) Backhoe	Finning Canada	\$122,186	Purchase of a new backhoe as part of the vehicle replacement plan to replace retired unit 913. This unit is used in the Works Yard for loading containers and managing waste and materials.	PW - Fleet
8.	4294 P Museum: Shelving for Museum Artefacts	Hi-Cube	\$75,100	Museum artefact storage shelving upgrade. New mobile shelving and mini racking will be provided. Two contractors with museum collection management experience will also be hired to assist with moving two thirds of the collection.	Community Services
9.	4345 F Supply and Install Lighting at City Hall	Light Power	\$36,500	This is a lighting retrofit project, and completes the lighting retrofit of City Hall which began in 2009. The project consists mostly of replacing compact fluorescent lighting for LED fixtures.	Community Services
10.	4346 F Tennis Court Asphalt Resurfacing @ Minoru Park	Columbia Bitulithic	\$75,879	Crack repairs and asphalt resurfacing of Minoru Tennis Courts	Parks Recreation
11.	4347 F RCMP CSB: Supply and Install of additional Video Surveillance Equipment	Citiloc	\$112,593	Install additional video surveillance equipment as per the new Federal requirements	Project Development and Facilities Services
12.	4348 F 2011 Watermania Project	Smith Brothers & Wilson	\$351,241	Main grate replacement, deck and change room resurfacing and	Project Development and

	Contract Name	Award	Amount	Description	Department or Division
				preparation for play features and structures.	Facilities Services
13.	4349 F BC Hydro continuous optimization program report for the City Hall	Prism Engineering	\$31,000	This project is for the investigation of baseline energy use at City Hall and the development of recommendations for the optimization of City Hall's energy systems. This portion of the project is fully supported by BC Hydro, and the City will be fully reimbursed for this commitment.	Community Services
14.	4350 F RCMP CSB: Renovation Public Art Project "The Coat of Arms"	Glen Andersen dba Mosaic Plant	\$90,000	Award and installation of an art piece as per Council Policy at the new RCMP location.	Community Services
15.	4351 Q Boaters Row Stair & Plaza Guardrails	Impact Ironworks Ltd.	\$ 44,194	Supply & installation of guardrails and handrails for Boaters' Row Plaza and Stairs at UBC Boathouse on River Rd.	Parks and Recreation
16.	4352 F Aquacide hot water weed control system	AR Mower and Supply Ltd.	\$28,828	Hot water weeding machine for City wide weed removal maintenance.	Parks and Recreation
17.	4353 F Garratt Wellness Centre - Upgrades & Renovation	Ashton Mechanical	\$276,000	Asbestos abatement, flooring replacement, new windows, domestic hot water system, accessible ramp and front entrance. New hallway ceiling and grid. Washroom upgrades and water saving fixtures.	Project Development and Facilities Services
18.	4547 P Supply and install of an SCBA Filling Station	Guillevin International Inc. (Cylinders) and Jordair Compressors Inc. (Fill Station)	\$182,252 (Combined)	Compressed air filling station located at RFR Firehall No. 6 (Shellmont). This filling station would provide compressed air services for RFR personal self-contained breathing apparatus as well as compressed air for tools and rescue equipment. The	Fire-Rescue
19.	4548 T Thompson Youth Park Phase II	Wilco Civil Inc. (formerly Wilco Landscape Westcoast Inc.)	\$382,301	Construction of Phase II of Thompson Youth Park, including site preparation, asphalt, concrete, site furnishings, skatable elements, and soft landscape	Parks and Recreation
20.	4567 F Life Safety Upgrade - 10191 No. 2 Road (Group Home)	TEAM Projects Inc.	\$43,621	Life safety upgrade to facility at 10191 No. 2 Road. Includes demolition of suite, water service and life safety upgrades including the installation of smoke alarms, emergency lighting and fire extinguishers as well as fencing and provision of safety manuals to facility residents.	Community Services
21.	4571 Q Desktop Computers & Laptops	Island Key Computers	\$199,156	Purchase of laptop and desktop computers for annual Evergreening replacement of obsolete hardware units	Information Technology
22.	4573 F Supply and install of shelving and storage units	Heritage Office Furnishings	\$57,962	Install new storage units in the RCMP facility located on No. 5 road.	Project Development and Facilities Services
23.	4574 F Class maintenance and support renewal April 01, 2011 to May 31, 2012	The Active Network	\$88,380	Annual soft ware maintenance support costs for the recreation registration system.	Information Technology
24.	4575 F Supply and install play structure and umbrella falls at Watermania Aquatic Centre	Whitewater West Industries	\$161,436	Play structure, play features and theme.	Project Development and Facilities Services

	Contract Name	Award	Amount	Description	Department or Division
25.	4576 T No 1 Rd / Moncton Intersection Improvements	Imperial Paving	\$355,892	Improvements to Intersection at No. 1 Road and Moncton Road which include raising the intersection at No. 1 Road and Moncton Street including sidewalks, tactile pads at the crossings, traffic signals, pavement markings and signage, new bollards, and custom artistic <i>DuraTherm</i> pavement markings.	PW - Engineering
26.	4577 F Supply and Delivery one (1) Toro Greensmaster 3150 three (3) Wheel Drive Kit Including ROPS	Oakcreek Golf and Turf Inc.	\$40,960	Supply of a reel mower for Parks Operations as part of the vehicle replacement plan. Replaces retired unit 667. The unit is used at golf courses for precision cutting.	PW - Fleet
27.	4011 P Richmond Olympic Oval - Climbing Wall	Walltopia Canada Inc	\$425,578	To supply and construct a climbing wall in the Richmond Olympic Oval	Project Development
28.	4578 EOF Preliminary Site Investigation	SNC Lavalin Inc	\$297,500	Stage 2 Preliminary Site Investigation.	Community Services
29.	4579 F Consulting contract for the City Centre transitional exemption bylaw	CMNR Holdings Ltd	\$44,643	Hired a consultant to help analyze City Centre properties and determine their eligibility for a transitional tax exemption.	Business and Financial Services
30.	4580 F Install 8" water meter at 7322 Heather St, as part of multi-family water meter program	PJB Mechanical	\$34,000	Water Meter Installation	PW - Engineering
31.	4581 F Install 3" water meter and re-plumb private water service at 7071 Bridge St, as part of multi-family water meter program	PJB Mechanical	\$29,605	Water Meter Installation	PW - Engineering
32.	4582 F Assemble and install key pieces of equipment for the Lubzinski Exhibit	Porteau Management Corporation	\$65,000	This is for the unpacking of 2 containers of equipment from the Lubzinski wheel manufacturing factory, removal of the key pieces of equipment to the Seine Net Loft, cleaning and preparation of those pieces and installation in the "At the Helm" exhibit opening June 3, 2011.	Britannia Heritage Shipyard
33.	4583 F Disposal, processing and marketing services for yard trimmings and organics collected under residential organics program	Fraser Richmond Soil and Fibre Ltd	\$ 55,050	This is the fee for composting the materials collected from the Green Can program at Fraser Richmond Soil and Fibre.	PW - Environmental Programs
34.	4584 F Water valve collection. Geo-automation mobile mapping system (shape files of all city, main line, hydrant and large service line valves. Dimensioned of existing hydrants)	McElhanney Consulting Services Ltd	\$150,000	Mobile Mapping System	PW - Engineering
35.	4586 F Supply and Install "Sport Impact" flooring at Minoru Arena	Fast Track Floors	\$90,279	New flooring in general public areas and team change rooms.	Project Development and Facilities Services
36.	4588 J Minoru Arena Silver Rink Building Improvements	RMT Contracting	\$132,240	Asbestos abatement, new showers, washroom accessories & vanity; Stadium Arena Building Improvements - Asbestos removal, painting, plumbing	Project Development and Facilities Services

	Contract Name	Award	Amount	Description	Department or Division
				and washroom accessories.	
37.	4597 F RCMP CSB: Asphalt repair/re-seal work	Winvan Paving Ltd.	\$30,403	Asphalt Repairs - new RCMP location.	Project Development and Facilities Services
38.	4602 F Architectural Services for Hamilton Childcare Modular Building	Graham Hoffart Mathiasen Architects	\$35,000	Develop site plan and design drawings.	Project Development and Facilities Services
39.	4603 F Supply and Installation of 750MM Diameter Storm Sewer Upgrades along the south side of Cambie Road	Oris Development (Cambie) Corp	\$426,967	Supply and installation of 750mm diameter storm sewer upgrades along the south side of Cambie Road (from No. 4 Road to approx. 200m +/- west).	PW - Engineering
40.	4604 F Supply and Installation of Lighting Retrofit at Watermania	Earth-line SSL Inc	\$28,500	Lighting retrofit project at Watermania, replacing mostly CFL lighting for LED lights.	Community Services
41.	4605 Q Supply and Installation of Audio, Staging, Fencing, Tenting Equipment for the 2011 Maritime Festival	Purchase and Associates	\$44,554	The purpose of staging at the 2011 Maritime Festival was to provide a platform for performers at the festival to entertain the spectators at the event.	Community Services



City of Richmond

Report to Committee

To: Finance Committee

Date: December 1, 2011

From: George Duncan
Chief Administrative Officer
& President and CEO
Richmond Olympic Oval

File:

Andrew Nazareth
General Manager, Business and Financial Services
& Chief Financial Officer, Richmond Olympic Oval

Re: 3rd Quarter 2011 - Financial Information for the Richmond Olympic Oval Corporation

Staff Recommendation

That the report on Financial Information for the Richmond Olympic Oval Corporation for the third quarter ended September 30, 2011 from the Controller of the Richmond Olympic Oval Corporation be received for information.

George Duncan
Chief Administrative Officer
& President and CEO
Richmond Olympic Oval

Andrew Nazareth
General Manager, Business and Financial Services
& Chief Financial Officer,
Richmond Olympic Oval

REVIEWED BY TAG

YES

NO



DATE: December 2, 2011

TO: George Duncan
Chief Executive Officer, Richmond Olympic Oval Corporation

Andrew Nazareth
Chief Financial Officer, Richmond Olympic Oval Corporation

John Mills
General Manager, Richmond Olympic Oval Corporation

FROM: Rick Dusanj, CA
Controller, Richmond Olympic Oval Corporation

Re: **Richmond Olympic Oval Corporation – 3rd Quarter 2011 Financial information**

Origin

Section 7.3 of the Operating Agreement between the City of Richmond (the “City”) and the Richmond Olympic Oval Corporation (the “Corporation”) requires reporting with respect to business plans, budgets, audited financial statements, and quarterly comparisons of actual results to budget along with projections to fiscal year end. This staff report deals with the third quarter business plan and financial results for the 3 months ended September 30, 2011 (“Q3”).

Business Plans and Planning

Highlights of the activities undertaken by Oval staff during Q3 are described below.

Community Use

The Community Engagement Program, introduced in Q2 to develop greater interest and community involvement in the use of Oval facilities, has resulted in several initiatives in Q3.

Partnership discussions with DRIVE Basketball progressed well in Q3 and were formalized with an announcement in Q4. This partnership will deliver a comprehensive youth player development model supplementing high school coaching and competition, surrounding the passionate and talented basketball athlete with the best coaching, facility and ancillary services required by today’s top athletes, including: nutritional consulting, sports psychology, performance testing, sports rehabilitation, strength and conditioning equipment, and athlete education.

A cross-functional Richmond Health and Wellness Communications Committee was formed, at the initiation of the Oval, and includes representation from Oval Communications and Sport Hosting, City of Richmond Corporate Communications and Parks, Recreation and Culture, Tourism Richmond and the Community Centre Associations. The mandate of this committee is to look for areas of synergy between each communications department, raising awareness among Richmond residents that they have access to the best health and wellness network in the world. Additionally, to residents outside of the City, raising awareness that Richmond is a sport, health and wellness destination. The expected outcomes from this committee will be joint communications and sport hosting events that further the City's existing Sport for Life and Community Wellness strategies.

The Oval continues to provide facility access to the Richmond community. For those rentals that have already been confirmed for the fourth quarter of 2011, Richmond organizations and residents represent a majority of the usage of the ice, track and court areas during prime time, including: 73% of ice usage, 58% of track usage and 81% of court usage. In terms of Membership and Admissions, the Oval now has over 4,000 active members – 83% of which are Richmond residents – and currently attracts 43,000 visits per month. The Oval also recently surpassed 1.5 million visits since opening in December of 2008.

Summer Camp registrants increased 20% over same time last year with 923 registrants in 2011, including the successful addition of Volleyball specific Summer Camps. This is up from 512 and 770 registrants in our 2009 and 2010 Summer Camps respectively. In Q4 2011, the Oval will be adding new Fall Pro-D Day and Winter Break camps.

High Performance Sport

The Volleyball Centre of Excellence has shown solid growth from 2010, almost doubling its participant base from 94 to 177 in Q3 2011. The daytime program has also increased participation by 40% and one-third of athletes in Volleyball Centre of Excellence program were selected to provincial team programs. Additionally, the Volleyball Centre received funding from Volleyball Canada to open a boys program this fall. The Table Tennis Centre of Excellence is showing consistent growth in the number of lessons offered.

The third quarter of 2011 saw the hosting of an Athletes' Performance Phase 1 Mentorship workshop attracting 15 registrants, including two Oval Staff. The Richmond Olympic Oval is the only facility in Canada to offer Athletes Performance training.

The Oval began plans to meet the increasing demand for high performance training and for those who want to train like high performance athletes. High Performance Programming will be approached on an athlete by athlete basis and will include integrated sport services and strength and conditioning coaching for professional athletes and Canada's top provincial, national, and Olympic athletes who are at, or striving for, the podium. HighER Performance Programming is for aspiring youth athletes, adult recreationalists, and those looking to take their personal performance levels beyond traditional fitness.

The Oval continues to support the GymWorks™ carded athlete program with 15 national carded athletes active at the Oval in Q3 of 2011.

Events

The Oval continues to host and secure local and national events. Some of the events that took place in Q3 included the following: Yonex Canada Open Badminton (which will become an annual event), World Senior Badminton Championships, Shoot for Hope basketball tournament, 2011 Canadian Grappling World Team Trials, U.S. College Basketball exhibition games (TWU vs Ball State and TWU vs Texas Arlington), Noah Yelizarov hockey tournament, the Westcoast Basketball Classic, and an Urban Rec Volleyball tournament.

Leasing

LifeMark Sports Medicine officially opened operations in May 2011.

Legacy Partners ("Sponsors")

Sponsorship revenue was earned during Q3.

Governance

Meetings of the Corporation's Board of Directors took place on August 10, 2011 and September 14, 2011. In addition meetings of the Audit & Finance Committee and the Business & Budget Planning Committee took place during Q3.

Comments on the Financial Results for Q3

Basis of Accounting – The unaudited financial statements and budget have been prepared in accordance with Public Sector Accounting Board ("PSAB") standards. The statements are prepared on the following basis:

- 1) The 2011 approved budget is based on fiscal 2011 having operating revenues and operating expenses at levels for a normal year's uninterrupted operations.
- 2) Both, the 2010 Annual Distributable Amount from the 2010 Games Operating Trust ("GOT") of \$2,739,000 and the contribution from the City of Richmond of \$3,022,500, are deferred and amortized to revenue at a rate of 1/12 per month.
- 3) Effective July 1, 2011, the Sport Hosting department from the City of Richmond was transferred over to the Oval Corporation along with funding that is received from Tourism Richmond. Tourism Richmond provides \$500,000 annually to support Sport Hosting activities. The funding is recognized as deferred revenue until it is spent at which time the

revenue and expense are both recognized. In Q3, \$63,000 of expenses pertaining to Sport Hosting were incurred.

Analysis of Significant Variances of actual results compared to Budget for Q3 of Fiscal Year 2011:

Q3 result was budgeted at a **net income** of \$152,000 and the actual results show a net income before transfers of \$395,000, a favorable variance of \$243,000.

Memberships, admissions and programs revenue of \$976,000 had a negative variance of \$36,000 (4%) when compared to budget. Memberships and admissions revenues was \$522,000 had a negative variance of \$46,000 when compared to the budget. Registered programs revenue was \$293,000 and had a positive variance of \$25,000 when compared to budget. Event and room rental revenue during Q3 was \$161,000 and had a negative variance of \$15,000 to budget.

Sport Hosting revenue of \$63,000 was recognized to offset the expenditures during Q3.

Other Revenue of \$202,000 was recorded during the quarter which mainly included sponsorships space leasing, parking and interest revenue

Q3 Salaries and Benefits were \$1,374,000 which was \$60,000 (4%) under budget. This is primarily attributable to savings in the casual labour budget as a result of fewer casual staff being utilized.

Aggregate **Member Care Services, Event Services, Fitness Services, and Facility Operations** costs over the third quarter of 2011 were \$1,177,000, which is \$120,000 (9%) under budget primarily due to salaries being under budget.

Sports Services costs for Q3 were \$314,000 which was \$24,000 (7%) under budget primarily due to savings in the supplies budget.

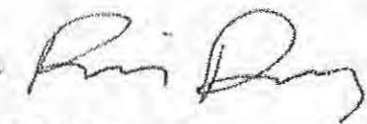
Sport Hosting expenses for Q3 were \$63,000 which included salaries and other expenditures pertaining to Sport Hosting related activities.

Marketing expenses for Q3 were \$109,000 and were \$45,000 (29%) under budget.

Administration and Finance expenses for Q3 were \$624,000 being \$49,000 (7%) under budget. This is primarily due to being under budget in the contingency account.

Summary

The three month period ending September 30, 2011 was budgeted at a net income of \$152,000 and the actual results show a net income, before transfers of \$425,000 to the Capital Reserve, of \$395,000; a favorable variance of \$243,000. This is mainly due to favorable variances as discussed above. The approved budget for fiscal year 2011 is projected to have net income of \$601,000 before any transfers to the Capital Reserve and has not been revised based on the favorable variances in the first three quarters of 2011. If the trend continues, the Oval will perform substantially better than the budget.



Rick Dusanj, CA
Controller, Richmond Olympic Oval Corporation

cc: Shana Turner
Director, Administration & Corporate Services, Richmond Olympic Oval Corporation

RICHMOND OLYMPIC OVAL CORPORATION

Statement of Operations - PSAB

For the nine months ended September 30, 2011

Unaudited, prepared by management

	QTR 3 2011		\$ Variance Fav / (Unfav)	% Variance Fav / (Unfav)	9 months 2011		\$ Variance Fav / (Unfav)	% Variance Fav / (Unfav)	Approved Budget 2011
	BUDGET	ACTUALS			BUDGET	ACTUALS			
REVENUES									
2010 Games Operating Trust Fund	625,000	684,850	59,850	10%	1,875,000	2,054,549	179,549	10%	2,500,000
Contribution from City of Richmond	755,625	755,625	-	0%	2,266,875	2,266,875	-	0%	3,022,500
Memberships, admissions and programs	1,012,431	976,237	(36,194)	-4%	2,872,725	2,922,678	49,953	2%	4,151,554
Sport Hosting (Note 1)	-	63,286	63,286		-	63,286	63,286		-
Interest and other	219,834	201,504	(18,330)	-8%	639,013	636,817	(2,195)	0%	881,337
	2,612,890	2,681,501	68,612	3%	7,653,613	7,944,205	290,592	4%	10,555,391
EXPENSES									
Member care services	260,177	231,216	28,960	11%	782,435	591,664	190,771	24%	1,040,713
Event services	38,064	28,895	9,169	24%	114,190	108,154	6,036	5%	152,252
Sport services	337,170	313,641	23,528	7%	891,868	794,027	97,841	11%	1,185,405
Fitness services	143,736	129,143	14,593	10%	446,585	412,136	34,449	8%	598,011
Facility Operations	854,884	787,526	67,358	8%	2,665,604	2,276,292	389,312	15%	3,624,623
Marketing	153,741	108,697	45,043	29%	461,222	316,346	144,876	31%	614,960
Sport Hosting (Note 1)	-	63,286	(63,286)		-	63,286	(63,286)		-
Admin/Finance	672,654	624,015	48,639	7%	2,066,539	1,829,975	236,564	11%	2,738,464
	2,460,425	2,286,420	174,005	7%	7,428,442	6,391,879	1,036,563	14%	9,954,428
Annual Surplus	152,465	395,082	242,617		225,171	1,552,326	1,327,155		600,963
Accumulated Surplus, beginning of the period	136,617	1,221,155			63,911	63,911			63,911
Accumulated Surplus, end of the period (Note 2)	289,082	1,616,237			289,082	1,616,237			664,874

- Numbers may be off due to rounding.

- Also see attached comments on the results for the Third Quarter of Fiscal Year 2011.

Note 1 - Effective July 1, 2011 the Sport Hosting department (along with the funding) was transferred over from the City of Richmond to the Oval Corporation. The funding is recognized as deferred revenue until spent at which time the revenue and expense are both recognized.

Note 2

Breakdown of accumulated surplus account as at September 30, 2011	
Investment in capital assets	476,921
Reserves	1,275,000
Common Shares	1
Surplus (deficit)	(135,685)
	1,616,237



City of Richmond

Report to Committee

To: Finance Committee
From: Andrew Nazareth
General Manager, Business and Financial
Services

Date: December 1, 2011
File: 03-0970-01/2011-Vol 01

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

Re: 2012 Utility Budgets and Rates

Staff Recommendation

That the 2012 Utility Expenditure Budgets, as outlined under Options 1 for Water, Sewer, Solid Waste & Recycling, and Option 3 for Drainage & Diking as contained in the staff report dated December 1, 2011 from the General Managers of Business and Financial Services and Engineering & Public Works, be approved as the basis for establishing the 2012 Utility Rates.

Andrew Nazareth
General Manager, Business and
Financial Services
(4365)

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

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO: Budgets	CONCURRENCE Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
		REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

This report presents the recommended 2012 utility budgets and rates for Water, Sewer, Drainage and Solid Waste & Recycling. The utility rates need to be established by December 31, 2011 in order to facilitate charging from January 1, 2012.

Analysis

Key factors contributing to changes in the utility budgets in 2012 include:

- GVWD (Greater Vancouver Water District) regional water rates have increased approximately 5.9% for costs relating to various projects including replacement of the Port Mann river crossing, construction of the Seymour/Capilano tunnels and construction of an ultra-violet water treatment system at Metro's Coquitlam plant.
- Reduced revenues associated with declining water consumption from reductions in commercial use and residential transition to metering.
- GVS&DD sewer operating and maintenance costs are increased by approximately 7.7% for costs relating to various projects including the Iona and Lions Gate Treatment Plant upgrades, twinning of the Gilbert/Brighouse trunk and various pump station and seismic upgrade projects.
- GVS&DD debt costs are reduced 24.8% as a result of debt repayments (\$658,500). As debt costs are recovered through property taxes, utility rates will not be affected. However, these savings will be realized through property taxes.
- Metro Vancouver solid waste tipping fees have increased from \$97 to \$107 per tonne, i.e. 10.3%.

Long-term infrastructure planning to replace ageing/deteriorating municipal infrastructure will continue to impact budgets and rates until we are able to sustain the necessary level of funding required to replace infrastructure in the future. Council has adopted a staged program to increase water, sewer and drainage reserves to support infrastructure replacement. These cost impact rates to a lesser extent than regional costs outside of the City's control and are itemized separately in this report.

As noted in the "Ageing Infrastructure Planning – 2011 Update" report presented to Council on June 27, 2011 (Attachment 1), 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 \$4.3 million. The annual required contribution for drainage is \$9.8 million, whereas the current funding level is \$6.1 million. The annual water reserve contribution is \$7.5 million and is sufficient at this time to meet reserve funding requirements. Therefore, no increase in the annual reserve contribution for water is proposed. The 2012 budget figures outlined represent options for infrastructure replacement increases in drainage 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 2012. 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.) 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 | • Sewer |
| • Drainage & Diking | • Sanitation & Recycling |

The concluding summary of proposed rates for 2012 is shown on pages 16/17.

Water Services Section Chart

2012 Water Budget – Options				
<i>Key Budget Areas</i>	<i>2011 Base Level Budget</i>	<i>2012: Option 1 Recommended: Non-Discretionary Increases</i>	<i>2012: Option 2 Non-Discretionary Increases With Partial Reduced Allocation for Water Meter Program</i>	<i>2012: Option 3 Option 2 and Increased Contribution from Rate Stabilization Fund</i>
Operating Expenditures	\$7,340,237			
• Salary		\$158,800	\$158,800	\$158,800
• PW Maintenance/ Supplies/Tools/Equipment		\$46,700	\$46,700	\$46,700
• Monthly Vehicles		\$15,500	\$15,500	\$15,500
• Plant Growth/Power Costs		\$41,000	\$41,000	\$41,000
• Postage/Miscellaneous Costs		\$12,200	\$12,200	\$12,200
Toilet Rebate Program	\$50,000	\$50,000	\$50,000	\$50,000
GVRD Water Purchases (MV)	\$20,602,700	\$602,400	\$602,400	\$602,400
Capital Infrastructure Replacement Program	\$7,550,000	\$0	\$0	\$0
Firm Price/Receivable	\$1,748,200	\$0	\$0	\$0
Residential Water Metering Program/Appropriated Surplus	\$1,600,000	\$0	(\$200,000)	(\$200,000)
Overhead Allocation	\$864,900	(\$900)	(\$900)	(\$900)
Total 2011 Base Level Budget	\$39,756,037			
Total Incremental Increase		\$925,700	\$725,700	\$725,700
<i>Revenues:</i>				
<i>Apply Rate Stabilization Fund</i>	<i>(\$750,000)</i>	<i>\$0</i>	<i>\$0</i>	<i>(\$150,000)</i>
<i>Investment Income</i>	<i>(\$450,000)</i>	<i>\$23,000</i>	<i>\$23,000</i>	<i>\$23,000</i>
<i>Firm Price/Receivable Income</i>	<i>(\$1,748,200)</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Meter Rental Income</i>	<i>(\$1,134,100)</i>	<i>(\$42,100)</i>	<i>(\$42,100)</i>	<i>(\$42,100)</i>
<i>Miscellaneous Revenue</i>	<i>(\$10,000)</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<i>Provision (Toilet Rebate)</i>	<i>(\$50,000)</i>	<i>(\$50,000)</i>	<i>(\$50,000)</i>	<i>(\$50,000)</i>
Net Budget	\$35,613,737			
Net Difference over 2011 Base Level Budget		\$856,600	\$656,600	\$506,600

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

Operating Expenditures

Salary costs are increased associated with anticipated wage settlements as well as staffing requirements for maintaining increased plant/infrastructure as part of the non-discretionary Option 1 costs. Public Works maintenance and related costs are increased as a result of external cost factors, such as vendor increases. Vehicle costs are increased associated with fuel, insurance and related costs. Plant growth and

power costs relate to maintenance of additional infrastructure and external supplier increases. Postage and miscellaneous costs are increased for the mail out of the annual utility bill and general related expenses.

Toilet Rebate Program

There is a \$50,000 increase for the toilet rebate program included due to higher-than-anticipated uptake in this program during 2011, taking the recommended program to \$100,000 annually. This program is one of the key markedly successful water conservation programs for existing apartments, townhomes and single-family homes. Current funding levels are not sufficient to keep pace with demand for the program. This program includes a rebate of \$100 per toilet, with a maximum allowable rebate of \$200 per household replacing a 13 litre per flush toilet with a 6 litre or lower per flush toilet. To date in 2011, approximately 1,045 toilet rebates have been issued, at a cost of approximately \$100,000. As this program is funded from the water provision account, 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 to fund this program.

GVRD Water Purchases – Metro Vancouver

Metro Vancouver has advised that water rates increase 5.9% for 2012. Increases in regional charges for water purchases represent the largest increase under all options at \$0.6 million above 2011 costs.

Benefits of Water Metering & Conservation Initiatives: The net increase to Richmond is lower than the regional rate increase due to water conservation initiatives in Richmond. These initiatives have resulted in an overall reduction in total water consumption, thereby mitigating the full impact of the regional water rate increases. This is a testament to the initiatives and strategies that have led to reduced residential water consumption.

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 \$7.55 million, which meets and exceeds recommended funding levels. 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 2010 were approximately \$1.4 million and to date in 2011 are approximately \$1.2 million. Option 1 maintains the current allocation at \$1.6 million. Options 2 and 3 include an option to reduce the annual allocation to \$1.4 million, or a reduction of \$200,000.

Staff are recommending Option 1 in order to maintain the metering allocation to further expand residential metering to the greatest extent possible. Currently, approximately 60% of single-family households have meters installed. Continued funding at the recommended level will allow for continued expansion of the program.

Multi-Family Water Metering Program: The City's multi-family water metering program has been very successful in helping to reduce water consumption. The City has received approval from 68 volunteer complexes (comprising 4,238 multi-family dwelling units) to install water meters. Of these, 40 complexes have been completed to date (2,418 units), including 15 apartment complexes (1,715 units) and 25 townhouse complexes (703 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.

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 nearly double the consumption of a resident on a water meter (566 m³ vs average 296 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. Eventually, as more residents switch to meters and there are fewer flat rate customers, the meter rate will need to increase more substantially to pay 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 2012 for clarity and comparison between metered vs. flat rate customers.

Rate Stabilization Contribution

A rate stabilization fund was established a number of years ago by Council to help build a provision account to offset the 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 foresight in creating this fund presents Council the opportunity to apply a funding offset to reduce the overall budget and rates. Under Options 1 and 2, the 2012 base level budget reflects a \$750,000 application offset from the water rate stabilization fund. While this contribution assists in helping to reduce the overall rate, it cannot be continued indefinitely going forward since the water rate stabilization fund will eventually be depleted, leaving no funding to help stabilize rates in the future and lead to an eventual higher increase in rates. Council has the option to draw more from the rate stabilization fund to minimize the rate increase impact to ratepayers. Option 3 includes a further drawdown of \$150,000 (total of \$900,000) from the stabilization fund, should Council wish to use these funds to a greater extent to reduce the overall rate. This is not recommended by staff in order to allow the rate stabilization fund to be sustained for a longer period (approximately 8 years at the current amount) and to avoid the higher rate impact which will occur once the fund is depleted. In addition, Metro Vancouver projections are for an 18.6% increase in water rates in 2013 and it is likely that Council may wish to use the rate stabilization to a larger extent at that time to offset this significant projected increase.

As of October 31, 2011, the water stabilization account has a balance of \$7,638,813 and accumulates any funds that may be left over from water purchases.

Regional Issues

The Regional District increases are for the drinking water treatment program. There are several capital projects being undertaken by Metro Vancouver, including the Port Mann Main No. 2 Fraser River Crossing, Seymour/Capilano Tunnels construction, the Angus Drive Main and the Annacis Main No. 5 Marine Crossing -- as a few examples. Metro's current 5-year projections for the regional water rate are outlined as follows:

	2012	2013	2014	2015	2016
Projected Metro Vancouver Water Rate/m ³	\$5.980	\$7.093	\$7.556	\$8.009	\$8.453
% Increase over Prior Year	5.9%	18.6%	6.5%	6%	5.5%

Impact on 2012 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 considerably less overall than flat rate customers due to the incentive built into the meter rate.

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

<i>2012 Water Net Meter Rate Options</i>				
		<i>2012 Rate Options which Include Increase Identified Below in Italics</i>		
<i>Customer Class</i>	<i>2011 Rates</i>	<i>Recommended: 2012 Option 1 Rate</i>	<i>2012 Option 2 Rate</i>	<i>2012 Option 3 Rate</i>
Single Family Dwelling (based on avg. 296 m ³)	\$273.00	\$297.72 <i>\$24.72</i>	\$296.06 <i>\$23.06</i>	\$294.79 <i>\$21.79</i>
Townhouse (based on avg. 265 m ³)	\$244.41	\$266.54 <i>\$22.13</i>	\$265.05 <i>\$20.64</i>	\$263.91 <i>\$19.50</i>
Apartment (based on avg. 181 m ³)	\$166.94	\$182.05 <i>\$15.11</i>	\$181.04 <i>\$14.10</i>	\$180.26 <i>\$13.32</i>
Metered Rate (\$/m ³)	\$0.9223	\$1.0058 <i>\$0.0835</i>	\$1.0002 <i>\$0.0779</i>	\$0.9959 <i>\$0.0736</i>

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

<i>2012 Water Net Flat Rate Options</i>				
		<i>2012 Rate Options which Include Increase Identified Below in Italics</i>		
<i>Customer Class</i>	<i>2011 Rates</i>	<i>Recommended: 2012 Option 1 Rate</i>	<i>2012 Option 2 Rate</i>	<i>2012 Option 3 Rate</i>
Single Family Dwelling	\$522.18	\$559.36 <i>\$37.18</i>	\$556.15 <i>\$33.97</i>	\$553.78 <i>\$31.60</i>
Townhouse	\$427.46	\$457.90 <i>\$30.44</i>	\$455.27 <i>\$27.81</i>	\$453.33 <i>\$25.87</i>
Apartment	\$275.45	\$295.06 <i>\$19.61</i>	\$293.37 <i>\$17.92</i>	\$292.12 <i>\$16.67</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 to partially offset the impact of regional water increases.

Option 2

- 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.
- Maintains the contribution from the rate stabilization fund in the amount of \$750,000 to partially offset the impact of regional water increases.

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.
- Increases the contribution from the rate stabilization fund by \$150,000 (to \$900,000) to further offset the impact of rate increases. This would draw down the rate stabilization fund by this additional amount.

Recommended Option

Staff recommend the budgets and rates as outlined under Option 1 for Water Services.

Sewer Services Section Chart

2012 Sewer Budget – Options				
<i>Key Budget Areas</i>	<i>2011 Base Level Budget</i>	<i>2012: Option 1 Recommended: Non-Discretionary Increases</i>	<i>2012: Option 2 Non-Discretionary with Partial (\$100,000) Draw Down from Rate Stabilization Fund</i>	<i>2012: Option 3 Non-Discretionary with Additional (\$200,000) Draw Down from Rate Stabilization Fund</i>
Operating Expenditures	\$4,479,337			
• Salary		\$64,800	\$64,800	\$64,800
• PW Maintenance/ Materials/ Equipment/Supplies		\$10,800	\$10,800	\$10,800
• Monthly Vehicles		(\$17,800)	(\$17,800)	(\$17,800)
• Power Costs		\$37,900	\$37,900	\$37,900
GVS&DD O&M (MV)	\$14,652,300	\$1,122,100	\$1,122,100	\$1,122,100
GVS&DD Debt (MV)	\$2,657,700	(\$658,500)	(\$658,500)	(\$658,500)
GVS&DD Sewer DCC's (MV)	\$1,000,000	\$0	\$0	\$0
Rate Stabilization Contribution	\$0	\$0	\$0	\$0
Capital Infrastructure Replacement Program	\$4,306,400	\$0	\$0	\$0
Firm Price/Receivable	\$576,400	\$0	\$0	\$0
Overhead Allocation	\$498,800	(\$600)	(\$600)	(\$600)
Operating Debt	\$154,300	\$3,500	\$3,500	\$3,500
Total 2011 Base Level Budget	\$28,325,237			
Total Incremental Increase		\$562,200	\$562,200	\$562,200
<i>Revenues:</i>				
<i>Apply Rate Stabilization Fund</i>	\$0	\$0	(\$100,000)	(\$200,000)
<i>Debt Funding</i>	(\$39,100)	(\$3,500)	(\$3,500)	(\$3,500)
<i>Investment Income</i>	(\$175,000)	\$9,000	\$9,000	\$9,000
<i>Firm Price/Receivable Income</i>	(\$576,400)			
<i>Property Tax for DD Debt (MV)</i>	(\$2,657,700)	\$658,500	\$658,500	\$658,500
<i>GVS&DD Sewer DCC Levy to Developers (MV)</i>	(\$1,000,000)	\$0	\$0	\$0
Net Budget	\$23,877,037			
Net Difference Over 2011 Base Level Budget		\$1,226,200	\$1,126,200	\$1,026,200

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

Operating Expenditures

Salary costs are increased associated with anticipated wage settlements as well as staffing requirements for maintaining increased plant/infrastructure. Public Works maintenance and material, etc. costs are increased as a result of external cost factors, such as inflationary increases. Monthly vehicle costs are decreased as a result of lease buy-outs. 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 \$1.12 million, or 7.7%. These costs relate principally to the operation of the Lulu Island Water 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 and the Lulu Island Wastewater Treatment Plant Digester.

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

GVS&DD debt costs are reduced 24.8% 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 property taxes (\$658,500) for regional sewer debt.

Rate Stabilization Contribution

Option 1 – Non Discretionary - does not include a contribution or draw from rate stabilization funds, which, as of October 31, 2011, has a balance of \$4,977,582.

Option 2 includes an option to draw or apply \$100,000 from the rate stabilization fund to reduce the impact of the rate increase in 2012. Option 3 includes an option to draw \$200,000 from rate stabilization to further offset the rate increase in 2012.

Staff recommend Option 1 in order to maintain the sewer provision account to offset future anticipated increases in regional sewer operating costs.

Capital Infrastructure Replacement Program

Under all options outlined above, there is no increase proposed in the annual contribution to the sewer infrastructure capital replacement program. 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 \$1.9 million shortfall. The funding strategy outlined in that report -- to increase the rates by \$10 each year for an additional 10 years -- is being integrated into the utility budgets and rates. In 2012, the increase is reflected in the drainage area (addressed later in this report).

Operating Debt

Operating debt relates to the sewer debt sinking fund and is based on costs provided by the Municipal Finance Authority. There is a small increase in 2012, but this has no impact on the rates charged since the amount is offset by a corresponding increase in revenues.

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.); seismic sewer upgrades, 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 at approximately 8% per year in accordance with trends in regional operations and maintenance costs, which are recovered through utility rate charges.

Impact on 2012 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. As noted previously in the "***Meter Rate***" discussion within the Water Services portion of this report, the impact to metered customers is considerably less than flat rate customers due in part to the incentive built into the meter rate.

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

<i>2012 Sewer Net Meter Rate Options</i>				
		<i>2012 Rate Options which Include Increase Identified Below in Italics</i>		
<i>Customer Class</i>	<i>2011 Rates</i>	<i>Recommended: 2012 Option 1 Rate</i>	<i>2012 Option 2 Rate</i>	<i>2012 Option 3 Rate</i>
Single Family Dwelling (based on avg. 296 m ³)	\$225.52	\$246.78 <i>\$21.26</i>	\$245.80 <i>\$20.28</i>	\$244.82 <i>\$19.30</i>
Townhouse (based on avg. 265 m ³)	\$201.90	\$220.93 <i>\$19.03</i>	\$220.06 <i>\$18.16</i>	\$219.18 <i>\$17.28</i>
Apartment (based on avg. 181 m ³)	\$137.90	\$150.90 <i>\$13.00</i>	\$150.30 <i>\$12.40</i>	\$149.71 <i>\$11.81</i>
Metered Rate (\$/m ³)	\$0.7619	\$0.8337 <i>\$0.0718</i>	\$0.8304 <i>\$0.0685</i>	\$0.8271 <i>\$0.0652</i>

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

<i>2012 Sewer Net Flat Rates Options</i>				
		<i>2012 Rate Options which Include Increase Identified Below in Italics</i>		
<i>Customer Class</i>	<i>2011 Rates</i>	<i>Recommended: 2012 Option 1 Rate</i>	<i>2012 Option 2 Rate</i>	<i>2012 Option 3 Rate</i>
Single Family Dwelling	\$335.92	\$360.23 <i>\$24.31</i>	\$358.76 <i>\$22.84</i>	\$357.33 <i>\$21.41</i>
Townhouse	\$307.36	\$329.60 <i>\$22.24</i>	\$328.26 <i>\$20.90</i>	\$326.96 <i>\$19.60</i>
Apartment	\$255.98	\$274.51 <i>\$18.53</i>	\$273.40 <i>\$17.42</i>	\$272.30 <i>\$16.32</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.
- There is no collection of funds to contribute toward rate stabilization for future increases, i.e. the rate stabilization contribution remains at \$0 in 2012.
- Does not meet City's long-term infrastructure plan to increase the capital program for replacement of aging infrastructure. Capital replacement remains fixed at \$4.3 million for 2012. The objective is to build the annual infrastructure replacement for sewer to \$6.2 million, representing an annual \$1.9 million shortfall.

Option 2

- Represents the minimal increase necessary to sustain operations with \$100,000 being applied or drawn from the rate stabilization fund to reduce the impact of budget and rate increases..
- There is no collection of funds to contribute toward rate stabilization for future increases, i.e. the rate stabilization contribution remains at \$0 in 2012.
- Does not meet City's long-term infrastructure plan to increase the capital program for replacement of aging infrastructure. Capital replacement remains fixed at \$4.3 million for 2011. The objective is to build the annual infrastructure replacement for sewer to \$6.2 million, or an annual \$1.9 million shortfall.

Option 3

- Represents the minimal increase necessary to sustain operations with \$200,000 being applied or drawn from the rate stabilization fund to reduce the impact of budget and rate increases..
- There is no collection of funds to contribute toward rate stabilization for future increases, i.e. the rate stabilization contribution remains at \$0 in 2012.
- Does not meet City's long-term infrastructure plan to increase the capital program for replacement of aging infrastructure. Capital replacement remains fixed at \$4.3 million for 2011. The objective is to build the annual infrastructure replacement for sewer to \$6.2 million, or an annual \$1.9 million shortfall.

Recommended Option

Staff recommend the budgets and rates as outlined under Option 1 for Sewer Services.

Drainage and Diking Section Chart

<i>2012 Drainage and Diking Net Rate Options</i>				
		<i>2012 Rate Options which Include Increase Identified Below in Italics</i>		
<i>Utility Area</i>	<i>2011 Rates</i>	<i>2012 Option 1 Rate</i>	<i>2012 Option 2 Rate</i>	<i>Recommended: 2012 Option 3 Rate</i>
Drainage	\$90.31	\$90.31	\$95.31	\$100.31
Diking	\$10.00	\$10.00	\$10.00	\$10.00
Total Drainage & Diking	\$100.31	\$100.31	\$105.31	\$110.31
<i>Increase Over 2011</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 2011 was \$90.31 resulting in approximately \$6.1 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 \$6.77 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 2012. This will result in revenues of approximately \$675,000 in 2012, 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

2012 Solid Waste & Recycling Budget - Options				
<i>Key Budget Areas</i>	<i>2011 Base Level Budget</i>	<i>Option 1 Recommended: Non-Discretionary Increases</i>	<i>Option 2 Non-Discretionary Increases</i>	<i>Option 3 Non-Discretionary Increases</i>
Salaries	\$1,957,700	\$43,300	\$43,300	\$43,300
Contracts	\$4,780,900	\$142,000	\$142,000	\$142,000
Equipment/Materials/Vehicles	\$354,400	\$18,100	\$18,100	\$18,100
Metro Disposal Costs (MV)	\$1,756,200	\$59,700	\$59,700	\$59,700
Recycling Materials Processing	\$1,136,500	(\$15,400)	(\$15,400)	(\$15,400)
Container Rental/Collection	\$158,300	\$4,000	* \$4,000	\$4,000
Operating Expenditures	\$136,800	\$4,800	\$4,800	\$4,800
Program Costs	\$182,600	\$14,500	\$14,500	\$14,500
Agreements	\$163,200	\$4,200	\$4,200	\$4,200
Rate Stabilization	\$0	\$0	\$138,700	\$277,400
Total 2011 Base Level Budget	\$10,626,600			
Total Incremental Increase		\$275,200	\$413,900	\$552,600
<i>Revenues:</i>				
<i>Apply Rate Stabilization Fund</i>	<i>(\$250,000)</i>	<i>\$57,900</i>	<i>\$57,900</i>	<i>\$57,900</i>
<i>Recycling Material</i>	<i>(\$652,000)</i>	<i>(\$134,800)</i>	<i>(\$134,800)</i>	<i>(\$134,800)</i>
<i>Garbage Tags</i>	<i>(\$20,100)</i>	<i>\$2,600</i>	<i>\$2,600</i>	<i>\$2,600</i>
Net Budget	\$9,704,500			
Net Difference Over 2011 Base Level Budget		\$200,900	\$339,600	\$478,300

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

Salaries

Salary costs are increased associated with anticipated wage settlements.

Contracts

Contract costs relate to non-discretionary increases for solid waste and recycling collection services as outlined in Council-approved agreements.

Equipment/Materials/Vehicles

Material, equipment and vehicle costs are increased associated with plant growth and increased fuel and insurance costs.

Metro Vancouver Disposal Costs (MV)

Disposal costs associated with the regional tipping fee increase from \$97 to \$107 per tonne. The City's Green Can program has helped in significantly reducing disposal tonnages, minimizing the impact of tipping fee increases. For example, had the Green Can/organics program not been introduced to divert more waste from garbage, the metro disposal costs noted in the budget table would have been approximately \$300,000 higher.

Regional tipping fees are expected to continue to rise sharply over the next several years to help create greater incentives for recycling alternatives and to meet the objectives as outlined in the new *Integrated Solid Waste and Resource Management Plan* which received provincial approval on July 22, 2011.

	2012	2013	2014	2015	2016
Projected Metro Vancouver Tipping Fee/Tonne	\$107	\$121	\$153	\$182	\$205
% Increase over Prior Year	10.3%	13%	26.4%	19%	12.6%

Recycling Materials Processing

Recycling materials processing costs are reduced associated with green waste volume adjustment reductions at the Ecowaste Landfill resulting from commercial use restrictions.

Container Rental/Collection & Operating Expenditures

Container rental and operating expenditures are increased associated with rates from re-tendered service contracts and printing costs.

Program/Internal Costs & Agreements

Program cost increases relate to increased resident uptake in the City's spring clean up program (garbage disposal voucher program). 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.

Rate Stabilization

Option 1 reflects a \$57,900 reduction in the application of the rate stabilization fund for solid waste and recycling. This reduction reflects the anticipated variance to equal the full offset of costs for the Green Cart Pilot program in accordance with prior approvals, pending an evaluation and report on that program in early 2012 (reference Green Cart Pilot Program section). Option 2 includes a partial contribution of \$138,700 to collect toward building the solid waste stabilization/provision fund, and Option 3 includes a contribution of \$277,400. Option 1 is recommended in light of significant increases in other utility areas. Any increase in the rate stabilization contribution outlined under Options 2 and 3 would allow funding levels to build in order to offset future significant regional tipping fee increases as outlined above. In addition, future funding will be needed to further develop significant recycling programs, such as a potential Eco Centre, introduction of carts for residential curbside collection, pilot initiatives, etc. The current balance in the solid waste provision is \$7,455,315.

Recycling Material Revenues

Revenues from the sale of recycling commodities are increased approximately 20% in 2012, or from \$652,000 to \$786,800. Under servicing contract terms, the City receives the full benefit of any increases

in the recycling commodity markets above an established base level. Similarly, the City bears the risk of any downturn in commodity markets. The increased revenue projection is based on estimates of market conditions as reflected over the past year. This amount can vary up or down, and is dependent in large part on economic conditions. Therefore, it is an estimate only. Note that revenues from the sale of recycling materials are applied against expenditures to help offset rates.

Green Cart Pilot Program

A pilot organics/food scraps recycling pilot program, involving approximately 3,200 townhome units, commenced in April and is currently underway. The pilot is intended to run to the end of 2011 and then be evaluated for potential broader scale implementation to all townhomes. Staff are currently evaluating the program and will present a report with recommendations early in 2012. The cost of this program is offset through the sanitation provision account. The budget/funding identified above allows the pilot program to continue in 2012 under these same funding conditions until such time as a Council decision is made on the future of organics recycling for townhomes.

A report regarding the pilot program is scheduled for the first quarter of 2012.

Impact on 2012 Rates

The impact of the budget options to ratepayers is provided in the table which follows.

<i>2012 Solid Waste & Recycling Net Rates Options</i>				
		<i>2012 Rate Options which Include Increase Identified Below in Italics</i>		
<i>Customer Class</i>	<i>2011 Rates</i>	<i>Recommended: 2012 Option 1 Rate</i>	<i>2012 Option 2 Rate</i>	<i>2012 Option 3 Rate</i>
Single Family Dwelling	\$234.81	\$239.61 <i>\$4.80</i>	\$241.96 <i>\$7.15</i>	\$244.50 <i>\$9.69</i>
Townhouse	\$169.46	\$171.10 <i>\$1.64</i>	\$173.44 <i>\$3.98</i>	\$175.99 <i>\$6.53</i>
Apartment	\$52.14	\$51.40 <i>(\$0.74)</i>	\$52.25 <i>\$0.11</i>	\$53.24 <i>\$1.10</i>
Business Metered Rate	\$26.16	\$25.75 <i>(\$0.41)</i>	\$25.86 <i>(\$0.30)</i>	\$25.99 <i>(\$0.17)</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 increased \$10, from \$97/tonne to \$107/tonne. The impact to Richmond is not as great as it would otherwise have been had the City not had the foresight to introduce the Green Can (food scraps/organics recycling) program. Overall, the region is continuing to experience declining waste flows and reduced revenues in light of recycling initiatives and poor economic conditions, which are contributing factors to the tipping fee increase. Costs for regional initiatives identified in the Integrated Solid Waste and Resource Management Plan are other factors driving the tipping fee increase. In addition to the impacts of the tipping fee increases, Richmond will also incur costs to implement the local government actions identified in the Integrated Solid Waste and Resource Management Plan. Council previously endorsed the plan, which establishes a new regional waste diversion target of 70% by 2015 (currently at 50%). These costs could amount to an additional \$4 million annually, depending on the level to which the municipal actions are pursued. These added programs will be brought to Council for approval in advance of incurring any additional expenditures.

Recommended Option

Staff recommend the budgets and rates as outlined under Option 1 for Solid Waste and Recycling as it meets the minimum funding requirement necessary to maintain existing programs, while minimizing the overall rate impact -- particularly in light of increases in other utility areas.

Total Recommended 2012 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 1 is recommended for Water
- Option 1 is recommended for Sewer
- Option 3 is recommended for Drainage & Diking
- Option 1 is recommended for Solid Waste & Recycling

This results in the following 2012 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.

<i>2012 Total Annual Utility – Estimated Charges to Metered Customers based on Recommended Rates and Average Water/Sewer Consumption by Customer Class (Net Rates)</i>		
<i>Customer Class</i>	<i>2012 Recommended Rate (Increase Identified Below in Italics)</i>	
	<i>2011 Estimated Net Rates</i>	<i>Total 2012 Recommended Option – Estimated Net Rates</i>
Single-Family Dwelling (based on avg. 296 m ³)	\$833.64	\$894.42 <i>\$60.78</i>
Townhouse (on City garbage service) (based on avg. 265 m ³)	\$716.08	\$768.88 <i>\$52.80</i>
Townhouse (not on City garbage service) (based on avg. 265 m ³)	\$609.37	\$659.88 <i>\$50.51</i>
Apartment (based on avg. 181 m ³)	\$457.29	\$494.66 <i>\$37.37</i>
General – Other/Business		
Metered Water (\$/m ³)	\$0.9223	\$1.0058 <i>\$0.0835</i>
Metered Sewer (\$/m ³)	\$0.7619	\$0.8337 <i>\$0.0718</i>
Business: Garbage	\$26.16	\$25.75 <i>(\$0.41)</i>
Business: Drainage & Diking	\$100.31	\$110.31 <i>\$10.00</i>

2012 Total Annual Utility – Recommended Flat Rates (Net Rates)		
<i>Customer Class</i>	2012 Recommended Rate (Increase Identified Below in Italics)	
	2011 Net Rates	Total 2012 Recommended Option – Net Rates
Single-Family Dwelling	\$1,193.22	\$1,269.51 \$76.29
Townhouse (on City garbage service)	\$1,004.59	\$1,068.91 \$64.32
Townhouse (not on City garbage service)	\$897.88	\$959.91 \$62.03
Apartment	\$683.88	\$731.28 \$47.40
General – Other/Business		
Metered Water (\$/m ³)	\$0.9223	\$1.0058 \$0.0835
Metered Sewer (\$/m ³)	\$0.7619	\$0.8337 \$0.0718
Business: Garbage	\$26.16	\$25.75 (\$0.41)
Business: Drainage & Diking	\$100.31	\$110.31 \$10.00

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. It also represents the minimum amount required to recover the net expenditure budgets for each utility area. 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 in the following gross rates to be reflected in the amending bylaws for each utility area, should they be approved by Council:

2012 Total Annual Utility – Recommended Gross (Before Discount) Estimated Meter & Actual Flat Rates per Bylaw (By Utility Area)					
	Water	Sewer	Drainage/ Diking	Garbage/ Recycling	Total
Meter (Based on Estimated Consumption–Water & Sewer Rates will Vary According to Actual Consumption)					
Single-Family Dwelling	\$330.78	\$274.18	\$122.57	\$266.23	\$993.76
Townhouse (on City garbage)	\$296.14	\$245.47	\$122.57	\$190.11	\$854.29
Townhouse (no City garbage)	\$296.14	\$245.47	\$122.57	\$69.00	\$733.18
Apartment	\$202.27	\$167.66	\$122.57	\$57.11	\$549.61
Flat Rate (Actual)					
Single-Family Dwelling	\$621.51	\$400.25	\$122.57	\$266.23	\$1,410.56
Townhouse (on City garbage)	\$508.77	\$366.22	\$122.57	\$190.11	\$1,187.67
Townhouse (no City garbage)	\$508.77	\$366.22	\$122.57	\$69.00	\$1,066.56
Apartment	\$327.85	\$305.01	\$122.57	\$57.11	\$812.54
General – Other/Business					
Metered Water (\$/m ³)	\$1.1175				
Metered Sewer (\$/m ³)		\$0.9263			
Business: Garbage				\$28.61	
Business: Drainage & Diking			\$122.57		

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>		
Single-Family Residential	Flat Rate	10,635
	Metered	17,816
Townhouse	Flat Rate	14,308
	Metered	703
Apartment	Flat Rate	20,109
	Metered	1,715
Total Residential Units		65,286
Commercial Units	Metered	3,467
Farms	Metered	49

Comparison of Recommended 2012 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.

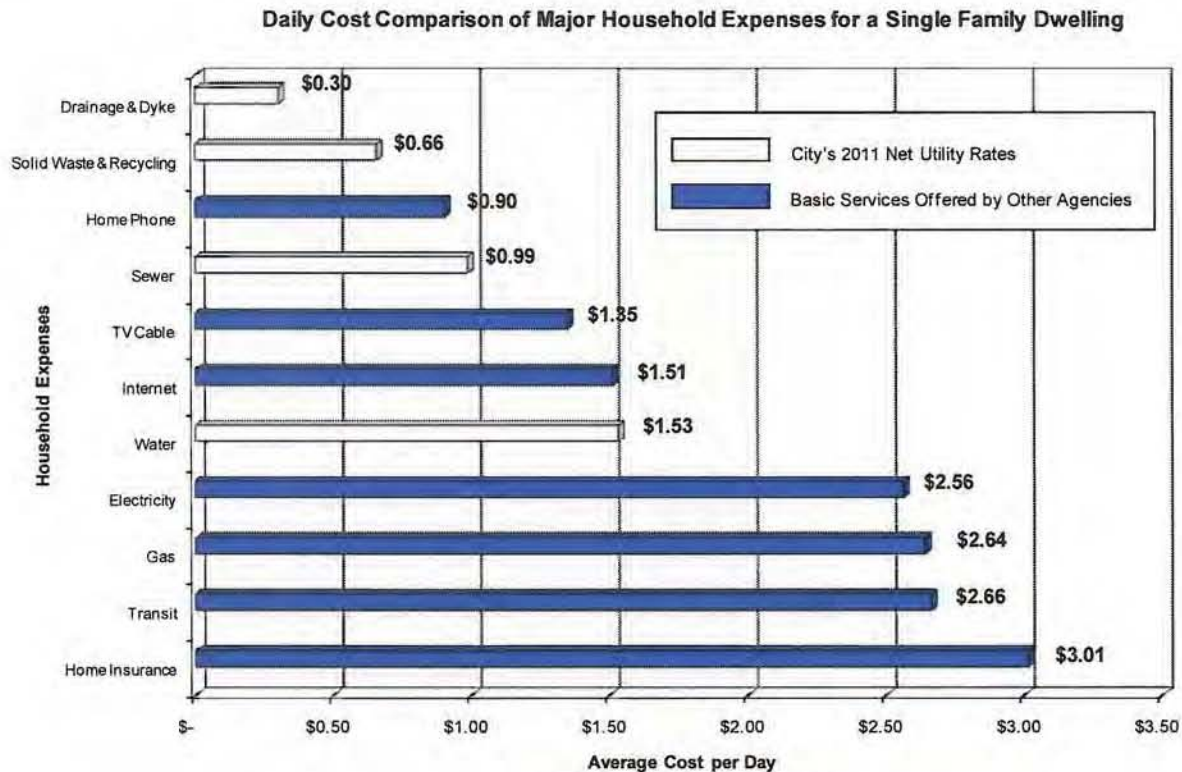


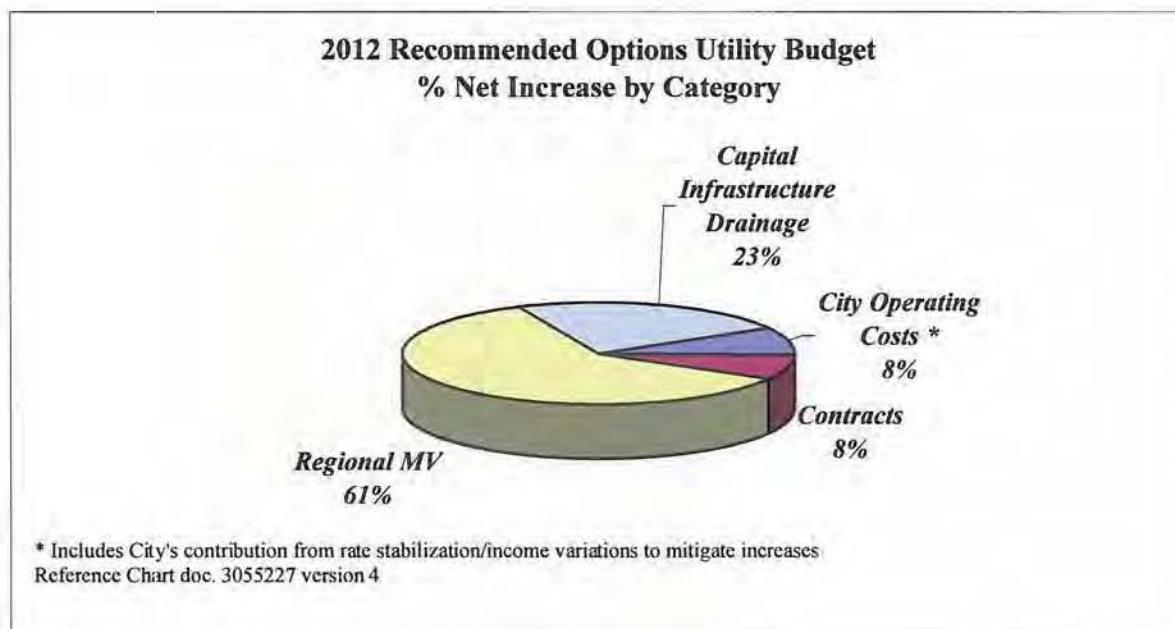
Chart REDMS Ref.. 3054483

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 2012 utility budgets and rates stem from increases in regional water purchases, sewer treatment and disposal costs. Contractual increases for tendered services and other external costs is also a factor, although to a much lesser degree. Option 1 is recommended for the Water, Sewer and Solid Waste/Recycling budgets and rates; whereas Option 3 is recommended for Drainage as per the strategy outlined in the “Ageing Infrastructure Planning – 2011 Update” report.

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 2012 budget in the area of regional costs, contract costs, net capital infrastructure contribution (drainage) and other City operating costs.



Conclusion

The utility rate strategy represents a comprehensive approach to addressing current increases in regional charges for water purchases, water filtration, sewer treatment and disposal costs. City costs have been minimized as much as possible to reduce the impact to budgets and rates. Regional increases continue to represent a significant portion of the increases in utility rates. This trend will continue for the foreseeable future as the challenges associated with addressing growth and new demands for water and sewer treatment are managed.

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.

A handwritten signature in black ink, appearing to read 'S. Bycraft', is positioned above the printed name.

Suzanne Bycraft
Manager, Fleet & Environmental Programs
(3338)



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** June 7, 2011
From: John Irving, MPA, P.Eng. **File:** 10-6060-01/2011-Vol 01
Director, Engineering
Re: Ageing Infrastructure Planning – 2011 Update


Staff Recommendation

That staff review the report dated June 7, 2011 from the Director, Engineering in conjunction with the Long Term Financial Management Strategy and bring forward recommendations to Finance Committee.

John King

John Irving, MPA, P.Eng.
Director, Engineering
(4140)

An. 6

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Budgets		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Roads and Construction		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Sewerage and Drainage		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Water Services		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Transportation		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG		YES	NO	REVIEWED BY CAO	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>		
				YES NO	
				<input checked="" type="checkbox"/> <input type="checkbox"/>	

Attachment 1 (Cont'd)

June 7, 2011

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Staff Report**Origin**

In July 2001 and March 2006 the Engineering Department reported to Council the estimated long term capital requirements for age-related infrastructure renewal. This report updates those estimates to reflect current inventory, new thoughts on infrastructure service life and changing infrastructure replacement pricing. It also extends the report to comment on dikes and climate change.

BackgroundCouncil Term Goals

One of the strategic focus areas outlined in the currently adopted Council Term Goals is Financial Management. The goal is to ensure the City has the capacity to meet the financial challenges of today and the future, while maintaining current levels of service. This report outlines the current and long term financial requirements for maintaining and replacing the City's ageing infrastructure.

Existing Infrastructure

Table 1 is a summary of the City's inventory of water, sanitary, drainage, and roads infrastructure. The replacement value assumes that infrastructure will be replaced "size-on-size"¹.

Table 1: Infrastructure Inventory

Infrastructure	Total Length of Pipe or Road	Other Features	Funding Source	Replacement Value (2011 dollars)
Water	624 km	13 PRV Chambers 8 Sponge Vaults 60 Valve Chambers	Water Utility	\$514 M
Sanitary	562 km	151 Pump Stations	Sanitary Utility	\$436 M
Drainage	617 km	39 Pump Stations	Drainage Utility	\$933 M
Dike	49 km	-	Drainage Utility	\$200 M
Road Pavement (non-MRN)	1285 lane km	212,000 sq. m of Parking lot	General Revenue	\$561 M
Total Replacement Value				\$2,644 M

¹ Each asset will be replaced using the existing size.

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Previous Staff Reports

Staff completed the City's first ageing infrastructure assessment and reported the results to Council in 2001. The assessment was based on the limited information available at that time. An updated ageing infrastructure report was presented to the Public Works and Transportation Committee (PWTC) in March 2006. Both reports identified that infrastructure replacement funding levels were insufficient and the 2006 report proposed several preliminary strategies to address the shortfalls that included the following:

1. Implement an immediate one-time increase to the rates to close the funding shortfall.
2. Implement a gradual increase to rates over a specified period to close the funding shortfall.
3. Borrow money to fund the necessary improvements.
4. Combination of the above strategies.

From the above strategies, the City implemented a variation of strategy 2 that did not include a specific date to close identified funding gaps. **Table 2** catalogues and compares 2006 capital infrastructure annual funding to that in 2011. It also tabulates current reserve levels.

Table 2: Annual Capital Infrastructure Funding and Reserves

Infrastructure Type	2006 Funding (2006 dollars)	2011 Funding (2011 dollars)	Funding Source	% Funding Increase	Reserve Balance (Dec 31, 2006)	Reserve Balance (Dec 31, 2010)
Water	\$6.5 M	\$7.5 M	Water Utility	15%	\$34.1 M	\$46.4 M
Sanitary	\$2.5 M	\$4.3 M	Sanitary Utility	75%	\$16.4 M	\$27.7 M
Drainage	\$3.1 M	\$6.1 M	Drainage Utility	97%	\$7.3 M	\$18.2 M
Road Paving (non MRN)	\$2.6 M	\$3.0 M	General Revenue	15%	N/A	N/A
Total	\$14.7 M	\$20.9 M		42%	\$57.8	\$92.3 M

As can be seen in **Table 2**, the City has substantially increased funding for infrastructure replacement over the last five years. Increases to the water, sewer and drainage capital funding were achieved through the annual utility rates review process where infrastructure replacement funding gaps were considered when establishing utility rates. The roadways are not part of a utility and the re-paving budget is included in the Roads operating budget. Road repaving increases were accomplished through the operating budgeting process.

Ageing Infrastructure Replaced From 2006 to 2010

Since March 2006 the City has replaced over 28 km of ageing watermain (approximately 4% of the system) and repaved 141 km of road lanes (approximately 11% of the non-MRN roadways) through its annual capital works programs. Various sanitary and drainage pump stations were

Attachment 1 (Cont'd)

June 7, 2011

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also rebuilt or improved during this time due to both ageing infrastructure and capacity based upgrade needs. These replacements and upgrades are planned utilizing water, sanitary, drainage and pavement management and capacity models developed for Richmond's infrastructure. Given the large catalogue of infrastructure assets within the City and the significant population increases predicted for Richmond, these models are essential for short and long term capital planning and for supporting broader City objectives such as the Official Community Plan. *Attachment 6* is a summary of infrastructure projects completed between 2006 and 2010 as part of the ongoing infrastructure replacement and upgrade program.

The replacement work to date has put Richmond in a much better position than the majority of Canadian municipalities. A report titled "Danger Ahead: The Coming Collapse of Canada's Municipal Infrastructure" was published by the Federation of Canadian Municipalities (FCM) in November 2007. The report stated that, across Canada, municipal infrastructure has reached the breaking point. The report recommended that long-term investment plans be created to manage infrastructure funding. Richmond has been pro-active in this regard and had long-term ageing infrastructure replacement strategy and reserve funding in place prior to the FCM report. As such, the City's infrastructure is in better condition than the average Canadian municipality and is far from the breaking point. However, the FCM report illustrates what can happen if the City's municipal infrastructure becomes a lower priority and funding levels do not continue to increase to close identified funding gaps.

Analysis

Total Replacement Value and Schedule

Charts 1 to 4 (attached) show estimated infrastructure replacement costs for the City's water, sanitary, drainage, and road infrastructure over the next 75 years. The charts also identify the estimated long term average annual funding levels that are required to perpetually replace assets and the current 2011 funding levels. The Funding Requirement Range represents the estimated level of uncertainty or variability in the long term annual funding levels. This uncertainty is due to a number of variables including:

- potential overlap between capacity based improvements due to development or climate change;
- uncertainty in the potential service life of the infrastructure;
- variability in the economy and the cost of infrastructure replacement; and
- unanticipated or emergency events that initiate early infrastructure replacement or repairs in excess of operating budget provisions.

Water

Chart 1 predicts a long term annual water infrastructure funding requirement of \$7.0 million, which is \$0.5 million lower than previously estimated and currently funded. Over the past five years Engineering has gathered data that indicates asbestos cement pipelines last longer than the original analysis indicated. Asbestos cement pipelines are approximately 50% of the City's watermain inventory, therefore, this increase in expected asbestos cement pipeline service life has a significant effect on long term funding requirements and translates into the lower funding

Attachment 1 (Cont'd)

June 7, 2011

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requirement. However, staff recommends maintaining water utility funding at \$7.5 million noting that:

- there is a significant backlog of watermain replacement projects;
- there is significant variability in water infrastructure pricing; and
- inflation will consume this positive funding gap in the near to medium term.

As noted previously, approximately 50% of the City's watermains are asbestos cement and are predicted to require replacement within the next 30 years. During this period replacement costs will exceed the long term required funding level for a number of years, which will require utilization of reserves and borrowing. In the long term (75 year horizon), the required funding level will repay debts incurred and allow for continued water infrastructure renewal.

Engineering staff are currently reviewing new technologies to determine the condition of asbestos cement watermains in an effort to refine the watermain replacement schedule. Additionally, Engineering staff will review pressure management as a tool to increase the service life of the asbestos cement watermain inventory, which has potential to attenuate the predicted spike in watermain replacement between 2031 and 2041.

Sanitary

Chart 2 predicts a long term annual funding requirements of \$5.4 million for the sanitary utility with no identified backlog of replacement needs. However, the fat, oil and grease (FOG) blockage in the Lansdowne forcemain this year is a prime example of an unanticipated event with significant capital cost that creates uncertainty or variability in the estimation of long term capital requirements. The Lansdowne forcemain emergency activities and replacement will total over \$1.3 million by project completion that was not anticipated but must be accommodated by the sanitary sewer utility.

Drainage

Chart 3 predicts a long term annual funding requirement of \$9.8 million for the drainage utility. As indicated by the chart, large scale ageing drainage infrastructure replacement is estimated to be 30 years in the future with much smaller near term needs. One option to fund these future replacements is to build an adequate reserve during this period of lower needs, to avoid unnecessarily burdening future generations.

Modeling work is currently being performed to determine the impact of climate change on the drainage system. Capacity improvements due to climate change are not included in the present analysis and will be reported to Council when the information becomes available.

Roads

Chart 4 predicts a non-MRN long term annual re-paving funding requirement of \$4.6 million. Higher uncertainty exists in this value than those for the utilities as road re-paving is heavily influenced by oil price, which has fluctuated widely in the past five years. *Chart 5* (attached) documents the fluctuating cost of asphalt paving between 2006 and 2010 demonstrating the high

June 7, 2011

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variability in pricing. Based on paving prices over the last five years, re-paving annual funding requirements range between \$4.0 M and \$5.3 M. For long term planning purposes, we have assumed that the ebb and flow of asphalt pricing will average out in the long term and have utilized the average value of \$4.6 M as the long term funding requirement for re-paving.

As reported to Council in 1998, road structures fail according to the curve represented in *Figure 1*.

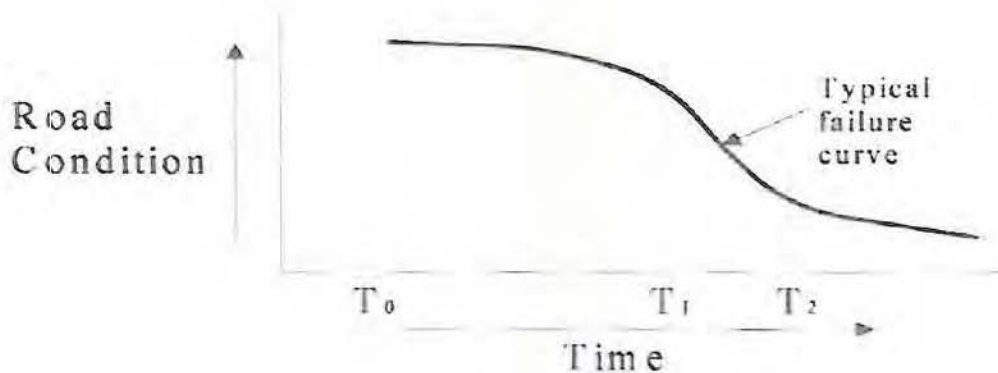


Figure 1

The time between T_0 and T_1 reflects period when roads structures perform well. At T_1 the road structure begins to deteriorate and lose strength. T_2 represents failure of the road structure. Once T_1 is reached, failure occurs rapidly.

Road rehabilitation work performed at T_1 can effectively restore the road structure to a "like new" condition represented by T_0 . Failure to perform this rehabilitation work leads to the rapid deterioration and failure of the roadway. At T_2 , a complete rebuild of the road structure is required. The cost of rebuilding a roadway at T_2 is approximately 3 to 4 times the cost of rehabilitation at T_1 , therefore, it is to the City's financial advantage to perform the rehabilitation at T_1 .

For the purpose of estimating the long term re-paving funding requirement, it has been assumed that all roads are repaved at T_1 . If this can not be achieved, the costs associated with road repair will increase due to more expensive road reconstruction being required.

Dikes

The 2008-2031 Richmond Flood Protection Strategy identifies climate change induced sea level rise as a future threat to the City and requires further investigation. As presented to Council on January 10, 2011, long term funding for raising dikes to meet rising sea levels and upgrades to address seismic concerns will be in the order of \$100 million. Engineering staff are exploring options to initiate a Dike Master Plan that will identify upgrade timing and funding requirements.

Attachment 1 (Cont'd)

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Required Funding Levels

Table 3 summarizes current and required annual infrastructure replacement funding levels, in 2011 dollars, as well as the current ageing infrastructure funding gaps.

Table 3: Infrastructure Funding Levels

Infrastructure Type	2011 Actual Annual Funding Level	Required Annual Funding Level	Funding Source	Estimated Additional Funding Required Based on Future Needs
Water	\$7.5 M	\$7.0	Water Utility	(\$0.5 M)
Sanitary	\$4.3 M	\$6.2 M	Sanitary Utility	\$1.9 M
Drainage	\$6.1 M	\$9.8 M	Drainage Utility	\$3.7 M
Road Paving (non MRN)	\$3.0 M	\$4.6 M	General Revenue	\$1.6 M
Totals	\$20.9 M	\$27.6 M		\$6.7 M

While the City has made significant increases to infrastructure funding since 2006, infrastructure funding gaps remain.

Funding Strategies

Adequate annual funding levels will allow the City to implement a proactive and sustainable infrastructure replacement program. The proactive replacement of infrastructure enables the City to smart sequence utility replacement and use competitive bidding to ensure the best value for money. Replacing infrastructure at its time of failure has proven to be considerably more expensive than proactive replacement and is more disruptive to residents, City services and programs.

Closing the current \$6.7 million funding gap² is achievable within the next decade or sooner. Putting this amount into rate payer terms, Richmond has approximately 70,000 businesses or households that pay utility rates. An annual increase of \$10 to the total utility rate³ for each residence or business would generate an additional \$7 million by the 10th year and would close the gap if inflation is ignored. Similarly, a \$20 increase would close this gap in five years. To put these potential increases in perspective, \$10 is 0.85% of a typical residential utility bill and \$20 is 1.7%.

² This does not include future dike improvement funding which will be determined through the proposed dike master planning process.

³ The comparison of utility rate increases is for illustrative purposes. Road paving is not funded through the utility rate, therefore, increases to accommodate the road paving funding gap will not be applied through the utility rate.

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Staff have pursued available federal and provincial grants from programs such as the Building Canada Plan and BC's Flood Protection Program and will continue to do so. While grant funding has been helpful over the last year, as a funding source grants will always be unpredictable and therefore non-sustainable.

Staff will evaluate funding options and make a recommendation to Council as part of the annual utility rate review. Through the annual utility rate review, staff will continue to recommend that the foregoing gap be closed over an appropriate period of time. However, the strategy and annual amount will vary due to the implication of non-discretionary costs resulting from Metro Vancouver's Regional Solid and Liquid Waste Management Plans.

Financial Impact

None at this time.

Conclusion

Staff will continue to gather information to better predict infrastructure replacement schedules and funding peaks and will continue to explore new technologies and best. Staff will also continue to recommend that the utility funding gaps between current and required funding levels be closed over time through the annual budgeting process. The rate of increase and timeframe to close the funding gaps will be impacted by Metro Vancouver's regional Solid and Liquid Waste Management plans, which are a non-discretionary costs imposed on the City. The funding shortfalls outlined in this report should be considered in conjunction with the City's Long Term Financial Strategy.



Lloyd Bie, P.Eng
Manager, Engineering Planning
(4075)

LB:ab

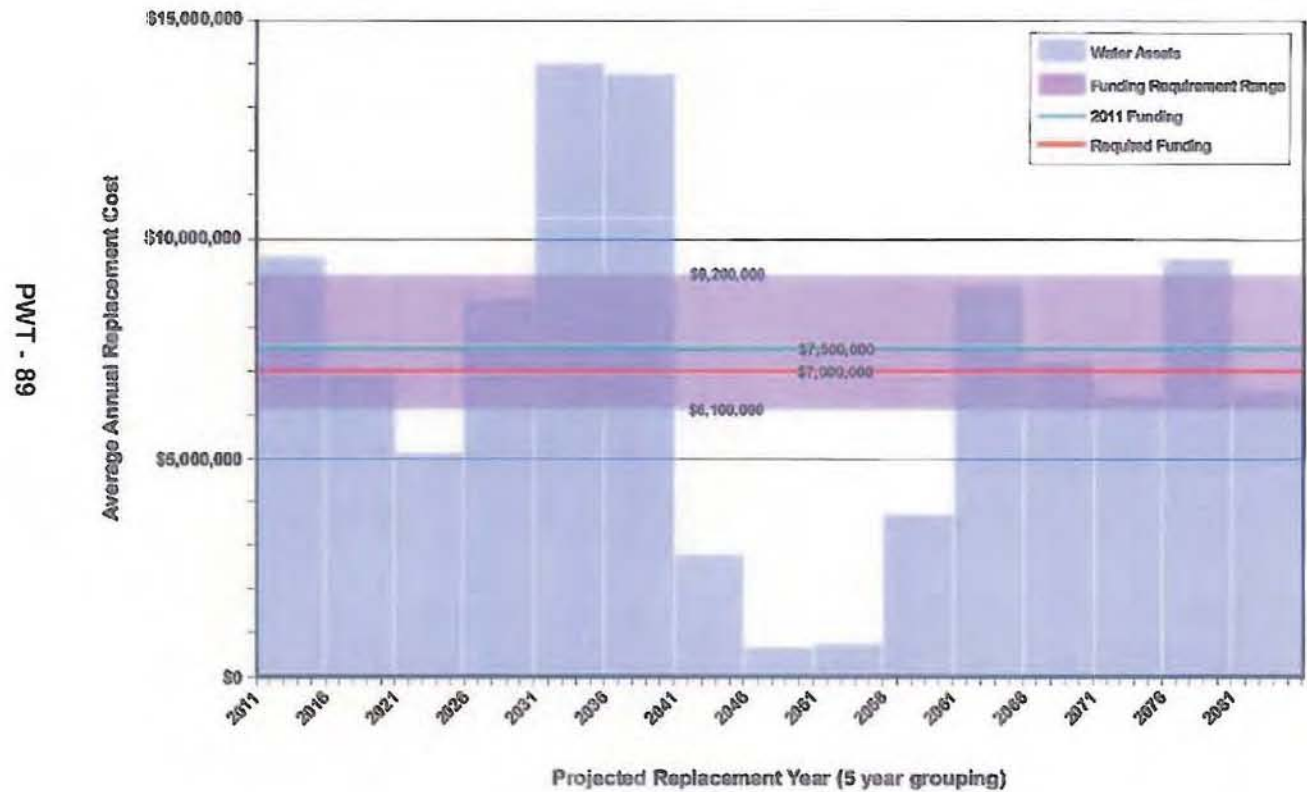


Andy Bell, P.Eng
Project Engineer, Roads & Drainage
(4656)

- Att.1: Chart 1: Ageing Infrastructure Report – Water Assets
- Att.2: Chart 2: Ageing Infrastructure Report – Sanitary Assets
- Att.3: Chart 3: Ageing Infrastructure Report – Drainage Assets
- Att.4: Chart 4: Ageing Infrastructure Report – Non MRN Road Assets
- Att.5: Chart 5: Historical Costs for Capital Paving Program (2006 – 2010)
- Att.6: Capital Infrastructure Projects Completed Since 2006

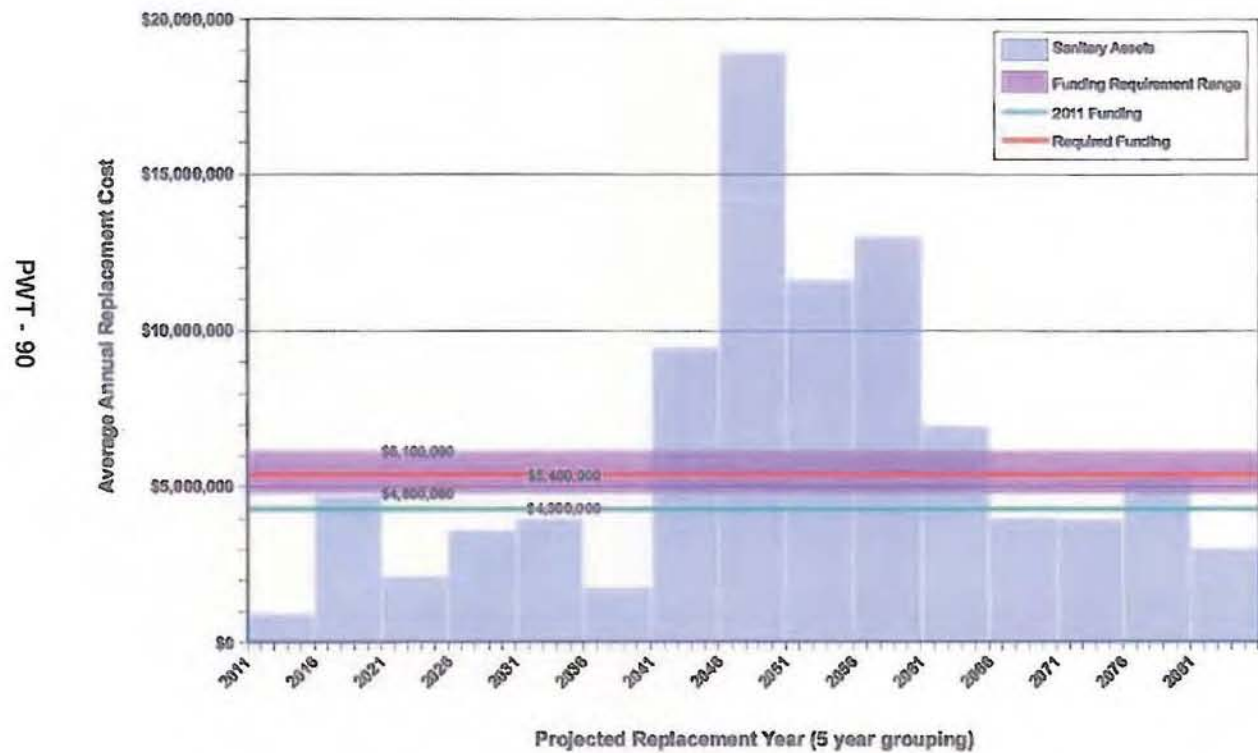
June 7, 2011

Chart 1
2011 Ageing Infrastructure Report - Water Assets



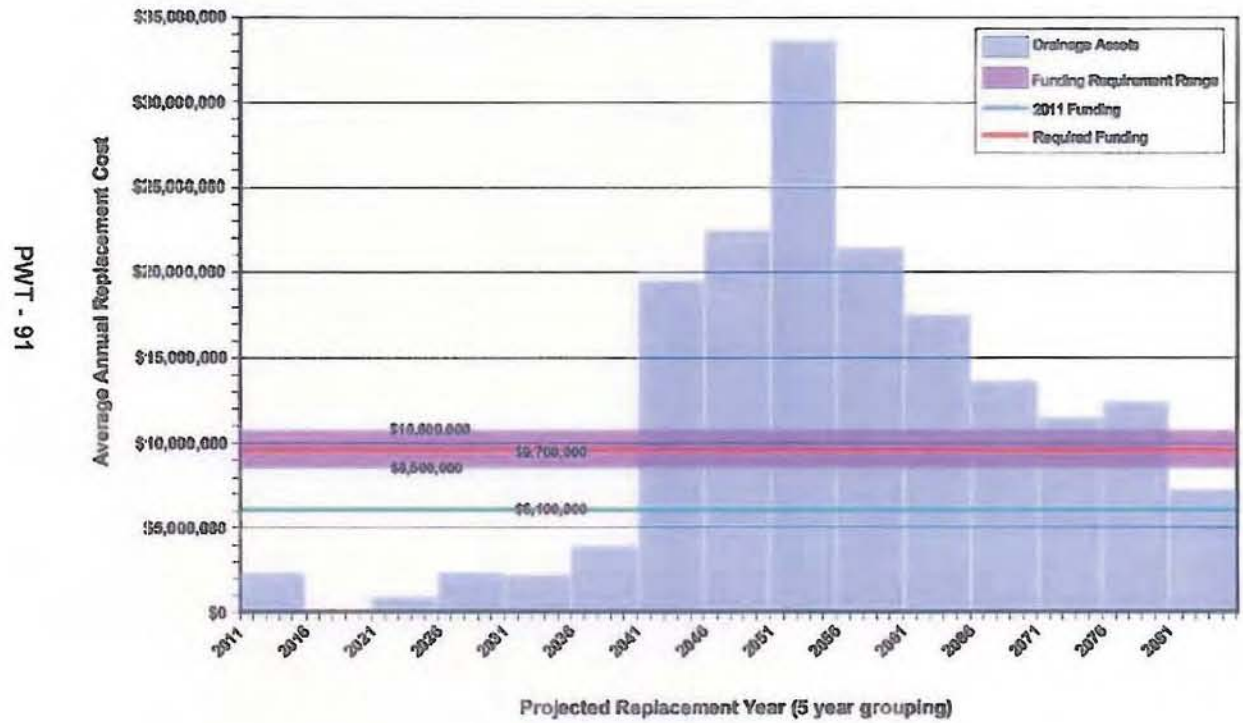
June 7, 2011

Chart 2
2011 Ageing Infrastructure Report - Sanitary Assets



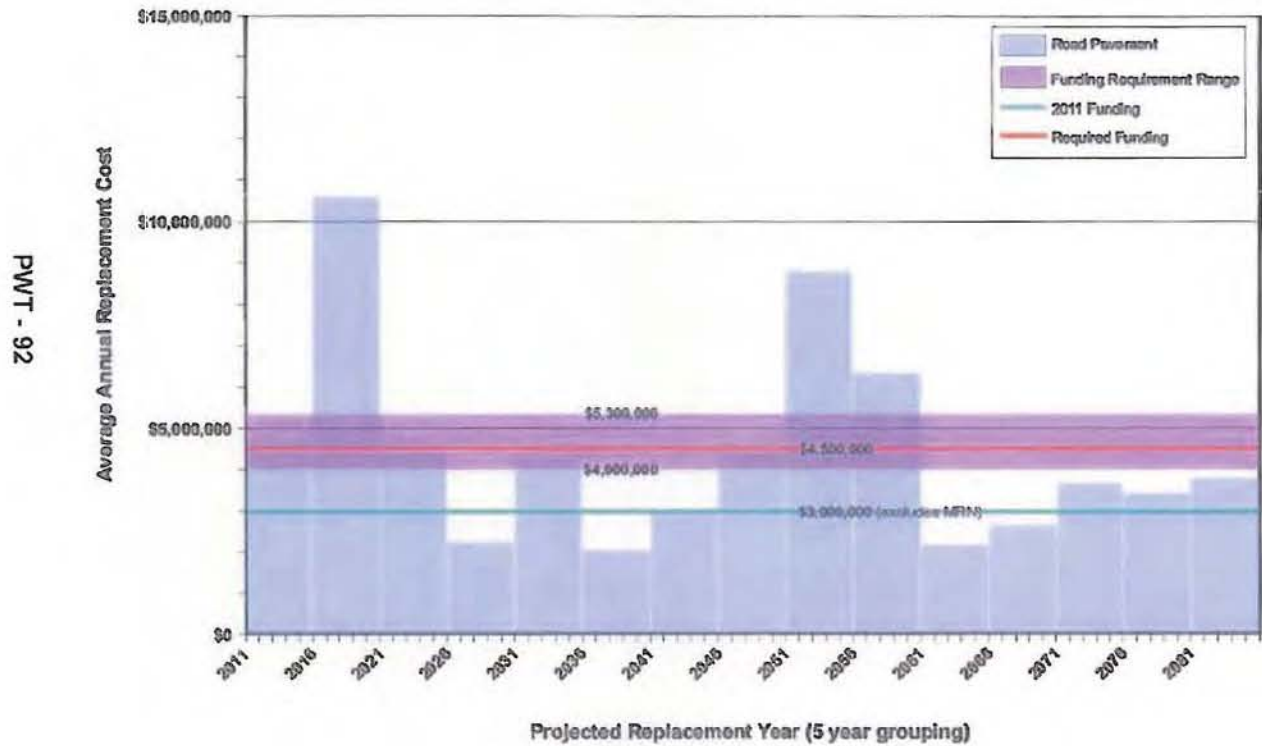
June 7, 2011

Chart 3
2011 Ageing Infrastructure Report - Drainage Assets



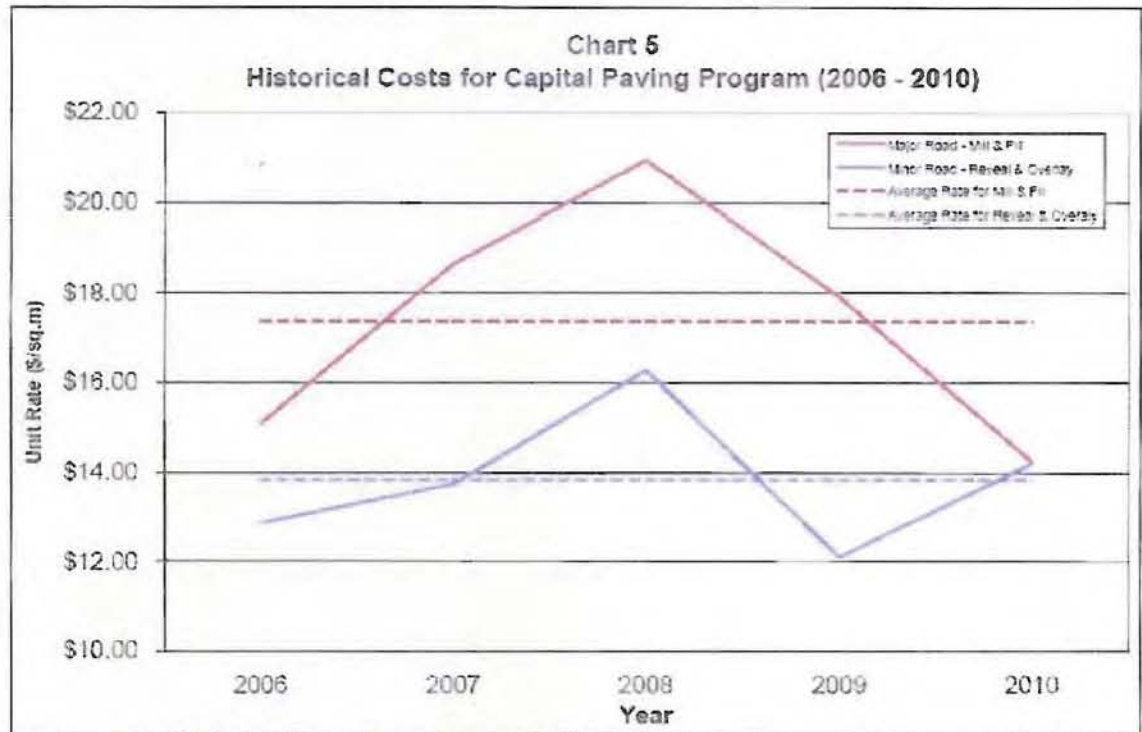
June 7, 2011

Chart 4
2011 Aging Infrastructure Report - Non-MRN Assets



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Attachment 1 (Cont'd)

2010 Capital Construction Program Update
Engineering Design and Construction

Project No	Project Name	Scope of Work	Capital Funding(\$'000)	Proposed Tender Date	Scheduled Contract Start	Scheduled Contract Completion
P.09403	Lulu West Waterworks Area	Ash St, Glenscres Dr, Pendlebury Rd, Palmer Rd	\$1,377	City Forces	Completed	Completed
P.08306	Cambie Road Drainage Pump Station Upgrade	Replace Cambie Road PS to improve reliability and pumping capacity. Construct 55m box culvert on Cambie Road	\$2,847	Completed	Completed	Completed
P.08602	Bridgeport Sanitary Sewer Area	Van Horne, Brighthouse, Jones and Richmond Centre Upgrades	\$1,000	City Forces	Completed	Completed
P.06603	City Centre Sanitary Sewer Area	Upgrade Elmbridge Sanitary Pump Station	\$400	City Forces	Completed	Completed
P.08407	Lulu North Waterworks Area	No. 3 Road Water Main Replacement - Westminster Highway to Granville Avenue	\$1,850	February, 2011	March, 2011	June, 2011
P.07802	City Centre Sanitary Sewer Area	Upgrade Eckersley A, Construct Forcemain and Gravity Sewer on Anderson Rd. St. Albans Forcemain	\$3,407	Completed	Completed	March, 2011
P.10231	2010 Paving Program	Various Locations - City Wide	\$3,245	Completed	Completed	Completed
P.08304	Peace Arch Area Drainage Upgrades	Seahurst Lane Drainage Upgrades	\$575	City Forces	Completed	Completed
P.08307	No. 4 Road Drainage Pump Station Upgrade	Upgrade No. 4 Road Pump Station	\$4,810	Completed	Completed	February, 2011
P.07401	Sea Island Waterworks Area	Airport Road	\$700	City Forces	Completed	January, 2011
P.10402	Lulu West Waterworks Area	Mortfield Gate & Cooper Road	\$390	City Forces	Completed	Completed
P.08302	West Cambie Drainage Upgrades	Garden City Road - Alderbridge Way to Cambie Road	\$1,191	Completed	Completed	Completed
P.09402	Hamilton Waterworks Area	Gilley Road - Westminster Hwy to East end	\$601			
P.09405	Lulu West Waterworks Area	Seaham Crescent	\$336	Completed	Completed	January, 2011
P.09406	Hamilton Waterworks Area	6220 No. 8 Road to 460m South of Westminster Highway	\$330			
P.09207	Minoru Bicycle Lanes	Provide bicycle lane from Granville Avenue to Alderbridge Way	\$190	City Forces	Completed	Completed
P.10402	Lulu West Waterworks Area	St. Albans Area Watermain Replacement & Drainage Upgrades	\$3,851	Completed	Completed	March, 2011
P.10301	East Richmond Irrigation Improvements and Drainage Upgrades	Phase IV: Sidaway - Stundell Rd to Francis Rd, Francis - Sidaway to No. 6, Granville - Sidaway to No. 6	\$750	Completed	Completed	Completed
P.10404	Lulu West Waterworks Area	Lucas, Lunen, Lucamo, Lurgan & Lundy Watermain Replacement	\$889	Completed	Completed	February, 2011
P.10601	Fraser Sanitary Sewer Area	Hamilton Pump Station and Sewers	\$3,316	Completed	Completed	March, 2011

Attachment 1 (Cont'd)

**2010 Capital Construction Program Update
Engineering Design and Construction**

Project No.	Project Name	Scope of Work	Capital Funding (\$1000)	Proposed Tender Date	Scheduled Contract Start	Scheduled Contract Completion
P.10302	Canal Stabilization Program	No. 3 Road and No. 8 Road Canal Stabilization Program	\$80	City Forces	June, 2011	August, 2011
P.10304	No. 7 Road South Drainage Area	No. 7 Road South Pump Station Outfall Upgrade	\$40	City Forces	January, 2011	July, 2011
P.10303	Woodward Slough Drainage Area	No. 3 Road South Pump Station Intake Screen Upgrade	\$400	Completed	Completed	February, 2011
P.10603	Terra Nova Sanitary Sewer Area	Sanitary Sewer Rehabilitation Phase	\$800	August, 2011	September, 2010	December, 2011
P.10401	Lulu West Waterworks Area	Bonavista Area Watermain Replacement & Drainage Upgrades	\$3,730	Completed	Completed	March, 2011
P.10403	Hamilton Waterworks Area	23,000 Block Dyke Road Watermain	\$120	City Forces	April, 2011	June, 2011
P.10602	City Centre Sanitary Sewer Area	Van Home Sanitary Sewer Upgrade	\$880	February, 2011	March, 2011	June, 2011
P.08310	Hamilton Drainage Area	20800 River Road Ditch Upgrades	\$75	City Forces	June, 2011	July, 2011
P.10201	No. 4 Road Rehabilitation	Rehabilitate No. 4 Road between Westminster Highway and Granville Avenue	\$574	Completed	Completed	Completed
P.10501	South Dike Seismic Upgrade	No. 4 Road to No. 5 Road	\$637	Pending subject to grant funding		
		TOTAL	\$10,693			

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**2009 Capital Construction Program Update
Engineering Design and Construction**

Project No.	Project Name	Scope of Work	Capital Funding(\$1000)	Proposed Tender Date	Scheduled Contract Start	Scheduled Contract Completion
P 05204	Lansdowne Road Undergrounding	Hydro, Telex, Shaw Undergrounding on Lansdowne Rd - No. 3 Rd to Cooney Rd	\$1,500	Completed	Completed	Completed
P 08402	Mendrose Area Watermain Replacement	Rosevale Rd, Rosehill Dr., Roselma Cr & Pl, Rosebrook Rd, Rosemary Ave, Rosebank Cr, Rosecroft Cr, Rosedene Cr & Cr, Rosewell Ave, Ruskin Rd & Pl, Leonard Rd & Pl	\$2,225	Completed	Completed	Completed
P 04301	Horseshoe Slough Drainage Upgrade	Shell & Steveston Irrigation Screens & Pump Removal, Intake Screen Upgrade at Horseshoe Slough Pump Station	\$500	Completed	Completed	Completed
P 07302	Gilbert North Drainage Area Assessment and Upgrade	Garden City Road - Westminster Highway to Lansdowne Rd	\$955	Completed	Completed	Completed
P 09202	2009 Paving Program	Various Locations - City Wide	\$3,250	Completed	In Progress	Completed
P 09301	East Richmond Irrigation Improvements and Drainage Upgrades	Phase 3 - Granville Ave from No. 7 Road to Nelson Road	\$2,000	Completed	Completed	Completed
F 05203	Transportation Bicycle Lane Program	Shell Road Bike Lanes & Parks Trail - Steveston Highway to Athabasca Drive	\$721	City Forces	Completed	Completed
P 06607	Terra Nova Sanitary Sewer Area	Blundell Road - 225m of 450mm Forcemain from No. 1 Road to Frisbie Drive	\$695	Completed	Completed	Completed
P 09205	Lansdowne Road Extension	Lansdowne Road Extensions complete with Utility Upgrades from Gilbert Road to Hollybridge Way	\$3,005	Completed	Completed	Completed
P 08204	Van Horne Pedestrian and Bicycle Path	Van Horne Way From Great Canadian Way to River Drive	\$255	Completed	Completed	Completed
P 06308	Gilbert North Drainage Area Assessment and Upgrade	Drainage Upgrades - Westminster Highway and No. 3 Road Intersection	\$250	City Forces	Completed	Completed
P 09201	4th Avenue Walkway	Steveston Highway to Chatham Street	\$110	City Forces	Completed	Completed
P 08303	Terra Nova Drainage Area Upgrades	Linfield Gate	\$111	Completed	Completed	Completed
P 06605	Shellmont Sanitary Sewer Area	Shell Road - 100m of 400mm Forcemain	\$140	Completed	Deferred	
P 06603	City Centre Sanitary Sewer Area	Upgrade Elmbridge Sanitary Pump Station	\$600	City Forces	In Progress	March, 2010
P 06401	Lulu East Waterworks Area	Old Westminster Highway, East of Overpass	\$650	Completed	Completed	Completed
P 08305	Combie Road Drainage Pump Station Upgrade	Replace Combie Road PS to improve reliability and pumping capacity. Construct 55m box culvert on Combie Road	\$2,847	Completed	In Progress	January, 2010
P 06602	Bridgeport Sanitary Sewer Area	Van Horne, Brighthouse, Jones and Richmond Centre Upgrades	\$1,600	City Forces	In Progress	March, 2010
P 06401	Lulu East Waterworks Area	No. 8 Road	\$187	Completed	Completed	Completed
P 09404	Lulu North Waterworks Area	Sparwood Pl., Tuttle Ave, Patterson Rd., Bergen Dr.	\$725	Completed	In Progress	January, 2010
P 09403	Lulu North Waterworks Area	Combie Road & No. 6 Road	\$1,530	Completed	Completed	Completed

2011 CAPITAL CONSTRUCTION PROGRAM UPDATE - Page 4 of 4

2011 Capital Construction

Attachment 1 (Cont'd)

2009 Capital Construction Program Update
Engineering Design and Construction

Project No.	Project Name	Scope of Work	Capital Funding(x1000)	Proposed Tender Date	Scheduled Contract Start	Scheduled Contract Completion
P.09403	Lulu North Waterworks Area	Garden City from Westminster Hwy to Alberta Road	\$200	Completed	Completed	Completed
P.08403	Lulu West Waterworks Area	Barnberton Dr, Goldstream Dr, Malahat Ave, Manning Crt, Bromley PL, Forillon Pl, Waterton Dr.	\$1,295	Completed	Completed	Completed
P.08407	Lulu North Waterworks Area	No. 3 Road - Westminster Highway to Granville Avenue	\$4,550	In Progress	In Progress	July, 2010
P.08403	Lulu West Waterworks Area	Ash St, Glenacres Dr, Pendlebury Rd, Palmer Rd	\$1,377	City Forces	In Progress	January, 2010
P.07602	City Centre Sanitary Sewer Area	Upgrade Eckersly A, Construct Forcemain and Gravity Sewer on Anderson Rd. St. Albans Forcemain	\$3,407	Completed	March, 2010	August, 2010
P.08302	West Cambie Drainage Upgrades	Garden City Road - Alderbridge Way to Cambie Road	\$1,191	In Progress	June, 2010	September, 2010
P.08307	No. 4 Road Drainage Pump Station Upgrade	Upgrade No. 4 Road Pump Station	\$4,810	In Progress	In Progress	September, 2010
P.09406	Lulu North Waterworks Area	Minoru Park Watermain Replacement	\$250	City Forces	Completed	Completed
	Canada Line Restoration Project	No. 3 Road from Bridgeport Road to Granville Avenue	\$25,000	Completed	Completed	Completed
P.09207	Minoru Bicycle Lanes	Provide bicycle lane from Granville Avenue to Alderbridge Way	\$113	City Forces	April, 2010	May, 2010
P.08304	Peace Arch Area Drainage Upgrades	Seahurst Lane Drainage Upgrades	\$675	City Forces	April, 2010	June, 2010
P.09203	NIC Lane Improvements	North of Williams Road - No. 4 Rd to Shell Rd	\$1,311	January, 2010	March, 2010	July, 2010
P.09402	Hamilton Waterworks Area	Gilley Road - Westminster Hwy to East end	\$601	April, 2010	May, 2010	September, 2010
P.07401	Sea Island Waterworks Area	Airport Road	\$785			
P.09204	Park Road Extension	Park Road Extension from Cooney Road to Eckersly Road	\$1,920	Development Driven		
P.08606	City Centre Sanitary Sewer Area	Construction new Sanitary Pump Station c/w forcemain and gravity Sewers north of existing Elmbridge PS	\$3,300	Development Driven		
		TOTAL	\$73,963			

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Attachment 1 (Cont'd)

2008 Capital Construction Program Update
Engineering Design and Construction

Project No.	Project Name	Scope of Work	Eng.	Budget (x1000)	Projected Cost to Complete (x1000)	Proposed Tender Date	Scheduled Contract Start	Scheduled Contract Completion
P.07504	South Dike Upgrades	No. 7 Road to 970m East	JY	\$1,371	\$1,371	Completed	Completed	Completed
P.06601	City Centre/Bridgeport Sanitary Sewer Rehab	Trenchless and External Sewer Repairs	JY	\$600	\$600	Completed	Completed	Completed
P.07301	East Richmond Drainage Area Assessment and Upgrade (2007)	Drainage Sewer Assessment and Upgrade	JY	\$1,000	\$1,000	Completed	Completed	Completed
P.06402	Aztec Area Drainage and Watermain Upgrades	Watermain Replacement & Drainage Improvements - Dailyn Road	JY	\$1,700	\$1,700	Completed	Completed	Completed
P.07402	Lulu East Waterworks Area	Kartner Road & Fedaruk Road	JY	\$453	\$453	City Forces	Completed	Completed
P.08301	Aragon Lane Drainage	Install New Lane Drainage	JY	\$175	\$175	City Forces	Completed	Completed
P.07204	Elmbridge/Hollybridge/Gilbert Rd Intersection Improvements	Intersection Improvements & Signalization	JY	\$425	\$425	City Forces	Completed	Completed
P.07405	Lulu West Waterworks Area	Lancing Subdivision Miscellaneous Roads	JY	\$2,117	\$2,117	Completed	Completed	Completed
P.06405	Lulu West Waterworks Area	Mersey Drive, Rochdale Drive, Southport Road, Dennis Crescent, Swinton Crescent	JY	\$804	\$804	Completed	Completed	Completed
P.05405	2006 Maddocks Subdivision	Watermain Replacement	JY	\$473	\$473			
P.07306	Gilbert North Area Drainage Upgrades	Comstock Drainage PS	JY	\$150	\$150		City Forces	Completed
P.06604	Achroyd Road Sanitary Pump Station Upgrade	Sanitary Pump Station Reconstruction	JY	\$1,530	\$1,530	Completed	Completed	Completed
P.08201	2005 Asphalt Paving Program	Various Locations	JY	\$3,209	\$3,200	Completed	Completed	Completed
P.08309	Mid-Island Dike Study	Mid-Island Dike Study	JY	\$150	\$150	Completed	Study In Progress	
P.05204	Lansdowne Rd - No. 3 to Cooney	Hydro, Telus, Shaw Undergrounding/Beautification	JY	\$1,186	\$1,186	In Progress - Development Driven		
P.08202	Intersection Improvements	Garden City/Ferndale Intersection - Southbound to Eastbound left turn bay	JY	\$93	\$93	City Forces	Completed	Completed
P.08305	East Richmond Drainage Upgrades & Irrigation Improvements - Phase 2	Granville & Francis, Sideway - No. 6 Rd & Blundell Rd, No. 6 Rd - No. 7 Rd	JY	\$592	\$592	Completed	Completed	Completed
P.08402	Montrose Area Watermain Replacement	Rosevale Rd, Rosehill Dr., Roselea Cr & Pl, Rosebrook Rd, Rosemary Ave, Rosebank Cr, Rosacroft Cr, Rosedene Cr & Cr, Rosewall Ave, Ruskin Rd & Pl, Leonard Rd & Pl	JY	\$2,225	\$2,225	Completed	In Progress, November 2008	March, 2009
P.08312	No. 2 Road Box Culvert Replacement	South of Steveston Highway	JY	\$950	\$950	Completed	In Progress, November 2008	January, 2009
P.04301	Horseshoe Slough Drainage Upgrade	Shell & Steveston Irrigation Screens & Pump Removal	JY	\$500	\$500	Completed	February, 2009	June, 2009
P.08607	Terra Nova Sanitary Sewer Area	Blundell Road - 225m of 450mm Forcemain from No. 1 Road to Froisher Drive	JY	\$425	\$425	In Progress	March, 2009	August, 2009
P.07302	Gilbert North Drainage Area Assessment and Upgrade	Garden City Road - Westminster to Lansdowne Rd	JY	\$2,189	\$2,189	Completed	March, 2009	August, 2009

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Attachment 1(Cont'd)

P.05203	Shell Rd - Athabasca to Horseshoe Slough	Bike Lanes & Parks Trail	JY	\$1,109	\$1,109	January, 2009	March, 2009	October, 20
P.05404	Lulu North Waterworks Area	Spanwood Pl., Tuttle Ave., Patterson Rd., Bergen Dr.	JY	\$725	\$725	January, 2009	March, 2009	October, 20
P.06204	Van Horne Pedestrian and Bicycle Path	Van Horne Way From Great Canadian Way to River Drive	JY	\$255	\$255	February, 2009	April, 2009	August, 20
P.06306	Cambie Road Drainage Pump Station Upgrade	Replace Cambie Road PS to 4.2 cms. Construct 55m box culvert on Cambie Road	JY	\$2,847	\$2,847	March, 2009	May, 2009	March, 20
P.08403	Lulu West Waterworks Area	Ash St., Glenaces Dr., Pendlebury Rd., Palmer Rd.,	JY	\$1,283	\$1,283	City Forces	May, 2009	October, 20
P.07602	City Centre Sanitary Sewer Area	Upgrade Edderly A. Construct Forcemain and Gravity Sewer on Anderson Rd.	JY	\$2,000	\$2,000	May, 2009	June, 2009	March, 20
P.07602	Bennett West Sanitary Pump Station	Forcemain Upgrade	JY	\$700	\$700			
P.08307	No. 4 Road Drainage Pump Station Upgrade	Replace No. 4 Road PS to 7.0 cms.	JY	\$4,810	\$4,810	September, 2009	February, 2010	July, 201
P.06602	West Cambie Sanitary Sewer Area	Replace Van Horne Sanitary PS	JY	\$1,000	\$1,000	October, 2009	March, 2010	December, 2
P.08306	Gilbert North Drainage Area Assessment and Upgrade	Westminster Highway - No. 3 Road to Cooney Road	JY	\$1,700	\$1,700	Deferred until 2010		
P.07401	Sea Island Waterworks Area	Airport Road	JY	\$785	\$785	Deferred until Canada Line Construction is complete in this area		
TOTAL				\$39,612	\$39,612			

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Attachment 1 (Cont'd)

2007 Construction Program Update

Engineering Design and Construction

Project No	Project Location	Scope of Work	Eng.	Budget (\$'000)	Projected Cost to Complete	Proposed Tender Date	Scheduled Contract Start	Scheduled Contract Completion
P 05605	Sanitary Sewer P.5. at Cook/Buswell	Pump Station, Sanitary Sewer and Forcemain Rehabilitation	JY	\$1,481	\$1,200	Completed	Completed	Completed
P 06403	Construct Ave Watermain Replacement	Watermain Replacement at Various Locations	JY	\$1,131	\$950	Completed	Completed	Completed
P 05202	Steveston Highway Box Culvert	Box Culvert Installation	JY	\$400	\$300	Completed	Completed	Completed
P 07504	Dike Upgrade	Dike Upgrade Between No. 7 and No. 8 Roads	JY	\$1,271	\$1,271	Completed	Completed	Completed
P 04209	Westminster Hwy - Hwy 91 Interchange to McMillan	Road widening to 4 Lanes	JY	\$6,525	\$6,525	Completed	Completed	Completed
P 07403	Lulu West Waterworks Area	Pineview Crescent, Ash Street, Fairchild Crescent, Fairchild Place, Fairfax Place	JY	\$1,237	\$1,237	City Forces	Completed	Completed
P 07404	Alderbridge water main replacement	Replacement of Alderbrook Cement Water Main	JY	\$100	\$100	City Forces	Completed	Completed
P 07201	Westminster Hwy Bicycle Lanes - No. 8 Road to Nelson Road	Bicycle Lanes Construction	JY	\$232	\$200	Completed	Completed	Completed
P 07203	Peace Arch Drainage Area Assessment and Upgrade	Seabrook Crescent Drainage Upgrade	JY	\$125	\$125	Completed	Completed	Completed
P 05305	No. 1 Road Lennyway - Fennids to Williams	Lennyway Construction	JY	\$4,200	\$1,200	Completed	Completed	Completed
P 07305	Regent Street Drainage LASP	Ditch Infill - 3440 to 3640 Regent Street, 11333 2nd Avenue	JY	\$84	\$84	Completed	Completed	Completed
P 07306	City Centre/Hilltop Sanitary Sewer Rehab	Trenchless and External Sewer Repairs	JY	\$600	\$600	Completed	In Progress April, 2007	May, 2008
P 07307	Regent Street Drainage LASP	Ditch Infill - 3231 to 3251 Regent Street	JY	\$185	\$185	Completed	Completed	Completed
P 07308	2007 Asphalt Paving Program	Asphalt Paving	JY	\$2,590	\$2,590	Completed	Completed	Completed
P 07309	Francis Road Drainage Pump Station	Pump Station Renovation	JY	\$1,855	\$1,855	Completed	Completed	Completed
P 07310	Lucas Road Drainage Upgrade	Watermain replacement & Drainage Improvements	JY	\$600	\$600	Completed	Completed	Completed
P 07301	East Richmond Drainage Area Assessment and Upgrade	Drainage Sewer Assessment and Upgrade	JY	\$1,000	\$1,000	Completed	In Progress December, 2007	March, 2008
P 04301	Horseshoe Slough Drainage Upgrade	Irrigation Screens & Pump Removal	JY	\$579	\$579	City Forces	In Progress December, 2007	February, 2008
P 06405	Lulu West Waterworks Area	Mersey Drive, Rochdale Drive, Southport Road, Dennis Crescent, Swinton Crescent	JY	\$804	\$904	Completed	In Progress January, 2008	July, 2008
P 05405	2006 Madsen's Subdivision	Watermain Replacement	JY	\$473	\$473	Completed	In Progress January, 2008	July, 2008
P 07302	Gilbert North Drainage Area Assessment and Upgrade	Westminster Hwy - No. 3 Road to Cooney Road - Garden City Road - Westminster to Lansdowne, Comstock Area	JY	\$2,460	\$2,460	In Progress	February, 2008	June, 2008
P 05402	Active Area Drainage and Watermain Upgrades	Watermain Replacement & Drainage Improvements - Dailyn Road	JY	\$1,400	\$1,400	Completed	In Progress September, 2007	April, 2008
P 06604	Ackroyd Road Sanitary Pump Station Upgrade	Sanitary Pump Station Reconstruction	JY	\$1,400	\$1,400	Completed	In Progress January, 2007	April, 2008
P 07204	Embridge/Hilltop/Gilbert Rd Intersection Improvements	Intersection Improvements & Signalization (3 Phases)	JY	\$425	\$425	City Forces	In Progress November, 2007	May, 2008
P 07405	Lulu West Waterworks Area	Lansing Subdivision Miscellaneous Roads	JY	\$2,117	\$2,117	December, 2007	February, 2008	July, 2008
P 07402	Lulu West Waterworks Area	Karber Road & Fecoluk Road	JY	\$453	\$453	City Forces	February, 2008	May, 2009
P 05204	Lansdowne Rd - No. 3 to Cooney	Hydro, Tels, Shaw Underground/Requalification	JY	\$1,148	\$1,148	December, 2007	February, 2008	May, 2009
P 07501	Dike Upgrades	Various Locations	JY	\$250	\$250	June, 2008	July, 2008	September, 2008
P 07401	Sea Island Waterworks Area	Airport Road	JY	\$766	\$766	TBD	Deferred until Canada Line Construction is completed in this area.	
P 06203	Shed Rd - Aldersbrook to Horseshoe Slough	Dike Lanes, Parks Trail, Canal Driveway	JY	\$1,300	\$1,300	TBD	City Property being sold	
TOTAL				\$54,111	\$33,577			

Continued on Page 42

Continued on Page 43

Attachment 1 (Cont'd)

2006 Construction Program Year End Summary									
Engineering Design and Construction									
Project No.	Project Location	Scope of Work	Est.	Budget (Estimate)	Projected Cost to Complete	Proposed Tender Date	Scheduled Construction Start	Scheduled Construction Completion	
P 05301	Dyke Road Right-of-Way Upgrade	Dyke Upgrade South End of Gilbert	JY	\$130	\$130	Completed	Complete	Complete	
P 05251	Garden City Bike Lanes	Capstan to Cambie	JY	\$230	\$230	City Forces	Complete	Complete	
P 04331	Horseshoe Slough	Drainage Improvements	JY	\$2,776	\$2,776				
P 04465	Maddocks Subdivision (Phase I)	Watermain Replacement	JY	\$811	\$811		Complete	Complete	
P 06465	Maddocks Subdivision (Phase II)	Watermain Replacement	JY	\$1,061	\$1,061				
P 06502	Kwantlen Sanitary Foremain	Foremain Replacement	JY	\$100	\$89	Completed	Complete	Complete	
P 05692	Ash Sanitary Pump Station Rehabilitation	Sanitary	JY	\$240	\$250	City Forces	Complete	Complete	
P 05496	No. 2 Rd Watermain	Watermain Replacement	JY	\$880	\$460	Completed	Complete	Complete	
P 05210	No. 3 Rd Watermain	Gravel Sidewalk, Stoveston Hwy to Dyke Rd	JY	\$200	\$200	City Forces	Complete	Complete	
P 05231	2006 Paving Program	Asphalt Paving	JY	\$2,086	\$2,086	Completed	Complete	Complete	
P 06401	Breadmoor Phase III Watermain Replacement	Watermain Replacement at Various Locations	JY	\$812	\$912	City Forces	Complete	Complete	
P 05094	Arcadia Sanitary Pump Station Rehabilitation	Sanitary	JY	\$250	\$250	City Forces	In Progress August 22, 2006	December, 2006	
P 06601	City Centre/Bridgeport Sanitary Sewer Rehab	Trenchless and External Sewer Repairs	JY	\$600	\$600	Completed	In Progress April 15, 2006	March, 2007	
P 04408	Westminster Hwy - No. 3 Rd to Garden City	Watermain Replacement	JY	\$1,456	\$3,100	Completed	Complete	Complete	
P 04408	Westminster Hwy - No. 4 Rd to Shell Rd	Watermain Replacement	JY	\$1,481	\$1,481	Completed	In Progress July, 2006	December, 2006	
P 06605	Sanitary Sewer P.S. at Cook/Bugwell	Pump Station, Sanitary Sewer and Foremain Rehabilitation	JY	\$579	\$579	Completed	In Progress July, 2006	February, 2007	
P 04301	Horseshoe Slough Drainage Upgrade	Screens, Irrigation Control and Pipe Installation	JY	\$6,525	\$5,928	Completed	In Progress August, 2006	May, 2007	
P 04209	Westminster Hwy - Hwy 91 Interchange to McMillan	Road widening to 4 Lanes	JY	\$400	\$400	Completed	In Progress September, 2006	February, 2007	
P 05392	Stevenson Highway Box Culvert	Box Culvert Installation	JY	\$1,131	\$1,131	Completed	In Progress September, 2006	March, 2007	
P 05403	Cemcock Area Watermain Replacement	Watermain Replacement at Various Locations	JY	\$1,200	\$1,200	Completed	November, 2006	December, 2006	
P 05205	No. 1 Road Laneway - Francis to Williams	Laneway Construction	JY	\$473	\$473	Completed	December, 2006	May, 2007	
P 05405	2006 Maddocks Subdivision	Watermain Replacement	JY	\$1,148	\$1,148	February, 2007	January, 2007	July, 2007	
P 05204	Landsdowne Rd - No. 3 to Cooney	Hydro, Teles, Shaw Underguarding/Bondification	JY	\$1,300	\$1,300	February, 2007	April, 2007	September, 2007	
P 05203	Small Rd - Alderbrook to Horseshoe Slough	Bike Lanes, Parks Trail, Canal Bending	JY	\$1,000	\$1,000	February, 2007	April, 2007	September, 2007	
P 05604	Ashley Road Sanitary Pump Station Upgrade	Sanitary Pump Station Reconstruction	JY	\$600	\$600	December, 2006	February, 2007	October, 2007	
P 06302	Lucas Road Drainage Upgrade	Drainage Improvements	JY	\$390	\$390	January, 2007	March, 2007	June, 2007	
P 06402	Ashley Area Drainage and Watermain Upgrade	Drainage Improvements	JY	\$800	\$800	February, 2007	March, 2007	July, 2007	
P 05308	Francis Road Drainage Pump Station	Pump Station Renovation	JY	\$440	\$440	January, 2007	February, 2007	September, 2007	
P 06003	Embridge Sanitary PS Upgrade	Upgrade of Existing Pump Station	JY	\$700	\$700	April, 2007	February, 2007	September, 2007	
P 05004	No. 3 Road - Westminster Hwy to Granville Ave	Watermain Replacement	JY	\$800	\$800	Deferred due to Canada Line	Development driven		
P 04604	Sanitary Sewer (Francislands) Pump station	Sanitary Pump Station Construction	JY	\$31,117	\$31,117				
TOTAL				\$32,401	\$31,117				

PWT - 101



City of Richmond

Report to Committee

To: Finance Committee

Date: December 5, 2011

From: Andrew Nazareth
General Manager, Business and Financial Services
Robert Gonzalez, P.Eng.
General Manager, Engineering and Public Works

File: 12-8060-02-01/2011-
Vol 01

Re: 2012 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. 8847;
- b) Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 8848;
- c) Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 8846.

Andrew Nazareth
General Manager, Business &
Financial Services
(4365)

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

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The Finance Committee will be considering the 2012 utility budgets and rates at its December 12, 2011 meeting. The recommendations of that report are as follows:

1. That the 2012 Utility Expenditure Budgets, as outlined under Options 1 for Water, Sewer, Solid Waste & Recycling, and Option 3 for Drainage & Diking as contained in the staff report dated December 1, 2011 from the General Managers of Business and Financial Services and Engineering & Public Works, be approved as the basis for establishing the 2012 Utility Rates; and
2. That staff be directed to report directly to Council with the necessary amendment bylaws to bring into effect the 2012 utility rates option recommended by Committee for the Drainage, Dike and Sanitary Sewer System Bylaw, Waterworks and Water Rates Bylaw, and Solid Waste and Recycling Regulation Bylaw.

Subject to Finance Committee's approval of the above recommendations, this report presents the corresponding amendment bylaws for consideration, which, if approved, will give effect to the rates (upon adoption).

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 "2012 Utility Budgets and Rates" report dated December 1, 2011, follows:

1. **Solid Waste & Recycling Regulation Bylaw No. 6803, Amendment Bylaw 8847**
 - Changes to implement the 2012 solid waste and recycling rates as outlined in Option 1 of the above-referenced report.
2. **Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, Amendment Bylaw No. 8848**
 - Changes to implement the 2012 drainage, dyke and sanitary sewer rates as outlined in Option 1 for sewer and Option 3 for drainage in the above-referenced report.
3. **Waterworks and Water Rates Bylaw No. 5637, Amendment Bylaw No. 8846**

In addition to changes to implement the 2012 water rates as outlined in Option 1 of the above-referenced report, the amending bylaw presented also include the following amendments:

- where a customer has taken steps to repair a leak within 96 hours, the customer will pay based on average usage only (for the previous and the current billing period); and

- provide the General Manager of Engineering & Public Works the ability to adjust a property owner's meter service billing to pay based on average usage in cases where a leak has gone undetected and the customer was not made aware of the leak by the City in a timely manner.

Financial Impact

The rates outlined in the proposed amending bylaws represent full cost recovery for each respective area and ensure appropriate user fees are charged for services outside of the base level of service.

Conclusion

The amendment bylaws presented with this report support Council's term goals in the areas of financial management and sustainability. The rates presented ensure a sound financial management approach to maintain and replace key infrastructure within the City, while at the same time managing the fiscal challenges presented by funding pressures from increases in regional costs.



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

SJB:



**Solid Waste and Recycling Regulation Bylaw No. 6803, Amendment
Bylaw No. 8847**

The Council of the City of Richmond enacts as follows:

1. The **Solid Waste and Recycling Regulation Bylaw No. 6803**, as amended, is further amended by deleting Schedules A through D and substituting Schedules A through D attached to and forming part of this Bylaw.
2. This Bylaw comes into force and effect on January 1, 2012.
3. This Bylaw is cited as "**Solid Waste And Recycling Regulation Bylaw No. 6803, Amendment Bylaw No. 8847**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. 
APPROVED for legality by Solicitor 

SCHEDULE A to BYLAW NO. 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	\$	121.11
Fee for each excess garbage container tag	\$	2.00

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)	\$	42.34
(b) for multi-family dwellings or townhouse developments which receive centralized collection service (per unit)	\$	30.45
Annual recycling service fee for yard and garden trimmings and food waste from single-family dwellings and from each unit in a duplex dwelling	\$	76.12
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	\$	1.95

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	\$	26.66

SCHEDULE D TO BYLAW 6803

NEW RESIDENTIAL PROPERTY PAYMENT FEE SCHEDULE									
Month in Current Year in which Building Permit is Issued		GARBAGE, RECYCLING & LITTER COLLECTION FEE				RECYCLING & LITTER COLLECTION FEE PER STRATA LOT			
		Single-Family Dwellings & Each Unit in a Duplex Dwelling		Townhouse Development		Townhouse Development		Multi-Family Development	
		Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences	Prorated Fee Per Unit	Year in which Annual Fee Commences
January	2012	\$ 120	2013	\$ -	2013	\$ -	2013	\$ 24	2014
February	2012	\$ 100	2013	\$ 160	2014	\$ 61	2014	\$ 20	2014
March	2012	\$ 80	2013	\$ 145	2014	\$ 55	2014	\$ 16	2014
April	2012	\$ 60	2013	\$ 131	2014	\$ 50	2014	\$ 12	2014
May	2012	\$ 40	2013	\$ 116	2014	\$ 44	2014	\$ 8	2014
June	2012	\$ 20	2013	\$ 102	2014	\$ 39	2014	\$ 4	2014
July	2012	\$ -	2013	\$ 87	2014	\$ 33	2014	\$ -	2014
August	2012	\$ 223	2014	\$ 73	2014	\$ 28	2014	\$ 39	2015
September	2012	\$ 203	2014	\$ 58	2014	\$ 22	2014	\$ 36	2015
October	2012	\$ 183	2014	\$ 44	2014	\$ 17	2014	\$ 32	2015
November	2012	\$ 162	2014	\$ 29	2014	\$ 11	2014	\$ 29	2015
December	2012	\$ 142	2014	\$ 15	2014	\$ 6	2014	\$ 25	2015

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**Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551,
Amendment Bylaw No. 8848**

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 \$111.46 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 and substituting Schedule B attached to and forming part of this Bylaw.
3. This Bylaw comes into force and effect on January 1, 2012.
4. This Bylaw is cited as "**Drainage, Dyke And Sanitary Sewer System Bylaw No. 8848**".

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 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	\$ 400.25
(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	\$ 366.22
(iv) Multiple-Family Dwellings 4 or more storeys in height	\$ 305.01
(b) Public School (per classroom)	\$ 370.91
(c) Shops and Offices	\$ 313.23

2. RATES FOR METERED PROPERTIES

Regular rate per cubic metre of water delivered to the property:	\$ 0.9263
Underground leak rate per cubic metre of water exceeding average amount (as defined in Section 2.3A.2(a)):	\$ 0.7410

3. RATES FOR COMMERCIAL, INDUSTRIAL, INSTITUTIONAL AND AGRICULTURAL

Minimum charge in any quarter of a year:	\$ 73.75
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SCHEDULE B to BYLAW NO. 7551**SANITARY SEWER USER FEES****4. CONSTRUCTION PERIOD – PER DWELLING UNIT**

Month (2012)	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	\$ 400	2013	\$ 366	2013	\$ 641	2014
February	\$ 367	2013	\$ 739	2014	\$ 615	2014
March	\$ 334	2013	\$ 708	2014	\$ 590	2014
April	\$ 300	2013	\$ 678	2014	\$ 564	2014
May	\$ 267	2013	\$ 647	2014	\$ 539	2014
June	\$ 233	2013	\$ 616	2014	\$ 513	2014
July	\$ 200	2013	\$ 586	2014	\$ 488	2014
August	\$ 604	2014	\$ 555	2014	\$ 463	2015
September	\$ 567	2014	\$ 525	2014	\$ 437	2015
October	\$ 530	2014	\$ 494	2014	\$ 412	2015
November	\$ 494	2014	\$ 464	2014	\$ 386	2015
December	\$ 457	2014	\$ 433	2014	\$ 361	2015



**Waterworks and Water Rates Bylaw No. 5637,
Amendment Bylaw No. 8846**

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 Schedules A through G attached to and forming part of this Bylaw.
2. The **Waterworks and Water Rates Bylaw No. 5637**, as amended, is further amended by deleting section 25B(b) in its entirety and substituting the following:
 - (b) If the amount recorded by the **water meter** for the billing period in which the leak was discovered is greater than the **average amount**, or if the amount recorded by the **water meter** for the previous billing period is greater than the **average amount**, the **customer** will pay the regular rate per cubic metre (in Schedule B) for all amounts recorded up to the **average amount**.
 - (c) Where the **General Manager, Engineering & Public Works** is satisfied that a **customer** was not notified of a leak until more than 30 days after the **City** became aware of the leak, the **customer** will pay the regular rate per cubic metre (in Schedule B) for the period from the most recent billing until notification was provided, based on the **average amount** for that period.
3. This Bylaw comes into force and effect on January 1, 2012.
4. This Bylaw is cited as "**Waterworks And Water Rates Bylaw No. 5637, Amendment Bylaw 8846**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED for content by originating dept. 
APPROVED for legality by Solicitor 

SCHEDULE "A" to BYLAW NO. 5637**BYLAW YEAR - 2012****FLAT RATES FOR RESIDENTIAL, AGRICULTURAL, AND
INSTITUTIONAL PURPOSES ONLY**

A.	Residential Dwellings per unit	
	Dwellings with 20 mm (¾") water service	\$621.51
	Dwellings with 25mm (1") water service or greater	See Metered Rates – Schedule B
	Townhouse	\$508.77
	Apartment	\$327.85
B.	Stable or Barn per unit	\$125.23
C.	Field Supply – each trough or water receptacle or tap	\$78.28
D.	Public Schools for each pupil based on registration January 1 st	\$7.41

SCHEDULE "B" to BYLAW NO. 5637**BYLAW YEAR – 2012****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:	\$1.1175
Minimum charge in any 3-month period:	\$103.00
Undetected leak rate per cubic metre (per section 25B of this bylaw):	\$0.6644

2. RENTS FOR EACH METERRent 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 – 2012****METERED RATES**

(Page 2 of 2)

METERED RESIDENTIAL PROPERTIES**1. RATES**

All consumption per cubic metre:	\$1.1175
Minimum charge in any 3-month period:	\$20.00
Underground leak rate per cubic metre (per section 25B of this bylaw):	\$0.6644

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 - 2012****METERED RATES****FARMS****1. RATES**

All consumption per cubic metre:	\$1.1175
----------------------------------	----------

Minimum charge per 3-month period*:

For 1 st quarter billing (January – March inclusive) for 90m ³ or less	\$96.00
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For 2 nd quarter billing (April – June inclusive) for 95m ³ or less	\$96.00
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For 3 rd quarter billing (July – September inclusive) for 140m ³ or less	\$96.00
--	---------

For 4 th quarter billing (October - December inclusive) for 90m ³ or less	\$96.00
---	---------

*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 - 2012****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 - 2012****CONSTRUCTION PERIOD WATER CONSUMPTION RATES –
RESIDENTIAL**

MONTH (2012)	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	\$ 622	2013	\$ 509	2013	\$ 688	2014
February	\$ 570	2013	\$ 1,026	2014	\$ 661	2014
March	\$ 518	2013	\$ 984	2014	\$ 634	2014
April	\$ 466	2013	\$ 941	2014	\$ 607	2014
May	\$ 414	2013	\$ 899	2014	\$ 579	2014
June	\$ 363	2013	\$ 856	2014	\$ 552	2014
July	\$ 311	2013	\$ 814	2014	\$ 525	2014
August	\$ 937	2014	\$ 772	2014	\$ 497	2015
September	\$ 880	2014	\$ 729	2014	\$ 470	2015
October	\$ 823	2014	\$ 687	2014	\$ 443	2015
November	\$ 767	2014	\$ 644	2014	\$ 415	2015
December	\$ 710	2014	\$ 602	2014	\$ 388	2015

**CONSTRUCTION PERIOD WATER CONSUMPTION RATES –
COMMERCIAL AND INDUSTRIAL**

Water Connection Size	Consumption Charge
20mm (3/4") diameter	\$135
25mm (1") diameter	\$270
40mm (1 ½") diameter	\$675
50mm (2") diameter	\$1,690

SCHEDULE "F" to BYLAW 5637**BYLAW YEAR - 2012****MISCELLANEOUS CHARGES**

1.	For an inaccessible meter as set out in Section 7	\$155 per quarter
2.	For each turn on or turn off	\$65
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 - 2012****RATES FOR VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR)**

Applicable rate is \$0.6644 per cubic meter of water consumed, plus the following amounts:

- YVR's share of future water infrastructure capital replacement calculated at \$0.2668 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 \$0.6644 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)



General Purposes Committee

Anderson Room, City Hall
6911 No. 3 Road

Monday, December 12, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

- GP-5** *Motion to adopt the minutes of the meeting of the General Purposes Committee held on Monday, November 7, 2011.*



BUSINESS & FINANCIAL SERVICES DEPARTMENT

- GP-17** 1. **ROKAPA MANAGEMENT LTD., DOING BUSINESS AS WELL PUB
6511 BUSWELL STREET RE-LOCATION OF LIQUOR PRIMARY
LICENCE**
(File Ref. No. 12-8275-05/2011-Vol 01) (REDMS No. 3405681)

[TO VIEW eREPORT CLICK HERE](#)

See Page **GP-17** of the General Purposes agenda for full hardcopy report

Designated Speaker: Glenn McLaughlin

STAFF RECOMMENDATION

That Council decline comment on the liquor license amendment application submitted by Rokapa Management Ltd., doing business as Well Pub, to re-locate their liquor primary licenced area within the premises, and that a letter be forwarded to Liquor Control and Licensing Branch with this decision.



CORPORATE SERVICES DEPARTMENT

GP-23 2. 2011 GENERAL LOCAL AND SCHOOL ELECTION – OFFICIAL RESULTS

(File Ref. No.: 12-8125-01) (REDMS No. 3415375)

TO VIEW eREPORT CLICK HERE

See Page **GP-23** of the General Purposes agenda for full hardcopy report

Designated Speaker: David Weber

STAFF RECOMMENDATION

- (1) *That the Declaration of Official Results for the 2011 General Local and School Election (attached to the report dated November 30, 2011 from the Chief Election Officer) be received for information by Richmond City Council in accordance with the requirement of Section 148 of the Local Government Act; and*
- (2) *That staff report back on the election program generally and on the various new initiatives that were implemented for the 2011 election.*



GP-71 3. 2012 COUNCIL AND COMMITTEE MEETING SCHEDULE

(File Ref. No.: 01-0105-00) (REDMS No. 3350243)

TO VIEW eREPORT CLICK HERE

See Page **GP-71** of the General Purposes agenda for full hardcopy report

Designated Speaker: David Weber

STAFF RECOMMENDATION

That the 2012 Council and Committee meeting schedule, attached to the staff report dated December 6, 2011, from the Director, City Clerk's Office, be approved, subject to the following revisions as part of the regular August meeting break:

- (1) *That the Regular Council Meetings (open and closed) of August 13 and August 27, 2012 be cancelled;*
- (2) *That the August 20, 2012 Public Hearing be re-scheduled to Wednesday, September 5, 2012 at 7:00 pm in the Council Chambers at Richmond City Hall.*



COMMUNITY SERVICES DEPARTMENT

GP-75 4. PROCESS FOR EVALUATING AND APPROVING REQUESTS FOR FINANCIAL SUPPORT FOR MAJOR SPORTING EVENTS

(File Ref. No.:) (REDMS No. 3423236)

TO VIEW eREPORT CLICK HERE

See Page **GP-75** of the General Purposes agenda for full hardcopy report

Designated Speaker: Cathryn Volkering Carlile

STAFF RECOMMENDATION

The recommendations 1 through 3 as outlined in the report entitled “Process for Evaluating and Approving Requests for Financial Support for Major Sporting Events” from the General Manager, Richmond Olympic Oval, be approved.

☐

ADJOURNMENT

☐



General Purposes Committee

Date: Monday, November 7, 2011

Place: Anderson Room
Richmond City Hall

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

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

AGENDA ADDITIONS

It was moved and seconded

That the following matters be added to the agenda:

Item No. 8 - YVR Regional Airport Strategy;

Item No. 9 - a Public Works item;

Item No. 10 - City Centre Community Association ; and

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

CARRIED

General Purposes Committee

Monday, November 7, 2011

MINUTES

It was moved and seconded

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

CARRIED

DELEGATION

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

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

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

It was moved and seconded

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

CARRIED

General Purposes Committee

Monday, November 7, 2011

2. COUNCIL REFERRAL ON BC HYDRO SMART METERS

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

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

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

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

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

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

It was moved and seconded

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

General Purposes Committee

Monday, November 7, 2011

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

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

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

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

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

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

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

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

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

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

It was moved and seconded

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

CARRIED

General Purposes Committee

Monday, November 7, 2011

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

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

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

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

A discussion then took place about:

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

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

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

General Purposes Committee

Monday, November 7, 2011

It was moved and seconded

That:

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

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

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

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

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

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

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

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

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

General Purposes Committee

Monday, November 7, 2011

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

It was moved and seconded

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

CARRIED

6. **METRO VANCOUVER: PAN-MUNICIPAL AFFAIRS SERVICE ESTABLISHMENT BYLAW**

(File Ref. No.:) (REDMS No. 3400974)

It was moved and seconded

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

CARRIED

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

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

It was moved and seconded

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

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

CARRIED

8. **YVR REGIONAL AIRPORT STRATEGY**

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

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

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

General Purposes Committee

Monday, November 7, 2011

9. PUBLIC WORKS

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

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

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

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

10. CITY CENTRE COMMUNITY ASSOCIATION

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

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

11. RICHMOND FAMILY AND YOUTH COURT COMMITTEE

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

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

CARRIED

ADJOURNMENT

It was moved and seconded

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

CARRIED

General Purposes Committee

Monday, November 7, 2011

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, November 7, 2011.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office

To City of Richmond General Purposes Committee Nov 7, 2011

RE: Smart Meters in Richmond

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

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

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

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

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

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

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

Mr. Vander Zalm goes on to say:

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

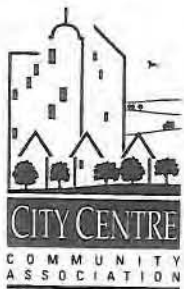
And whereas, because of Smart Meters. People have expressed concern about the invasion of privacy and move to globalization.

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

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

S.O.S. Smart Meter, Opt-out, ~~Option~~ ^{Solution}

Thanks Carol Day



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

tel: 604-233-8710
fax: 604-233-8716

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

PHOTOCOPIED

NOV 4 2011

& DISTRIBUTED

October 31, 2011

General Purposes Committee, Chairperson Mayor Malcolm Brodie

Dear Mr. Mayor and Councilors:

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

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

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

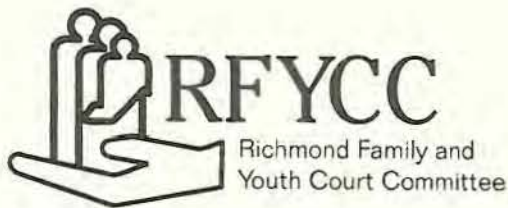
Lang Centre has been and will continue to be a real anchor for the community we serve. The ability to walk to a local (RCCCA) program location to socialize and connect with people is the epitome of what is needed in a dense downtown core of any city.

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

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

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

Paige Robertson
Director, City Centre Community Association



November 2, 2011

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

Dear Councillor Halsey-Brandt:

Re: 2009 Family Violence Conference Grant

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

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

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

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

Yours truly,

A handwritten signature in blue ink, which appears to read 'Teresa Voza', is written over a faint, larger version of the same signature.

Teresa Voza, Chair
Richmond Family & Youth Court Committee

c.c. Mayor Brodie

encl.




City of Richmond


Report to Committee

To: General Purposes Committee
From: W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
Date: November 8, 2011
File: 12-8275-05/2011-Vol
01
Re: Rokapa Management Ltd., doing business as Well Pub
6511 Buswell Street
Re-location of Liquor Primary Licence

Staff Recommendation

That Council decline comment on the liquor license amendment application submitted by Rokapa Management Ltd., doing business as Well Pub, to re-locate their liquor primary licenced area within the premises, and that a letter be forwarded to Liquor Control and Licensing Branch with this decision.


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

FOR ORIGINATING DEPARTMENT USE ONLY			
		CONCURRENCE OF GENERAL MANAGER	
			
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/>
			NO <input type="checkbox"/>

Staff Report

Origin

The Provincial Liquor Control and Licensing Branch (LCLB) issues licences in accordance with the Liquor Control & Licensing Act and Regulations.

Local Government is given opportunity to provide comments and recommendations to LCLB on certain liquor licence applications and amendments. The process requires that local government provide a Council resolution that either:

- comments on the legislative review criteria (views of residents, potential for noise, traffic, impact on the community) or;
- decline comment on the application.

This report deals with a liquor amendment application from Rokapa Management Ltd. (The Applicant), doing business as Well Pub, seeking a resolution from Council in support of re-locating an existing Liquor Primary Licence area to another area within the same premises.

Analysis

Since September of 2009, Well Pub has been licenced to operate a 25 person capacity Liquor Primary area adjoining the Food Primary area in Legends Pub located at 6511 Buswell St. (Attachment 1).

The Applicant has applied to LCLB to move the liquor primary licence of Well Pub to an area within Legends Pub. (Attachment2) Currently, the Well Wine Bar liquor licence is dormant and will continue to be inactive following the proposed relocation.

The Applicant has cited that by moving the Liquor Primary area into the Legends Pub area it would allow more seating in the Food Primary area which is needed because;

- the food primary room is popular for fundraising events for minor sport and various charities with many children joining their parents for these events
- the food primary room is growing in popularity and by taking out the liquor primary area it will increase the number of families that can patronize the restaurant
- the new drinking and driving regulations have curtailed overall alcohol consumption and subsequently the consumer is gravitating to food primary use.

Staff recommends that Council decline comment on this application for the following reasons:

- the area that Well Pub wishes to re-locate is already licenced as a Liquor Primary establishment
- the views of residents and the general public were gathered in February of 2009 when the Applicant originally sought Council comments for the Liquor Primary licence and the re-location will not directly affect the general public and;

- there is no increase in patron capacity or hours of operation making posting of publications unnecessary.

If the City declines comment on the application, LCLB may require the Applicant to do the assessment before approving any change to the liquor licence.

Financial Impact

None

Conclusion

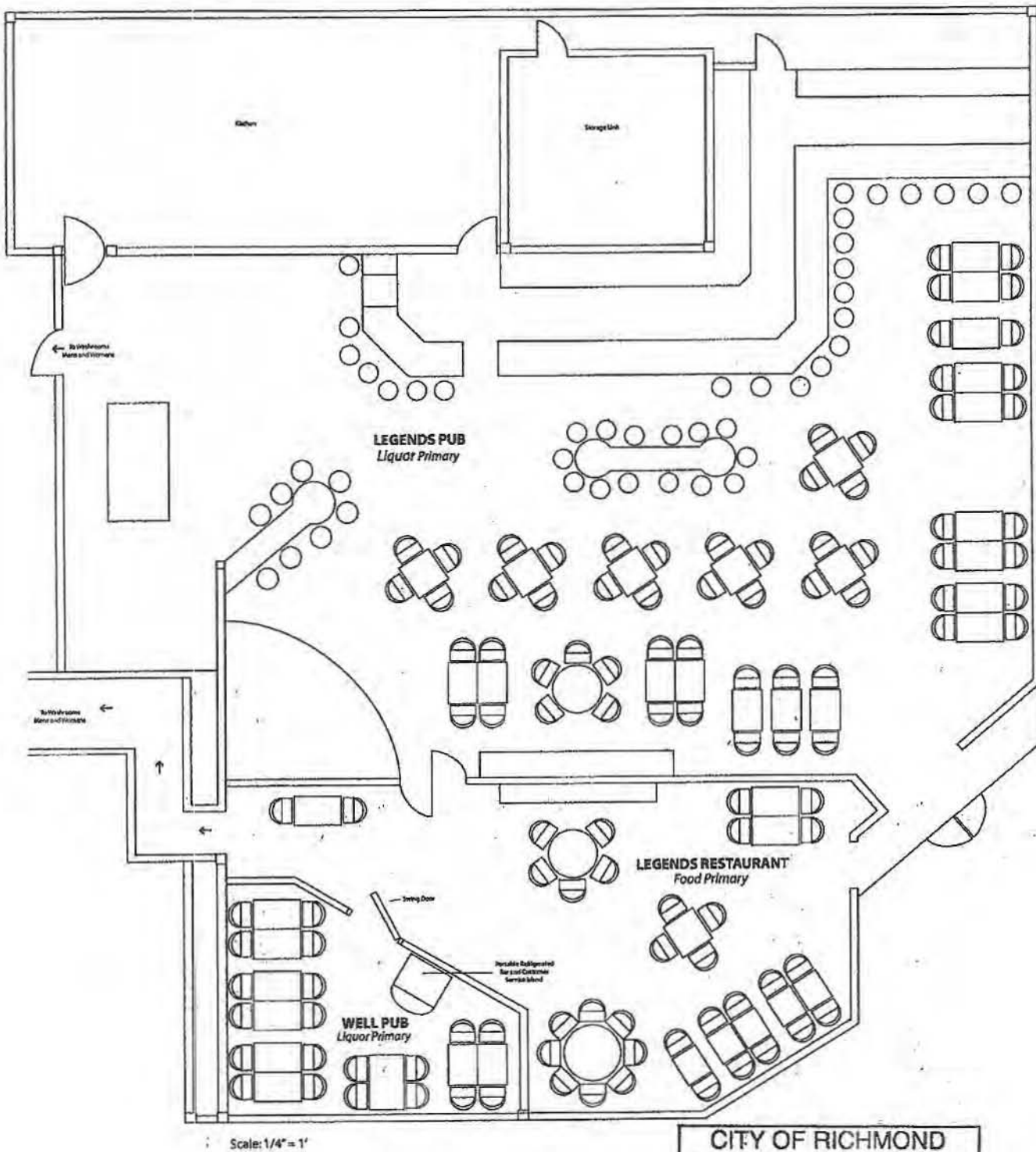
The liquor license re-location within the existing licenced pub will not impact the general public as there is no increase in capacity or hours of service. Staff recommends that the City decline comment on the Liquor License application and Council's resolution be forwarded to the LCLB in accordance with the legislative requirements.



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

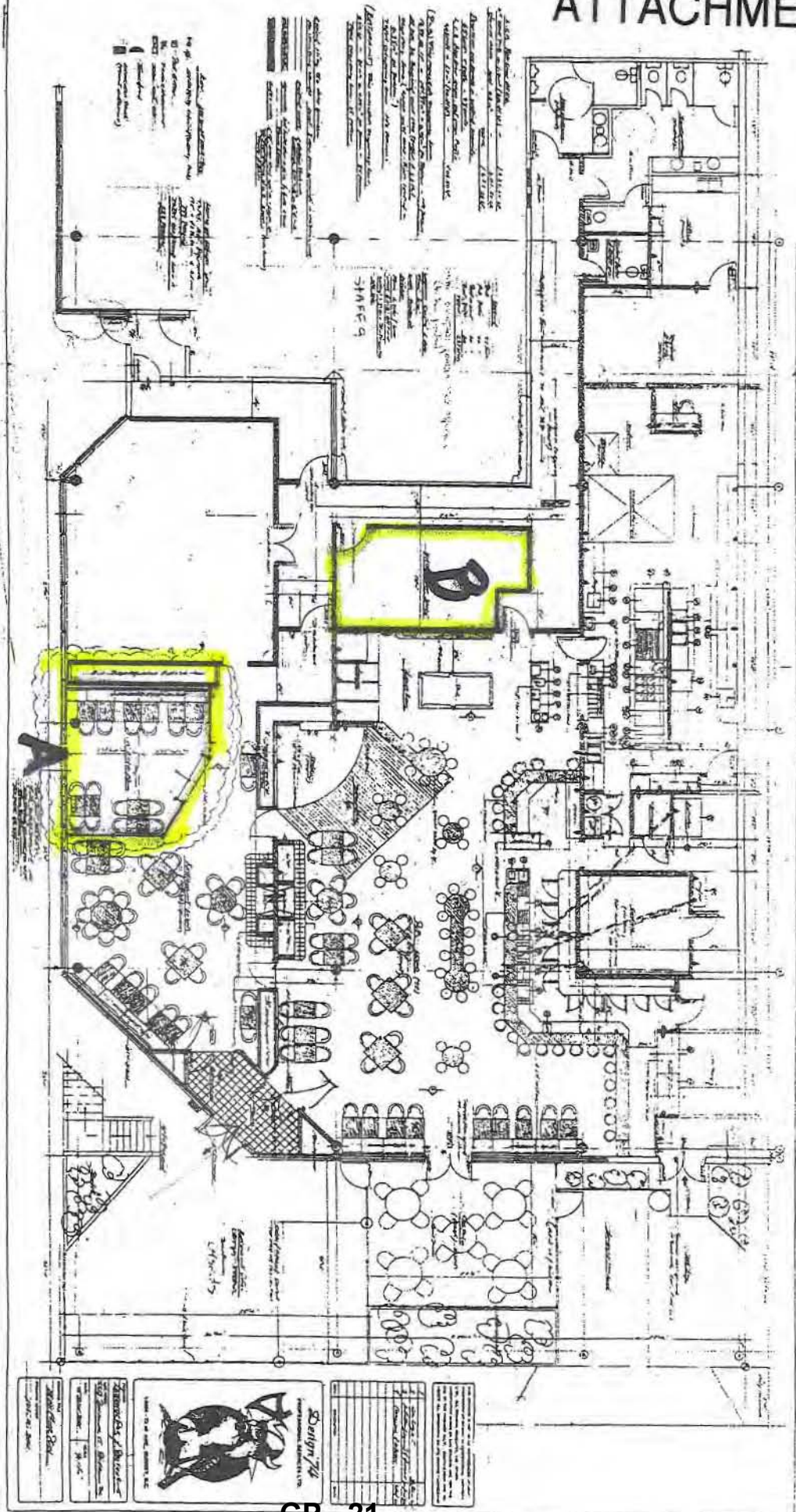
JMH:jmh

ATTACHMENT 1



CITY OF RICHMOND	
DATE	
APR 01 2009	
RECEIVED	
Bldg Approvals	

ATTACHMENT 2



* CURRENTLY IN (A) LOCATION
 * WOULD LIKE TO MOVE UP TO (B) LOCATION



City of Richmond

Report to Committee

To: General Purposes Committee
From: David Weber
Director, City Clerk's Office and
Chief Election Officer

Date: November 30, 2011
File: 12-8125-01/2011-Vol
01

Re: 2011 General Local and School Election - Official Results

Staff Recommendation

1. That the Declaration of Official Results for the 2011 General Local and School Election (attached to the report dated November 30, 2011 from the Chief Election Officer) be received for information by Richmond City Council in accordance with the requirement of Section 148 of the *Local Government Act*; and
2. That staff report back on the election program generally and on the various new initiatives that were implemented for the 2011 election.

David Weber
Director, City Clerk's Office and
Chief Election Officer
(604-276-4098)

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY TAG	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
REVIEWED BY CAO	YES	NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Staff Report

Origin

In accordance with section 148 of the *Local Government Act*, the Chief Election Officer must submit a report of the election results to the local government within 30 days of the official declaration of election results.

Analysis

For the election held on November 19, 2011, a total of 31,126 ballots were cast at all voting opportunities, which represents a voter turnout of 23.74%. In comparison to the 2008 election, 3,417 more people voted in 2011 than in 2008 when the turnout was 22.1%. Although this was a modest improvement in voter turnout over 2008, this was the first time in several elections that the voter turnout increased instead of decreased.

The number of votes received by each candidate in the election is provided in the official results (**Attachment 1**) and in the poll-by-poll results (**Attachment 2**). **Attachment 3** provides the total number of ballots cast at each voting opportunity.

875 ballots were spoiled, however, the majority of those people who may have inadvertently spoiled their ballots, still had an opportunity to have their votes counted since the automated vote counting machines detect over-voted and spoiled ballots before the ballot is finally accepted into the ballot box. When the vote counting machine detects the spoiled ballot, the ballot is returned to the elector and a warning is given indicating that the ballot is spoiled. The elector is then given the opportunity to check their ballot once again and to request a new ballot if they have indeed inadvertently spoiled their ballot. In addition to the efficiency of the tabulation of results, the detection and prevention of spoiled ballots is an important benefit of the automated vote counting machines. The most common reason for a spoiled ballot is voting for too many candidates in a single office (over-voting).

Following the 2008 election, Council requested that staff examine and provide comment on the issue of low voter turnout, the result of which was a staff report that recommended a number of initiatives aimed at removing barriers to voting and increasing electoral participation. The new initiatives:

- (a) allowed electors to vote at large (the “vote anywhere” initiative) and saw voting places located in more high-traffic locations;
- (b) made basic candidate profiles available on the City website and in the Voters Guide which was mailed to all Richmond households;
- (c) provided more advance voting opportunities;
- (d) expanded and enhanced the City’s public education and election awareness campaign by employing social media and more accessible and varied advertising; and
- (e) improved universal access to voting opportunities for electors with disabilities.

Anecdotally, each of these initiatives were well received and at the very least represented a positive move toward trying to address the issue of low voter turnout by responding to some of the known reasons given by the public for not participating in the electoral process. There remains much work to be done to analyse and evaluate the success of these initiatives and to determine what can be built upon to improve voter turnout and election administration for future elections. In the coming months, staff will conduct a detailed analysis of the new initiatives and a comprehensive evaluation of the election program and report back to Council.

Financial Impact

None.

Conclusion

The administration of local government elections has remained largely unchanged during the last two decades. Prior to 2011, the last significant change to election administration was in 1993 when automated vote counting was introduced. Also during the last decades, Richmond has seen a gradual and steady downward trend in electoral participation – a trend which is reflected in the broader community regionally, provincially, federally and indeed globally. The problem of low voter turnout is multi-faceted and has developed over a long period of time. Society cannot expect to solve or reverse the problem overnight or by simply implementing several local new initiatives. Indeed, many of the factors which contribute to low voter turnout are well beyond the control or jurisdiction of election administrators or those working at a local level. However, for the first time in several elections, Richmond saw a slight increase in turnout in 2011, which is an important first step toward reversing the downward trend and in changing our thinking about how elections can be administered. With further analysis and evaluation staff will work toward further improvements and enhancements to the election program with an aim to increasing participation rates and responding better to community needs.

In the meantime, the official results of the 2011 Richmond General Local and School Election are hereby reported as required by the Local Government Act.



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

Att.3



November 23, 2011
File: 12-8125-60-01/Vol 01

**Official Declaration of Election Results
2011 Richmond General Local and School Election**

In accordance with section 136 of the *Local Government Act* I hereby declare the official results of the 2011 Richmond General Local and School Election as follows:

Office of Mayor:

- Malcolm BRODIE - Elected

Office of Councillor:

- Chak Kwong AU – Elected
- Linda BARNES – Elected
- Derek DANG – Elected
- Evelina HALSEY-BRANDT – Elected
- Ken JOHNSTON - Elected
- Bill McNULTY – Elected
- Linda McPHAIL – Elected
- Harold STEVES - Elected

Office of School Trustee:

- Rod BELLEZA – Elected
- Kenny CHIU – Elected
- Norm GOLDSTEIN – Elected
- Donna SARGENT – Elected
- Debbie TABLOTNEY – Elected
- Grace TSANG – Elected
- Eric YUNG - Elected

A total of 31,126 ballots were cast in the election. Attached is a listing of the total number of votes received by each candidate in the election.

Declared at the Council Chambers at Richmond City Hall
Richmond, BC on November 23, 2011 at 1:00 pm.

David Weber
Chief Election Officer for Richmond

**2011 General Local and School Election
OFFICIAL RESULTS
Total Number of Votes Received by Each Candidate**

Office of Mayor

Name	Votes	
Malcolm BRODIE	20955	ELECTED
Richard LEE	9054	

Office of Councillor

Name	Votes	
Bill McNULTY	15960	ELECTED
Linda McPHAIL	15733	ELECTED
Derek DANG	14793	ELECTED
Evelina HALSEY-BRANDT	14730	ELECTED
Linda BARNES	14311	ELECTED
Harold STEVES	13908	ELECTED
Chak Kwong AU	13366	ELECTED
Ken JOHNSTON	12983	ELECTED
Carol DAY	12681	
Cynthia A. CHEN	12040	
Alexa LOO	11918	
Michael WOLFE	11465	
Peter MITCHELL	6209	
De WHALEN	5619	
Cliff Lifeng WEI	3841	
Jun L. WUYAN	2978	
Ramzan PATNI	1409	

Office of School Trustee

Name	Votes	
Donna SARGENT	18380	ELECTED
Grace TSANG	16580	ELECTED
Debbie TABLOTNEY	16367	ELECTED
Eric YUNG	14120	ELECTED
Rod BELLEZA	13630	ELECTED
Kenny CHIU	12929	ELECTED
Norm GOLDSTEIN	12784	ELECTED
Michael STARCHUK	12263	
Jonathan HO	12087	
William Kang CHEN	8553	

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ADVANCE VOTING OPPORTUNITIES

Kwantlen Polytechnic University

Richmond General Local and School Election
Results By Voting Place

Voting Place: ADV 1 - KWANTLEN

Office of Mayor

Name	Votes	
Malcolm BRODIE	180	<i>ELECTED</i>
Richard LEE	89	

Office of Councillor

Name	Votes	
Chak Kwong AU	145	<i>ELECTED</i>
Linda BARNES	140	<i>ELECTED</i>
Bill McNULTY	137	<i>ELECTED</i>
Derek DANG	136	<i>ELECTED</i>
Evelina HALSEY-BRANDT	134	<i>ELECTED</i>
Linda McPHAIL	132	<i>ELECTED</i>
Carol DAY	125	
Keri JOHNSTON	122	<i>ELECTED</i>
Harold STEVES	122	<i>ELECTED</i>
Cynthia A. CHEN	111	
Michael WOLFE	96	
Alexa LOO	93	
Peter MITCHELL	60	
De WHALEN	53	
Cliff Lifeng WEI	42	
Jun L. WUYAN	29	
Ramzan PATNI	11	

Office of School Trustee

Name	Votes	
Donna SARGENT	162	<i>ELECTED</i>
Debbie TABLOTNEY	147	<i>ELECTED</i>
Rod BELLEZA	143	<i>ELECTED</i>
Grace TSANG	143	<i>ELECTED</i>
Kenny CHIU	138	<i>ELECTED</i>
Jonathan HO	134	
Norm GOLDSTEIN	115	<i>ELECTED</i>
Eric YUNG	115	<i>ELECTED</i>
Michael STARCHUK	112	
William Kang CHEN	83	

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ADVANCE VOTING OPPORTUNITIES

Richmond City Hall

Richmond General Local and School Election Results By Voting Place

Voting Place: ADV 2 - CITY HALL

Office of Mayor

Name	Votes	
Malcolm BRODIE	612	ELECTED
Richard LEE	214	

Office of Councillor

Name	Votes	
Bill McNULTY	463	ELECTED
Derek DANG	434	ELECTED
Linda McPHAIL	434	ELECTED
Evelina HALSEY-BRANDT	415	ELECTED
Chak Kwong AU	408	ELECTED
Linda BARNES	397	ELECTED
Ken JOHNSTON	380	ELECTED
Carol DAY	350	
Harold STEVES	349	ELECTED
Cynthia A. CHEN	335	
Alexa LOO	298	
Michael WOLFE	268	
Peter MITCHELL	189	
De WHALEN	130	
Cliff Lifeng WEI	127	
Jun L. WUYAN	108	
Ramzan PATNI	51	

Office of School Trustee

Name	Votes	
Dorina SARGENT	489	ELECTED
Grace TSANG	473	ELECTED
Debbie TABLOTNEY	457	ELECTED
Rod BELLEZA	415	ELECTED
Kenny CHIU	382	ELECTED
Eric YUNG	378	ELECTED
Norm GOLDSTEIN	364	ELECTED
Jonathan HO	360	
Michael STARCHUK	339	
William Kang CHEN	267	

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ADVANCE VOTING OPPORTUNITIES

Richmond City Hall

Richmond General Local and School Election
Results By Voting Place

Voting Place: ADV 3 - CITY HALL

Office of Mayor

Name	Votes	
Malcolm BRODIE	508	ELECTED
Richard LEE	207	

Office of Councillor

Name	Votes	
Derek DANG	380	ELECTED
Chak Kwong AU	370	ELECTED
Bill McNULTY	369	ELECTED
Linda McPHAIL	341	ELECTED
Ken JOHNSTON	307	ELECTED
Linda BARNES	302	ELECTED
Cynthia A. CHEN	302	
Evelina HALSEY-BRANDT	299	ELECTED
Alexa LOO	282	
Carol DAY	261	
Harold STEVES	257	ELECTED
Michael WOLFE	215	
Cliff Lifeng WEI	120	
De VHALEN	106	
Peter MITCHELL	94	
Jun L. WUYAN	89	
Ramzan PATNI	24	

Office of School Trustee

Name	Votes	
Donna SARGENT	402	ELECTED
Grace TSANG	386	ELECTED
Debbie TABLOTNEY	332	ELECTED
Eric YUNG	331	ELECTED
Kenny CHIU	327	ELECTED
Jonathan HO	304	
Rod BELLEZA	277	ELECTED
Michael STARCHUK	239	
Norrm GOLDSTEIN	235	ELECTED
William Kang CHEN	232	

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ADVANCE VOTING OPPORTUNITIES

Cambie Community Centre

Richmond General Local and School Election
Results By Voting Place

Voting Place: ADV 4 - CAMBIE CC

Office of Mayor

Name	Votes	
Malcolm BRODIE	149	ELECTED
Richard LEE	61	

Office of Councillor

Name	Votes	
Chak Kwong AU	119	ELECTED
Bill McNULTY	114	ELECTED
Derek DANG	107	ELECTED
Linda McPHAIL	107	ELECTED
Linda BARNES	98	ELECTED
Cynthia A. CHEN	98	
Evelina HALSEY-BRANDT	96	ELECTED
Carol DAY	89	
Ken JOHNSTON	87	ELECTED
Alexia LOO	81	
Michael WOLFE	79	
Harold STEVES	78	ELECTED
Peter MITCHELL	41	
Cliff Lifeng WEI	31	
De VHALEN	31	
Jun L. WUYAN	29	
Ramzan PATNI	17	

Office of School Trustee

Name	Votes	
Grace TSANG	131	ELECTED
Donna SARGENT	122	ELECTED
Debbie TABLOTNEY	108	ELECTED
Rod BELLEZA	106	ELECTED
Eric YUNG	104	ELECTED
Kenry CHIU	102	ELECTED
Jonathan HO	97	
Norm GOLDSTEIN	89	ELECTED
Michael STARCHUK	89	
William Kang CHEN	76	

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ADVANCE VOTING OPPORTUNITIES

Library Cultural Centre

Richmond General Local and School Election
Results By Voting Place

Voting Place: ADV 5 - LIBRARY CC

Office of Mayor

Name	Votes	
Malcolm BRODIE	307	ELECTED
Richard LEE	179	

Office of Councillor

Name	Votes	
Chak Kwong AU	272	ELECTED
Bill McNULTY	223	ELECTED
Linda McPHAIL	220	ELECTED
Derek DANG	218	ELECTED
Cynthia A. CHEN	213	
Evelina HALSEY-BRANDT	211	ELECTED
Carol DAY	202	
Alexa LOO	196	
Linda BARNES	187	ELECTED
Harold STEVES	173	ELECTED
Ken JOHNSTON	167	ELECTED
Michael WOLFE	158	
Peter MITCHELL	92	
De WHALEN	85	
Cliff Lifeng WEI	71	
Jun L. WUYAN	54	
Ramzan PATNI	20	

Office of School Trustee

Name	Votes	
Grace TSANG	264	ELECTED
Donna SARGENT	248	ELECTED
Kenny CHIU	228	ELECTED
Jonathan HO	224	
Debbie TABLOTNEY	222	ELECTED
Eric YUNG	222	ELECTED
Rod BELLEZA	197	ELECTED
Norm GOLDSTEIN	191	ELECTED
Michael STARCHUK	173	
William Kang CHEN	160	

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ADVANCE VOTING OPPORTUNITIES

McMath Secondary School

Richmond General Local and School Election
Results By Voting Place

Voting Place: ADV 6 - MCMATH

Office of Mayor

Name	Votes	
Malcolm BRODIE	230	<i>ELECTED</i>
Richard LEE	92	

Office of Councillor

Name	Votes	
Harold STEVES	205	<i>ELECTED</i>
Linda McPHAIL	197	<i>ELECTED</i>
Linda BARNES	195	<i>ELECTED</i>
Evelina HALSEY-BRANDT	195	<i>ELECTED</i>
Bill McNULTY	179	<i>ELECTED</i>
Derek DANG	160	<i>ELECTED</i>
Carol DAY	156	
Alexa LOO	156	
Ken JOHNSTON	139	<i>ELECTED</i>
Michael WOLFE	138	
Cynthia A. CHEN	107	
De WHALEN	102	
Chak Kwong AU	94	<i>ELECTED</i>
Peter MITCHELL	67	
Cliff Lifeng WEI	23	
Jun L. WUYAN	13	
Ramzan PATNI	9	

Office of School Trustee

Name	Votes	
Donna SARGENT	233	<i>ELECTED</i>
Debbie TABLOTNEY	225	<i>ELECTED</i>
Michael STARCHUK	165	
Norm GOLDSTEIN	161	<i>ELECTED</i>
Grace TSANG	159	<i>ELECTED</i>
Rod BELLEZA	158	<i>ELECTED</i>
Eric YUNG	136	<i>ELECTED</i>
Jonathan HO	93	
Kenny CHIU	86	<i>ELECTED</i>
William Kang CHEN	58	

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ADVANCE VOTING OPPORTUNITIES

McRoberts Secondary School

Richmond General Local and School Election
Results By Voting Place

Voting Place: ADV 7 - MCROBERTS

Office of Mayor

Name	Votes	
Malcolm BRODIE	181	ELECTED
Richard LEE	66	

Office of Councillor

Name	Votes	
Bill McNULTY	148	ELECTED
Linda BARNES	139	ELECTED
Evelina HALSEY-BRANDT	137	ELECTED
Linda McPHAIL	137	ELECTED
Harold STEVES	124	ELECTED
Carol DAY	122	
Derek DANG	119	ELECTED
Ken JOHNSTON	116	ELECTED
Alexia LOO	106	
Cynthia A. CHEN	102	
Michael WOLFE	90	
Chak Kwong AU	85	ELECTED
De VHALEN	56	
Peter MITCHELL	52	
Cliff Lifeng WEI	24	
Jun L. WUYAN	17	
Ramzan PATNI	9	

Office of School Trustee

Name	Votes	
Donna SARGENT	164	ELECTED
Debbie TABLOTNEY	155	ELECTED
Rod BELLEZA	140	ELECTED
Norm GOLDSTEIN	132	ELECTED
Grace TSANG	123	ELECTED
Michael STARCHUK	115	
Eric YUNG	110	ELECTED
Kenny CHIU	98	ELECTED
Jonathan HO	93	
William Kang CHEN	46	

Richmond City Hall: 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1
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ADVANCE VOTING OPPORTUNITIES

Richmond City Hall

Richmond General Local and School Election Results By Voting Place

Voting Place: ADV 8 - CITY HALL

Office of Mayor

Name	Votes	
Malcolm BRODIE	690	ELECTED
Richard LEE	311	

Office of Councillor

Name	Votes	
Chak Kwong AU	518	ELECTED
Bill McNULTY	499	ELECTED
Linda McPHAIL	475	ELECTED
Derek DANG	470	ELECTED
Evelina HALSEY-BRANDT	445	ELECTED
Linda BARNES	427	ELECTED
Ken JOHNSTON	427	ELECTED
Carol DAY	393	
Harold STEVES	392	ELECTED
Cynthia A. CHEN	381	
Alexa LOO	365	
Michael WOLFE	337	
Peter MITCHELL	190	
De WHALEN	188	
Cliff Lifeng WEI	129	
Jun L. WUYAN	103	
Ramzan PATNI	32	

Office of School Trustee

Name	Votes	
Donna SARGENT	543	ELECTED
Grace TSANG	530	ELECTED
Kenny CHIU	484	ELECTED
Debbie TABLOTNEY	467	ELECTED
Jonathan HO	438	
Rod BELLEZA	429	ELECTED
Eric YUNG	429	ELECTED
Norm GOLDSTEIN	368	ELECTED
Michael STARCHUK	321	
William Kang CHEN	300	

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ADVANCE VOTING OPPORTUNITIES

Richmond Olympic Oval

Richmond General Local and School Election Results By Voting Place

Voting Place: ADV 9 - OVAL

Office of Mayor

Name	Votes	
Malcolm BRODIE	143	ELECTED
Richard LEE	53	

Office of Councillor

Name	Votes	
Linda BARNES	110	ELECTED
Bill McNULTY	108	ELECTED
Linda McPHAIL	107	ELECTED
Evelina HALSEY-BRANDT	97	ELECTED
Harold STEVES	97	ELECTED
Derek DANG	93	ELECTED
Carol DAY	86	
Ken JOHNSTON	86	ELECTED
Alexa LOO	80	
Michael WOLFE	77	
Chak Kwong AU	71	ELECTED
Cynthia A. CHEN	66	
Peter MITCHELL	46	
De WHALEN	39	
Cliff Lifeng WEI	21	
Jun L. WUYAN	14	
Ramzan PATNI	8	

Office of School Trustee

Name	Votes	
Donna SARGENT	133	ELECTED
Debbie TABLOTNEY	119	ELECTED
Grace TSANG	105	ELECTED
Rod BELLEZA	96	ELECTED
Michael STARCHUK	89	
Norm GOLDSTEIN	87	ELECTED
Eric YUNG	86	ELECTED
Jonathan HO	70	
Kenny CHIU	65	ELECTED
William Kang CHEN	37	

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2011 POLL-BY-POLL RESULTS

Aberdeen Centre Mall

Richmond General Local and School Election Results By Voting Place

Voting Place: 01 - ABERDEEN MALL

Office of Mayor

Name	Votes	
Malcolm BRODIE	591	ELECTED
Richard LEE	490	

Office of Councillor

Name	Votes	
Chak Kwong AU	879	ELECTED
Cynthia A. CHEN	493	
Derek DANG	489	ELECTED
Alexa LOO	364	
Bill McNULTY	337	ELECTED
Linda McPHAIL	278	ELECTED
Carol DAY	262	
Cliff Lifeng WEI	257	
Evelina HALSEY-BRANDT	244	ELECTED
Michael WOLFE	225	
Ken JOHNSTON	219	ELECTED
Jun L. WUYAN	197	
Linda BARNES	180	ELECTED
Harold STEVES	147	ELECTED
Peter MITCHELL	106	
De WHALEN	54	
Ramzan PATNI	29	

Office of School Trustee

Name	Votes	
Kenny CHIU	721	ELECTED
Jonathan HO	697	
Grace TSANG	644	ELECTED
Eric YUNG	573	ELECTED
William Kang CHEN	455	
Donna SARGENT	286	ELECTED
Debbie TABLOTNEY	245	ELECTED
Rod BELLEZA	228	ELECTED
Michael STARCHUK	170	
Norm GOLDSTEIN	165	ELECTED

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2011 POLL-BY-POLL RESULTS

Blundell Elementary School

Richmond General Local and School Election Results By Voting Place

Voting Place: 02 - BLUNDELL

Office of Mayor

Name	Votes	
Malcolm BRODIE	750	ELECTED
Richard LEE	258	

Office of Councillor

Name	Votes	
Linda McPHAIL	593	ELECTED
Bill McNULTY	578	ELECTED
Evelina HALSEY-BRANDT	565	ELECTED
Harold STEVES	526	ELECTED
Derek DANG	518	ELECTED
Linda BARNES	516	ELECTED
Ken JOHNSTON	462	ELECTED
Chak Kwong AU	400	ELECTED
Michael WOLFE	392	
Carol DAY	391	
Alexia LOO	384	
Cynthia A. CHEN	356	
Peter MITCHELL	209	
De WHALEN	180	
Cliff Lifeng WEI	108	
Jun L. WUYAN	76	
Ramzan PATNI	41	

Office of School Trustee

Name	Votes	
Donna SARGENT	655	ELECTED
Debbie TABLOTNEY	574	ELECTED
Grace TSANG	551	ELECTED
Eric YUNG	493	ELECTED
Rod BELLEZA	468	ELECTED
Norm GOLDSTEIN	457	ELECTED
Michael STARCHUK	401	
Kenny CHIU	400	ELECTED
Jonathan HO	372	
William Kang CHEN	261	

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2011 POLL-BY-POLL RESULTS

Brighthouse Elementary School

Richmond General Local and School Election Results By Voting Place

Voting Place: 03 - BRIGHOUSE

Office of Mayor

Name	Votes	
Malcolm BRODIE	311	ELECTED
Richard LEE	141	

Office of Councillor

Name	Votes	
Harold STEVES	237	ELECTED
Linda McPHAIL	231	ELECTED
Linda BARNES	230	ELECTED
Bill McNULTY	226	ELECTED
Evelina HALSEY-BRANDT	225	ELECTED
Derek DANG	215	ELECTED
Chak Kwong AU	213	ELECTED
Michael WOLFE	213	
Carol DAY	191	
Cynthia A. CHEN	183	
Ken JOHNSTON	182	ELECTED
Alexa LOO	168	
Peter MITCHELL	113	
De WHALEN	76	
Cliff Lifeng WEI	56	
Jun L. WUYAN	49	
Ramzan PATNI	19	

Office of School Trustee

Name	Votes	
Donna SARGENT	278	ELECTED
Grace TSANG	257	ELECTED
Debbie TABLOTNEY	245	ELECTED
Rod BELLEZA	232	ELECTED
Eric YUNG	226	ELECTED
Kenny CHIU	211	ELECTED
Norm GOLDSTEIN	210	ELECTED
Michael STARCHUK	203	
Jonathan HO	185	
William Kang CHEN	137	

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2011 POLL-BY-POLL RESULTS

Burnett Secondary School

Richmond General Local and School Election
Results By Voting Place

Voting Place: 04 - BURNETT

Office of Mayor

Name	Votes	
Malcolm BRODIE	636	ELECTED
Richard LEE	316	

Office of Councillor

Name	Votes	
Bill McNULTY	497	ELECTED
Derek DANG	475	ELECTED
Linda McPHAIL	474	ELECTED
Harold STEVES	466	ELECTED
Evelina HALSEY-BRANDT	454	ELECTED
Chak Kwong AU	452	ELECTED
Linda BARNES	434	ELECTED
Ken JOHNSTON	399	ELECTED
Carol DAY	391	
Michael WOLFE	387	
Cynthia A. CHEN	385	
Alexa LOO	343	
Peter MITCHELL	182	
De WHALEN	170	
Cliff Lifeng WEI	135	
Jun L. WUYAN	113	
Ramzan PATNI	47	

Office of School Trustee

Name	Votes	
Donna SARGENT	572	ELECTED
Grace TSANG	525	ELECTED
Debbie TABLOTNEY	511	ELECTED
Eric YUNG	457	ELECTED
Kenny CHIU	434	ELECTED
Michael STARCHUK	419	
Rod BiELLEZA	418	ELECTED
Jonathan HO	401	
Norm GOLDSTEIN	393	ELECTED
William Kang CHEN	266	

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2011 POLL-BY-POLL RESULTS

Cambie Community Centre

Richmond General Local and School Election Results By Voting Place

Voting Place: 05 - CAMBIE CC

Office of Mayor

Name	Votes	
Malcolm BRODIE	910	ELECTED
Richard LEE	305	

Office of Councillor

Name	Votes	
Bill McNULTY	710	ELECTED
Linda McPHAIL	686	ELECTED
Derek DANG	633	ELECTED
Ken JOHNSTON	598	ELECTED
Linda BARNES	567	ELECTED
Chak Kwong AU	539	ELECTED
Evelina HALSEY-BRANDT	508	ELECTED
Harold STEVES	469	ELECTED
Carol DAY	467	
Cynthia A. CHEN	418	
Michael WOLFE	410	
Alexa LOO	390	
Peter MITCHELL	241	
De WHALEN	178	
Cliff Lifeng WEI	157	
Jun L. WUYAN	127	
Ramzan PATNI	99	

Office of School Trustee

Name	Votes	
Donna SARGENT	774	ELECTED
Grace TSANG	719	ELECTED
Debbie TABLOTNEY	684	ELECTED
Eric YUNG	604	ELECTED
Rod BELLEZA	544	ELECTED
Kenny CHIU	526	ELECTED
Jonathan HO	485	
Norm GOLDSTEIN	477	ELECTED
Michael STARCHUK	454	
William Kang CHEN	369	

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2011 POLL-BY-POLL RESULTS

City Centre (Lang) Community Centre

Richmond General Local and School Election
Results By Voting Place

Voting Place: 06 - CITY CENTRE CC

Office of Mayor

Name	Votes	
Malcolm BRODIE	152	ELECTED
Richard LEE	79	

Office of Councillor

Name	Votes	
Chak Kwong AU	162	ELECTED
Derek DANG	122	ELECTED
Cynthia A. CHEN	110	
Bill McNULTY	99	ELECTED
Linda McPHAIL	90	ELECTED
Alexa LOO	89	
Evelina HALSEY-BRANDT	83	ELECTED
Ken JOHNSTON	81	ELECTED
Carol DAY	100	
Linda BARNES	74	ELECTED
Michael WOLFE	71	
Harold STEVES	57	ELECTED
Cliff Lifeng WEI	54	
Jun L. WUYAN	41	
Peter MITCHELL	38	
De WHALEN	20	
Ramzan PATNI	17	

Office of School Trustee

Name	Votes	
Kenny CHIU	163	ELECTED
Jonathan HO	146	
Grace TSANG	137	ELECTED
Eric YUNG	126	ELECTED
William Kang CHEN	105	
Donna SARGENT	99	ELECTED
Debbie TABLOTNEY	86	ELECTED
Rod BELLEZA	79	ELECTED
Norm GOLDSTEIN	72	ELECTED
Michael STARCHUK	66	

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2011 POLL-BY-POLL RESULTS

Cook Elementary School

Richmond General Local and School Election
Results By Voting Place

Voting Place: 07 - COOK

Office of Mayor

Name	Votes	
Malcolm BRODIE	397	ELECTED
Richard LEE	175	

Office of Councillor

Name	Votes	
Linda McPHAIL	293	ELECTED
Derek DANG	290	ELECTED
Chak Kwong AU	273	ELECTED
Bill McNULTY	273	ELECTED
Linda BARNES	263	ELECTED
Cynthia A. CHEN	258	
Evelina HALSEY-BRANDT	250	ELECTED
Michael WOLFE	239	
Ken JOHNSTON	229	ELECTED
Harold STEVES	229	ELECTED
Carol DAY	226	
Alexa LOO	223	
Peter MITCHELL	149	
De WHALEN	104	
Cliff Lifeng WEI	96	
Jun L. WUYAN	86	
Ramzan PATNI	32	

Office of School Trustee

Name	Votes	
Donna SARGENT	331	ELECTED
Grace TSANG	328	ELECTED
Rod BELLEZA	310	ELECTED
Debbie TABLOTNEY	290	ELECTED
Eric YUNG	276	ELECTED
Kenny CHIU	270	ELECTED
Jonathan HO	255	
Norm GOLDSTEIN	253	ELECTED
Michael STARCHUK	246	
William Kang CHEN	209	

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2011 POLL-BY-POLL RESULTS

Garden City Elementary School

Richmond General Local and School Election
Results By Voting Place

Voting Place: 08 - GARDEN CITY

Office of Mayor

Name	Votes	
Malcolm BRODIE	550	<i>ELECTED</i>
Richard LEE	241	

Office of Councillor

Name	Votes	
Bill McNULTY	449	<i>ELECTED</i>
Derek DANG	433	<i>ELECTED</i>
Linda McPHAIL	422	<i>ELECTED</i>
Evelina HALSEY-BRANDT	397	<i>ELECTED</i>
Ken JOHNSTON	385	<i>ELECTED</i>
Linda BARNES	376	<i>ELECTED</i>
Harold STEVES	363	<i>ELECTED</i>
Chak Kwong AU	356	<i>ELECTED</i>
Carol DAY	340	
Alexa LOO	336	
Cynthia A. CHEN	335	
Michael WOLFE	318	
Peter MITCHELL	174	
De WHALEN	138	
Cliff Lifeng WEI	119	
Jun L. WUYAN	77	
Ramzan PATNI	37	

Office of School Trustee

Name	Votes	
Donna SARGENT	513	<i>ELECTED</i>
Grace TSANG	501	<i>ELECTED</i>
Debbie TABLOTNEY	446	<i>ELECTED</i>
Eric YUNG	409	<i>ELECTED</i>
Kenny CHIU	360	<i>ELECTED</i>
Rod BELLEZA	348	<i>ELECTED</i>
Norm GOLDSTEIN	334	<i>ELECTED</i>
Jonathan HO	331	
Michael STARCHUK	319	
William Kang CHEN	241	

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2011 POLL-BY-POLL RESULTS

General Currie Elementary School

Richmond General Local and School Election
Results By Voting Place

Voting Place: 09 - GENERAL CURRIE

Office of Mayor

Name	Votes	
Malcolm BRODIE	514	ELECTED
Richard LEE	242	

Office of Councillor

Name	Votes	
Chak Kwong AU	388	ELECTED
Bill McNULTY	388	ELECTED
Evelina HALSEY-BRANDT	379	ELECTED
Derek DANG	347	ELECTED
Linda McPHAIL	344	ELECTED
Linda BARNES	331	ELECTED
Cynthia A. CHEN	320	
Carol DAY	312	
Harold STEVES	298	ELECTED
Ken JOHNSTON	289	ELECTED
Michael WOLFE	289	
Alexa LOO	282	
Peter MITCHELL	165	
Cliff Lifeng WEI	123	
De WHALEN	122	
Jun L. WUYAN	91	
Ramzan PATNI	27	

Office of School Trustee

Name	Votes	
Donna SARGENT	428	ELECTED
Grace TSANG	411	ELECTED
Kenny CHIU	381	ELECTED
Debbie TABLOTNEY	367	ELECTED
Jonathan HO	365	
Eric YUNG	359	ELECTED
Rod BELLEZA	344	ELECTED
Norm GOLDSTEIN	292	ELECTED
Michael STARCHUK	287	
William Kang CHEN	264	

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2011 POLL-BY-POLL RESULTS

Grauer Elementary School

Richmond General Local and School Election Results By Voting Place

Voting Place: 10 - GRAUER

Office of Mayor

Name	Votes	
Malcolm BRODIE	595	<i>ELECTED</i>
Richard LEE	242	

Office of Councillor

Name	Votes	
Bill McNULTY	497	<i>ELECTED</i>
Evelina HALSEY-BRANDT	489	<i>ELECTED</i>
Linda McPHAIL	481	<i>ELECTED</i>
Harold STEVES	462	<i>ELECTED</i>
Linda BARNES	455	<i>ELECTED</i>
Derek DANG	454	<i>ELECTED</i>
Ken JOHNSTON	423	<i>ELECTED</i>
Carol DAY	374	
Cynthia A. CHEN	363	
Michael WOLFE	353	
Alexa LOO	351	
Chak Kwong AU	277	<i>ELECTED</i>
Peter MITCHELL	202	
De WHALEN	166	
Cliff Lifeng WEI	91	
Jun L. WUYAN	58	
Ramzan PATNI	36	

Office of School Trustee

Name	Votes	
Donna SARGENT	593	<i>ELECTED</i>
Debbie TABLOTNEY	537	<i>ELECTED</i>
Grace TSANG	478	<i>ELECTED</i>
Rod BELLEZA	396	<i>ELECTED</i>
Norm GOLDSTEIN	394	<i>ELECTED</i>
Eric YUNG	394	<i>ELECTED</i>
Michael STARCHUK	360	
Kenny CHIU	303	<i>ELECTED</i>
Jonathan HO	284	
William Kang CHEN	214	

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2011 POLL-BY-POLL RESULTS

Hamilton Elementary School

Richmond General Local and School Election Results By Voting Place

Voting Place: 11 - HAMILTON

Office of Mayor

Name	Votes	
Malcolm BRODIE	410	ELECTED
Richard LEE	138	

Office of Councillor

Name	Votes	
Bill McNULTY	309	ELECTED
Linda McPHAIL	306	ELECTED
Derek DANG	270	ELECTED
Carol DAY	270	
Ken JOHNSTON	269	ELECTED
Evelina HALSEY-BRANDT	262	ELECTED
Cynthia A. CHEN	259	
Linda BARNES	247	ELECTED
Chak Kwong AU	231	ELECTED
Harold STEVES	221	ELECTED
Alexa LOO	218	
Michael WOLFE	213	
Peter MITCHELL	113	
De WHALEN	101	
Cliff Lifeng WEI	80	
Jun L. WUYAN	58	
Ramzan PATNI	40	

Office of School Trustee

Name	Votes	
Donna SARGENT	359	ELECTED
Debbie TABLOTNEY	313	ELECTED
Grace TSANG	311	ELECTED
Eric YUNG	279	ELECTED
Rod BELLEZA	276	ELECTED
Kenny CHIU	253	ELECTED
Norm GOLDSTEIN	250	ELECTED
Jonathan HO	247	
Michael STARCHUK	244	
William Kang CHEN	167	

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2011 POLL-BY-POLL RESULTS

Homma Elementray School

Richmond General Local and School Election Results By Voting Place

Voting Place: 12 - HOMMA

Office of Mayor

Name	Votes	
Malcolm BRODIE	757	ELECTED
Richard LEE	215	

Office of Councillor

Name	Votes	
Harold STEVES	618	ELECTED
Linda McPHAIL	610	ELECTED
Bill McNULTY	595	ELECTED
Evelina HALSEY-BRANDT	587	ELECTED
Linda BARNES	570	ELECTED
Ken JOHNSTON	489	ELECTED
Derek DANG	460	ELECTED
Alexa LOO	460	
Michael WOLFE	431	
Carol DAY	410	
Cynthia A. CHEN	317	
De WHALEN	255	
Chak Kwong AU	248	ELECTED
Peter MITCHELL	228	
Jun L. WUYAN	47	
Cliff Lifeng WEI	42	
Ramzan PATNI	29	

Office of School Trustee

Name	Votes	
Donna SARGENT	715	ELECTED
Debbie TABLOTNEY	642	ELECTED
Grace TSANG	471	ELECTED
Michael STARCHUK	463	
Norm GOLDSTEIN	460	ELECTED
Rod BELLEZA	459	ELECTED
Eric YUNG	426	ELECTED
Kenny CHIU	287	ELECTED
Jonathan HO	245	
William Kang CHEN	169	

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2011 POLL-BY-POLL RESULTS

Lansdowne Centre Mall

Richmond General Local and School Election
Results By Voting Place

Voting Place: 13 - LANSDOWNE MALL

Office of Mayor

Name	Votes	
Malcolm BRODIE	1062	ELECTED
Richard LEE	658	

Office of Councillor

Name	Votes	
Chak Kwong AU	1132	ELECTED
Derek DANG	820	ELECTED
Cynthia A. CHEN	768	
Bill McNULTY	726	ELECTED
Evelina HALSEY-BRANDT	662	ELECTED
Carol DAY	649	
Linda McPHAIL	644	ELECTED
Alexa LOO	621	
Linda BARNES	591	ELECTED
Ken JOHNSTON	543	ELECTED
Michael WOLFE	515	
Harold STEVES	492	ELECTED
Cliff Lifeng WEI	309	
Peter MITCHELL	261	
Jun L. WUYAN	228	
De WHALEN	182	
Ramzan PATNI	76	

Office of School Trustee

Name	Votes	
Kenny CHIU	1000	ELECTED
Grace TSANG	997	ELECTED
Jonathan HO	937	
Eric YUNG	861	ELECTED
Donna SARGENT	740	ELECTED
William Kang CHEN	655	
Debbie TABLOTNEY	643	ELECTED
Rod BELLEZA	621	ELECTED
Michael STARCHUK	538	
Norm GOLDSTEIN	505	ELECTED

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2011 POLL-BY-POLL RESULTS

Library Cultural Centre**Richmond General Local and School Election
Results By Voting Place**

Voting Place: 14 - LIBRARY CC

Office of Mayor

Name	Votes	
Malcolm BRODIE	692	ELECTED
Richard LEE	343	

Office of Councillor

Name	Votes	
Chak Kwong AU	543	ELECTED
Linda McPHAIL	497	ELECTED
Bill McNULTY	491	ELECTED
Cynthia A. CHEN	483	
Derek DANG	482	ELECTED
Linda BARNES	465	ELECTED
Evelina HALSEY-BRANDT	456	ELECTED
Alexa LOO	440	
Carol DAY	427	
Harold STEVES	406	ELECTED
Michael WOLFE	384	
Ken JOHNSTON	383	ELECTED
Peter MITCHELL	230	
Cliff Lifeng WEI	204	
De WHALEN	185	
Jun L. WUYAN	167	
Ramzan PATNI	55	

Office of School Trustee

Name	Votes	
Grace TSANG	591	ELECTED
Donna SARGENT	556	ELECTED
Kenny CHIU	530	ELECTED
Eric YUNG	511	ELECTED
Jonathan HO	498	
Debbie TABLOTNEY	471	ELECTED
Rod BELLEZA	470	ELECTED
Norm GOLDSTEIN	436	ELECTED
Michael STARCHUK	420	
William Kang CHEN	398	

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2011 POLL-BY-POLL RESULTS

MacNeill Secondary School

Richmond General Local and School Election Results By Voting Place

Voting Place: 15 - MACNEILL

Office of Mayor

Name	Votes	
Malcolm BRODIE	391	ELECTED
Richard LEE	220	

Office of Councillor

Name	Votes	
Chak Kwong AU	397	ELECTED
Derek DANG	294	ELECTED
Bill McNULTY	282	ELECTED
Linda McPHAIL	270	ELECTED
Cynthia A. CHEN	260	
Carol DAY	220	
Alexa LOO	217	
Ken JOHNSTON	210	ELECTED
Evelina HALSEY-BRANDT	209	ELECTED
Michael WOLFE	198	
Linda BARNES	195	ELECTED
Harold STEVES	159	ELECTED
Cliff Lifeng WEI	116	
Peter MITCHELL	94	
Jun L. WUYAN	92	
De WHALEN	76	
Ramzan PATNI	33	

Office of School Trustee

Name	Votes	
Grace TSANG	366	ELECTED
Kenny CHIU	356	ELECTED
Jonathan HO	314	
Eric YUNG	303	ELECTED
Donna SARGENT	271	ELECTED
Debbie TABLOTNEY	244	ELECTED
Rod BELLEZA	223	ELECTED
Norm GOLDSTEIN	206	ELECTED
William Kang CHEN	195	
Michael STARCHUK	180	

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2011 POLL-BY-POLL RESULTS

McMath Secondary School

Richmond General Local and School Election
Results By Voting Place

Voting Place: 16 - MCMATH

Office of Mayor

Name	Votes	
Malcolm BRODIE	978	ELECTED
Richard LEE	294	

Office of Councillor

Name	Votes	
Harold STEVES	821	ELECTED
Linda McPHAIL	799	ELECTED
Bill McNULTY	773	ELECTED
Linda BARNES	768	ELECTED
Evelina HALSEY-BRANDT	720	ELECTED
Ken JOHNSTON	617	ELECTED
Derek DANG	577	ELECTED
Carol DAY	570	
Alexa LOO	560	
Michael WOLFE	535	
Cynthia A. CHEN	440	
De WHALEN	368	
Chak Kwong AU	343	ELECTED
Peter MITCHELL	260	
Cliff Lifeng WEI	70	
Jun L. WUYAN	49	
Ramzan PATNI	29	

Office of School Trustee

Name	Votes	
Donna SARGENT	927	ELECTED
Debbie TABLOTNEY	846	ELECTED
Grace TSANG	630	ELECTED
Michael STARCHUK	612	
Rod BIELLEZA	609	ELECTED
Norm GOLDSTEIN	609	ELECTED
Eric YUNG	535	ELECTED
Kenny CHIU	352	ELECTED
Jonathan HO	341	
William Kang CHEN	204	

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2011 POLL-BY-POLL RESULTS

McNair Secondary School

Richmond General Local and School Election Results By Voting Place

Voting Place: 17 - MCNAIR

Office of Mayor

Name	Votes	
Malcolm BRODIE	828	ELECTED
Richard LEE	349	

Office of Councillor

Name	Votes	
Bill McNULTY	692	ELECTED
Linda McPHAIL	679	ELECTED
Linda BARNES	625	ELECTED
Evelina HALSEY-BRANDT	620	ELECTED
Harold STEVES	604	ELECTED
Derek DANG	599	ELECTED
Carol DAY	588	
Ken JOHNSTON	543	ELECTED
Michael WOLFE	481	
Alexa LOO	469	
Cynthia A. CHEN	414	
Chak Kwong AU	411	ELECTED
Peter MITCHELL	291	
De WHALEN	276	
Cliff Lifeng WEI	113	
Jun L. WUYAN	111	
Ramzan PATNI	110	

Office of School Trustee

Name	Votes	
Donna SARGENT	806	ELECTED
Debbie TABLOTNEY	756	ELECTED
Grace TSANG	638	ELECTED
Rod BELLEZA	607	ELECTED
Norm GOLDSTEIN	605	ELECTED
Michael STARCHUK	569	
Eric YUNG	561	ELECTED
Kenny CHIU	459	ELECTED
Jonathan HO	442	
William Kang CHEN	313	

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2011 POLL-BY-POLL RESULTS

McRoberts Secondary School

Richmond General Local and School Election Results By Voting Place

Voting Place: 18 - MCROBERTS

Office of Mayor

Name	Votes	
Malcolm BRODIE	866	ELECTED
Richard LEE	406	

Office of Councillor

Name	Votes	
Linda McPHAIL	711	ELECTED
Bill McNULTY	702	ELECTED
Linda BARNES	700	ELECTED
Harold STEVES	693	ELECTED
Evelina HALSEY-BRANDT	691	ELECTED
Derek DANG	635	ELECTED
Ken JOHNSTON	611	ELECTED
Carol DAY	606	
Alexa LOO	567	
Michael WOLFE	520	
Cynthia A. CHEN	508	
Chak Kwong AU	433	ELECTED
Peter MITCHELL	281	
De WHALEN	277	
Cliff Lifeng WEI	125	
Jun L. WUYAN	96	
Ramzan PATNI	47	

Office of School Trustee

Name	Votes	
Donna SARGENT	872	ELECTED
Debbie TABLOTNEY	777	ELECTED
Grace TSANG	687	ELECTED
Rod BELLEZA	635	ELECTED
Norm GOLDSTEIN	586	ELECTED
Michael STARCHUK	585	
Eric YUNG	556	ELECTED
Kenny CHIU	432	ELECTED
Jonathan HO	407	
William Kang CHEN	308	

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2011 POLL-BY-POLL RESULTS

Quilchena Elementary School

Richmond General Local and School Election
Results: By Voting Place

Voting Place: 19 - QUILCHENA

Office of Mayor

Name	Votes	
Malcolm BRODIE	359	ELECTED
Richard LEE	153	

Office of Councillor

Name	Votes	
Harold STEVES	300	ELECTED
Evelina HALSEY-BRANDT	288	ELECTED
Linda McPHAIL	287	ELECTED
Linda BARNES	285	ELECTED
Bill McNULTY	276	ELECTED
Derek DANG	256	ELECTED
Ken JOHNSTON	239	ELECTED
Michael WOLFE	223	
Carol DAY	219	
Alexa LOO	210	
Chak Kwong AU	196	ELECTED
Cynthia A. CHEN	185	
De WHALEN	134	
Peter MITCHELL	113	
Cliff Lifeng WEI	45	
Jun L. WUYAN	35	
Ramzian PATNI	24	

Office of School Trustee

Name	Votes	
Donna SARGENT	353	ELECTED
Debbie TABLOTNEY	307	ELECTED
Grace TSANG	282	ELECTED
Norm GOLDSTEIN	248	ELECTED
Rod BELLEZA	247	ELECTED
Michael STARCHUK	240	
Eric YUNG	229	ELECTED
Kenny CHIU	202	ELECTED
Jonathan HO	165	
William Kang CHEN	138	

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2011 POLL-BY-POLL RESULTS

Richmond Secondary School**Richmond General Local and School Election
Results By Voting Place**

Voting Place: 20 - RICHMOND SECONDARY

Office of Mayor

Name	Votes	
Malcolm BRODIE	651	<i>ELECTED</i>
Richard LEE	283	

Office of Councillor

Name	Votes	
Bill McNULTY	487	<i>ELECTED</i>
Linda McPHAIL	480	<i>ELECTED</i>
Derek DANG	456	<i>ELECTED</i>
Linda BARNES	445	<i>ELECTED</i>
Evelina HALSEY-BRANDT	443	<i>ELECTED</i>
Chak Kwong AU	416	<i>ELECTED</i>
Ken JOHNSTON	410	<i>ELECTED</i>
Harold STEVES	407	<i>ELECTED</i>
Carol DAY	401	
Michael WOLFE	378	
Cynthia A. CHEN	367	
Alexa LOO	346	
Peter MITCHELL	211	
De VHALEN	165	
Cliff Lifeng WEI	156	
Jun L. WUYAN	120	
Ramzan PATNI	48	

Office of School Trustee

Name	Votes	
Donna SARGENT	534	<i>ELECTED</i>
Grace TSANG	516	<i>ELECTED</i>
Debbie TABLOTNEY	477	<i>ELECTED</i>
Rod BELLEZA	441	<i>ELECTED</i>
Eric YUNG	441	<i>ELECTED</i>
Kenny CHIU	413	<i>ELECTED</i>
Michael STARCHUK	405	
Jonathan HO	403	
Norm GOLDSTEIN	389	<i>ELECTED</i>
William Kang CHEN	296	

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2011 POLL-BY-POLL RESULTS

Sea Island Elementary School**Richmond General Local and School Election
Results By Voting Place**

Voting Place: 21 - SEA ISLAND

Office of Mayor

Name	Votes	
Malcolm BRODIE	123	ELECTED
Richard LEE	35	

Office of Councillor

Name	Votes	
Harold STEVES	121	ELECTED
Evelina HALSEY-BRANDT	115	ELECTED
Linda BARNES	109	ELECTED
Bill McNULTY	104	ELECTED
Linda McPHAIL	90	ELECTED
Michael WOLFE	81	
Carol DAY	80	
Ken JOHNSTON	67	ELECTED
Alexa LOO	67	
Derek DANG	65	ELECTED
Cynthia A. CHEN	49	
De WHALEN	49	
Peter MITCHELL	34	
Chak Kwong AU	28	ELECTED
Cliff Lifeng WEI	3	
Jun L. WUYAN	3	
Ramzan PATNI	2	

Office of School Trustee

Name	Votes	
Donna SARGENT	120	ELECTED
Debbie TABLOTNEY	108	ELECTED
Norm GOLDSTEIN	100	ELECTED
Michael STARCHUK	99	
Rod BELLEZA	80	ELECTED
Grace TSANG	66	ELECTED
Eric YUNG	50	ELECTED
Kenny CHIU	41	ELECTED
Jonathan HO	34	
William Kang CHEN	31	

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2011 POLL-BY-POLL RESULTS

Spul'u'kwuks Elementary School**Richmond General Local and School Election
Results By Voting Place**

Voting Place: 22 - SPUL'U'KWUKS

Office of Mayor

Name	Votes	
Malcolm BRODIE	520	ELECTED
Richard LEE	204	

Office of Councillor

Name	Votes	
Bill McNULTY	425	ELECTED
Linda McPHAIL	402	ELECTED
Evelina HALSEY-BRANDT	397	ELECTED
Derek DIANG	381	ELECTED
Ken JOHNSTON	355	ELECTED
Harold STEVES	348	ELECTED
Chak Kwong AU	336	ELECTED
Carol DAY	316	
Linda BARNES	308	ELECTED
Cynthia A. CHEN	300	
Alexa LOO	282	
Michael WOLFE	241	
Peter MITCHELL	143	
De WHALEN	116	
Cliff Lifeng WEI	80	
Jun L. WUYAN	55	
Ramzan PATNI	29	

Office of School Trustee

Name	Votes	
Donna SARGENT	487	ELECTED
Debbie TABLOTNEY	448	ELECTED
Grace TSANG	431	ELECTED
Rod BELLEZA	359	ELECTED
Eric YUNG	334	ELECTED
Norm GOLDSTEIN	332	ELECTED
Kenny CHIU	299	ELECTED
Michael STARCHUK	295	
Jonathan HO	282	
William Kang CHEN	189	

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2011 POLL-BY-POLL RESULTS

Steves Elementary School**Richmond General Local and School Election
Results By Voting Place**

Voting Place: 23 - STEVES

Office of Mayor

Name	Votes	
Malcolm BRODIE	567	ELECTED
Richard LEE	221	

Office of Councillor

Name	Votes	
Harold STEVES	543	ELECTED
Linda BARNES	486	ELECTED
Bill McNULTY	444	ELECTED
Evelina HALSEY-BRANDT	441	ELECTED
Linda McPHAIL	440	ELECTED
Michael WOLFE	408	
Carol DAY	390	
Alexa LOO	376	
Derek DANG	371	ELECTED
Ken JOHNSTON	334	ELECTED
Cynthia A. CHEN	293	
Chak Kwong AU	234	ELECTED
De WHALEN	216	
Peter MITCHELL	188	
Cliff Lifeng WEI	66	
Jun L. WUYAN	57	
Ramzan PATNI	36	

Office of School Trustee

Name	Votes	
Donna SARGENT	547	ELECTED
Debbie TABLOTNEY	498	ELECTED
Rod BELLEZA	447	ELECTED
Norm GOLDSTEIN	442	ELECTED
Michael STARCHUK	416	
Grace TSANG	381	ELECTED
Eric YUNG	348	ELECTED
Kenny CHIU	256	ELECTED
Jonathan HO	232	
William Kang CHEN	172	

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2011 POLL-BY-POLL RESULTS

Steveston-London Secondary School

**Richmond General Local and School Election
Results By Voting Place**

Voting Place: 24 - STEVESTON-LONDON

Office of Mayor

Name	Votes	
Malcolm BRODIE	798	ELECTED
Richard LEE	377	

Office of Councillor

Name	Votes	
Linda McPHAIL	651	ELECTED
Bill McNULTY	619	ELECTED
Derek DANG	597	ELECTED
Harold STEVES	588	ELECTED
Eveliria HALSEY-BRANDT	586	ELECTED
Linda BARNES	536	ELECTED
Chak Kwong AU	531	ELECTED
Cynthia A. CHEN	512	
Ken JOHNSTON	508	ELECTED
Alexa LOO	505	
Carol DAY	496	
Michael WOLFE	458	
Peter MITCHELL	228	
De WHALEN	209	
Cliff Lifeng WEI	135	
Jun L. WUYAN	110	
Ramzan PATNI	40	

Office of School Trustee

Name	Votes	
Donna SARGENT	743	ELECTED
Grace TSANG	670	ELECTED
Debbie TABLOTNEY	636	ELECTED
Eric YUNG	555	ELECTED
Norm GOLDSTEIN	541	ELECTED
Rod BELLEZA	535	ELECTED
Kenny CHIU	495	ELECTED
Michael STARCHUK	493	
Jonathan HO	467	
William Kang CHEN	335	

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2011 POLL-BY-POLL RESULTS

Tait Elementary School**Richmond General Local and School Election
Results By Voting Place**

Voting Place: 25 - TAIT

Office of Mayor

Name	Votes	
Malcolm BRODIE	315	<i>ELECTED</i>
Richard LEE	94	

Office of Councillor

Name	Votes	
Linda McPHAIL	234	<i>ELECTED</i>
Bill McNULTY	230	<i>ELECTED</i>
Derek DANG	209	<i>ELECTED</i>
Carol DAY	208	
Linda BARNES	206	<i>ELECTED</i>
Evelina HALSEY-BRANDT	200	<i>ELECTED</i>
Ken JOHNSTON	197	<i>ELECTED</i>
Michael WOLFE	181	
Cynthia A. CHEN	179	
Chak Kwong AU	173	<i>ELECTED</i>
Harold STEVES	170	<i>ELECTED</i>
Alexa LOO	145	
Peter MITCHELL	110	
De WHALEN	55	
Cliff Lifeng WEI	50	
Ramzan PATNI	45	
Jun L. WUYAN	45	

Office of School Trustee

Name	Votes	
Donna SARGENT	267	<i>ELECTED</i>
Grace TSANG	236	<i>ELECTED</i>
Debbie TABLOTNEY	235	<i>ELECTED</i>
Rod BELLEZA	215	<i>ELECTED</i>
Norm GOLDSTEIN	198	<i>ELECTED</i>
Eric YUNG	196	<i>ELECTED</i>
Michael STARCHUK	192	
Kenny CHIU	182	<i>ELECTED</i>
Jonathan HO	171	
William Kang CHEN	137	

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2011 POLL-BY-POLL RESULTS

Talmei Elementary School

**Richmond General Local and School Election
Results By Voting Place**

Voting Place: 26 - TALMEY

Office of Mayor

Name	Votes	
Malcolm BRODIE	293	ELECTED
Richard LEE	125	

Office of Councillor

Name	Votes	
Chak Kwong AU	229	ELECTED
Derek DANG	213	ELECTED
Bill McNULTY	202	ELECTED
Evelina HALSEY-BRANDT	190	ELECTED
Linda McPHAIL	189	ELECTED
Cynthia A. CHEN	180	
Carol DAY	169	
Ken JOHNSTON	165	ELECTED
Linda BARNES	163	ELECTED
Alexa LOO	148	
Michael WOLFE	144	
Harold STEVES	127	ELECTED
Peter MITCHELL	78	
Cliff Lifeng WEI	71	
De WHALEN	55	
Jun L. WUYAN	34	
Ramzan PATNI	24	

Office of School Trustee

Name	Votes	
Grace TSANG	257	ELECTED
Kenny CHIU	228	ELECTED
Jonathan HO	218	
Donna SARGENT	212	ELECTED
Eric YUNG	211	ELECTED
Debbie TABLOTNEY	187	ELECTED
Rod BELLEZA	167	ELECTED
Michael STARCHUK	150	
William Kang CHEN	144	
Norm GOLDSTEIN	142	ELECTED

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2011 POLL-BY-POLL RESULTS

Tomsett Elementary School

Richmond General Local and School Election Results By Voting Place

Voting Place: 27 - TOMSETT

Office of Mayor

Name	Votes	
Malcolm BRODIE	126	ELECTED
Richard LEE	96	

Office of Councillor

Name	Votes	
Chak Kwong AU	140	ELECTED
Cynthia A. CHEN	102	
Derek DANG	95	ELECTED
Bill McNULTY	94	ELECTED
Michael WOLFE	89	
Carol DAY	82	
Alexa LOO	82	
Evelina HALSEY-BRANDT	78	ELECTED
Linda BARNES	77	ELECTED
Linda McPHAIL	77	ELECTED
Ken JOHNSTON	72	ELECTED
Harold STEVES	58	ELECTED
Cliff Lifeng WEI	50	
Peter MITCHELL	40	
Jun L. WUYAN	36	
De WHALEN	23	
Ramzan PATNI	9	

Office of School Trustee

Name	Votes	
Kenny CHIU	143	ELECTED
Jonathan HO	133	
Grace TSANG	133	ELECTED
Eric YUNG	110	ELECTED
Donna SARGENT	95	ELECTED
Michael STARCHUK	94	
Rod BELLEZA	93	ELECTED
William Kang CHEN	85	
Norm GOLDSTEIN	84	ELECTED
Debbie TABLOTNEY	81	ELECTED

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City of Richmond, British Columbia, Canada

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2011 POLL-BY-POLL RESULTS

Watermania

Richmond General Local and School Election Results By Voting Place

Voting Place: 28 - WATERMANIA

Office of Mayor

Name	Votes	
Malcolm BRODIE	168	ELECTED
Richard LEE	55	

Office of Councillor

Name	Votes	
Bill McNULTY	146	ELECTED
Linda McPHAIL	140	ELECTED
Harold STEVES	121	ELECTED
Ken JOHNSTON	119	ELECTED
Linda BARNES	117	ELECTED
Evelina HALSEY-BRANDT	113	ELECTED
Derek DANG	111	ELECTED
Michael WOLFE	103	
Carol DAY	101	
Alexa LOO	98	
Cynthia A. CHEN	84	
De WHALEN	74	
Chak Kwong AU	55	ELECTED
Peter MITCHELL	38	
Cliff Lifeng WEI	24	
Jun L. WUYAN	21	
Ramzan PATNI	15	

Office of School Trustee

Name	Votes	
Donna SARGENT	165	ELECTED
Debbie TABLOTNEY	143	ELECTED
Grace TSANG	117	ELECTED
Eric YUNG	105	ELECTED
Michael STARCHUK	103	
Rod BELLEZA	100	ELECTED
Norm GOLDSTEIN	96	ELECTED
Jonathan HO	63	
Kenny CHIU	57	ELECTED
William Kang CHEN	47	

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2011 POLL-BY-POLL RESULTS

West Richmond Community Centre**Richmond General Local and School Election
Results By Voting Place**

Voting Place: 29 - WEST RICHMOND CC

Office of Mayor

Name	Votes	
Malcolm BRODIE	884	ELECTED
Richard LEE	375	

Office of Councillor

Name	Votes	
Linda McPHAIL	750	ELECTED
Harold STEVES	732	ELECTED
Evelina HALSEY-BRANDT	726	ELECTED
Bill McNULTY	715	ELECTED
Linda BARNES	713	ELECTED
Derek DANG	617	ELECTED
Michael WOLFE	586	
Carol DAY	582	
Ken JOHNSTON	576	ELECTED
Alexa LOO	524	
Cynthia A. CHEN	494	
Chak Kwong AU	443	ELECTED
Peter MITCHELL	321	
De WHALEN	308	
Cliff Lifeng WEI	107	
Jun L. WUYAN	85	
Ramzan PATNI	56	

Office of School Trustee

Name	Votes	
Donna SARGENT	902	ELECTED
Debbie TABLOTNEY	800	ELECTED
Grace TSANG	655	ELECTED
Norm GOLDSTEIN	642	ELECTED
Rod BELLEZA	635	ELECTED
Michael STARCHUK	592	
Eric YUNG	558	ELECTED
Kenny CHIU	443	ELECTED
Jonathan HO	395	
William Kang CHEN	284	

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2011 POLL-BY-POLL RESULTS

Westwind Elementary School

Richmond General Local and School Election Results By Voting Place

Voting Place: 30 - WESTWIND

Office of Mayor

Name	Votes	
Malcolm BRODIE	639	<i>ELECTED</i>
Richard LEE	199	

Office of Councillor

Name	Votes	
Linda McPHAIL	585	<i>ELECTED</i>
Bill McNULTY	529	<i>ELECTED</i>
Harold STEVES	516	<i>ELECTED</i>
Evelina HALSEY-BRANDT	493	<i>ELECTED</i>
Linda BARNES	480	<i>ELECTED</i>
Ken JOHNSTON	449	<i>ELECTED</i>
Derek DANG	442	<i>ELECTED</i>
Alexa LOO	392	
Carol DAY	352	
Michael WOLFE	336	
Cynthia A. CHEN	292	
Peter MITCHELL	200	
Chak Kwong AU	197	<i>ELECTED</i>
De WHALEN	181	
Cliff Lifeng WEI	52	
Jun L. WUYAN	36	
Ramzan PATNI	25	

Office of School Trustee

Name	Votes	
Donna SARGENT	668	<i>ELECTED</i>
Debbie TABLOTNEY	628	<i>ELECTED</i>
Grace TSANG	472	<i>ELECTED</i>
Eric YUNG	427	<i>ELECTED</i>
Norm GOLDSTEIN	383	<i>ELECTED</i>
Rod BELLEZA	370	<i>ELECTED</i>
Michael STARCHUK	349	
Kenny CHIU	193	<i>ELECTED</i>
Jonathan HO	189	
William Kang CHEN	135	

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2011 POLL-BY-POLL RESULTS

Woodward Elementary School

Richmond General Local and School Election
Results: By Voting Place

Voting Place: 31 - WOODWARD

Office of Mayor

Name	Votes	
Malcolm BRODIE	380	<i>ELECTED</i>
Richard LEE	168	

Office of Councillor

Name	Votes	
Carol DAY	348	
Harold STEVES	332	<i>ELECTED</i>
Linda BARNES	307	<i>ELECTED</i>
Linda McPHAIL	306	<i>ELECTED</i>
Ken JOHNSTON	297	<i>ELECTED</i>
Bill McNULTY	297	<i>ELECTED</i>
Evelina HALSEY-BRANDT	293	<i>ELECTED</i>
Derek DANG	244	<i>ELECTED</i>
Michael WOLFE	238	
Alexa LOO	231	
Cynthia A. CHEN	190	
Chak Kwong AU	164	<i>ELECTED</i>
Peter MITCHELL	142	
De WHALEN	130	
Jun L. WUYAN	48	
Cliff Lifeng WEI	47	
Ramzan PATNI	43	

Office of School Trustee

Name	Votes	
Donna SARGENT	380	<i>ELECTED</i>
Debbie TABLOTNEY	338	<i>ELECTED</i>
Rod BELLEZA	297	<i>ELECTED</i>
Norm GOLDSTEIN	297	<i>ELECTED</i>
Michael STARCHUK	264	
Grace TSANG	261	<i>ELECTED</i>
Eric YUNG	220	<i>ELECTED</i>
Kenny CHIU	207	<i>ELECTED</i>
Jonathan HO	169	
William Kang CHEN	119	

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2011 POLL-BY-POLL RESULTS

Wowk Elementary School**Richmond General Local and School Election
Results By Voting Place**

Voting Place: 32 - WOWK

Office of Mayor

Name	Votes	
Malcolm BRODIE	585	<i>ELECTED</i>
Richard LEE	229	

Office of Councillor

Name	Votes	
Linda McPHAIL	435	<i>ELECTED</i>
Evelina HALSEY-BRANDT	424	<i>ELECTED</i>
Derek DANG	418	<i>ELECTED</i>
Bill McNULTY	414	<i>ELECTED</i>
Chak Kwong AU	413	<i>ELECTED</i>
Linda BARNES	390	<i>ELECTED</i>
Harold STEVES	362	<i>ELECTED</i>
Cynthia A. CHEN	346	
Ken JOHNSTON	342	<i>ELECTED</i>
Alexa LOO	327	
Michael WOLFE	299	
Carol DAY	297	
Peter MITCHELL	155	
De WHALEN	145	
Cliff Lifeng WEI	97	
Jun L. WUYAN	64	
Ramzan PATNI	20	

Office of School Trustee

Name	Votes	
Donna SARGENT	509	<i>ELECTED</i>
Debbie TABLOTNEY	461	<i>ELECTED</i>
Grace TSANG	453	<i>ELECTED</i>
Eric YUNG	388	<i>ELECTED</i>
Kenny CHIU	351	<i>ELECTED</i>
Rod BELLEZA	341	<i>ELECTED</i>
Norm GOLDSTEIN	337	<i>ELECTED</i>
Jonathan HO	334	
Michael STARCHUK	301	
William Kang CHEN	200	

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2011 POLL-BY-POLL RESULTS

Mobile / Mail-in Ballot

Richmond General Local and School Election Results By Voting Place

Voting Place: MAIL

Office of Mayor

Name	Votes	
Malcolm BRODIE	157	ELECTED
Richard LEE	56	

Office of Councillor

Name	Votes	
Harold STEVES	118	ELECTED
Bill McNULTY	114	ELECTED
Evelina HALSEY-BRANDT	113	ELECTED
Linda McPHAIL	109	ELECTED
Linda BARNES	107	ELECTED
Ken JOHNSTON	90	ELECTED
Derek DANG	88	ELECTED
Cynthia A. CHEN	82	
Carol DAY	82	
Michael WOLFE	68	
Chak Kwong AU	52	ELECTED
Alexa LOO	46	
De WHALEN	41	
Peter MITCHELL	40	
Cliff Lifeng WEI	15	
Jun L. WUYAN	10	
Ramzan PATNI	9	

Office of School Trustee

Name	Votes	
Donna SARGENT	127	ELECTED
Debbie TABLOTNEY	111	ELECTED
Norm GOLDSTEIN	107	ELECTED
Grace TSANG	94	ELECTED
Michael STARCHUK	92	
Eric YUNG	88	ELECTED
Rod BELLEZA	75	ELECTED
Kenny CHIU	71	ELECTED
Jonathan HO	67	
William Kang CHEN	52	

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**2011 Richmond General Local and School Election
Total Ballots Cast at Each Voting Opportunity**

Voting Place #	Voting Place Location	Ballots Cast
ADV 1	Kwantlen Polytechnic University (Advance) - Nov 8	282
ADV 2	Richmond City Hall (Advance) - Nov 9	865
ADV 3	Richmond City Hall (Advance) - Nov 10	744
ADV 4	Cambie Community Centre (Advance) - Nov 12	220
ADV 5	Library Cultural Centre (Advance) - Nov 12	502
ADV 6	McMath Secondary School (Advance) - Nov 12	332
ADV 7	McRoberts Secondary School (Advance) - Nov 12	257
ADV 8	Richmond City Hall (Advance) - Nov 15	1047
ADV 9	Richmond Olympic Oval (Advance) - Nov 15	199
01	Aberdeen Centre Mall	1115
02	Blundell Elementary School	1043
03	Brighthouse Elementary School	464
04	Burnett Secondary School	995
05	Cambie Community Centre	1259
06	City Centre (Lang) Community Centre	249
07	Cook Elementary School	597
08	Garden City Elementary School	822
09	General Currie Elementary School	775
10	Grauer Elementary School	859
11	Hamilton Elementary School	565
12	Homma Elementary School	1004
13	Lansdowne Centre Mall	1772
14	Library Cultural Centre	1082
15	MacNeill Secondary School	659
16	McMath Secondary School	1311
17	McNair Secondary School	1209
18	McRoberts Secondary School	1316
19	Quilchena Elementary School	528
20	Richmond Secondary School	963
21	Sea Island Elementary School	167
22	Spul'u'kwuks Elementary School	761
23	Steves Elementary School	822
24	Steveston-London Secondary School	1216
25	Tait Elementary School	427
26	Talmey Elementary School	430
27	Tomsett Elementary School	230
28	Watermania	231
29	West Richmond Community Centre	1304
30	Westwind Elementary School	862
31	Woodward Elementary School	576
32	Wowk Elementary School	833
	Mail/Mobile Poll	232
	TOTAL	31126



City of Richmond

Report to Committee

To: General Purposes Committee

Date: December 6, 2011

From: David Weber
Director, City Clerk's Office

File: 01-0105-00/Vol 01

Re: 2012 Council and Committee Meeting Schedule

Staff Recommendation

That the 2012 Council and Committee meeting schedule, attached to the staff report dated December 6, 2011, from the Director, City Clerk's Office, be approved, subject to the following revisions as part of the regular August meeting break:

- (1) That the Regular Council Meetings (open and closed) of August 13 and August 27, 2012 be cancelled;
- (2) That the August 20, 2012 Public Hearing be re-scheduled to Wednesday, September 5, 2012 at 7:00 pm in the Council Chambers at Richmond City Hall.

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

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

For many years, Council has supported a summer meeting break during August, and a revised meeting schedule around the holiday season in December. These usual revisions to the Council meeting calendar are being presented at this time (**Attachment 1**) to provide certainty and more advance notice of Council's schedule for the coming year. In accordance with the Procedure Bylaw, Council resolutions are required for any changes to the prescribed Council meeting schedule, however, changes to the Committee meeting dates do not require a resolution. The timing of Committee meetings can be altered at the call of the Chair, as circumstances arise closer to the dates of the meetings.

Analysis

August meeting break

For a number of years, Council has not held regularly scheduled Council and Standing Committee meetings during a four-week period in August. No problems have been observed as a consequence of adopting this revised summer schedule, nor have there been any serious disruptions to City business. A similar approach is therefore recommended for August 2012.

With regard to the August public hearing, rather than recommending its cancellation, staff instead propose it be re-scheduled from August 20 to September 5, 2012. This change to the public hearing meeting schedule minimizes the delay, due to the summer meeting break, for consideration of land use applications that have been given first reading. Accordingly, there would be no need for a second scheduled Public Hearing during the third week of September.

December holiday season

It is anticipated that City Hall will be closed from Monday, December 24, 2012 to Friday, December 28, 2012 inclusive, therefore any committee meetings which would otherwise have been held during this period have not been scheduled. Further, although it is likely some of the committee meetings scheduled during the week of December 17th may be cancelled or rescheduled, adjustments are not recommended at this time, bearing in mind that changes can be made as circumstances dictate closer to the dates of the meetings. Typically, a short Special Council meeting is called after the last committee meeting in December in order to deal with any business arising from the committees that is of a time-sensitive nature.

A small change to the Committee meeting schedule during the first week in January 2012 is also noted in light of the fact that City Hall is closed during the week leading up to January 3rd. The GP and Finance Committee meetings that would otherwise have been scheduled for January 3rd will be held instead on January 9th starting at 4:00 pm, with the regular Council meeting being held at 7:00 pm that same evening. The Planning Committee meeting for that week will not be held.

December 6, 2011

Finally, as always, should any situation arise which would require the attention of Council during a time when no meetings are scheduled, a Special Meeting can be called with 24 hours notice. Such a meeting may be facilitated using conference calls, as permitted by the Council Procedure Bylaw, for those Council members who wish to participate but are unable to attend in person.

Financial Impact

None.

Conclusion

It is recommended that the 2012 Council and Committee meeting schedule be approved with the suggested allowances for the regular Council meeting break in August, and the holiday season in December, on the understanding that a Special Council Meeting can be called with 24 hours notice should any unusual or urgent circumstances arise.

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

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

2012

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

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

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

Note: All meeting dates are subject to change.



City of Richmond

Report to Committee

To: General Purposes Committee
From: Cathryn Volkering Carlile
General Manager - Community Services
Date: December 2, 2011
File:
Re: **Process for Evaluating and Approving requests for Financial Support for Major Sporting Events**

Staff Recommendation

The recommendations 1 through 3 as outlined in the attached report "Process for Evaluating and Approving Requests for Financial Support for Major Sporting Events" from the General Manager, Richmond Olympic Oval, be approved.

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

Att.

FOR ORIGINATING DEPARTMENT USE ONLY				
ROUTED TO	YES	NO	CONCURRENCE OF GENERAL MANAGER	
PARKS AND RECREATION	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
REVIEWED BY TAG	YES	NO	REVIEWED BY CAO	YES NO
	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/> <input type="checkbox"/>

Staff Report

Origin

On June 27, 2011, the General Purpose Committee made the following referral:

That staff report back within six months on the development of a formal process for evaluating and approving requests for financial support for Major Sporting Events that exceed the capacity and guidelines of the City's Sport Hosting Incentive Grant Policy.

This report and the attached report from the General Manager, Richmond Olympic Oval, addresses this referral.

Analysis

The attached report from the General Manager, Richmond Olympic Oval (Attachment 1), recommends a process and criteria to deal with requests from organizations for financial support for sport events that are outside of the City's approved Sport Hosting Incentive Grant process.

These types of requests are relatively infrequent and can be assessed by the Sport Hosting Task Force that meets routinely throughout the year. Their Terms of Reference already gives the Task Force the authority to review and decide on the allocation of sport hosting grants to organizations. An amendment to also assess, approve and recommend funding to these larger impact events would enable this authority.

The Task Force has met and is in agreement with the criteria, the process and the increased authority.

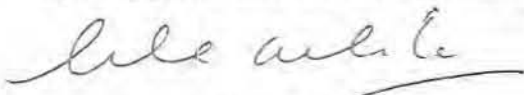
Once approved, the financial support will be drawn from the Sport Hosting Budget and not impact the \$100,000 set aside for the Sport Hosting Incentive Grant Program.

Financial Impact

There is no financial impact approving this recommendation, as the existing funding within the Sport Hosting budget will not be exceeded.

Conclusion

Having large sport events in Richmond are a vital component of the Sport Hosting Program. These events are of great benefit to Richmond, our local tourism businesses and the Richmond Olympic Oval. They continue to advance our objectives for increased exposure and do help position Richmond as the preferred location and premier sport host for events. The existing Sport Hosting Task Force structure with amended Terms of Reference can easily include these types of events into their review and assessment process.



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

CVC:cvc

To: Cathy Volkering Carlile, General Manager
Community Services

Date: December 9, 2011

From: John Mills
General Manager, Richmond Olympic Oval

File:

Re: **Process for evaluating and approving requests for financial support for Major Sport Events**

Recommendation

1. That the following criteria:
 - Total number of participants, spectators, support workers and the estimate of potential spending per day
 - Total number of room nights
 - Overall reputational impacts such as broadcast rights, other media positively advancing the brand of the City
 - Community engagement such as volunteerism, civic pride, community access to the event, access to sport expertise locally and access to athletes and sponsor activation;as outlined in this report from the Manager Sport Hosting, Mike Romas, be used to assess and evaluate requests for financial support for Major Sporting Events;
2. That any requests for funding up to \$25,000 for Major Sport Events be reviewed and approved by the Sport Hosting Task Force on the understanding that the Sport Hosting Task Force may approve such a grant up to a maximum of three major events during a single calendar year;
3. That requests for funding for sports events over \$25,000 for a single Major Sport Event be reviewed by the Sport Hosting Task Force and then be recommended to General Purpose Committee through staff for final approval; and
4. That the Terms of Reference of the Sport Hosting Task Force be amended as outlined in Attachment 1 of this report from the Manager Sport Hosting Mike Romas dated Dec 7, 2011.



John Mills
General Manager, Richmond Olympic Oval
778-296-1423

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Economic Development		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
Parks, Recreation & Cultural Services		Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>
REVIEWED BY TAG		YES		NO	
		<input type="checkbox"/>		<input type="checkbox"/>	
				REVIEWED BY CAO	
				YES	NO
				<input type="checkbox"/>	<input type="checkbox"/>

Staff Report

Origin

On June 27, 2011, General Purposes Committee made the following referral:

- (1) *that staff report back within six months on the development of a formal process for evaluating and approving requests for financial support for Major Sporting Events that exceed the capacity and guidelines of the City's Sport Hosting Incentive Grant Policy.*

This report is provided to Council in response to the above referral.

Analysis

Sport Hosting in Richmond is currently funded by an annual \$500,000 contribution from Tourism Richmond through the 2% Additional Hotel Room Tax (AHRT) and is governed by the Agreement between Tourism Richmond and the City.

On February 8, 2010, City Council adopted the Sport Hosting Strategy Implementation Plan with the following four objectives.

1. To position Richmond as the preferred location and premier sport host for existing events and targeted regional, provincial, national and international events.
2. To increase Richmond's capacity to host Sport events, meetings and conferences.
3. To work closely with our community partners to be an advocate for the development of sport hosting in the City of Richmond.
4. To leverage and maximize media/marketing exposure from being a venue City for the 2010 Olympic Winter Games.

The mandate and responsibilities of the Richmond Sport Hosting Office include a number of tactics to pursue these objectives including (among other initiatives):

- To attract major provincial, national and international Sport events to Richmond
- To work with Local Sport Organizations to identify, assess and secure Sport Hosting opportunities

Current Process for Evaluating and Approving Financial Requests

Sport Hosting Incentive Grant Program:

Currently, grants are issued up to the maximums noted below based on the number of hotel room nights generated by the event. The Sport Hosting Task Force reviews applications from event organizers. The \$500,000 annual Richmond Sport Hosting Office budget contains \$100,000 expressly for the Sport Hosting Incentive Grant Program. The source of funding for Major Sport Events will be from funds other than the \$100,000 dedicated to the Sport Hosting Incentive Grant Program.

Scope of Event	Maximum Grant Allocation
Meetings/Conferences	\$1,000
Regional Invitational	\$3,500
Provincial	\$3,000
Western Canada	\$3,500
National	\$5,000
International	\$7,000

In Vancouver, Major Sport Event Operating Grant Funding for direct operating costs only to a maximum of 30% of total gross operating budget to a maximum of \$100,000. The grant cannot be used for capital projects, prize money, to advance a profit venture or advance the activities of the host.

Recommended Process for Evaluating and Approving Financial Requests

From time-to-time, an event opportunity arises with an extremely large impact that includes: national or international broadcast rights, more than 1,000 total room nights, or a large number of event participants. To acquire these Major Sport Events, the Richmond Sport Hosting Office seeks the flexibility to provide the appropriate financial support to compete with other international bid cities.

A Major Sport Event Definition:

A Major Sport Event can be defined in various ways; one example is the 2010 World Wheelchair Rugby Championship, a weeklong international event that produced \$3 million in economic impact for the City of Richmond. Another example is a Davis Cup Tennis Event. While the Davis Cup does not require a large number of room nights, it does bring international broadcast rights. These are two very different events that both generate desirable but different results.

Major Sport Event Eligibility Guidelines

- Up to 3 Major Sport Events will be considered during a single calendar year
- Sport organizations or event organizers will submit a proposal outlining the sport event and address each of the assessment criteria.
- The funding may not be used for capital projects, prize money or to advance a commercial venture.

Major Sport Events Assessment Criteria:

Major sport event proposals will be assessed based on the following criteria:

- Total number of participants, spectators, support workers, and the estimate of potential spending per day
- Total number of room nights

- Overall reputational impact such as broadcast rights, other media positively advancing the brand of the City
- Community engagement such as volunteerism, civic pride, community access to the event, access to sport expertise locally, access to athletes, sponsor activation

This report presents two options for consideration. The Task Force has reviewed both options and is unanimous in its agreement to implement whichever option is approved.

Option 1

Requests for all funding for Major Sport Events will be reviewed and approved by the Sport Hosting Task Force in a manner similar to the current Incentive Grants.

Option 2 (Recommended)

Requests for funding up to \$25,000 for Major Sport Events be reviewed and approved by the Sport Hosting Task Force on the understanding that the Sport Hosting Task Force may approve such a grant up to a maximum of three major events during a single calendar year.

Requests for funding for sports events over \$25,000 for a single Major Sport Event be reviewed by the Sport Hosting Task Force and then be recommended to General Purpose Committee through staff for final approval.

Changes to the Task Force Terms of Reference

In order to give the Task Force the authority to review and approve these requests an amendment is required to the "Purpose" and "Objectives & Expectations" sections of the Terms of Reference. The Sport Hosting Task Force will be authorized to: *Review and decide on the allocation of funding of up to \$25,000 for major sport events where financial support is either more than the current hosting incentive grant limits or the event is outside the hosting incentive grant program criteria* (Attachment 1).

Financial Impact

No financial impact to the City of Richmond. Funding for Major Sport Events will be supported by existing Sport Hosting budget, as supplied by AHRT funding and allocated to sport hosting initiatives as described in the agreement between the City of Richmond and Tourism Richmond.

Conclusion

Large sport events in Richmond are a vital component of the Sport Hosting Program. These events are of great benefit to Richmond and our local tourism businesses. They generate national and international exposure and position Richmond as a preferred location and premier sport host. The existing Sport Hosting Task Force structure with amended Terms of Reference can include Major Sport Events in its review and decision process, and, when warranted by the scale of the event, bring requests over \$25,000 to the General Purposes Committee.

December 9, 2011

- 6 -

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

Mike Romas
Manager, Sport Hosting
778-296-1406

cc:

Attachment #1 – Amended Sport Hosting Task Force Terms of Reference

**CITY OF RICHMOND
SPORT HOSTING TASK FORCE**

AMENDED TERMS OF REFERENCE

Vision

The vision for the City of Richmond's Sport Hosting Strategy is to be the premier sport hosting community in Canada for provincial, national and international events while growing and integrating our local sport community.

Purpose

The Task Force is intended to be a small working group contributing to the success of the Richmond Sport Hosting Program. The purpose of the Sport Hosting Task Force is:

- to provide advice and guidance to the Richmond Sport Hosting Office.
- to review and decide on sport hosting incentive grant funding.
- to review and decide on the allocation of funding up to \$25,000 for major sport events where financial support is either more than the current hosting incentive grant limits or the event is outside the hosting incentive grant program criteria.

Membership

The Richmond Sport Council, Richmond Olympic Oval Corporation, Tourism Richmond and the City of Richmond will be represented on this Task Force.

The Manager, Sport Hosting and Manager, Sports & Community Events will represent the City of Richmond. The City will invite each of the partners to submit names of a representative and an alternate (in case of illness to representative) to serve on the Task Force.

Members are expected to attend all meetings. If a member is unable to attend a meeting, an alternate is required.

The Sport Hosting Task Force has the authority to create sub committees to work on a variety of initiatives. Sub committees may include members from outside the Task Force.

The City of Richmond's Manager Sport Hosting, will chair the Task Force.

Term

The term of the Richmond Sport Hosting Task Force is directly aligned with the term of the Agreement between the City of Richmond and Tourism Richmond or earlier, if Council chooses.

The Sport Hosting Task Force members will have a three-year term, effective from their appointment.

Objectives and Expectations

The Sport Hosting Task Force will:

Seek staff, stakeholder and public input and feedback throughout the process.

Advise the City on building a unified vision and plan for sport hosting initiatives beyond 2010.

Offer the City ongoing advice to ensure the community of Richmond capitalizes on and receives the maximum benefits and legacies from future sport events hosted in Richmond.

Advise and identify opportunities that add value, dimension and benefit to the community.

Advise on opportunities to ensure the vision of the Sport Hosting Strategy is promoted and adhered to - *To be the premier sport hosting community in Canada for regional, provincial, national and international events while growing and integrating our local sport community.*

Advise on how to position Richmond as the preferred location and premier sport host for existing events and targeted regional, provincial, national and international events.

Offer ongoing advice to increase Richmond's capacity to host sporting events and conferences.

Review and decide on the allocation of sport hosting grants to eligible sport organizations.

Review and decide on the allocation of funding up to \$25,000 for major sport events where financial support is either more than the current hosting incentive grant limits or the event is outside the hosting incentive grant program criteria.

Advise about ongoing initiatives to promote community involvement in sport hosting initiatives through local arts & culture and volunteerism.

Procedures

The Sport Hosting Task Force decision process is to be consensus based on most matters.

On funding decisions on the Richmond Sport Hosting Incentive Funds, a vote will be taken and the majority votes will determine the outcome. If there is a tie vote, the funding request is defeated.

If some members disagree with the Task Force's recommendations or activities, decisions will be recorded in the meeting records.

The Sport Hosting Task Force will receive administrative staff support services from the City for the preparation of agendas and recording of meetings.

Communications from the Sport Hosting Task Force to Council will be coordinated and managed through the Manager, Sport Hosting.

Council may amend these terms of reference at its discretion.

Copies of the agenda and minutes of the meetings will be circulated to the members of the Sport Hosting Task Force in advance.

The meetings will follow the City guidelines for open and closed meetings.

Meetings

The Sport Hosting Task Force will establish the meeting schedule annually and will be no less than four (4) meeting per year.

Experts, Guests and Delegations

The Sport Hosting Task Force may from time to time require experts or other representatives to attend meetings as presenters, advisors or observers because of their knowledge of the subject or as part of another project or consultation mechanism. The Chair will agree to such invitations in advance.

Code of Conduct

The Sport Hosting Task Force members are expected to be respectful towards each other and work cooperatively to achieve the common goals of the Sport Hosting strategy.

The Sport Hosting Task Force is drawn from a spectrum of community interests. The expectation is that each member will conduct themselves in the best interest of the community and sport in the City.

If there is a conflict of interest, it will be up to the member to remove himself or herself from the decision making process. When a grant application is considered by the Task Force, the member will have to remove themselves from the review and decision, if an application is from their organization.



Parks, Recreation and Cultural Services Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, November 29, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

PRCS-5 *Motion to adopt the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, October 25, 2011.*



NEXT COMMITTEE MEETING DATE

Wednesday, December 14 (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

PRCS-13 1. **REQUEST TO EXTEND THE TEMPORARY EXHIBITION OF THE PUBLIC ARTWORK "WIND WAVES"**
(File Ref. No. 11-7000-09-20-099) (REDMS No. 3408489)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PRCS-13** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

Designated Speaker: Eric Fiss

Parks, Recreation & Cultural Services Committee Agenda
Tuesday, November 29, 2011

Pg. # ITEM

STAFF RECOMMENDATION

That the extended temporary exhibition of the artwork “Wind Waves” until the end of August 2012 at Garry Point Park in Richmond, as outlined in the staff report dated November 16, 2011 from the Director, Arts, Culture & Heritage, be approved.



PRCS-19 2. MAINTENANCE AND MANAGEMENT OF THE FLEET AT BRITANNIA

(File Ref. No.) (REDMS No. 3405577)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PRCS-19** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

Designated Speaker: Bryan Klassen

STAFF RECOMMENDATION

That the staff report regarding the Maintenance and Management of the fleet at Britannia dated November 15, 2011 from the Director, Arts, Culture and Heritage Services, be received for information.



PARKS AND RECREATION DEPARTMENT

PRCS-49 3. PROPOSED ANNUAL INFLATIONARY INCREASE IN PLAYING FIELD USER FEES

(File Ref. No.) (REDMS No. 3377997)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PRCS-49** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

Designated Speaker: Eric Stepura

STAFF RECOMMENDATION

- (1) *That playing field user fees be annually increased by an amount equal to the previous year's Consumer Price Index for Greater Vancouver, effective January 2012, and that the applicable fees be included in the annual Consolidated Fees Bylaw for 2013; and*
- (2) *That 2012 playing field user fees be increased by 1.75%.*



Parks, Recreation & Cultural Services Committee Agenda
Tuesday, November 29, 2011

Pg. # ITEM

- PRCS-57** 4. **GARRATT WELLNESS CENTRE, NEW LICENCE**
(File Ref. No.) (REDMS No. 3404098)

TO VIEW eREPORT CLICK HERE

See Page **PRCS-57** of the Parks, Recreation and Cultural Services agenda for full hardcopy report

Designated Speaker: Carol Lepine

STAFF RECOMMENDATION

- (1) *That the City enter into a new licence agreement with Vancouver Coastal Health Authority for a term of five years, plus an option to renew for a further term of five years, at an annual licence fee of \$1.00, and on the other terms and conditions set out in the staff report dated November 16, 2011; and*
- (2) *That staff be authorized to take all necessary steps to complete all matters detailed herein including authorizing the Chief Administrative Officer and the General Manager, Parks and Recreation to negotiate and execute all documentation required to effect the transaction.*

☐

5. **MANAGER'S REPORT**

ADJOURNMENT

☐



Parks, Recreation & Cultural Services Committee

Date: Tuesday, October 25, 2011

Place: Anderson Room
Richmond City Hall

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

Also Present: Councillor Linda Barnes (arrived at 4:05 p.m.)
Councillor Greg Halsey-Brandt

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Parks, Recreation and Cultural Services Committee held on Tuesday, September 27, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

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

DELEGATION

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

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

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

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

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

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

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

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

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

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

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

It was moved and seconded

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

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. **REQUEST TO EXTEND THE TEMPORARY EXHIBITION OF THE PUBLIC ARTWORK "WATER #10"**
(File Ref. No. 11-7000-09-20-129) (REDMS No. 3378876)

It was moved and seconded

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

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

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

PARKS AND RECREATION DEPARTMENT

2. OVAL WEST WATERFRONT PARK – CONCEPT DESIGN

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

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

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

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

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

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

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

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

It was moved and seconded

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

CARRIED

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

3. **MANAGER'S REPORT**

(i) Snow Geese Management

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

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

(ii) Halloween 2011

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

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

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

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

It was moved and seconded

That staff investigate additional sites for firework displays on Halloween.

CARRIED

(iii) Onni Development in Steveston

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

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

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

(iv) Garry Point Dock

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

It was moved and seconded

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

CARRIED

(v) Railway Avenue Corridor

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

It was moved and seconded

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

CARRIED

(vi) City Hedge Adjacent to Private Property

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

(vii) Status of Referrals

Discussion ensued regarding the status of past referrals.

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

(viii) Letter from the Richmond Chinese Community Society

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

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

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

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

Parks, Recreation & Cultural Services Committee

Tuesday, October 25, 2011

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

It was moved and seconded

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

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

CARRIED

(ix) Cenotaph at City Hall

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

(x) Library Services

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

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:30 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Tuesday, October 25, 2011.

Councillor Harold Steves
Chair

Hanieh Floujeh
Committee Clerk



City of Richmond

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

Memorandum Parks and Recreation

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

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

Re: Railway Avenue Trail Development

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

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

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

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

Mike Redpath
Senior Manager, Parks

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pc: TAG



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: November 16, 2011

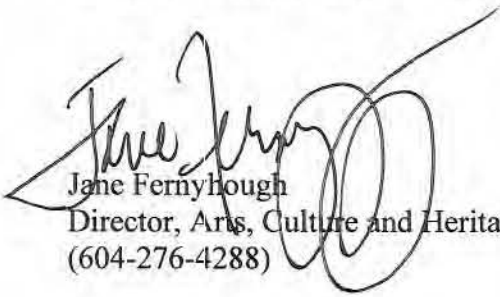
From: Jane Fernyhough
Director, Arts, Culture and Heritage

File: 11-7000-09-20-099/Vol
01

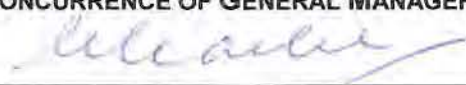
Re: Request to Extend the Temporary Exhibition of the Public Artwork "Wind Waves"

Staff Recommendation

That the extended temporary exhibition of the artwork "*Wind Waves*" until the end of August 2012 at Garry Point Park in Richmond, as outlined in the staff report dated November 16, 2011 from the Director, Arts, Culture & Heritage, be approved.


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

Att. 3

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

On July 28, 2009, Council endorsed the proposal for the Richmond Public Art Program to participate in the Vancouver Biennale 2009-2011, a high-profile temporary outdoor public art exhibition. The sculptures, located along bike and walking paths, parks and urban plazas, and public places throughout Richmond are scheduled to be removed by December 31, 2011, the date agreed to between the City and the Biennale for permission to exhibit the works on City sites.

One of the works, *Wind Waves* by Yvonne Domenge (Mexico), located at Garry Point Park (**Attachment 1**), has been identified for inclusion in the Biennale educational program, BIG IDEAS, throughout the 2011-2012 school year. The Vancouver Biennale has requested that the artwork be permitted to remain at its current location through August 2012. The Biennale would continue to work towards securing a sale of the artwork to a private buyer during this extension (**Attachment 2**).

Analysis

The artwork, *Wind Waves*, has been well received by the public at this location. An extension to the exhibition at Garry Point Park would continue to be a benefit to the artistic and cultural enrichment of the City.

As well, if *Wind Waves* remains in its current location for the time being, the Biennale education program would include this artwork in the BIG IDEAS project that will run from January through May 2012. BIG IDEAS is an art education program and student exhibition which engages students in responding to the Vancouver Biennale exhibition through their own art work in a variety of media. This would benefit the community and provide an opportunity for Richmond schools to participate in this well established educational program (**Attachment 3**).

The Biennale would be responsible for maintenance and insurance coverage for risk of loss, release and indemnity, with the City named as additional insured, to the satisfaction of the City, as in our current agreement. As previously agreed, the Biennale will be responsible for all costs associated with the removal of the work from this site.

The Richmond Public Art Advisory Committee has reviewed and supports the request by the Biennale to extend the exhibition of *Wind Waves* at Garry Point Park through August 2012.

Financial Impact

There is no financial impact to this report.

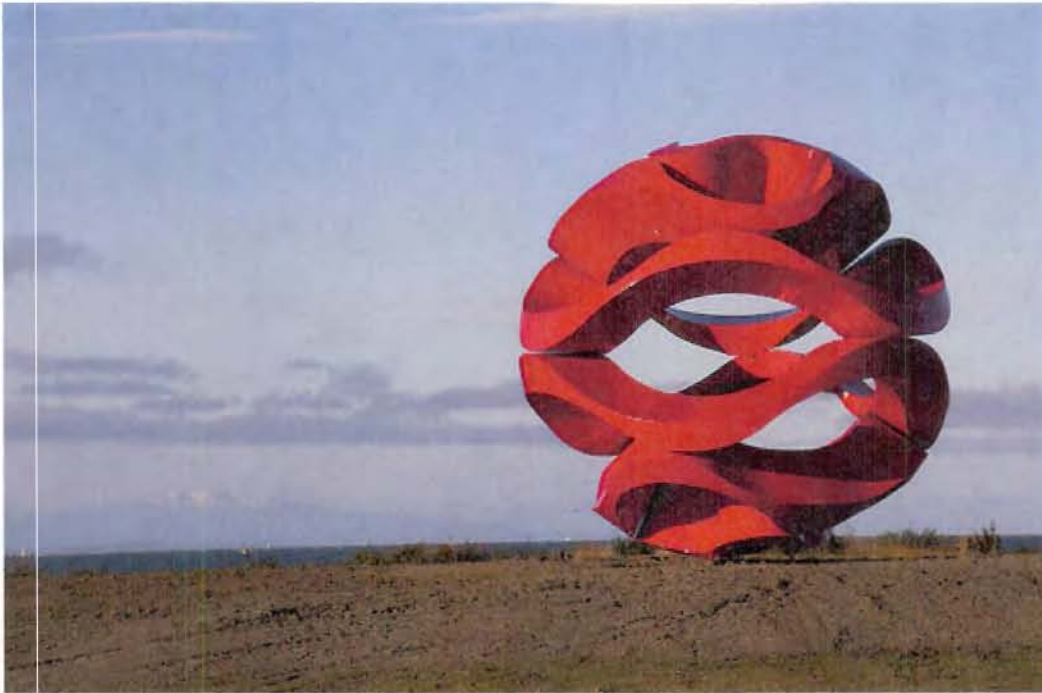
Conclusion

The extended temporary exhibition of the artwork "*Wind Waves*" until the end of August 2012 at Garry Point Park in Richmond will continue to offer many opportunities to enrich the City's cultural fabric, promote tourism, advance art education, and provide a legacy of community engagement.

A handwritten signature in dark ink, appearing to read 'E. Fiss'.

Eric Fiss
Public Art Planner
(604-247-4612)

EF:ef



Wind Waves, Yvonne Domenge, Dan Fairchild Photography

VANCOUVER
SCULPTURE
PERFORMANCE
NEW MEDIA
BIENNALE

October 28, 2011

Eric Fiss
Public Art Planner
Arts Culture and Heritage Services
City of Richmond

Dear Eric,

Please accept this letter as an official request by the Vancouver Biennale to extend the public exhibition period to August 2012 for the sculpture "Wind Waves" in its current location at Garry Point, Richmond. This extension would allow residents and visitors to continue to enjoy the much loved sculpture and allow the Biennale to include "Wind Waves" in our educational programme throughout the 2011-2012 school year, drawing students and educators to the site for learning purposes. Please note that during the proposed extension period, the work may be removed at any time at the discretion of the Vancouver Biennale, most likely as a function of sale or insurance restoration.

During the extension period, "Wind Waves" would continue to be offered for private sale to an international audience of potential buyers through Phillips de Pury. Given the prestige of the artist's current exhibition at Chicago's Millennium Park, we are confident that the sculpture will find a buyer and we are equally confident in the artist's potential for escalating value. We encourage the City of Richmond use the extension period to reconsider its purchase through the Public Art Fund so that the sculpture could remain on permanent display in Richmond. The Vancouver Biennale is prepared to secure a preferred price in the immediate, should the Public Art department proceed with securing the appropriate City approvals as a priority.

I look forward to discussing this with you further and providing any assistance that may be required for a successful outcome.

Best regards,



Miriam Blume
Director of Marketing +
Business Development
Vancouver Biennale

VANCOUVERBIENNALE.COM



Previous BIG IDEAS Exhibition, 2011




To: Parks, Recreation and Cultural Services Committee **Date:** November 15, 2011
From: Jane Fernyhough
Director, Arts, Culture & Heritage Services **File:**
Re: Maintenance and Management of the fleet at Britannia

Staff Recommendation

That this report regarding the Maintenance and Management of the fleet at Britannia dated November 15, 2011 from the Director, Arts, Culture and Heritage Services, be received for information.


Jane Fernyhough
Director, Arts, Culture & Heritage Services

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER 		
REVIEWED BY TAG	YES  <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES  <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

At the September 23, 2008 Parks Recreation and Cultural Services Committee meeting staff were requested to

"Examine how to (i) maintain and (ii) manage the fleet of boats at Britannia Heritage Shipyard in conjunction with the Britannia Heritage Shipyard Society."

This report responds to the referral.

Analysis

The Britannia Heritage Shipyard Business Plan (adopted 2001) created the Vision and Guiding Principles for the site. These were reconfirmed with the adoption of the Updated Business Plan 2008-2012. The Guiding Principles include the statement with respect to the vessels:

"the boat collection on display should be heritage boats of the type that would have been built or repaired at Britannia and should be accessible to the public".

At their Annual General Meeting of March, 2010 the Britannia Heritage Shipyard Society adopted the mission statement "The Britannia Heritage Shipyard Society will preserve West Coast maritime history by promoting boat building traditions."

There are currently six vessels on site – one is owned by the City of Richmond and the remaining five are owned by the Society.

City of Richmond owned vessel

Vessel	Description	Significance
Silver Ann	34' gillnet, built 1968	The last boat built at Britannia when it was a working shipyard. She is typical of Japanese Canadian boat construction and representative of hundreds of vessels built in Steveston.

In May 2004, the City embarked on a project to restore the *Silver Ann* and contracted a shipwright to oversee a group of volunteers to do this work. The goal of the restoration was two fold:

- To develop a corps of trained and skilled volunteers for Britannia; and
- To restore the *Silver Ann* to her 1968 configuration as a typical Japanese-Canadian river gill-netter.

The *Silver Ann* was completely restored to her 1968 configuration. She was officially launched on July 1, 2009 and now serves as the flagship for Britannia and the City of Richmond. The *Silver Ann* visits maritime and wood boat festivals throughout the area to promote Britannia Heritage Shipyards as a National Historic Site of Canada.

The goals of the Silver Ann restoration project have been fully realized and the operational model to achieve this has worked well. A small corps of skilled volunteers has been developed

and a vessel of considerable importance to Britannia Heritage Shipyard has been comprehensively restored. The *Silver Ann* retains her Japanese-Canadian heritage and is representative of a typical river gill-netter. She is fully operational, in safe and seaworthy condition and is a valuable asset to the City. In 2010 and 2011, she represented Britannia at the Vancouver Wooden Boat Festival, where she received an excellent response for the quality of her restoration and workmanship.

Ongoing maintenance is funded from the Britannia operating budget and done by volunteers.

Britannia Heritage Shipyard Society owned vessels

The Britannia Heritage Shipyard Society owns five vessels:

Vessel	Description	Significance
Fleetwood	57' former rum-runner, built 1930	A former (1950's – 60's) Britannia Shipyard manager once owned <i>Fleetwood</i> . She represents a specialized working vessel converted to a pleasure craft.
Iona	38' fish packer, built 1928	<i>Iona</i> was a double-ended fishing vessel converted to a collector boat. She represents a typical fish packer used to transport fish from the fishing grounds to the cannery.
Merrilee II	34' Monk design	Pleasure vessel built in Powell River. Ed Monk was a well-known local designer of pleasure vessels in the Pacific Northwest area.
Shuchona IV	53' Table Seiner, built 1927	BC Packers formerly owned <i>Shuchona IV</i> . She represents an important change of technology and mechanization in the fishing industry.
Starliner	38' seine boat, built 1940's	<i>Starliner</i> was built by Terry Lubzinski and represents an important evolution in hull form in the fishing fleet.

All of these vessels have been donated to the Britannia Heritage Shipyard Society. With a decline in the Society membership and finances in recent years, the vessels have been neglected. The Society has been challenged to keep up even minimal maintenance and it was determined that a priority for the restoration and maintenance was required.

In early 2010, the Society established a Collections Committee specifically to deal with their vessels. In 2011, a shipwright (Colin Duffield) and a marine surveyor (Philip Oldham) were retained to inspect and assess the Society's vessels and to provide a report on the scope of work required for each vessel. This was cost shared between the Society and the City.

The Duffield Oldham report (**Attachment 1**) provides the basis for an individual Restoration Plan for each vessel, to ensure that an effective and efficient process is followed and that historical integrity of each vessel is maintained. Using this report the Society is preparing a prioritized plan for the maintenance and restoration of their vessels. Each plan will outline scope and order of work required and establish a budget and timeline for completion. A program will then be developed for the restoration of each vessel using the skills and training of existing volunteers, while building new volunteer involvement and skills.

As a result of the preliminary findings of Duffield and Oldham, *Shuchona IV* is being decommissioned and broken up (memo to Council, November 8, 2011). A maintenance work plan has been developed for *Merrilee II* and she has been moved into Richmond Boat Works. A

temporary shelter has been purchased and will be erected to house and protect Starliner. A maintenance work plan will be developed for Fleetwood over the winter months.

City staff are working with Society board members to assist with establishing vessel priorities and site improvements. The carriages on the Richmond Boat Builders ways are in need of repair. Society volunteers are supplying the labour and the City will supply the materials to complete this project. This will ensure the safe movement of vessels into and out of the Richmond Boat Builders shop. The Shipyard ways require significant remediation and repairs, including pile caps and timber rail supports. Britannia staff are working with Project Development and Facility Services staff to determine the scope of work required and costs, in preparation for submission to the 2013 Capital budget. Once completed, this will permit the continued safe operation of the shipyard as an important working element in the historic site interpretation. It will also provide better conditions to maintain the fleet of vessels. Repairs to the Richmond Boat Builders carriage can be met within the existing Britannia Shipyard's budget. Remediation of the Britannia Shipyard ways will be submitted in the 2013 Capital budget request.

Management of the fleet

With the exception of the *Silver Ann*, the management of the vessels rests with the Britannia Heritage Shipyard Society. Acquisition of vessels must conform with the vision endorsed by Council as outlined in the Business Plan and with the Society's vision and mandate "to preserve West Coast maritime history by promoting boat building traditions". All vessels must have City approval before being docked at Britannia and must be insured, with the City of Richmond as a named insured. The Society has recognised their limited resources need to be focused on the existing fleet and that their vessels require continuous maintenance. Future acquisitions are not a priority until the current vessels are fully restored.

The City and the Society are developing a plan to attract and train volunteers who are able to act as guides and provide safe and secure access to the vessels at the docks.

Financial Impact

There is no financial impact at this time.

Conclusion

The Britannia Heritage Shipyard Society is moving forward with the maintenance and management of their fleet. Working together, the City and the Society are making progress on the maintenance and management of the fleet at Britannia.


per: Bryan Klassen
Britannia Site Supervisor
(604-718-8044)

**Restoration Possibilities and Preservation Plan
BRITANNIA HISTORICAL SHIPYARD VESSELS:
Fleetwood, Shuchona IV, Starliner, Iona and Merrilee II**

August/November 2011

Britannia Heritage Shipyard Society 5180 Westwater Drive Richmond BC V7E 6P3 Tel 604-718-8038	City of Richmond/Bryan Klassen Britannia Heritage Shipyard 5180 Westwater Drive Richmond BC V7E 6P3 Tel 604-718-8044
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Purpose

Fleetwood, Shuchona IV, Starliner, Iona and Merrilee II present a wide range of challenges regarding their respective future uses and preservation. To help decision making about the restoration possibilities for these vessels, this document presents a report of the structural condition and steps necessary to affect repair (where needed) in each case. The restoration possibilities tables will be useable as guides for potential work.

Discussion of perseveration and maintenance of the boats will also be included, with added comments on how to return the Fleetwood, Shuchona IV, Iona and Starliner to their original configurations.

This document will not make recommendations about the disposition of boats. In some cases the scope of required work may suggest a non-floating future; in other cases very little work is needed.

Several relevant definitions, including "degrees of restoration," are included in an Appendix for the readers' interest.

Restoration Possibilities

The following tables present a breakdown each boat's structural components, and steps that would be required to make that part of the boat sound again. Inner structural work would have to be completed before more superficial work can proceed.

MV "FLEETWOOD" ex "SKEEZIX"

Official Number 156889
Net tonnage 18.22t
Gross tonnage 31.51t



MV "FLEETWOOD" drydocked at Britannia Historical Shipyard, Richmond, B.C.

Overview:

MV "FLEETWOOD" was built by Vancouver Shipyards in 1930 for the transport of contraband liquor between Canada and the United States. She was converted to a pleasure vessel in 1934.

Structural details:

Length overall: 56'
Beam 12'
Propulsion: General Motors model 6-71 6 cylinder marine diesel engine
Hull construction: carvel planked red cedar, over 1/2" x 3" diagonal red cedar planking
 1 1/2" x 1" bent oak on 11" centers
 1 1/4" x 7" transverse floors
Deck construction: longitudinal 1/2" yellow cedar exterior planking over double diagonal
 1/2" x 3" cedar strips over 2 1/4" x 1 1/2" yellow cedar frames
Superstructure: mahogany planking

General layout

The hull comprises a plumb stem round bilges to a full length keel and transom stern. The decks comprise a bow roller at the stem followed by an anchor winch, forward hatch and raised cabin trunk. Side decks lead to a small aft deck. Below decks there is a chain locker in the forepeak followed by the foc's'le with single berth. Next aft is the galley followed by the wheelhouse. The engine room is next aft followed by the accommodation cabins.

GENERAL CONDITION:

The vessel was found to be in poor condition with numerous deficiencies noted. Most of these conditions arise from the fact she has been drydocked for most of 20 years, possibly longer. The inner diagonal 1/2" planking has dried and the interface between the inner diagonal and outer carvel layer has failed with a subsequent loss of structural integrity. The light construction bent oak framing has pulled away from the hull, particularly in the underwater portions further degrading the structural integrity.

Galvanized hull fasteners generally are corroded and provide no security between the planking. External planking is damaged; much if it from "nail sickness" (the steel composition of the fastener has oxidized, decaying the surrounding wood).

Decay was noted in various bulkheads, mainly below the cabin sole level.

Table

Structure	Condition & steps to repair
Centreline	
Stem & band	Decay of the stem above the metal guard. Photo #1 Repair; Remove the guard to reveal the stem structure; depending of the extent of deterioration it might be possible to scarph in a section. If decay is extensive it would not be practical to repair.
Keel & shoe	Keel generally appeared to be sound
Shaft log & deadwood	Appeared to be sound
Horn timber	Appeared to be sound
Transom frame/built-up transom & knee	Decay was noted in the port side of the transom planking and frame. Photo #2 Repair; Remove all deteriorated structure and replace with new.
Lower hull & bulkheads	
Floor timbers	Many pulled away from the hull with decay noted. Photo #3 Repair; Refasten in place in conjunction with other hull repair.
Bilge stringers (longitudinal members at turn of bilge)	None
Bulkheads	Various decayed particularly below the cabin sole. Photo #4 Repair; Remove deteriorated structure and replace with new. Work will have to be completed in conjunction with hull repair.
Hull to deck	
Deck/sheer clamp (longitudinal members supporting deck and upper hull shape)	Deteriorated over much of its length. Some sections have been replaced but do not provide designed structural integrity. Photo #5 Repair; Very difficult to repair, the best procedure would be to remove the covering boards to access the sections in conjunction with hull repair, and insert new via upper transom corners.

Breast hook (at stem) & quarter knees (at transom)	Breast hook appears sound Quarter knees (upper) at transom decayed port and starboard sides. Repair; Remove deteriorated structure and replace with new.
Hull	
Ribs	Various show signs of deterioration with some having been sistered or replaced. Many are pulled away from the hull particularly at the keel. Photo #6 Repair; Remove covering board & set new steamed ribs from above.
External planking	Many areas of decay mostly due to oxidation of galvanized fastenings. Photo # 7 Repair; The most extreme repair would involve replanking the vessel (see below) Some original may be used with repairs to the damaged material
Inner diagonal planking	Much of the inner planking has shrunk & cupped resulting in the loss of structural integrity. Some decay noted in various sections. Photo #8 Repair; Remove the exterior planking, repair/replace deteriorated sections and fit new exterior planking with a bonding agent between the inner and outer. Reframing would have to be completed first to provide a solid surface to fasten to and to allow the existing hull to act as a bending mold for the new frames
Transom planks	Decay noted in various. Photo #9 Repair; Remove and replace damaged sections
Fasteners	Heavily rusted both inner and exterior. Photo #10 Repair; Replace fasteners in conjunction with replanking
Caulking	Will need to be recaulked after planking
Rub rail	Appeared to be sound
Hull fittings	
Shaft & rudder stuffing boxes	Appeared to be sound. Original (port & starboard) are still in place & should be removed.
Through-hulls/valves, hoses & hose clamps	All to be replaced.
Engine mount through-fastenings	Appear to be sound
Portholes	Appear to be sound
Deck	
Deck beams	Some decay noted in conjunction with deck. Repair; Remove decayed structure and replace in conjunction with deck sections
Carlins (longitudinal members under cabin sides)	Appeared to be sound
Deck & covering boards	We are advised the decks were replaced during this drydocking. Some decay was noted in the inner planking.

Bulwarks & caps/toe rail	Appeared to be sound
Hatches & covers	Appeared to be sound
Deck fittings	
Stanchions	Will need to be refastened with deck/sheer clamp repair
Cleats	Many removed
Winch	Condition unknown
Vents	Good
Cabin	We are advised the cabin was rebuilt during this drydocking
Interior	
Sole bearers	Good
Sole (cabin floor)	Good
Cabinetry	Good where complete
Overhead liner	Good
Hull ceiling	Good
Machinery supports	
Engine log bearers & engine logs	Good
Tank supports	Not sighted
Battery supports	Not sighted
Systems	
Bilge pumps	Not sighted New pumps & systems would have to be installed
Electrical	Some work has been undertaken on AC systems – work is not to marine standard. DC system would have to be installed new.
Plumbing	The condition of tanks is unknown. All plumbing systems would have to be installed new.

Preservation:

To preserve the "Fleetwood" in her present condition as a historical vessel for public display little needs to be done over the short term. Areas of deterioration could be preserved with anti-fungal treatments or sealed with resins. This could provide a safe platform for viewing. Interior lighting could be installed, sections of cabinetry fitted and the interior painted. Models, diagrams and pictures would convey the original character of the vessel.

Returning "Fleetwood" to her original configuration is not recommended; the scope of work (which would include research and design, removal of existing cabin structure, building new wheelhouse/ helm station and cargo area is very large, especially when considered in addition to the necessary hull repairs.

To restore the vessel to a seaworthy condition would require the steps presented in the table above – this would be a very costly and time consuming endeavour.

PHOTO APPENDIX



Photo #1 Damage of exterior stem structure



Photo #2 Deterioration of inner transom structure



Photo #3 Detail of floor timber pulled away from hull



Photo #4 Deterioration of bulkhead under engine stern tube



Photo #5 Deterioration of sheer clamp forward cabin



Photo #6 Detail of rib pulled away from hull



Photo #7 Detail of corroded fastener with adjacent deteriorated wood planking



Photo #8 Deterioration of inner planking



Photo #9 Deterioration of transom exterior planking starboard corner



Photo #10 Detail of corroded fasteners inner planking

MV "SHUCHONA IV"

Official Number 154431
Net tonnage 26.19t
Gross tonnage 38.51t



MV "SHUCHONA IV" moored at Britannia Historical shipyard, Richmond, B.C.

Overview:

MV "SHUCHONA IV" was built by T. Atagi Boatworks, Steveston, B.C. in 1927 and donated to the Britannia Historical Shipyard Society 1997 by BC Packers.

Structural details:

Length overall: 53'
Beam 13' 9"
Propulsion: General Motors 6 cylinder marine diesel engine
Hull construction: carvel planked red cedar
 2" x 3" bent oak on 12" centers
Deck construction: 3 1/2" x 1 1/2" cedar
Superstructure: painted plywood

General layout

The hull comprises a plumb stem, round bilges to a full length keel and rounded transom stern. The decks comprise a bow roller at the stem followed by an anchor winch, forward hatch and superstructure with command bridge over. The superstructure encloses the wheelhouse forward, followed by a cabin and the galley. Side decks lead to the working deck. The working deck consists of the fish hold followed by the lazarette.

Below decks there is a chain locker in the forepeak followed by the foc's'le with upper and lower single berths. Next aft is machinery space.

GENERAL CONDITION:

Inspections were restricted by ceilings, liners and equipment installations.

The vessel is a heavily constructed example of a west coast fishing vessel. Hull framing and planking generally appear to be in reasonable condition where sighted with the exception of the stern section where extensive deterioration has occurred. We are advised additional underwater hull fastening and recaulking, occurred eight years ago, and bulwarks were replaced approximately 10 years ago.

The decks are in very poor condition.

The fish hold has been created with sprayed-in-place foam against the hull; this method of creating an insulated fish hold usually results in deterioration of the hull framing and planking behind the foam.

We are advised the engine and systems have not been operated for approximately 10 years and they would require considerable rehabilitation to restore them to a serviceable condition.

The superstructure generally is in poor condition with areas of decay noted.



Photo #1 Detail of deterioration in hull framing stern section



Photo #2 Detail of deterioration under aft deck and transom/hull connection



Photo #3 Detail of deterioration at fish hold foam/hull connection

Preservation:

In order to restore this vessel to a seaworthy condition it would be necessary to rebuild the superstructure, decks and hull stern section. Removal of the foam fish hold may reveal deterioration of the framing and planking which would necessitate their replacement. Reconfiguring "Shuchona IV" to a table seiner entails adding a table, mast, boom and rigging. This would require design research, building a rotating table and locating and fitting a suitable mast and boom.

MV "STARLINER"

License Number 8K 12111 (New Westminster, B.C.)



MV "STARLINER" on blocks at Britannia Historical Shipyard, Richmond, B.C.

Overview:

MV "STARLINER" was built as a Fraser River gillnetter

Structural details:

Length overall: 35' 4"

Beam: 10'

Draft: 2' 6"

Propulsion: Ford 4 cylinder gasoline engine

Hull construction: carvel planked red cedar
2 1/2" x 1" bent oak on 8" centers

Deck construction: 3" x 1" red cedar

Superstructure: painted plywood side and solid red cedar front

General layout

The hull comprises a plumb stem, round bilges to a full length keel and rounded transom stern.

Decks consist of a small foredeck followed by the cabin superstructure. Side decks lead to the working deck. The working deck consists of the main fish hold followed by smaller holding compartments. Aft is the cockpit with engine controls.

Below decks there is stowage in the forepeak followed to starboard by the galley and to port by a dinette. Aft is the wheelhouse and head compartment.

GENERAL CONDITION:

Inspections were restricted by ceilings, liners and equipment installations.

The vessel was found to be generally in poor condition due to a great extent by the fact she has been unprotected and not maintained for many years.

The superstructure and decks are deteriorated. Much of the forward hull framing appeared to be sound with the exception of where it was exposed to the elements. The fuel tank has been leaking gasoline into the bilge & seeped through the hull to the atmosphere – the effect on the wood structure is unknown.

The fish holds have been created with sprayed-in-place foam against the hull; this method of creating an insulated fish hold usually results in deterioration of the hull framing and planking behind the foam.

The gasoline fuelled engine may be usable but if so will require rebuilding together with new fuel tanks and systems.

Table:

Structure	Condition & steps to repair
Centreline	
Stem & band	Appeared to be sound
Keel & shoe	Appeared to be sound – the effect of being soaked in gasoline is unknown
Shaft log & deadwood	Appeared to be sound – would have to be modified with new engine installation
Horn timber	Appeared to be sound
Transom frame/built-up transom & knee	Appeared sound where sighted
Lower hull & bulkheads	
Floor timbers	Appeared to be sound
Bilge stringers (longitudinal members at turn of bilge)	None
Bulkheads	Appeared to be sound
Hull to deck	
Deck/sheer clamp	Not sighted
Breast hook	Not sighted
Hull	
Framing	The majority appeared to be sound where sighted. Photo #1 Those deteriorated, particularly under the aft cockpit would have to be replaced
Planks	The majority appeared to be sound as sighted from the exterior Some will need replacing.
Transom planks/staves	The exterior appeared sound The inner surface was not accessible
Hull fasteners	Mostly corroded Repair; Remove existing nails and refasten
Caulking	Recaulk in conjunction with above
Rub rail	Appeared to be sound
Bumper (if any)	None

Hull fittings	
Shaft & rudder stuffing boxes	To be replaced with replacement engine installation
Through-hulls/valves, hoses & hose clamps	All to be replaced in conjunction with plumbing system upgrade
Engine mount through-fastenings	To be replaced with engine replacement
Depth sounder, keel cooler, zincs, topside vents	To be replaced with engine replacement
Portholes	None
Swim grid	None
Deck	
Deck beams	Some may be reused forward; will likely all need replacing aft
Carlins (longitudinal members under cabin sides)	Solid yellow cedar under side decks. To be assessed during deck and superstructure replacement.
Deck & covering boards	To be replaced with deck replacement Photo # 2
Bulwarks & caps/toe rail	To be replaced with deck replacement
Hatches & covers	To be replaced with deck replacement
Deck fittings	None
Cabin	Heavy deterioration Photo #3 All to be replaced
Interior	
Sole (cabin floor)	To be replaced Photo #4
Cabinetry	In poor condition but may be usable depending on the restored configuration
Overhead liner	None fitted
Hull ceiling	Appeared to be sound but would have to be removed for access to hull framing.
Machinery supports	
Engine log bearers & engine logs	To be replaced with engine replacement
Tank supports	To be replaced in conjunction with cabinetry rebuild
Bilge pumps	To be replaced in conjunction with rewiring electrical systems
Hoses and discharge through-hull	All in poor condition To be replaced in conjunction with hull repair

Preservation:

The vessel may be suitable as a restoration project depending on the hull condition when the fish holds are opened up.

The decks and superstructure would have to be removed, together with the hull ceilings to expose the framing.

Reconstruction would involve rebuilding the decks and superstructure. The interior would have to be rebuilt, together with operating systems and engine.

Restoring the "Starliner" to her original configuration would require design research and fitting of a net drum, rollers, mast, boom and rigging.

PHOTO APPENDIX



Photo #1 deterioration of rib in forward hull section



Photo #2 deterioration of side deck over carlin plank



Photo # 3 Heavily deteriorated superstructure



Photo #4 cabin sole broken up note also gasoline engine installation

MV "IONA"



MV "IONA" moored at Britannia Historical Shipyard, Richmond, B.C.

Overview:

MV "IONA" was originally built in approximately 1937 as a fisheries collector boat.

Structural details:

Length overall:	37' 6"
Beam	9' 4"
Draft:	2' 8"
Propulsion:	1990 Perkins 135 hp marine diesel engine
Hull construction:	carvel planked red cedar 2" x 1" bent oak on 8 1/2" centers
Deck construction:	3" x 1" fir
Superstructure:	cedar strips

General layout

The hull consists of a plumb stem, round bilges to a full length keel and rounded transom stern. Decks comprise a small foredeck followed by the cabin superstructure. Side decks lead to the working deck. The working deck consists of the main fish hold followed by a lazarette. Below decks there is stowage forward followed by the machinery space with wheelhouse over.

The vessel was rebuilt by Richmond Boat Builders over the period 2009 – 2011.

Work completed included;

Work was carried out by volunteers under the direction of a shipwright and includes;

Removing all deteriorated wood structure in the stern section and reconstruction,

Replacing various bottom planks,

Removing deteriorated wood structure in the superstructure and reconstruction,

Refinishing brightwork and painting interior & exterior,

Rewiring electrical system.

Preservation:

Reconfiguring "Tona" to her original configuration as a double ender, as she was originally built is possible but would require undoing and removing recent repairs; thus it is not recommended at this time. If attempted, steps would include design, installing a stern stem, two or three temporary moulds aft of the aft bulkhead, steam bending planks and temporarily attaching them to the moulds and steaming in frames. Staggering of butt joints would require removal of sections of exiting planks forward of the bulkhead. The aft deck and sub-structure behind the aft bulkhead would then be rebuilt.

The vessel has recently been repaired and it is critical to maintain her condition. The engine should be preserved over the winter and run up regularly during the summer.

Regular on-board inspections should be made to ensure the bilges are kept clean with a limited amount of water present.

It is important that good ventilation be maintained in the vessel's interior at all times to prevent the establishment of fungus and resulting deterioration of the wood.

It was noted the newly installed 120 volt system included non-marine quality components; the system should be upgraded to comply with marine standards.

MV "MERRILEE II"

Official Number 198128
Net tonnage 13.45t
Gross tonnage 14.31t



Overview:

MV "MERRILEE II" was designed by Ed Monk and built by Lloyd Griffith in 1950

Structural details:

Length overall: 34'
Beam 10'
Draft: 3'
Propulsion: Lehman Ford 6 cylinder marine diesel engine
Hull construction: carvel planked yellow cedar
2" x 1" bent oak on 12" & 5" centers
Deck construction: canvas sheathed plywood
Superstructure: painted plywood

General layout

The hull comprises a plumb stem, round bilges to a full length keel and transom stern. The decks comprise a foredeck with bow roller and foc's'le escape hatch followed by the cabin superstructure. Side decks lead to the cockpit. Below decks there is a chain locker in the forepeak followed by the foc's'le with V-berth. From the foc's'le steps lead up to the wheelhouse. Next aft is the salon with galley to port and settee and heads compartment to starboard.

GENERAL CONDITION:

This boat's structure is in very good condition, it was nearly impossible to find any wood that needs replacing, the majority of the work required to put this boat in sparkling condition is cosmetic – bleeding topside fastenings, cracking and lifting of thick paint on cabin corners and deck edges, and rubbing strips that require rebedding. Although cosmetic, these are big jobs.

The topsides need repainting, which will entail some stripping where the paint is lifting - it may be easier to completely strip the topsides. The topside seams also need to be re-puttied.

Bleeding fastenings are the result of failure of the galvanizing on the boat nails. The nails likely are still substantial with lots of holding power, although this should be confirmed when the boat is next hauled. One could pull 15 - 20 nails from all over the hull to check. Stopping bleeding of nails is a challenge, fresh paint overtop will work for a while, but a better solution is to expose the nail heads and treat them with a phosphoric acid primer, paint, then plug/putty. Below the water line, only plugs/putty that are being dislodged by rust should be exposed and treated.

The deck paint is lifting where it meets the toe rail and the edges of the deck. Paint is also cracked and lifting in a few spots on the corners of the bridge and around the front windows. Although minor, this results in water entrapment in the wood below. At a minimum, these areas should be stripped and repainted; these surfaces still appear, and feel sound. Particularly good news is that the cabin sides below all the windows feel sound as well (cabin sides below windows are often a trouble spot).

There are a few minor problem spots. There is rot in the aft end of the starboard longitudinal beam support of the cockpit cover, and a soft spot on the trunk cabin roof at the forward starboard corner, which may be the painted canvass lifted over a concave area. These areas need to be stripped and investigated to find the extent of rot, and the lifted canvass glued to the concave portion of the cabin roof.

Table:

Structure	Condition & Steps to repair
Centreline	
Stem & stem band	Good
Keel	Not checked outside; inside was good
Shaft log	Not checked outside; inside was good
Horn timber	Does not have one, flat planning hull
Transom frame, quarter knee	Good, also include large transom "frame blocks," oriented flush to the transom in each lower quarter, which support the turns of bilge and receive the bilge stringers.
Lower hull & bulkheads	
Floor timbers	Good
Bilge stringers	Good
Bulkheads	Good
Engine stringers	Good
Hull to deck	
Deck/sheer clamp (longitudinal members supporting deck and upper hull shape)	Good
Breast hook (at stem) & quarter knees (at transom – upper and lower)	Good breast hook. Good quarter knees, which are simple blocks.

Hull	
Ribs	Good
Planks	Good
Fasters	Showing rust streaks on topsides, see overview.
Caulking	Good except one weeping seam at the turn of bilge in the head – re-caulk this part only.
Rub rail	Needs to be bedded, which will entail, removal, cleanup of surfaces, checking plank condition underneath, refastening onto bedding compound.
Bumper (if any)	
Hull fittings	
Shaft & rudder stuffing boxes	Good
Through-hulls/valves, hoses & hose clamps	Gate valves on 1/2" lines port and starboard above water line (likely these are tank vent lines) consider replacing gate valves. Engine cooling water intake (1", aft of engine on port side), and exit (1" port side above water line forward of engine – no valves, consider adding ball valves to both. Through-hull, in foc's'le port locker above water line is combined exit for manual and automatic bilge pumps – no valve, consider adding. Ensure all hose attachments have double marine grade hose clamps.
Engine mount through-fastenings (if any)	Fastened to substantial engine logs.
Depth sounder, keel cooler, zincs, topside vents	Boat in water, see comment on vents above.
Portholes	Good
Swim grid	Check sizing of washers on inside surface of transom, I think the existing ones were starting to pull through the transom frames – increase size if needed. This needs to be rechecked.
Deck	
Deck beams	Good
Carlins (longitudinal members under cabin sides)	Good
Deck & covering boards	Good
Bulwarks & caps/toe rail	Good
Hatches & covers	Good
Deck fittings	
Stanchions	Good
Cleats	Good
Winch	Good
Vents	Good
Cabin	
Roof beams	Good

Roof	One possible soft spot at forward starboard trunk cabin roof. May be canvass that has lifted away from underlying structure.
Sides	Good
Windows	Good
Doors	Side door bottom tracks need replacing.
Interior	
Sole bearers	Good
Sole (cabin floor)	Good
Cabinetry	Good
Overhead liner	Good
Hull ceiling (inner hull covering)	Water damage to plywood on starboard side below side door.
Machinery supports	
Engine log bearers & engine logs	Additional metal frame attaching engine to engine logs, extending 2 ft forward and 1 ft aft of engine.
Tank supports	Good
Battery supports	Good
Other machinery supports	Good
Bilge pumps	
Pumps	Automatic pump not working. Repair or replace
Switches	Not assessed
Wiring to battery	Not assessed
Hoses and discharge through-hull	See comments on through-hulls.

Preservation:

Hull fasteners should be inspected and treated or replaced as required. Any deterioration in the superstructure should be repaired. The exterior should be repainted and brightwork refinished. The engine should be preserved over the winter and run up regularly during the summer. Regular on-board inspections should be made to ensure the bilges are kept clean with a limited amount of water.

It is important that good ventilation be maintained in the vessel's interior at all times to prevent the establishment of fungus and resulting deterioration of the wood.

This report was completed on November 4, 2011 and represents inspections completed by Colin Duffield August 2011 and Philip Oldham, October 2011.

Colin Duffield

Philip Oldham

Appendix

Degrees of Restoration

(Definitions from the Smithsonian Institute)

1. Protection: The act or process of applying measures designed to affect the physical condition of a vessel by defending or guarding it from deterioration, loss or attack or to cover or shield the vessel from danger or injury. Such treatment is generally of a temporary nature and anticipates further historic preservation treatment.

2. Stabilization: The act or process of applying measures designed to arrest, retard or prevent deterioration of a vessel and to assure its structural integrity. This may include rendering the vessel weather resistant and water-tight. The essential form of the vessel shall be maintained during this process

3. Preservation: The act or process of applying measures to sustain the existing form integrity and material of a vessel. It may include initial stabilization work where necessary as well as on going maintenance.

4. Rehabilitation: The act or process of returning a vessel to a state of utility through repair or alteration that make possible an efficient contemporary use while preserving those features of the vessel that are significant to its historical, navel, architectural, technological and cultural values.

5. Restoration: The act or process of accurately recovering the form and detail of a vessel as it appeared at a particular time by the removal of later work or by replacement of missing or substantially deteriorated earlier work.

Other Definitions:

Historic Fabric: The material remains of a historic vessel or object, whether original materials or materials incorporated in a subsequent historically significant period.

Integrity: The authenticity of a vessel's historic identity as evidenced by the survival of characteristics such as plan, hull form, rigging, use of materials and or craftsmanship which existed during the vessel's historic period.



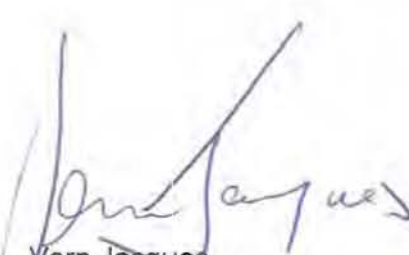
City of Richmond

Report to Committee

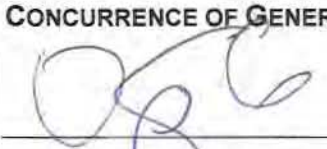
To: Parks, Recreation and Cultural Services Committee **Date:** October 6, 2011
From: Dave Semple
General Manager, Parks and Recreation **File:**
Re: **Proposed Annual Inflationary Increase in Playing Field User Fees**

Staff Recommendation

1. That playing field user fees be annually increased by an amount equal to the previous year's Consumer Price Index for Greater Vancouver, effective January 2012, and that the applicable fees be included in the annual Consolidated Fees Bylaw for 2013; and
2. That 2012 playing field user fees be increased by 1.75%.


Vern Jacques
Acting Director, Recreation
(604.247.4930)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

Playing field user fees are currently not included in the City's Consolidated Fees Bylaw. The authority to charge user fees for use of Richmond's playing fields was granted through City Council resolutions R02/18-17 for artificial turf fields and R06/11-10 for natural turf fields.

Since fees for playing fields went into effect, staff have conducted an annual review to determine the market rates for field user fees as well as the Consumer Price Index for Greater Vancouver (CPI). The results of this research would form the basis for staff recommendations for annual fee increases. These fee increases would be presented to Richmond Sports Council for their endorsement. This process is labour intensive and often causes heated debate amongst various member groups of Richmond Sport Council.

This report outlines the history of playing field user fees in Richmond and addresses future annual fee increases for playing fields.

Findings of Fact

Artificial Turf Playing Field User Fees

In October 2002, Council approved the introduction of fees for the use of artificial turf playing fields. The revenue is redirected to offset maintenance and capital replacement of those fields as follows:

60% of the fees collected from the artificial turf fields in Richmond have been placed in the Special Sports Reserve Fund as sustaining and new capital, and

40% has been directed to field operating costs and administration.

The only exception to this is Richmond High where the agreement made with SD No. 38 is that 40% of all field user fees are placed in the Special Sports Reserve fund for the ultimate replacement of the field surface and 60% directed towards the City's field maintenance costs.

User fees for artificial turf playing fields enables the City to recover the operating costs of its artificial turf fields, and will fund the eventual infrastructure replacement cost of the artificial turf fields.

Natural Grass Playing Field User Fees

Fees for use of Richmond's natural turf fields went into effect in January 2007. The agreement made with community field sport groups and Richmond Sports Council is that 100% of the revenue collected from the use of Richmond's natural turf fields goes towards upgrading existing field sport facilities and/or new field sport facility development.

Funds collected from ball diamond users go into a special Diamond Improvement Reserve fund which is under the Special Sports Reserve fund to be used to upgrade existing ball diamond facilities and/or building new ball diamond facilities.

Funds collected from field users (i.e. football, soccer, rugby, cricket, field lacrosse and field hockey) go into the Special Sports Reserve fund to be used for upgrading existing fields and building new field sport facilities in Richmond.

History of Richmond's Playing Field Fee Increases

After a staff review of market rates and with the endorsement of Richmond Sports Council, playing field user fees were increased by 3% for 2009 and a further 3% for 2010.

For 2011, at the request of Richmond Sport Council, playing field user fees were not increased. The rationale for not increasing playing field for 2011 was that community sports groups were facing financial hardship due to the implementation of HST (which added 7% to many goods and services that formerly had been tax exempt) and cutbacks in Provincial Gaming Grants.

For 2012, the Provincial Gaming Grants for community sport groups have been, in most cases, re-established near former funding levels. Therefore, Richmond's community field sport groups are in a better financial position to contribute towards the costs of operating, or upgrading community playing fields.

Analysis

It is important that the fees for use of Richmond's playing fields are increased annually to keep up with the costs of inflation, which trail the costs of maintenance. As well, it is beneficial to establish a process for increasing future playing field user fees that is fair to the field users and easy to administer by City staff.

In accordance with the City of Richmond's Long Term Financial Management Strategy Policy 3707 section 9, all user fees are to be increased annually by CPI.

After researching various methods of establishing inflationary fee increases, consulting with Richmond Sports Council and in abidance with the City's Long Term Financial Management Strategy, the process that best meets the needs of community field sport groups and the City, is to annually increase playing field user fees effective January 01 of each year by an amount equal to the previous year's CPI.

Unusual circumstances may occur that warrant Council to make a decision on a greater or lower playing field fee increase for any particular year.

The process of systematically increasing user fees by an amount equal to the previous year's CPI is used by other City departments (Engineering and Transportation) for a variety of rental fees, permit fees and sales of products such as maps, drawings and manuals.

Future Playing Field Increases

For the most recent year, the CPI is 1.75%. It is recommended that the 2012 playing field user fees be increased by that amount. A comparison between 2011 and proposed 2012 playing field fees is shown in **Attachment 1**.

It is further recommended that playing field user fees be included in the City's consolidated fee bylaw, which adjusts fees annually by an amount equal to the previous year's CPI.

Financial Impact

Annual revenue projections will be able to keep pace with inflation.

Conclusion

It is important that the fees for use of Richmond's playing fields are increased annually to keep up with the costs of inflation. As well, it is beneficial to establish a process for increasing future playing field user fees that is fair to the field users and easy to administer by City staff.

After researching various methods of establishing inflationary fee increases, consulting with Richmond Sports Council and in abidance with the City's Long Term Financial Management Strategy, the process that best meets the needs of community field sport groups and the City, is to annually increase playing field user fees by an amount equal to the previous year's CPI.



Eric Stepura
Manager, Sports and Community Events
(1274)

es

Attachment 1

Playing Field Fee Comparison 2011 and Proposed 2012 (with a 1.75 % increase)

	2011 Fees			Proposed 2012 Fees		
	Full Size	Mini Field		Full Size	Mini Field	
Natural Turf Field Fees						
Sand Turf (With Lights)						
Commercial (all ages)	\$ 33.16	\$ 16.58	/hr	\$ 33.74	\$ 16.87	/hr
Private or Non-resident (all ages)	\$ 26.52	\$ 13.26	/hr	\$ 26.98	\$ 13.49	/hr
Richmond Youth Groups	\$ 9.28	\$ 4.64	/hr	\$ 9.44	\$ 4.72	/hr
Richmond Adult Groups	\$ 19.89	\$ 9.95	/hr	\$ 20.24	\$ 10.12	/hr
Sand Turf (No Lights)						
Commercial (all ages)	\$ 23.88		/hr	\$ 24.30		/hr
Private or Non-resident (all ages)	\$ 19.10		/hr	\$ 19.43		/hr
Richmond Youth Groups	\$ 6.68		/hr	\$ 6.80		/hr
Richmond Adult Groups	\$ 14.33		/hr	\$ 14.58		/hr
Soil Turf (No Lights)						
Commercial (all ages)	\$ 7.96	\$ 3.98	/hr	\$ 8.10	\$ 4.05	/hr
Private or Non-resident (all ages)	\$ 6.37	\$ 3.19	/hr	\$ 6.48	\$ 3.24	/hr
Richmond Youth Groups	\$ 2.22	\$ 1.11	/hr	\$ 2.26	\$ 1.13	/hr
Richmond Adult Groups	\$ 4.78	\$ 2.39	/hr	\$ 4.86	\$ 2.43	/hr
Artificial Turf Fees						
Richmond Youth Groups	\$ 20.16	\$ 10.08	/hr	\$ 20.51	\$ 10.25	/hr
Richmond Adult Groups	\$ 33.95	\$ 16.98	/hr	\$ 34.54	\$ 17.28	/hr
Commercial/Non-Residents (all ages)	\$ 50.06	\$ 25.03	/hr	\$ 50.94	\$ 25.47	/hr
Ball Diamonds						
Sand Turf (With Lights)						
Commercial (all ages)	\$ 21.00		/hr	\$ 21.37		/hr
Private or Non-resident (all ages)	\$ 16.82		/hr	\$ 17.11		/hr
Richmond Youth Groups	\$ 5.89		/hr	\$ 5.99		/hr
Richmond Adult Groups	\$ 12.63		/hr	\$ 12.85		/hr
Sand Turf (No Lights)						
Commercial (all ages)	\$ 19.25		/hr	\$ 19.59		/hr
Private or Non-resident (all ages)	\$ 15.39		/hr	\$ 15.66		/hr
Richmond Youth Groups	\$ 5.41		/hr	\$ 5.50		/hr
Richmond Adult Groups	\$ 11.57		/hr	\$ 11.77		/hr
Soil Turf (No Lights)						
Commercial (all ages)	\$ 5.62		/hr	\$ 5.72		/hr
Private or Non-resident (all ages)	\$ 4.51		/hr	\$ 4.59		/hr
Richmond Youth Groups	\$ 1.60		/hr	\$ 1.63		/hr
Richmond Adult Groups	\$ 3.40		/hr	\$ 3.46		/hr

Track and Field Fees and Charges (Facilities at Minoru Park)

Training fee - All ages Track and Field Club	\$ 700.19 /year	\$ 712.44 /year
Richmond Youth Meets	\$ 127.31 /meet	\$ 129.54 /meet
Richmond Adult Meets	\$ 202.60 /meet	\$ 206.15 /meet
Private Group Track Meets or Special Events	\$ 509.23 /day	\$ 518.14 /day
Private Group Track Meets or Special Events	\$ 42.40 /hr	\$ 43.14 /hr

Community Recreation Fees Increase Proposal - January 1, 2012

						Comments	
Fitness - Drop In							
Yth/Sr	3.13	3.50	3.60	0.10	2.9%		
Adult	4.91	5.50	5.65	0.15	2.7%		
Fitness - Punch Cards							
Yth/Sr - 12 visits	29.46	33.00	34.00	1.00	3.0%	12 visits for price of 9.5 visits. 10% & 20% discounts are common. Under option 1, discount drops from 21% to 20%.	
Adult - 12 visits	47.32	53.00	54.00	1.00	1.9%	12 visits for price of 9.5 visits. 10% & 20% discounts are common. Under option 1, discount remains at 20%.	
Fitness - Passes							
1 Month							
Yth/Sr	29.46	33.00	34.00	1.00	3.0%	Payback rate under option 1 is 9.4 visits per month.	
Adult	40.18	45.00	46.00	1.00	2.2%	Payback rate under option 1 is 8.1 visits per month.	
3 Month							
Yth/Sr	62.50	70.00	72.00	2.00	2.9%	Payback rate under option 1 is 6.7 visits per month.	
Adult	84.82	95.00	97.00	2.00	2.1%	Payback rate under option 1 is 5.7 visits per month.	
6 Month							
Yth/Sr	107.14	120.00	123.00	3.00	2.5%	Payback rate under option 1 is 5.7 visits per month.	
Adult	142.86	160.00	164.00	4.00	2.5%	Payback rate under option 1 is 4.8 visits per month.	
1 Year							
Yth/Sr	178.57	200.00	205.00	5.00	2.5%	Payback rate under option 1 is 4.7 visits per month.	
Adult	236.61	265.00	272.00	7.00	2.6%	Payback rate under option 1 is 4.0 visits per month.	
Sports - Drop in							
Children	-	-	-	-	-		
Youth	2.01	2.25	2.30	0.05	2.2%		
Senior	3.13	3.50	3.60	0.10	2.9%		
Adult	4.24	4.75	4.90	0.15	3.2%		
Family (per person)	2.23	2.50	2.55	0.05	2.0%		
Family Add-On							
1 Year	118.75	133.00	136.00	3.00	2.3%		



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services Committee
From: Vern Jacques
Director, Recreation
Re: Garratt Wellness Centre, New Licence

Date: November 16, 2011
File:

Staff Recommendation

That:

1. The City enter into a new licence agreement with Vancouver Coastal Health Authority for a term of five years, plus an option to renew for a further term of five years, at an annual licence fee of \$1.00, and on the other terms and conditions set out in the Staff report dated November 16, 2011; and
2. Staff be authorized to take all necessary steps to complete all matters detailed herein including authorizing the Chief Administrative Officer and the General Manager, Parks and Recreation to negotiate and execute all documentation required to effect the transaction.

Vern Jacques
Director, Recreation
(604-247-4930)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY						
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
Real Estate Services		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Law		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Facilities Services		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
Budgets		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>				
REVIEWED BY TAG		YES <input type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

The City of Richmond has, since August 2004, granted Vancouver Coastal Health Authority (VCH) a licence to occupy Garratt Elementary School. During that time, VCH, in partnership with the City of Richmond's Parks and Recreation Department, has been operating the community-based Garratt Wellness Centre. The most recent agreement with VCH expired on August 15, 2011.

The Garratt Wellness Centre is an important component of the continuum of client health care, as it builds community and individual capacity in the prevention and treatment of chronic disease by fostering community partnerships.

The purpose of this report is to provide an update on the recent progress and successes of the Garratt Wellness Centre, and to seek Council's approval to enter into a new five year agreement, with an option to renew for an additional five years, to continue VCH's occupancy and provision of programs and services in the building.

Analysis

The Garratt Wellness Centre represents a strong and successful relationship between the City and VCH's public health and community health services. The City provides the building and facilitates the delivery of specialized physical activity programs. VCH administers day-to-day operations and upkeep of the building, including utility and janitorial costs, and builds further reaching partnerships with other service organizations such as cancer support groups, postpartum exercise groups, and community kitchens for young parents. The Centre has gained recognition in the community, and is realizing continued growth as a result of increased physician awareness, promotional efforts, and word of mouth from satisfied clients.

The number and variety of programs at the Centre continues to evolve each year. Initially the VCH focus of the Centre was on physician collaboration, which brought in funding and referrals. This focus has now shifted, and the role of the Garratt Centre has expanded to facilitate collaboration and support for a wide range of partners and various arms of VCH.

The Centre is now the home of the provincial service PAL (Physical Activity Line), which offers free phone-in advice from Certified Exercise Physiologists to anyone throughout the province needing assistance with their personal exercise decisions. PAL facilitates collaboration between programs and services offered through Garratt Wellness Centre, the City of Richmond, VCH and other community partners. PAL currently provides health-screening services to the City's specialized fitness program participants, which can replace the need for medical clearance into programs.

In reviewing the last five years of the relationship, both Parks and Recreation and VCH staff are very satisfied with what has been accomplished, and are excited about new program and service opportunities as the number of participants continues to increase. Both parties are pleased with the successes to date, and strongly believe that the partnership should continue.

Attachment 1 outlines some of the Centre's program highlights, and lists the many community groups that are currently served by the Centre.

The licence fee proposed for this agreement is \$1.00 per year. This rental recognizes that VCH uses the Centre to provide many valuable community level services and programs. As such, VCH is a community partner with the City in the provision of these services and programs. The City, as owner of the building, covers some sustaining facility maintenance costs and landscaping costs, which are covered in existing city operation budgets. Periodic major maintenance projects are completed as needed. VCH dedicates approximately \$124,000 annually for the Centre's operations and coordination, and is committed to continue this funding for the proposed new term. This funding includes the upkeep and maintenance of all fitness equipment that is utilized by the City's specialized fitness programs. The City's contribution is approximately \$28,000 per year for the specialized program delivery costs, which is offset by participant program fees of \$36,000 per year. This licence has no new OBI implications.

The basic business terms of the licence agreement with VCH include:

- **Term:** An initial term of five years plus an option to renew for a further term of five years
- **Commencement Date:** August 16, 2011
- **Licence Fee:** \$1.00 per year, including the renewal option
- **Permitted Use:** Operation of a Community Wellness Centre by the City and VCH, offering programs on a shared use basis
- **Management:** VCH provides necessary supervisory staff at its own expense
- **Maintenance:** Limited to repairing or replacing pre-existing items or equipment which is part of the base building or building system. The responsibility for maintenance costs will be shared by the City and VCH according to a schedule which will be similar to the current operation
- **Insurance:** VCH to carry a minimum of \$5 million of commercial public liability insurance
- **Alterations:** VCH may make alterations to the Centre at its own expense with prior written approval by the City

Financial Impact

The licence fee proposed for this agreement is \$1.00 per year. As there are no changes proposed from the current operation to this new agreement, the Ongoing Budget Impact is \$0.

Conclusion

Garratt Wellness Centre's overarching goal is to foster the diverse partnerships that encourage regular physical activity and support participants in becoming informed, educated and active in self-managing or preventing chronic health conditions. Participants of the various programs develop the skills and resources required to protect and better manage their health.

Since the Centre opened its doors to the public in 2004, the programs and services have had a very positive impact on the quality of life of Richmond residents living with, or at risk for, a

November 16, 2011

- 4 -

variety of chronic health conditions. Participants have seen improvement in their functional capacity to carry out activities of daily life, and are therefore able to maintain their independence for a longer period of time.

The relationship between the City of Richmond and VCH is very beneficial to the community, as evidenced by the interest from other municipalities, health regions and jurisdictions. This project truly highlights a collective goal to continue to be one of the healthiest communities in Canada. As such, staff recommend approval of a new licence agreement to VCH as detailed herein.

A handwritten signature in cursive script, appearing to read 'Carol Lepine'.

Carol Lepine
Coordinator, Fitness and Wellness Services
(604-238-8009)

Attachment 1

Recent Highlights of the Garratt Wellness Centre

- The City has increased the number of physical activity programs available for those individuals living with a chronic health condition from 4 weekly groups to 8. Specialized programs such as Heart Wellness, Lose Weight Feel Great and Diabetes Exercise have all positively impacted those individuals participating in them.
- In 2009, the Community Gardens were established. Participants learn about food security issues, and gain experience in growing their own food as well as cooking and preserving in the community kitchen.
- The use of the building has increased overall, with additions of a variety of programs such as Respiratory Wellness, Chronic Kidney Disease, bariatric nutritional counselling, community kitchens for young parents and foster parents, postpartum depression, hospice society, vial of life, and a youth gardening project.
- The community physical activity programs provide a tremendous support for residents to understand primary and secondary prevention of chronic disease.
- Feedback from the surrounding neighbourhood has been extremely positive. Residents view the Garratt Wellness Centre as a positive addition to their community. VCH facilitates a user and neighbourhood stakeholders group several times a year

Community & VCH Groups Currently Being Served By Garratt Wellness Centre

A number of community service groups are benefiting from Garratt Wellness Centre. Many of these groups are part of the Garratt Wellness Centre Stakeholders Group. Examples include:

- Canadian Diabetes Society
- Pacific Postpartum Support Society (PPPSS)
- S.U.C.C.E.S.S.
- University of Victoria's Community-based Chronic Disease Self-Management Program
- Physical Activity Line (PAL)
- Seniors Falls Prevention Network
- Richmond Youth Support Network
- VCH-Richmond Outpatient Nutrition Counselling
- VCH-Richmond Outpatient Respiratory Therapy
- VCH-Richmond Mental Health
- Alzheimer's Society of BC
- Arthritis Society
- VIIC-Richmond Public Health Nutrition: Community Kitchen
- Richmond Hospice Society
- Richmond Food Security Society
- VCH-Richmond Chinese Diabetes Education Program
- Canadian Mental Health Chinese Social Health Network
- VCH-Richmond Healthiest Babies Possible: Community Kitchen
- VCH-Richmond Oncology: Cancer Thrivers
- Youth Gardening Project Community Kitchen



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, December 7, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-7 *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, November 22, 2011.*



NEXT COMMITTEE MEETING DATE

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

PLANNING & DEVELOPMENT DEPARTMENT

PLN-11 1. **APPLICATION BY GRAHAM MACFARLANE FOR REZONING AT 140 WELLINGTON CRESCENT FROM SINGLE DETACHED (RS1/E) TO COACH HOUSE (ZS20) - BURKEVILLE**
(File Ref. No. 12-8060-20-8794, **RZ 11-562552**) (REDMS No.3251975)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PLN-11** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8794, for the rezoning of 140 Wellington Crescent from “Single Detached (RS1/E)” to “Coach House (ZS20) - Burkeville”, be introduced and given first reading.



- PLN-25** 2. **APPLICATION BY 0897099 BC LTD. AND WEI CHEN FOR REZONING AT 4911/4931 MCLURE AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**
(File Ref. No. 12-8060-20-8833, **RZ 11-582017**) (REDMS No. 3395803)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PLN-25** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8833, for the rezoning of 4911/4931 McLure Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



- PLN-39** 3. **YAMAMOTO ARCHITECTURE INC. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO REZONE 9431, 9451 AND 9471 ALBERTA ROAD AND SURPLUS PORTION OF ALDER STREET ROAD ALLOWANCE FROM “SINGLE DETACHED (RS1/F)” TO “HIGH DENSITY TOWNHOUSES (RTH1)” IN ORDER TO DEVELOP A 34 UNIT THREE-STOREY TOWNHOUSE COMPLEX.**
(File Ref. No. 12-8060-20-8834, **RZ 11-562986**) (REDMS No. 3397590)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PLN-39** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8834 for the rezoning of 9431, 9451, and 9471 Alberta Road and surplus portion of Alder Street road allowance from “Single Detached, (RS1/F)” to “High Density Townhouses (RTH1)”, be introduced and given first reading.



PLN-67 4. APPLICATION BY HARPREET JOHAL FOR A REZONING AT 10131 BRIDGEPORT ROAD FROM SINGLE DETACHED (RS1/D) TO COMPACT SINGLE DETACHED (RC2)

(File Ref. No. 12-8060-20-8836, **RZ 11-578325**) (REDMS No. 3406432)

TO VIEW eREPORT CLICK HERE

See Page **PLN-67** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

- (1) *That the following recommendation be forwarded to Public Hearing:*
- (a) *Single-Family Lot Size Policy 5448 for the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west (Section 23-5-6), adopted by Council on September 16, 1991, be amended to permit:*
 - (b) *Properties along Bridgeport Road between No. 4 Road and McKessock Avenue to rezone and subdivide in accordance with the provisions of Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access (as shown on Attachment 3 to the report dated November 15, 2011 from the Director of Development).*
- (2) *That Bylaw No. 8836, for the rezoning of 10131 Bridgeport Road from "Single Detached (RS1/D)" to "Compact Single Detached (RC2)", be introduced and given first reading.*



PLN-91 5. APPLICATION BY AM-PRI CONSTRUCTION LTD. FOR REZONING AT 7600 GARDEN CITY ROAD FROM SINGLE DETACHED (RS1/F) TO TOWN HOUSING (ZT50) – SOUTH MCLENNAN (CITY CENTRE)

(File Ref. No. 12-8060-20-8843, **RZ 11-565948**) (REDMS No. 3398963)

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See Page **PLN-91** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8843, for the rezoning of 7600 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT50) – South McLennan (City Centre)", be introduced and given first reading.



PLN-117 6. HAMILTON AREA PLAN UPDATE OPTIONS

(File Ref. No.) (REDMS No. 3414839)

TO VIEW eREPORT CLICK HERE

See Page **PLN-117** of the Planning agenda for full hardcopy report

Designated Speakers: Terry Crowe and Mark McMullen

STAFF RECOMMENDATION

That, as outlined in the staff report dated November 29, 2011 from the General Manager, Planning and Development, entitled: “Hamilton Area Plan Update Options”, Option 1 be endorsed.



COMMUNITY SERVICES DEPARTMENT

PLN-139 7. OPERATOR SELECTION FOR THE HAMILTON CHILD CARE FACILITY

(File Ref. No.) (REDMS No. 3408574)

TO VIEW eREPORT CLICK HERE

See Page **PLN-139** of the Planning agenda for full hardcopy report

Designated Speaker: Lesley Sherlock

STAFF RECOMMENDATION

That the Society of Richmond Children’s Centres be endorsed as the operator of the City-owned child care facility to be constructed at 23591 Westminster Highway.



PLANNING AND DEVELOPMENT DEPARTMENT

PLN-143 8. ECOWASTE INDUSTRIAL PROPOSAL – ROAD OPENING AND DEVELOPMENT

(File Ref. No. 10-6360-08) (REDMS No. 3371247)

TO VIEW eREPORT CLICK HERE

See Page **PLN-143** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That:

- (1) *the opening and development of road works to extend Blundell Road from where it currently ends (on the east side of No. 7 Road) to Savage Road, be approved;*
- (2) *the opening and development of road works along Savage Road between Williams Road and Francis Road, be approved; and*
- (3) *authorization to Ecowaste Industries Ltd. to apply to the Agricultural Land Commission to open and develop Blundell Road between No. 7 Road and Savage Road as outlined in the staff report dated November 23, 2011 from the Director of Development be granted.*

☐

9. **MANAGER'S REPORT**

ADJOURNMENT

☐

Planning Committee Agenda – Wednesday, December 7, 2011

Pg. #	ITEM
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Planning Committee

Date: Tuesday, November 22, 2011

Place: Anderson Room
Richmond City Hall

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

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, November 8, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, December 7, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY KEVIN SANDHU FOR REZONING AT 10511 NO.1 ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH)**
(File Ref. No. 12-8060-20-8827, RZ 11-589493) (REDMS No. 3387030)

It was moved and seconded

That Bylaw No.8827, for the rezoning of 10511 No.1 Road from "Single Detached (RS1/E)" to "Coach Houses (RCH)", be introduced and given first reading.

CARRIED

2. **APPLICATION BY KNS ENTERPRISES LTD. FOR REZONING AT 9040 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-8835, **RZ 11-583027**) (REDMS No. 3394959)

A brief discussion ensued between staff and Committee, and advice was provided that the proposed development includes no driveway access from Railway Avenue, as access to the site is provided from the lane at the rear of the site.

It was moved and seconded

That Bylaw No. 8835, for the rezoning of 9040 Railway Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

3. **GBL ARCHITECTS INC. HAS APPLIED TO THE CITY OF RICHMOND FOR A TEXT AMENDMENT TO THE LOW RISE APARTMENT (ZLR24) ZONE AND PERMISSION TO REZONE 9500 CAMBIE ROAD FROM SINGLE DETACHED (RS1/F) TO LOW RISE APARTMENT (ZLR24) – ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE) IN ORDER TO PERMIT A FOUR (4) STOREY RESIDENTIAL DEVELOPMENT CONSISTING OF APPROXIMATELY 135 UNITS**

(File Ref. No. 12-8060-20-8826, **RZ 10-557519**) (REDMS No. 3177518)

In response to queries Planning Department staff advised that:

- the LEED checklist outlines the criteria to achieve a silver rating, and the applicant's decision to hook up to the district energy source ensures this rating;
- accessible design measures are outlined in the City's Zoning Bylaw, they do not relate to a LEED rating, but do relate to accessibility; and
- staff encourages developers to include an indoor amenity space, as opposed to contributing funds.

Brian J. Jackson, Director of Development, advised that staff could prepare information to give to Council regarding LEED project checklists.

The Chair announced that this application would be going to the December, 2011 Public Hearing, that is to be held on Tuesday, December 20.

It was moved and seconded

That Bylaw No. 8826 to amend the "Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)" Zone for the rezoning of 9500 Cambie Road from "Single Detached (RS1/F)" to "Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)" be introduced and given first reading.

CARRIED

4. **REVISED ACE TERMS OF REFERENCE**
(File Ref. No.) (REDMS No. 3397500)

A brief discussion ensued between staff and Committee with regard to advisory committee attendance, quorums, expectations, level of activity, and procedures to remove advisory committee members with attendance issues.

A comment was made that some advisory committees might not have enough activity to sustain monthly meetings, and it was noted that as part of the 10 Year Social Planning Strategy, committees would be reviewed.

It was moved and seconded

That the revised Advisory Committee on the Environment (ACE) Terms of Reference to amend Section 8 (d), to reduce the meeting quorum requirement from eight (8) to seven (7) members, be approved, as per the General Manager, Planning and Development Department report dated November 9, 2011.

CARRIED

5. **MANAGER'S REPORT**

Before Manager's Reports were given, a comment from the Chair regarding single family, as well as coach house, lot size coverage led to a discussion regarding: (i) the height of residences; and (ii) the footprint of residences.

Joe Erceg, General Manager, Planning and Development Department, stated that having received direction from Council, with regard to the Official Community Plan, staff is looking at: (i) granny flat and coach house guidelines and approval processes for Burkeville and Edgemere neighbourhoods; (ii) the allowance of small lots on arterial roads; and (iii) that staff can also look at options for residential house size, lot coverage footprint and heights.

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

It was moved and seconded

That staff explore the feasibility and benefits of reducing the footprint of (i) single-family lot sizes, and (ii) coach house lot sizes, in exchange for a larger third storey.

CARRIED

(i) Granny Flats and Coach Houses

In response to a query, Mr. Jackson advised that Council direction was followed when notices were sent to each resident of Burkeville when two coach house applications were received from that unique neighbourhood.

Planning Committee

Tuesday, November 22, 2011

Terry Crowe, Manager, Policy Planning, added that as a result of analysis by staff following consultation, open houses and surveys, staff is drafting coach house and granny flat guidelines for consideration by Committee.

Mr. Erceg stated that an incentive to keep current houses, with an added coach house or granny flat, will be explored as part of the draft guidelines for granny flats and coach houses in the Burkeville and Edgemere neighbourhoods.

(ii) Upcoming Staff Reports

Mr. Erceg advised that some of the reports directed to Planning Committee meetings in the coming months include: the draft Terms of Reference for the No. 5 Road Backlands Policy Review, a cellular tower protocol, parking on River Road properties, and a draft Environmentally Sensitive Areas (ESAs) Strategy.

(iii) Lots Vacated by Gasoline Stations

A comment was made that when gasoline stations close at prominent corner lots throughout the City, the lots are left devoid of structures and landscaping elements.

A brief discussion ensued regarding how staff could call the former owners of the vacated sites, and request that an effort be made to enhance the appearance of the lots, until a new occupant takes over.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:40 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 22, 2011.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: November 17, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-562552

Re: **Application by Graham Macfarlane for Rezoning at 140 Wellington Crescent
from Single Detached (RS1/E) to Coach House (ZS20) - Burkeville**

Staff Recommendation

That Bylaw No. 8794, for the rezoning of 140 Wellington Crescent from "Single Detached (RS1/E)" to "Coach House (ZS20) - Burkeville", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Graham Macfarlane has applied to the City of Richmond for permission to rezone 140 Wellington Crescent from “Single Detached (RS1/E)” to “Coach House (ZS20)-Burkeville”, to permit a coach house above a detached garage on the property, with vehicle access to the existing rear lane (**Attachment 1**). There is an existing single detached house and attached garage already on the site, which will be retained, and an existing detached garage, which will be modified to accommodate the coach house.

Background

This is the third rezoning application to permit a coach house on an existing single-family lot in Burkeville. The “Coach House (ZS20)-Burkeville” zone was introduced in response to the first rezoning application of this kind in Burkeville in 2009 at 3051 Catalina Crescent, and was specifically designed with potential neighbourhood concerns in mind (i.e. no secondary suite is permitted in the primary dwelling, and sensitivity to the surrounding area with respect to building mass, height, siting, access and landscaped open space).

For the first and second rezoning applications in Burkeville, the notification area for the respective Public Hearings was expanded to include all properties in the neighbourhood. As there was no opposition expressed from the public at the Public Hearings for these applications, and, as a result of community input as to the general acceptability of coach houses, staff do not believe that the expanded notification area is still warranted. The standard notification process will be followed.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The subject property is located in Burkeville, which is an established and unique residential neighbourhood on Sea Island in close proximity to Vancouver International Airport. Burkeville consists of a mix of older and newer character dwellings on larger lots zoned “Single Detached (RS1/E)”.

To the north, immediately across Wellington Crescent, are older dwellings on lots zoned “Single Detached (RS1/E)”;

To the east and west, are older dwellings on lots zoned “Single Detached (RS1/E)”;

To the south, across the rear lane, is a property recently rezoned “Coach House (ZS20)-Burkeville” and an older dwelling zoned “Single Detached (RS1/E)” fronting Douglas Crescent.

Related Policies & Studies

OCP Designation

There is no Area Plan for this neighbourhood. The Official Community Plan's (OCP) Generalized Land Use Map designation for this property is "Neighbourhood Residential", and the Specific Land Use Map Designation is "Low-Density Residential". This redevelopment proposal is consistent with these designations.

OCP Aircraft Noise Sensitive Development Policy

The subject property is located within *Area 2 – High Aircraft Noise Area* of the OCP Aircraft Noise Sensitive Development (ANSD) Policy, in which all aircraft noise sensitive land uses may be considered, except new single-family detached development. This development proposal conforms to the intent of this Policy, as it does not result in the creation of a new single-family dwelling on the site or an increase in allowable density. This development proposal to create a coach house above a garage on the same site as the existing single-family dwelling is essentially the same as the creation of a secondary suite on the site, which is permitted outright in all single-family residential zoning districts in the City without rezoning.

As a condition of rezoning, an aircraft noise covenant is required to be registered on Title, in accordance with the ANSD Policy, to address public awareness and to ensure aircraft noise mitigation is incorporated into the residential design and construction.

Affordable Housing Strategy

Under the Affordable Housing Strategy approved by Council on May 28, 2007, all single-family rezoning applications to increase the allowable density or to facilitate subdivision are required to either:

- a) Provide a secondary suite in all single-family residential zoning districts;
- b) Provide a coach house unit above a garage where permitted; or
- c) Provide a cash-in-lieu contribution based on \$1.00/ft² of total buildable area to the City's Affordable Housing Reserve Fund.

Although the Affordable Housing Strategy does not apply to this development proposal (as the allowable density will not be altered), it conforms to Richmond's Affordable Housing Strategy as the rezoning will enable a coach house to be built on the property.

Lot Size Policy

There is no Lot Size Policy for this area.

Staff Comments

Background

Burkeville has not been an active area of redevelopment through rezoning or subdivision. Aside from this development proposal, there has been limited rezoning in the neighbourhood. This is the third rezoning application to permit a coach house on an existing single-family lot in Burkeville.

Conceptual Site Plan

The Applicant has submitted a conceptual site plan showing the current location of the existing house and the proposed location of the modified detached garage and coach house addition (**Attachment 3**). There are no changes proposed to the existing house or lot grade.

The applicant proposes to extend the foundation of the existing detached garage by 42.7 m² (100 ft²) and add a second storey coach house dwelling. The ground floor area of the proposed new detached garage area is approximately 53.9 m² (580 ft²), while the second storey coach house area will be a maximum of 42.7 m² (460 ft²), providing for some articulation in the vertical building mass. At future development stage, a Building Permit must be obtained by the applicant and the final building design must comply with all City regulations.

This development proposal complies with the maximum floor area ratio of 0.55 required in the proposed zone.

Trees & Landscaping

A Tree Survey submitted by the applicant shows the location of two (2) trees on the subject property and one (1) off-site tree on City property (**Attachment 4**). A Certified Arborist's Report was not required for this rezoning application because:

- Both on-site trees were confirmed by the Arborist to be undersized; and
- There are no potential impacts anticipated to the undersized off-site tree during construction, as the proposed coach house is to be located in the rear yard well away from the tree located on City property.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

As a condition of rezoning, a restrictive covenant is required to be registered on Title to ensure that if the existing house is demolished at some time in the future that vehicle access for both the house and the coach house would be restricted to the existing rear lane only, with no access permitted to/from Wellington Crescent.

Flood Management

Registration of a Flood Indemnity Covenant on Title is required prior to final adoption of the rezoning bylaw.

Analysis

This development proposal complies with all land use designations contained within the Official Community Plan (OCP) and other City policies.

The OCP and Affordable Housing Strategy encourage a variety of housing forms including secondary suites in single-family residential zones and coach houses, where zoning permits. This rezoning application will allow a coach house above a detached garage instead of a secondary suite, with no change in allowable building area or unit density from the existing zone.

The Coach House (ZS20)-Burkeville zone has been designed to address liveability and sustainability, and to address potential adjacency concerns by ensuring sensitivity to and compatibility with the surrounding area with respect to building mass, height, siting, access and landscaped open space.

This is the third rezoning application requesting this housing form in Burkeville. Anyone wishing to pursue a similar development proposal would require a rezoning approved by Council.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application to permit a coach house above a new detached garage complies with all applicable policies and land use designations contained within the Official Community Plan (OCP) and other City policies. The list of rezoning conditions is included as **Attachment 5**, which has been agreed to by the applicant (signed acceptance on file). On this basis, staff support the application.



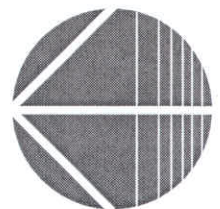
Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

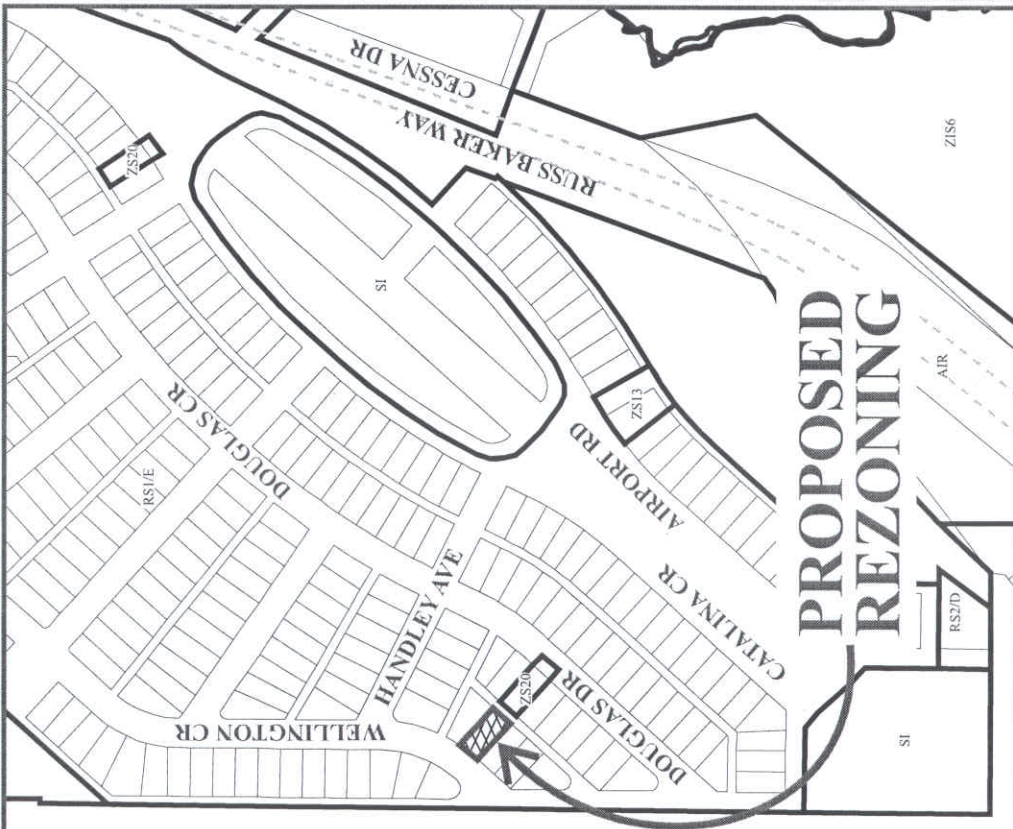
- Attachment 1: Location Map/Aerial
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Development Plan
- Attachment 4: Tree Survey
- Attachment 5: Rezoning Considerations Concurrence

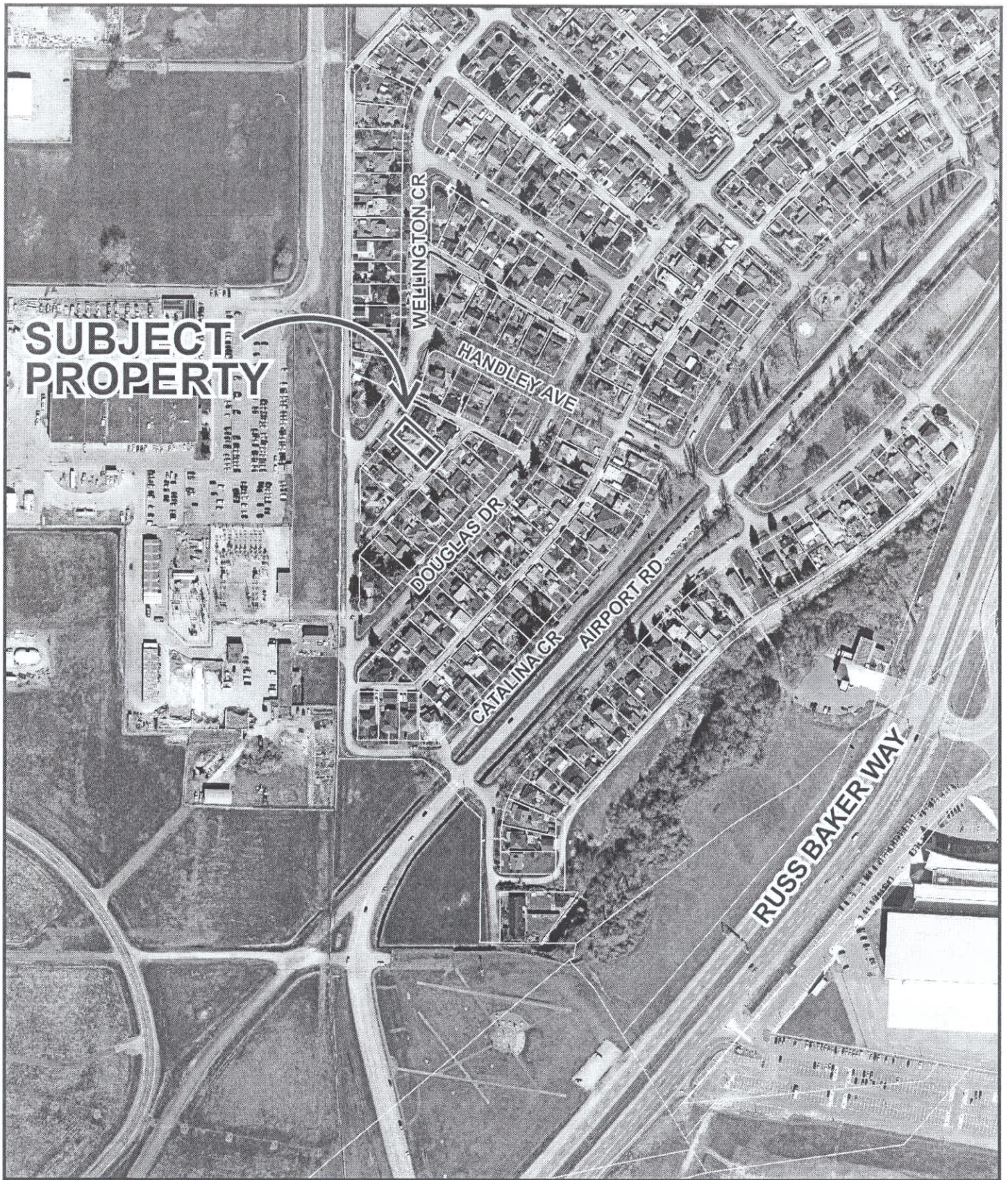
Note: Dimensions are in METRES

RZ 11-562552



City of Richmond





RZ 11-562552

PLN - 17

Original Date: 09/11/11

Revision Date:

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet

RZ 11562552

Attachment 2

Address: 140 Wellington Crescent

Applicant: Graham Macfarlane

Planning Area(s): Sea Island (Burkeville)

	Existing	Proposed
Owner:	Graham Macfarlane	No change
Site Size (m²):	515.4 m ² (5547.7 ft ²)	No change
Land Uses:	One (1) single-family dwelling & accessory building	One (1) single-family dwelling & one (1) coach house above an accessory building
OCP Designation:	Low-Density Residential	No change
Area Plan Designation:	N/A	N/A
702 Policy Designation:	N/A	N/A
Zoning:	Single-Detached (RS1/E)	Coach House (ZS20) - Burkeville
Other Designations:	The subject property is located within Area 2 – High Aircraft Noise Area of the Aircraft Noise Sensitive Development Policy, in which all aircraft noise sensitive land uses may be considered, except new single-family residential development.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	450 m ²	515.4 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback –Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	2.5 storeys – Principal Building 2 storeys – Accessory Building	2.5 storeys – Principal Building 2 storeys – Accessory Building	none

Other: Tree replacement compensation required for loss of significant trees.

**SURVEY PLAN OF LOT 4 BLOCK "D"
SECTION 30 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 9740**

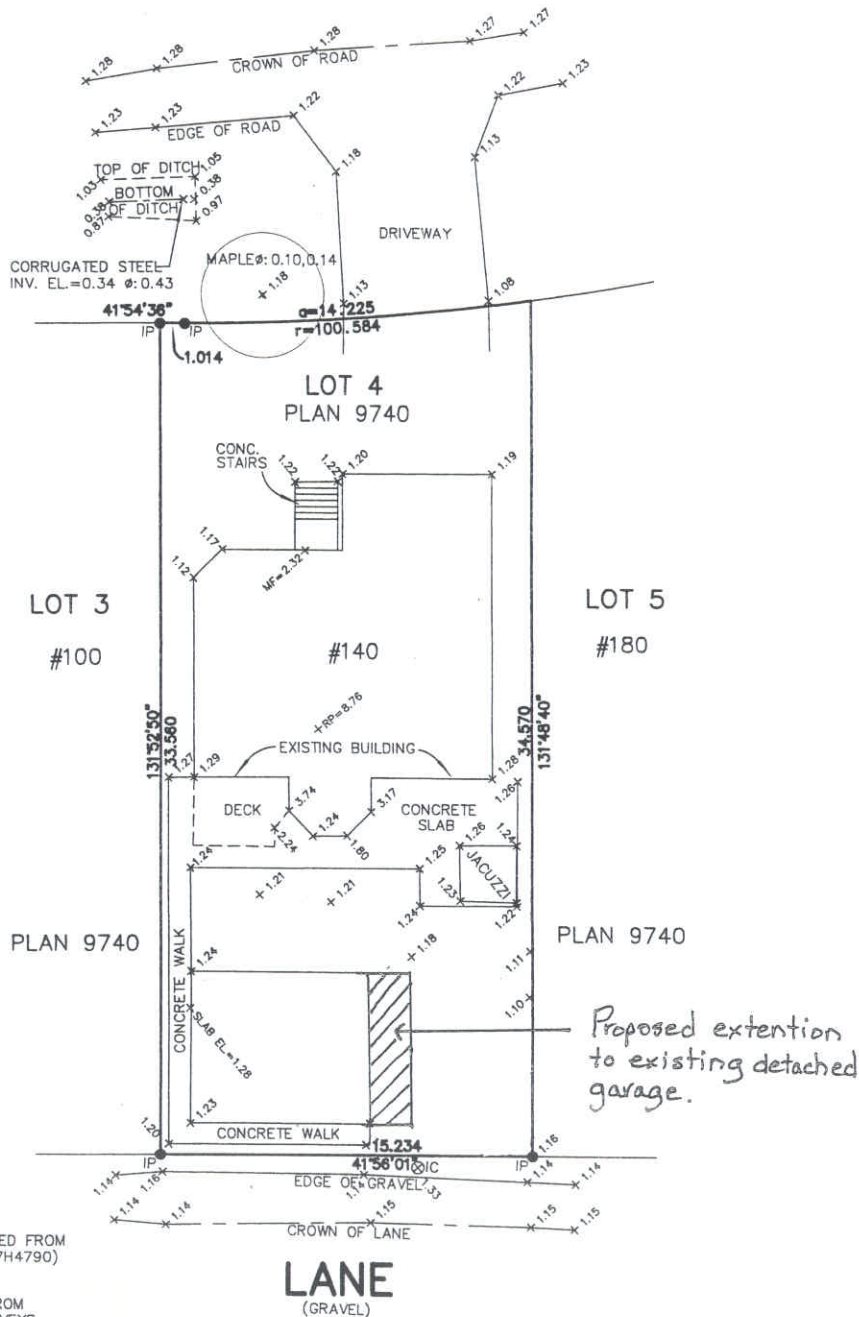
CIVIC ADDRESS:
#140 WELLINGTON CRESCENT
RICHMOND, B.C.

WELLINGTON CRESCENT



* REVISED *

Nov. 3rd 2011



NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #196 (77H4790) WITH AN ELEVATION OF 1.793 METRES.
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS AND FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.

LEGEND
SCALE 1:200



ALL DISTANCES ARE IN METRES.

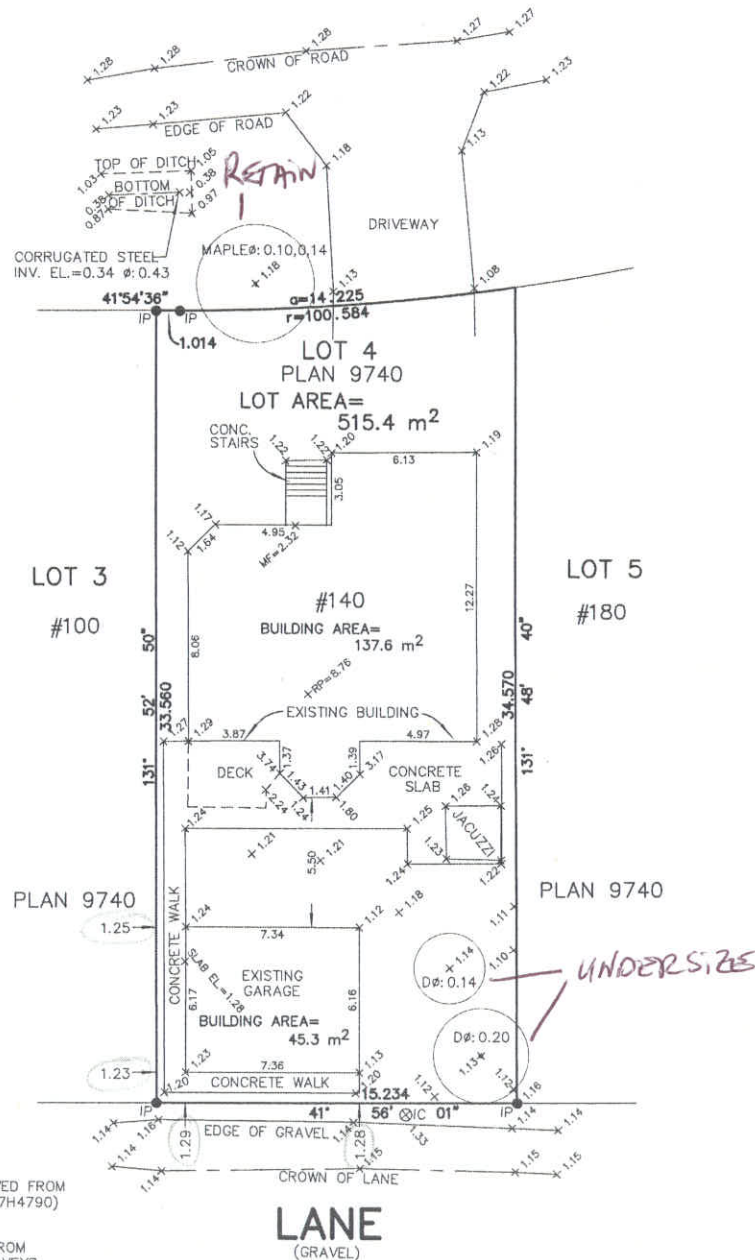
- +1.32 INDICATES SPOT ELEVATION
- IP INDICATES IRON POST FOUND
- IC INDICATES INSPECTION CHAMBER
- Ø INDICATES DIAMETER
- D INDICATES DECIDUOUS TREE
- MF INDICATES MAIN FLOOR
- RP INDICATES ROOF

PLAN - 20

**SURVEY PLAN OF LOT 4 BLOCK "D"
SECTION 30 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 9740**

CIVIC ADDRESS:
#140 WELLINGTON CRESCENT
RICHMOND, B.C.

WELLINGTON CRESCENT

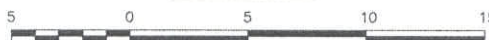


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LEGEND

SCALE 1:200



ALL DISTANCES ARE IN METRES.

- IP INDICATES SPOT ELEVATION
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- IC INDICATES INSPECTION CHAMBER
- Ø INDICATES DIAMETER
- D INDICATES DECIDUOUS TREE
- MF INDICATES MAIN FLOOR
- RP INDICATES ROOF PEAK

CERTIFIED CORRECT
THIS 14TH DAY OF JULY, 2011

Staple
B.C.L.S.

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MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY
RICHMOND, B.C., V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137

CADFILE: 16534-001-TPG-000.DWG

R-10-16534-TPG

CLIENT REF: GRAHAM MACPHEE **PLN-21**

DATES OF SURVEY: OCTOBER 25-26, 2010

Rezoning Considerations
140 Wellington Crescent
RZ 11-562552

Prior to final adoption of Zoning Amendment Bylaw 8794, the developer is required to complete the following:

1. Registration of an aircraft noise sensitive use covenant on Title to address public awareness and to ensure aircraft noise mitigation is incorporated into the residential design and construction.
2. Registration of a restrictive covenant on Title to ensure that that if the existing house is demolished at some time in the future that vehicle access for both the house and the coach house would be restricted to the existing rear lane only, with no access permitted to/from Wellington Crescent.
3. Registration of a flood indemnity covenant on Title.

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8794 (RZ 11-562552)
140 WELLINGTON CRESCENT**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **COACH HOUSE (ZS20) – BURKEVILLE**.

P.I.D. 011-422-483

Lot 4 Block "D" Section 30 Block 5 North Range 6 West New Westminster District Plan 9740

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8794"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** November 7, 2011
From: Brian J. Jackson, MCIP **File:** RZ 11-582017
Director of Development
Re: **Application by 0897099 BC Ltd. and Wei Chen for Rezoning at
4911/4931 McLure Avenue from Single Detached (RS1/E) to Single Detached
(RS2/B)**

Staff Recommendation

That Bylaw No. 8833, for the rezoning of 4911/4931 McLure Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

0897099 BC Ltd. and Wei Chen have applied to the City of Richmond for permission to rezone 4911/4931 McLure Avenue from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two (2) lots (**Attachment 1**). There is currently an existing strata-titled duplex on the subject site, which is proposed to be demolished.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The area is an established residential neighbourhood that contains a mix of older and newer single-family dwellings on large lots zoned Single Detached (R1/E).

- To the north, are single detached dwellings zoned “Single Detached (RS1/E)”;
- To the east, across Montana Road, are single detached dwellings zoned “Single Detached (RS1/E)”;
- To the south, are single detached dwellings zoned “Single Detached (RS1/E)”;
- To the west are single detached dwellings zoned “Single Detached (RS1/E)”.

Related Policies & Studies

Official Community Plan (OCP) Designation

There is no Area Plan for this neighbourhood. The Official Community Plan (OCP) Generalized Land Use Map designation for this project is “Neighbourhood Residential”, and the Specific Land Use Map designation is “Low-Density Residential”. This redevelopment proposal is consistent with these designations.

Lot Size Policy

The subject property is not located within a Lot Size Policy area.

Staff Comments

Background

This neighbourhood has seen limited redevelopment through rezoning and subdivision in recent years. There are two (2) other duplex lots on Cabot Road zoned Two-Unit Dwellings (RD1) which have the potential to rezone and subdivide.

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the structure and condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- three (3) bylaw-sized trees on the subject property; and
- three (3) bylaw-sized trees on the neighbouring property to the west.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to:

- Retain and protect two (2) bylaw-sized trees (Trees #154 and #155) on the subject property and the three (3) trees (Trees A, B & C) located on the neighbouring property to the west (4891 McLure Avenue).
- Remove and replace one (1) bylaw-sized tree (Tree # 156) on the subject property which is in very poor condition.

Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

The Final Tree Retention Plan, which reflects the final outcome of tree protection and removal, is included as **Attachment 3**.

Based on the 2:1 tree replacement ratio goal in the Official Community Plan (OCP), and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of two (2) replacement trees are required to be planted and maintained on the future lots with a minimum sizes/height of 6 cm deciduous calliper/2.5 m coniferous height.

A Landscaping Security of \$1,000 (\$500/tree) is required prior to rezoning adoption to ensure the proposed number of replacement trees are planted and maintained.

To ensure the survival of protected trees, the applicant must submit the following prior to rezoning adoption:

- A Contract with a Certified Arborist for on-site supervision of all works to be conducted at development stage within close proximity to the tree protection zones of trees to be retained. The Contract must include the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.), as well as a provision for the Arborist to submit a post-construction impact assessment report for the City to review; and

- A Tree Survival Security to the City in the amount of \$3,000 to ensure that on-site trees (Trees #154 & #155) and off-site trees (Trees A, B & C) 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 year later subject to inspection.

Affordable Housing

Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant proposes to provide a cash-in-lieu contribution. The voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$5,669).

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 one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This agreement would be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Analysis

The subject property is located within an established residential neighbourhood consisting of single-detached housing and a few duplexes. This redevelopment proposal would allow for the creation of two (2) lots fronting McLure Avenue, each with an average width of approximately 14.94 m and 491.7 m² and 489.7 m² in area. A restrictive covenant will be required at subdivision stage to ensure vehicular access for the proposed corner lot is from McLure Avenue, at or near the proposed west property line of the corner lot.

Consistent with the Zoning Bylaw provisions regarding the rezoning and subdivision of duplexes (**Attachment 4**), there is potential for other properties with duplexes in this neighbourhood to apply to rezone and subdivide.

Conclusion

This rezoning application to permit subdivision of an existing large lot into two (2) smaller lots complies with Richmond Zoning Bylaw 8500 and all applicable policies and land use designations contained within the Official Community Plan (OCP).

The list of rezoning considerations is included as **Attachment 5**, which has been agreed to by the applicant (signed concurrence on file).

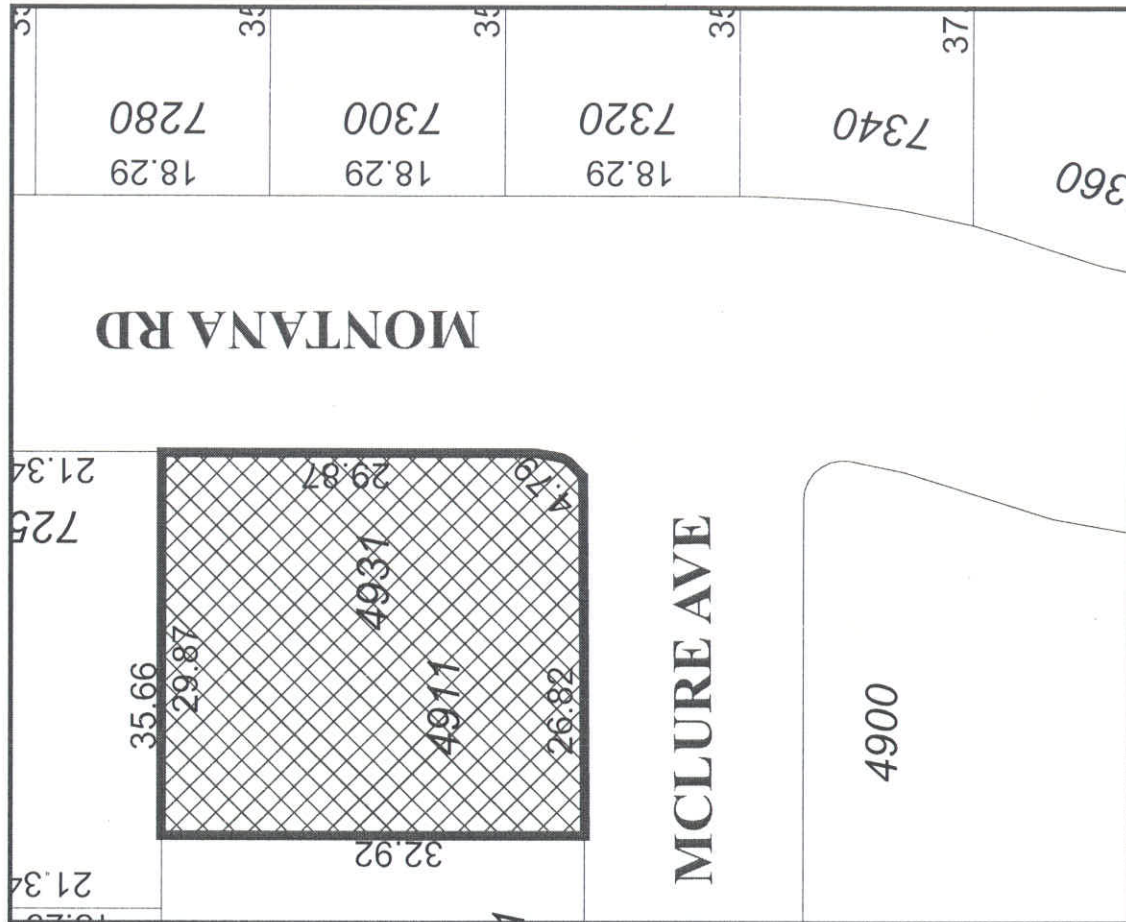
On this basis, staff support the application.



Erika Syvokas
Planning Technician
(604-276-4108)

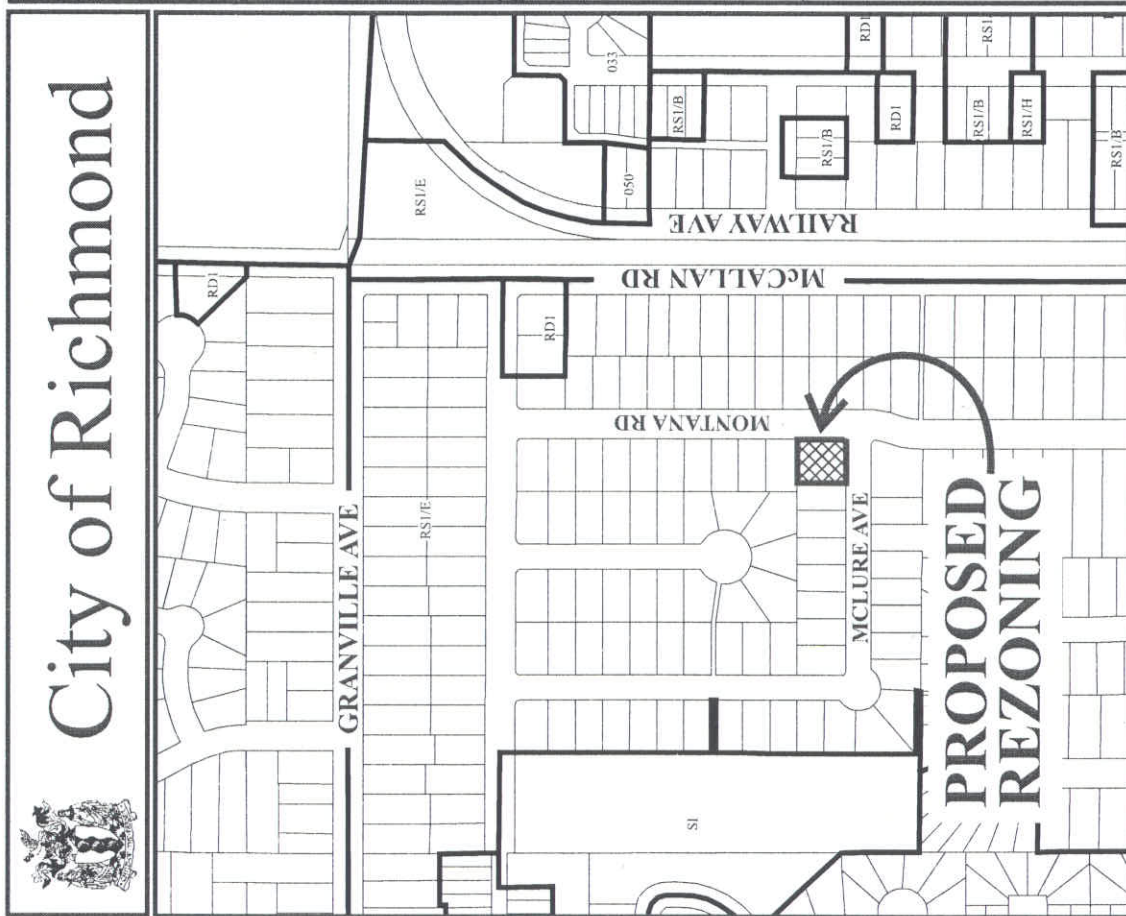
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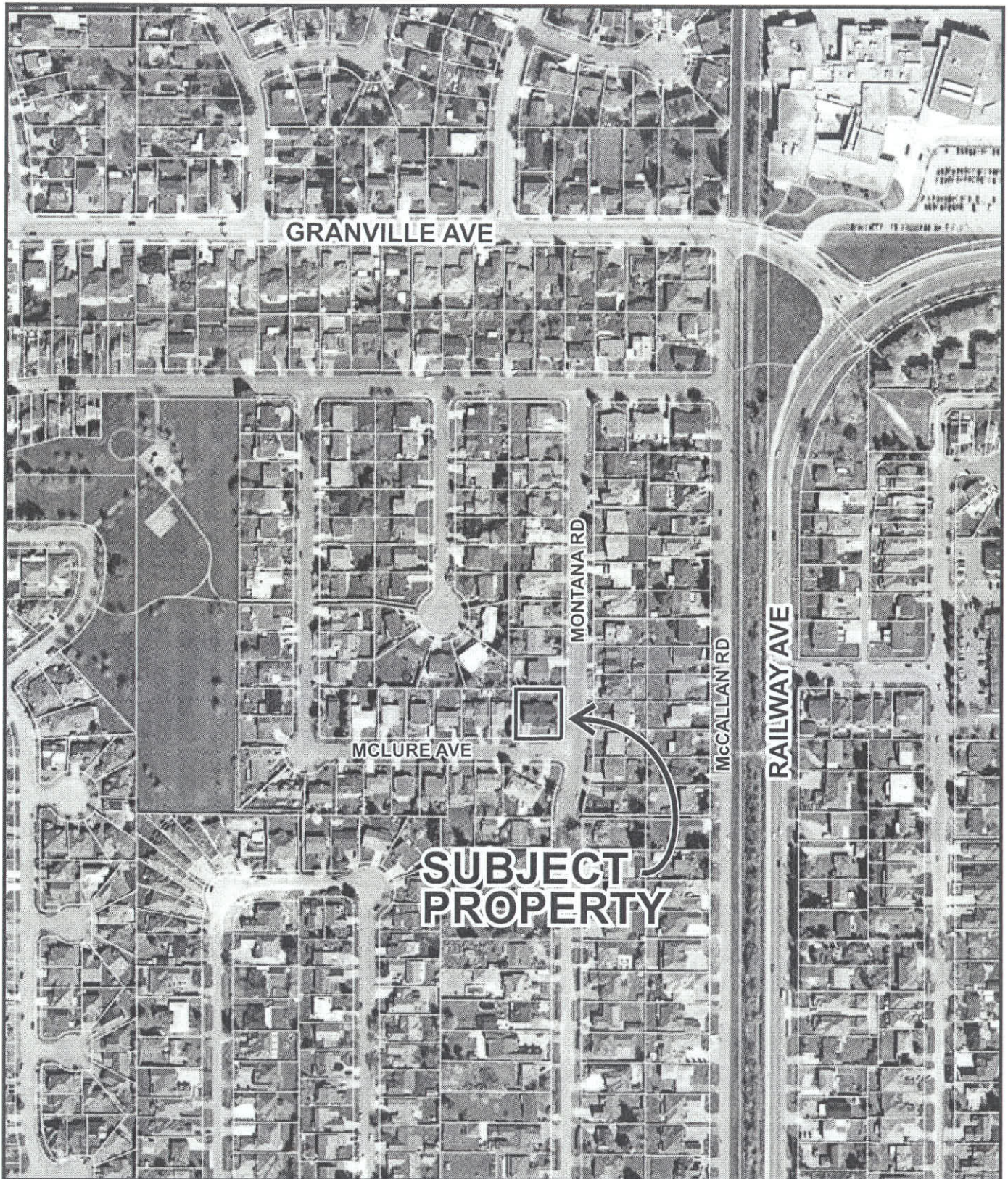
- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Tree Retention Plan
- Attachment 4: Richmond Zoning Bylaw 8500 (Excerpt)
- Attachment 5: Rezoning Considerations Concurrence



Original Date: 06/15/11
Revision Date: 11/17/11
Note: Dimensions are in METRES

RZ 11-582017





RZ 11-582017

Original Date: 06/15/11

Amended Date:

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet

RZ 11-582017

Attachment 2

Address: 4911/4931 McLure Avenue

Applicant: 0897099 BC Ltd. and Wei Chen

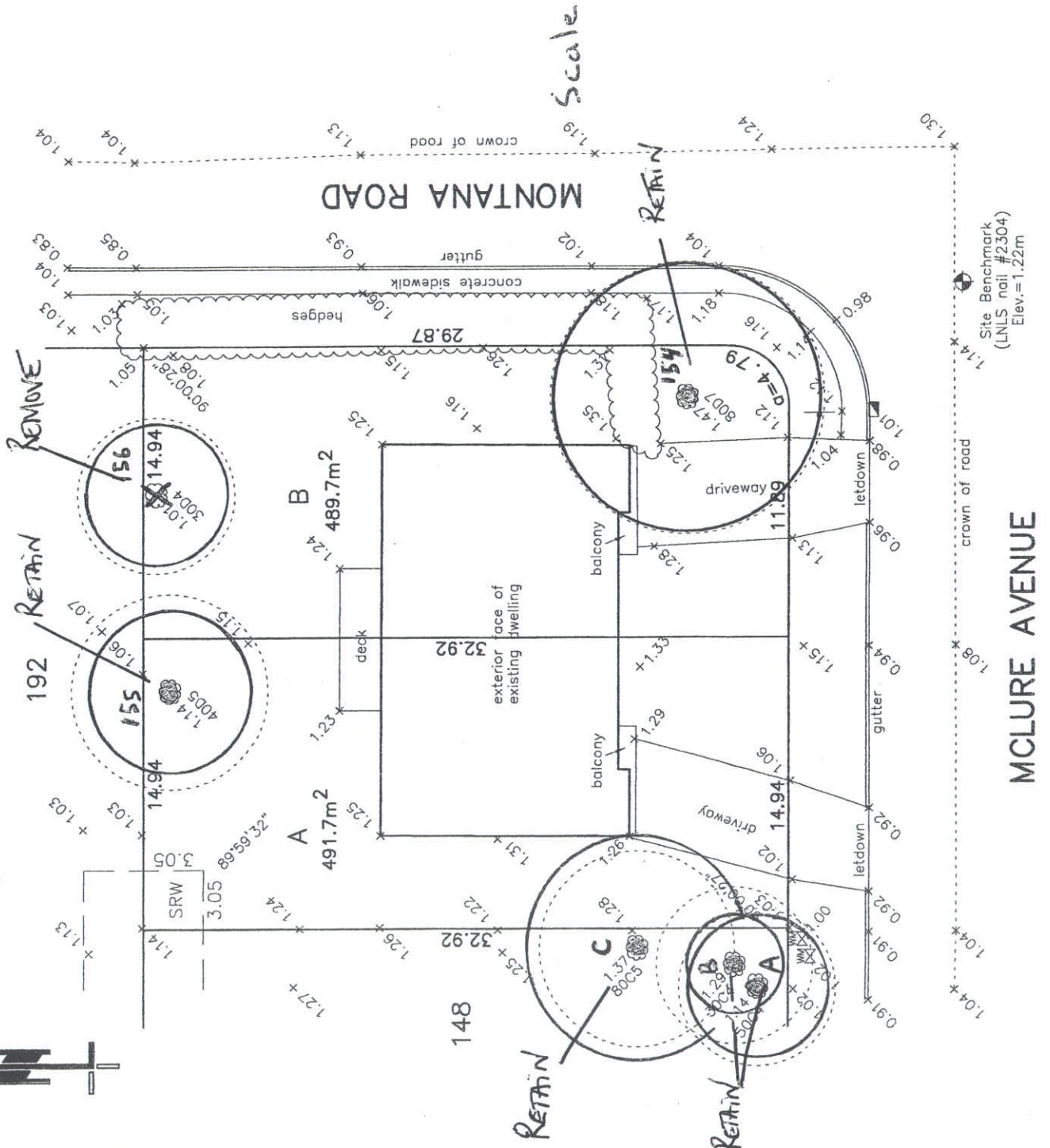
Planning Area(s): Seafair

	Existing	Proposed
Owners:	Strata Lot 1 - 0897099 B.C. Ltd. Strata Lot 2- Wei Chen	To be determined
Site Size (m²):	981.4 m ² (10,564 ft ²)	Two (2) lots 491.7 m ² (5,293 ft ²) and 489.7 m ² (5271 ft ²)
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	<ul style="list-style-type: none"> Generalized Land Use Map – Neighbourhood Residential Specific Land Use Map designation is "Low-Density Residential" 	No change
Area Plan Designation:	None	No change
702 Policy Designation:	None	No change
Zoning:	Single Detached (RS1/E)	Singe Detached (RS2/B)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m ²	491.7 m ² (5,293 ft ²) & 489.7 m ² (5271 ft ²)	none
Setback – Front Yard & Rear Yards (m):	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yard (m):	Min. 1.2 m / Min. 3.0 m along Montana Road	Min. 1.2 m / Min. 3.0 m along Montana Road	none
Height (m):	2.5 storeys	2.5 storeys	none

Other: Tree replacement compensation required for loss of significant trees.

A schematic diagram of a mechanical assembly. It features a horizontal shaft passing through a central nut. The shaft is supported by a vertical support structure on the right side. The assembly is shown in a cross-sectional view.



Excerpt from Richmond Zoning Bylaw 8500

2.3. Applications for R1 Subdivision Areas

- 2.3.1. Where an **owner** of land which is zoned R1 submits a rezoning application to transfer the land from one **subdivision** area to another **subdivision** area within the **zone** (i.e., RS1/E to RS1/A), staff shall report to the appropriate standing committee, or where necessary, directly to **Council**, and recommend whether such an amendment should be more appropriately considered in the context of setting a policy respecting **lot** sizes for a larger area and, if so, staff shall recommend the boundaries of such larger area.
- 2.3.2. Subject to the provisions of the Council Procedure Bylaw, the Committee, having considered the staff report, shall make a recommendation to **Council** as appropriate.
- 2.3.3. Where **Council** determines that consideration of a larger area is appropriate, **Council** shall first consider and determine a **lot** size policy for the larger area for a period of not less than five years, prior to approval of the rezoning. All subsequent rezoning applications within that same area shall be considered in conjunction with or in the context of the policy.
- 2.3.4. Notwithstanding Section 2.3.3, where a rezoning application is contrary to a lot size policy for a larger area which has been adopted by **Council** within the preceding five years, the current rezoning application shall be submitted to **Council**, and **Council** shall either direct staff to process the application in conjunction with a reconsideration of the policy or deny the application.
- 2.3.5. Where a **lot** size policy is proposed or is being amended, the policy and proposed amending bylaw shall be submitted to a public hearing. Notice shall be given to all affected property **owners** and tenants within the **lot** size policy area.
- 2.3.6. After a **lot** size policy has been considered at a public hearing, **Council** may, without further notice, adopt, amend, rescind, reaffirm or amend and then adopt the subject policy, or deal with a policy recommendation in any other manner provided for in the Council Procedure Bylaw.
- 2.3.7. Section 2.3 does not apply to land which is the subject of the application if:
 - a) the land is the **site** of a legal **two-unit housing unit** and is intended to be subdivided into no more than two **single detached housing lots**;
 - b) the land is located along an **arterial road** and not within a **lot** size policy area that has been adopted within the previous five years; or
 - c) the land is located within an Area Plan or Sub-Area Plan of the **Official Community Plan**.
- 2.3.8. For the purposes of Section 2.3, the RS1, RS2 and RS3 **zones** are deemed to be interpreted as complying with the R1/A-H or R1/J-K zones with regard to any existing or proposed **lot** size policy.
- 2.3.9. Where there is a rezoning application along an **arterial road** in an existing **lot** size policy area that has been in place over five years, **Council** will determine whether to remove all the properties in the block which front the subject **arterial road** from the applicable **lot** size policy when considering the rezoning application.

Rezoning Considerations

**4911/4931 McLure Avenue
RZ 11-582017**

Prior to final adoption of Zoning Amendment Bylaw 8833, the applicant is required to complete the following:

1. Submission of a Landscaping Security to the City in the amount of \$1,000 (\$500/tree) for the planting and maintenance of two (2) replacement trees with a minimum sizes/height of 6 cm deciduous calliper/2.5 m coniferous height.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone of on-site trees to be retained (Trees #154 & #155) and the off-site trees to be protected (Trees A, B, & C) located on the neighbouring property to the west (4891 McLure Avenue). The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.) and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$3,000 to ensure that on-site trees (Trees #154 & #155) and off-site trees (Trees A, B & C) are 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.
4. Confirmation to the City that Strata Plan NW388 has been cancelled.
5. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (\$5,669) 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 one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

6. Registration of a flood indemnity covenant on Title.

At Demolition stage*, the applicant will be required to:

- Install Tree Protection Fencing around Trees # 154, 155, A, B & C as per City of Richmond Tree Protection Barrier requirements. Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

At Subdivision stage*, the applicant will be required to:

- Pay Servicing costs.
- Pay Servicing Design fee or hire a civil engineer to design service connections.
- Sign a restrictive access covenant to ensure vehicular access for the corner lot is from McLure Avenue, at or near the proposed west property line of the corner lot.

Note:

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

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

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

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8833 (RZ 11-582017)
4911/4931 MCLURE AVENUE**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (RS2/B)**.

P.I.D. 001-318-837

Strata Lot 1 Section 14 Block 4 North Range 7 West New Westminster District Strata Plan NW388 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

and

P.I.D. 001-318-845

Strata Lot 2 Section 14 Block 4 North Range 7 West New Westminster District Strata Plan NW388 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8833”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: November 21, 2011
File: RZ 11-562968
Re: **YAMAMOTO ARCHITECTURE INC. has applied to the City of Richmond for permission to rezone 9431, 9451 AND 9471 Alberta Road and surplus portion of Alder Street road allowance from "Single Detached (RS1/F)" to "High Density Townhouses (RTH1)" in order to develop a 34 unit three-storey townhouse complex.**

Staff Recommendation

That Bylaw No. 8834 for the rezoning of 9431, 9451, and 9471 Alberta Road and surplus portion of Alder Street road allowance from "Single Detached, (RS1/F)" to "High Density Townhouses (RTH1)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development
(604-276-4138)

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

YAMAMOTO ARCHITECTURE INC. has applied to the City of Richmond for permission to rezone 9431, 9451 and 9471 Alberta Road and surplus portion of Alder Street road allowance (**Attachment 1**) from “Single Detached (RS1/F)” to “High Density Townhouses (RTH1)” in order to develop a 34 unit, 3-storey townhouse development. (**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 Hemlock Drive, a 232 unit, 5 storey apartment complex at 9373 Hemlock Drive, zoned “Low Rise Apartment (ZLR10) – North McLennan (City Centre)”. Also across Hemlock Drive, a 24 unit, 3 storey townhouse complex at 9420 Ferndale Road, zoned “Town Housing (ZT64) – North McLennan (City Centre)”.

To the East: Across Alder Street, a 97 unit, 3 storey townhouse complex at 6300 and 6388 Alder Street, zoned “Town Housing (ZT30) – North McLennan (City Centre)”.

To the South: Across Alberta Road, a combination of park space and Anderson Elementary School, zoned, “School and Institutional (SI)” as well as single detached homes, zoned “Single Detached (RS1/F)”.

To the West: A 23 unit, 3 storey townhouse complex at 9391 Alberta Road, zoned “Town Housing (ZT50) – South McLennan (City Centre)”.

Related Policies and Studies

Official Community Plan

OCP designation: City Centre Area, McLennan North Sub-Area Plan, Schedule 2.10C.

McLennan North Sub-Area Plan (Schedule 2.10C)

- Residential Area 2, which allows 2, 3 and 4 storey Townhouses and Low-rise apartments (4 storey maximum). 0.95 base FAR (**Attachment 4**).

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. To ensure conformity, a Flood Indemnity Covenant for this site is to be registered on title prior to final adoption.

Affordable Housing Strategy

The applicant has volunteered to make a contribution to the Affordable Housing Strategy reserve fund. Details are provided later in this report.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. An Aircraft Noise Sensitive Use Restrictive Covenant must be registered on title prior to final adoption of this application. As well, at the time of making their application for a Development Permit, the applicant is to submit a report from an Acoustic Engineer to identify the measures that will be taken to mitigate impact of aircraft noise.

Public Input

A notice board is posted on the subject property to notify the public of the proposed development and no public comments have been received to date.

Staff Comments

Preliminary Architectural Drawings (site plan, and elevations) are enclosed for reference (**Attachment 2**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement and Building Permit.

Analysis

Proposed Zoning to “High Density Townhouses (RTH1)”

The proposed rezoning from RS1/F to RTH1 reflects the anticipated changes to the community as set out in the McLennan North Sub-Area Plan to transition the once predominantly single family area to apartment buildings and townhouse complexes. The application for this subject site is in conformance with the Sub-Area Plan as well as the designation of the Land Use Map (Residential Area 2, allowing 2, 3 and 4 storey Townhouses and Low-rise apartments (4 storey maximum) as shown in **Attachment 4**).

The applicant is proposing a 3-storey townhouse complex with a FAR of 0.71, below the base density of 0.95 FAR in accordance to the land use map.

Sale of City land for the purpose of this development

The proposed site plan will need to include approximately 419 square feet (38.9m²) of surplus road allowance, located directly north of 9471 and west of 9451 Alberta Road. It was included as part of the road dedication to allow the rezoning of the current townhouse developments at 6300 and 6388 Alder Street. This triangular piece of property will allow the application to be in conformance of the Zoning Bylaw setbacks of the RTH1 zone. The applicant is working with the City to establish fair market value for the land and a separate report by the Manager of Real Estate Services outlines the sale of this portion of land.

The applicant is aware that the land will need to be purchased prior to the adoption of this rezoning application.

Transportation and Site Access

This development will provide considerable new road development to not only provide access to the subject site, but will complete the full road width of Alder Street that connects Alberta Road and Hemlock Drive. The development will also continue the full width development of Hemlock Drive in accordance with the road network plan shown in the Land Use Map of the Sub-Area Plan (**Attachment 4**).

Vehicular access to and from the site is from the newly constructed part of Alder Street and along the internal drive aisle heading toward the outdoor amenity area before branching off to access the attached garages to each of the townhouse units. In addition to the land dedication requirements needed to construct the developer's portion of Alder Street and Hemlock Drive, the City requires a four meter by four meter (4m x 4m) corner cut at the corners of Alder Street and Ferndale Road to the north as well as Alder Street and Alberta Road to the south. Frontage improvements such as sidewalks, grass and treed boulevard and curb and gutter will be constructed by the developer as outlined in the upcoming Servicing Agreement (**Attachment 6**).

On-site parking is provided through two car garages, with one unit providing a side-by-side configuration with the remaining units in a tandem configuration. Seven (7) visitor parking stalls are supplied and scattered throughout the site to provide easy access to all the units. Included in the visitor parking count is one stall to accommodate wheelchair accessibility. The tandem parking configuration will require a variance at the Development Permit stage and a restrictive covenant will need to be registered to prevent the conversion of the garage space to habitable floor space.

The number of parking stalls (including visitor parking) meets the requirements of the parking requirements of Zoning Bylaw 8500.

Pedestrian access to the site is achieved by various points from the street, including three from Alder Street and one each off of Alberta Road and Hemlock Drive. This is in addition to the vehicular access point and the direct access to each of the units that front the street (**Attachment 2**).

Internal movement for pedestrians is well identified by a walkway to allow the pedestrians a sense of territory when walking within the site. The type of path will be determined at the Development Permit stage, however the path does connect to all the internal units of Building 5 as well as the outdoor amenity area.

The applicant is proposing 3x3 meter corner cuts along the internal drive-aisle to help ensure manoeuvrability of larger vehicles.

Trees

An Arborist Report and site survey (**Attachment 5**) was submitted with the application to assess the existing location and condition of the existing on-site trees for the purpose of possible retention. The submitted report recommended that all 21 on-site trees are to be removed.

Upon a visual site review by City staff, two (2) of the 21 trees on the property are recommended for retention and one (1) tree is a good candidate for relocation within the site by incorporating it into the landscaping plan. One tree of significance would require the removal of two townhouse units if this was to be retained. Staff is recommending that compensation of either a minimum 5 meter high coniferous or a 12 cm calliper deciduous tree be planted in lieu of retention.

All of these trees are to be incorporated within the upcoming landscaping plan as part of the Development Permit. The remaining 17 trees on the site are to be removed.

Tree Summary Table

Item	Number of Trees	Tree Compensation Rate	Tree Compensation Required	Comments
Total On Site Trees	21	-	-	-
To be removed due to poor health	17	2:1	34	To be removed, due to conflicts with proposed building locations, flood bylaw requirements, poor health or structure of the trees.
Tree of significance to be removed	1	2:1	2	One tree of significance is located within the building footprint and would require the removal of two townhouse units should it be retained. Compensation of one of the two trees is to meet minimum requirements of a 5 meter high coniferous or a 12 cm calliper deciduous tree.
Trees for retention	2	-	-	Applicant to incorporate them into the landscape plan as part of the DP.
Trees for relocation within the site	1	-	-	To be relocated and incorporated with the landscape plan as part of the DP

Of the 18 total 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. If not, a cash-in-lieu of the shortfall can be applied to allow the City to plant trees where needed.

Amenity Space

The outdoor amenity space is located in a central location of the subject site, along the western property line, and will be easily identified as it is located at the end of the internal drive-aisle as one enters the site (**Attachment 2**). The space is intended for a children's play area and benches for sitting. A more detailed review will be conducted at the Development Permit stage when landscaping drawings will be submitted with more detailed information. A voluntary cash-in-lieu contribution of \$49,000.00 will be made in lieu of the provision of indoor amenity space prior to final adoption of this application.

Design

The proposed three storey townhouses provide an array of different unit types that result in an elevation plan that will compliment the existing townhouse developments in the area (**Attachment 2**). The three bedroom units proposed provide good articulation to the building massing and are further accented by the use of the façade materials and tones. The Development Permit application will provide more information and detail regarding the form and character of the proposal in addition to the landscaping and design of the outdoor amenity area.

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 of \$2.00 per allowable square foot based on the FAR of the zone (\$86,428.50). This is payable prior to the adoption of this rezoning application.

Public Art

The applicant is considering providing a piece of public art and will contact the City's Public Art Coordinator to begin the process should they decide to head in that direction. Should the applicant decide not to go ahead, the applicant has agreed to provide a voluntary contribution in the amount of \$0.75 per square foot of developable area for the development. The amount of the contribution would be \$32,410.70.

Garbage and Recycling Servicing

The applicant is supplying an on-site garbage and recycling enclosure, directly to the left upon entry to the site. Staff have reviewed the proposal and are satisfied with the number of bins and access to and from the enclosure for proper pick-up.

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. Issues to be worked out on the Servicing Agreement is the water main on Hemlock Drive will need to connect to Alder Street and the sewer line will need to be connected and properly sized.

Servicing Agreement

Prior to the adoption of the rezoning application, the developer shall enter into the City's standard Servicing Agreement to design and construct:

1. Hemlock Drive - complete Hemlock Street to a 11.2m road surface. Continue the 1.5m sidewalk and 1.2m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing. Complete the water main and storm sewer connecting the systems on Hemlock to the systems on Alder.
2. Alder Street - complete Alder to an 11.2m road surface for the entire length. Establish a 2m sidewalk along the new PL which should leave room for a 1.7m grass & treed blvd. Trees and lighting to match existing.
3. Alberta Road - complete Alberta to an 11.2m road surface. Continue the 2m sidewalk and 2.45m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing.

Development Permit

A separate Development Permit application would be required with a specific landscaping plan to include the following:

- a) Elevations to the units and unit clusters that meet the form and character requirements of the McLennan North Sub-Area Plan.
- b) Design of the outdoor amenity area, including the design of a children's play area.

- c) Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
- d) A context plan to show the form and character of the townhouse units and how they address adjacent properties.
- e) Verification of parking stall clearances when abutted against a solid wall greater than 0.3 meters high.
- f) Identify and design for units that can be easily converted to universal access.
- g) An Acoustic Engineer's report, to identify noise mitigation measures to be taken to lessen aircraft noise (doors and windows closed), to the following criteria using the ASHRAE 55-2004 standard and any subsequent updates as they occur.

Portions of Dwelling Units	Noise Levels in decibels (dB)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways and utility rooms	45 dB

Financial Impact

None expected.

Conclusion

The proposed 34 unit townhouse rezoning meets the requirements of the OCP as well as the zoning requirements set out in the "High Density Townhouses (RTH1)" zone for the McLennan North neighbourhood plan. Staff believe that the design requirements meet the character of the neighbourhood and are confident the outstanding conditions will be met prior to final adoption. Staff recommend that rezoning application RZ 11-562968 proceed to first reading.



David Johnson
Planner
(604-276-4193)

DJ:cas

List of Attachments

- 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 North Sub-Area Land Use Map
- Attachment 5 Arborist Report - Tree Survey Plan
- Attachment 6 Conditional Rezoning Requirements



City of Richmond

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

Development Application Data Sheet

RZ 11-562968

Address: 9431, 9451 and 9471 Alberta Road

Applicant: Yamamoto Architecture Inc..

Planning

Area(s): City Centre – McLennan North Sub-Area (Schedule 2.10C)

	Existing	Proposed
Civic Address:	9431, 9451 and 9471 Alberta Road	To Be Determined
Owner or Applicant:	Yamamoto Architecture Inc.	No Change
Site Size (m²):	6,493.0m ²	5,314.0m ² (after land dedication)
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential Area 2 0.95 base F.A.R. 2, 3-and 4 storey Townhouses, Low-rise apartments	No Change
Zoning:	Residential Single Detached, Subdivision F (RS1/F)	High Density Townhouses (RTH1) Permits Townhouses at 0.75 F.A.R.
Number of Units:	1 Single-Family Dwelling per lot	34 – 3 storey Townhouse Units

	Bylaw 8500 Requirements	Proposed	Variance
Density (FAR):	Site Area = 5,353.0m ² (0.75) = 4,014.7.0m ² Max.	3,801.2m² (0.71 FAR)	none permitted
Lot Coverage – Building:	45% Max.	37%	none
Setback: Alberta Road:	4.5m Min.	5.0m	none
Setback: Alder Street	4.5m Min.	4.5m	none
Setback: Hemlock Drive	4.5m Min.	4.5m	none
Setback: East	1.2m Min.	3.0m	none
Height:	12.0m and no more than 3 stories maximum	12.0m and 3 stories	none
Parking Requirements - Resident	1.4 x 34 = 47.6 48 stalls	68 stalls	none
Visitor Parking:	0.2 x 34 = 6.8 7 visitor stalls	7 stalls	none

	Bylaw 8500 Requirements	Proposed	Variance
Tandem Parking Spaces:	No tandem parking within the RTH1 zone	33 units x 2 = 66 spaces	33 tandem stalls or 66 spaces
Amenity Space – Indoor:	70 m ² or cash-in-lieu payment	Cash-in-lieu payment totalling \$49,000.00	none
Amenity Space – Outdoor:	6 m ² minimum per unit x 20 units = 120.0m ²	210.0m²	none

**Conditional Rezoning Requirements
9431, 9451 and 9471 Alberta Road
RZ 11-562968**

Prior to adoption of Zoning Amendment Bylaw 8834, the developer is required to complete the following requirements to the satisfaction of the Director of Development.

1. The developer shall be required to enter into a purchase and sale agreement with the City for the acquisition of the 38.9 m² (419 ft²) of surplus road, identified in “Schedule A attached to and forming of Bylaw 8834”, 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 the three lots and the surplus road in this development proposal into one legal lot.
3. Dedication of 10 meter wide strip along the northern edge of 9431 Alberta Road for road, boulevard and sidewalk improvements to complete the development of Hemlock Drive.
4. Dedicate lands across the entire east edge of the development site to complete the Alder Street corridor. The road width is to be a consistent 20.4m from Hemlock to Alberta with 4m x 4m corner cuts at both intersections;
5. The applicant shall be required to enter into a standard Servicing Agreement* that will include the design, with the intent to construct works on all three frontages that include, but not limited to:
 - a) Hemlock Drive - complete Hemlock Street to a 11.2m road surface. Continue the 1.5m sidewalk and 1.2m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing. Complete the water main and storm sewer connecting the systems on Hemlock to the systems on Alder.
 - b) Alder Street - complete Alder to an 11.2m road surface for the entire length. Establish a 2m sidewalk along the new PL which should leave room for a 1.7m grass & treed blvd. Trees and lighting to match existing.
 - c) Alberta Road - complete Alberta to an 11.2m road surface. Continue the 2m sidewalk and 2.45m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing.
 - d) The design is also to provide service connections and show capacity analysis results.
6. Registration of a Flood Indemnity Restrictive Covenant on Title.
7. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on Title.
8. Registration of a legal agreement prohibiting the conversion of the Tandem Parking area into habitable space.
9. Voluntary contribution of \$49,000 cash-in-lieu of on-site indoor amenity space.
10. Secure a location and commit to a piece of Public Art in accordance with City Policy or make a voluntary contribution to the Public Art reserve fund in the amount of \$32,410.70.
11. Voluntary contribution of \$86,428.50 towards the City’s Affordable Housing Reserve Fund.

12. The submission and processing of a Development Permit* completed to a level of acceptance by the Director of Development. In addition to the standard review, the applicant is to provide information pertaining to:
- a) Elevations to the units and unit clusters that meet the form and character requirements of the McLennan North Sub-Area Plan.
 - b) Design of the outdoor amenity area, including the design of a children's play area.
 - c) Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
 - d) A context plan to show the form and character of the townhouse units and how they address adjacent properties.
 - e) Verification of parking stall clearances when abutted against a solid wall greater than 0.3 meters high.
 - f) Identify and design for units that can be easily converted to universal access.
 - g) An Acoustic Engineer's report, to identify noise mitigation measures to be taken to lessen aircraft noise (doors and windows closed), to the following criteria using the ASHRAE 55-2004 standard and any subsequent updates as they occur.

Portions of Dwelling Units	Noise Levels in decibels (dB)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways and utility rooms	45 dB

* Note: This requires a separate application

Prior to issuance of Building Permit*, submission of a Construction Parking and Management Plan.

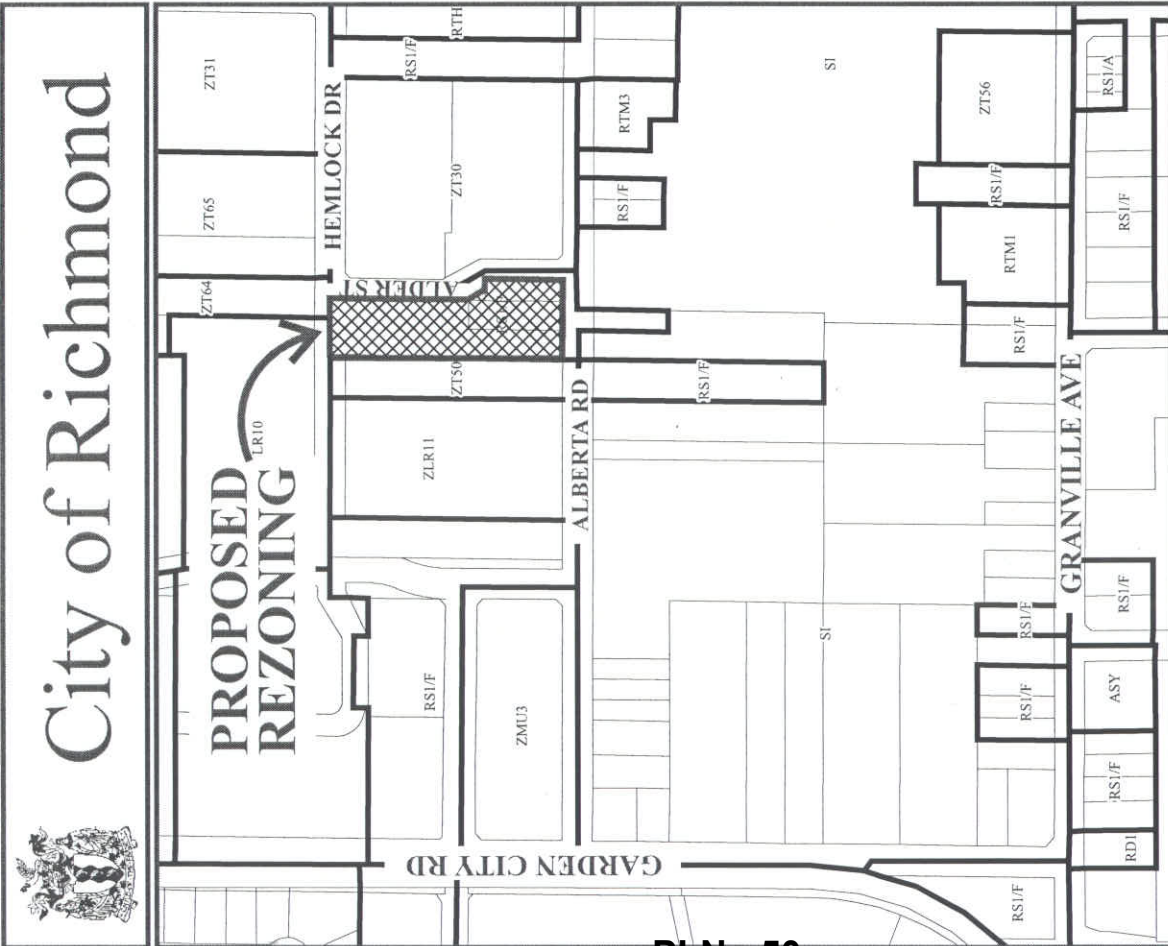
* Note: This requires a separate application

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

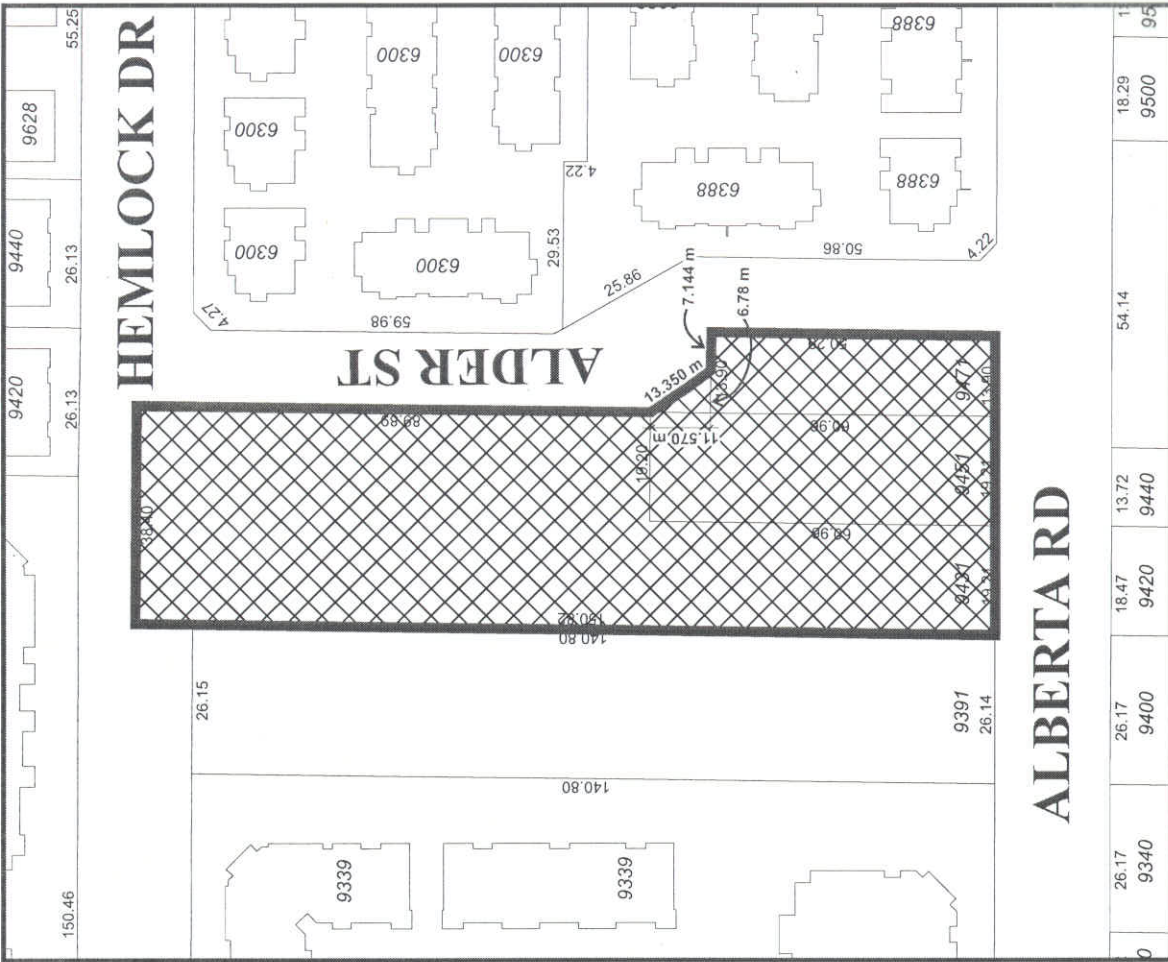
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

Signed _____

Date _____



PLN - 50

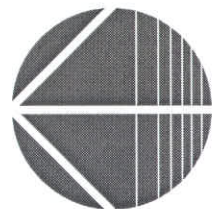


RZ 11-562968

Original Date: 02/17/11

Revision Date: 11/18/11

Note: Dimensions are in METRES





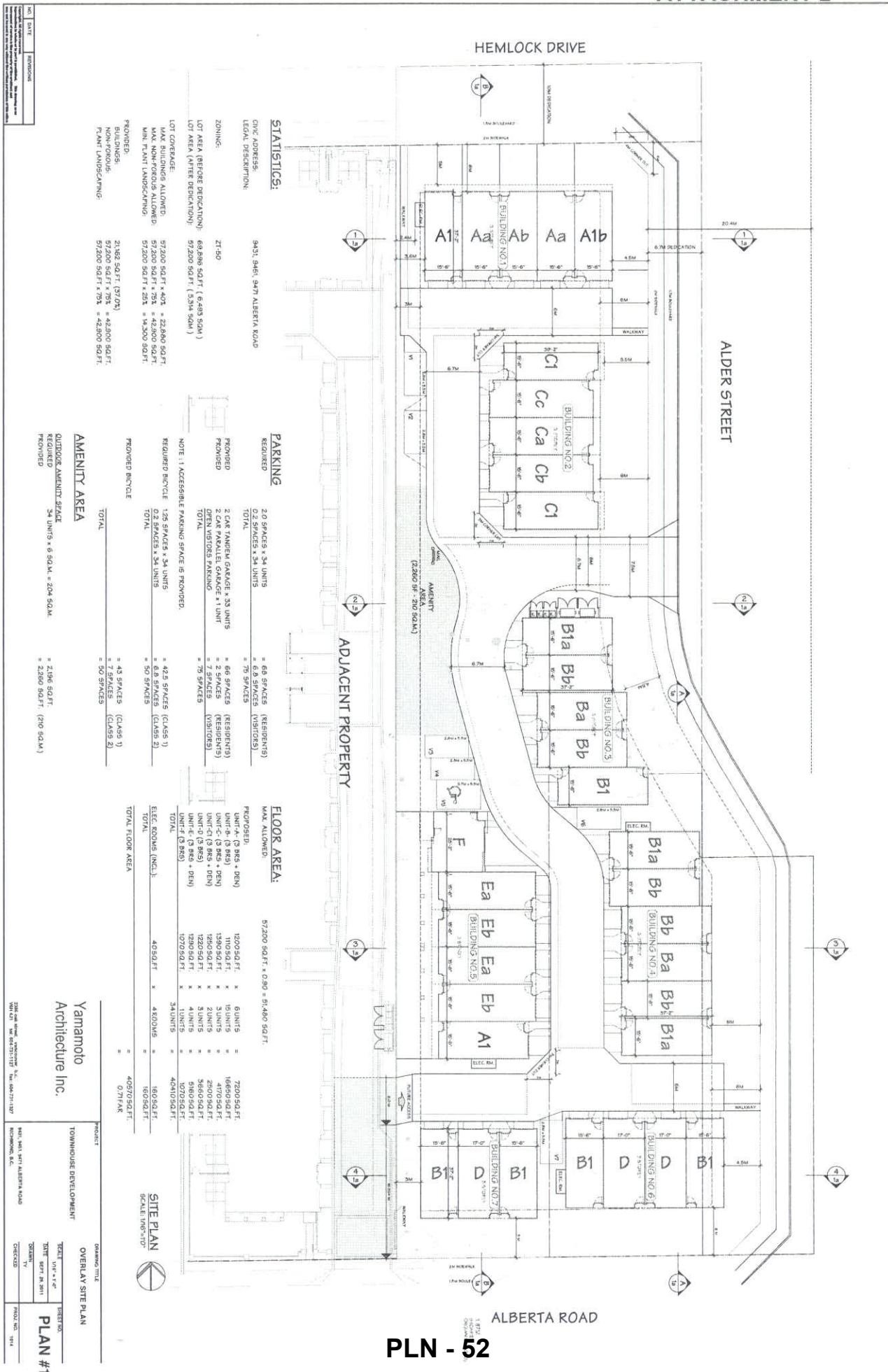
RZ 11-562968

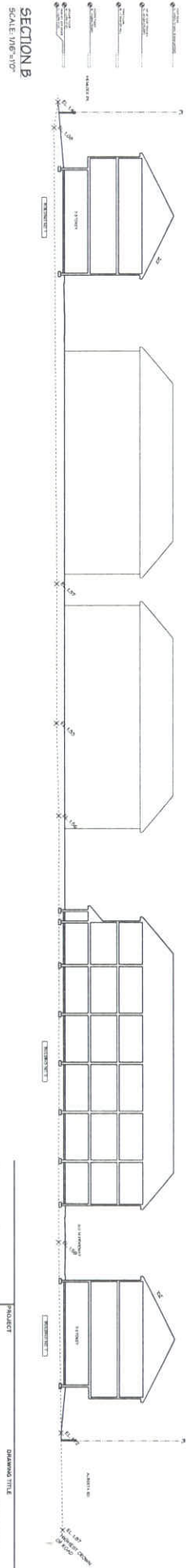
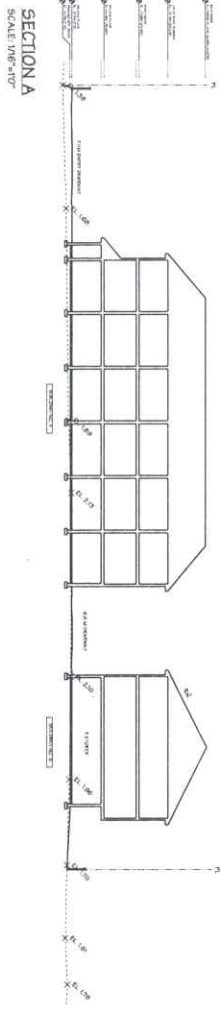
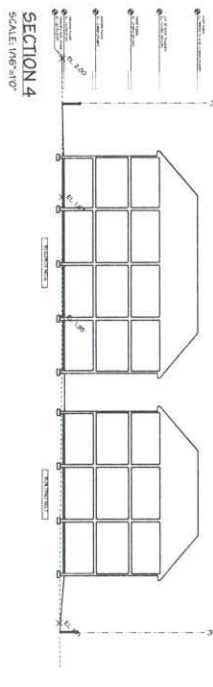
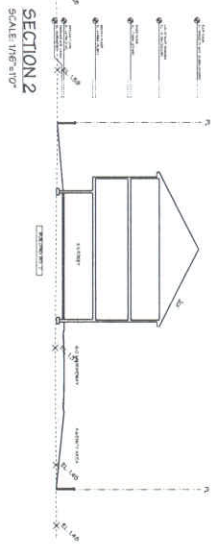
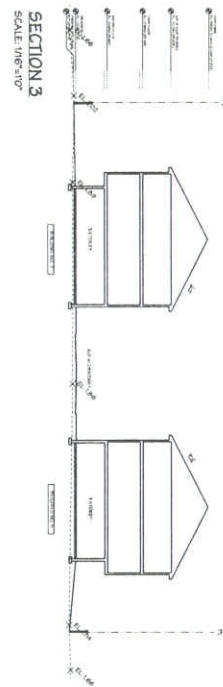
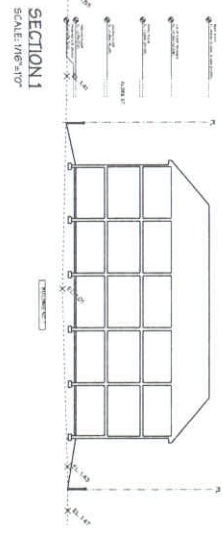
PLN - 51

Original Date: 02/25/11

Revision Date: 11/18/11

Note: Dimensions are in METRES





NO.	DATE	REVISIONS
1	10/1/2011	Initial Design
2	10/1/2011	Revised Design
3	10/1/2011	Final Design

Yamamoto
Architect Inc.

2208 40th Street, Vancouver, B.C. V6K 4J7 Tel: 604-271-1127 Fax: 604-271-1127

3001, 3001, 3071 Alberni Road Richmond, B.C.

PROJECT
TOWNHOUSE DEVELOPMENT

DRAWING TITLE
OVERLAY SITE PLAN

SCALE
1/8" = 1'-0"

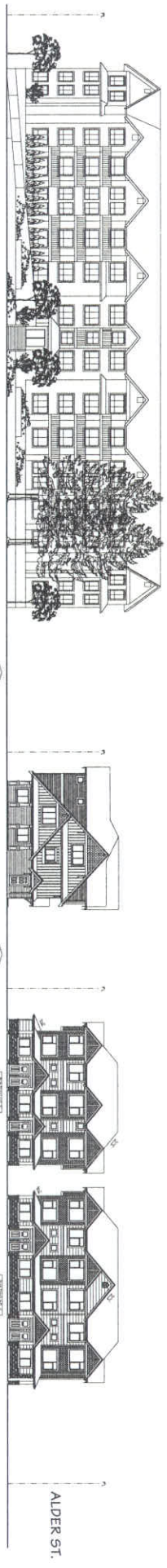
DATE
August 16, 2011

DESIGNER
JY

CHECKED
JY

PROJECT NO.
1214

PLAN #1c



STREETSCAPE (ALBERTA RD.)

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



STREETSCAPE (ALDER ST.)

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



STREETSCAPE (HEMLOCK DR.)

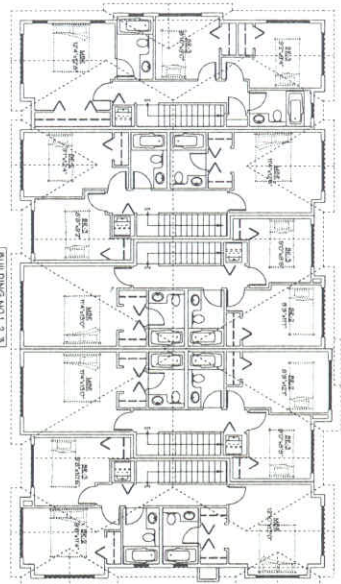
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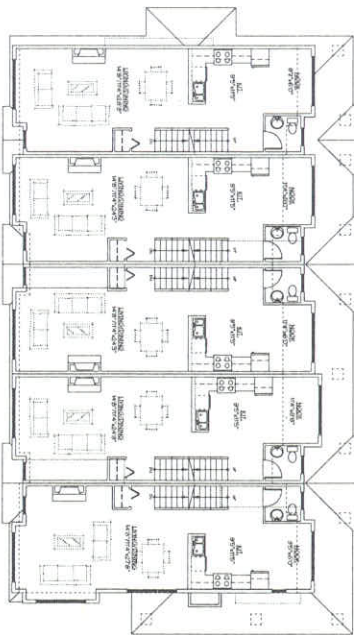
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Yamamoto
Architecture Inc.

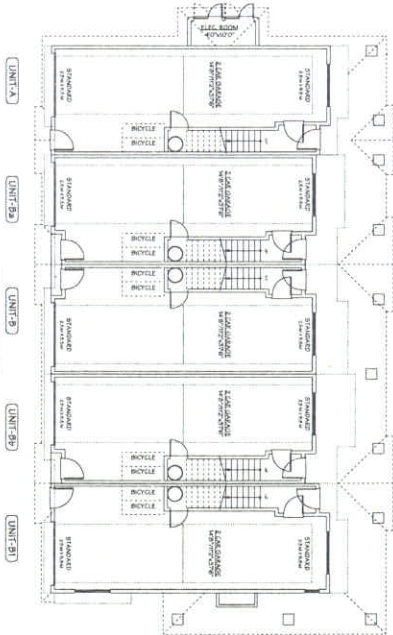
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DESIGNER: Y.A.	
CHECKED: Y.A.	
DATE: 10/1/17	



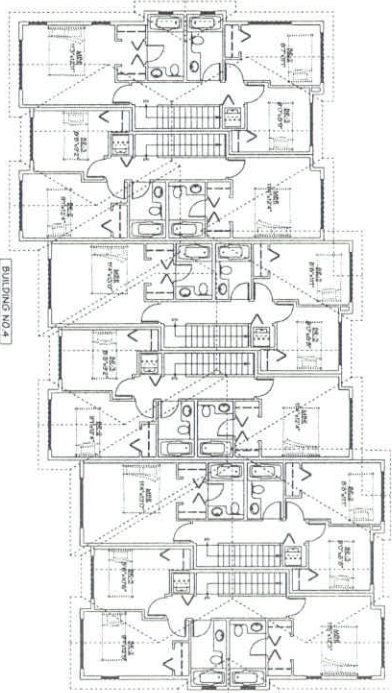
THIRD FLOOR PLAN
SCALE 1/8" = 1'-0"
CEL. HT. 8'-0"



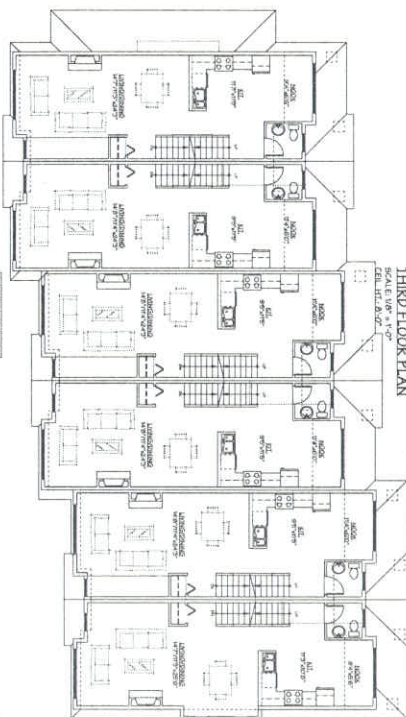
SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"
CEL. HT. 8'-0"



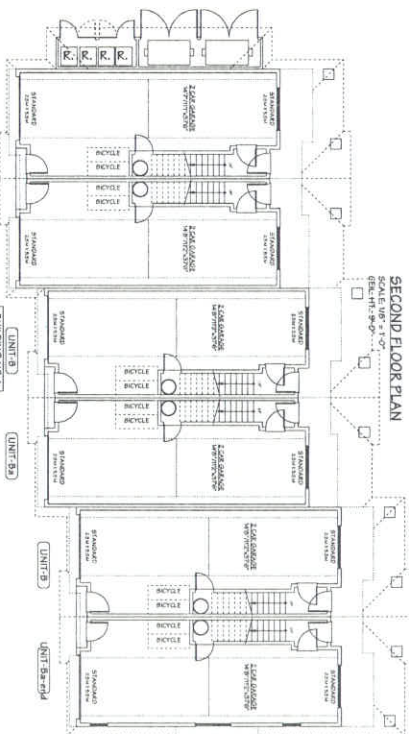
GROUND FLOOR PLAN
SCALE 1/8" = 1'-0"
CEL. HT. 8'-0"



THIRD FLOOR PLAN
SCALE 1/8" = 1'-0"
CEL. HT. 8'-0"



SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"
CEL. HT. 8'-0"



GROUND FLOOR PLAN
SCALE 1/8" = 1'-0"
CEL. HT. 8'-0"

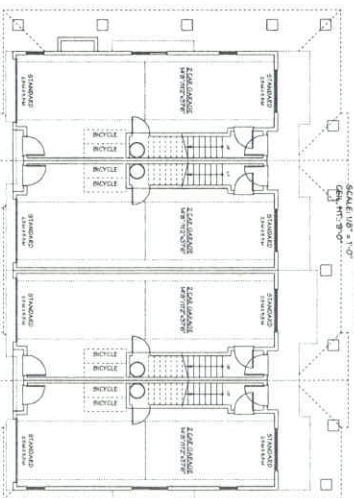
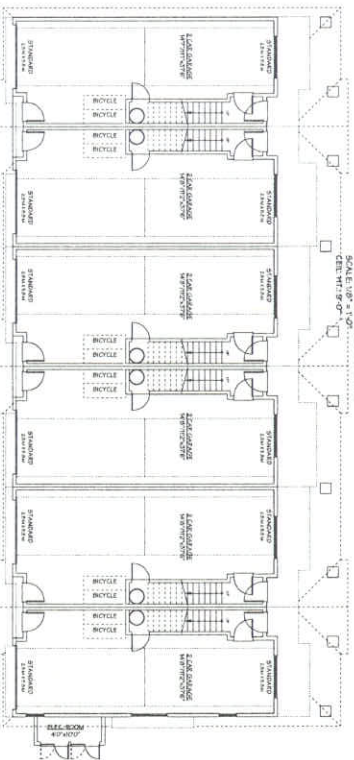
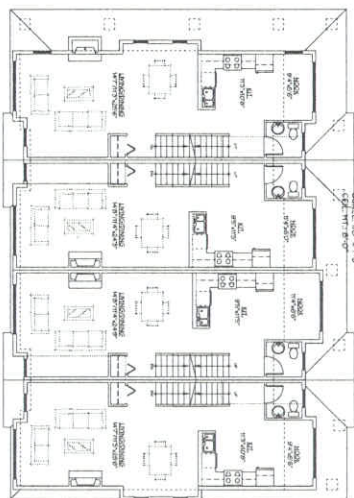
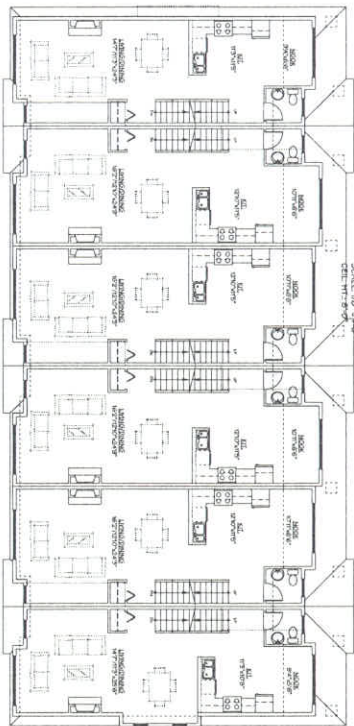
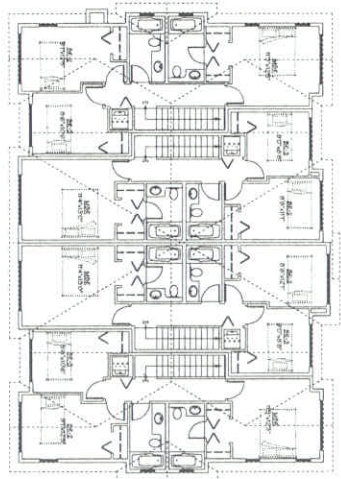
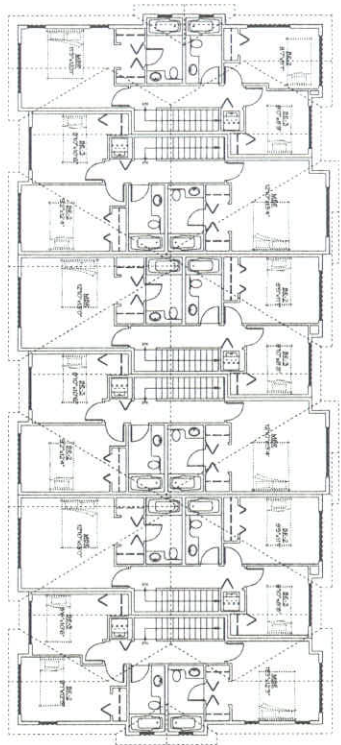
AGING IN PLACE FEATURES
DO NOT BE PROVIDED IN ALL UNITS.
ONLY BATHS WITH A BATHROOM HALL TO PATIENTS' ENTRY
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SCALE	1/8" = 1'-0"	SHEET NO.
DATE	August 14, 2011	PLAN #5
DESIGNER	YI	
CHECKED		

FLOOR PLANS
Yamamoto
Architecture Inc.
ALBERTA REG. NO. 1000
PHONE: 403.243.1111
FAX: 403.243.1112
WWW.YAMAMOTOARCH.COM

34 UNIT TOWNHOUSE
DEVELOPMENT

NO.	DATE	REVISION
001	08/14/11	ISSUED FOR PERMIT



GROUND FLOOR PLAN
SCALE: 1/8\"/>

GROUND FLOOR PLAN
SCALE: 1/8\"/>

AGING IN PLACE FEATURES
TO BE PROVIDED IN ALL UNITS:
GRAB BAR INSTALLATION
WALK-IN SHOWER WITH SEATING
LEVEL TRANSITION TO BATHING AND SHOWER AREAS

TOTAL	47' x 11'6"	SHEET NO.
DWG.	REVISION 11/2011	PLAN #6
30000	11	
CHECKED		SCALE

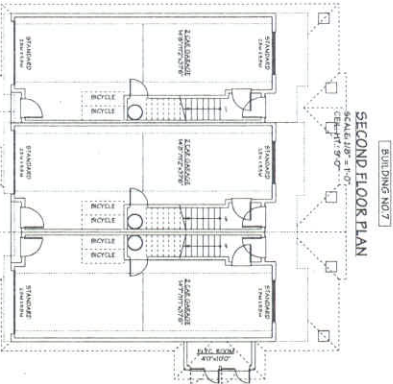
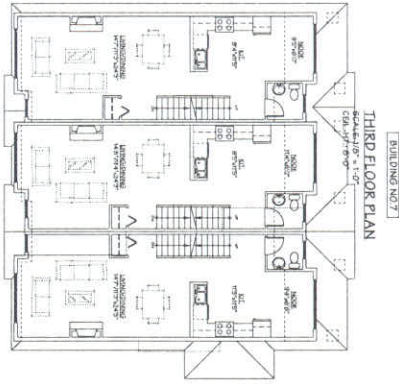
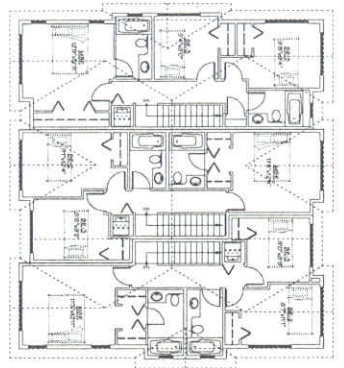
Yamamoto
Architecture Inc.

2008-2009 AIA AIAA 11/2011
2008-2009 AIAA 11/2011
2008-2009 AIAA 11/2011

FLOOR PLANS

34 UNIT TOWNHOUSE
DEVELOPMENT

ALBERTA HOUSING PROGRAM



AGING IN PLACE FEATURES
TO BE PROVIDED IN ALL UNITS):
GRAB BARS AND WALKING AIDS TO FACILITATE ENTRY
AND EXIT FROM THE BUILDING AND ROOMS
AND TO PROVIDE FOR PLUMBING AND ROOF MAINTENANCE

NO.	DATE	REVISIONS
1	10/10/2011	ISSUED FOR PERMIT
2	10/10/2011	ISSUED FOR PERMIT
3	10/10/2011	ISSUED FOR PERMIT
4	10/10/2011	ISSUED FOR PERMIT
5	10/10/2011	ISSUED FOR PERMIT
6	10/10/2011	ISSUED FOR PERMIT
7	10/10/2011	ISSUED FOR PERMIT
8	10/10/2011	ISSUED FOR PERMIT
9	10/10/2011	ISSUED FOR PERMIT
10	10/10/2011	ISSUED FOR PERMIT

PLN - 57

Yanamoto
Architecture Inc.

ALBERTA REG. NO. 11111

ALBERTA REG. NO. 11111

ALBERTA REG. NO. 11111

SCALE	SHEET NO.
1/4" = 1'-0"	PLAN #7
DATE: 10/10/2011	
DESIGNED BY: [Name]	
CHECKED BY: [Name]	



City of Richmond

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

Development Application Data Sheet

RZ 11-562968

Address: 9431, 9451 and 9471 Alberta Road

Applicant: Yamamoto Architecture Inc..

Planning

Area(s): City Centre – McLennan North Sub-Area (Schedule 2.10C)

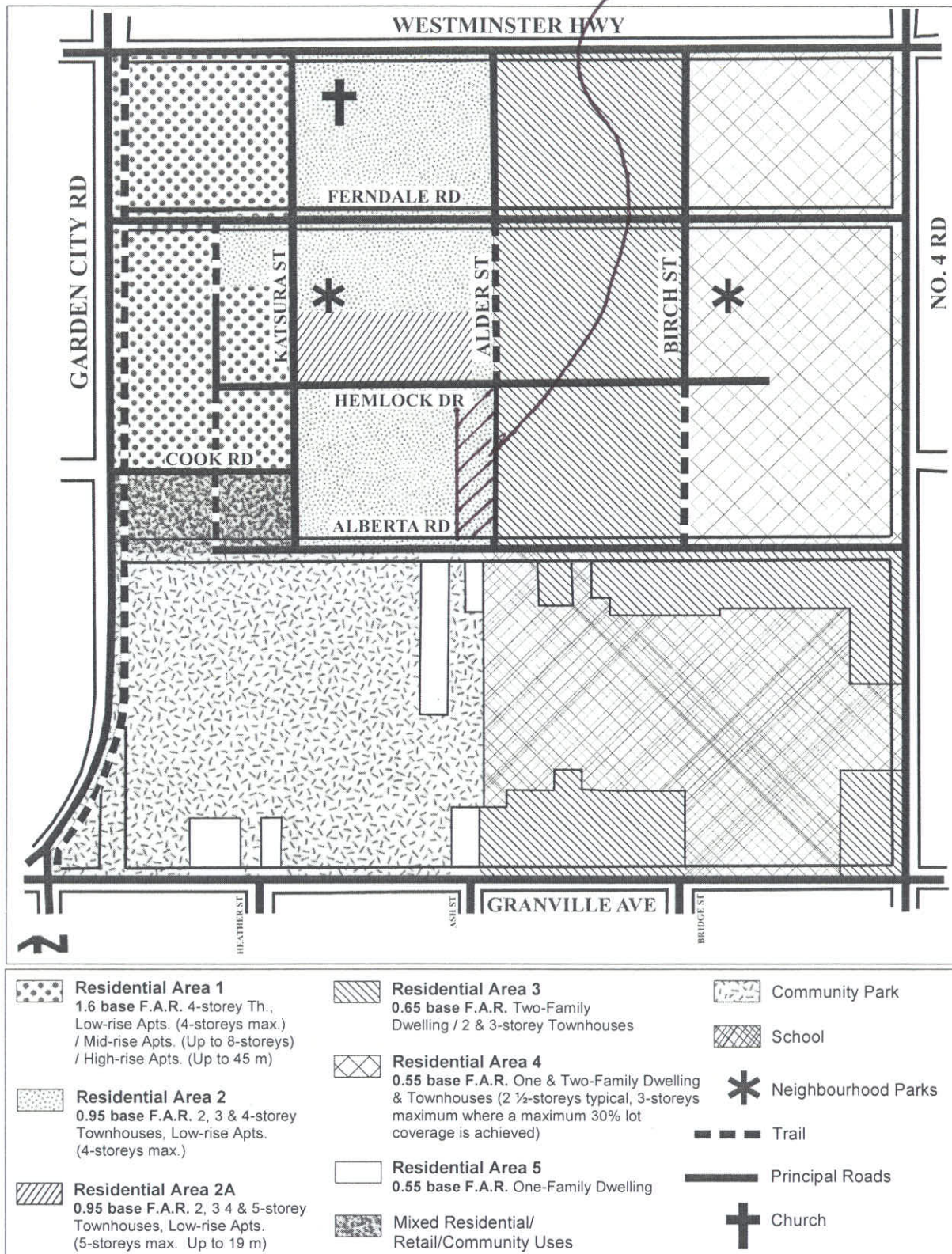
	Existing	Proposed
Civic Address:	9431, 9451 and 9471 Alberta Road	To Be Determined
Owner or Applicant:	Yamamoto Architecture Inc.	No Change
Site Size (m²):	6,493.0m ²	5,314.0m ² (after land dedication)
Land Uses:	Single-Family	Townhouse Residential
OCP Area Plan Designation:	Residential Area 2 0.95 base F.A.R. 2, 3-and 4 storey Townhouses, Low-rise apartments	No Change
Zoning:	Residential Single Detached, Subdivision F (RS1/F)	High Density Townhouses (RTH1) Permits Townhouses at 0.75 F.A.R.
Number of Units:	1 Single-Family Dwelling per lot	34 – 3 storey Townhouse Units

	Bylaw 8500 Requirements	Proposed	Variance
Density (FAR):	Site Area = 5,353.0m ² (0.75) = 4,014.7.0m ² Max.	3,801.2m² (0.71 FAR)	none permitted
Lot Coverage – Building:	45% Max.	37%	none
Setback: Alberta Road:	4.5m Min.	5.0m	none
Setback: Alder Street	4.5m Min.	4.5m	none
Setback: Hemlock Drive	4.5m Min.	4.5m	none
Setback: East	1.2m Min.	3.0m	none
Height:	12.0m and no more than 3 stories maximum	12.0m and 3 stories	none
Parking Requirements - Resident	1.4 x 34 = 47.6 48 stalls	68 stalls	none
Visitor Parking:	0.2 x 34 = 6.8 7 visitor stalls	7 stalls	none

	Bylaw 8500 Requirements	Proposed	Variance
Tandem Parking Spaces:	No tandem parking within the RTH1 zone	33 units x 2 = 66 spaces	33 tandem stalls or 66 spaces
Amenity Space – Indoor:	70 m ² or cash-in-lieu payment	Cash-in-lieu payment totalling \$49,000.00	none
Amenity Space – Outdoor:	6 m ² minimum per unit x 20 units = 120.0m ²	210.0m²	none

City of Richmond

Land Use Map

Bylaw 8630
2010/07/19



1. This plan is based on a topographic and true location survey provided by the owner's registered British Columbia Land Surveyor (BCLS) and legend drawings provided by the owner. Engineer (P. Eng.) and/or Design Consultant.

2. This plan is provided for current only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original plans for those purposes.

PLN - 61

**Conditional Rezoning Requirements
9431, 9451 and 9471 Alberta Road
RZ 11-562968**

Prior to adoption of Zoning Amendment Bylaw 8834, the developer is required to complete the following requirements to the satisfaction of the Director of Development.

1. The developer shall be required to enter into a purchase and sale agreement with the City for the acquisition of the 38.9 m² (419 ft²) of surplus road, identified in "Schedule A attached to and forming of Bylaw 8834", 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 the three lots and the surplus road in this development proposal into one legal lot.
3. Dedication of 10 meter wide strip along the northern edge of 9431 Alberta Road for road, boulevard and sidewalk improvements to complete the development of Hemlock Drive.
4. Dedicate lands across the entire east edge of the development site to complete the Alder Street corridor. The road width is to be a consistent 20.4m from Hemlock to Alberta with 4m x 4m corner cuts at both intersections;
5. The applicant shall be required to enter into a standard Servicing Agreement* that will include the design, with the intent to construct works on all three frontages that include, but not limited to:
 - a) Hemlock Drive - complete Hemlock Street to a 11.2m road surface. Continue the 1.5m sidewalk and 1.2m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing. Complete the water main and storm sewer connecting the systems on Hemlock to the systems on Alder.
 - b) Alder Street - complete Alder to an 11.2m road surface for the entire length. Establish a 2m sidewalk along the new PL which should leave room for a 1.7m grass & treed blvd. Trees and lighting to match existing.
 - c) Alberta Road - complete Alberta to an 11.2m road surface. Continue the 2m sidewalk and 2.45m grass and treed blvd connecting to works done via SA08-449137. Trees & lighting to match existing.
 - d) The design is also to provide service connections and show capacity analysis results.
6. Registration of a Flood Indemnity Restrictive Covenant on Title.
7. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on Title.
8. Registration of a legal agreement prohibiting the conversion of the Tandem Parking area into habitable space.
9. Voluntary contribution of \$49,000 cash-in-lieu of on-site indoor amenity space.
10. Secure a location and commit to a piece of Public Art in accordance with City Policy or make a voluntary contribution to the Public Art reserve fund in the amount of \$32,410.70.
11. Voluntary contribution of \$86,428.50 towards the City's Affordable Housing Reserve Fund.

12. The submission and processing of a Development Permit* completed to a level of acceptance by the Director of Development. In addition to the standard review, the applicant is to provide information pertaining to:

- a) Elevations to the units and unit clusters that meet the form and character requirements of the McLennan North Sub-Area Plan.
- b) Design of the outdoor amenity area, including the design of a children's play area.
- c) Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
- d) A context plan to show the form and character of the townhouse units and how they address adjacent properties.
- e) Verification of parking stall clearances when abutted against a solid wall greater than 0.3 meters high.
- f) Identify and design for units that can be easily converted to universal access.
- g) An Acoustic Engineer's report, to identify noise mitigation measures to be taken to lessen aircraft noise (doors and windows closed), to the following criteria using the ASHRAE 55-2004 standard and any subsequent updates as they occur.

Portions of Dwelling Units	Noise Levels in decibels (dB)
Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways and utility rooms	45 dB

* Note: This requires a separate application

Prior to issuance of Building Permit*, submission of a Construction Parking and Management Plan.

* Note: This requires a separate application

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

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

Signed _____

Date _____



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8834 (RZ 11-562968)
9431, 9451 AND 9471 ALBERTA 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 **"HIGH DENSITY TOWNHOUSES (RTH1)"**

P.I.D. 016-956-729

Lot B Section 10 Block 4 North Range 6 West New Westminster District Plan NWP87759

P.I.D. 016-956-711

Lot A Section 10 Block 4 North Range 6 West New Westminster District Plan NWP87759

P.I.D. 004-265-181

Lot 102 Except: Part Subdivided By Plan LMP11710, Section 10 Block 4 North Range 6 West New Westminster District Plan 59904

The area shown in heavy outline on "Schedule A attached to and forming part of Bylaw 8834"

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8834"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER



REFERENCE PLAN TO ACCOMPANY CITY OF RICHMOND
ROAD CLOSING AND REMOVAL OF ROAD DEDICATION BY-LAW No. 8844 OF
PART ROAD DEDICATED BY THE DEPOSIT OF PLAN LMP34701
SECTION 10 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT

BCGS 92G.015

PURSUANT TO SECTION 120 LAND TITLE ACT AND SECTION 40 COMMUNITY CHARTER

PLAN BCP

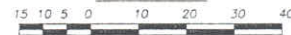
Deposited in the Land Title office
at New Westminster, B.C. this _____ day
of _____, 2011.

Deputy Registrar

Ref:



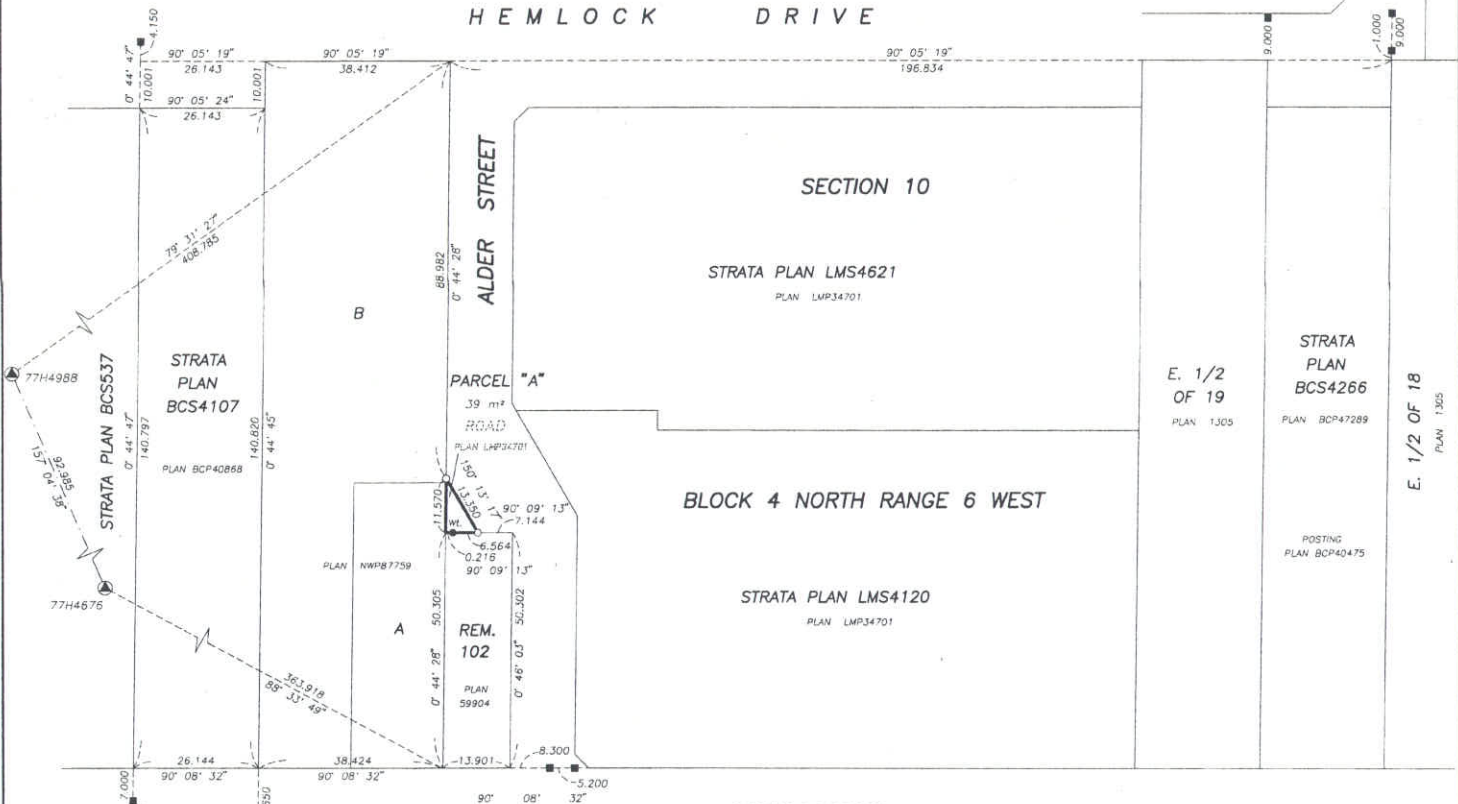
SCALE: 1:750



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

STRATA
PLAN
BCS200
PLAN LMP54518

BIRCH
STREET



ALBERTA ROAD

PARTY(IES) 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.

LEGEND:

- Control Monument Found
- Standard Iron Post Found
- Standard Iron Post Placed
- Lead Plug Found
- Wt. denotes witness.

BOOK OF REFERENCE

PARCEL "A" Area = 39 m²

J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4140
F3-198 P77
Drawn By: KA

Grid bearings are derived from observations between
control monuments 77H4676 and 77H4988.
Integrated Survey Area No. 18, (RICHMOND), NAD83 (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 0.99980385.
This plan lies within the Greater Vancouver Regional District.

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 _____, 201

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
MATTERS SET OUT IN PART 5 OF THE LAND TITLE ACT
AS THEY PERTAIN TO THE EXECUTION OF THIS INSTRUMENT.

I, Johnson C. Tam, 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. TAM, B.C.L.S.

DWG No. 4140-REF



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Brian J. Jackson, MCIP
Director of Development
Date: November 15, 2011
File: RZ 11-578325
Re: **Application by Harpreet Johal for a Rezoning at 10131 Bridgeport Road from Single Detached (RS1/D) to Compact Single Detached (RC2)**

Staff Recommendation

1. That the following recommendation be forwarded to Public Hearing:

Single-Family Lot Size Policy 5448 for the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west (Section 23-5-6), adopted by Council on September 16, 1991, be amended to permit:

Properties along Bridgeport Road between No. 4 Road and McKessock Avenue to rezone and subdivide in accordance with the provisions of Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access (as shown on **Attachment 3** to the report dated November 15, 2011 from the Director of Development).

2. That Bylaw No. 8836, for the rezoning of 10131 Bridgeport Road from "Single Detached (RS1/D)" to "Compact Single Detached (RC2)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Harpreet Johal has applied to rezone a 1083.9 m² (11,667 ft²) site consisting of one (1) lot located at 10131 Bridgeport Road from Single Detached (RS1/D) to Compact Single Detached (RC2) for the purpose of creating two (2) single-family lots approximately 12.573 m (41.25 ft.) wide.

This application is contrary to the existing Single-Family Lot Size Policy 5448, 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 5448 must be amended to allow properties fronting Bridgeport Road between No. 4 Road and McKessock Avenue within this Policy area to be rezoned and subdivided as per Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access.

Attachment 1 shows the location of the subject application.

Related Policies & Studies

OCP Designation

The Official Community Plan's (OCP) Generalized Land Use Map designation for this property is "Neighbourhood Residential".

Lot Size Policy 5448

The subject property lies within an area affected by Single Family Lot Size Policy 5448, which was adopted by Council on September 16, 1991 (**Attachment 2**). This Policy currently restricts rezoning and subdivision of properties along Bridgeport Road to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) is permitted.

Lane Establishment and Arterial Road Redevelopment Policies

The subject application is consistent with the City's Lane Establishment and Arterial Road Redevelopment Policies which encourages single-family residential and coach house development on properties along arterial roads where access to a fully operational municipal lane is available.

Aircraft Noise Sensitive Development Policy

The subject site is located within the Aircraft Noise Sensitive Development (ANSD) Policy Area within a designation (Area 2) that permits new single-family development that is supported by an existing Lot Size Policy. As a condition of rezoning, the applicant is required to register a restrictive covenant on Title to address aircraft noise mitigation and public awareness.

Part 1 – Proposed Amendment to Lot Size Policy 5448

The proposed amendment to Lot Size Policy 5448 (**Attachment 3**) would permit properties fronting Bridgeport Road between No. 4 Road and McKessock Avenue within this policy area to be rezoned and subdivided as per Compact Single Detached (RC2) or Coach Houses (RCH) provided there is lane access.

Consultation

In early October 2011, a letter regarding the proposed amendment to the Single-Family Lot Size Policy for this area (**Attachment 4**) was sent to all those properties within Lot Size Policy 5448 in Section 23-5-6. In response to this letter, four (4) phone calls and two (2) letters/e-mails (1 support, 1 opposing) were received from area residents (**Attachment 5**). Inquiries were primarily regarding the implications for their properties associated with the Single Family Lot Size Policy. Concerns included densification along the perimeter of the neighbourhood, lack of green space on small lots, increased traffic, and exclusion of the properties along Bridgeport Road between McKessock Avenue and Shell Road from the proposed lot size policy amendment. These concerns are discussed in the staff comments below.

Staff Comments**Denser Form of Development**

The City has been encouraging infill in the form of small lot single-family and coach house developments along arterial roads on the condition that a rear lane is provided. The existing Single-Family Lot Size Policy 5448 limits rezoning along Bridgeport Road to Single Detached (RS1/D) (minimum 15 m wide), unless there is a lane or internal road access then Single Detached (RS1/B) (minimum 12 m wide) is permitted.

The proposed amendment would allow rezoning along the north side of Bridgeport Road, where access is provided from a lane to Compact Single Detached (RC2) and Coach House District (R9) (minimum 9 m wide).

Compact lots and coach houses are appropriate along the arterial roads in this neighbourhood because of the proximity to commercial services, the bus service along Bridgeport Road, and the opportunity to introduce a new form of housing in the neighbourhood. The slightly narrower lot width and additional Floor Area Ratio (FAR) permitted will also address the financial viability of redevelopment of these properties given the land dedication and construction requirements for the rear lane.

Landscaping and Green space

A minimum amount of green space is a requirement of Zoning Bylaw 8500, which states that in RC2 and RCH zones no more than 70% of a lot may be occupied by buildings, structures and non-porous surfaces. In addition, the front yards of the future developments must be enhanced. A landscape plan prepared by a Registered Landscape Architect will be required for all developments along Bridgeport Road. A minimum of two (2) trees and a combination of shrubs and ground covers must be accommodated within the front yards.

Access and Traffic

Staff concluded that the additional traffic from the proposed lot size policy amendment could be accommodated in the existing capacity of the fronting arterial roadways. All single-family lot subdivisions or rezonings in the area highlighted in this proposed policy shall access off the existing rear lanes in order to minimize the number of driveways and conflict points on the fronting arterial road. The developers will be required to enter into Servicing Agreements for lane design and construction where necessary.

Implications for other properties along Bridgeport Road between McKessock Avenue and Shell Road

Properties fronting on Bridgeport Road between McKessock Avenue and Shell Road within this Policy area are not included in the proposal because it will be difficult for the development to connect to an operational lane. In addition, this section has been identified for a comprehensive review to determine how the area can develop due to the existing lot geometry (large lots) and future potential plans to extend McKessock Place further south. The existing lot size policy allows these properties to rezone and subdivide to Single Detached (RS1/B) provided there is internal road or lane access. The potential rezoning and subdivision of the lot that raised this comment would not have sufficient width to create three (3) RC2 or RCH lots as asserted in the attached letter (**Attachment 5**) as corner lots must be 2m wider.

Option 1: Retain the existing Single Family Lot Size Policy 5448 (Not Recommended).

Under this option:

- Rezoning and subdivision within the proposed amendment area would only be permitted as per the existing Single Detached (RS1/D) unless there is a lane or internal road access then Single Detached (RS1/B).
- Only two (2) of the lots within this section would be large enough to subdivide without consolidation, which may limit the potential to extend the lanes that have already been started in this area.

Option 2: Amend Lot Size Policy 5448 to permit rezoning and subdivision for properties along Bridgeport between No. 4 Road and McKessock Avenue as per Single Detached (RC2) or Coach Houses (RCH) (Recommended).

Under this option:

- Rezoning and subdivision would be permitted as per Compact Single Detached (RC2) or Coach Houses (RCH) on properties along Bridgeport Road between No. 4 Road and McKessock Avenue.

- The proposed amendment would make increase the potential for redevelopment on an individual lot basis without land assembly due to the existing lot geometry and would result in continuation of the existing rear lane system started to date.
- Lane extensions will be more financially viable as slightly smaller lot widths and the additional FAR permitted will offset the land dedication and lane construction requirements.
- The amended Single-Family Lot Size Policy 5448 would be implemented for a minimum of five years (to 2017).

Option 3: Expand Single Family Lot Size Policy 5448 Area to include properties fronting Bridgeport Road between McKessock Avenue and Shell Road (Not Recommended).

Under this option:

- Rezoning and subdivision would be permitted as per Compact Single Detached (RC2) or Coach Houses (RCH) on properties along Bridgeport Road between McKessock Avenue and Shell Road.
- Due to the existing lot geometry along this section, it would be difficult for development to connect to an operational lane.
- This section has been identified for a comprehensive review to determine how the area can develop.

The Planning and Development Department supports **Option 2** for the following reasons:

- The reduction being sought to 9 m wide lots will not result in a significant increase in the overall number of lots within the quarter section.
- There is more likelihood that the lane will be extended adjacent to Bridgeport Road for the length of the proposed amendment area, thereby removing vehicle access from Bridgeport Road.

Part 2 – Proposed Rezoning of 10131 Bridgeport Road

Harpreet Johal has applied to rezone the subject 1083.9 m² (11,667 ft²) site consisting of one (1) lot located at 10131 Bridgeport Road in the study area from Single Detached (RS1/D) to Compact Single Detached (RC2) for the purpose of creating two (2) single-family lots approximately 12.573 m (41.25 ft.) wide.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 6**).

Surrounding Development

- To the north, are single-family lots zoned Single Detached (RS1/D);
- To the east, are two (2) single-family lots zoned Single Detached (RS1/B);
- To the south, across Bridgeport Road is a lot zoned Auto-Oriented Commercial (CA); and

- To the west, are single-family lots zoned Single Detached (RS1/D).

Staff Comments

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the structure and condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- One (1) bylaw-sized tree on the neighbouring property to the west (10111 Bridgeport Road);
- One (1) bylaw-sized tree on the subject property; and
- One (1) bylaw-sized tree shared between the subject property and the neighbouring property to the west.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to:

- Retain and protect the bylaw-sized tree on the neighbouring property to the west (Tree #1), the bylaw-sized tree on the subject property which is currently fenced off as part of the adjacent property to the west (Tree #2), and the bylaw-sized tree which is shared between the subject property and the neighbouring property to the west (Tree #3).
- Tree protection fencing must be installed as per the Arborist Report dated July 2, 2011 as follows:
 - Tree #1: 4 m from base of stem on the east and south sides.
 - Tree #2: 1.5 m from base of stem on the northeast and south sides.
 - Tree #3: 2 m from base of stem on the northeast and south sides.

The Final Tree Retention Plan, which reflects the final outcome of tree protection and removal, is included as **Attachment 7**.

Council Policy adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy, the applicant has agreed to plant and maintain three (3) trees [one (1) tree on Lot 1, two (2) trees on Lot 2 (minimum 6 cm calliper/2.5 m coniferous height)].

As a condition of rezoning, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, for the two (2) future lots along with a Landscaping Security (100% of the cost estimate provided by the Landscape Architect, including installation costs) to ensure that the three (3) replacement trees are planted and maintained, and that the front yard of the future lots will be enhanced.

To ensure the survival of protected trees, the applicant must submit the following prior to rezoning adoption:

- A Contract with a Certified Arborist for on-site supervision of all works to be conducted at development stage within close proximity to the tree protection zones of trees to be retained (including removal of the existing garage slab). The Contract must include the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter

drainage etc.), as well as a provision for the Arborist to submit a post-construction impact assessment report for the City to review; and

- A Tree Survival Security to the City in the amount of \$3,000 (to reflect the 2:1 replacement ratio at \$500/tree) to ensure that Trees #1, 2 and 3 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 year later subject to inspection.

Affordable Housing

Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is required prior to rezoning adoption. This agreement will be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicant change their mind prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City's Affordable Housing Reserve Fund in-lieu of providing the secondary suite will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$6,013).

Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Site Servicing and Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to Bridgeport Road is not permitted in accordance with Bylaw 7222. Access to the site at future development stage is to be from the proposed rear lane only.

Subdivision

At future subdivision stage, the applicant will be required to:

1. Enter into a standard Servicing Agreement for the design and construction of the proposed lane extension. The lane design to include but is not limited to: Storm sewer, sand/gravel base, roll curb and gutter (both sides), asphalt pavement, and lane lighting. Note: the design should also include water, storm and sanitary sewer service connections for both lots.

2. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

Analysis

Based on the low level of public opposition to the proposed amendment and the Lane Establishment and Arterial Road Development Policies in the Official Community Plan (OCP) an amendment to Lot Size Policy 5448 is proposed. The amended Policy effectively supports rezoning and subdivision to Compact Single Detached (RC2) and Coach Houses (RCH) - 9 m (29.5 ft.) wide lots along the north side of Bridgeport Road between No. 4 Road and McKessock Avenue.

Access to all the single-family or coach house lots fronting Bridgeport Road affected by the proposed amendment will be via a rear lane. All the relevant technical issues appear to be addressable.

Financial Impact or Economic Impact

None.

Conclusion

1. The proposal is to rezone one large lot to Single Detached (RC2) for the purpose of creating two (2) single-family lots.
2. The Planning and Development Department supports the subject application because it is consistent with the Single-Family Lot Size Policy for the area recommended in the this report and it complies with Richmond Zoning Bylaw 8500 and all other applicable policies and land use designations contained within the Official Community Plan (OCP).

The list of rezoning considerations is included as **Attachment 8**, which has been agreed to by the applicant (signed concurrence on file).



Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

Attachment 1: Location Map/Aerial Photo
Attachment 2: Existing Single-Family Lot Size Policy 5448
Attachment 3: Proposed Single-Family Lot Size Policy 5448
Attachment 4: Neighbourhood Consultation Letter
Attachment 5: Letters Received
Attachment 6: Development Application Data Sheet



City of Richmond



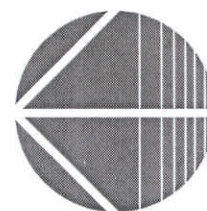
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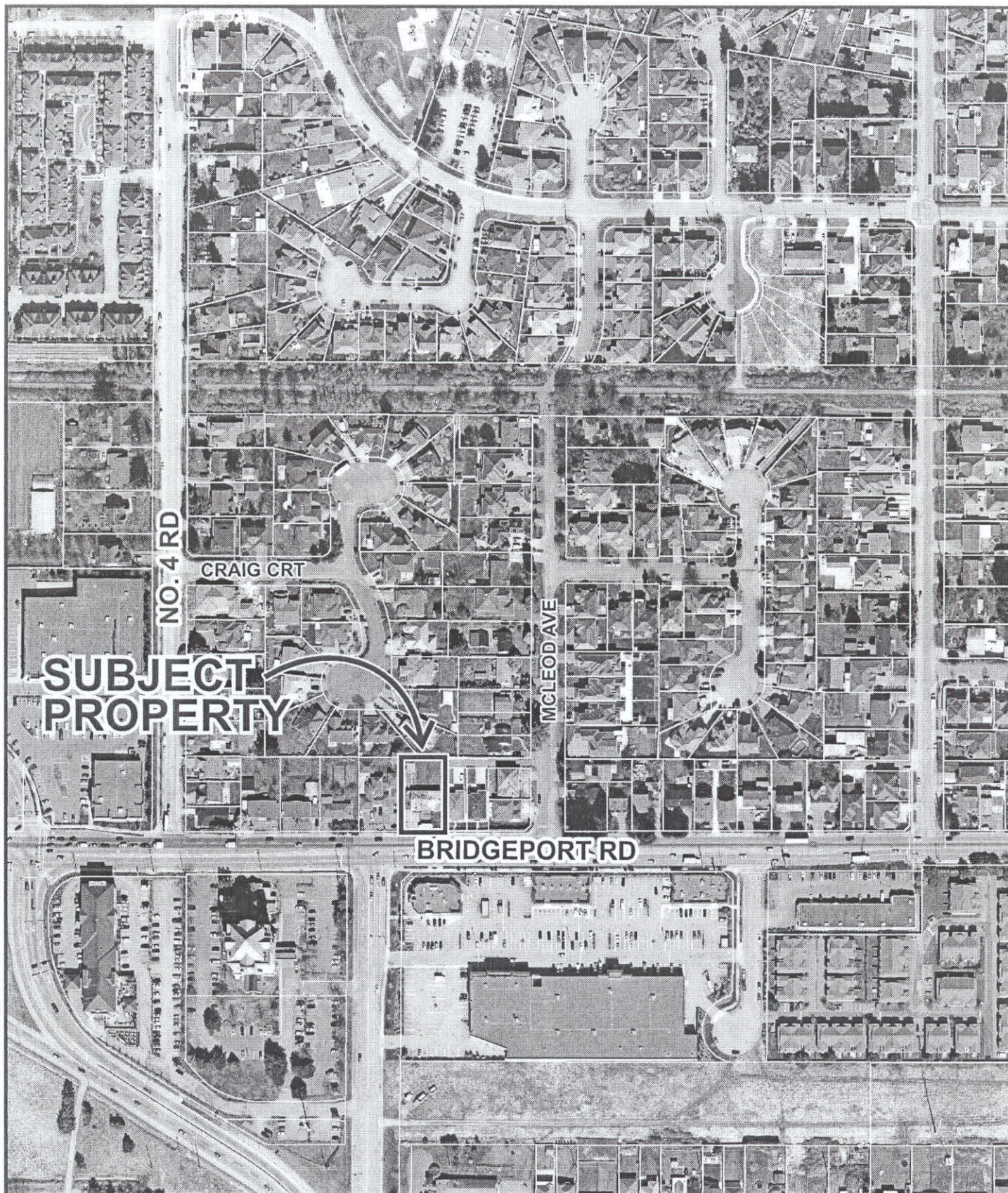
Original Date: 05/11/11

Revision Date:

Note: Dimensions are in METRES

RZ 11-578325





RZ 11-578325

PLN - 76

Original Date: 05/12/11

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: September 16, 1991

POLICY 5448

File Ref: 4045-00

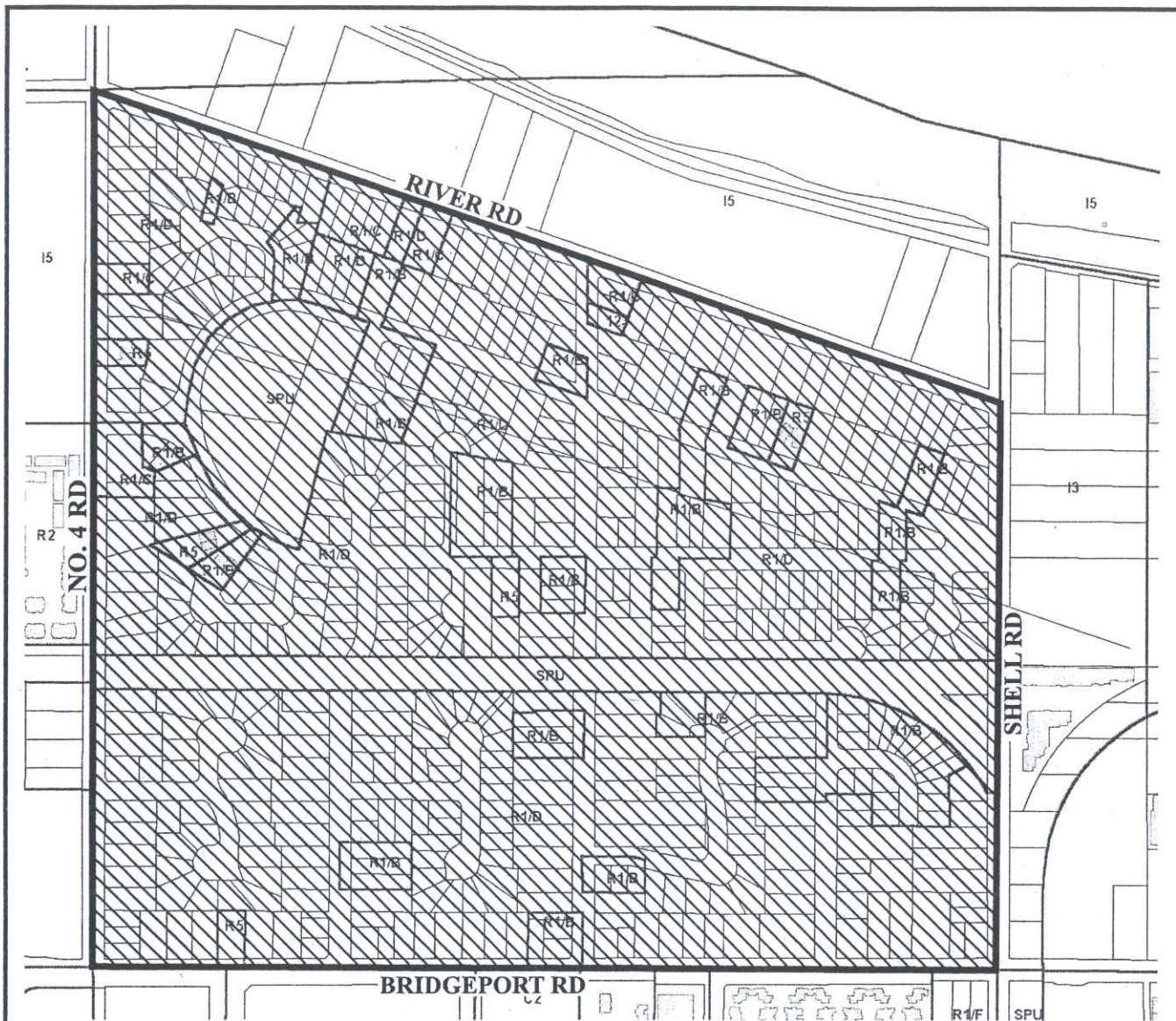
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6**POLICY 5448:**

The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the **Bridgeport Road, Shell Road, No. 4 Road and River Drive:**

That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) Properties along Bridgeport Road and Shell Road will be restricted to Single-Family Housing District (R1/D) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted,
- (b) Properties along No. 4 Road and River Drive will be restricted to Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per **R1/B** except:

1. River Drive: **R1/C** unless there is a lane or internal road access, then **R1/B**.
2. Shell Road: **R1/D** unless there is a lane or internal road access, then **R1/B**.
3. No. 4 Road: **R1/C** unless there is a lane or internal road access then **R1/B**.
4. Bridgeport Road: **R1/D** unless there is a lane or internal road access then **R1/B**.



POLICY 5448 SECTION 23, 5-6

Adopted Date: 09/16/91

Amended Date:



City of Richmond

Policy Manual

Page 1 of 2	Proposed Single Family Lot Size Policy 5448	POLICY 5448
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 23-5-6	

POLICY 5448:

The following policy establishes lot sizes in a portion of Section 23-5-6, bounded by the **Bridgeport Road, Shell Road, No. 4 Road and River Drive:**

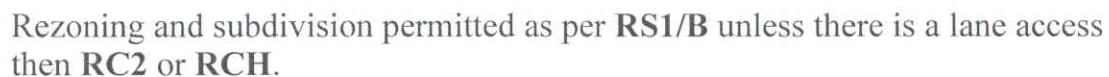
That properties within the area bounded by Bridgeport Road on the south, River Drive on the north, Shell Road on the east and No. 4 Road on the west, in a portion of Section 23-5-6, be permitted to rezone and subdivide in accordance with the provisions of Single Detached (RS1/B) in Zoning and Development Bylaw 8500, with the following provisions:

- (a) Properties along Bridgeport Road (between McKessock Avenue and Shell Road) and along Shell Road will be restricted to Single Detached (RS1/D) unless there is lane or internal road access in which case Single Detached (RS1/B) will be permitted;
- (b) Properties along Bridgeport Road between No. 4 Road and McKessock Avenue will be restricted to Single Detached (RS1/D) unless there is lane access in which case Compact Single Detached (RC2) and Coach Houses (RCH) will be permitted;
- (c) Properties along No. 4 Road and River Drive will be restricted to Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be permitted;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



1. River Drive: **RS1/C** unless there is a lane or internal road access, then **RS1/B**.
2. Shell Road: **RS1/D** unless there is a lane or internal road access, then **RS1/B**.
3. No. 4 Road: **RS1/C** unless there is a lane or internal road access then **RS1/B**.
4. Bridgeport Road: **RS1/D** unless there is a lane or internal road access then **RS1/B**.



Adopted Date: 09/16/91

Amended Date:



City of Richmond

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

Telephone (604) 276-4000

www.city.richmond.bc.ca

October 3, 2011
File: 11-578325

Planning and Development Department
Policy Planning
Fax: 604-276-4052

Dear Owner/Resident:

**Re: Proposed Amendment to Single-Family Lot Size Policy 5448
to Permit 10131 Bridgeport Road to Subdivide to Single Detached (RC2) Lots**

The purpose of this letter is to inform you of a proposed amendment to the Single-Family Lot Size Policy 5448 for your area and a rezoning application for 10131 Bridgeport Road under consideration by the City.

Rezoning Application for 3491 No. 5 Road

Harpreet Johal has applied to the City of Richmond for permission to rezone 10131 Bridgeport Road from "Single Detached (RS1/D)" to "Compact Single Detached (RC2)" in order to permit a subdivision to create two (2) single-family lots. This application is being processed under City file No. RZ 11-578325. A condition of this rezoning is that a lane is required to be established on the subject properties to provide access.

Single Family Lot Size Policy 5448

In 1991, City Council adopted Lot Size Policy 5448 (see **Attachment 1**). This Policy currently permits rezoning and subdivision of single-family lots in your area to Single Detached (RS1/B), except for specific areas along the major exterior roads where lots without lane or internal road access are restricted to Single Detached (RS1/C) and Single Detached (RS1/D). The table below lists the minimum lot dimension, area and density of the zones permitted in certain areas covered under Policy 5448:

Zone	Min. Width	Min. Depth	Min. Area	Max. FAR
RS1/B	12 m (39.527 ft.)	24 m (78.740 ft)	360 m ² (3,875.13 ft ²)	0.55 applied to a max. of 464.5 m ² of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 m ² .
RS1/C	13.5 m (44.291 ft.)	24 m (78.740 ft)	360 m ² (3,875.13 ft ²)	
RS1/D	15 m (49.291 ft.)	24 m (78.740 ft)	450 m ² (4,843.92 ft ²)	

Proposed Amendment

Since 2001, the City has been encouraging small single-family developments along arterial roads on the condition that a rear lane access is provided.

An amendment has been proposed by the applicant to Policy 5448 for Council's consideration that would allow properties fronting Bridgeport Road between McKessock Avenue and No. 4 Road, including 10131 Bridgeport Road, to rezone and subdivide in accordance with Compact Single Detached (RC2) and Coach Houses (RCH). New parcels which may be created in the RC2 and RCH zones must be a minimum of:

Zone	Min. Width	Min. Depth	Min. Area
RC2	9 m (29.527 ft.)	24 m (78.740 ft)	270 m ² (2,906.35 ft ²)

The proposed amended Policy is shown in **Attachment 2**.

The intent is to allow for smaller lots at a slightly higher density on properties fronting Bridgeport Road in accordance with the City's Official Community Plan which encourages that type of development.

This amendment would enable the City to consider other similar rezoning applications along this section of Bridgeport Road. It should be emphasized that the proposed amendment to Policy 5448 would only apply to the properties along Bridgeport Road between No. 4 Road and McKessock Avenue and would not change the zoning permitted elsewhere in the neighbourhood.

You are being advised of this proposal because this is the first rezoning application along Bridgeport Road that requires a change to Single-Family Lot Size Policy 5448.

Process

Please review the accompanying materials. Please forward any comments or concerns with either the proposed amendment to Single Family Lot Size Policy 5448, or the proposed rezoning of 10131 Bridgeport Road from Single Detached (RS1/D) to Compact Single Detached (RC2) to the undersigned at the address above before **October 28th, 2011**.

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 5448 and the rezoning application at 10131 Bridgeport Road be considered concurrently by the Planning Committee and City Council in the near future once the staff review is complete. If supported by the Planning Committee, 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 5448 and the rezoning application at 10131 Bridgeport Road at this Public Hearing.

Please note that the applicant's proposed amendment to Lot Size Policy 5448 does not imply that staff and/or Council automatically support the in-stream or future rezoning applications for properties along Bridgeport Road within this area. All rezoning applications will continue to receive the same attention and scrutiny and are required to go through a Public Hearing process.

If you have any questions or require further explanation, please do not hesitate to contact the undersigned by phone at 604-276-4018, via email at esyvokas@richmond.ca, or in writing.

Yours truly,



Erika Syvokas
Planning Technician

Att.(4): Attachment 1 - Existing Single-Family Lot Size Policy 5448
Attachment 2 – Proposed Amended Single-Family Lot Size Policy 5448
Attachment 3 – Location Map of Rezoning Application at 10131 Bridgeport Road
Attachment 4 – Proposed Subdivision Plan of 10131 Bridgeport Road

10697 McKessock Place,
Richmond, B.C.,
V6X 3Y3

October 25, 2011

File: 11-578325

Re: Proposed Amendment to Single-Family Lot Size Policy 5448
To Permit 10131 Bridgeport Road to Subdivide to Single Detached (RC2) Lots

I am writing to object to the above zoning amendments.

By allowing such a sample of 10131 Bridgeport Road to subdivide to single detached lots, which will also open up opportunity for other big lots owners in our neighborhood for them to subdivide their big lot into lots of smaller lots. This will lead to more traffic to our neighborhood and put pressure on the parents when taking care of their children while they play in the yard. Adding a back lane is also dangerous to the owners of nearby properties since thefts like to find places to hide and back lane is a good sample of hiding place.

Overall, I feel the amendment that would allow this to take place is not in the best interest of the citizens of Bridgeport, and I strongly urge you to reconsider your decision.

Sincerely,



Shiu Ying Chan

A Concerned Home Owner

Syvokas, Erika

From: brian cray [briancray@hotmail.com]
Sent: October 13, 2011 4:31 PM
To: Syvokas, Erika
Subject: File 11-578325

Subject: File 11-578325

Dear Ms. Syvokas:

We have chatted a couple of times on the phone and this email is to put into more detail about this rezone for the area on Bridgeport road from Mckessock ave. to No 4 road N/s.

I am not against this rezone. But I have a few concerns regarding my zoning.

I live at 10651 Bridgeport Road at Mckessock. This rezone comes right up to me at Mckessock drive. At present we are all in the same existing policy(5448). The properties affected are all like mine...with minimal depth, and different widths. They could apply to go R1B as I can. Instead they are asking to go RC2 that gives different widths. I would be able to get 2 lots as min lot width is 12m (39.527ft).

All I am asking is to be rezoned like the rest of Bridgeport road with zone RC2. That would enable me to go from R1B with min lot width of 12m(39.527ft), to a min lot width of 9m (29.527ft). It would enable me to get 3 lots instead of 2 and would be in keeping with the area if this rezone included me. All that is needed is to extend the map one more property. I would still have to put a lane in, but I would have to do that now.

After talking with you, I get the impression the City of Richmond planners are lumping me in with the large lots next to me. While there is a possibility that a developer could come in and also acquire my lot with those large lots because it is next to theirs, I believe it much more likely that I would want to develop my lot like it is currently zoned...a lane with lots. The only question would be, would I be able to get 2 lots or 3 that this rezone would give next to me.

I would like to be included in the change of policy 5448 and rezone of Bridgeport road be extended by one property. My property's size, corner location, easement, and proximity to this proposed rezone makes RC2 a natural fit.

If this is not acceptable to the City of Richmond, then I would be very interested in what they have in mind for my block in the future in regards to zoning potential and my property in particular. I would be happy to have a meeting with your planners to discuss this.

Thank you.

Brian Cray
604-273-3363



City of Richmond

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

Development Application Data Sheet

RZ 11-578325

Attachment 6

Address: 10131 Bridgeport Road

Applicant: Harpreet Johal

Planning Area(s): Bridgeport (2.12)

	Existing	Proposed
Owner:	Alfred and Marjanne Vlasveld	To be determined
Site Size (m²):	1083.9 m ²	Two (2) lots, 467 m ² and 466 m ²
Land Uses:	One (1) single detached dwelling	Two (2) single detached dwellings
OCP Designation:	Generalized Land Use Map Designation – "Neighbourhood Residential"	No change
Area Plan Designation:	Residential (Single-Family)	No change
702 Policy Designation:	Single Detached (RS1/D) unless there is a lane or internal road access then Single Detached (RS1/B)	Compact Single Detached (RC2)
Zoning:	Single Detached (RS1/D)	Compact Single Detached (RC2)
Other Designations:	The OCP Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment where there is access to an existing operational rear lane.	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	Max. 0.6	none permitted
Lot Coverage – Building:	Max. 50 %	50%	none
Lot Size (min. dimensions):	270 m ²	Lot 1- 467 m ² Lot 2- 466 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

Other: Tree replacement compensation required for loss of significant trees.

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF EAST PART LOT "A"
SECTION 23 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 21944

#10131 BRIDGEPORT ROAD,
 RICHMOND, B.C.
 P.I.D 003-753-751

SCALE: 1:200

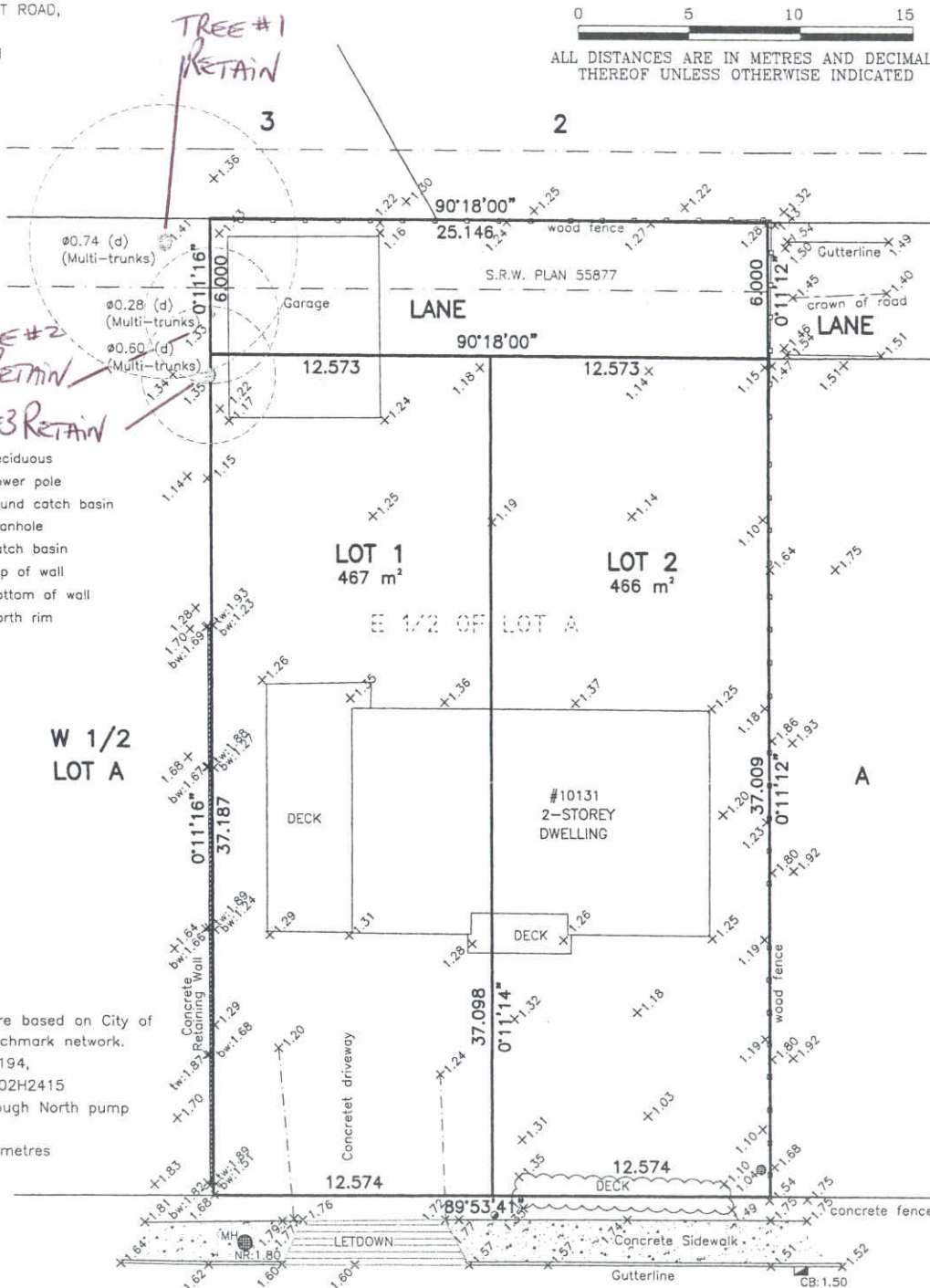
0 5 10 15
 ALL DISTANCES ARE IN METRES AND DECIMALS
 THEREOF UNLESS OTHERWISE INDICATED



LEGEND: TREE #1 RETAIN
 TREE #2 RETAIN
 TREE #3 RETAIN

- (d) denotes deciduous
- denotes power pole
- denotes round catch basin
- MH denotes manhole
- CB denotes catch basin
- tw denotes top of wall
- bw denotes bottom of wall
- NR denotes north rim

NOTE:
 Elevations shown are based on City of
 Richmond HPN Benchmark network.
 Benchmark: HPN #194,
 Control Monument 02H2415
 In slab of Bath Slough North pump
 station E of No.5 Rd.
 Elevation = 3.337 metres



© copyright
 J. C. Tam and Associates
 Canada and B.C. Land Surveyor
 115 - 8833 Odlin Crescent
 Richmond, B.C. V6X 3Z7
 Telephone: 214-8928
 Fax: 214-8929
 E-mail: office@jctam.com
 Website: www.jctam.com
 Job No. 4395
 FB-180 P6-7
 Drawn By: MY

BRIDGEPORT ROAD

PLN - 86

CERTIFIED CORRECT:
 LOT DIMENSION ACCORDING TO
 FIELD SURVEY.

Johnson C. Tam
 JOHNSON C. TAM, B.C.L.S.

MARCH 31st, 2011.

DWG No. 4395-TOPO

Rezoning Considerations

10131 Bridgeport Road RZ 11-578325

Prior to final adoption of Zoning Amendment Bylaw 8836, the applicant is required to complete the following:

1. Adoption of Lot Size Policy Amendment 5448.
2. Provincial Ministry of Transportation and Infrastructure approval.
3. 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; and
 - Include the required three (3) trees [one (1) tree on Lot 1, two (2) trees on Lot 2] with a minimum size height of 6 cm deciduous calliper/2.5 m coniferous height.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone (including removal of the existing garage slab) of the off-site tree (Tree #1) to be protected located on the neighbouring property to the west (10111 Bridgeport Road), the on-site tree to be retained (Tree # 2), and the shared tree (Tree #3) located on the west property line of the subject property. The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.) and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$3,000 for Trees # 1, 2 & 3. 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.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$6,013) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

7. Registration of a flood indemnity covenant on Title.
8. Registration of an aircraft noise sensitive covenant on Title.

At Demolition stage*, the applicant will be required to:

- Install Tree Protection Fencing as per Arborist Report dated July 2, 2011 as follows:
 - Tree #1: 4 m from base of stem on the east and south sides.
 - Tree #2: 1.5 m from base of stem on the northeast and south sides.
 - Tree #3: 2 m from base of stem on the northeast and south sides.

Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

At Subdivision stage*, the applicant will be required to:

1. Enter into a standard Servicing Agreement for the design & construction of the proposed lane extension. The lane design to include, but is not limited to: storm sewer, sand/gravel base, roll curb & gutter (both sides), asphalt pavement, and lane lighting. Note: the design should also include water, storm and sanitary sewer service connections for both lots.
2. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

Note:

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

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

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

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8836 (RZ 11-578325)
10131 BRIDGEPORT 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. 003-753-751

East Part Lot "A" Section 23 Block 5 North Range 6 West New Westminster District
Plan 21944

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8836"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director of Solicitor 



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee **Date:** November 14, 2011
From: Brian J. Jackson, MCIP **File:** RZ 11-565948
Director of Development
Re: **Application by Am-Pri Construction Ltd. for Rezoning at**
7600 Garden City Road from Single Detached (RS1/F) to Town Housing (ZT50)
– South McLennan (City Centre)

Staff Recommendation

That Bylaw No. 8843, for the rezoning of 7600 Garden City Road from "Single Detached (RS1/F)" to "Town Housing (ZT50) – South McLennan (City Centre)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

SB:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Am-Pri Construction Ltd. has applied to the City of Richmond for permission to rezone 7600 Garden City Road (**Attachment 1**) from “Single Detached (RS1/F)” to “Town Housing (ZT50) – South McLennan (City Centre)” in order to construct a 23-unit three-storey townhouse infill development on the subject orphan lot.

The developer is required to enter into a Servicing Agreement as a requirement of rezoning for the design and construction of road widening of Turnill Street to its ultimate width, greenway extension along the Garden City Road frontage, and a storm sewer upgrade along Garden City Road.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The subject City Centre McLennan South Sub-Area site is an orphan lot in the ‘A’ character area, surrounded by townhouse and apartment development, specifically:

- To the north, is a newer townhouse development fronting onto Turnill Street and Garden City Road, zoned Town Housing (ZT55) – South McLennan (City Centre);
- To the east, across Turnill Street, is a newer townhouse development fronting onto Turnill Street and Heather Street, zoned Town Housing (ZT55) – South McLennan (City Centre). This development and the neighbouring development to the north were built as part of the same project;
- To the south, is a newer townhouse development fronting onto Turnill Street, Garden City Road and Jones Road, zoned Town Housing (ZT33) – South McLennan (City Centre); and
- To the west, across Garden City Road and in the City Centre St. Alban’s Sub-Area, is a four-storey apartment development, zoned Medium Density Low Rise Apartments (RAM1).

Related Policies & Studies

Official Community Plan

The proposed development is located within the Richmond Official Community Plan (OCP), City Centre Area Plan, McLennan South Sub-Area Plan. The subject site is an orphan lot located along the eastern side of Garden City Road in the highest density multiple-family area designed under the McLennan South Sub-Area Plan. The proposed land use complies with the designated “Residential, Townhouse up to three (3) storeys over one (1) parking level” land use on the McLennan South Land Use Map (**Attachment 3**).

Development Permit Guidelines: 'A' Character Area (McLennan South Sub-Area Plan)

A village character is sought, with the community's more intense clusters of family-oriented homes and a densely wooded component, so that landscaping and greenways become a focus. Development needs to meet the special challenges of higher permitted densities, providing a strong landscaping element, and complementing the St. Albans's edge of Garden City Road, while contributing to McLennan South's unique overall identity. This is achieved through building form and character, placement of buildings, and landscaping.

Public Input

A development sign has been posted on-site as public notification of the intent to rezone this site. No concerns have been received regarding the rezoning.

Staff Comments

Preliminary site plan, elevations and landscape plan are enclosed for reference (**Attachments 4 and 5**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement and Building Permit.

Analysis

The site proposal consists of a 23-unit townhouse infill development on an orphan lot with access to Turnill Street. The existing site will provide road dedication to complete Turnill Street to its ultimate 15.5 m width.

Land Use

The proposed development complies with the intent of the Richmond OCP McLennan South Sub-Area Plan – Neighbourhood C2 Character Area and generally follows the development pattern of this neighbourhood and cross-access pattern established through the adjacent townhouse development to the north. The residential Character Area C2 includes a 2½-storey typical building height (3-storeys maximum).

Density and Form

- The proposed floor area ratio (FAR) of 0.8 under Town Housing (ZT50) - South McLennan (City Centre) is appropriate. The 0.05 FAR increase above the Sub-Area Plan designated base density of 0.75 FAR fits within the range of surrounding development approvals in the Neighbourhood "A" Character Area of 0.65 to 0.93 FAR. The increased density is accompanied by the provision of Turnill Street road widening with land dedication, an extension of the Garden City greenway, participation in the City's Public Art Program and Affordable Housing Strategy.
- The proposed development achieves a scale and pedestrian-orientation, which is consistent with developments in the neighbourhood.
- The proposed three-storey massing on the subject orphan lot is consistent with the neighbouring developments to the north and south. Design development is required through the Development Permit application process to strengthen traditional design elements such as gable and shed roof elements, gable end dormers, covered porches and decks. These elements work towards achieving the village character objective for the Character Area.

- The proposal will be presented to the Advisory Design Panel through the future Development Permit application review process.

Transportation

- Sole vehicular access will be from Turnill Street.
- The application includes road dedication as a requirement of rezoning for the completion of Turnill Street to its ultimate 15.5 m width.
- The applicant will design and construct transportation infrastructure through a Servicing Agreement as a condition of rezoning (**Attachment 6**). Transportation works include greenway frontage improvements along Garden City Road and widening of Turnill Street to ultimate width.
- A pedestrian route is provided to Garden City Road.
- Vehicle parking and bicycle storage is provided on-site, complies with the Zoning Bylaw requirement and is accessed from the internal drive aisles. Visitor parking is located throughout the site in surface parking spaces. Class 2 bicycle rack space is provided in the central outdoor amenity area. Resident parking and Class 1 bicycle storage is provided in individual unit garages.
- Mailboxes are provided in the central outdoor amenity area.

Tree Management and Site Vegetation

	Existing	To be Retained	Compensation
On-site trees	16	0	2:1 replacement ratio, planting of larger specimen trees, \$500 for each replacement tree not planted, or an appropriate combination.
On-site trees under joint ownership with neighbour to North	5	5	To be protected with tree protection barriers through construction
Off-site City trees	1	1	To be protected with tree protection barriers through construction

- The City has received a preliminary tree preservation plan prepared by a registered arborist and a tree survey. The table above includes the findings of the arborist's report and compensation sought by staff.
- The City's Tree preservation staff have visited the site and agree with the consulting registered arborist regarding which trees are viable for retention due to either existing poor structural condition (co-dominant leaders with severe included bark, crowns falling apart, previous topping), or significant trunk lean due to soil/root failure.

- There are six (6) existing trees identified for retention. Five (5) of the existing trees are located on neighbouring property line to the north (under joint ownership), specifically, a flowering Cherry (#1898), an English Oak (#1899), and three (3) Austrian Pines (#1900, 1901 & 1902). One (1) Red Maple (#OS1) is located on the neighbouring property to the south in a utility right-of-way.
- A Preliminary Landscape Plan (**Attachment 5**) proposes to plant approximately 33 new replacement trees on-site. The number, location and size of trees will be reviewed through the future Development Permit.
- The applicant has agreed to plant new street trees along their Garden City Road and Turnill Street frontages through a separate required Servicing Agreement.
- The proximity of buildings, overhangs, retaining walls, fill and landscaping to the existing trees to be protected along the north property line will be reviewed through the future Development Permit.
- As a requirement of rezoning, the applicant has agreed to enter into a contract with a Certified Arborist for the protection of the six (6) retention trees, including: site monitoring inspections, supervision of any on-site works conducted within the tree protection zone, and a provision of a post-construction assessment report.
- The single-family detached home was recently demolished due to safety concerns and a recent fire on the property. Protective fencing was installed around the house perimeter to allow for the demolition. Installation of specific tree protection barriers around the tree protection zones of the six (6) retention trees is required before construction activities commence or the rezoning is approved (refer to Information Bulletin Tree-03 “Protection of Existing Trees During Demolition and Construction”).

Amenity Space

- The applicant is proposing a contribution in-lieu of on-site indoor amenity space as per the Official Community Plan (OCP) and Council Policy. The contribution amount for 23 townhouse units is \$27,000.
- Outdoor amenity space is proposed on-site at a central location and meets the OCP requirements for size, location, visual surveillance and access. The landscape design details will be refined as a part of the separate Development Permit application.

Affordable Housing

- The applicant has agreed to a voluntary contribution of \$2.00 per buildable ft² (e.g., \$55,163) towards affordable housing as a requirement of rezoning. This complies with the Richmond Affordable Housing Strategy.

Public Art

- The applicant has agreed to a voluntary contribution of \$0.75 per buildable ft² (e.g. \$20,686) to Public Art, or participation in the City’s Public Art Program in accordance with Council Policy as a requirement of rezoning.

Accessible Housing

- The applicant will provide one (1) three-storey unit that is designed with conversion for universal accessibility in mind. Conversion would require installation of an elevating device. This unit will include an adaptable bathroom on the third floor. Details of opportunities for providing enhanced accessibility and aging in place will be reviewed at the Development Permit Application stage.

Servicing Capacity

- Storm Sewer: The City has reviewed the developer's storm drainage capacity analysis and upgrades have been identified. Through the required Servicing Agreement, the developer is required to design and construct an upgrade from 750 mm diameter to 1200 mm diameter (approximately 28 m between manholes STMH 1093 and a new proposed manhole aligned approximately with the south property line).
- Sanitary Sewer: The City has reviewed the developer's sanitary capacity analysis and upgrades have not been identified. Analysis calculations to be included in the required Servicing Agreement.
- Water service: Using the OCP 2021 Maximum Day Model, there is 687 L/s available at 20 psi residual. At the future Building Permit stage, developer to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water service flow.

Flood Plain Management

- The Flood Plain Designation and Protection Bylaw No. 8204 identifies that the subject development site is located in Area A, where the minimum flood construction level is 0.3 m above the highest level of the crown of any road that is adjacent to the parcel.
- A flood indemnity restrictive covenant is required as a condition of rezoning.
- The ground floor elevation for the townhouses complies with the flood construction level requirement and along with landscape design details, will be refined as a part of the separate Development Permit application.

Design Review and Future Development Permit Application Considerations

The applicant has developed a preliminary design for this site (**Attachment 4**). A Development Permit Application for the proposed townhouse development is required to be processed to the satisfaction of the Director of Development as a condition of rezoning. Review by the Advisory Design Panel will be required as part of the Development Permit process.

The following items will be further investigated at the Development Permit stage:

- Detailed review of building form and architectural character and their compliance with the OCP McLennan South Sub-Area Design Guidelines. Design refinement is required to strengthen traditional design elements such as gable roof elements, overhangs, bracket details, covered porches and decks to work towards achieving the village character sought in the character area guidelines. Design refinement is also required to complement the existing townhouse design surrounding the subject orphan lot, including consideration of providing substantial projecting bays and gable end elements, strong entry features, covered porch and deck elements and breaking up main roof lines.
- There are no anticipated variances associated with the proposal.
- Review of a sustainability strategy for the development proposal.
- Review of the one (1) unit providing opportunity for conversion for accessibility and review of opportunity to provide aging in place features in all units (including providing blocking in bathroom walls for future installation of grab rails).
- Detailed dimensions of parking stalls on plans, with a minimum 11 m clear space for stalls in tandem arrangement within a garage (e.g., a small car stall in tandem arrangement within a garage will not be accepted). Stall dimensions, including accessible spaces, to be in accordance with the Richmond Zoning Bylaw.
- Detailed landscaping design. Design refinement is required to provide the dense landscaping and greenways focus sought in the character area guidelines, and to strengthen the pedestrian entry from Garden City Road.
- Comprehensive tree preservation plan, including careful review of the proximity of buildings, overhangs, retaining walls, fill and landscaping treatment to the existing trees to be protected along the north property line.

Guidelines for the issuance of Development Permits for multiple-family housing are contained within Section 2.10 and 2.10D of Bylaw 7100 (City Centre Area Plan and McLennan South Sub-Area Plan).

Financial Impact

No financial impact is anticipated as a result of the proposed development.

Conclusion

The subject development conforms with City-wide, City Centre, and McLennan South policies and objectives for development. The proposed use of Town Housing (ZT50) – South McLennan (City Centre) is consistent with the McLennan South Sub-Area Plan. Overall, the project will be a good fit with the neighbourhood. On this basis, staff recommend that the proposed development be approved.



Sara Badyal, M. Arch, MCIP
Planner 1
(604-276-4282)

SB:blg

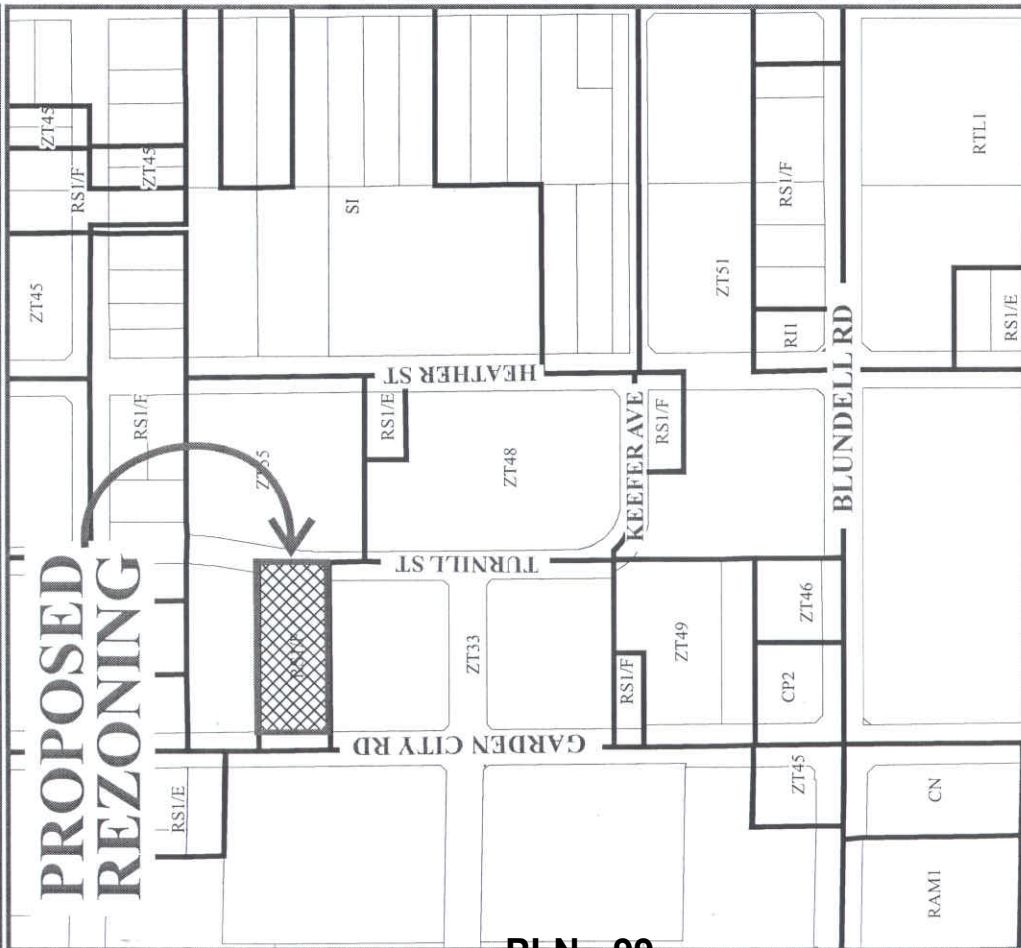
Attachments

- Attachment 1: Location Map and Site Context – GIS 2007 Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: McLennan South Sub-Area Site Context Map
- Attachment 4: Preliminary Architectural Drawings
- Attachment 5: Preliminary Landscape Plan
- Attachment 6: Rezoning Considerations

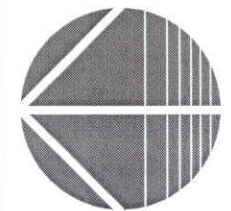
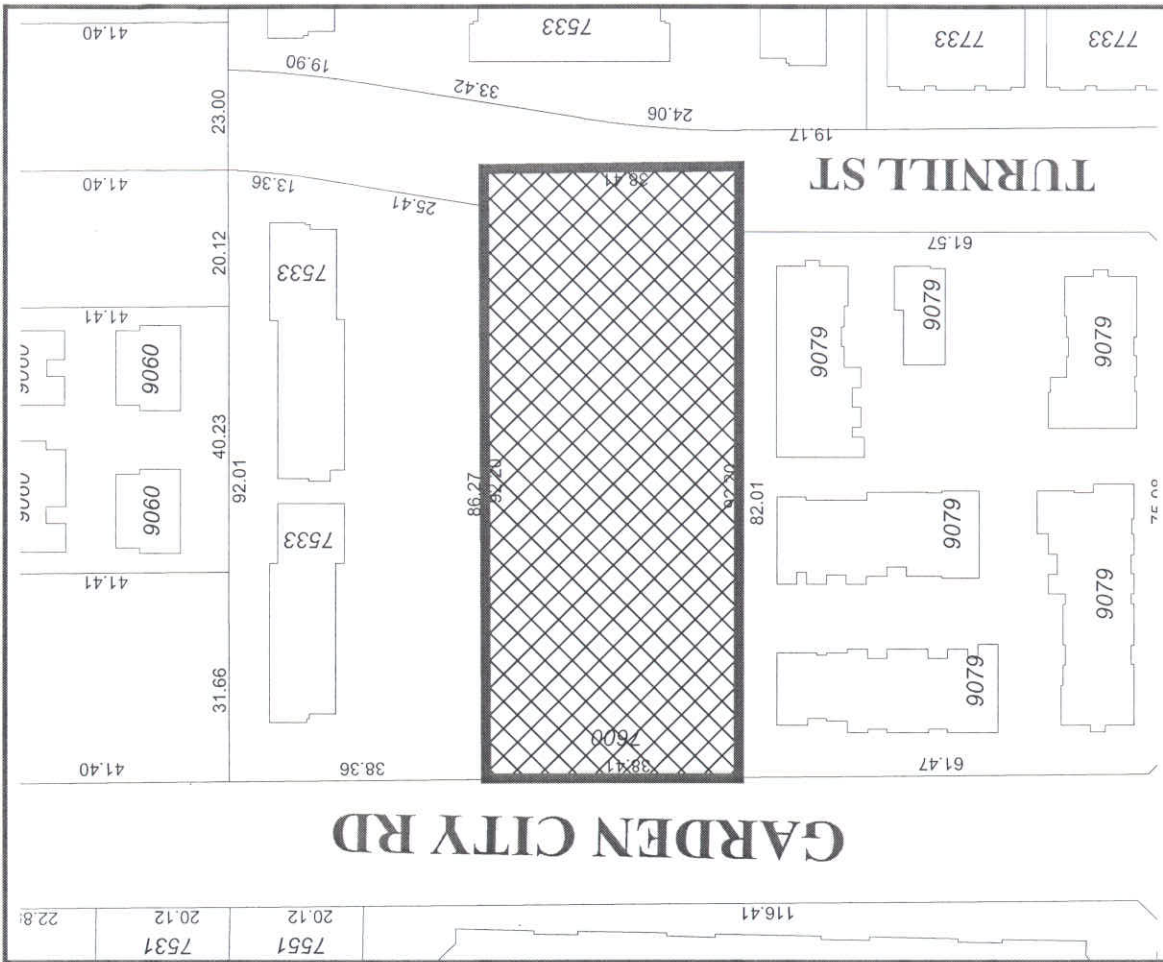


City of Richmond

PROPOSED REZONING



PLN - 99



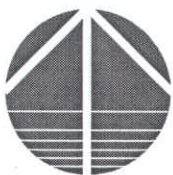
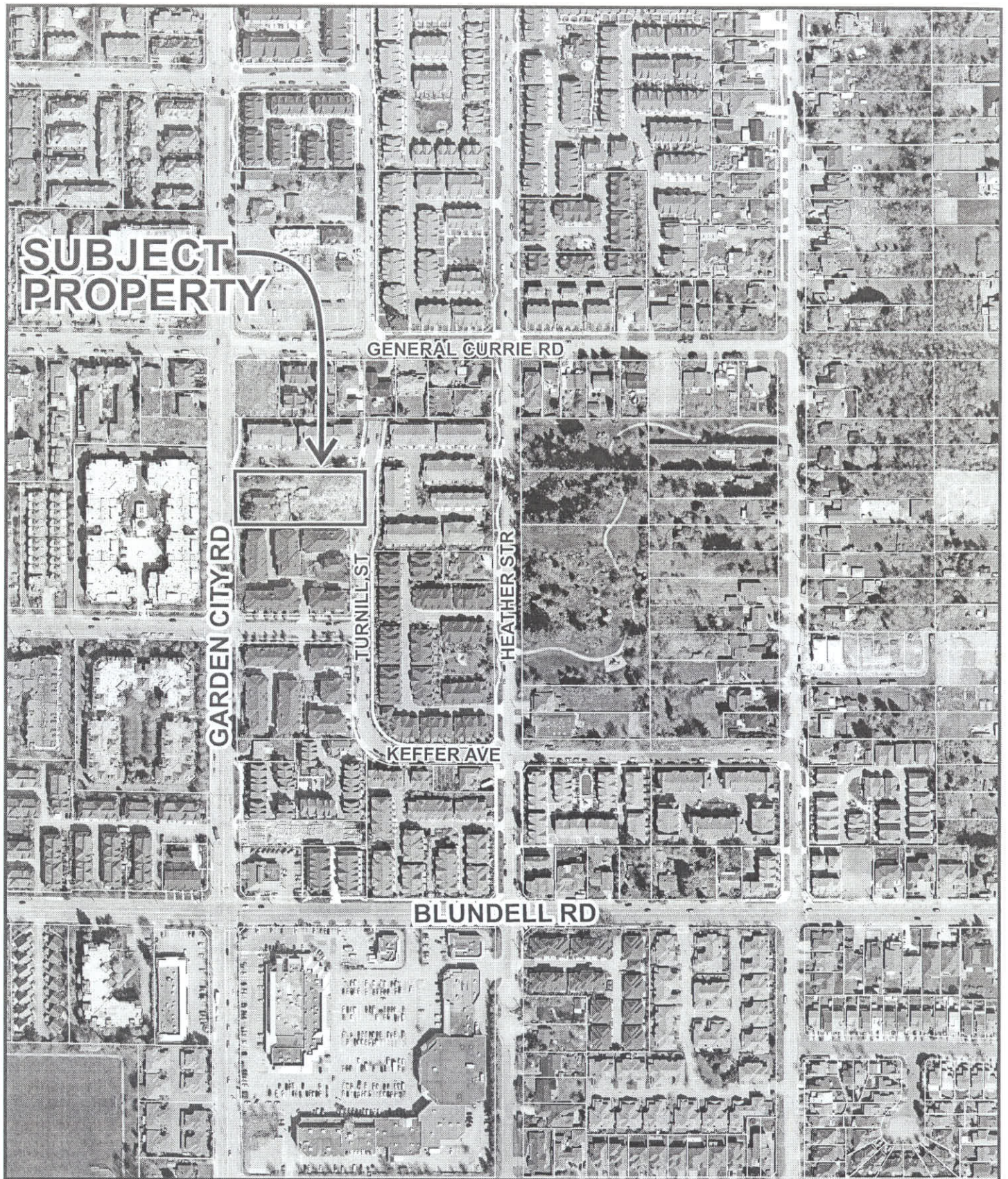
RZ 11-565948

Attachment 1

Original Date: 03/17/11

Revision Date:

Note: Dimensions are in METRE



RZ 11-565948

PLN - 100

Original Date: 03/17/11

Revision Date:

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet

RZ 11-565948

Attachment 2

Address: 7600 Garden City Road

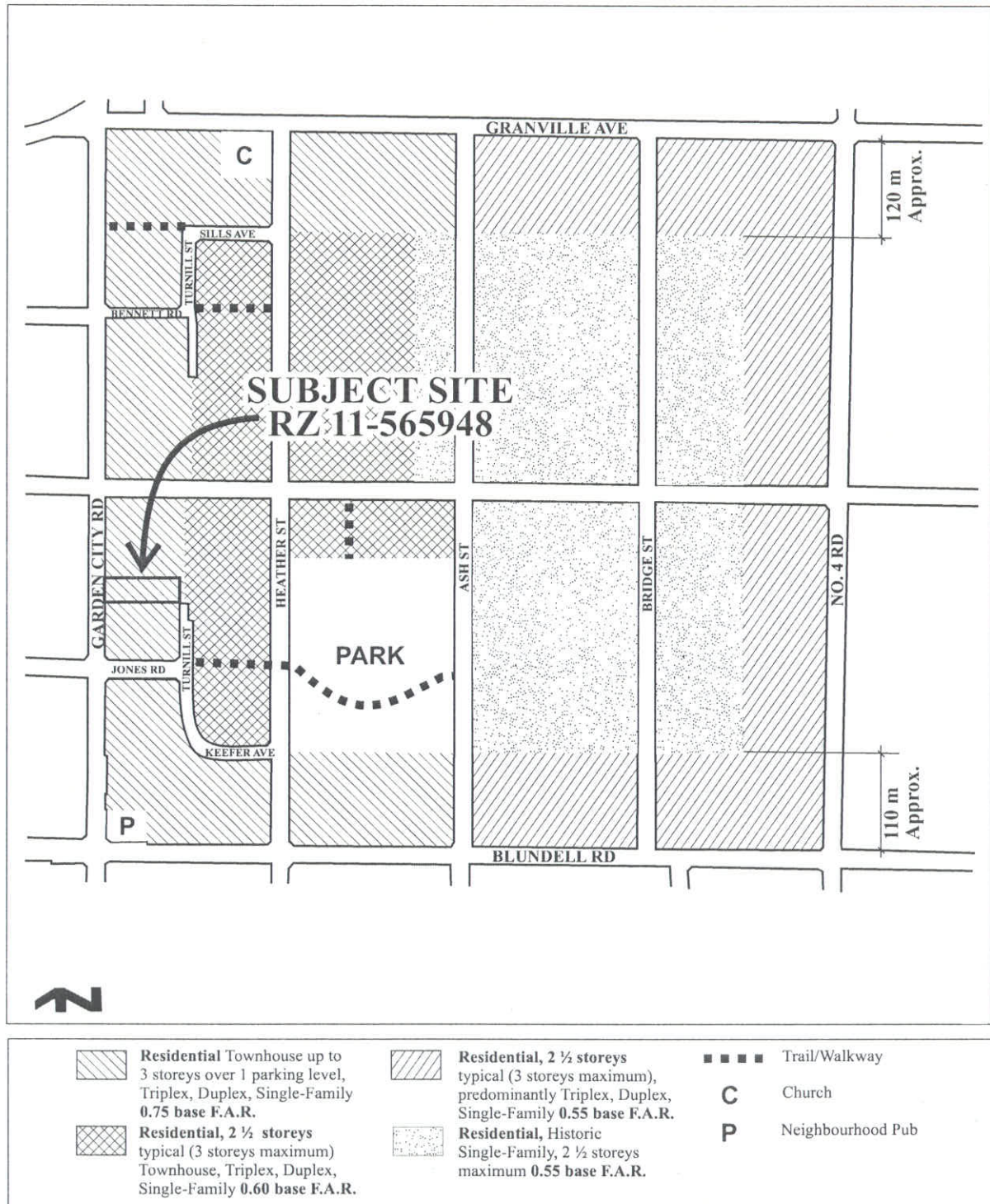
Applicant: Am-Pri Construction Ltd.

Planning Area(s): South McLennan (City Centre)

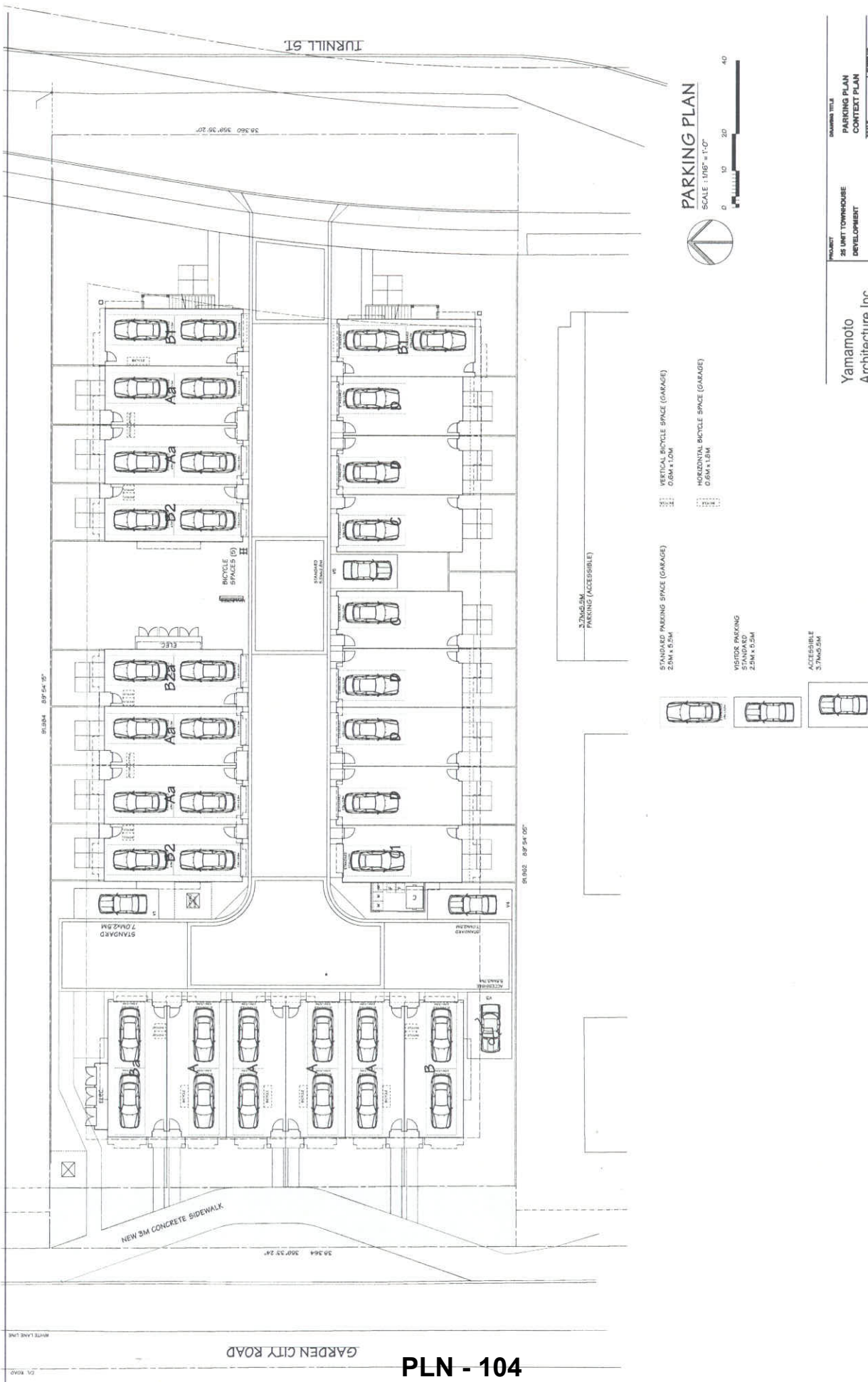
	Existing	Proposed
Owner:	Am-Pri Developments (2011) Ltd.	No change
Site Size (m²):	3,528 m ²	3,203 m ² after road dedication
OCP Designation:	Neighbourhood Residential	Complies
Area Plan Designation:	Residential 3-storey over parking 0.75 base FAR	Complies
Zoning:	Single Detached (RS1/F)	Town Housing (ZT50) – South McLennan (City Centre)
Number of Units:	1 single-family house	23 town houses

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.8	0.8	None permitted
Lot Coverage – Building:	Max. 40%	38.5%	None
Lot Size:	Min. 1,600 m ²	3,203 m ²	None
Setback – Garden City Turnill St.	Min. 6 m Min. 4.57 m	9 m Min. 4.79 m	None
Setback – Side Yard	Min. 3.0 m	Min. 3.75 m	None
Height (m):	Max. 12 m & three-storey	11.4 m & three-storey	None
Off-street Parking Spaces – Resident Visitor Accessible Total	33 5 (1) 38	38 5 (1) 43	None
Tandem Parking Spaces:	Permitted	30 spaces in 15 units	None
Amenity Space – Indoor:	Min. 70 m ²	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 138 m ²	139 m ²	None

McLennan South Sub-Area Site Context and Land use Map

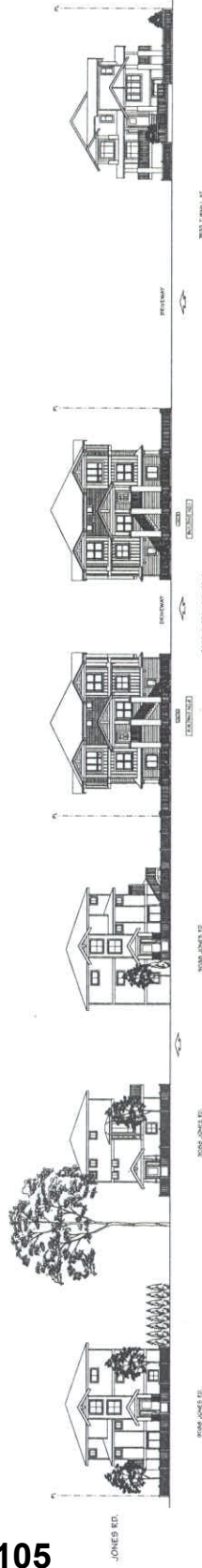


PLAN #2





STREETSCAPE - GARDEN CITY RD.
SCALE: 1/8" = 1'-0"



STREETSCAPE - TURNILL ST.
SCALE: 1/8" = 1'-0"

NO.	DATE	REVISION
1	01/11/11	CONCEPT

PROJECT
25 UNIT TOWNHOUSE DEVELOPMENT

7800 BAYVIEW CITY ROAD
BIRMINGHAM, AL

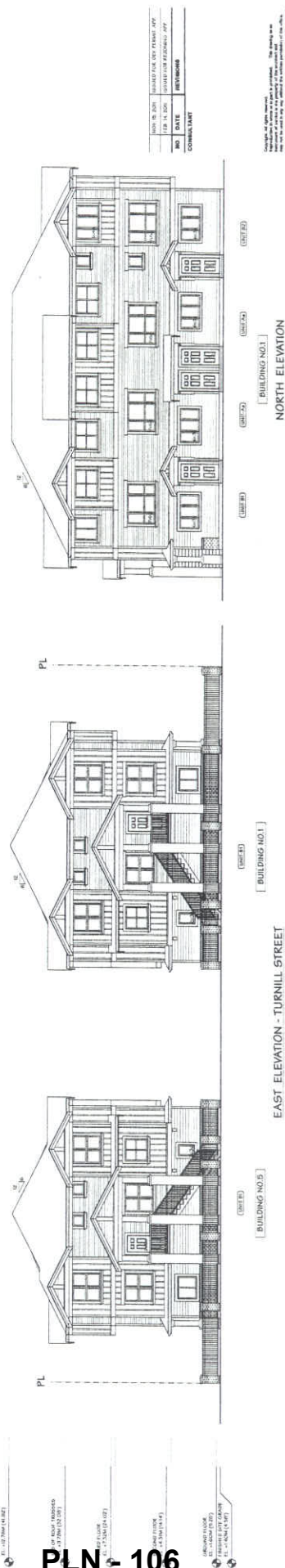
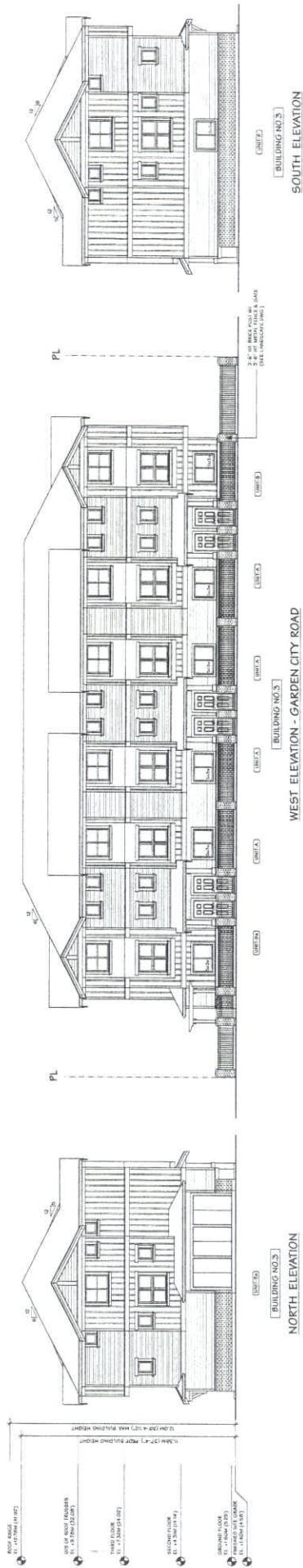
Yamamoto
Architecture Inc.

1000 1ST AVENUE, SUITE 1000
BIRMINGHAM, AL 35203
TEL: 205.975.1111
WWW.YAMAMOTOARCH.COM

STREETSCAPE

SCALE	DATE	BY	CHKD
1/8" = 1'-0"	01/11/11	YAM	YAM
1/8" = 1'-0"	01/11/11	YAM	YAM
1/8" = 1'-0"	01/11/11	YAM	YAM

PLAN #4





NO.	DATE	REVISIONS
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2	10/10/10	ISSUED FOR PERMITTING
3	10/10/10	ISSUED FOR PERMITTING
4	10/10/10	ISSUED FOR PERMITTING
5	10/10/10	ISSUED FOR PERMITTING
6	10/10/10	ISSUED FOR PERMITTING
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21	10/10/10	ISSUED FOR PERMITTING
22	10/10/10	ISSUED FOR PERMITTING
23	10/10/10	ISSUED FOR PERMITTING

23 UNIT TOWNHOUSE
DEVELOPMENT

YAMAMOTO ARCHITECTURE INC.

Yamamoto
Architecture Inc.

23 UNIT TOWNHOUSE
DEVELOPMENT

23 UNIT TOWNHOUSE
DEVELOPMENT

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DEVELOPMENT

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23 UNIT TOWNHOUSE
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23 UNIT TOWNHOUSE
DEVELOPMENT

PLAN #6

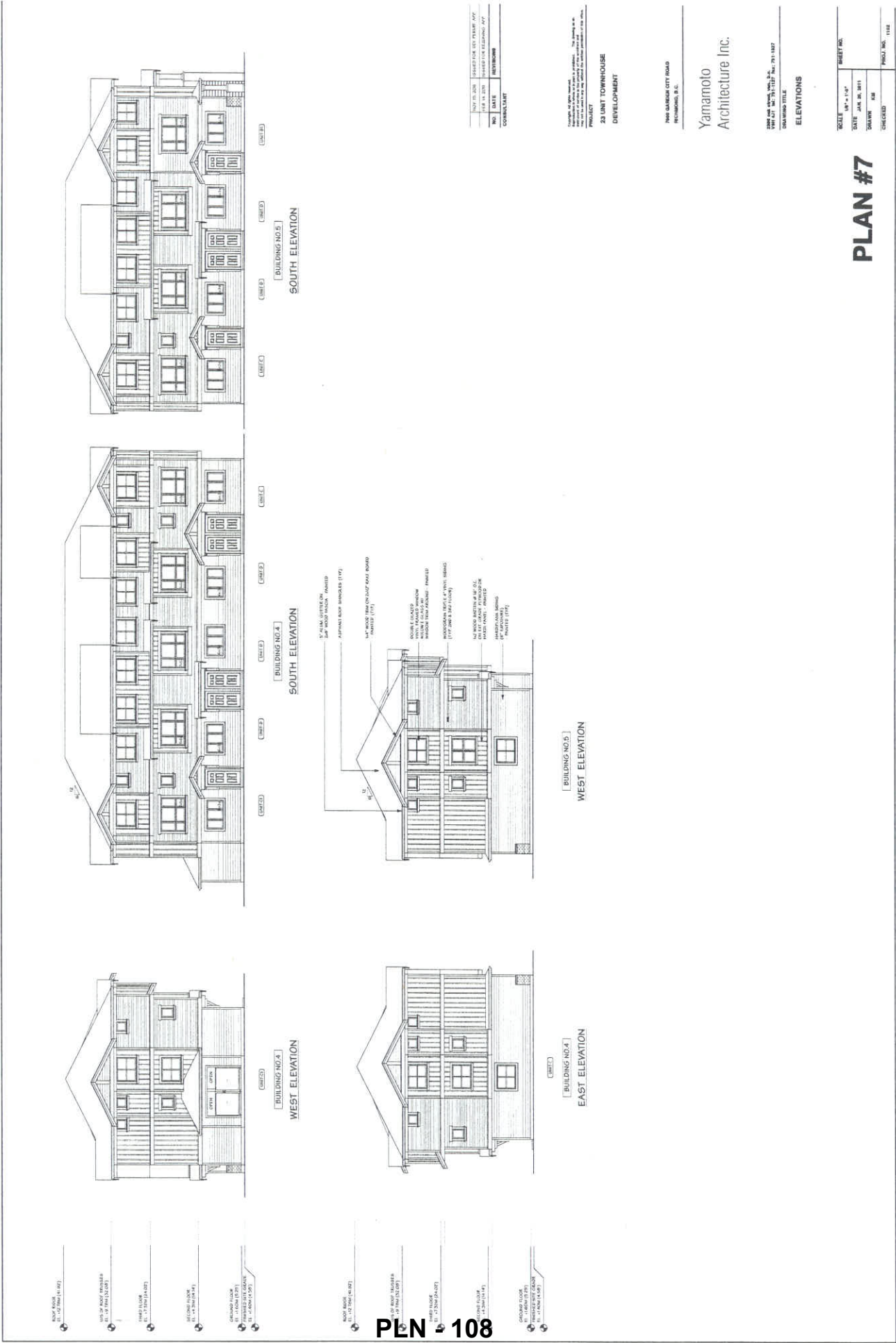
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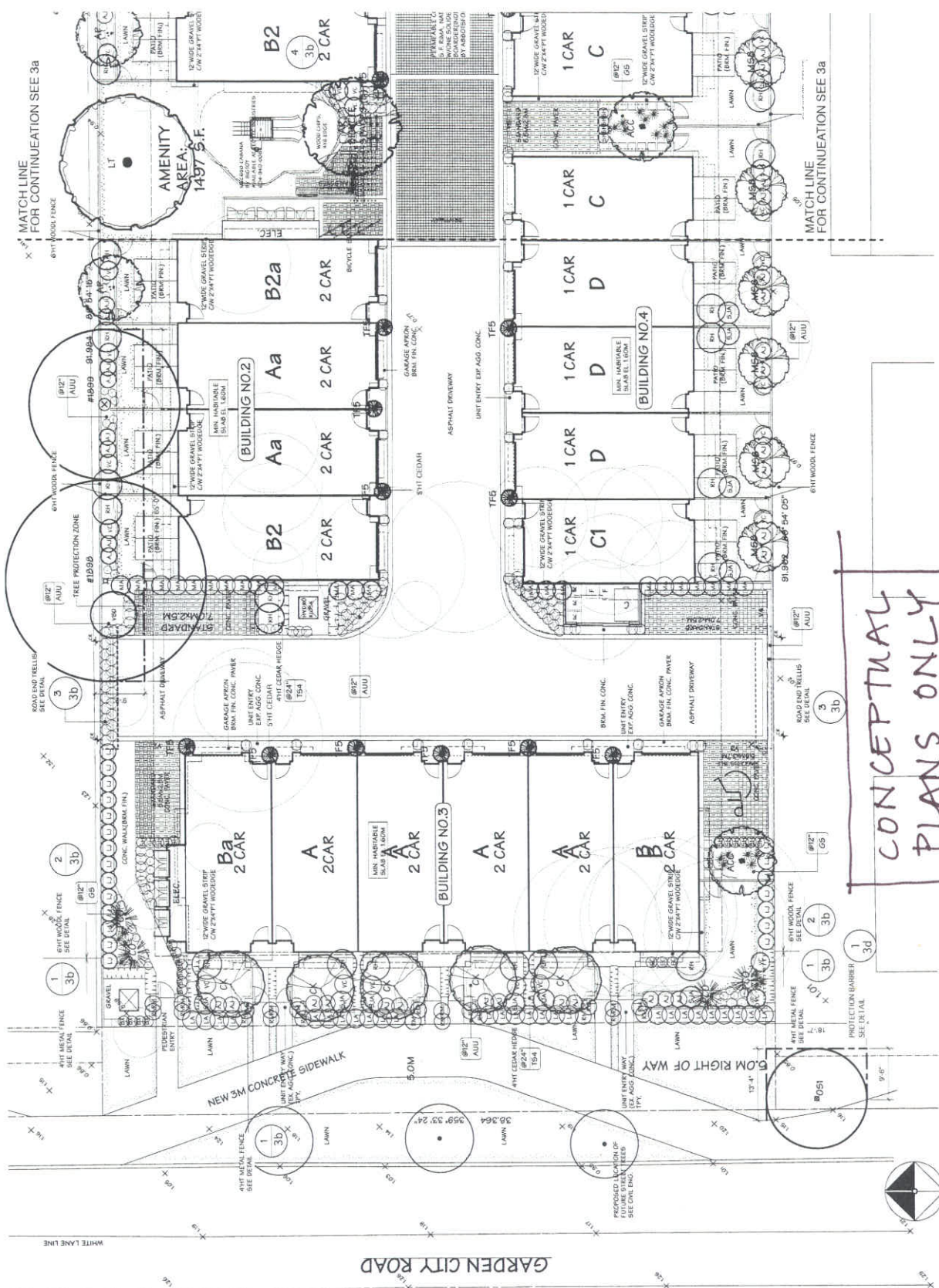
DATE: JAN 10, 2011

DESIGNED BY: YAMAMOTO ARCHITECTURE INC.

CHECKED BY: YAMAMOTO ARCHITECTURE INC.

PROJECT NO: 1102





Nov 13/2011
Site Plan
Submitted for Review
REVISIONS / NOTES
ITO
& ASSOCIATES
Landscape Architects
1942 E 3rd Ave
Vancouver BC V6M 1M2
T: (604) 255-0009
Email: info@itoassoc.com

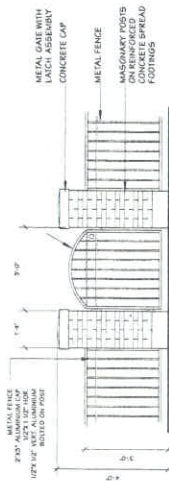
Project:
7600 GARDEN CITY RD
RICHMOND B.C.

Arch: P1

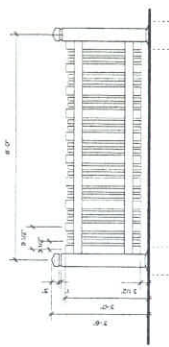
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LANDS

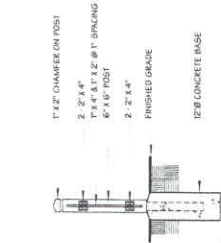
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Author	ITO
Check	ITO
Date	11/13/2011
Drawn	ITO



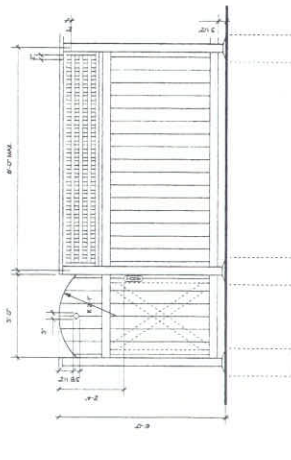
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3b



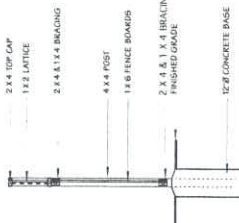
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SCALE 1/2" = 1'-0"
3b



12'-0" CONCRETE BASE
SCALE 1/2" = 1'-0"
3b

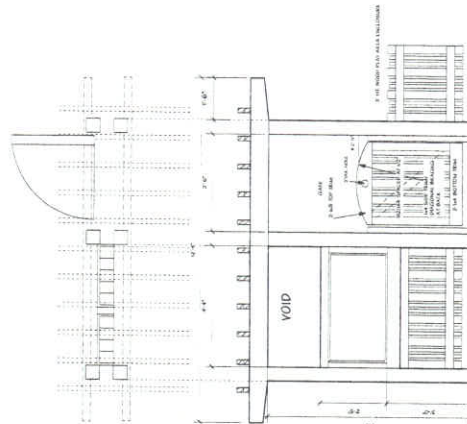


2 6' HT. WOOD FENCE
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3b

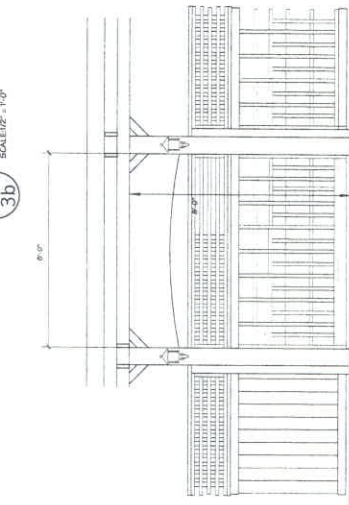


12'-0" CONCRETE BASE
SCALE 1/2" = 1'-0"
3b

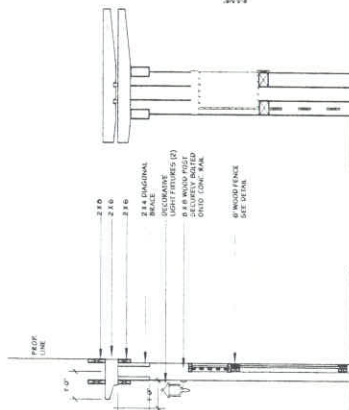
NOTE:
ALL WOOD USED FOR DETAILS IN THIS
DRAWING SET SHALL BE S-4 S. PRESSURE
TREATED HEMLOCK, DOUGLASS OR OAK. CLEAR
WOOD SPECIFICATIONS SHALL BE DETERMINED AT A LATER
DATE.
SUPPLY DECORATIVE METAL LATCH
FOR ALL GATES WHERE
APPLICABLE.
ALL NAILS AND OTHER METAL COMPONENTS
SHALL BE GALVANIZED.



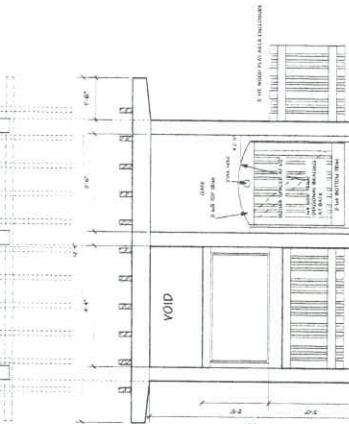
2 6' HT. WOOD FENCE
SCALE 1/2" = 1'-0"
3b



3 ROAD END TRELLIS
SCALE 1/2" = 1'-0"
3b



5 MAIL BOX
SCALE 1/2" = 1'-0"
3b



VOID
SCALE 1/2" = 1'-0"
3b

INSIDE ELEVATION

SECTION

Rev. 11.2011
Issued for 11.2011
Rev. 11.2011
Issued for 11.2011
Rev. 11.2011
Issued for 11.2011

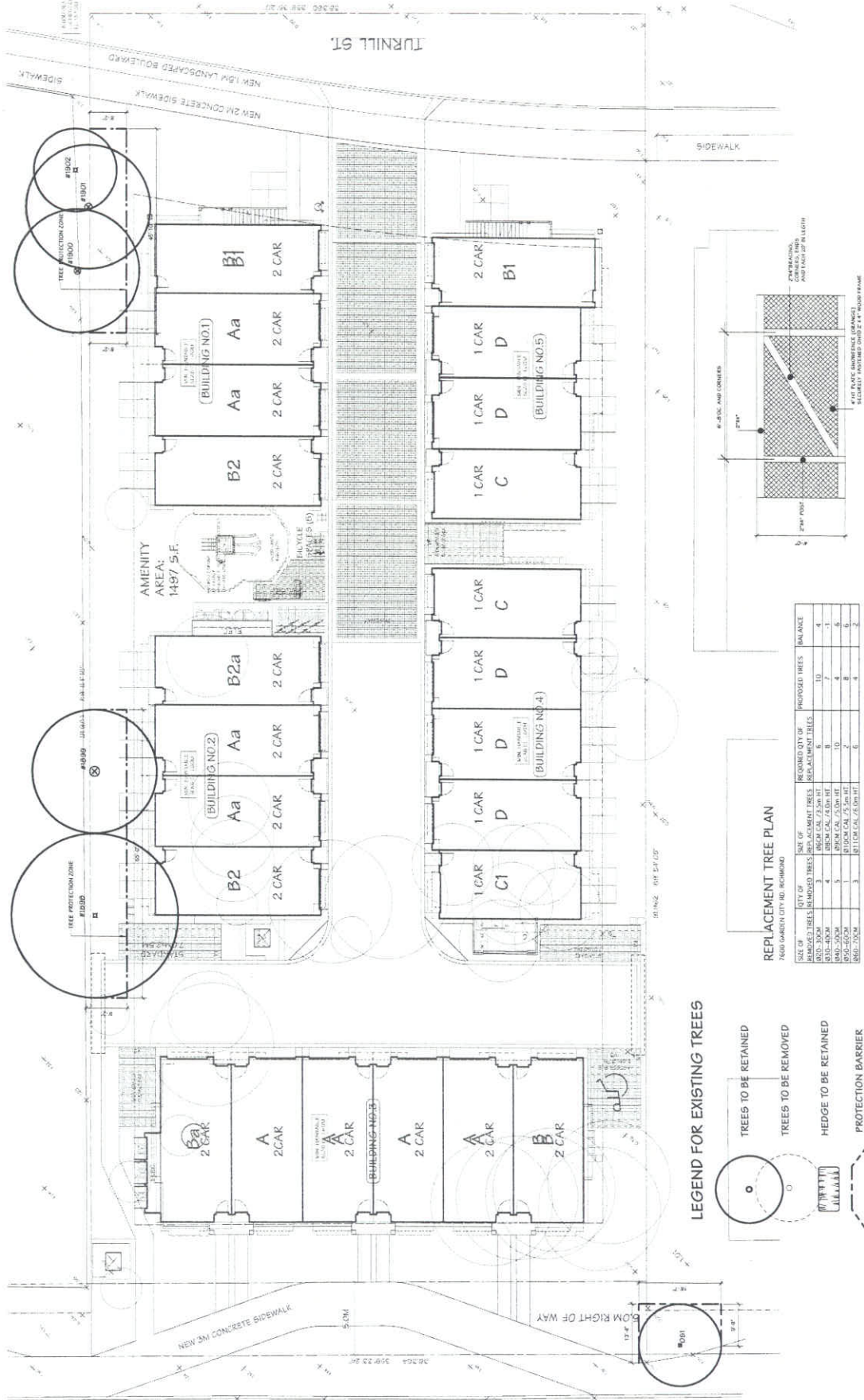
ITO
& ASSOCIATES
Landscape Architects
1942 E 5th Ave
Vancouver, BC V5N 1A2
T: (604) 253-5009
F: (604) 253-5009
www.itoassociates.com

Project
7600 GARDEN CITY RD.
RICHMOND B.C.

Am-Pri Construction

Drawing Title
DETAILS

Author	11/11/11
Checker	11/11/11
Designer	11/11/11
Drawn	11/11/11
Scale	11/11/11
Sheet	11/11/11



PROTECTION BARRIER

Abstract

Rezoning Considerations
7600 Garden City Road
RZ 11-565948

Prior to final adoption of Zoning Amendment Bylaw 8843, the developer is required to complete the following:

1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
2. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
3. Road dedication along the entire Turnill Street frontage. Dedication for the balance of lands required to complete Turnill Street to its ultimate 15.5 m width, as determined necessary by the Director of Transportation. This is a geometric taper.
4. The granting of a 5 m wide statutory public-rights-of-passage right-of-way along the Garden City property line for the public Garden City greenway, pedestrians, and utilities.
5. Registration of a flood indemnity covenant on title (Area A).
6. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
7. City acceptance of the developer's offer to voluntarily contribute \$0.75 per buildable square foot to Public Art (e.g. \$20,686), or participation in the City's Public Art Program in accordance with Council Policy.
8. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot to Affordable Housing (e.g. \$55,163) in accordance with Council Policy.
9. Provision of on-site indoor amenity space or contribution of cash-in-lieu of in accordance with the OCP and Council Policy (e.g. \$27,000 for 23 units).
10. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

11. Enter into a Servicing Agreement* for the design and construction of road widening, greenway construction, and storm sewer upgrade. Works include, but may not be limited to:
- a) Turnill Street road widening – complete Turnill Street to its FULL ultimate configuration. Works to coordinate with adjacent works (SA 04-266458 & ROW BCP10487), including a 1.75 m sidewalk at property line, 1.5 m grass boulevard with street trees, curb and gutter, and road–widening to the ultimate road width of 8.5 m.
 - b) Garden City greenway – complete the greenway established to the north (SA 04-266458) and south (SA 98-153627). Sidewalk and boulevard widths will vary to suit design and tree retention and the new works should tie into the adjacent sidewalks.
 - c) Garden City storm sewer upgrade – upgrade to 1200mm diameter pipe from Manhole 10 m south of the north property line to a new manhole at the south property line.

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

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Incorporation of accessibility measures in BP plans as determined via the Development Permit processes.
- Obtain a 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 BP. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
 - Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
- The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8843 (RZ 11-565948)
7600 GARDEN CITY 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 **TOWN HOUSING (ZT50) – SOUTH MCLENNAN (CITY CENTRE)**

P.I.D. 004-111-044

Lot 3 Block "H" Section 15 Block 4 North Range 6 West New Westminster District
Plan 1207

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8843"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Joe Erceg, MCIP
General Manager, Planning and Development
Re: Hamilton Area Plan Update Options

Date: November 29, 2011

File:

Staff Recommendation

That, as outlined in the staff report dated November 29, 2011 from the General Manager, Planning and Development, entitled: "Hamilton Area Plan Update Options", Option 1 be endorsed.

Joe Erceg, MCIP
General Manager, Planning and Development

Att. 6

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Environmental Sustainability	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Community Social Development	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

At the July 5th and 19th, 2011 Planning Committee meetings, the Committee and staff discussed options for undertaking a community planning process to update the Hamilton Area Plan aimed at densifying the Hamilton Neighbourhood Shopping Centre and Sub-Areas 2 and 3. Staff indicated that a report would be brought to Planning Committee in the Fall 2011. This report presents the context, details and options to update the Hamilton Area Plan.

Finding Of Fact

Planning Context

The context to update the Hamilton Area Plan involves the:

1. 1995 Hamilton Area Plan,
2. April 2011, Council endorsed 2041 OCP Update Concept, and
3. June 2011 proposal from Oris Development (Hamilton) Corporation which has redevelopment interests in and around the Hamilton Bridgeview Shopping Centre.

The 1995 Hamilton Area Plan

The 1995 Hamilton Area Plan requires that, before re-development occurs in residential Sub-Areas 1, 2 and 3 (**Attachment 1**), more public consultation and detailed planning are to be undertaken, to better clarify:

- the community's land use and amenity preferences,
- the type and amount of preferred new development,
- the required servicing capacity to support new development, and
- the Richmond elementary school capacity to support new development.

As the above requirements have been met for Sub Area 1, which has since been developed, the focus is on ensuring that the above requirements are also met for Sub Areas 2 and 3.

The 2041 OCP Update Concept: Densifying Neighbourhood Shopping Centres

As part of the 2041 OCP Update Concept, with public support, in April 2011, Council endorsed undertaking more detailed planning to densify the Hamilton, East Cambie, Blundell and Garden City neighbourhood shopping centres (e.g. 400 metres [+/-] around each shopping centre), after the 2041 OCP update is completed in 2012. The 2041 OCP Update Concept anticipates that with Council's direction, staff will lead and undertake a planning process first for the Hamilton Neighbourhood Shopping Centre, as the Hamilton community strongly supports such a process. Then, City staff would focus on the East Cambie, Blundell and Garden City shopping centres, with Council setting the sequence of plan preparation. Each process is anticipated to take approximately one year.

In addition, the 2041 OCP Concept provides flexibility as it enables Council to consider having developers, with City supervision, undertake and pay for the planning processes for the Blundell and Garden City Shopping Centre areas. This flexibility is provided as it worked successfully in Broadmoor and enables the timely redevelopment of that shopping centre and provision of community benefits.

Oris Development (Hamilton) Corporation's Proposal

On June 15, 2011, the Oris Development (Hamilton) Corporation, offered to undertake a densification planning process around the Hamilton Bridgeview Shopping Centre, under the City's direction, instead of having the City do the planning, as intended in the Council endorsed 2041 OCP Concept (**Attachment 2**). Oris is proposing to do this, as it has interests in the Hamilton Bridgeview Shopping Centre and lands to the north and west, and wishes to have them re-planned and rezoned to densify them in an "expeditiously as possible" manner (see **Attachment 3** for current Oris land interests). The affected planning area would involve Sub Area 3, a 400 metre (+/-) area around the shopping centre, and lands to the south of the Centre.

At Oris' initiative (not the City's), two community stakeholder focus meetings were held on May 26, 2011 and July 26, 2011, to see what the community's ideas and concerns were. The preliminary community feedback indicated that the community might prefer:

- a compact community, community policing office, library, more day care space and improved health care services,
- more effective safe walkable, pedestrian and bicycle options (e.g., traffic calming), to overcome the fact that Westminster Highway divides the community, creates an obstacle to pedestrians, and leads to an unsafe feeling that causes many people to drive short distances to access nearby shopping and other community amenities,
- a broader range of retail stores such as bakeries and butcher shops, and
- an improved public realm (e.g. sidewalks to improve walkability and cycling).

The Oris offer was generally discussed at the July 5 and 19, 2011 Planning Committee meetings and, at that time, Planning Committee did not appear to favour his approach. The Committee's concerns included that City staff, not the developer should either: undertake the whole planning process, or oversee and manage the developer's work and undertake the community consultation part of the process, so that the community would receive a full range of information and options, and its wishes and feedback would be fully presented to Council. As well, Committee was concerned that starting the process before the 2041 OCP is finalized may not be in the best interests of the City or Hamilton community, as it may generate uncertainty as to what the City's and Hamilton's long term priorities are for Hamilton.

Analysis

Status of Hamilton Area Plan: Sub-Areas 1, 2 and 3

The current Hamilton Area Plan states that, before redevelopment can occur in Sub-Areas 1, 2 and 3, there must be more community consultation, and consideration of infrastructure and elementary school capacity. The status of the three Area Plan Sub-Areas is as follows:

- Sub-Area 1: As this Sub-Area has met the above Area Plan policy requirements and is nearly built out, to redevelop the remaining small area, no extra community consultation or studies are required beyond those required during the rezoning process,
- Sub-Sub-Area 2: This Sub-Area is isolated on the Richmond / New Westminster boundary and requires more consultation, planning and consideration of infrastructure and elementary school capacity,
- Sub-Sub-Area 3: This Sub-Area requires more consultation, planning and consideration of infrastructure and elementary school capacity.

Existing Land Use Characteristics of Sub-Areas 1, 2 and 3

The following describes the general characteristics of Sub-Areas 1, 2 and 3.

- Sub-Area 1:
Land Use: Residential development in Area 1 (Lower Westminster Sub-Area) is approaching build out, as approximately at 80% of the total permitted 700 dwelling units are either constructed or under application for redevelopment (e.g., townhouse). It will continue in accordance with the existing Hamilton Area Plan policies.
Services: Most of this area is serviced by City water, sanitary and storm drainage, but further upgrades are required for site specific developments.
- Sub-Areas 2 and 3 - Land Use:
A majority of the existing land uses in Sub-Areas 2 and 3 consist of single-family residential on lots ranging in size from 0.25 to 2 acres. In Sub-Area 3, there is a parcel owned by the City, which is designated for "School/Park". A majority of the remaining lots are owned by separate individuals and are designated for "Residential (mixed multiple and single-family)" in the Hamilton Area Plan Land Use Map.
- Sub-Area 2 Services: Water: This area is serviced by City water, but further upgrades may be required for specific developments. Sanitary: Existing, private on-site septic sewage disposal systems service many of the existing residential dwellings in the area. Sanitary works have been installed through the City's Capital Program to allow gravity sewer service expansion in Sub-Area 2. Future developers in Sub-Area 2 will be required to undertake the necessary works in order to connect to the sanitary system through the rezoning process. In March 2010, Council endorsed the Hamilton Area Sanitary Servicing Strategy for public consultation. The Strategy outlines the necessary works to facilitate the implementation of sanitary sewer service to Sub-Area 2. The Strategy will be considered in replanning the Sub-Area. Drainage: Consists of storm drainage in the form of open ditches and requires additional study.
- Sub-Area 3 - Services: Water: This area is serviced by City water, but further upgrades may be required for specific developments. Sanitary: The implementation of sanitary sewer works in Sub-Area 3 will occur in the future and be funded by development and City Development Cost Charges (details TBD in the area planning process). Drainage: Requires additional study.

City Staff - Richmond School Board Staff Consultation

To ensure City - Richmond School Board co-ordination, City and School Board staff have already have met several times, to discuss the planning of Sub-Areas 2 and 3. Richmond School Board staff welcome the opportunity and offered the following comments:

- Regarding Richmond Hamilton Elementary School Capacity
Currently, the Hamilton Elementary School has over 400 students enrolled, which is near the school's current capacity. The Richmond School Board submits a five-year capital plan proposal to the BC Ministry of Education on an annual basis, which includes a proposal to expand the Hamilton elementary school from current capacities. If funded, the proposed expansion will add elementary school capacity; however, until the proposed Hamilton planning program is undertaken, it is unknown if the proposed school expansion is sufficient.

- Regarding Richmond Hamilton High School Capacity
The Richmond School Board staff advises that there is no high school in Hamilton, so high school students are bussed to their catchment school - Matthew McNair Secondary. McNair currently has excess capacity, but until the proposed Hamilton planning program is undertaken, it is unknown if the current capacity available at McNair will be sufficient.

The options for accommodating any increase in elementary or high school students include utilizing existing school capacities, portables, or possibly new facilities will be explored. While portables are not preferred they enable new students to enrol which may actually assist the BC Ministry of Education in funding elementary school improvements, as the Ministry funds actual (not theoretical) school aged children demand.

Richmond Consultations with City of New Westminster and New Westminster School Board Staff

City of New Westminster: As the New Westminster community of Queensborough lies east of and adjacent to Hamilton, Richmond planning staff met with New Westminster City planning staff to discuss the opportunity to co-ordinate planning between the two neighbourhoods.

New Westminster Schools: While most Richmond school children attend Richmond schools, some attend New Westminster schools. To attend a New Westminster school, New Westminster School Board must approve Richmond students annually and may refuse if they don't have the capacity. Thus, the Richmond School Board needs to plan to accommodate Richmond students. Richmond City staff have consulted with the New Westminster (School District No. 40) staff to learn about Queensborough elementary, middle and high school capacities, and they advise of the following:

- Elementary School: There is currently one elementary school (Queen Elizabeth Elementary - K to Grade 4) and one middle school (Queensborough Middle School Grade 5 to 8) located in Queensborough. Neither of these schools currently utilizes or needs portables for classrooms to accommodate children. Both the elementary and middle school are not at full capacity with sufficient space available to accommodate additional children based on preliminary enrolment projections supplied by New Westminster School District staff. It is unknown how many Richmond elementary and middle school students currently attend or will attend New Westminster schools and this will be explored during the Hamilton area planning process.
- High School: It is unknown how many Richmond high school students currently attend or will attend New Westminster high schools and this will be explored during the Hamilton area planning process.

While consultation with the New Westminster Council and School Board is proposed, it is to be clearly noted that it is the Richmond City Council who will determine the contents of the Hamilton Area Plan Update.

Main Issues

In light of the Hamilton Area Plan requirements, the current proposed 2041 OCP Concept and the Oris proposal to undertake densification replanning around the Bridgeview Shopping Centre, the following planning issues require clarification:

- Exactly what Hamilton areas require replanning?
- Should there be one or two planning processes?
- Who and how will the planning process be managed?
- When will the planning process start?
- What will be the Terms of Reference for the planning process?

These issues are addressed below:

The Specific Proposed Hamilton Planning Areas (Attachment 4)

The following two Sub-Areas are proposed for replanning:

- Sub-Area 2: This area is on the Richmond - New Westminster border,
- Sub-Area 3 (Expanded): Includes both the current Sub-Area 3 and the Bridgeview Shopping Centre which both require more planning and consultation. Staff recommend that they be combined and also include lands to the south of the shopping centre. This approach will achieve planning and consultation efficiencies.

One Planning Processes

City staff considered if there should be one planning process for Sub Areas 2 and 3 (expanded), or two separate planning process at different times. After review, staff recommend that there be one simultaneous planning process for the above identified Sub-Area 2 and Sub-Area 3 (expanded), for the following reasons:

- Both areas require replanning,
- Developers are interested in redeveloping both Sub-Areas and the shopping centre,
- As Sub-Area 2 will benefit by the new TransLink sanitary sewer updates starting in 2012, developers are already inquiring when they can redevelop in Sub-Area 2,
- Oris is offering to undertake the planning for Sub-Area 3 and lands to the west and south, so it can redevelop sooner than later,
- Hamilton and Queensborough residents will only need to participate in one planning process, not two processes, and
- City staff will only need to manage one planning process.

For these reasons, one planning process is recommended for the above identified Sub-Area 2 and Sub-Area 3 (expanded).

Who Is To Manage and Undertake The Planning Work

City staff have identified the following options for planning Sub-Areas 2 and 3 (Expanded):

Re-Planning Options Hamilton Sub-Areas 2 and 3 (Expanded)	
Options	Description / Comments
Option 1 Recommended	<ul style="list-style-type: none"> - Theme: City Supervised - Developer Does All Work – Start Before 2041 OCP is Done - How is the planning process to be managed? <ul style="list-style-type: none"> - The City will supervise all work, including technical processes, issue scoping and public consultation, via the Terms of Reference (see below), - The developer will do and pay for all the studies and administrative work under the oversight of the City, - If approved, City staff would finalize the study Terms of Reference. - When is the planning process to start? <ul style="list-style-type: none"> - The work would start in January 2012 and take approximately a one year to complete. - Who pays? <ul style="list-style-type: none"> - The developer pays for all studies, in order to start the planning process early as City staff cannot start in January 2011, as they must first complete the 2041 OCP. - Prior Example <ul style="list-style-type: none"> - This option was successfully done for the Broadmoor Shopping Centre densification plan.
	<ul style="list-style-type: none"> - Pros <ul style="list-style-type: none"> - Enables the City to manage the process. - Enables the developer to begin earlier (e.g., in Jan 2012) than initially intended (after the 2041 OCP is completed). - Developer pays for studies. - Con <ul style="list-style-type: none"> - May not satisfy Planning Committee's concern that City staff should lead and undertake all the work, or at least manage the developer's work and lead all community consultations.
Option 2 Not Recommended	<ul style="list-style-type: none"> - Theme: City Undertakes All The Work - Start After The 2041 OCP Is Done - How is the planning process to be managed? <ul style="list-style-type: none"> - The City will supervise and do all work via Terms of Reference. - The developer will not do the work, as this option has no early start option for him. - If approved, City staff will refine the study Terms of Reference and begin the work. - When is the planning process to start? <ul style="list-style-type: none"> - This option aims at having City staff, as intended in the endorsed 2041 OCP Concept, undertake the Hamilton Area planning work, starting after the 2041 OCP is completed. It is anticipated that the work would take approximately one year to complete. - Who pays? <ul style="list-style-type: none"> - The developer does not pay for the work, as there is no early start time for him. - Prior Example: <ul style="list-style-type: none"> - This option was successfully done for the West Cambie and City Centre Area Plans.
	<ul style="list-style-type: none"> - Pro: <ul style="list-style-type: none"> - Enables the City to manage and lead the process. - City would begin the process as initially intended, after the 2041 OCP is completed. - City's pays for all work, which is within City budgets. - Con: <ul style="list-style-type: none"> - Not the developer's preference, - Would delay the re-development in these areas for approximately a year.

Summary Option 1 - Theme: City Supervised - Developer Does The Work (**Recommended**)

Option 1 is recommended as it enables City staff to continue to give proper attention to completing Council's existing priorities (e.g., 2041 OC P Update), enables a developer to start the planning process for both Sub-Areas 2 and 3 (expanded) earlier than intended and supports timely re-development in Hamilton.

The proposed Hamilton Area Planning Option 1 process will not be like the recent Cornerstone 3531 Bayview heritage zoning application, or the Oris River Drive multi family rezoning process, nor the recently proposed Leung townhouse rezoning proposal at the corner of No 2 Road and Maple Road. The proposed Option 1 approach will be City supervised, involve much more comprehensive planning and community consultation than was done for the Bayview, River Drive, and No. 2 and Maple Road rezoning proposals. The proposed Hamilton Area Plan update process will be a consultative, comprehensive and complete process similar to that undertaken for Broadmoor which was appreciated by the community and successful.

In lieu of Option 1, Option 2 is advisable, as originally intended in the endorsed 2041 OCP Concept. City staff suggested that it is not practical for City staff to lead and begin the Hamilton Area Plan Update in January 2012, as other Council priorities take precedence (e.g., completing the 2041 OCP, beginning the No 5 Road Backlands Policy Review).

Proposed Hamilton Public Consultation Area (Attachment 5):

Whichever Option is chosen, City staff propose that the whole Hamilton community be consulted when planning the above-identified Sub-Areas 2 and 3 (expanded). As well, when planning Sub-Area 2, staff propose that Queensborough residents be invited to comment with the clear understanding that Richmond Council will make the final decisions regarding any Area Plan policy changes.

The community consultation process will involve consultation with the residents, businesses and property owners to determine their interests and preferences for the above identified Sub-Area 2 and 3 (expanded). The range of public consultation approaches will include public open houses, stakeholder meetings, surveys and the City's Web site. A social media tool will be considered.

Terms of Reference for Planning Hamilton Sub Areas 2 and 3 (Expanded)

Attachment 6 includes a draft Terms of Reference (ToR) for based on Option 1 being chosen. The proposed ToR aim at preparing a comprehensive Area Plan update for Sub-Areas 2 and 3 (expanded). The highlights of the ToR include preparing: a 2041 vision, goals, objectives, improved sustainability (e.g., green buildings, infrastructure), land use, density, building height, traffic, safety, street beautification, economic viability, engineering, servicing, environmental and recreations policies, and design guidelines, as necessary. As part of undertaking a planning process based on the Option 1 ToR, the following professionals would be engaged by the developer to provide advice with the oversight of the City:

- Planner – Land use, density and building form,
- Architect – Design guidelines for buildings and open spaces,
- Environmental Consultant – Riparian / other environmentally-sensitive areas, parks,
- Geotechnical Engineer – Soil conditions for buildings and servicing,
- Servicing Engineer – Water, sanitary and storm sewer services,
- Transportation Engineer – Major road improvements and local road network, road standards, cycling and pedestrian network; and
- Other, as necessary.

Area 2 Planning Considerations: In undertaking the proposed Option 1 planning process in Area 2, the proposed land uses and densities will need to consider existing Area 3 land uses and densities and what exists and is planned for the adjacent area of Queensborough. The New

Westminster OCP designates the area adjacent to Area 2 for a range of relatively low to medium density residential uses, from single-family to detached townhouses, and low to medium density multi-family. Some of the Queensborough area further to the east at Gifford Street and Ewan Road has been recently been redeveloped, into residential and mixed-use townhouse projects between 0.70 to 0.90 Floor Area Ratios (FAR).

Area 3 Planning Considerations: In undertaking the proposed Option 1 planning process, in Area 3 (expanded), the proposed land uses and densities will need to complement:

- the existing single-family and townhouse uses in the adjacent areas to the west and south where the existing single family developments are relatively new and have somewhat larger lots (an average of 500 sq. m.) than rather than 360 sq. m. lot sizes allowed elsewhere in Hamilton, and
- the newer townhouse development (approximately 12 units/acre) to the south of the Bridgeview Shopping Centre which have a .055 Floor Area Ratio (FAR).

If Option 2 is chosen, the City would refine the ToR after the 2041 OCP is finalized.

City staff recommend that until the Hamilton Area Plan update is completed, no rezoning applications will be processed.

Next Steps

Once Council provides direction, City staff will either:

- For Option 1, finalize the ToR work program in late 2011, and in 2012 supervise the developer's work, or
- For Option 2, await the completion of the 2041 OCP Concept in 2012, refine the ToR as necessary and begin the work.

Financial Impact

Either option can be undertaken within the current City budget.

Conclusion

The 1995 Hamilton Area Plan and the endorsed 2041 OCP Update Concept require more planning and community consultation in the above identified Sub-Areas 2 and 3 (expanded) which includes the Bridgeview Shopping Centre, before redevelopment can begin.

As developers are expressing an interest in redeveloping and planning in Hamilton, City staff have identified two planning preparation options and recommend Option 1 where the City supervises the work and the developer undertakes and pays for the work.

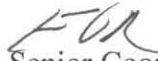


Terry Crowe, Manager,
Policy Planning
(604-276-4139)

TTC:cas



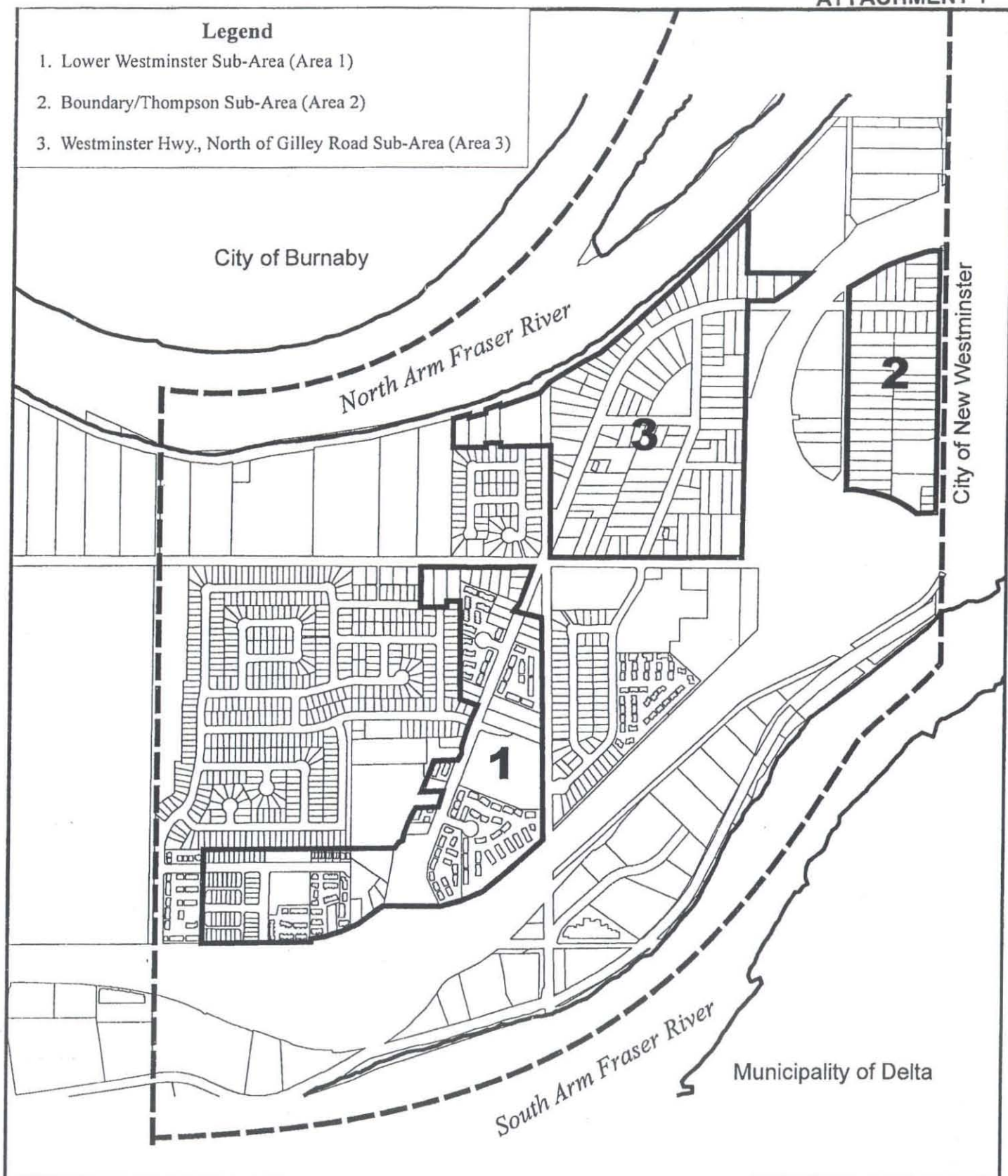
Mark McMullen, Senior Coordinator,
Major Projects
(604-276-4173)



Attachment 1	Map of the Existing Hamilton Area Plan: Sub-Areas 1, 2 and 3
Attachment 2	Oris Development (Hamilton) Ltd.'s Letter
Attachment 3	Map Showing Oris Development (Hamilton) Corporation's Land Interests
Attachment 4	Map of Proposed Hamilton Planning Areas: Sub-Area 2 and Sub-Area 3 (expanded)
Attachment 5	Map of Proposed Hamilton Consultation Area (Queensborough residents are to be consulted in replanning Sub-Area 2)
Attachment 6	Draft Terms of Reference for Option 1 To Plan Hamilton Sub-Areas 2 and 3

Legend

1. Lower Westminster Sub-Area (Area 1)
2. Boundary/Thompson Sub-Area (Area 2)
3. Westminster Hwy., North of Gilley Road Sub-Area (Area 3)



Hamilton Sub-Areas 1, 2 & 3

Original Date: 04/19/10

Amended Date:

Note: Dimensions are in METRES



Oris Development (Hamilton) Corp.
12235 - No. 1 Road
Richmond, BC
V7E 1T6

June 15, 2011

City of Richmond
Planning & Development Department
6911 No.3 Road
Richmond, B.C.
V6Y 2C1

Attention: Terry Crowe, Manager, Policy Planning

Re: OCP Review for Hamilton

Dear Terry:

As previously discussed with both yourself and Mr. Brian Jackson, Oris has acquired the northeast corner of Westminster Highway and Gilley to 23140 Westminster Highway. We intend to proceed with neighborhood consultation to rezone this property to a Comprehensive Development District zoning reflecting the City's and the community's desire to increase density around the existing shopping centre on the south side of Gilley. We have reached an agreement with Amana Developments Ltd., owners of the shopping centre at 23180 and 23200 Gilley Road, to represent their interests. We understand that the City is holding an OCP review meeting with the community on June 16th, 2011. The intent is, in part, to confirm the desire of the community for densification. Oris intends to attend this meeting representing our interests and those of Amana Developments Ltd.

It is our understanding that City staff intends to provide a report to Council informing them of the interest that Oris has expressed in executing a neighbourhood consultation process based on the Broadmoor Shopping Centre terms of reference. It is our intent to proceed with this process as expeditiously as possible. To advance this process, I would ask you to provide a link to any "needs assessment" documents the City may have related to the area. Of principle interest are assessments of the need for daycare, a community policing station and a library. However, any other studies undertaken to determine the community needs would be appreciated. As well, it would be helpful to know of any transportation, transit improvements and public space improvements planned for the area under the Transportation Department, Engineering Department or Parks Department.

As you are aware, Oris has held a community focus group meeting (Thursday, May 26th, 2011 at the Bethany Baptist Church). Some of the preliminary comments we have received involved the opportunity to provide space for:

- a community police station
- a library.
- additional daycare space to augment the daycare operated in the Bethany Baptist Church.

Community Policing Office

I understand there has been discussion with the community about a Community Policing Office. I understand the new community centre presently provides space for the RCMP. I have spoken with Phyllis Carlyle about this issue and would appreciate the opportunity to discuss further what the needs of community might be and what impact our project might have on those needs.

Telephone: 604.241.4657 / www.orisconsulting.ca

PLN - 128



Library

With regard to a possible library, the community focus group expressed an interest in having such a facility in the area. In conversation with Greg Buss, it was suggested that a facility of approximately 4000 square feet would be the appropriate size for the Hamilton community. Provided that the development proposal achieves a level of density to support the contribution of this amount of space, we would like to continue the dialogue about a library with the Library Board and the City to determine if this would be desirable from the City's perspective.

Daycare

I understand from John Foster that the daycare in the Translink facility will be owned by the City and operated by a not for profit society. I would request that a meeting between ourselves, the Bethany Child Care operator and City staff to assess the needs of the community and to ensure that there is coordination between the R.F.P. the City intends to issue for the Translink facility, the existing daycare and any additional space or support that our project may contribute.

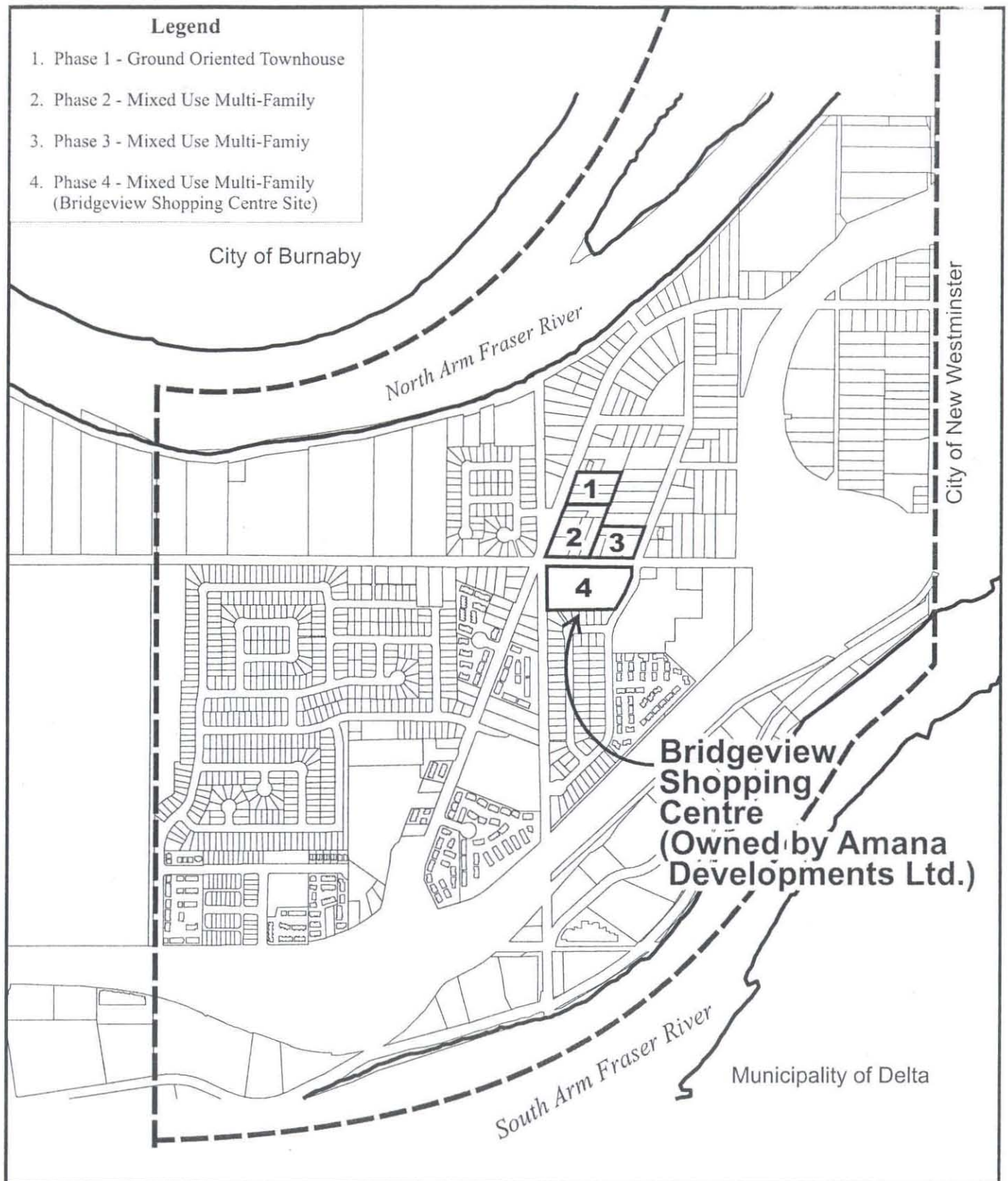
Some discussion was had about the possibility of relocating some of the health care services displaced from the former Mitchell School site. I would appreciate any information the City has on what services were housed there and if there is a need for a facility to house those services and if the Hamilton area is an appropriate location for them.

As we progress in our conversation with the community, I am sure that other ideas will surface. I look forward to working with the City and the community stakeholders to prioritize these needs and to ensure that the development contributes an appropriate level of support relative to the scale of the development. Oris will be holding a second focus group meeting in July. As soon as a date and location are confirmed, I will ensure you have that information. I would appreciate any feedback you can provide prior to that meeting with a view to ensuring Oris does not misrepresent the possibilities to our focus group.

Sincerely,

Dana Westermarck
President
Oris Development (Hamilton) Corp.

Cc: Brian Jackson, Director of Planning
John Foster, Manager of Community Social Development
Phyllis Carlyle, General Manager, Law and Community Safety
Greg Buss, Chief Librarian
Simon Ho, Oris Consulting Ltd.

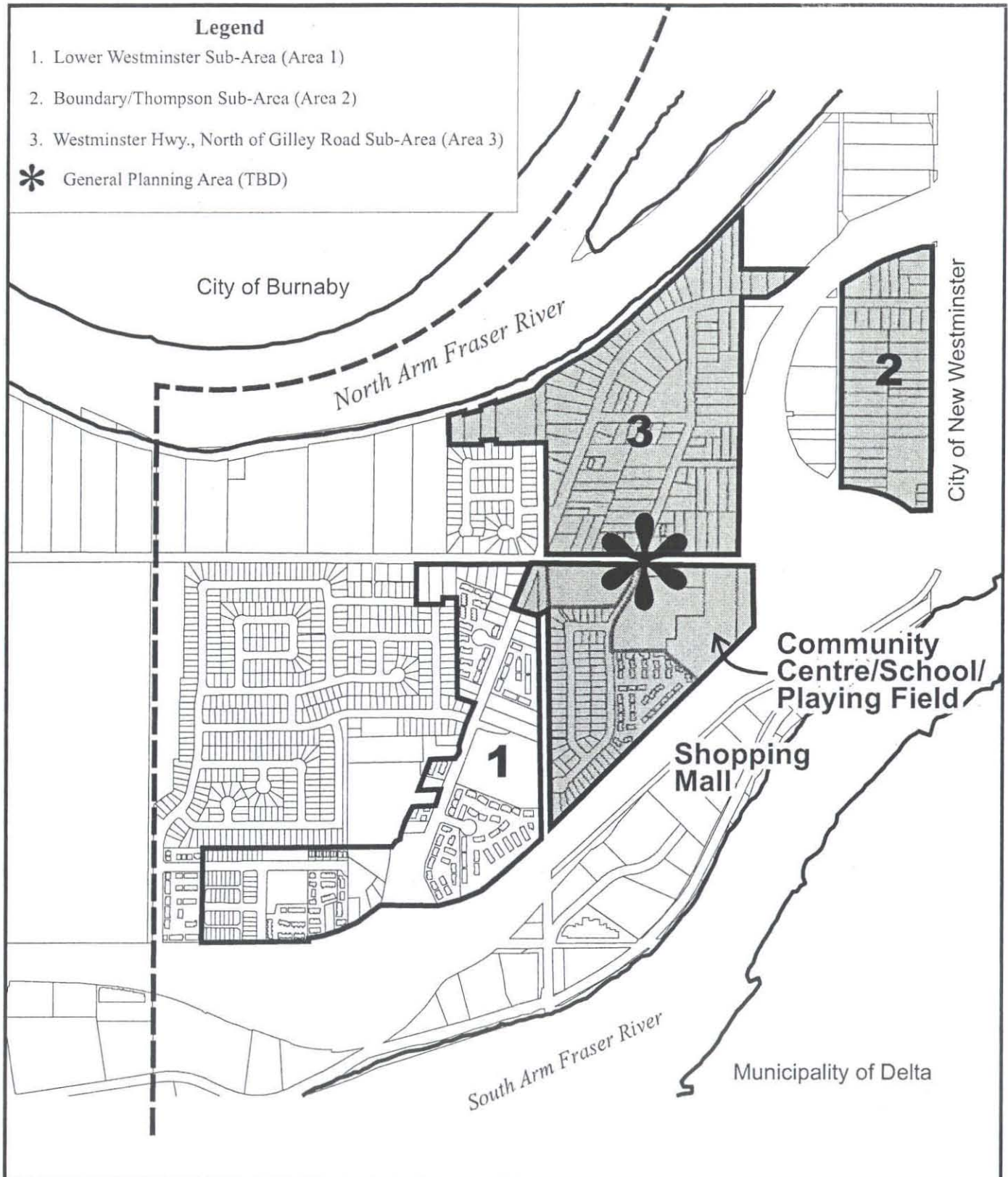


Oris Development (Hamilton) Corp's
Current Land Interests
Hamilton Neighbourhood

Original Date: 11/16/11

Amended Date:

Note: Dimensions are in METRES

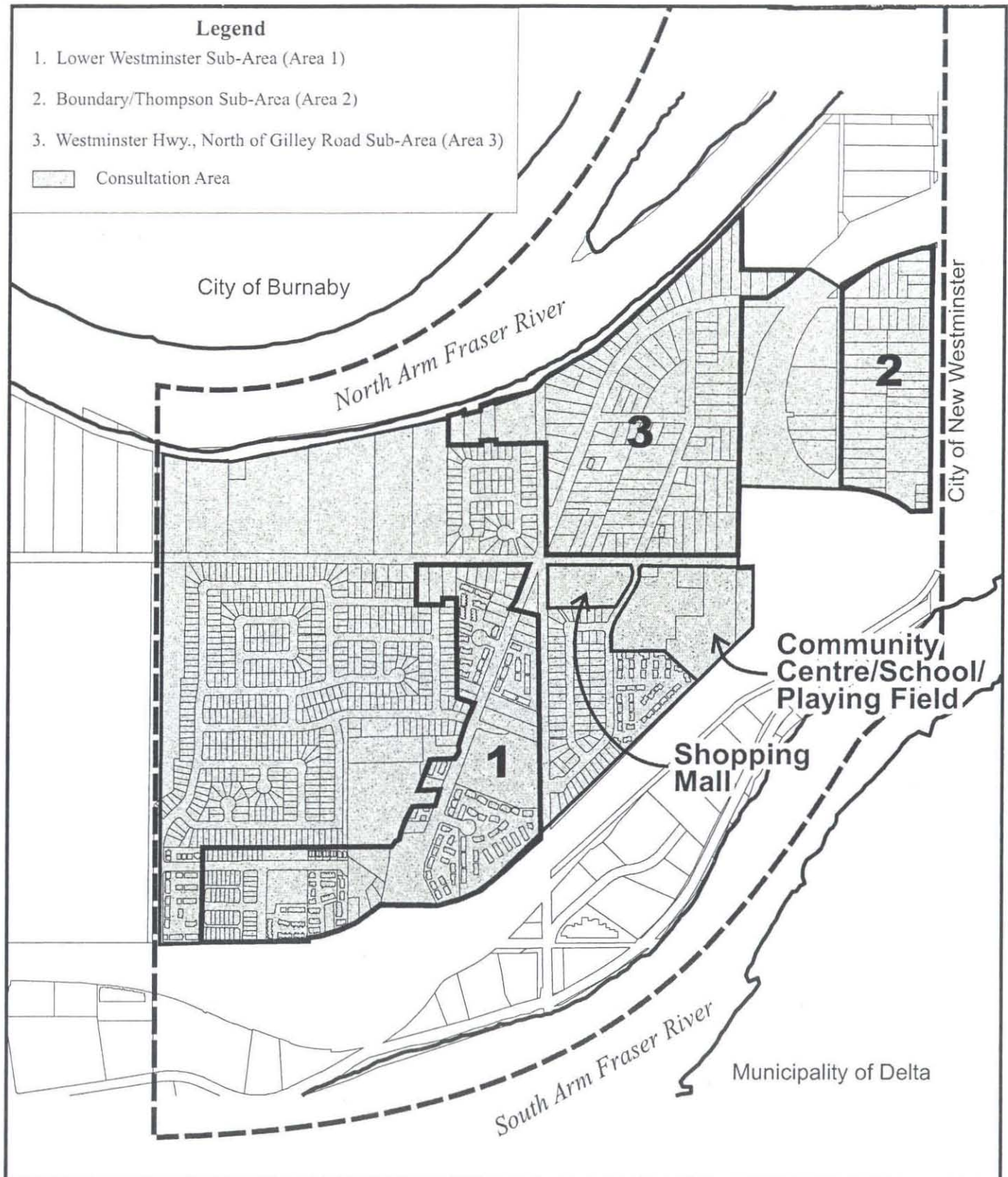


Hamilton Planning Areas (Shaded Areas)

Original Date: 04/19/10

Amended Date: 11/09/11

Note: Dimensions are in METRES



Hamilton Neighbourhood Centre Planning Consultation Area

Original Date: 04/19/10

Amended Date: 06/14/11

Note: Dimensions are in METRES

November 29, 2011

**DRAFT Terms of Reference
For Option 1 To Plan Hamilton Sub-Areas 2 and 3 (Expanded)**

1. Status

- These draft Terms of Reference will be modified based on Council's direction.
- **These Terms Of Reference are to be read in conjunction with the November 23, 2011 Hamilton Area Plan - Planning Options Report to Council.**

2. Purpose

The purpose of the Terms of Reference (TOR) is to provide the City and developers with certainty by which:

- A developer, under City supervision, can undertake a planning and public consultation process for Hamilton Sub-Areas 2 and 3 (Expanded).
- After the Hamilton Area Plan is updated, developers may submit development applications to redevelop the Sub-areas.

In this manner, there will be an appropriate planning framework which reflects community preferences and can be used to assess the appropriateness of specific development applications.

3. Consultation Considerations

The planning consultation area is to be all of Hamilton and for Sub-area 2 include Queensborough residents.

The Richmond School District, the City of New Westminster and the New Westminster School Board are to be consulted. The following school matters are to be addressed

- Review the existing capacities at the Hamilton Elementary School for school aged children.
- The Richmond School District will be consulted throughout the development of the Master Plan.
- Residential growth will be aligned with options to provide appropriate space for school age children within existing facilities. The Richmond School District and Province will determine if school expansion (through temporary – portables or permanent school expansion) is necessary based on the growth of school-aged children in the area.

4. Hamilton Area Plan Requirements

The Hamilton Area Plan (HAP) requires that, before re-development occurs in the Sub-Areas 2 and 3 (expanded)

- Additional public consultation is to occur, to learn the community's land use preferences;
- More detailed planning is to occur, to better clarify and manage the type and amount of preferred development;
- The City's infrastructure capacity to service new development is to be clarified; and
- The Richmond and New Westminster School Board's ability to provide elementary schools is to be clarified.

5. Existing 1999 Official Community Plan (OCP) Policies for All Neighbourhood Centres

An objective of the OCP is to maintain a hierarchy of retail and personal service locations in the City (e.g., City Centre, neighbourhood centres, local commercial centres). The neighbourhood centres and local commercial centres are outside the City Centre and are intended to meet community-wide and neighbourhood needs. The OCP identifies seven "Neighbourhood Centre" locations one of which is the Hamilton Neighbourhood Centre.

The existing broad OCP Neighbourhood shopping centre development policies emphasize:

- Fostering a "village" character for neighbourhood retail districts outside the City Centre;
- Enhancing neighbourhood shopping centres by:
 - Supporting their development and use as neighbourhood service centres by encouraging neighbourhood services and amenities to cluster in their vicinity,
 - Improving the pedestrian, bike, wheelchair and scooter-friendliness of these centers, to achieve a "main street" gathering place for the surrounding neighbourhood;
- Encourage the development of small, pedestrian-friendly, streetfront convenience and personal service facilities on major roads to complement neighbourhood service centres and meet the needs of surrounding residents; and
- Limit strip retail and large warehouse-style "big box" retail to specific locations identified for auto-oriented commercial use, paying special attention to design and traffic circulation.

6. Relevant OCP Policies for the Hamilton Area Neighbourhood Shopping Centre Area

The relevant OCP policies for the Hamilton Neighbourhood Shopping Centre Area are:

- Provide opportunities for viable commercial development within the established commercial core to serve the day to day needs of the area residents and workers;
- Keep Hamilton's commercial core in its present central location;
- Evaluate the need for additional commercial space when the populations of Hamilton and Queensborough grow;
- Recognize the physical impact of business activity on Hamilton by acknowledging travel patterns in transportation improvements and by controlling design impacts through design guidelines; and
- Minimize impacts between proposed business uses and established residential neighbourhoods.

Note: Other OCP policies (e.g., growth management, housing choice, neighbourhood characteristics and design, transportation, the natural environment, parks and open space, community facilities and services, city infrastructure, flood protection) in Schedule 2.14, "Hamilton Area Plan", are also to be considered.

7. Hamilton Neighbourhood Shopping Centre Area Planning Considerations

The following principles are to be addressed in the Hamilton Neighbourhood Shopping Centre Master Plan:

- Emphasize Sustainability (e.g., social, economic and environmental, the City's Green Building policies, infrastructure);
- Achieve a Compact Community:
 - Better integrate development with the surrounding urban fabric,
 - Foster a pedestrian-friendly, mixed-use (e.g., residential, office, commercial) neighbourhood,
 - Allow new uses including interior and exterior oriented retail uses,
 - Encourage street-oriented retail and the development of a 'high-street' concept along Gilley Road,
- Improve connectivity and transit to and from the shopping centre;
- Encourage a more integrated access network of street, bicycle and pedestrian paths to enhance non-car land uses;
- Improve linkages to the surrounding neighbourhood (including improved pedestrian crossing of Gilley at relevant locations);
- Improve transportation including circulation, parking and loading areas, and pedestrian and cycling connections;
- Encourage alternatives to the car (e.g., bus passes, bicycle facilities, and walking), within a 5 to 10 minute walking distance (400 to 800 metres; 1,200 to 2,500 feet);
- Improve pedestrian and traffic safety;
- Improve economic viability for existing and proposed business uses;
- Community benefits provided by developers to provide community amenities that are commensurate with the development and do not compromise economic viability of developments.

The proposed land uses and densities in Areas 2 and 3 should complement the existing single-family and townhouse uses in the adjacent areas of Hamilton to the west and south, and across Boundary Road in Queensborough to the east.

The current Bridgeview Shopping Centre site should be redeveloped into an urban mixed-use neighbourhood with a variety of building forms which complement adjacent areas and consider:

- The building forms and a mix of 3 storey townhouse and 4-storey mid-rise buildings (All-Residential or Mixed Multiple-Family Residential/Commercial),
- Buildings of varied heights, and
- Mixed use and commercial buildings with a mix of interior-oriented retail and street-oriented retail along Gilley Road (Main Street).

8. General Considerations For Sub-Areas 2 and 3 (Expanded)

The following concerns are to be considered and addressed in the planning process:

- A Community Vision:
 - An overall area Neighbourhood shopping centre vision and character statement (e.g., retail and residential streetscapes, Gilley Road, New Westminster Highway and Smith Drive streetscape).
- Mixed Use Types and Quantities:
 - The land use types and amounts that are needed and likely to be achieved in this location.

- Density and Land Use
From the proposed 2041 OCP Concept, the following density framework has been prepared as a guide and may be changed during the planning process.
 - Sub Area 2
This area is envisioned to be primarily townhouse and possible duplex and triplex multiple-family residential.
 - Sub-Area 3 - Neighbourhood Shopping Centre Inner Core
The inner core would include commercial, townhouse and apartment multiple-family, mixed-use and institutional uses.
 - Sub-Area 3 - Neighbourhood Shopping Centre Outer Core
The outer core is the area within a 5 minute walk to the inner core and would include commercial and townhouse multiple-family uses.
- Building Heights
 - Within the Bridgeview Shopping Centre and along Gilley Road ("Main Street"), the building heights are to be varied and the maximum building height is to be no more than 4 storeys above parking.
 - Buildings with affordable housing or institutional uses may be higher than 4 storeys up to 6 storeys above parking.
- Building Form:
 - For all uses, a variety of building forms;
 - For residential uses, 3 storey townhouses, mid-rise buildings and townhouses.
- Urban Design
 - Public safety (CPTED) must be incorporated into building and landscaping designs.
 - Provide community focal points and elements to give a sense of place.
 - Improve streetscape and the public realm (e.g., medians, boulevards, street furniture).
- Amenities
 - Identify any current gaps in community amenities (e.g., childcare, parks) and the anticipated need for them.
 - Provide more built affordable housing and child care facilities.
 - Enhance parks, trails, community facilities, recreation and public plazas.
 - Public art.
- Transportation
 - Transit – Enhance transit service to the neighbourhood shopping centre that provide linkages to regional centres and other neighbourhood centres in Richmond. Ensure transit stops and related infrastructure (pedestrian linkages) are integrated in to Master Plan.
 - Pedestrians – Provide a safe, convenient and integrated walking environment to facilitate pedestrian movements to and from the neighbourhood shopping centre and surrounding areas (e.g., school/community centre, surrounding residential areas).
 - Cycling – Enhance cycling infrastructure and maximize opportunities to promote cycling as a mode of transportation to/from the neighbourhood shopping centre and promote linkages to existing established cycling routes;
 - Street network – Improve circulation and accessibility by reviewing the existing street network to ensure it safely accommodates multiple modes of transportation (car, bike, pedestrian) and requiring new roads, frontage and road upgrades in conjunction with development proposals.
 - Access to Arterial Roads – Access for new developments to Westminster Highway (Major Arterial) and River Road (Local Arterial) should be limited and existing accesses removed when possible and designed to address site specific concerns.
- Engineering Planning and Services
 - Infrastructure Upgrades (water, sanitary sewer, storm drainage):
 - The existing water, sanitary sewer, storm drainage capacities are to be identified; and
 - The proposed improvements to accommodate new land uses are to be identified.
 - Developments will provide the necessary infrastructure needed (sanitary, water and storm) based on existing City servicing plans (e.g. sanitary) or develop servicing plans for approval by the City. In addition to servicing works being undertaken by developers, the City will review capital works and DCC programs to determine any appropriate projects for the area due to possible changes in DCC – funded services resultant from proposed changes in land use.

- Parks
 - Establish linkages for pedestrian movements to and from community destinations (school, community centre, neighbourhood centre), parks, trails through the neighbourhood shopping centre area and surrounding area and facilitate linkages through way-finding signage.
 - Provide strong linkages to the waterfront for both development proposals and public trails.
- Environmental Sustainability
 - Sustainability: Maximize opportunities for sustainability and ensure that all developments incorporate sustainability measures,
 - Ecological Resources: Manage existing ecological resources in the area (e.g., RMAs [e.g., Queens Canal], waterfront, ESAs) and integrate park related developments and infrastructure within this context.
 - Important Water Elements: Water Recognize that watercourses, canals and the waterfront as strong, defining components of Hamilton's natural landscape,
 - Stewardship: Foster community environmental stewardship.
 - Riparian Design Considerations: Incorporate the riparian element into the character and design of new development (e.g., the shopping centre, residential, parks)
 - Provincial Contaminated Sites Regulation: Address contaminated sites.
 - Enhance: Protect, restore and enhance ESAs / RMAs.
- Flood Protection – as per City policies and bylaws

9. An Implementation Program

An Implementation Program is required and is to include:

- effective planning policies and design guidelines;
- zoning and building requirements;
- a Financing Program which shows:
 - Costing and paying for desired public amenity and infrastructure upgrades (e.g., amenities, public realm improvements, streetscape upgrades, public art);
 - How much each element (e.g., infrastructure, amenities, public realm improvements, streetscape upgrades) will cost, on site and off site;
 - Identifies sources and timing of revenue for the improvements, including:
 - Direct development payments for works adjacent to redevelopment sites (e.g. sidewalks, street lighting, landscaping);
 - Current and additional DCC payments at subdivision and building permit (open space improvements, street works, servicing upgrades and daycares);
 - Amenity costs generally at rezoning (e.g. required and voluntary contributions);
 - Amenity costs at rezoning for a density bonus.
 - a public amenity and infrastructure phasing plan;
- measure to ensure that City costs related to new development and associated amenities are to be zero or minimal.

10. Process, Studies and Schedule

- City Staff Team and Role
A City staff team will be responsible for the overall management of the process, supervising the developer and ensuring that the Terms of Reference are addressed. The City staff team membership will include staff from Planning, Development Applications, Transportation, Economic Development, Engineering, Parks and Environmental Sustainability.
- Developer Proponent Role
Proponents will be responsible for doing all the work at their expense. The proponent will undertake necessary studies including:
 - Demographics
 - Land use (residential, commercial, office)
 - Economic: a study of the market potential of proposed developments in the Master Plan at the existing Bridgeview Shopping Centre location and proposed Gilley Road Main Street and financial feasibility of redevelopment (e.g. opportunities and constraints to new development, including residential and retail/service uses).
 - Urban design (e.g. neighbourhood fit, character and streetscape)
 - Engineering
 - Flood Protection
 - Traffic and transportation

- Financing
- Proposed City and private land ownership
- Other issues identified during the course of the planning process

The proponent will engage the services of the following professionals to undertake the work:

- Planner – Land use, density and building form,
 - Architect – Design guidelines for buildings and open spaces,
 - Environmental Consultant – Riparian / other environmentally-sensitive areas and parks,
 - Geotechnical Engineer – Soil conditions for buildings and servicing,
 - Servicing Engineer – Water, sanitary and storm sewer services,
 - Transportation Engineer – Major road improvements and local road network, road standards, cycling and pedestrian network; and
 - Others, as necessary.
- Public Consultation Considerations
 - Consult with residents, property owners, tenants, businesses, community groups and stakeholders particularly by using a variety of City approved methods (e.g., open houses, mail in surveys, random telephone surveys).
 - All City residents are also to be invited to provide comments.
 - An initial open house and survey is required to provide an opportunity to identify issues and opportunities, and solutions.
 - The proponent will ensure that community needs are addressed via the creation of draft options for further review by the public and Council.
 - A follow-up open house will be held to provide an overview of the options and survey results.
 - Refinements will be made to the draft Plan based on comments received on the draft options from Council and the public at the second open house.
 - Schedule
 - The specific work schedule will be refined in discussions between City staff and the developer.

11. The Products

The study products are to include:

- survey result summaries,
- Background information and technical reports,
- Draft amendments to the Hamilton Area Plan, including: a vision, goals, objectives, policies and design guidelines;
- An Implementation Program

13. Time

The planning process is anticipated to take approximately a year.

Prepared By Policy Planning, City of Richmond.



City of Richmond

Report to Committee

To: Planning Committee

Date: November 14, 2011

From: Cathryn Volkering Carlile
General Manager - Community Services

File:

Re: Operator Selection for the Hamilton Child Care Facility

Staff Recommendation

That the Society of Richmond Children's Centres be endorsed as the operator of the City-owned child care facility to be constructed, pending rezoning, at 23591 Westminster Highway.

Cathryn Volkering Carlile
General Manager - Community Services

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ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Project Development		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Financial Services/Purchasing		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG		YES	NO	REVIEWED BY CAO	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

Staff Report

Origin

As part of a rezoning agreement with TransLink to develop a Bus Operations and Maintenance Facility at Westminster Highway and Boundary Road, the City negotiated the transfer of 2.43 acres plus a monetary contribution of approximately \$1,770,000 for community amenities, and an additional \$50,000 for trail development.

In June 2010 Council endorsed the use of these lands and funds for the establishment of a City-owned child care facility on the understanding that, prior to opening the facility, traffic safety concerns will be addressed as outlined in the recommendations. A rezoning report to Council to ensure an appropriate land use designation to accommodate the facility is anticipated in early 2012. This report will include information regarding traffic safety improvements.

Findings Of Fact

To ensure that the City-owned facility is designed to optimize its use and suitability for the intended age groups and programs, staff sought to secure an operator for the centre prior to facility design. Involving the operator in design helps to ensure that the layout is well suited for its purpose. As an architect for the project has been engaged by Project Development staff, the provider selection process was initiated so that design may proceed.

On June 30, 2011, a Request for Expressions of Interest (RFEOI) was published on BC Bid and the City website. It was also sent to Child Care Licensing (Vancouver Coastal Health) and the Richmond Child Care Resource and Referral Centre for distribution to their networks. A closing date of September 16, 2011 provided eleven weeks for submission preparation. One Expression of Interest (EOI), submitted by the Society of Richmond Children's Centres (SRCC), was received by the closing date. The complete submission is on file with the City's Purchasing Department.

A panel consisting of City staff plus a representative of the Child Care Development Advisory Committee and the Hamilton Community Association participated in the selection process. The process involved completing an evaluation matrix of the submission and a follow-up interview with the SRCC Executive Director. The proponents' understanding of the submission requirements, community context, operating vision, experience, proposed programming and human resource/financial capacity were assessed.

Analysis

1. RFEOI Response

The limited response to the RFEOI, whereby only one submission was received, may reflect a number of factors. Child care operators face a number of administrative challenges, including attracting and retaining staff; remaining financially viable with the introduction of full school-day kindergarten; and offering care to priority age groups (infant/toddler and/or school age care) while maintaining financial viability.

Another set of limitations pertain to the capacity of child care operators to meet the RFEOI requirements. Although eleven weeks were provided to complete the EOI, many child care

providers are challenged to prepare submissions due to limited staff time and experience with such processes. To provide the type and extent of information required by the RFEOI, experience in starting up and operating child care facilities is needed, as well as sufficient time and expertise to provide the required information and documentation. The CCDAC representative indicated that, while other providers may have considered preparing submissions, requirements were such that potential applicants were discouraged.

While challenging, staff consider that the RFEOI requirements realistically reflect the skills and experience required to successfully plan, open and operate the new centre. To identify ways of increasing child care provider capacity, CCDAC will be asked to consider roles that various stakeholders might play to enhance providers' capacity to participate in future RFEOIs.

2. SRCC Submission

Based on a submission review and interview results, the selection panel unanimously recommended the SRCC as the child care provider for the Hamilton facility, based on their philosophy, programming, operational practices, experience in planning and opening new facilities, and history of providing quality care in Richmond. However, the panel acknowledged that logistical challenges, as identified by the SRCC and outlined below, must be addressed for successful implementation.

The SRCC identified constraints related to their ability to open two centres in anything less than a six-month window, in terms of both human resource and financial capacity. As the SRCC will be operating the City-owned facility at the Oris "Remy" development, estimated to open in January 2013, their first commitment is to successfully open that facility.

Following rezoning approval of the community amenity land, site preparation will commence. A pre-load period of at least six months is anticipated. As the facility will be modular, construction of the building may occur simultaneously with site pre-loading, resulting in a time saving of several months. If no unforeseen delays occur, the facility would likely be ready to open in January 2013, coinciding with the Remy facility opening. Rather than delaying the schedule, staff propose that facility construction proceed, following rezoning approval, to avoid rising construction costs. As a September opening is preferred by the operator to ensure full enrolment, staff propose that the facility opening be adjusted accordingly. This opening date reflects the timeframe anticipated in the RFEOI.

3. Options

(1) Select the SRCC as the operator of the Hamilton Child Care Facility (Recommended).

Pros:

The SRCC:

- was the sole responder to the RFEOI and met the requirements,
- is experienced in facility planning and opening new centres,
- has a well-established reputation for providing quality care,
- is committed to providing infant/toddler and/or school age care in the Hamilton facility,
- was unanimously endorsed by the selection panel.

Cons:

- No other child care providers submitted EOIs.
- SRCC is unable to open two new centres in less than six months due to human resource and financial constraints, and their first commitment is to open the Remy facility.
- The Hamilton facility opening will be delayed by several months.

(2) Re-issue the RFEOI to see if submissions from other child care providers might be received.

Pros:

- Child care providers would be given another opportunity to prepare submissions.
- Opening two new centres simultaneously is unlikely to be a concern for other providers.
- It is unlikely that the opening schedule would need to be amended to accommodate a prior commitment (e.g., to the Remy facility).

Cons:

- There is no assurance that additional submissions would be received.
- The scope of work and submission requirements identified in the current RFEOI would have to be significantly changed, before re-issuing the RFEOI, which is not recommended.
- Facility design would be delayed.
- As a September opening is optimal for any child care provider, and the facility will not be ready in September 2012, opening may be postponed until September 2013 regardless of the provider selected.

As re-issuing the RFEOI would not benefit the City nor the Hamilton community in a substantive way, and the SRCC has a history of providing quality, affordable, accessible care, staff recommend that the SRCC be selected as the operator of this facility.

If the staff recommendation is endorsed, Real Estate Services will bring forward a report detailing property lease terms at a future date.

Financial Impact

There is no financial impact at this time.

Conclusion

Staff recommend that Council endorse the selection of the SRCC as the operator of the Hamilton child care facility.



Lesley Sherlock
Social Planner
(604-276-4220)
LS:ls



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: November 23, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: 10-6360-08/2011-Vol 01

Re: Ecowaste Industrial Proposal – Road Opening and Development

Staff Recommendations:

1. That the opening and development of road works to extend Blundell Road from where it currently ends (on the east side of No. 7 Road) to Savage Road, be approved.
2. That the opening and development of road works along Savage Road between Williams Road and Francis Road, be approved.
3. That authorization to Ecowaste Industries Ltd. to apply to the Agricultural Land Commission to open and develop Blundell Road between No. 7 Road and Savage Road as outlined in the staff report dated November 23, 2011 from the Director of Development be granted.

Brian J. Jackson, MCIP
Director of Development

BJ:ke
Att.

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

Ecowaste Industries Ltd. intends on developing approximately 170 acres (69 ha) of Industrial (I) zoned and designated land they own directly to the west of Port Metro Vancouver lands (**Attachment 1** – Location Map). To facilitate this significant light industrial development, new roads and City services are required to be extended to the area. Opening of existing road allowances to permit the construction of road works along Blundell Road (No. 7 Road to Savage Road) and Savage Road (Williams Road to Francis Road) requires Council approval. Blundell Road, between No. 7 Road and Savage Road, is fully contained within the Agricultural Land Reserve (ALR), therefore approval from the Agricultural Land Commission (ALC) is required to open and develop Blundell Road (**Attachment 2** – Road Allowances Proposed to be Developed).

A Development Permit application (DP 11-566011) is also required and has been submitted for the industrial development to address agricultural buffering and to mitigate proposed works along No. 7 Road canal, which is designated as a Riparian Management Area and Environmentally Sensitive Area. Prior to considering the Development Permit application, Council approval of the road openings must occur first. If Council and the ALC approve the road openings, staff will bring forward the Development Permit application when the review is complete. Future road and infrastructure construction will be undertaken through a Servicing Agreement required to be completed by the developer.

Purpose

This staff report:

- Presents information related to the Ecowaste light Industrial development proposal and related request to open and develop City roads.
- Requests Council approval to open and develop Blundell Road (from just east of No. 7 Road to Savage Road) and Savage Road (from Williams Road to Francis Road).
- Requests authorization for Ecowaste Industries Ltd. to apply to the ALC for permission to open and develop road works and related City services (storm, sanitary, water) in Blundell Road (between No. 7 Road and Savage Road), which is contained in the ALR.

Development Site Location, Context and Background Information

The site consists of two parcels generally bounded by the Blundell, Savage, Williams and No. 7 Road allowances. The northern development parcel is 140 acres and the smaller parcel south of the Francis Road allowance is 30 acres.

The north parcel is the site of the decommissioned Richmond Landfill, which has been operated by Ecowaste since 1971. The former landfill site is significantly higher in elevation than surrounding parcels due to the past fill activities. Generally, elevations of the former landfill site are highest in the middle portion of the 140 acre parcel with the grade decreasing slightly towards the outer edges of the uppermost elevation of the landfill. Around the perimeter of the site, elevations drop significantly to match existing grades.

To date, land clearing and sand/fill material storage has been the extent of modifications and activities on the smaller 30 acre parcel located between Williams and Francis Road.

Land uses surrounding the subject site consist of industrial and port related developments to the east and south. Land contained in the ALR is located to the north of Blundell Road and east of Savage Road. Ecowaste's active landfill operation (for which approvals have been granted by the ALC) is situated to the north. Land uses to the west consist of a golf course (Country Meadows), cranberry fields and naturally landscaped areas all within the ALR.

- To the North: Across the Blundell Road allowance, an Agricultural (AG1) zoned parcel in the ALR.
- To the East: Across the No.7 Road allowance/canal, Industrial (I) zoned parcels (Port Metro Vancouver).
- To the South: Across the rail right-of-way, Industrial (I) zoned parcels.
- To the West: Across the Savage Road right-of-way, parcels zoned for Agriculture (AG1) and Golf Course (GC).

Extent of Road Services in Area

Currently, the northern parcel is not serviced by a municipal standard road. Currently, Blundell Road ends approximately 100 m (328 ft.) east of No. 7 Road. The southern parcel has road frontage on the narrow portion of the subject site on Williams Road.

Background Information – Landfill Operations

The Richmond Landfill was decommissioned in 2000 and Ecowaste is required to maintain and manage the former landfill operation to Ministry of Environment standards for industrial development. Based on information submitted by Ecowaste, the Richmond Landfill received construction and demolition waste and excavation materials. The site is owned, managed and serviced by Ecowaste and has a variety of buildings, service roads and leachate control/treatment structures that monitor activities on the site.

Summary of Light Industrial Development Proposal – Ecoridge Industrial Park

Ecowaste is proposing to develop a 170 acre light industrial park. The development's (Ecoridge Industrial Park) primary activity will be light industrial businesses focussed on Port supporting and transport based shipping and logistics operations, which are permitted and comply with Industrial (I) zoning. Proposed buildings will cater to tenants that require large areas and will generally range in size from approximately 9,300 m² (100,000 ft²) to 93,000 m² (1,000,000 ft²).

Ecowaste has indicated that it will retain ownership of the entire 170 acre light industrial development and no further subdivision of the two existing parcels is planned. As a result, the Ecoridge industrial development will consist of a number of large areas leased on a long-term basis to individual tenants. Phasing and build-out of the Ecoridge development is proposed to take approximately 10 to 15 years, which is subject to change, depending on demand and market conditions. Generally, the initial phases of industrial development will occur first on the north

portion of the 140 acre parcel next to Blundell Road. Subsequent phases will proceed around the perimeter of the parcel with the final phase planned for the smaller 30 acre parcel south of Francis Road. Please refer to **Attachment 3** for a conceptual phasing plan of the Ecoridge development.

Road construction will be sequenced with the build-out of the Ecoridge development as outlined in the phasing plan. Blundell Road construction will occur first to provide access to the northern development lot. Private roads will then be developed within northern lot to provide access to buildings. Later stages of road construction in other City road allowances (Savage Road and Francis Road) will not happen until development of the southern 30 acre parcel occurs, which is targeted for build-out in 10-15 years based, on the proposed phasing plan and market conditions.

Related Policies & Studies

Official Community Plan – Land Use Designation

The 170 acres of land is designated for Business and Industry in the Official Community Plan (OCP) Land Use Map and the proposed uses comply with the light industrial activities planned for the development (refer to **Attachment 4** for OCP Land Use Map).

Official Community Plan – Transportation

The OCP Transportation section contains objectives and policy statements that support the development of road infrastructure and traffic management to facilitate the movement of goods and services for commercial and industrial activities. To address the impact of the development on surrounding roads and identify required traffic routing and management measures, the proponent submitted a Traffic Impact Assessment that has been reviewed, with key recommendations supported by staff. Proposed opening and development of roads as outlined in this report complies with the transportation objectives and policies outlined in the OCP.

Council Policy 5013 – Property Fronting Undeveloped Roads (Construction Requirements)

This Council Policy ensures that properties to be developed are serviced by all necessary City infrastructure and roads. In situations where extensions of existing roads will service other properties, the Policy requires Council approval to open or extend the applicable roads (refer to **Attachment 5** for Policy 5013)

The northern development parcel (situated between Blundell, No. 7, Francis and Savage Road allowances) is not currently serviced by a municipal standard road or City services. Opening and development of Blundell Road results in services and access being available to the proposed Ecoridge development and requires Council approval (as per Policy 5013).

The southern development parcel (situated between Williams, Savage and Francis Road) is serviced by an existing, opened portion of Williams Road along the site's south frontage. Although this site has frontage and access to Williams Road, the proponent has indicated that development of a road along Savage Road from Williams to Francis Road is necessary to facilitate proper access to a parcel that is long and narrow. The opening of Savage Road is not the primary access to the southern parcel as it already has frontage on Williams Road. However, one property in the ALR immediately to the east of Savage Road would potentially have access to services with development of a road and therefore requires Council approval.

The impacts of road development in or adjacent to land in the ALR is discussed later in this report. Road development works on Francis Road (east of Savage Road), although required for the Ecoridge industrial development, does not require Council approval as road development along this portion of Francis Road does not result in servicing of any additional properties.

Consultation

Agricultural Advisory Committee

On July 14, 2011, the Agricultural Advisory Committee (AAC) reviewed the Ecoridge development proposal and related request to open and develop new roads required to service the project. The AAC supported the development and opening of the above mentioned roads based on the proponent's commitment to buffer its development to surrounding agricultural areas and the limited impact road development would have on surrounding agricultural operations.

In conjunction with support of road development along Blundell, Savage and portions of Francis Road, the AAC recommended that measures be implemented to ensure that a majority of the traffic associated with industrial development be routed to and from the north (via Blundell Road), which was a comment made in relation to mitigating impacts on the road network to the south (Williams Road; Steveston Hwy/Highway 99 Interchange). The AAC also provided feedback on minimizing light overspill and buffering to agricultural areas, which will be addressed in the Development Permit application required for this development due to proximity/adjacency to the ALR. An excerpt of the July 14, 2011 AAC meeting minutes is contained in **Attachment 6**.

Department of Fisheries and Oceans

Initial consultation with Department of Fisheries and Oceans (DFO) has commenced in relation to works within the designated Riparian Management Area (15 m) along No. 7 Road canal (also designated as an Environmentally Sensitive Area – ESA), which requires DFO approval. Impact of proposed works and associated enhancement and compensation within the RMA and ESA will be addressed through the Development Permit application process, which will involve additional consultation with DFO staff.

Port Metro Vancouver

Port Metro Vancouver (PMV) is aware of the proposed industrial development as representatives from Ecowaste and City staff have had direct communication with PMV staff on the project. PMV staff have been forwarded information on the 170 acre Ecowaste industrial development in conjunction with Traffic Impact Assessment (TIA) undertaken by Ecowaste's transportation consultant.

Specific comments from PMV on the submitted TIA have been communicated to City staff and the proponent. PMV comments generally relate to ensuring the TIA takes into account the most recent information on the Port's development plans and built out of remaining land within PMV's jurisdiction. A specific comment from the Port relates to the timing of both the Port and Ecowaste's industrial development and their impacts on traffic volumes. Ecowaste's consultants will be undertaking a sensitivity analysis to ensure their traffic model accounts for these timing concerns. In response, Ecowaste's transportation consultant is currently in the process of

revising the TIA where appropriate and preparing a separate addendum report for review and comment by PMV and City staff that responds to all technical questions raised by the Port. Applicable updates related to the revised TIA and addendum report will be provided in the forthcoming Development Permit application report.

City staff have also been communicating with PMV for an industrial project on PMV land (east of No. 7 Road) and have forwarded comments and relevant information on the proposed Ecowaste development and related infrastructure works so that the PMV industrial development takes into account future infrastructure works in the area.

Description of Preliminary Road Works

This section provides a general overview of road development works based on the preliminary cross-section provided by Transportation staff. Refer to **Attachment 7** for a map of road development.

Blundell and Savage Road Works

For Blundell Road (Contained in ALR), works will consist of the construction of an industrial standard road aligned on the north side of the road allowance as an interim half-road based on the ultimate cross-section of works planned for Blundell Road when fully developed in the future. In conjunction with the paved road, construction will also include a sidewalk (south side of Blundell Road), shared bike/pedestrian path (north side of Blundell Road), street lighting, medians and curbs/gutter to the appropriate City standard. Based on the required cross-section for Blundell Road, additional land will need to be secured on both the north and south sides (approximately 2.2 m) and will be finalized in latter design stages of the road and development.

A bridge structure is also required for the No. 7 Road canal crossing which will be integrated with the proposed works within Blundell Road. Blundell Road works will extend as far west as possible, but will not extend all the way to the Savage Road allowance due to the significant drop in elevation associated with Ecowaste landfill operations at the western edge. The proposed extension of works along Blundell Road does not connect to any existing opened road in the Savage/Blundell Road vicinity nor does it introduce any additional development pressure on agricultural areas.

For Savage Road (Outside of the ALR), works will consist of an appropriately designed road within the existing road allowance between Williams and Francis Road. Pedestrian/bicycle infrastructure and treed boulevard treatments will be located on the east side of Savage Road next to the industrial development. The west side of Savage Road will integrate a fence and landscape buffer treatment because it abuts the ALR. Identified works for Savage Road will fit within the existing 20 m (66 ft.) wide road allowance. Additional land is required at the south end of Savage Road from the proponent's industrial site (east side only) to account for a 10 m (33 ft.) wide reduction of the existing road allowance. The final amount of land to be secured will be determined through the detailed road design process.

Additional Supporting Road Works

A number of additional road works are required that tie-in to portions of Blundell and Savage Road proposed to be opened and developed. A portion of Francis Road (approximately 210 m east of Savage Road) will be developed in the existing 20 m (66 ft.) wide road allowance with continuation of frontage works (pedestrian/bike paths; treed boulevard). A private road developed through the northern development site from Blundell to Francis Road (referred to as Graymont Blvd. in the applicant's plans) will serve as the primary north/south running road providing access and required infrastructure to light industrial tenants located in the 140 acre parcel.

Development of road works in Francis and Graymont Blvd. also facilitates the ability for traffic associated with development of the smaller parcel south of Francis to access/exit through Blundell Road. Information on the traffic study and specific measures to prohibit general and industrial traffic use of the road connection between Williams and Blundell Road is outlined later in the report.

Phasing of Road Development and Provisions for Secondary Emergency Vehicle Access

Initial road construction will be associated with development of the northern parcel. Construction of Blundell Road along with portions of Graymont Blvd coincides with the first phase of building construction. Subsequent buildings on the northern parcel will involve additional extension of other private service roads (including Graymont Blvd.), all with primary access/egress through the Blundell Road extension across the frontage of the Ecoridge development. Construction of Savage and Francis Road will not occur until the final phase of the Ecoridge development associated with build-out of the southern 30 acre parcel between Williams and Francis Road occurs.

Until the development of roads occurs along Savage and Francis Road, secondary access (for emergency vehicles) needs to be provided for the northern lot once buildings are constructed to account for an alternative access route in the event of a blockage on Blundell Road. The proponent has indicated that a network of existing internal service roads currently provides access throughout the 170 acre development site, including a means to access the entire Ecoridge development site from Williams Road. These roads are currently utilized by Ecowaste vehicles and large trucks for maintenance and monitoring of the former landfill site and access to the active landfill operation on the north side of Blundell Road. The proponent has indicated that these internal service roads will remain (for private maintenance use only – no public access) throughout the build-out of the Ecoridge development and can be utilized to provide for secondary emergency vehicle and fire access.

Through the forthcoming Development Permit, Servicing Agreement application and Building Permit application for each phase, secondary emergency vehicle access provisions and firefighting provisions will be identified, reviewed and approved by City staff, including Richmond Fire Rescue. Upon preliminary review, Richmond Fire Rescue staff have identified the following requirements to Ecowaste to assist in the preparation of a plan to address secondary emergency access provisions:

- Accessible at all times for all emergency response vehicles.

- Access points (from Williams Road) and routes through the site is clearly marked and signed where appropriate.
- All secondary emergency response routes be maintained to the appropriate standard as determined by Richmond Fire Rescue.
- A finalized plan is required to be reviewed and approved by City staff (Richmond Fire Rescue) through the forthcoming Development Permit application.

Staff Comments

Planning and Development

Based on the previous use of the development site as a landfill operation, the Ministry of Environment has notified both Ecowaste and the City that approval of any development application associated with the site (i.e., Development Permit) is suspended until a certificate of compliance or remediation agreement to demonstrate that the site is being properly managed and monitored is obtained by the proponent. The suspension of approval placed on the subject site by the Ministry of Environment does not impact or hold up the request to open and develop roads as outlined in this report. Confirmation of compliance and Ministry release will be a condition of the forthcoming Development Permit associated with this project.

If additional lands are required to be secured for City road works and services, additional investigation will need to be conducted by the proponent related to the presence of any existing or potential contaminants. Based on this investigation, the appropriate mechanism to secure the land (statutory right of way over dedication) will be identified in the development process.

Engineering

As part of the report to request road opening, there is no requirement for the proponent to enter into agreements to construct the road works or City infrastructure (i.e. sanitary, storm and water) associated with the Ecowaste development. The forthcoming Development Permit will identify the required road works and City infrastructure requirements.

Based on the size of the proposed 170 acre industrial development by Ecowaste, the required works associated with City infrastructure (sanitary, storm and water) to service the project will be significant. In support of the forthcoming Development Permit application, the proponent has submitted a servicing strategy to the City that outlines the approach and required servicing works for sanitary, storm and water systems and road development works. Engineering staff are reviewing the servicing strategy so that all issues are resolved and necessary upgrades identified. The following is preliminary information on required City infrastructure works:

- Sanitary – There is no sanitary sewer service to the subject development parcel(s). Extension of the existing sanitary sewer system along Blundell Road from the development site to where it currently ends (approximately 400 m east of No. 7 Road) will be required. Additional upgrades including any new sewer pump stations and works to existing sanitary sewer infrastructure (i.e., sanitary pumpstations; forcemains; sewer lines) where new sanitary works will tie-in to may be required and will be determined through the review and approval of the servicing strategy. These works are not included in the Development Cost Charge (DCC) program.

- Storm – The No. 7 Road Drainage Pump Station is at capacity and fully subscribed by the existing uses and primarily serves as the main drainage station for farming in East Richmond. The drainage proposal involves routing storm water from the development site along Blundell Road to the No. 7 Road canal. Additional works may include construction of a new drainage pump station and upgrades and works to existing storm system infrastructure (i.e., storm pumpstations; canals) may be required and will be determined through the review and approval of the servicing strategy. These works are not included in the DCC program.
- Water – City water service will involve the extension of the existing line along Blundell Road. For development on the southern 30 acre parcel, connection to the existing water line along Williams Road is available. Any potential upgrades to existing water service in the area will be identified in the review and approval of the servicing strategy. The developer is responsible for ensuring adequate fire flow and any upgrades required.

On-site infrastructure works to service various phases of the 170 acre development proposal will be on private systems based on an on-site engineered design. All works involving City services or road development will require approval of a Servicing Agreement that will address the design and construction of works. Based on the large size of the Ecoridge development, it is anticipated that a number of Servicing Agreements will be required and sequenced with the phased build-out of the project. Additional information on specific City servicing works will be identified in the forthcoming Development Permit application.

All new storm, sanitary and water infrastructure works or upgrades required to existing City systems as a result of Ecowaste's industrial development proposal is required to be completed at the sole cost of the developer.

Transportation

City transportation staff and the proponent have been working together to determine the appropriate cross-sections and necessary works for road development to service the Ecoridge development. Transportation has identified the minimum road cross-sections for Blundell Road, bridge over No. 7 Road canal, Francis Road, Savage Road and the private road (Graymont Blvd) running through the northern development lot. Additional work on the functional road design will be undertaken by the proponent through the Servicing Agreement for relevant portions of road development.

The proponent has submitted a Traffic Impact Assessment (TIA) in relation to the proposed industrial development, which justified new road development and examined traffic related impacts specific to the project and surrounding road network. Transportation staff reviewed and concurs with key recommendations of the TIA report related to road opening and development. Any specific items (i.e., traffic control measures; upgrades) identified in the TIA will be implemented through the Servicing Agreement design submission process.

Analysis of Issues – Road Opening

Traffic Generation and Vehicle Routing

A key issue related to the opening of Blundell and Savage Road is determining how industrial and general vehicle traffic will access and exit the development site. For the Ecoridge development, the proponent has submitted a TIA to indicate that Blundell Road will be the primary access and egress for all vehicles upon redevelopment of the site and that the existing surrounding road network can accommodate the traffic generated from the light industrial activities. The TIA also confirms that the development will result in no net increase in traffic at the south end of the site at Williams Road. Based on the small amount of future building area requiring access to and from Williams Road, there will be no increase in traffic on the surrounding road network (including the Steveston Highway & Hwy 99 Interchange).

As recommended in the TIA and supported by Transportation staff and the proponent, a traffic control measure will be implemented as part of the road works to prevent a connection for general and industrial traffic between Williams and Blundell Road. This measure will prohibit general traffic through a specifically designed traffic control point, but will allow access for permitted vehicles (i.e., emergency vehicles, transit) and other users (i.e., pedestrians and cyclists). The conceptual design of the traffic control measure involves the following:

- Double cul-de-sac at each road end to enable commercial vehicle turn around.
- Controlled access lane connecting each cul-de-sac to allow for travel by permitted vehicles only and other non-motorized users.
- Signage, potential speed bumps and other traffic control measures determined through the design.
- Francis Road has been identified as the preliminary location of this traffic control measure; however the final location will be determined through the design process.
- At this time, the objective of these traffic measures is to not increase the traffic generated at the Steveston Hwy/Highway 99 Interchange until additional planning and transportation infrastructure upgrades occur along the Highway 99 corridor (including applicable highway interchanges).

Agricultural Impacts on or Adjacent to the ALR

Proposed road works involve Blundell Road along the site's northern frontage (fully contained in the ALR) and Savage Road between Williams and Francis Road (outside of the ALR).

For Blundell Road – application to and approval from the ALC is required for any road related works contained in the ALR. The site to the north of Blundell Road is the location of Ecowaste's active landfill operation and no further development or subdivision potential will result due to road works as the site is zoned and designated for agriculture. An extension of Blundell Road also does not facilitate additional access to properties west of the intersection at the Savage/Blundell Road allowances. ALR landscape buffering provisions has been incorporated on the industrial zoned site on the south side of Blundell Road, which will be reviewed and secured through the forthcoming Development Permit application. Therefore, impact on ALR land and agricultural activities will be minimal.

For Savage Road – no approval is required from the ALC for the road works. Only one property in the ALR on the west side of the road will be provided with new frontage as a result of the Savage Road works. However, no intensive development would be permitted as the site is zoned and designated for agriculture and therefore, further subdivision or redevelopment into other uses

would not be supported and requires Council approval. Similar to the approach for Blundell Road, the proponent has prepared a landscape buffer plan to be located on the industrial development site in conjunction with hedging and fencing within the Savage Road allowance on the east side directly adjacent to the ALR. This ALR buffer landscape plan will be reviewed and secured through the forthcoming Development Permit application.

Opportunities for Improved Pedestrian, Transit and Bicycle Connections

The proposed development of roads along Savage, Francis, Blundell and the private road (called Graymont Blvd. by the applicant) running north-south through the Ecoridge development will significantly improve and enhance transit, pedestrian and bicycle linkages between Williams and Blundell Road. The preliminary cross-sections of Savage, Francis and Blundell Road all include specific pedestrian and bicycle dedicated pathways designed to integrate and transition with established infrastructure in the surrounding area.

City staff and the proponent are also working on establishing an off-road pedestrian/bicycle pathway that would provide a linkage between Francis and Blundell Road and run along the south and east edge of the northern Ecoridge development lot. This pathway would utilize an existing private gravel service road used by Ecowaste to monitor the decommissioned landfill site. Both the proponent and City have expressed an interest in exploring and securing a public pathway along this general alignment subject to resolution of any technical issues. Staff will continue to work with Ecowaste to achieve this trail connection and can provide status updates when the Development Permit application is brought forward for consideration. If a path is secured and established, it would not be operational until the final phase of the Ecoridge development proceeds, which involves supporting pedestrian/bicycle pathway works in conjunction with road development along Savage and Francis Road.

Future Process and Forthcoming Development Permit Application

If Council approval is granted to open and develop Blundell Road between No. 7 and Savage Road, Ecowaste will file the appropriate application with the ALC along with all necessary supporting documentation from the City. ALC staff will review the application and contact the City for any additional comments on the proposal prior to the ALC making a decision.

A Development Permit application is required for the Ecoridge industrial development on both lots totalling 170 acres to address:

- Agricultural/ALR buffers to the north and west and the provision of a comprehensive landscape buffer plan.
- Mitigation and enhancement associated with all works done in RMA and/or ESA designated areas in conjunction with the No. 7 Road canal.


A Development Permit application has been submitted by Ecowaste (DP 11-566011), which is being reviewed by staff.

Financial Impact

None.

Conclusion

The opening and expansion of roads as outlined in this staff report is critical to the development of the Ecoridge industrial park. Road opening to facilitate continued growth and development of employment lands is supported by the OCP. All technical issues associated with road development have been addressed. Staff support the request to open and develop Blundell and Savage Road.



Kevin Eng
Planner 1

KE:cas

Attachment 1: Location Map

Attachment 2: Road Allowances Proposed to be Developed

Attachment 3: Conceptual Ecoridge Industrial Park Phasing and Development Plan

Attachment 4: Official Community Plan Land Use Map

Attachment 5: Council Policy 5013 – Property Fronting Undeveloped Roads (Construction Requirements)

Attachment 6: Excerpt of July 14, 2011 AAC Meeting Minutes

Attachment 7: Conceptual Map of Road Development



City of Richmond

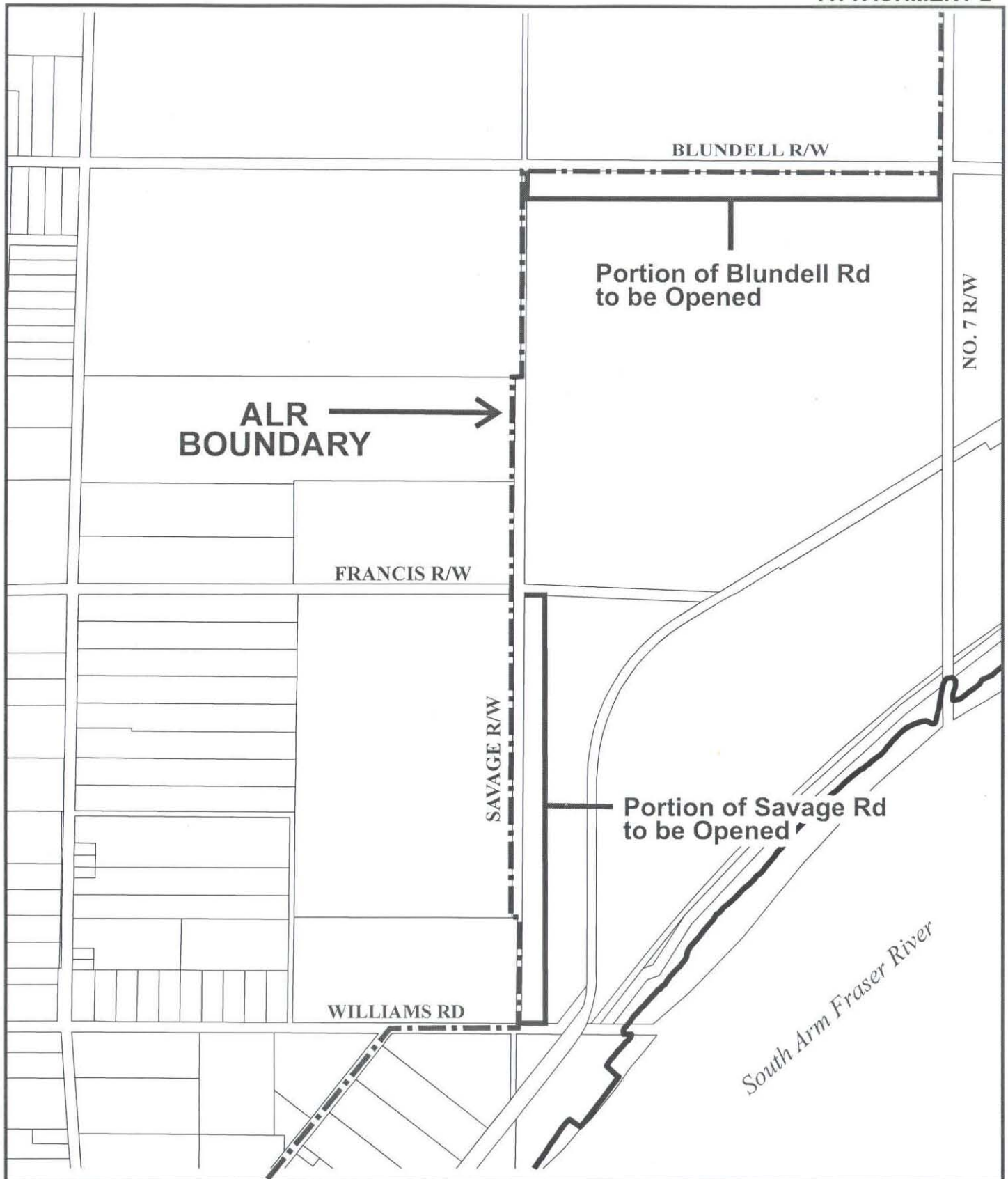


LOCATION MAP ECORIDGE INDUSTRIAL DEVELOPMENT SITE

Original Date: 10/03/11

Revision Date:

Note: Dimensions are in METRES



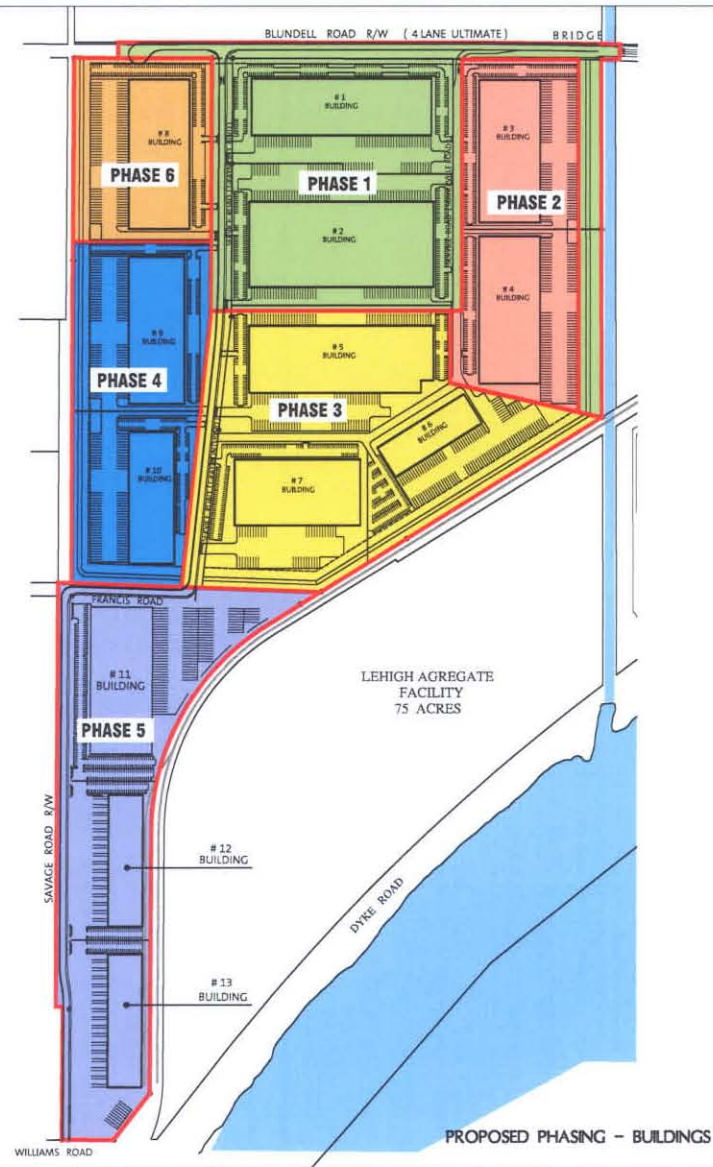
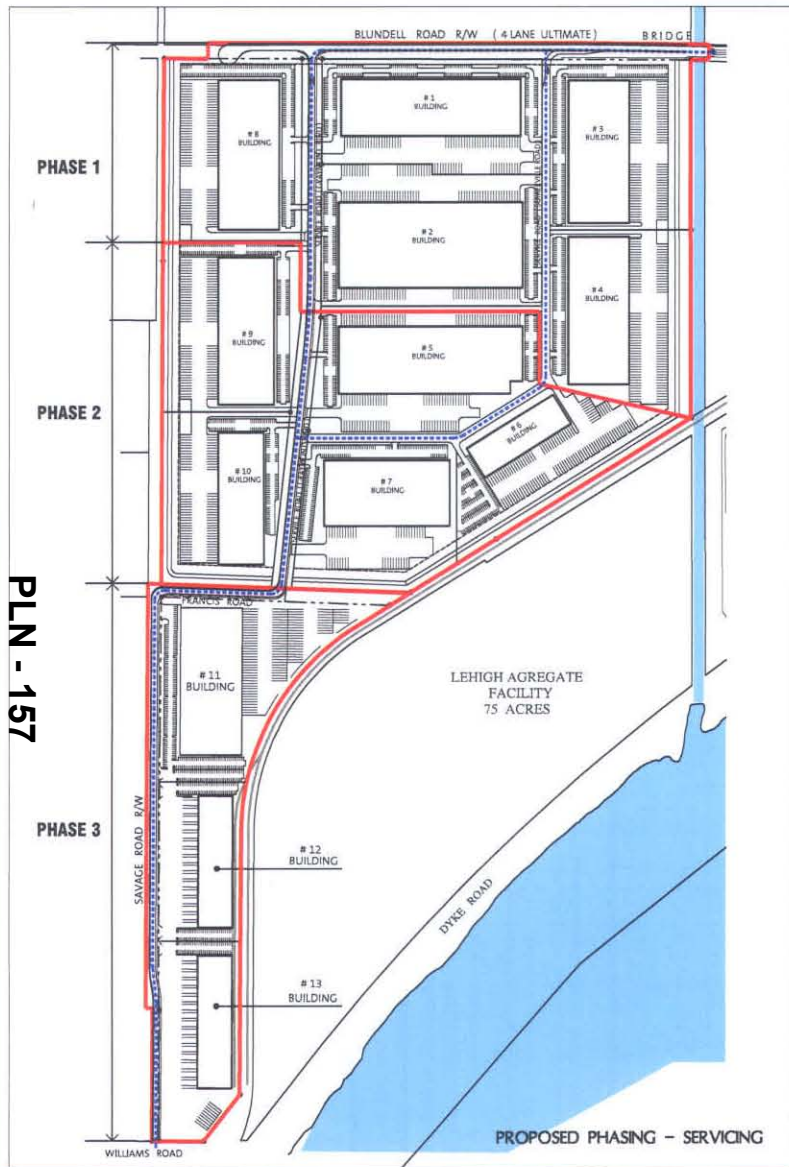
Road Allowances Proposed to be Opened

PLN - 156

Original Date: 10/03/11

Revision Date:

Note: Dimensions are in METRES



KEY PLAN

PERTINENT DATA:

CIVIC ADDRESS:
Corner of BLUNDELL & No. 7 ROAD
RICHMOND, B.C.

LEGAL DESCRIPTION:
PORTION OF SECTIONS 22 AND 27, BLOCK 4
NORTH RANGE 5 WEST, N.W.D.

ZONING: INDUSTRIAL (Zoning By Law 8500)

SITE AREA:
AREA Approx. = 686,422 sqm (169.66 ac) 68.66 ha

POTENTIAL LOT SIZES

PHASE	BUILDING	AREA		
		sqm	ac	ha
1	BUILDING #1	53,246	13.16	5.32
	BUILDING #2	67,686	16.78	6.78
2	BUILDING #3	53,330	13.17	5.33
	BUILDING #4	53,719	13.27	5.37
3	BUILDING #5	59,853	14.74	5.96
	BUILDING #6	43,228	10.68	4.32
4	BUILDING #7	50,219	12.41	5.02
	BUILDING #8	50,650	12.51	5.05
5	BUILDING #9	45,950	11.26	4.59
	BUILDING #10	55,400	13.99	5.54
6	BUILDING #11	29,483	7.28	2.95
	BUILDING #12	34,079	8.42	3.41
7	BUILDING #13	56,381	13.93	5.94
	GROSS LOT AREA	852,556	161.22	65.25

SITE COVERAGE:
80.0% max. for Bldgs
TOTAL BUILDING AREA = 2,625,310 sq ft (243,891.36m)
243,891 / 686,442 = 36%

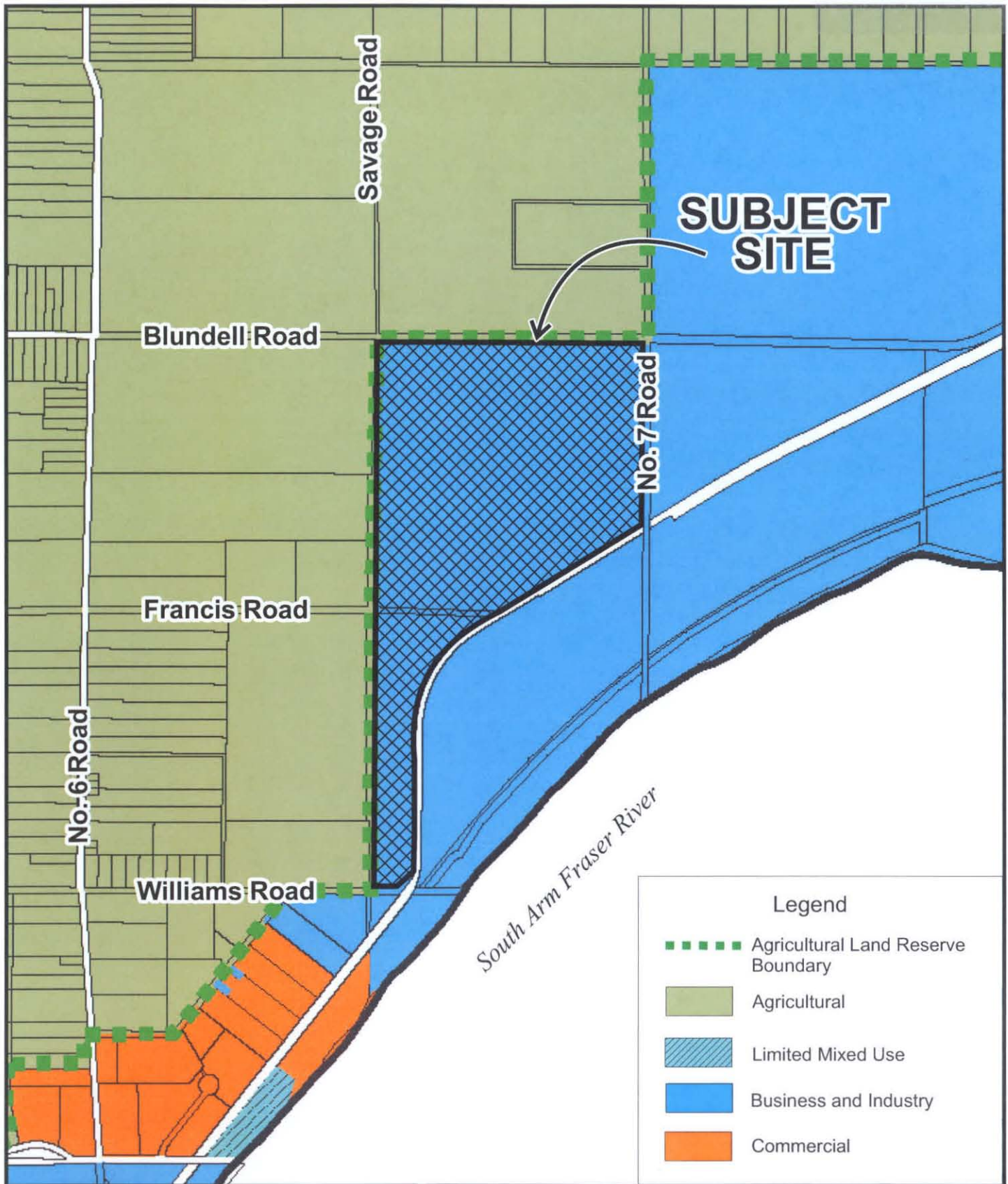
HEIGHTS:
12.0m max.
ACCESSORY STRUCTURES = 20.0m max.

SETBACKS:
FRONT AND EXTERIOR SIDE YARD = 3.0m
INTERIOR SIDE AND REAR YARD = 0.0m

PARKING INFORMATION:
REQUIRED: 1/1000m of GROSS LEASABLE AREA

PARKING STALL & AISLE DIMENSIONS:
STANDARD STALL = 2.85m x 5.50m (9'-6" x 18'-0")
AISLE = 7.50m (24'-6") min
SMALL STALL = 2.40m x 5.00m (7'-10" x 16'-5")
H/C CAR STALLS = 3.70m x 5.50m (12'-2" x 18'-0")

LEGEND:
--- PROPERTY LINE
--- SERVING LINE



Richmond Official Community Plan Land Use Map

PLN - 158

Original Date: 10/11/11

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Policy Manual

Page 1 of 1

Adopted by Council: Sept. 8/80

POLICY 5013

Re-affirmed: July 27/98

File Ref: 8350-00

PROPERTY FRONTING UNDEVELOPED ROADS – CONSTRUCTION REQUIREMENTS

POLICY 5013:

It is Council policy that:

Prior to property being utilized for any purpose requiring a building permit, the following requirements must be met:

1. The property must be legally registered as a single parcel of land in the Land Title Office.
2. The property must have frontage on a public road right-of-way containing City services across the total frontage of the property to the required standards for the zone and sized for future extensions. The services must be extended or improved to meet this criterion.
3. Where extensions of existing roads will open or will effectively service other properties, such extensions must receive Council approval.
4. A lot which is the site of an existing dwelling unit may be used as a site for a replacement dwelling, although the lot does not meet the requirements of this policy.
5. If the required services do not exist, they must be provided at the cost of the applicant.
6. This policy applies to all City zones.

(Urban Development Division)

Excerpt of Agricultural Advisory Committee Meeting Minutes
July 14, 2011

Development Proposal – Ecowaste Lands Proposal to Open Roads in/or Adjacent to the ALR

Staff provided an overview of the summary table contained in the agenda packages and highlighted the following about the project:

- The subject lands are outside and adjacent to the ALR and are proposed for a light industrial development (170 total acres). This land use complies with existing OCP designations and zoning regulations.
- The proponents have identified that the development of roads along the Blundell Road allowance (along the site's northern frontage) and Savage Road allowance (west frontage between Williams Road and Francis Road allowance) is necessary to provide access to the development.
- The ALC have confirmed that the Blundell Road allowance is fully contained in the ALR (thus requiring an application and approval from the ALC to develop a road). Savage Road has been confirmed not to be in the ALR (boundary is on the west property line of the road allowance).
- Council policy requires that Council Approval is required for development of roads that would result in the servicing of properties. Therefore, Council approval is required based on the proposal to develop Blundell Road and portions of Savage Road. A small portion of Francis Road (not directly adjacent to the ALR) is also required to be opened to facilitate access to the southern "panhandle" portion of property.
- A Development Permit application would also be required to address ALR adjacencies and buffering and Environmentally Sensitive Area mitigation/enhancement and that this application would be brought to the AAC for review and comment at a future date. Detailed information on the preliminary ALR buffer concept was submitted in this submission to the AAC for comments as well.

Norm Laube and Tom Land presented additional background on the site and overall development plan and highlighted the following:

- The development site is a former landfill (primarily construction debris) site that closed approximately 6 years ago. The proposed development is consistent with the City land use and zoning designations for the area and represents the western extent of lands that would service Port Metro Vancouver.
- A majority of the vehicles and trucks will gain access to the site from Blundell Road to the north. A north-south connection through the site (via portions of Savage Road and Francis Road opening and internal road through site) is also proposed to service

the industrial development and provide improved transit service and bike/pedestrian connections through the area. It was also referenced that the north-south connection would facilitate the creation of a secondary emergency access to the site.

- The applicant provided an overview of the varying ALR buffer treatments and building setback to the ALR boundary for 3 adjacencies (1) Blundell Road; (2) Savage Road (between Francis and Blundell); (3) Savage Road (between Williams and Francis).

AAC members made the following comments on the proposal:

- A question was asked about if there was any drainage infrastructure in the vicinity of the Savage Road allowance. Committee members and staff commented that drainage infrastructure along Savage Road existed in conjunction with a cranberry farm near Savage and Francis Road intersection. AAC members suggested that if road works are proposed along Savage where drainage canals exists either in the road allowance or adjacent to it, all works need to accommodate and support agricultural drainage.
- Questions arose surrounding the leachate containment system on the subject development site. Ecowaste identified that a full leachate containment system was developed for the former landfill site and is operated in accordance with Ministry of Environment approvals. Any water that leaches through the landfill site is collected through a series of pipes and then treated appropriately. Ecowaste also highlighted that the development plan involves them remaining as the owner of the site and that they will be responsible for maintaining the leachate containment system as long as necessary.
- Impact of a light industrial development on the liveability of surrounding agricultural areas with single-family residences was a concern pertaining to the light overspill (from trucks, building mounted lights and lamp standards) and noise (rail) generated from the development. Additional comments were made that these factors need to be taken into consideration in the development so that the liveability of residences in the ALR is not diminished, thereby minimizing the impact on agricultural viability.
- A comment was made about if this development in conjunction with the extension of Blundell Road further west would result in development pressure west of Savage Road. Staff responded that lands west of Savage Road are in the ALR and designated for Agriculture in the OCP.
- Comments from members were made about how a connection to the industrial development to the south (via Williams Road) would have a huge impact on Steveston Highway (at the Highway 99 interchange) and that this should be considered a significant downside to the development as proposed. The applicant responded that the development is being designed so that the primary access/egress to the site will be through Blundell Road in order to connect to the Westminster Highway Interchange and newly constructed Nelson Road Interchange. Staff also advised that the north-south connection and issues surrounding vehicle access and

egress to the south at Williams Road has been identified as an issue by staff and in the applicant's traffic impact assessment study. Staff are reviewing the impacts of this and are in the process of working with the traffic consultant to determine options to limit vehicle access/egress from the south portion of the site; thereby requiring vehicles and commercial trucks to travel to the north.

- The applicant highlighted that construction along Blundell Road will remove truck traffic that currently comes from Williams Road to access the active landfill site on the north side of Blundell.
- A question was asked about the potential for rail to service the subject development site and whether buildings could be oriented to minimize impacts (i.e., noise). It was noted that rail service would not be technically feasible for the northern (130 acre) site due to grades. Rail service would be a possibility for the "panhandle" lot to the south, and that the proposal would involve buildings between the rail line and agricultural areas to lessen impact.
- The Blundell Road allowance consists of a gravel private access road utilized by Ecowaste for the operations of the landfill. No existing ditching or drainage canals are situated in the Blundell Road allowance. Due to the significant elevation change within the Blundell Road corridor between No. 6 Road and Savage Road, it would not be possible to create a drainage connection out to No. 6 Road.
- A reference was made to the proposed buffer scheme along Savage Road (between Francis and Blundell) and that Ministry guidelines established a 8m buffer that should include a solid planted screen to address issues related to sound transfer, light overspill and minimizing dust/odour transfer to neighbouring areas. Therefore, it was suggested that the adjacency along this portion of Savage Road should be considered for a planted buffer screen to address some of the agricultural adjacency and liveability concerns noted by AAC members. Staff identified that the use of Evergreen Huckleberry should be avoided.
- In response to questions about how the ALR buffer will be secured and forthcoming process, staff identified that as part of the Development Permit application process, a legal document, landscape plan and appropriate bonding will be secured to ensure implementation of the ALR buffer. The Development Permit application (ALR buffer and adjacency) will also be forwarded to the AAC at a future date for further review and comment.
- Clarification was provided that the application to the ALC pertaining to Blundell Road was not to exclude the land from the ALR. The application is a "Transportation Use" proposal in the ALR.






As a result of the discussion, the AAC forwarded the following motion:

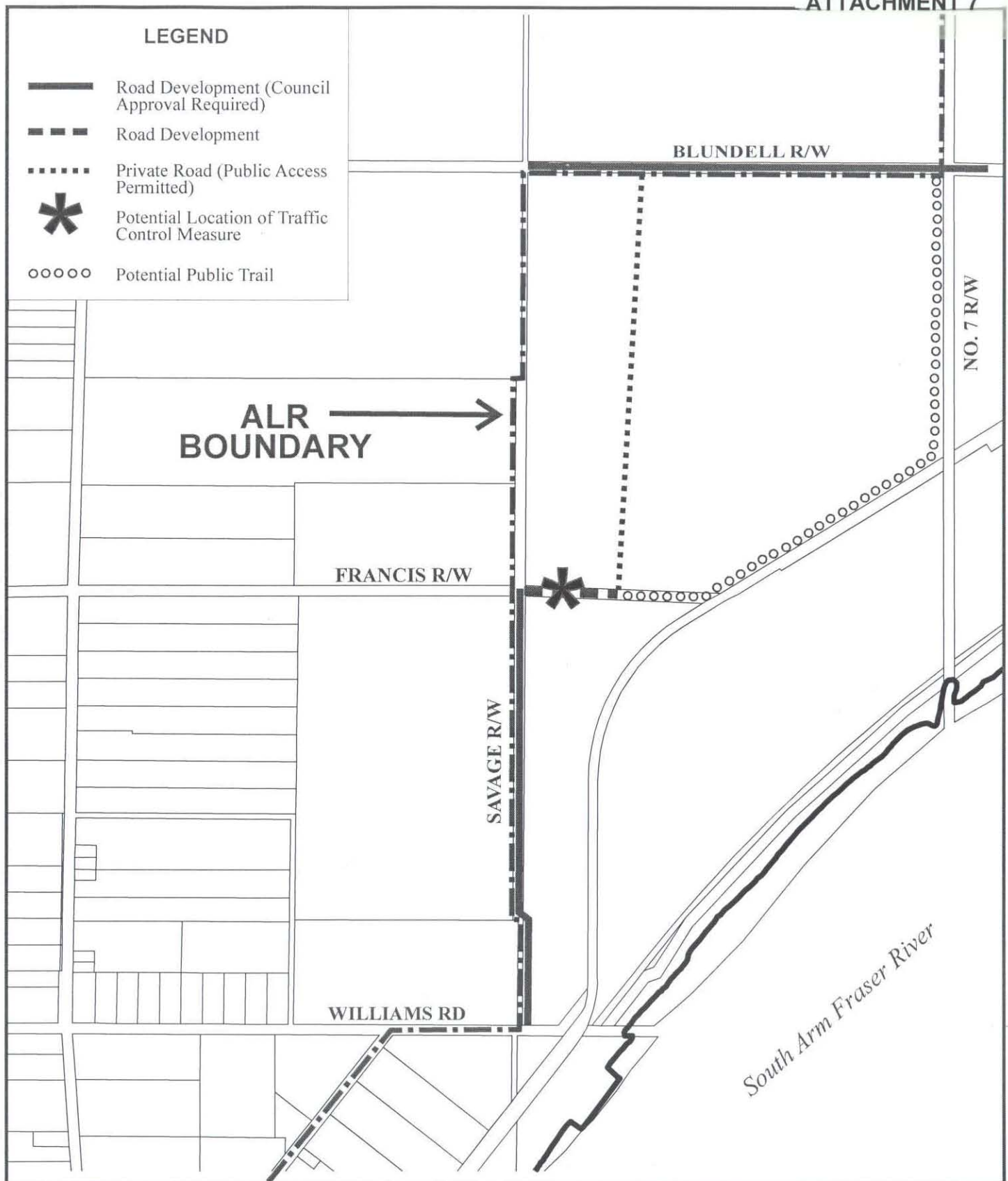
That the Agricultural Advisory Committee support the proposed development of roads to service Ecowaste industrial designated lands along Blundell Road (between No. 7 Road and Savage Road), Savage Road (between Williams Road and Francis Road) and a small portion of Francis Road immediately to the east of Savage Road subject to the following conditions:

- *Vehicle and commercial truck traffic to the industrial development be routed to and from the site from the north via Blundell Road.*
- *Implementation of appropriate buffering, setbacks and planted screens along adjacencies to the ALR to address concerns about light overspill, maintaining liveability in agricultural areas and mitigate against typical farm activities that generate noise, odour or dust.*

Carried Unanimously

LEGEND

-  Road Development (Council Approval Required)
-  Road Development
-  Private Road (Public Access Permitted)
-  Potential Location of Traffic Control Measure
-  Potential Public Trail



Conceptual Map of Road Development

PLN - 164

Original Date: 10/04/11

Revision Date:

Note: Dimensions are in METRES



Public Works & Transportation Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, December 14, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

PWT-3 *Motion to adopt the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, November 23, 2011.*



NEXT COMMITTEE MEETING DATE

Wednesday, January 18, 2012 (tentative date) at 4:00 p.m. in the Anderson Room

ENGINEERING AND PUBLIC WORKS DEPARTMENT

PWT-11 1. **WILLIAMS ROAD DRAINAGE PUMP STATION**
(File Ref. No. 10-6340-20-P.11301) (REDMS No. 3417598)

[TO VIEW eREPORT CLICK HERE](#)

See Page **PWT-11** of the Public Works & Transportation agenda for full hardcopy report

Designated Speaker: Jim Young

STAFF RECOMMENDATION

That the concept for the Williams Road Drainage Pump Station be endorsed.



Pg. # ITEM

2. **MANAGER'S REPORT**

ADJOURNMENT





Public Works & Transportation Committee

Date: Wednesday, November 23, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda Barnes, Chair
Councillor Sue Halsey-Brandt, Vice-Chair
Councillor Derek Dang
Councillor Harold Steves

Absent: Councillor Ken Johnston

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, October 19, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, December 14, 2011 (tentative date) at 4:00 p.m. in the Anderson Room

ENGINEERING AND PUBLIC WORKS DEPARTMENT

1. **IRRIGATION WATER SALINITY UPDATE** (File Ref. No. 10-6060-04-01) (REDMS No. 3369892)

In reply to queries from Committee, Lloyd Bie, Manager, Engineering Planning, provided the following information:

- staff have found that the No. 6 Road South Pump Station is likely impacted by the salt wedge, therefore, water from the pump station is typically utilized for irrigation purposes;

Public Works & Transportation Committee

Wednesday, November 23, 2011

- the No. 6 Road South Pump Station is equipped with a salinity sensor controlled valve that closes when it detects water that contains too much salt; and
- to date, the No. 6 Road South Pump Station is meeting the irrigation needs of the farmers it serves.

Discussion ensued and it was noted that low river flows allow increase salt wedge penetration and are likely responsible for increased salinity levels, however staff have not researched predicting river flows.

It was moved and seconded

That the staff report dated November 7, 2011 from the Director, Engineering on the impacts of Fraser River salinity on agricultural irrigation water be received for information.

CARRIED

2. **UPDATE ON 2011/2012 SNOW AND ICE RESPONSE PREPARATIONS**
(File Ref. No. 10-6360-13) (REDMS No. 3403476)

Ben Dias, Manager, Roads and Construction Services, provided background information. In reply to queries from Committee, he advised that the City's salt supplies have been secured – 960 metric tonnes and an additional 500 metric tonnes on reserve. He noted that these amounts are the same as what was secured in 2010 and more than met the City's needs. In addition, Mr. Dias stated that the City has a meteorologist on contract to provide the most accurate weather information.

The Chair applauded staff for their expanded public outreach via social media and noted that it would be helpful to know how often the Facebook page is utilized for updated information regarding road conditions.

It was moved and seconded

That the staff report entitled "Update on 2011/2012 Snow and Ice Response Preparations", dated November 4, 2011, from the Director, Public Works Operations, be received for information.

CARRIED

PLANNING AND DEVELOPMENT DEPARTMENT

3. **ICBC/CITY OF RICHMOND ROAD IMPROVEMENT PROGRAM –
ADDITIONAL PROPOSED PROJECTS FOR 2011**
(File Ref. No. 01-0150-20-ICBC1-01) (REDMS No. 3367530)

In response to queries from Committee, Victor Wei, Director, Transportation, advised the following:

Public Works & Transportation Committee

Wednesday, November 23, 2011

- the proposed median railing on No. 3 Road between Browngate Road and Cambie Road is opposite the Aberdeen Canada Line station; also, staff are examining the installation of a similar railing at the Brighthouse Canada Line station, south of Saba Road;
- staff anticipate that the call for public art for the proposed median railing on No. 3 Road between Browngate Road and Cambie Road be synchronized with that of the potential railing at the Brighthouse Canada Line station, south of Saba Road;
- the 1.1 meter height of the median railing was strategically chosen as a higher railing may conflict with the height of mirrors on larger vehicles; moreover, the 1.1 meter height is high enough to deter jumping over the railing; and
- there must be enough evidence of jaywalking for the City to examine installing similar deterrents elsewhere.

It was moved and seconded

- (1) *That the installation of a decorative median railing on No. 3 Road between Browngate Road and Cambie Road, as described in Option 1 of the report, be endorsed;*
- (2) *That the proposed road safety improvement projects, as described in the report, be endorsed for submission to the ICBC 2011 Road Improvement Program for consideration of cost sharing funding; and*
- (3) *That should the above applications be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to negotiate and execute the cost-share agreements.*

CARRIED

4. **TRANSLINK 2012 CAPITAL PROGRAM COST-SHARING SUBMISSIONS – MAJOR ROAD NETWORK, BICYCLE INFRASTRUCTURE AND TRANSIT-RELATED ROAD INFRASTRUCTURE PROGRAMS**

(File Ref. No. 01-0154-04/2011) (REDMS No. 3256805)

With the aid a street map, Mr. Wei reviewed the various bike routes throughout the City. He noted that over the next ten years, staff anticipate implementing several more bike routes to connect neighbourhoods to each other in an effort to prevent cyclists from having to travel on arterial roads. Mr. Wei commented that staff anticipate an arterial bike route along the Lansdowne Road extension and an off-street parkway along the Railway Avenue corridor.

Public Works & Transportation Committee

Wednesday, November 23, 2011

Discussion ensued and it was noted that staff should be aware of multi-modal forms of transportation, and as such future routes and pathways should be labelled accordingly. Also, it was noted that the examination of commuter bike trails would be welcomed.

Discussion further ensued regarding commuter bike trails and Mr. Wei advised that the implementation of commuter bike trails is challenging, as it is difficult to find off-street commuter routes.

In reply to queries from Committee, Mr. Wei provided the following information:

- by design, neighbourhood bike routes aim to connect destinations like schools and community centres;
- Phase I of the proposed parkside neighbourhood bike route is anticipated to be completed by the end of 2012 and Phase II by the end of 2013; and
- the purpose of video detection cameras on major roads is to primarily detect traffic flow; however, in the future staff anticipate utilizing the cameras to provide real image feed to the City's website so that commuters can view traffic conditions.

It was moved and seconded

(1) That the submission of:

- (a) road and intersection improvement projects for cost-sharing as part of the TransLink 2012 Major Road Network (MRN) Minor Capital Program,**
- (b) bicycle facility improvements for cost-sharing as part of the TransLink 2012 Bicycle Infrastructure Capital Cost-Sharing Program, and**
- (c) transit facility improvements for cost-sharing as part of the TransLink 2012 Transit-Related Road Infrastructure Program,**

as described in the staff report, dated November 8, 2011, from the Director, Transportation, 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 2012 Capital Plan and the 5-Year Financial Plan (2012-2016) be updated accordingly dependant on the timing of the budget process; and

Public Works & Transportation Committee

Wednesday, November 23, 2011

- (3) *That the addition to the City's On-Street Bicycle Network Plan of the roadway sections comprising the Parkside Neighbourhood Bike Route, as described in the report, be endorsed.*

CARRIED

5. MANAGER'S REPORT

(i) *Update on No. 1 Road and Moncton Street Intersection*

Mr. Wei advised that the upgrades to the No. 1 Road and Moncton Street intersection are nearly complete. The work that is remaining is weather dependant; therefore, crews are awaiting dryer conditions. Mr. Wei noted that staff anticipate holding an opening ceremony and demonstrating how the new interaction functions.

(ii) *Request for Walkways*

Robert Gonzalez, General Manager, Engineering and Public Works, provided background information and noted that since the November 7, 2011 General Purposes Committee meeting, staff have received six additional requests for the installation of walkways. Mr. Gonzalez indicated that these requests would be included in the capital plan for consideration by Council.

(iii) *Garden City Road*

Discussion ensued regarding a request in regards to speed along Garden City Road in relation to Garden City Elementary school. Mr. Wei advised that a lower speed limit along Garden City Road is challenging as it is an arterial road. Moreover, he noted that staff have consulted with the RCMP in this regard and found that a lower speed limit on Garden City Road is impractical and difficult to enforce.

In an effort to curb speeding along the school's frontage along Garden City Road, Mr. Wei noted that a signal light crosswalk has been installed at each end of the school frontage; moreover, highly visible school area signs have been installed and vegetation along the school's frontage has been cleared in an effort to increase visibility. He advised that staff have two additional tools to help mitigate speed along this stretch of Garden City Road: (i) add flashing ambers lights to the existing highly visible school area signs and activate the ambers during peak hours; and (ii) raise the two crosswalks that are at each end of the school frontage. He cautioned the latter option as the raising of the crosswalks may impact emergency response times. In reply to a query from Committee, Mr. Wei indicated that he would be in touch with the author of the letter.

(iv) *Dredging*

Discussion ensued regarding the feasibility of acquiring a dredge for City purposes. As a result of the discussion, the following **referral** was introduced:

Public Works & Transportation Committee

Wednesday, November 23, 2011

It was moved and seconded

That staff investigate the feasibility of purchasing and operating a dredge.

CARRIED

(v) Steveston Harbour

Councillor Steves distributed a rendering of a past renewal concept for the Fishermen's Wharf in Steveston (attached to and forming part of these Minutes as Schedule 1) and provided background information. Staff was directed to consider this concept when examining how to build the dike along the Steveston Village waterfront.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:55 p.m.).

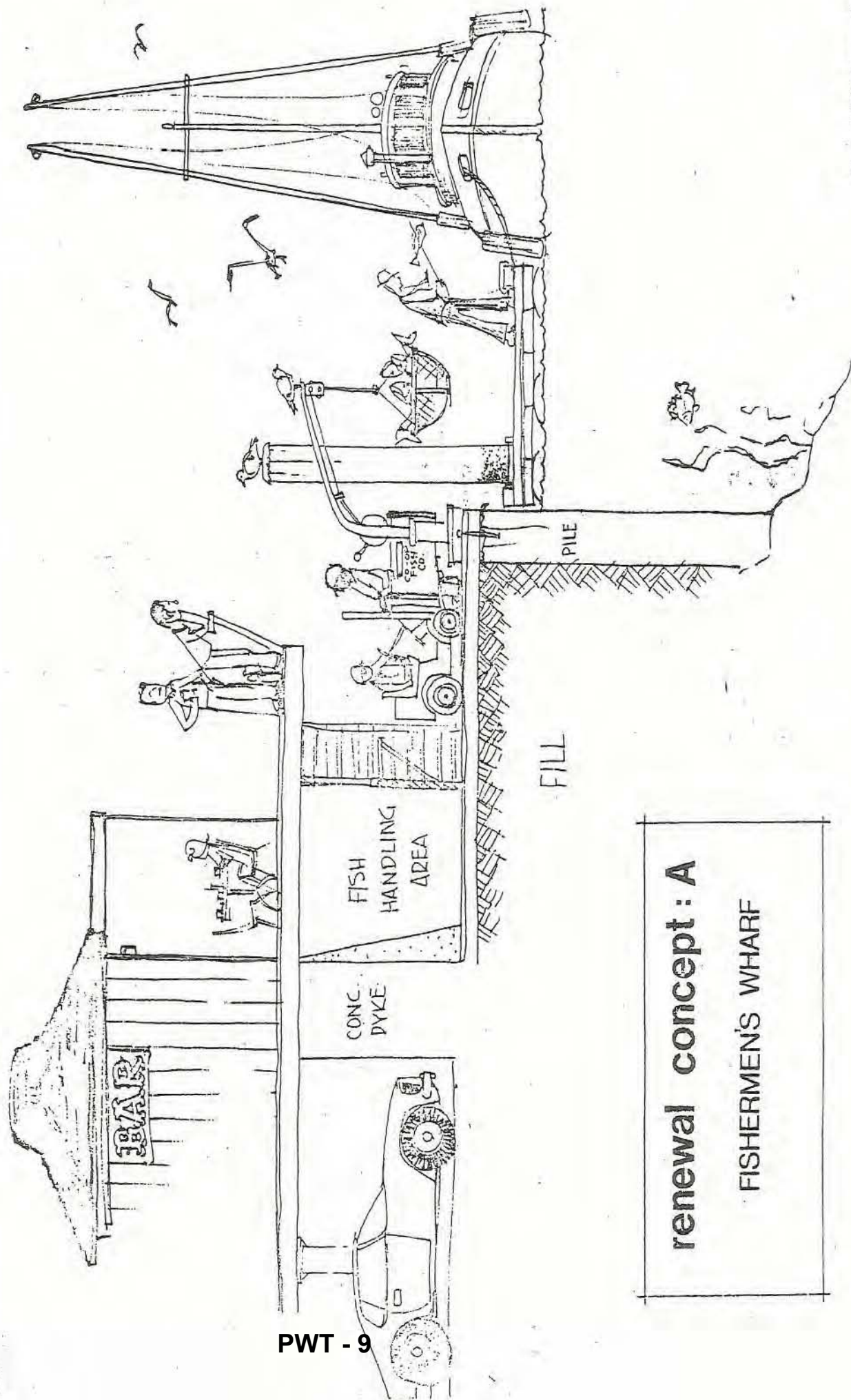
CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Wednesday, November 23, 2011.

Councillor Linda Barnes
Chair

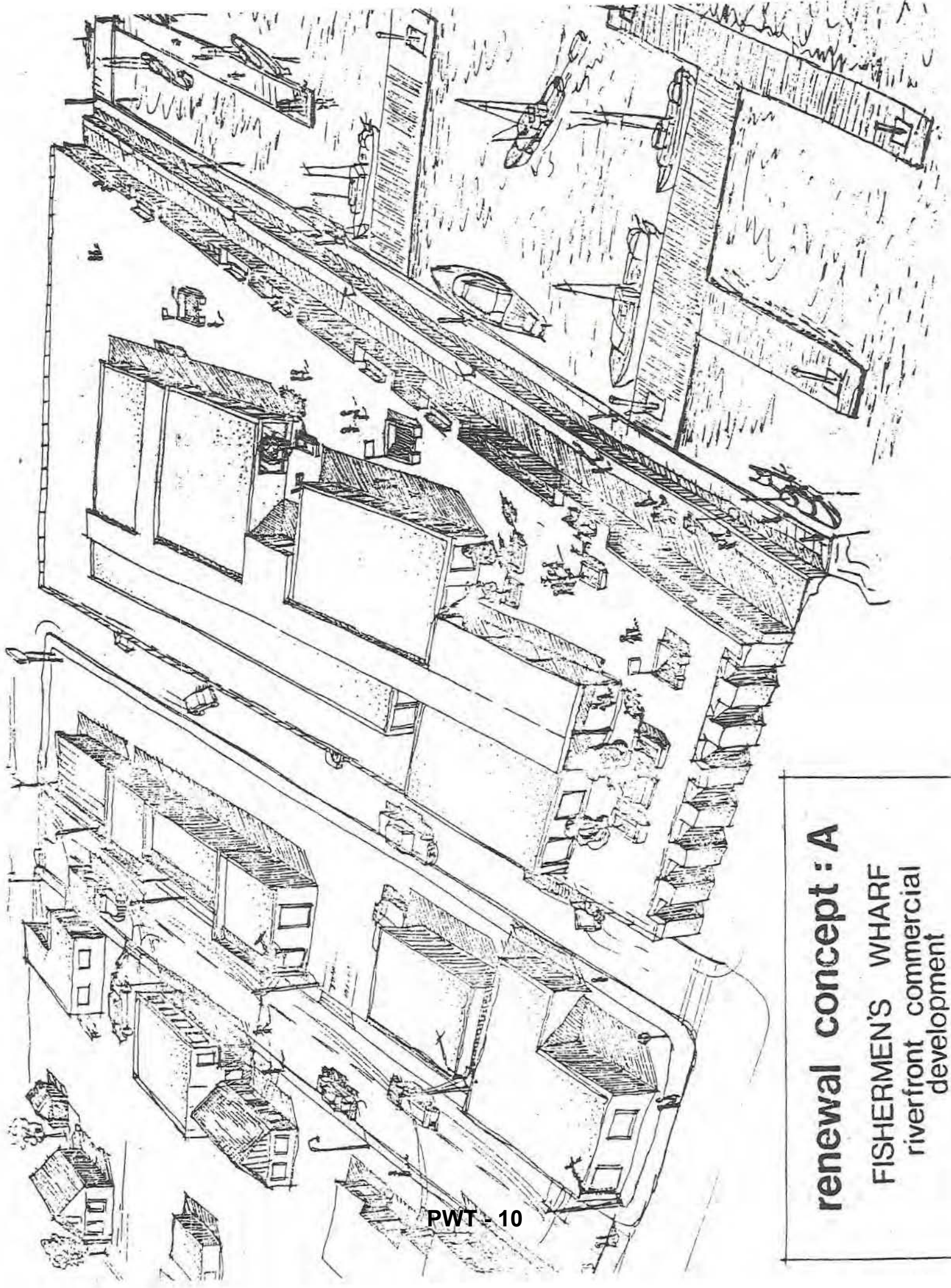
Hanieh Floujeh
Committee Clerk

Schedule 1 to the Minutes of the
Public Works and Transportation
Committee meeting held on
Wednesday, November 23, 2011.



PWT - 9

renewal concept : A
FISHERMEN'S WHARF



renewal concept : A

FISHERMEN'S WHARF
riverfront commercial
development



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: November 25, 2011

From: John Irving, P.Eng. MPA
Director, Engineering

File: 10-6340-20-
P.11301/Vol 01

Re: Williams Road Drainage Pump Station

Staff Recommendation

That the concept for the Williams Road Drainage Pump Station be endorsed.

John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Sewerage and Drainage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The Williams Road Drainage Pump Station was constructed in 1964. Upgrade of this station was approved by Council as part of the 2011 Capital Program. Staff have advanced design to the point whereby the general layout and architectural features have been identified.

The purpose of this report is to provide Council information regarding the intended pump station layout, including potential architectural and public art features.

Analysis

The City's extensive flood protection and drainage system includes 49 kilometres of dikes, a series of ditches/canals, underground pipe and 39 drainage pump stations. The drainage system is designed to prevent the City from flooding during up to a 1:10 year rainfall event.

The existing Williams Road Drainage Pump Station services an area bounded approximately by the west dike, No. 1 Road, Springfield Drive and Trumond Avenue. This station was constructed in 1964 and contains old, antiquated equipment and is in need of a pumping capacity increase to adequately meet current flood protection standards. In 2011, Council approved funding of \$1.9 million to complete the upgrade of this station.

Design of an upgraded Williams Road Drainage pump station commenced in the Spring 2011 and has advanced to a point whereby the general layout and architectural features have been identified (Attachment 1).

In general, the pump station layout has been designed to keep as low a profile as possible in order to preserve view corridors. The design currently has the proposed pump station roof at a slightly lower elevation than the existing pump station roof, thereby preserving and/or enhancing the view corridor. The proposed pump station wall facing Williams Road will be relatively prominent and present an opportunity for beautification and/or public art.

The station is also incorporated into the highly utilized dike trail system connecting Steveston to Terra Nova. Accordingly the pump station maintenance access roads are visualized to be appealing and complimentary to the existing trails while at the same time providing the necessary means for pump station operations and maintenance activities. It is also proposed that short sections of the adjacent north-south sections of the existing dike be raised to meet the look-out/viewing area at the top of the proposed pump station structure which will be at 4.7 metres geodetic. The current elevation of the dike is approximately 3.3 metres geodetic. The 4.7 metre elevation is consistent with the City's Long Term Flood Management Strategy.

Communication with some of the residents adjacent to the pump station has taken place through the process of design development. Subject to Council's support, a public open house will be held shortly to get feedback on the design.

It is anticipated that design will be complete in the February/March 2012 timeframe with construction to follow immediately thereafter. It is anticipated that construction will take place over a period of approximately 6 months.

Financial Impact

Funding to complete Williams Road Drainage Pump Station upgrades was previously approved by Council as part of the 2011 Capital Program.

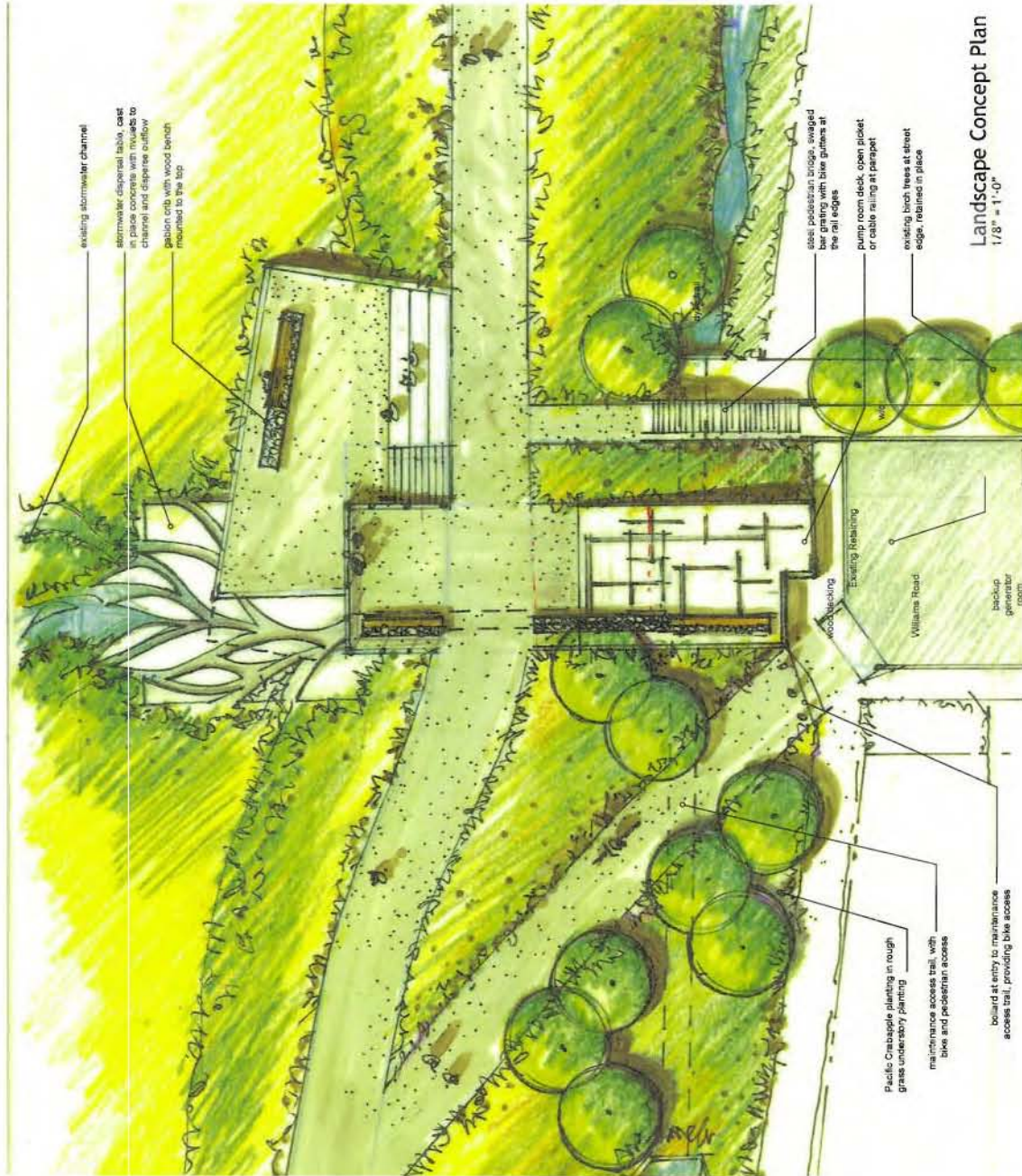
Conclusion

Council approved funding in 2011 to complete upgrade of the Williams Road Drainage Pump Station. Design has progressed to the point where the general layout and architectural features/opportunities have been identified. Subject to Council's support, a public open house will be held shortly to gain feedback on the proposed design.

A handwritten signature in black ink, appearing to read 'J. V. Young', with a stylized, flowing script.

Jim V. Young, P. Eng.
Manager, Engineering Design and Construction
(604-247-4610)

JVY:jvy

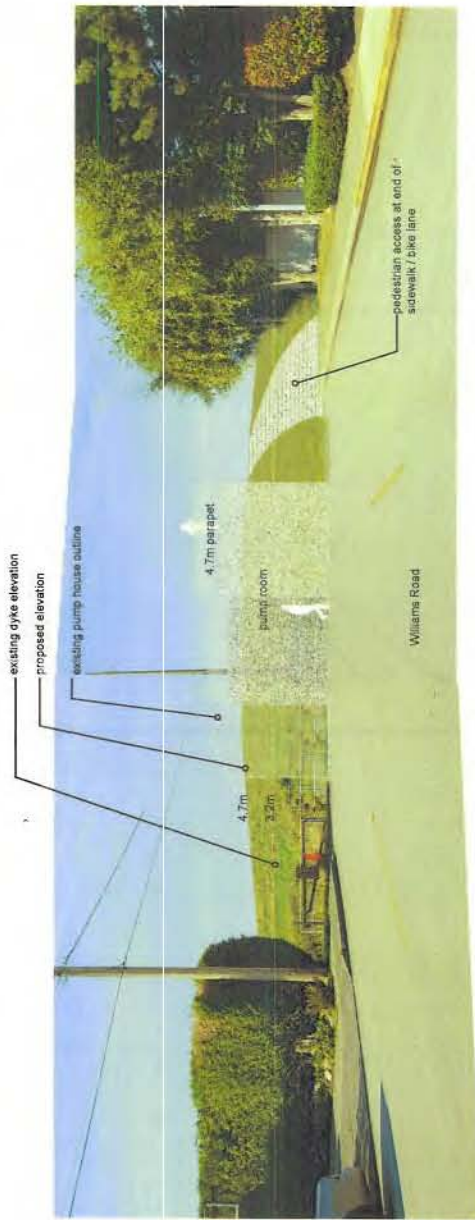


PWT - 14



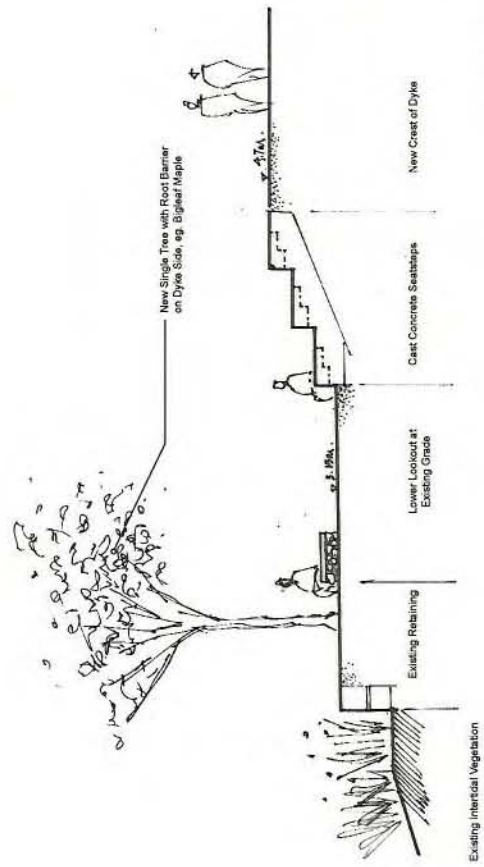


landscape concept plan
williams road pump station
richmond bc



Massing Study

PWT - 15



Section Through Lookout
1/4" = 1'-0"

DEVELOPMENT PERMIT PANEL
REPORTS AND ACCOMPANYING PLANS
TO BE CONSIDERED BY COUNCIL
AT THE COUNCIL MEETING
SCHEDULED FOR
Monday, December 19, 2011

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

Memorandum Planning and Development Department

To: David Weber
Director, City Clerk's Office

Date: December 13, 2011

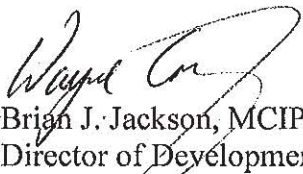
From: Brian J. Jackson, MCIP
Director of Development

File: DP 10-538908

Re: **Application by – Doug Massie, Architect for Development Permit at
8851 Heather Street**

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meetings held on July 13, 2011 and November 30, 2011.

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


For Brian J. Jackson, MCIP
Director of Development

SB:blg

Att.

Development Permit Panel
Wednesday, July 13, 2011

- in this case the minimum building setbacks exceed those in the OCP.

Correspondence

Bill Lai, 8238 Saba Road

Mr. Craig stated that Mr. Lai's concern regarding view and privacy issues had been addressed during the discussion.

Mr. S. Wang, #1001-8288 Saba Road (received July 11, 2011)

Mr. S. Wang, #1001-8288 Saba Road (received July 12, 2011)

Mr. Craig advised that Mr. Wang was in attendance, and that his concern regarding settling had been discussed.

Panel Discussion

There was agreement that the design elements, including the generous amenity space, the rooftop gardens, and the live/work units, demonstrated that much thought had gone into the design of the proposed development, and that there would be minimum impact on the adjacent residential tower, due to the distance between the two structures.

The Chair noted that staff would follow up on the settlement concern stated by Mr. Wang, and that all comments by speakers were a matter of record.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a 14-story tower with roof deck containing 77 apartment dwellings and 2 live/work units at 6331 and 6351 Cooney Road on a site zoned "High Rise Apartment (ZHR8) Brighthouse Village".

CARRIED

3. Development Permit 10-538908

(File Ref. No.: DP 10-538908) (REDMS No. 3193121)

APPLICANT: Doug Massie Architect of Chercover Massie & Associates Ltd.

PROPERTY LOCATION: 8851 Heather Street

INTENT OF PERMIT:

1. Permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and
2. Vary the provisions of Zoning Bylaw 8500 to:
 - a) Reduce minimum interior side yard from 7.5 m to 1.2 m

- b) Reduce the minimum public road parking setback from 3 m to 1.5 m
- c) Permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).

Applicant's Comments

Doug Massie, Architect, Chercover Massie & Associates Architecture and Engineering, spoke on behalf of the applicant, and provided the following details regarding the proposed two-storey child care facility for approximately 60 children, located on Heather Street, across from Dolphin Park:

- the site is zoned for "assembly use", currently contains a vacant church building, and does not require a rezoning application;
- the proposed building measures approximately 492 square metres, on a site measuring 1,103 square metres;
- the proposed building includes child care rooms on the ground floor for the youngest children, and child care rooms on the second floor for children aged three to five years of age, with an outdoor children's play area in the rear yard that can accommodate 40 children at one time;
- a front surface parking area meets the bylaw requirements;
- the landscape plan includes generous landscaping on, and around, the site;
- the outdoor children's play area was designed by the landscape architect;
- the City's Advisory Design Panel reviewed the project on two separate occasions, and the building design was changed to make its appearance more 'friendly', by including such elements as a sloped roof, with gabled ends;
- building materials include brick and stucco, with a colour palette that includes appropriate colours such as sand, grey, white and brown;
- regarding adjacency, there are two new single-family subdivision developments, to the north and to the south of the subject site, fronting Heather Street, and across the street, to the east of the subject site is the City-owned Dolphin Park;
- the applicant has a licensing agreement with the City, to permit children in the care of the proposed child care centre to use Dolphin Park;
- the applicant recently became aware of concerns expressed by neighbours regarding the safety hazard presented by the ditch along Heather Street; and
- the applicant is seeking three variances.

Landscape Architect Mark Van Der Zalm drew the Panel's attention to the following details of the proposed landscaping scheme:

- the scheme reflects the attempt to combine sustainable site priorities and the creation of privacy for a play environment;
- the Heather Street edge buffer screens the surface parking area;

**Development Permit Panel
Wednesday, July 13, 2011**

- a continuous Cedar hedge along the north and south edges of the surface parking area provides screening from the neighbours;
- the surface parking area features permeable pavers, as does the main entry plaza;
- canopy trees bordering the parking area will provide shade for parked vehicles;
- the children's play area in the rear yard is fully enclosed with a solid wood fence and lockable gates;
- the rear yard play environment is meant to be an "adventure" area that includes: (i) a small hill; (ii) a lawn space for play; (iii) an open play area featuring rubber paving; and (iv) a wooden deck;
- one existing Japanese maple tree will be retained by transplanting it on site, and two trees that are centrally located, but in poor condition, will be removed; and
- the overall scheme is one of lush, highly programmed landscaping.

Staff Comments

Mr. Craig reported that staff supports the application, and he commended that the applicant, and the design team, on working with staff and members of the Advisory Design Panel, to design a building that is residential in character.

With regard to the requested variances, Mr. Craig noted that:

- the request to reduce the minimum interior side yard is set back similar to variances requested for single-family homes;
- the requests to reduce the minimum public road parking setback and to permit small car parking spaces on the site with less than 31 parking spaces are not related to the proposed building, but to parking;
- If the request to reduce the minimum public road parking setback is granted it would reduce the landscape width along Heather Street, but sufficient room would remain to provide screening; and
- if the request to permit 54% small car parking spaces on the site was granted, it would: (i) ensure that on-site manoeuvrability is not compromised; and (ii) provide enough spaces on site to avoid queuing of cars or parking along Heather Street as parents/guardians dropped off, and picked up, children.

Panel Discussion

In response to a query regarding privacy for single-family homes to the north and south of the proposed building, Mr. Massie advised that the new houses on either side of the subject site are new, and they feature a minimum number of windows on the facades that face the rear yard of the proposed building, thereby ensuring that there would be minimal impact of activity in the building's rear yard on the neighbours.

Development Permit Panel
Wednesday, July 13, 2011

Mr. Massie added that: (i) the applicant would attempt to have the children in the youngest age category use the rear yard; (ii) there is no overlook issue because access to the second storey balcony is restricted; and (iii) there is minimum overlook from decks.

In response to a query regarding the site's grade, Mr. Massie stated that there will be no change in grade between the subject site and the two single-family lots to the north and south. The neighbouring Heather Street properties are at the flood plain level, and the proposed development meets the existing flood plain requirement.

Gallery Comments

Raj Johal, 8880 Heather Street, submitted (i) a letter, (ii) a petition and (iii) photographs (attached to these Minutes as Schedule 5) to the Panel, and spoke in opposition to the proposed building.

Mr. Johal made the following points:

- the presence of the child care building would increase traffic along Heather Street, between Dolphin Avenue and Francis Road, and the additional car trips per day by parents/guardians of the 60 children at the facility would add to congestion, and create safety concerns, for residents and their children;
- the traffic flow poses a safety concern, due to unknowns such as: (i) will cars be forced to back out of the building's site and onto Heather Street; (ii) will traffic along Heather Street be blocked; and (iii) is there to be a drop off lane;
- the deep ditch that fronts Heather Street at Dolphin Park limits the safety of two-way traffic, and the possibility exists for a car, or child, to fall into the ditch, as the children walk to Dolphin Park, a small park that would have problems if another additional 60 children played there;
- sidewalks are provided on only one half of the west side of Heather Street, and no sidewalks exist on the east side of the street, creating risks with children walking to the proposed building on the road; there is limited street lighting and this further increases danger, especially during winter months; and
- the petition is signed by persons who live in the quiet, single-family residential neighbourhood who believe that the addition of a childcare facility, one that appears to be a "monster home", would negatively impact the feel of the established neighbourhood.

In response to the Chair's request, Mr. Massie addressed Mr. Johal's comments:

- it is anticipated that parents/guardians will arrive at the child care building over a two hour period, between 7:00 and 9:00 a.m, and again from 4:00 to 6:00 p.m., some in car pools, and some on foot, so there should not be any traffic jams;
- the applicant has committed to providing as much parking direction as possible, in order to manage the parking issue, for safety reasons;
- the new streetlight on Heather Street will be retained, but relocated slightly; and

Development Permit Panel
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- the building was specifically designed in order to equal the scale of other buildings in the area.

Mr. Massie added that St. Alban's Day Care, on St. Alban's Road, is a day care with greater enrolment than that proposed by the applicant, and that the parking count is approximately the same as that required by the applicant, and that St. Alban's cars must go into the driveway, and cannot park on the street.

Panel Discussion

The Chair stated that the Development Permit Panel addresses form and massing, but does not discuss zoning.

In response to the Chair's request for staff comments, Sonali Hingorani, Transportation Engineer and Mr. Craig advised the following:

- parking on site meets the bylaw requirement, and the parking design is intended to prevent vehicles from backing out onto Heather Street; the "sign in" policy of the child care centre requires parents to park, enter the building, and then exit properly, not idle in their vehicles;
- the City's transportation staff is aware of traffic speeding concerns in the area, and a traffic calming survey will be undertaken during the autumn of 2011; depending on the outcome of the survey, traffic calming measures may be implemented, but those are independent of the application for a development permit;
- the City's transportation department is comfortable with the size and characteristics of the parking area for the proposed development, and given the nature of the morning and afternoon peak period of delivery and pick up of children, there will be better dispersal of traffic than if the building was a preschool; and
- the adjacent roadway system has the capacity to accommodate additional traffic generated by the proposed building.

In response to queries from the Panel, Mr. Craig provided the following information:

- the City ultimately plans to construct a continuation of the sidewalk south of the subject site to Francis Road with future development, and recent rezoning of the property to the south of the proposed building allows the City to move forward with the option of addressing traffic safety concerns; and
- the cost of extending the sidewalk on the east side of the street adjacent to Dolphin Park would need to be included in the list of annual capital projects.

In response to further queries, Mr. Massie advised that:

- day care hours are from 7:00 a.m. to 6:00 p.m.; and
- garbage and recycling containers are the size of those used by residents, and are located in an enclosure at the south side of the building, where they would be collected once a week, probably on Saturday to avoid cars parked on site, by a private removal contractor.

**Development Permit Panel
Wednesday, July 13, 2011**

Mr. Johal stated that the St. Alban's child care centre could not be compared to the proposed child care centre under discussion, as the features of Heather Street are different from the features of St. Alban's Road.

Mr. Johal concluded his remarks by noting that: (i) it was unclear when sidewalks would be constructed on Heather Street; (ii) potential traffic calming measures would not address the fundamental safety problems he raised; (iii) even over a two hour period for child delivery and pick up, the presence of the ditch makes two cars travelling in two directions, over a two hour period on Heather Street a safety issue; and (iv) with a minimum of seven or eight on-site parking spaces used by child care centre staff he questioned what kind of parking would occur along the street.

Barbara Thomas-Bruzzese, 8700 Dolphin Court, advised that she lives behind the lot of the proposed building, and she expressed her surprise that an applicant was considering building a child care facility for up to 60 children on a street that featured a ditch, and stated her opinion that the idea was not in the best interest of children.

Ms. Thomas-Bruzzese submitted a letter to the Panel (attached to these Minutes as Schedule 6), and made the following remarks:

- the vacant church on the subject site was small, and was used for gatherings not unlike the nature and size of family gatherings, and the site is not an appropriate location for a two-storey child care facility, nor was it an appropriate size for a facility that planned three toddler groups on the ground floor, plus a group of three to five year olds on the second floor;
- she was shocked that the Dolphin Park playground was thought to be an alternative play area, and believed that it was the responsibility of the facility owners to provide a play area, and not use a City park that may not always be available for a large day care group;
- child care facilities range in quality, and children need space inside and outside a facility of this kind, and not an outside space that is a parking lot, where vehicles are required to back up on site in order to access the street;
- Heather Street's ditch runs the entire length of the street, a street that is adequate for one vehicle at a time, but not for two-way traffic; and
- it is appropriate for the applicant to find an alternative location that meets the Zoning bylaw.

The Chair advised that the project meets the Assembly zoning designation of the subject site.

In response to Ms. Thomas-Bruzzese's query regarding at what point will the application go to an agency responsible for child care facilities, Mr. Craig replied that the applicant has been in contact with Vancouver Coastal Health, the entity responsible for childcare licensing.

Mr. Massie further advised that the Community Care Facility Licensing office (CCFL) has been presented with the applicant's plans, including the applicant's development permit application, and the CCFL has had only one or two comments for the applicant.

**Development Permit Panel
Wednesday, July 13, 2011**

In response to the Chair's query regarding whether or not the CCFL has presented any roadblocks to the applicant, Mr. Massie advised that: (i) the CCFL had asked questions, but no roadblocks had been presented; and (ii) the interior space exceeds the CCFL requirement with an additional music room incorporated into the building's design.

Correspondence

Raj and Nina Johal, 8880 Heather Street (received July 12) (Schedule 4)

Mr. Johal, 8880 Heather Street (received July 13) (Schedule 5)

Barbara Thomas-Bruzzese, 8700 Dolphin Court (Schedule 6)

Panel Discussion

The Chair noted that: (i) many outstanding questions had been raised; (ii) although staff had invested a lot of thought into the parking, traffic, and safety issues, he wanted to see further consultation with the community before supporting the project.

There was general agreement that such issues as: (i) the adequacy of the parking plan; (ii) the issue of vehicles having to back in/back out; and (iii) accessing Dolphin Park across the road, would benefit from the project being referred back to staff for further examination.

It was noted that achieving agreement on the issues that were raised by the delegates would be challenging, but that the traffic flow, among other issues, had to be clarified. Another comment concerned the fact that City parks, including small ones like Dolphin Park, are available to everyone, including day cares.

In conclusion, the Panel agreed that good work had been done by the applicant, architect, landscape architect, and City staff, and that the project was worth additional work.

Panel Decision

It was moved and seconded

That Development Permit 10-538908 be referred back to staff for further:

- (a) consultation with residents of the neighbourhood; and*
- (b) examination of on-site parking/manoeuvring and pedestrian and vehicle traffic on Heather Street.*

CARRIED

4. New Business

5. Date Of Next Meeting: Wednesday, July 27, 2011

Schedule 4 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
July 13, 2009.

Mayor and Councillors

To Development Permit Panel	
Date:	July 13, 2011
Item #	3
Re:	DP 10-538908

From: Raj and Nina Johal [microwash@msn.com]
Sent: July 12, 2011 11:06 AM
To: Mayor and Councillors
Subject: Community Members against DP 10-538908 regarding 60 person child daycare facility in residential zone

Categories: 08-4106-20-2010538908 - 8851 Heather Street

Dear Evelina Halsey-Brandt- members from the 8000 block of Heather Street will be coming to tomorrow meeting at City Hall regarding the permit application for a large child daycare at 8851 Heather. Members of our community will be presenting a petition and photographs to oppose a large facility in our neighbor, that would add to an already crowded high density residential street. We would like to introduce Amar Johal of 8880 Heather who will be in attendance, amongst other members. We hope you consider the neighborhood's position on this matter, as we are dealing with a crowded narrow street, speeding drivers, and a large ditch at Dolphin park, which is directly across the street from the proposed project. We would also like the council to consider an environmental friendly pathway/sidewalk of some sort for covering this ditch, but to allow sunlight to pass through for fowl or fish that maybe in the ditch. Currently I can describe this ditch as a mosquito green water cess pool.

In conclusion, we would like council to further consider neighborhood liveability in our dense neighborhood, i.e. sidewalks, speed bumps, ditch filling, street lighting, more traffic control, and our own City Police Department to address city needs, etc... Thanks, Raj
microwash@msn.com

Schedule 5 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
July 13, 2009.





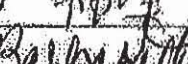
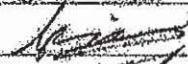

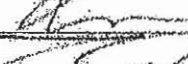
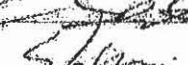
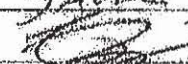
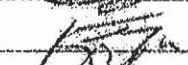
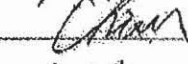





July 7, 2011

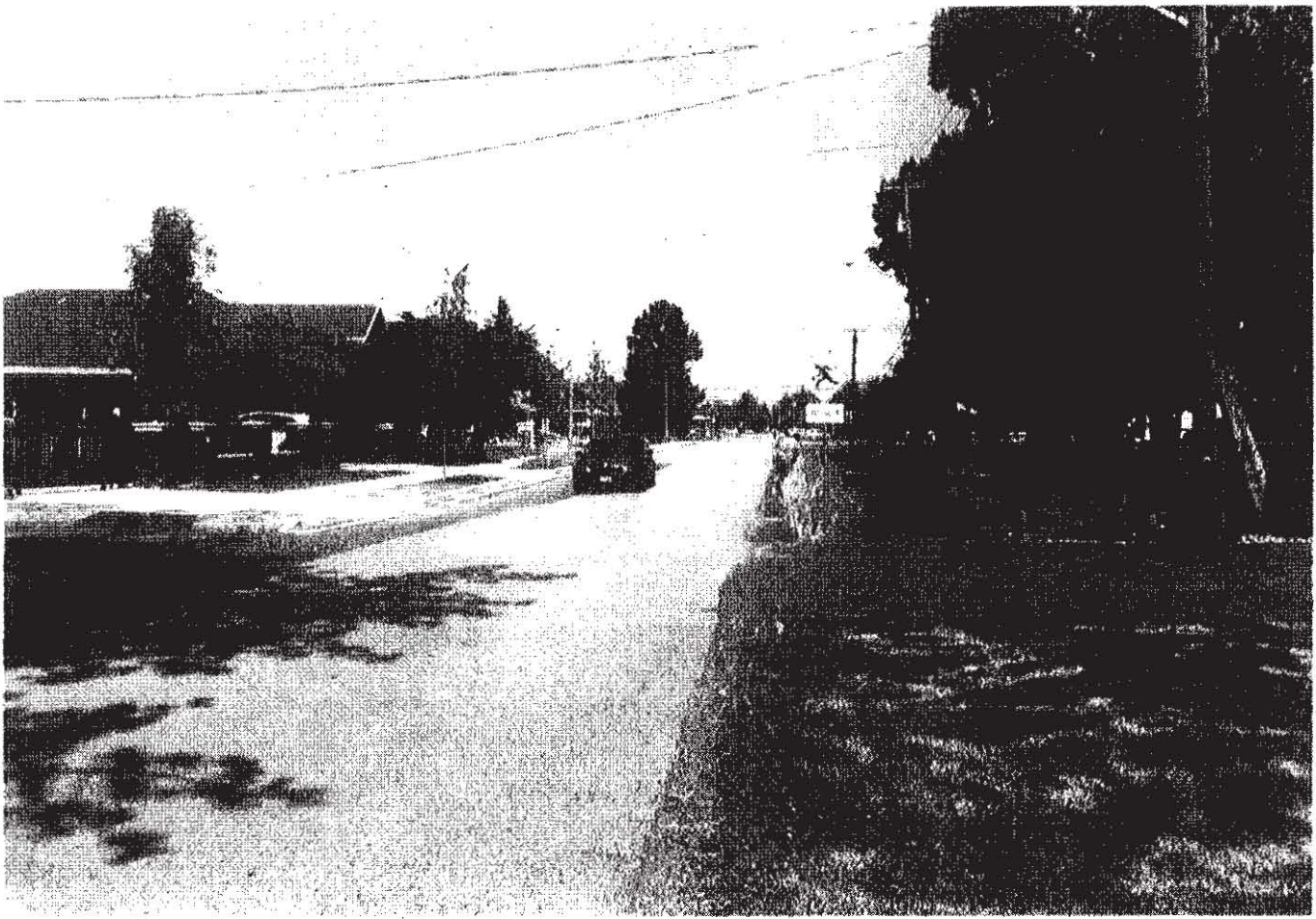
City of Richmond
Planning Department
DP 10-538908

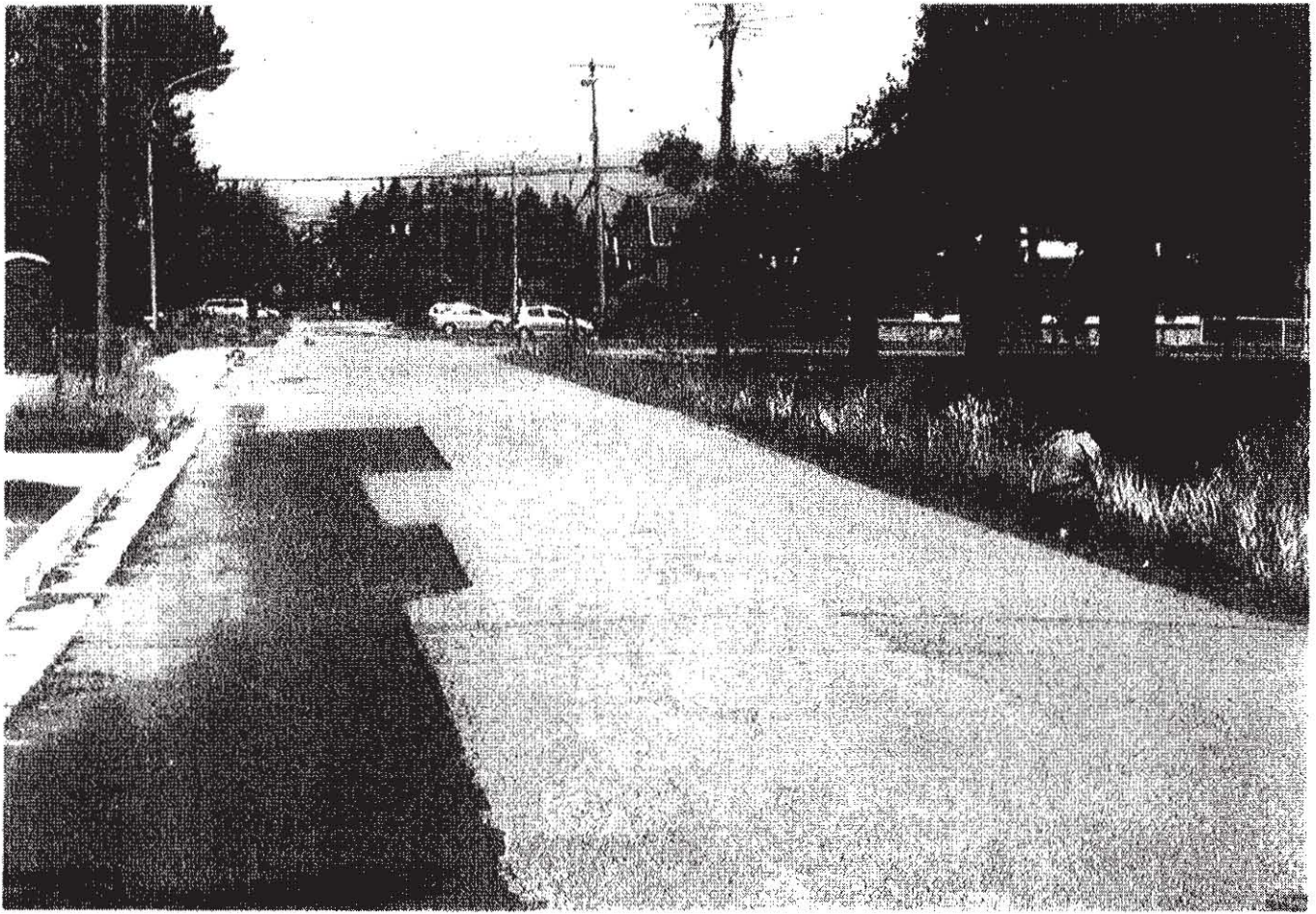
We received the Notice of Application for a development permit (DP 10-538908) at 8851 Heather Street. After reviewing the notice, we the undersigned are opposed to this Development Permit for the following reasons:

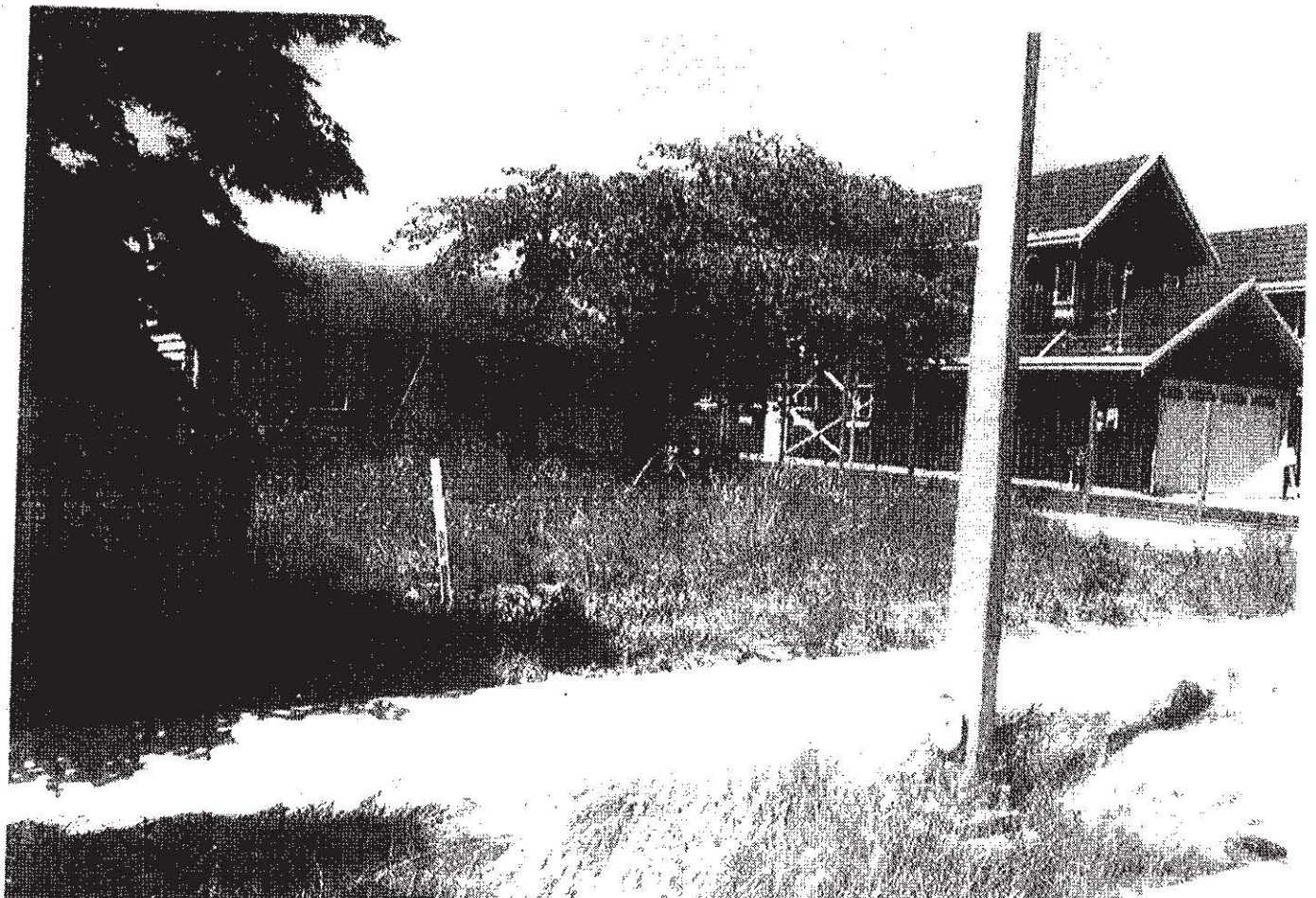
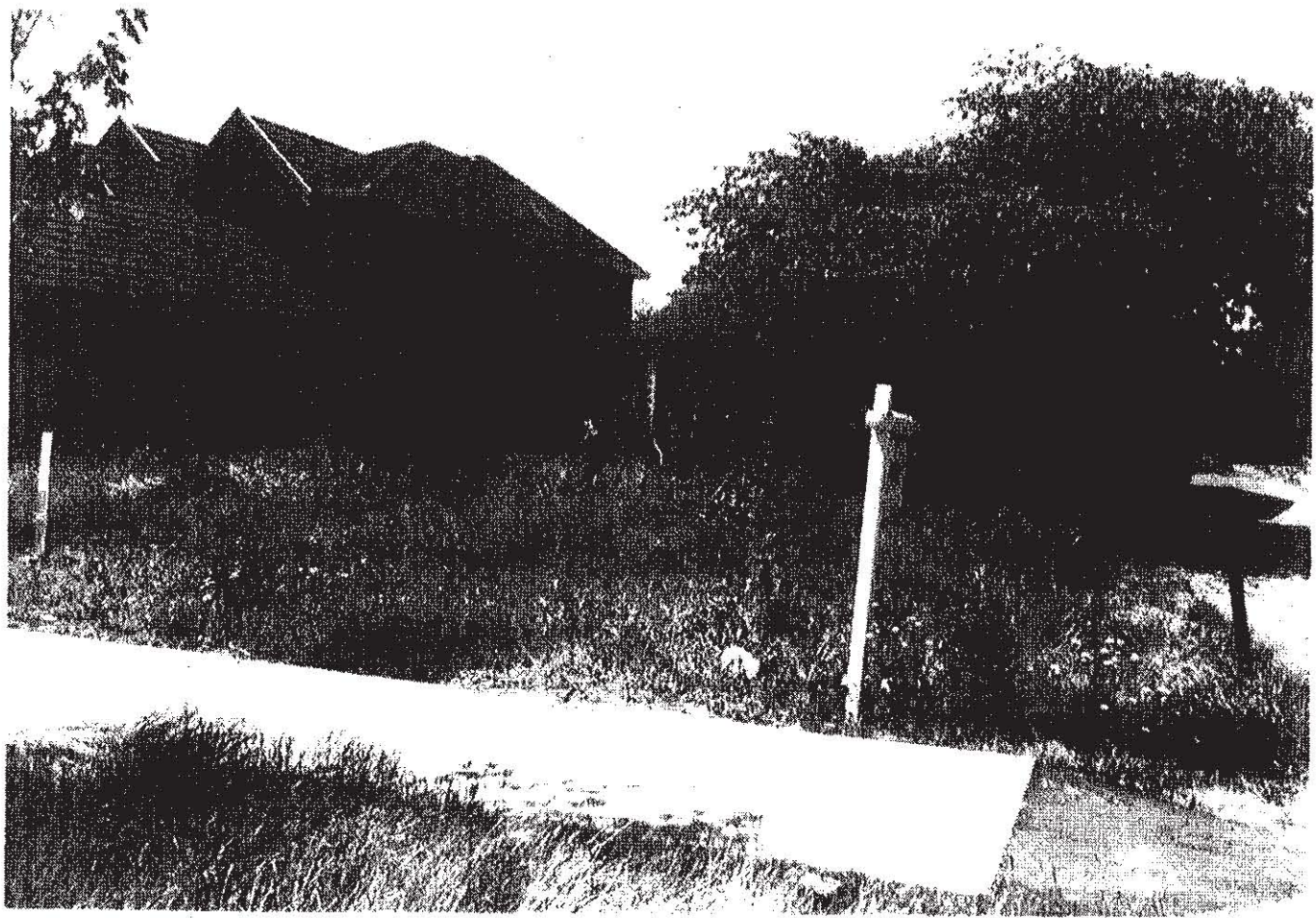
- **Increased traffic through this portion of Heather Street.** Currently traffic races through the park zone and combined with morning/after school traffic from DeBeek Elementary there are already safety concerns. The potential of an additional 120 car trips daily will significantly add to the congestion and safety concerns for children, pets and the residents of Heather Street.
- **Traffic flow.** With the additional 120 car trips per day, what is the proposed traffic flow? Will the cars be forced to back into Heather Street to exit the child care facility? Will there be a drop off lane? Will traffic along Heather Street be blocked? These all pose safety concerns for the residents of Heather Street.
- **Ditches.** Currently Dolphin Park has a deep ditch along Heather Street. This results in a limited ability to have two-way traffic along that stretch. The increased traffic significantly increases the chance of a car or child falling into the ditch. What plans does the Developer, City or Parks Board have to mitigate this serious safety concern?
- **Lighting & sidewalks.** Currently the west side of Heather Street has sidewalks for less than 1/4 of the block, with no sidewalks on the east side of Heather. Given that there will be potential line-ups during drop off/pick up times, there is a risk that cars will park at a distance forcing children to walk onto the road. During the winter months, the issue is further exasperated due to the limited street lighting.
- **Business vs. Residential.** Our neighbourhood is a quiet single family residential neighbourhood. Adding a business in the middle of the neighbourhood would severely impact the make up and "feel" of our neighbourhood.

Given the above reason, we believe that this proposal seriously impacts the safety, well being and cohesiveness of our neighbourhood. Therefore we the residents of Heather Street are adamantly opposed to this development.

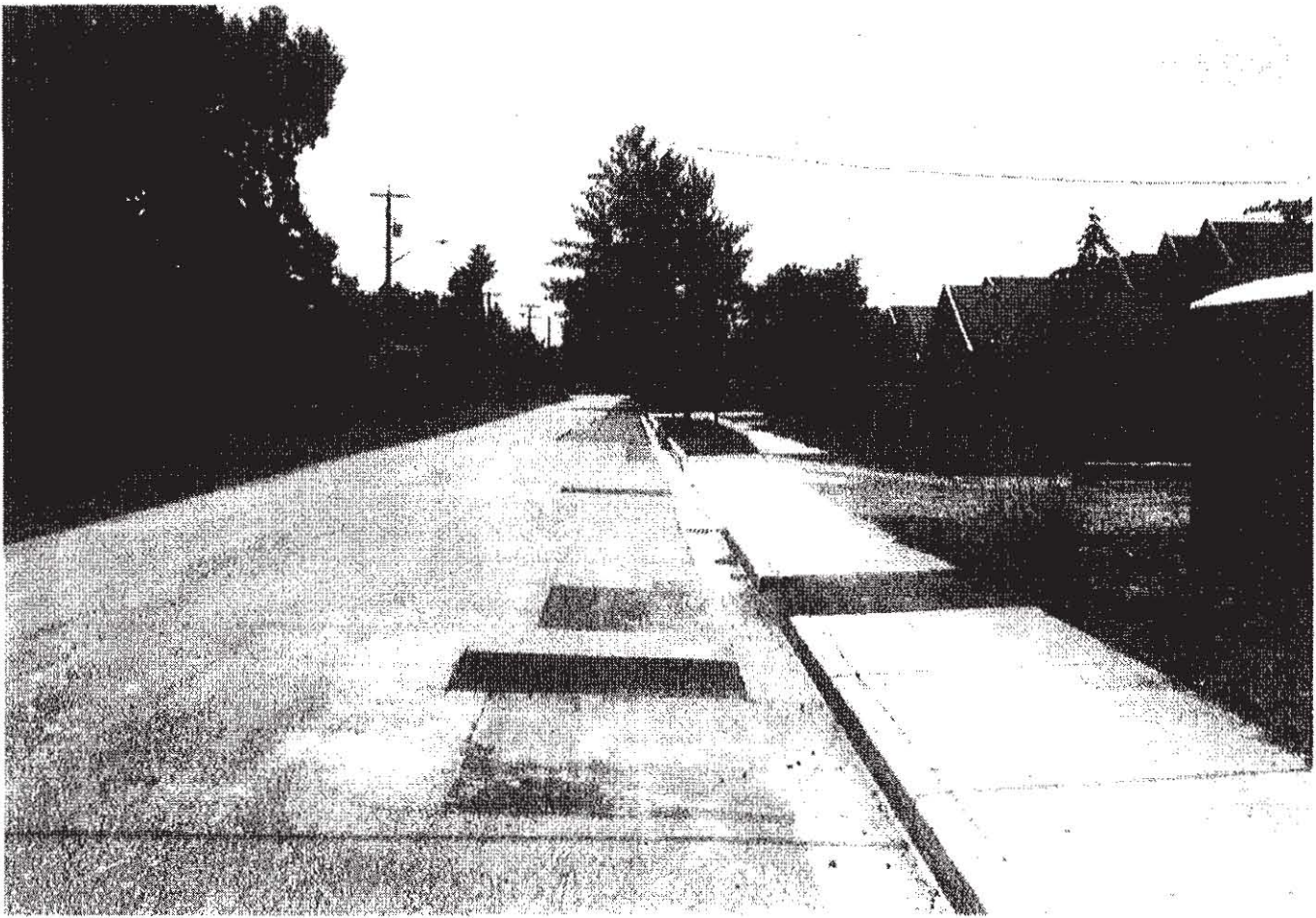
Name	Address	Signature
Amar Johal	8880 Heather St.	
Selina Johal	8880 Heather St.	
Wilbur	5040 Blondell Rd	
Ray + Nina Johal	8888 Heather St.	88/1/7/2 Johal
Alice Chan	8871 Heather St	Chan
DAVE & LILY HAY	8691 HEATHER ST	Dave Hay + Lily Hay
Ai Jun Wang	9180 DOLPHIN	Ai Jun Wang
Kwok Tai Kwok	8660 Dolphin Court	
Feng Qi	8660 Dolphin Ct	
Barbara Thomas Bruce	8700 Dolphin Ct	Barbara Thomas Bruce
Jim Buzzese	8700 Dolphin Court	Jim Buzzese
Godwin Chan	8740 Dolphin Court	
Celine Lee	8780 Dolphin Ct.	Lee
LEI NIAO	8933 Heather St.	Lei Niao
CHANCHUAN CHEN	8933 HEATHER ST	
Vivian Sagar	9251 Fenwick Rd	
Takashi Sato	8940 Heather St	
WAI SHAN CHUK	8971 Heather St	
CHARLIE GIN	8951 Heather St	
Tommy Tu	8891 Heather St	
Chen Cathy	8891 Heather St.	Chen
NEI-PEG MAO	9251 Dolphin Ave.	
JUDY LAM	8820 Dolphin Ct.	Judy Lam
JACK POON	8720 Dolphin Ct	
Rita Kwong	8761 Dolphin Ct	
DANIEL LOI	8860 Dolphin Court	
JEFFERY WONG	8673 Heather St	

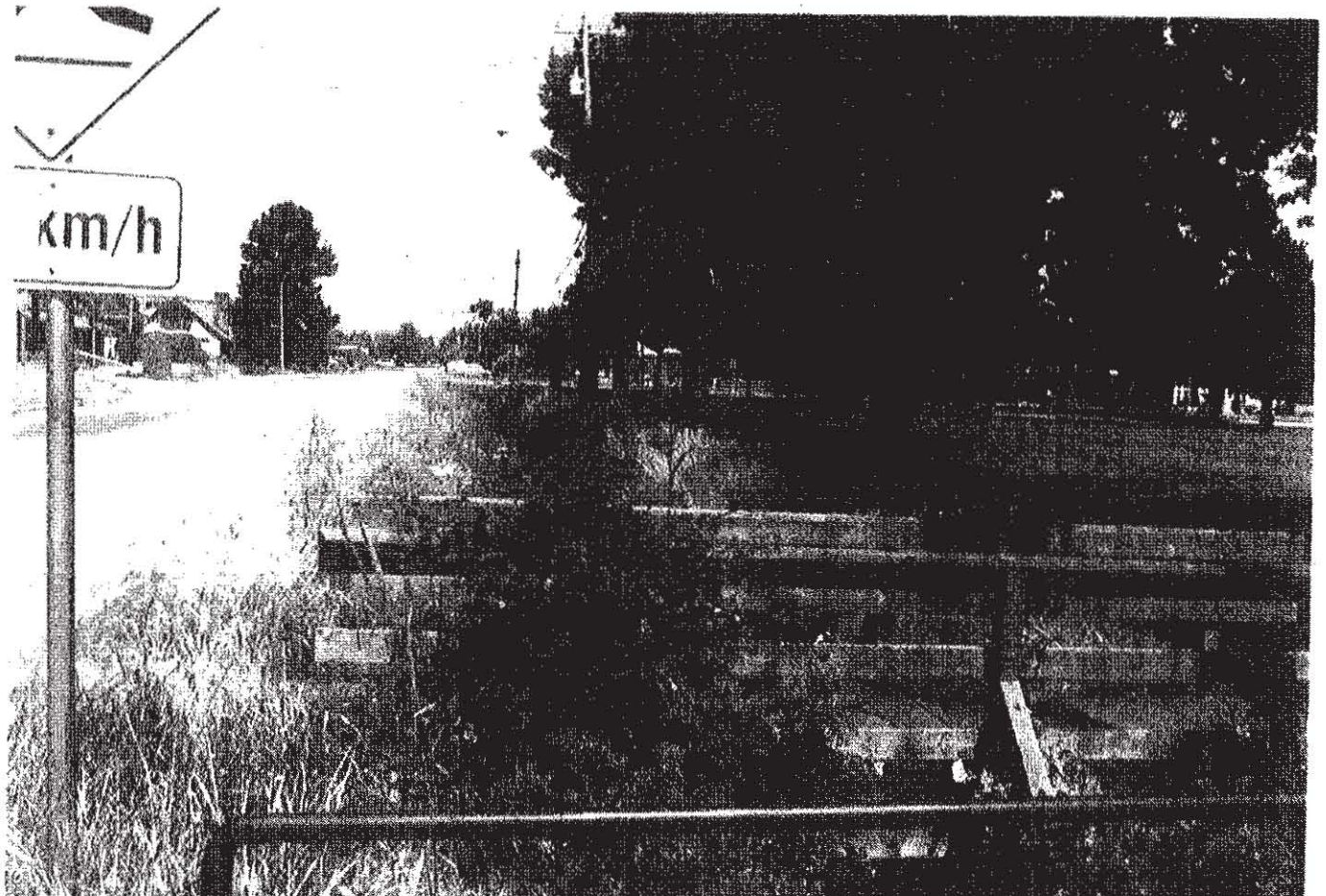
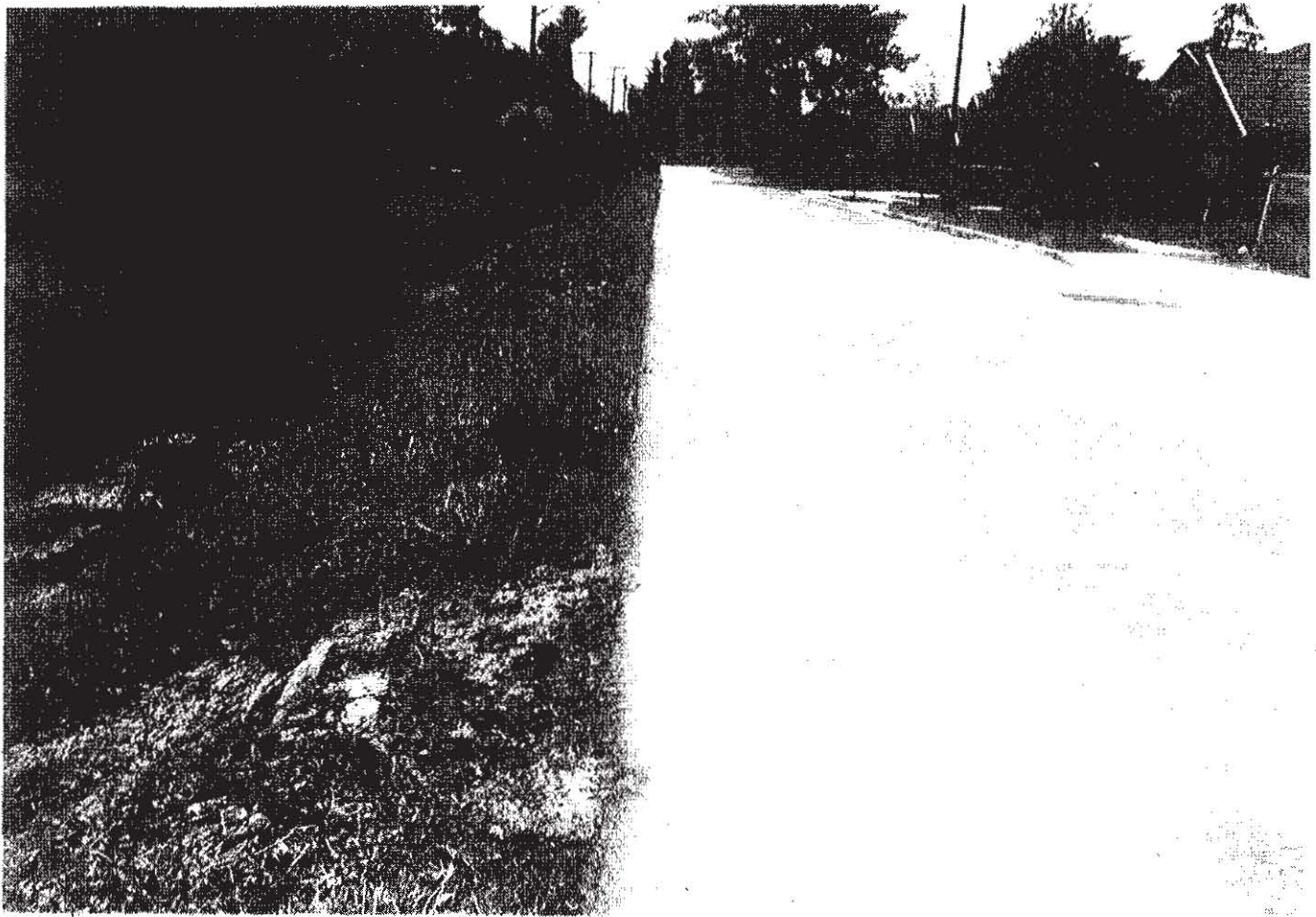














July 13, 2011

Schedule 6 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
July 13, 2009.

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

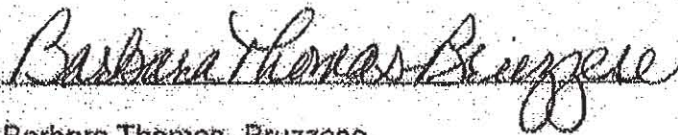
Re: Notice of Application for a Development Permit DP 10-538908

I strongly oppose the application to permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY) and to vary the provisions of Zoning Bylaw 8500 as specified in the notice for the following reasons:

- That site is not an appropriate size or location for a child care facility for 60 children.
- That site would present a safety hazard every day during drop-off and pick up since Heather Street is such a narrow street and it has a ditch along one side of the road
- To vary the provisions of Zoning Bylaw 8500 as requested in this application is contrary to the intent of bylaws that are put in place specifically to ensure an adequate level of safety and quality of environment for Richmond's children.

I suggest that the interested party seek a location that meets the Zoning bylaws and ensures the safety of the children, their families as well as others who will travel on the street that the child care facility is on.

Respectfully submitted



Barbara Thomas- Bruzzese,
8700 Dolphin Court
Richmond BC V6Y 3J7



Development Permit Panel

Wednesday, November 30, 2011

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, Parks and Recreation

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, November 16, 2011, be adopted.

CARRIED

2. Development Permit 10-538908

(File Ref. No.: DP 10-538908) (REDMS No. 3360997)

APPLICANT: Doug Massie, Architect of Chercover Massie & Associates Ltd.

PROPERTY LOCATION: 8851 Heather Street

INTENT OF PERMIT:

1. To permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and
2. To vary the provisions of Zoning Bylaw 8500 to:
 - a) reduce minimum interior side yard from 7.5 metres to 1.2 metres;
 - b) reduce the minimum public road parking setback from 3 metres to 1.5 metres;
 - c) permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).

Development Permit Panel
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Applicant's Comments

Doug Massie, Architect, Chercover Massie & Associates Architecture and Engineering, spoke on behalf of the applicant and provided the following details regarding the proposed two-storey child care facility, for approximately 60 children, located on Heather Street:

- the first time the proposed development was presented to the Development Permit Panel was on July 13, 2011, and November 30, 2011 is the second time the proposed development is being considered by the Development Permit Panel ;
- the subject site previously featured a small church building, and the site's "assembly use" zoning permits a child care facility usage;
- off-street parking spaces are provided, and the playground is situated in the rear yard of the proposed facility;
- at an open house meeting hosted by the applicant, seven neighbourhood residents attended and the project was discussed;
- the zoning is intended for larger sites and will not accommodate a building; the request to vary the interior side yard is to enable the site to accommodate a building;
- the request to reduce the minimum public road parking setback is to provide the required parking spaces and to accommodate screening landscape elements to be neighbour-friendly;
- the applicant (i) will know the identity of those who use on-site parking lot, and (ii) can control the on-site parking lot, so no problems are anticipated;
- the applicant has experience with three daycare centres in Richmond and put considerable study into daycare parking accumulation; the parking area configuration and vehicle traffic flow for the Heather Street facility will work well; and
- unlike drop offs and pick ups at preschools, where there is congestion due to all of the parents being there at the same time, typically, arrival and departure times for a child care facility are spread over a two hour period, such as 7:00 a.m. and 9:00 a.m. for drop off, and 3:00 p.m. to 5:00 p.m. for pick up, so the number of cars should not create a major problem.

Panel Discussion

Discussion ensued between the Panel and Mr. Massie and the following information was provided:

- in response to a query regarding the proposed size of the child care facility, Mr. Massie advised that the square footage of the proposed 2-storey building is roughly consistent with the size of a single-family residence;

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- in response to a query regarding details of the on-site parking spaces, Mr. Massie noted that the 15 parking spaces meet the bylaw requirements, with 9 parking spaces earmarked for the child care staff members; further, his experience with other child care facilities indicates that staff use public transit, or car pools, and that arrival times vary so that 15 spaces is likely to be more than enough;
- with regard to the open house meeting, attended by seven neighbourhood residents, concerns included: (i) Heather Street traffic issues; (ii) changes to the neighbourhood; (iii) the open ditch on the east side of the street; and (iv) privacy issues impacting adjacent neighbours;
- to address the issue of privacy, Mr. Massie advised that glazed panels were applied to the second floor balcony rail to provide sound proofing;
- the facility can accommodate a total of 36 toddlers (aged 1 to 3 years), and 24 children (aged 3 to 5 years);
- changes made to the landscape design since July, 2011 include: (i) an increase in the amount of a retained existing hedge; and (ii) hedge infill with a lattice and climbing plants, which will add privacy and some sound proofing;
- the size of the proposed building, upon completion, would roughly be the equivalent of the size of a residence on a Richmond single family lot of this size; and
- the area surrounding the outdoor play area is generously landscaped.

In response to queries from the Chair regarding landscaping, Mr. Rajinder Singh, Landscape Designer of Van Der Zalm and Associates Landscape Architecture firm, advised that:

- the surface parking area would be surrounded with six trees plus a cedar hedging, and a transition to a bioswale, to help with onsite water direction;
- low shrubbery would terrace down from the height of the cedar hedging, and then drop down to ground cover;
- as the trees mature, they would provide shade;
- on the north side of the proposed building a gravel base was proposed with no access, and on the south side of the proposed building, no landscaping elements are proposed; and
- along the front of the subject site a low fence, and low shrubs of equal height, is adjacent to the sidewalk, but the view for drivers is not obstructed by the fence or the shrubs.

The Chair directed a query regarding the north side of the proposed building to Mr. Massie, who responded that windows are a feature of that side of the structure, but they are not aligned with windows in the adjacent residence.

Staff Comments

Brian J. Jackson, Director of Development, advised that if this was a single family development, a larger floor area would be allowed on the subject site, and that the site provides the potential for two residences, each of them large.

Mr. Jackson then referenced the Panel's decision of July 13, 2011 when it asked for a consultation with residents of the neighbourhood, and an examination of on-site parking and manoeuvring, as well as pedestrian and vehicle traffic on Heather Street. He stated that the subsequent report advises that parking is adequate, and the surface parking area allows for manoeuvring by vehicles.

Mr. Jackson concluded his remarks by advising that staff supports the application and the requested variances.

Gallery Comments

Raj Johal, 8880 Heather Street submitted (i) a copy of a letter dated July 7, 2011, (ii) a petition, and (iii) photographs (attached to these Minutes as Schedule 2) to the Panel and spoke in opposition to the proposed building.

Mr. Johal made the following points:

- the proposed building is too big, its presence would impact the liveability of neighbours, Heather Street is too narrow and should not be a two way street but should be a one way street, and neighbours want to see something other than a child care centre on the site;
- the ditch that fronts Heather Street presents a safety hazard and neighbours want it covered and a sidewalk installed; it is not appropriate for a City to have an open ditch beside Dolphin Park;
- the former church was used one day a week, but a child care centre is used five days a week, with two high activity periods each day, when children are dropped off and later picked up;
- the applicant's request for variances imposes on the neighbour to the south of the subject site;
- if the permit is approved, conditions should include no street parking at any time if two way traffic is allowed on Heather Street; and
- he did not attend the open house meeting, his brother, also a resident of the neighbourhood, attended and although his brother advised that he understood City Transportation staff would contact neighbours regarding traffic calming measures, no contact has been made.

Mr. Johal queried whether the City has different zoning for a child care centre than it does for a school.

In response to the query, Mr. Jackson advised that a licensed child care facility falls under Provincial legislation, and does not qualify as a school. He added that the applicant's proposal fits within the existing zoning on the subject site.

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In response to the Chair's request that Transportation staff comment on the concern expressed, Donna Chan, Manager, Transportation Planning, provided the following advice:

- Transportation staff will conduct a survey in the neighbourhood in December, 2011, and will gather information regarding support for traffic calming, and if the idea is supported, traffic calming measures will be implemented in 2012;
- a speed survey conducted by Transportation staff in April, 2010 confirmed speeds on Heather Street exceeded the posted speed limit, and that traffic calming measures could remedy the situation;
- the applicant will complete the sidewalk along their Heather Street frontage to connect to the existing sidewalk on either side, and this will keep pedestrians off the street for this portion of Heather Street;
- on-street parking in front of the subject site is limited to one, or maybe two spaces, due to driveways and the presence of fire hydrants;
- there is sufficient space for two cars to pass on Heather Street, but where there are parked cars on the shoulder, room is limited; and
- Transportation staff does not see a need for additional "No Parking" signage along the Heather Street frontage, but it will be monitored.

In response to a query, Mr. Jackson advised that "No Stopping" signs will be added along the east side of Heather Street.

A resident of Dolphin Avenue addressed the Panel and spoke in opposition to the application. He expressed concern that his small children are endangered by the traffic conditions along Dolphin Avenue and Heather Street. He stated his belief that there should be one way streets in the neighbourhood. He concluded his remarks by saying that a child care facility that can accommodate 60 children is too big.

Correspondence

Yih-Shin Hsu and Shu-Chen Chen Hsu, 8875 Heather Street (Schedule 1)

Mr. Jackson noted that the correspondents expressed concern regarding: (i) the narrowness of Heather Street; (ii) the danger of the ditch along Heather Street; (iii) insufficient parking spaces for the proposed facility; and (iv) the effect a noisy child care facility has on a quiet neighbourhood.

Raj Johal, 8880 Heather Street (Schedule 2)

Panel Discussion

With regard to the request to reduce the interior side yard, the Chair queried what the applicant would do to buffer the proposed building from neighbours' homes.

Landscape Designer Mr. Singh advised that:

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- some lattice work could be added, some vines planted along the bottom, and as the vegetation grew, it would provide buffering; and
- there may be room for a type of evergreen that grows quite narrow to be added to the landscaping plan.

The Chair asked if similar landscaping elements could be added to the south side of the subject site where an open deck is planned, and Mr. Singh responded that the same elements could be added there, leaving openings for gates, a feature required for accessibility.

The Chair stated that he supports the application but that prior to the application going forward to a future Council meeting, he wanted the applicant to address the side yard on the landscaping plan, with a combination of structure, plantings, trees, and to ensure that the changes meet staff's satisfaction.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and*
2. *Vary the provisions of Zoning Bylaw 8500 to:*
 - a) *reduce minimum interior side yard from 7.5 metres to 1.2 metres;*
 - b) *reduce the minimum public road parking setback from 3 metres to 1.5 metres;*
 - c) *permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).*

CARRIED

3. Development Permit 10-557920
(File Ref. No.: DP 10-557920) (REDMS No. 3333749)

APPLICANT: W.T. Leung Architects Inc.

PROPERTY LOCATION: 9099 Cook Road

INTENT OF PERMIT:

1. Support the Transportation (Construction) Management Plan attached to this report; and

Schedule 1 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.

To Development Permit Panel	
Date:	NOV. 30, 2011
Item #	2
Re:	DP-10-533908

Yih-Shin Hsu & Shu-Chen Chen Hsu

8875 Heather St. Richmond, B.C.

November 29, 2011

Dear Sir and Madam,

My name is Yih-Shin Hsu and I am the resident of 8875 Heather Street Richmond. My family and I moved into this quiet and beautiful residential area in May 2011. We are slowly getting use to our new home and the surroundings but I was troubled when my neighbors told me about the possibility of a Child Care facility being build two houses down from us. I was unable to attend the previous council meeting in person but from what I heard from my son and neighbors; our general consensus was to oppose such facility from being built. My neighbors presented their concerns to the city coucils in the last meeting. I was given a copy of my neighbor's report and I agreed with each and every reason they have stated to oppose a two-storey child care facility from being install into our quiet neighborhood. I would like to emphasize that the width of Heather Street does not allow for smooth passing of two regular-size sedan vehicles. The deep ditches along the side of Heather Street would pose as a great danger for any pedestrian let along children. There are no sufficient parking spaces for the proposed facility. Lastly, the noise level of a busy child-care facility would inevitable affect the quiet tranquillity our neighborhood currently enjoy. A petition was signed by every household in our area to oppose the permit for child-care facility. I sincerely wish the coucils would take our neighborhood's concerns into account and respect our wishes to keep our residential neighborhood from a commercially-run child-care facility.

sincerely,

Yih-Shin Hsu

Shu-Chen Chen Hsu



July 7, 2011

**Schedule 2 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.**


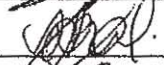
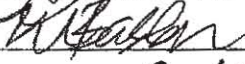

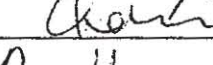
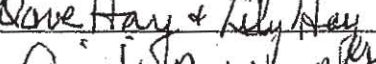


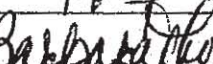
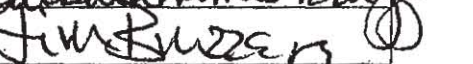
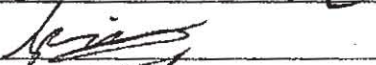
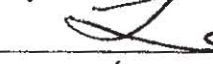







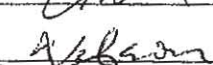
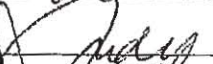






City of Richmond
Planning Department
DP 10-538908

We received the Notice of Application for a development permit (DP 10-538908) at 8851 Heather Street. After reviewing the notice, we the undersigned are opposed to this Development Permit for the following reasons:

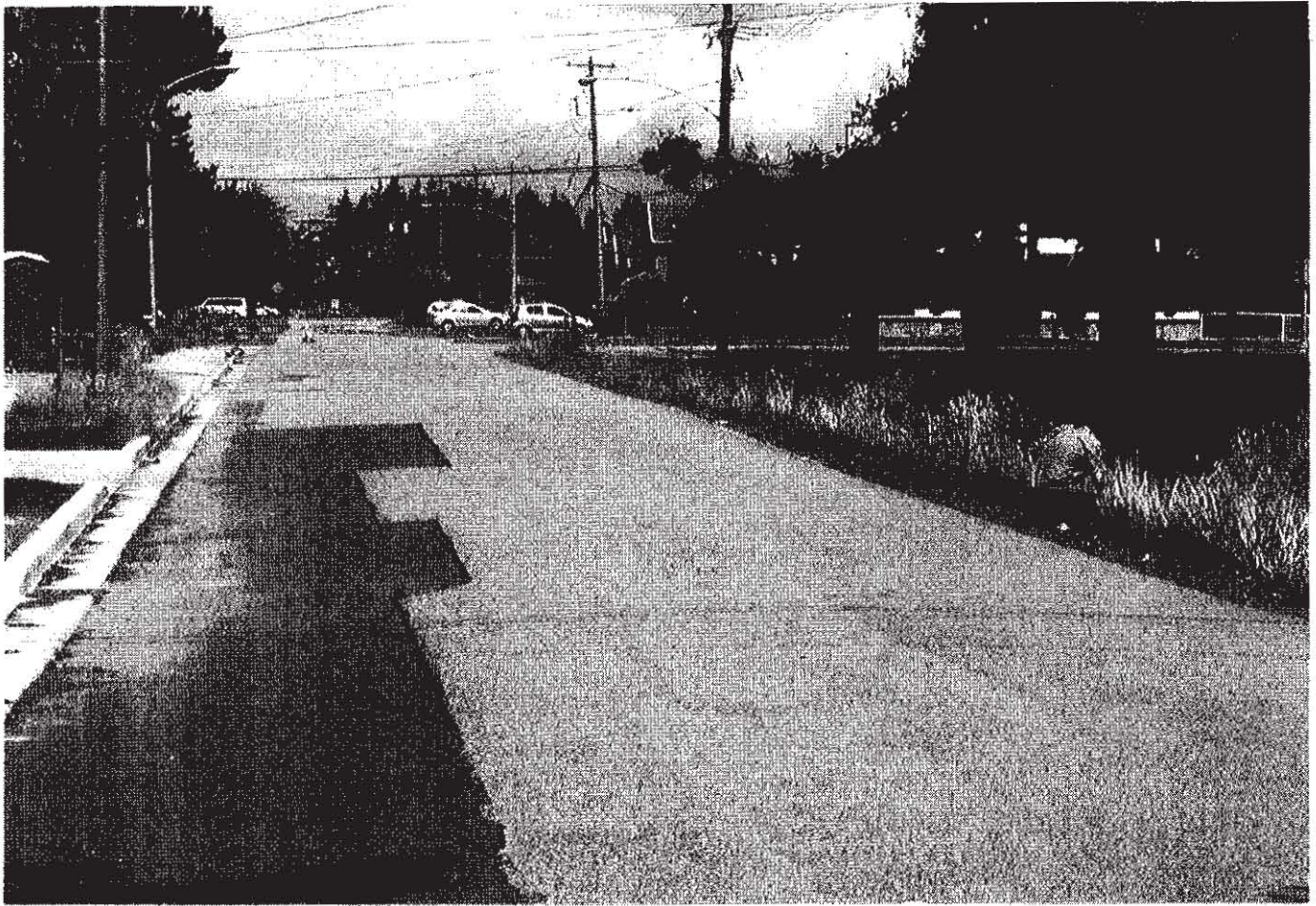
- **Increased traffic through this portion of Heather Street.** Currently traffic races through the park zone and combined with morning/after school traffic from Debeck Elementary there are already safety concerns. The potential of an additional 120 car trips daily will significantly add to the congestion and safety concerns for children, pets and the residents of Heather Street.
- **Traffic flow.** With the additional 120 car trips per day, what is the proposed traffic flow? Will the cars be forced to back into Heather Street to exit the child care facility? Will there be a drop off lane? Will traffic along Heather Street be blocked? These all pose safety concerns for the residents of Heather Street.
- **Ditches.** Currently Dolphin Park has a deep ditch along Heather Street. This results in a limited ability to have two- way traffic along that stretch. The increased traffic significantly increases the chance of a car or child falling into the ditch. What plans does the Developer, City or Parks Board have to mitigate this serious safety concern?
- **Lighting & sidewalks.** Currently the west side of Heather Street has sidewalks for less than ½ of the block, with no sidewalks on the east side of Heather. Given that there will be potential line-ups during drop off/pick up times; there is a risk that cars will park at a distance forcing children to walk onto the road. During the winter months, the issue is further exasperated due to the limited street lighting.
- **Business vs. Residential.** Our neighbourhood is a quiet single family residential neighbourhood. Adding a business in the middle of the neighbourhood would severely impact the make up and "feel" of our neighbourhood.

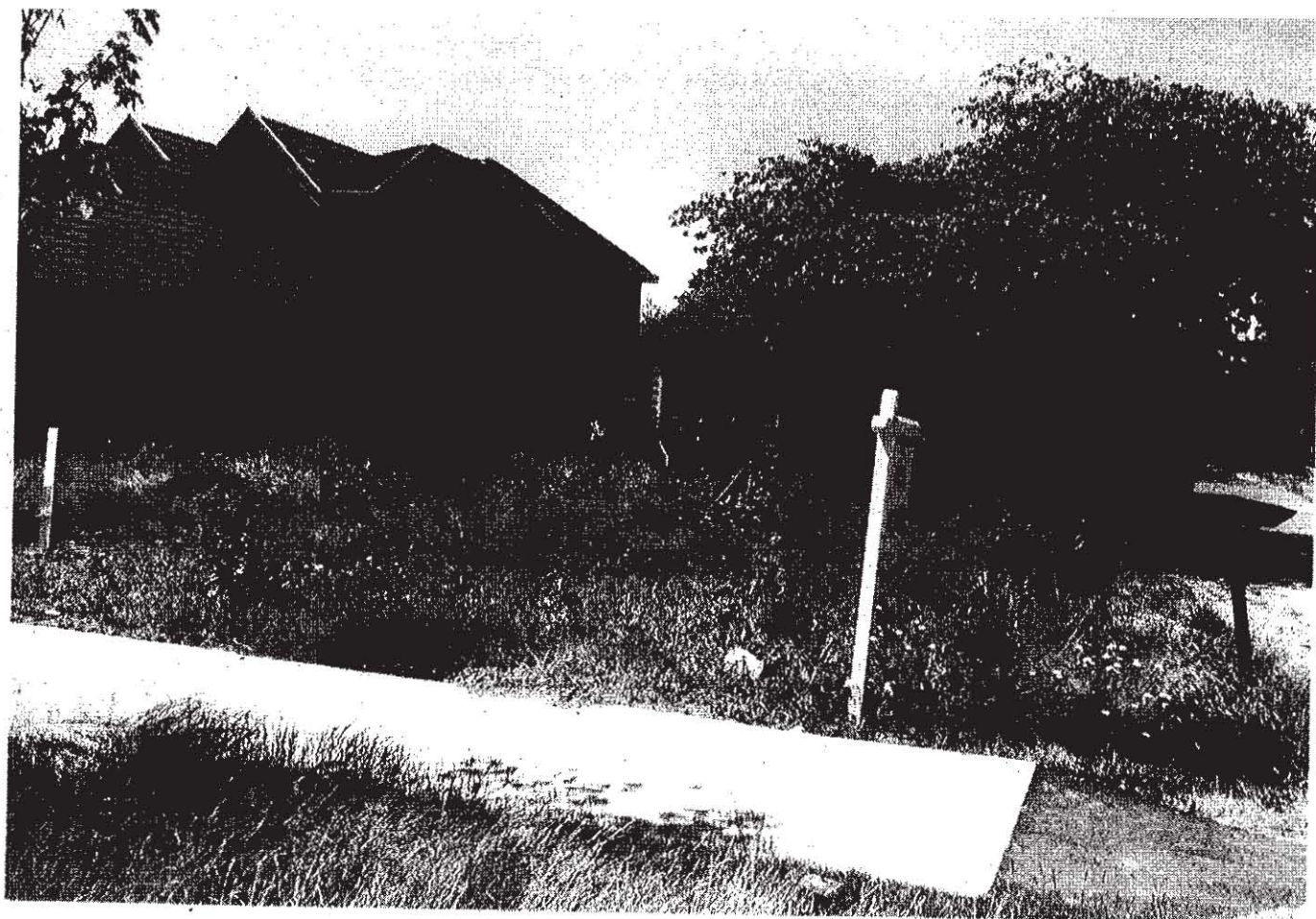
Given the above reason, we believe that this proposal seriously impacts the safety, well being and cohesiveness of our neighbourhood. Therefore we the residents of Heather Street are adamantly opposed to this development.

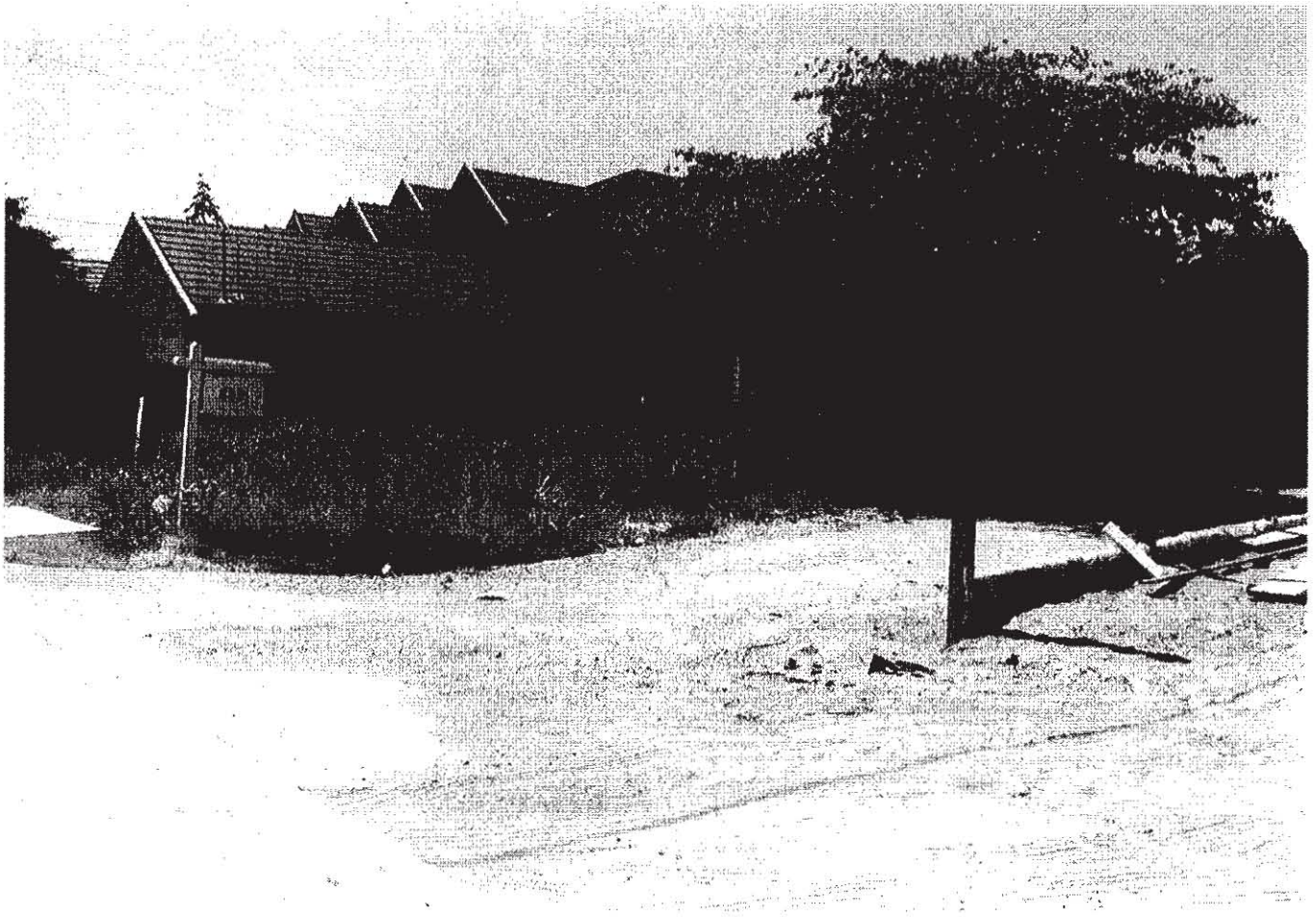


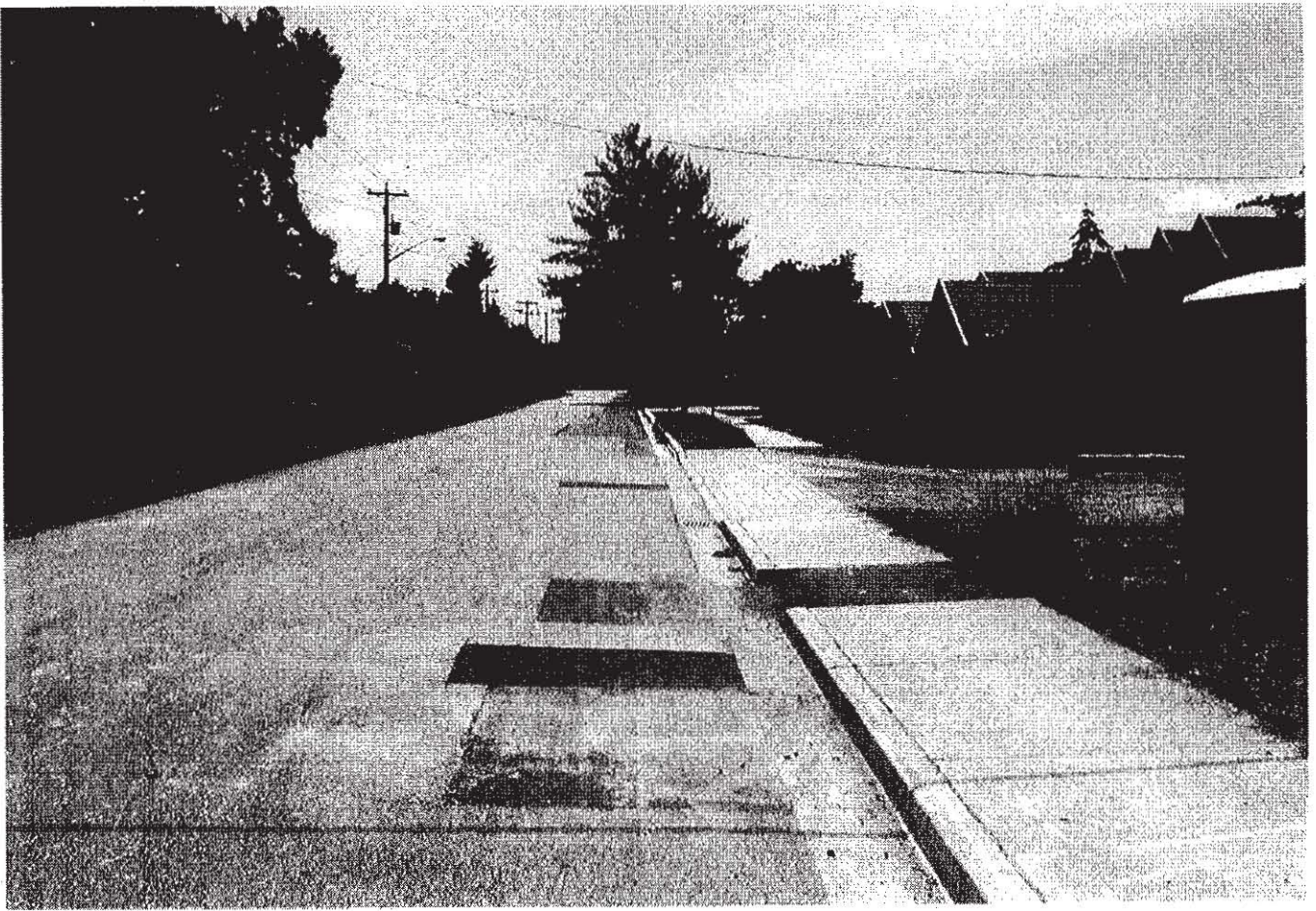
Name	Address	Signature
Amar Johal	8880 Heather St.	
Selina Johal	8880 Heather St.	
Wibabun	5040 Blundell Rd	
Reg + Nina Johal	8888 Heather St	
Alice Chan	8871 Heather St	
DAVE & LILY HAY	8691 HEATHER ST	
ai jun wang	9180 DOLPHIN	
Kwok FAI ZUO	8660 Dolphin Court	
Feng Qi	8660 Dolphin Crt	
Barbara Thomas Bruzese	8700 Dolphin Crt	
JIM BRUZESE	8700 DAPHN COURT	
Godwin Chan	8740 Dolphin Court	
Celine Lee	8780 Dolphin Ct.	
LEI MIAO	8933 Heather St.	
CHIN CHUAN CHEN	8931 HEATHER ST	
Vivian Sagar	9251 Francis Rd	
Takashi Sato	8940 Heather St	
WAI SHAN CHUK	8971 Heather St	
CHARLIE GIN	8951 Heather St.	
Tony To	8891 Heather St.	
Chun Cindy	8891 Heather St.	
MEI-PENG MAO	9251 Dolphin Ave.	
JUDY LAM	8820 Dolphin Ct.	
JACK POON	8720 Dolphin Crt	
Rutha Kwong	8751 Dolphin Crt	
DANIEL LOI	8860 Dolphin Court	
JEFFERY WONG	8673 Heather St	

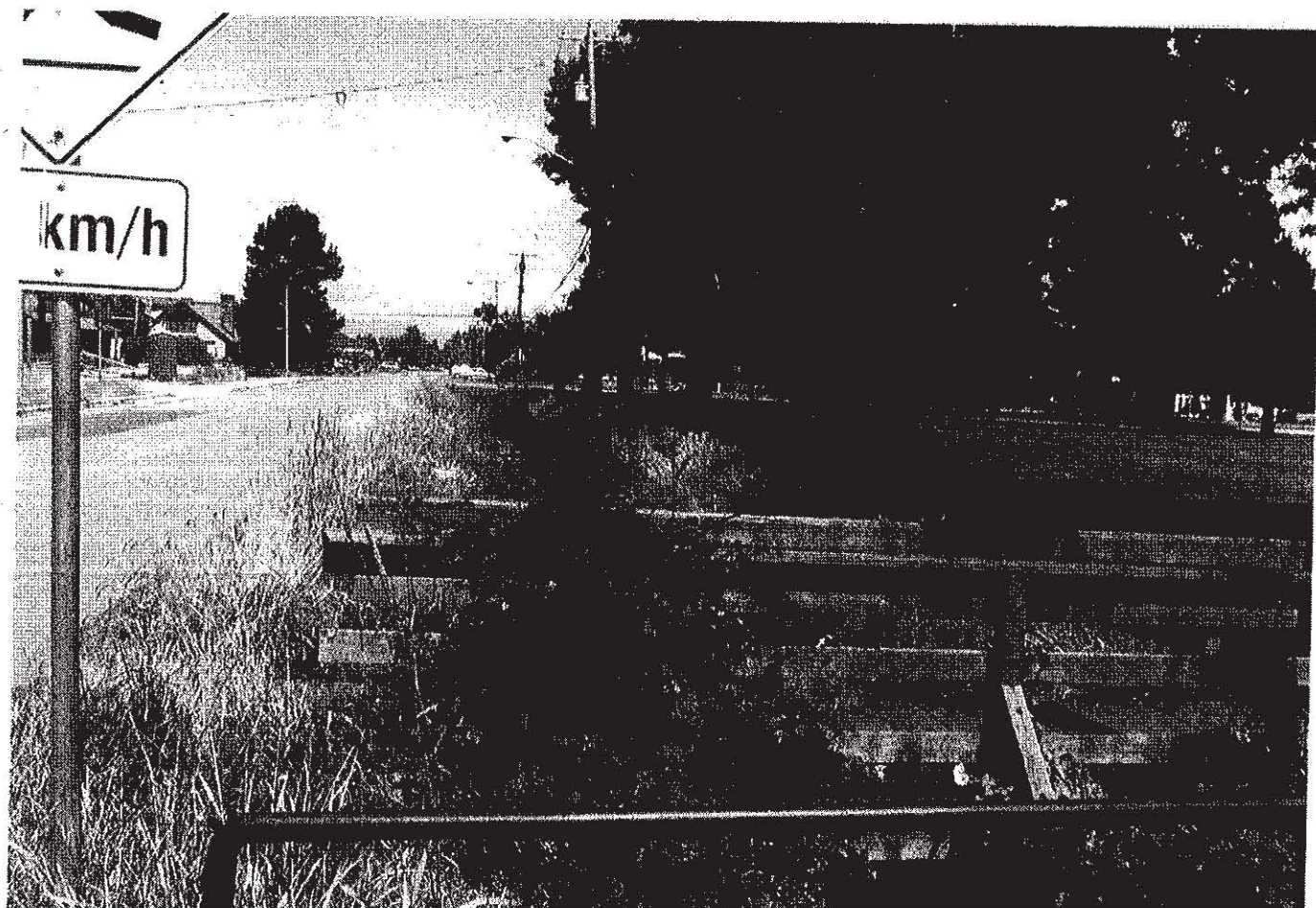
















City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

From: Brian J. Jackson, MCIP
Director of Development

Re: **Application by Doug Massie, Architect of Chercover Massie & Associates Ltd.
for a Development Permit at 8851 Heather Street**

To: DPP mtg, NOV. 30, 2011

Date: October 7, 2011

File: DP 10-538908

Staff Recommendation

That a Development Permit be issued which would

1. Permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and
2. Vary the provisions of Zoning Bylaw 8500 to:
 - a) Reduce minimum interior side yard from 7.5 m to 1.2 m;
 - b) Reduce the minimum public road parking setback from 3 m to 1.5 m;
 - c) Permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).

Brian J. Jackson, MCIP
Director of Development

SB:blg
Att.

Staff Report

Origin

Doug Massie, Architect of Chercover Massie & Associates Ltd. has applied to the City of Richmond for permission to develop a two-storey building with a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY). Variances are included in the proposal to: reduce the interior side yard, reduce the Heather Street public road parking setback, and permit small car parking spaces.

The application was presented to the Development Permit Panel on July 13, 2011. At the meeting, the Panel moved and seconded:

"That Development Permit 10-538908 be referred back to staff for further:

- (a) consultation with residents of the neighbourhood; and***
- (b) examination of on-site parking/manoeuvring and pedestrian and vehicle traffic on Heather Street."***

This staff report addresses the Panel referral and responds to the concerns expressed by residents. The report considered by the Panel on July 13, 2011 is attached for reference (**Attachment A**).

Staff Comments

In response to the Development Permit Panel referral:

- The applicant hosted an Open House Meeting to consult with residents of the neighbourhood;
- The applicant has made changes to the design to improve privacy for the adjacent neighbours;
- On-site parking/manoeuvring and pedestrian and vehicle traffic on Heather Street was examined; and
- Transportation staff will be conducting a traffic calming survey this fall, and if there is support from the residents, work will commence in the summer of 2012 on the construction of speed humps along Heather Street. Resident support would require at least 66% of survey respondents to be in favour and at least 30% of surveyed households to submit a response.

The proposed building footprint and parking layout remain the same and there are no changes to the variances proposed.

Analysis

Community Consultation

- The applicant hosted a neighbourhood Open House Meeting from 7:00 pm to 8:00 pm on Thursday September 8, 2011 at Family Place, which is located at 8660 Ash Street, a block away from the development site.
- On August 19, 2011, invitations were hand delivered to 53 homes in close proximity to the subject site, including homes along Heather Street from Francis Road to Dolphin Avenue, and the homes along Dolphin Court (**Attachment B**).

- At the Open House Meeting, approximately seven (7) neighbourhood residents attended and expressed concerns regarding:
 - Number of children;
 - Size of building;
 - Adequacy of on-site outdoor play area;
 - Privacy from overlook and noise potential for the adjacent neighbours;
 - Adequacy of on-site parking; and
 - Pedestrian and vehicle traffic on Heather Street – vehicle speeding, narrow street width, significant drainage ditch, street lighting, and lack of sidewalk.

Number of Children

- As noted in the Staff Report, Vancouver Coastal Health childcare facility licensing staff have reviewed the application and have confirmed that they have no concerns with the proposal.
- The proposal has been designed with appropriate indoor and outdoor area for 60 children to meet Provincial childcare licensing requirements and the operational needs of the applicant. The children will be accommodated in 4 classrooms; 3 rooms of 12 children under 3 years old, and 1 room of 24 children aged 3 to 5 years old.
- The applicant advises that the proposed number of children is needed to enable the construction of a new building and to accommodate the mix of childcare spaces for both older and younger children.

Size of Building

- The size of the building complies with the 0.5 floor area ratio (FAR) density permitted under the existing Assembly (ASY) zoning.
- The applicant has reviewed opportunities to reduce the size of the building. The proposed building size is needed to accommodate 60 children, and 60 day care spaces are needed for the daycare to be economically viable.

Adequacy of On-site Outdoor Play Area

- As noted in the Staff Report, the licensing authority, Vancouver Coastal Health, has reviewed the size, location, and proposed scheduled use of the play area. Vancouver Coastal Health childcare licensing staff has advised that they have no concerns with the proposal.
- The outdoor children's play area has been designed for active children's play, with durable materials, a small lawn hill and lawn areas, raised wooden deck stage element, rubber paved tricycle track, rubber paved open areas, sand boxes, outdoor sink, and portable water and sand boxes.
- The outdoor amenity space in the backyard has been designed to accommodate 24 children. The applicant will set up a schedule for use of the backyard outdoor play area, with no more than one (1) classroom outside at a time (12 to 24 children). The goal of the applicant is for each child to have access to the play area for 60 minutes every day, weather permitting. This exceeds the licensing requirement of 30 minutes per day.

Privacy From Overlook & Noise Potential for the Adjacent Neighbours

- Privacy was provided for the adjacent single-family home under construction to the north at 8831 Heather Street with: 1.8 m height solid wood privacy fencing under construction along the shared property line at grade, and retention of the existing hedge along the north edge of the back yard. In addition, a second floor staircase window has been deleted as it was found to be roughly aligned with a second floor bedroom window.

- Privacy was provided for the adjacent single-family home to the south at 8871 Heather Street with: existing 1.8 m height solid wood privacy fencing along the shared property line at grade, and an increased 4.2 m setback at the second floor level. In addition, the applicant has increased the amount of existing hedge that will be retained along the south edge of the back yard and has added solid frosted glass panels to the 1.5 m height guardrail along the south edge of the second floor balcony.
- Privacy was provided for the adjacent single-family homes to the rear at 8680 and 8700 Dolphin Crescent with: existing 1.8 m height solid wood privacy fencing along the shared property line at grade, and a 7.5 m setback. In addition, the applicant has increased the amount of hedge that will be retained, to include all of the existing hedge along the west edge of the back yard and the addition of screening to fill in open areas above the fence line.
- The landscaping design has been revised to increase the amount of retained existing hedging, with additional shade tolerant planting underneath the hedging.
- As noted above, although the daycare is designed for 60 children, the outdoor amenity area is designed for 24 children. Children will be fully supervised in the outdoor amenity area, with a schedule of no more than one (1) class outside at a time (12 to 24 children).

Adequacy of Onsite Parking

- As noted in the Staff Report, the number of off-street parking spaces for parents and staff (15 spaces) complies with the Zoning Bylaw requirements. Variances are requested to permit eight (8) small car parking spaces and to provide a 1.5 m parking setback from Heather Street when the zoning bylaw requires 3 m.
- Staff have further investigated the parking accumulation during the morning drop-off and afternoon pick-up periods based on typical arrival and duration patterns of daycares and found that the 6 parking spaces assigned for the parents will be adequate to meet the parking demand during the drop-off and pick-up times. Typically, drop-off and pick-up occur over a 2½-hour window. The proposed provision of parent parking minimizes the potential for vehicles backing out from the site onto Heather Street or parking to spill over onto Heather Street.

Pedestrian and Vehicle Traffic on Heather Street

- **Vehicle speeding** - A speed study conducted in April, 2010 indicated average speeds on Heather Street exceeded the 30km/hr posted speed. Therefore, traffic calming measures in the form of speed humps will be installed on Heather Street, subject to consultation with local residents. As noted above, Transportation staff will be conducting a traffic calming survey this fall.
- **Street width** - Heather Street is a local road and is designed accordingly for low traffic volume. There is sidewalk, curb and gutter only on the west side of the roadway from Dolphin Avenue to 8875 Heather Street. The remaining southern portion of the Street to Francis Road does not have curb and gutter or sidewalk. Staff have verified the cross section of Heather Street as having a 7.0m pavement width adjacent to the subject site in addition to the City boulevard and sidewalk, which is adequate for two-way traffic. Currently, parking is limited along the east side of the street adjacent to the park because of the ditch. Therefore, "No Stopping" signs will be added along the east side of Heather Street adjacent to the park to restrict parking and maintain the full width of the roadway. A traffic study undertaken in April, 2010 on Heather Street observed current vehicle volumes as 450 vehicles per day, which is much less than the typical daily volume of 1,000 vehicles that local streets are designed to accommodate. Staff have also reviewed the size of the proposed

development and the additional traffic volume generated. This review found the traffic volumes from the proposed daycare is limited in duration and can be accommodated by the roadway geometry.

- **Significant drainage ditch** – there is a significant drainage ditch along Heather Street, adjacent to the neighbourhood park and directly across the street from the subject site. Parks and Engineering staff have confirmed that the City has no plans to cover the existing ditch. As noted above, parking is currently constrained alongside the ditch due to the narrow shoulder. To address the impact of the ditch, “No Stopping” signs will be added along the east side of Heather Street adjacent to the park to restrict parking and maintain the full width of the roadway. When daycare staff takes their class for a fieldtrip to the neighbourhood park, they would walk as a supervised group along the existing sidewalk in front of the subject site northward to Dolphin Avenue, cross Heather Street at the intersection, and enter the park from the existing Dolphin Avenue sidewalk.
- **Street lighting** – There are six (6) street lights along Heather Street between Dolphin Avenue and Francis Road: four (4) lights installed on BC Hydro wood poles and two (2) City-owned street lights, including a City-owned street light recently installed in front of the subject site. The City has placed a light on every available BC Hydro power pole within that section of roadway. Any future roadway lighting would be installed through property redevelopment where frontage improvements are required. The residents could also initiate a Local Area Service Program (LASP) to install roadway lights. This program would be funded by the property owners making the request.
- **Lack of sidewalk** – There is existing sidewalk north of the subject site to Dolphin Avenue, out to the Garden City bus stops and in to Debeck Elementary School. Residents in the neighbourhood are concerned that there is no sidewalk south of the subject site from 8875 Heather Street out to Francis Road. The sidewalk construction on the west side of Heather Street from Dolphin Avenue to 8875 Heather Street was secured as part of single-family redevelopment. A walkway extension to Francis Road on either the west or east side of Heather Street will be considered in the 2012 annual Neighbourhood Traffic Safety program. Actual timing of implementation will be based on staff's review of priorities of other competing traffic safety projects in early 2012.

On-site Parking/Manoeuvring

- Transportation staff is supportive of the proposal. Transportation staff have reviewed the layout of the proposed surface parking area and are satisfied that there is sufficient space for staff and parent vehicles to manoeuvre onsite.
- The parking spaces adjacent to the front property line will be reserved with signage for staff. Staff are expected to be familiar with the parking area layout and manoeuvring associated with these parking spaces, which are less easy to manoeuvre into and out of than the other parking spaces.
- The applicant has advised that private on-site garbage and recycling collection will be scheduled for Saturday, when the daycare is closed and within the hours permitted through the City's Noise Bylaw. Scheduling the collection for Saturday ensures that there will be no conflict between collection and parking. The surface parking area is large enough to accommodate on-site manoeuvring of the collection truck.

Conclusions

The Development Permit Panel's referral has been addressed. The applicant hosted an Open House Meeting to consult with residents in of the neighbourhood and satisfactorily addressed concerns raised. The applicant has made changes that improve privacy for the neighbouring properties. Staff have examined pedestrian and vehicle traffic on Heather Street and will be conducting a traffic calming survey this fall regarding speed hump construction along Heather Street.

The proposal for a childcare facility supports the community by helping to address the toddler and 3-5 year old childcare needs for the Broadmoor and City Centre planning areas. The existing Assembly zoned lot is well situated for a childcare facility with a neighbourhood park across the street. Staff recommends support of this Development Permit Application.

Sara Badyal

Sara Badyal, M. Arch, MCIP
Planner 2 (Urban Design)
(604-276-4282)

SB:blg

Attachment A: Development Permit Panel Report considered on July 13, 2011 (including attachments)

Attachment B: Neighbourhood Meeting Invitation Distribution Area Map

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

- Registration of a flood plain indemnity covenant;
- 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 maple tree to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- Installation of appropriate tree protection fencing around the maple tree to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- Receipt of a Letter-of-Credit for landscaping in the amount of \$42,822.00.

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

- Incorporation of accessibility features shown in Development Permit drawings.
- Driveway relocation and boulevard restoration works to be done at the developer's sole cost via City Work Order.
- Obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond
Planning and Development Department

Report to Development Permit Panel

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: June 16, 2011
File: DP 10-538908
Re: **Application by Doug Massie Architect of Chercover Massie & Associates Ltd.
for a Development Permit at 8851 Heather Street**

Staff Recommendation

That a Development Permit be issued which would

1. Permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and
2. Vary the provisions of Zoning Bylaw 8500 to:
 - a) Reduce minimum interior side yard from 7.5 m to 1.2 m
 - b) Reduce the minimum public road parking setback from 3 m to 1.5 m
 - c) Permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).

A handwritten signature in cursive script that reads "Brian Jackson".

Brian J. Jackson, MCIP
Director of Development

BJJ:sb
Att.

Staff Report

Origin

Doug Massie Architect of Chercover Massie & Associates Ltd. has applied to the City of Richmond for permission to develop a two-storey building with a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY). Variances are included in the proposal to: reduce the interior side yard, reduce the Heather Street public road parking setback, and permit small car parking spaces.

There is no associated rezoning application. The site currently contains a small vacant one-storey church building.

A Servicing Agreement is not required as no upgrades have been identified and the subject property frontage was recently improved through the rezoning and subdivision of the adjacent lands to the south at 8871 and 8875 Heather Street (RZ 07-374314 & SA 08-425332). The limited driveway relocation and boulevard restoration works for the subject development will be completed at the owners cost by work order through the future Building Permit process.

Development Information

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

Background

Development surrounding the subject Ash Street Sub-Area (Broadmoor Area) site is as follows:

- to the north and south sides of the subject site, fronting onto Heather Street, are recently rezoned and subdivided single-family lots (RZ 07-380065 and RZ 07-374314) zoned "Single Detached (RS1/K)";
- to the west, the subject site backs onto single-family lots fronting onto Dolphin Court zoned "Single Detached (RS1/B)"; and
- to the east, across Heather Street, is the city-owned Heather neighbourhood park, which contains a children's playground, zoned "School & Institutional Use (SI)".

Public Input

No public input has been received regarding the subject application.

Vancouver Coastal Health

Child Care facilities operate under the jurisdiction of the Provincial Government. In Richmond, child care licensing is the responsibility of Vancouver Coastal Health. Accordingly, the application was referred to Vancouver Coastal Health child care facility licensing for review.

The proposal includes 67% of the outdoor play area requirement for 60 children, or enough for 40 children as per the BC Child Care licensing regulations (7 m² per child). Outdoor children's play area is provided in the rear yard (212.9 m²) and on the second floor deck (69.25 m²). The applicant is proposing to schedule the use of the outdoor play area to meet the daily outdoor play needs of each of the four (4) child care rooms.

Vancouver Coastal Health child care facility licensing staff review applications on a case by case basis and have confirmed that they have no concerns with the subject proposal which would accommodate half of the children in the outdoor play area at any given time.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with Zoning Bylaw 8500 except for the zoning variances noted below.

Zoning Compliance/Variances (staff comments in bold)

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

- 1) Reduce the minimum interior side yard from 7.5 m to 1.2 m

(Staff supports the proposed variance as this provides for an appropriately sized building for child care use and matches the minimum interior side yard setback requirement of the adjacent single family lots to the north and south. To comply with the minimum 7.5 m side yard setback to the south and to the north of this small lot would result in a 7.3 m wide building, which is not usable for the proposed child care use. The existing small church building is also not usable for the proposed child care use, due to BC Building Code requirements, Vancouver Coastal Health licensing requirements, and City parking requirements. It is worth noting that the small existing church building on the site was originally constructed as a single family dwelling and does not comply with the current Assembly zoning setback requirements.)

- 2) Reduce the minimum public road parking setback from 3 m to 1.5 m

(Staff supports the proposed variance as it results in a site plan layout that accommodates the required parking onsite and a landscape buffer to screen the parking area from Heather Street. Although the 1.5 m landscape buffer along Heather Street is narrower than the required 3 m, it is wide enough to accommodate the proposed hedge and tree planting. The variance does not negatively impact the adjacent neighbours.)

- 3) Permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).

(Staff supports the proposed variance as it results in a site plan layout that accommodates the required parking onsite with an appropriate drive aisle width and wider landscape buffer to the adjacent single-family lots to the north and south. The provision of small car spaces is acceptable to staff as the users are expected to be familiar with the parking area layout and manoeuvring associated with the small car spaces. The variance does not negatively impact the adjacent neighbours.)

Advisory Design Panel Comments

The Advisory Design Panel was supportive of the project conditional to the applicant taking their comments into consideration, and design development to the column expression and use of pavers in the driveway. In response, the streetscape elevation and driveway have been improved. An annotated copy of the relevant excerpt from the Advisory Design Panel Minutes from January 19, 2011 is attached for reference (**Attachment 2**). The design response from the

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

Analysis

Conditions of Adjacency

- The proposed development includes an appropriate interface to Heather Street, enhanced with a pedestrian-oriented front entry, pedestrian walkway, landscape buffer to screen the front parking area, and permeable pavers across the vehicle entry driveway to mark the edge of the public pedestrian realm and to define the edge of the onsite surface parking area.
- The proposed development includes an appropriate interface to the surrounding single-family lots with existing solid wood privacy fencing, areas of landscaping and areas of cedar hedging where possible, and in particular along the sides of the parking area and at the corners of the outdoor play area.

Urban Design and Site Planning

- The proposed child care facility is well situated on the subject existing Assembly zoned lot across the street from the Heather neighbourhood park.
- The proposed site layout includes a two-storey building designed with residential character, set back behind a front surface parking area, and protecting a secure outdoor children's play area in the rear yard.
- A pedestrian walkway is provided, connecting to the Heather Street sidewalk and separated from the vehicle access driveway, also connecting to Heather Street.
- The Heather streetscape has been improved with recently constructed frontage improvements including a new grass boulevard with street trees behind a curb and gutter and a new sidewalk at the property line. The Heather streetscape edge is further defined with proposed landscape buffers with hedge and flowering tree planting, a line of permeable pavers at the driveway entry, and a pedestrian walkway connecting with the sidewalk.
- The number of off-street parking spaces for parents and staff (15 spaces) complies with the Zoning Bylaw requirements including accessible parking (1 space). Variances are requested to permit 8 small car parking spaces and to provide a 1.5 m parking setback from Heather Street.
- Bicycle storage complies with the Zoning Bylaw requirements and is located in the south side yard. Bicycle storage includes 4 class 1 vertical storage lockers and a rack for four (4) bicycles, both located in the covered area under the deck.
- A covered garbage and recycling enclosure is provided on the south side of the building. Garbage and recycling will be collected by a private contractor. To avoid conflict with parking, the applicant has advised that onsite collection will be scheduled for Saturday, when the daycare is closed and within the hours permitted through the City's noise bylaw.

Architectural Form and Character

- The proposed two-storey building has been designed with a residential character to better fit the approved institutional use into the predominantly single-family neighbourhood. The residential character is expressed with a single pedestrian oriented covered front entry, building articulation to break up the streetscape façade, the incorporation of uncovered second floor decks, durable brick base, stucco siding, smaller areas of glazing, and roof massing with pitched roofs, gable ends and asphalt shingles.
- The simple colour palette includes sand coloured stucco, grey brick, white windows, white trim, dark brown aluminium guard railing, and two-tone brown asphalt shingles.

- The project's accessibility features include: interior floor plans that accommodate wheelchair manoeuvring throughout, wider interior doors, an accessible washroom, and a vertical lift.

Tree Management

- There are three (3) existing trees on the lot and there were previously two (2) existing trees on the adjacent property to the north with canopies and root zones entering into the subject property. The two (2) neighbouring trees were recently removed as a part of the redevelopment of the neighbouring property with a new single-family home.
- One (1) existing Japanese maple tree will be transplanted and retained in the southeast corner of the property, adjacent to the Heather Street sidewalk. To protect the health and retention viability of the existing maple tree, the owner's arborist has recommended transplanting the tree to the higher proposed elevation in close to the same location. In the current location and lower grade, the existing tree is impacted by the new retaining wall of the adjacent raised neighbouring lot, the neighbour's storm sewer connection, and new City sidewalk. A contract with an arborist to ensure successful transplanting and retention of the maple tree is a requirement of the Development Permit.
- Two (2) existing fruit trees are proposed for removal. The centrally located trees are considered to be in poor condition by the City's Tree Preservation Official.
- Four (4) new trees will be planted, providing a 2:1 replacement ratio for the removal of existing trees.

Landscape Design and Open Space Design

- Outdoor children's play area is provided at the rear of the property with visual surveillance and access from the interior child care spaces. The play area is secured with lockable gates and existing perimeter solid wood privacy fencing. As noted above, the size and location of the play area have been reviewed as part of the application review and are acceptable to Vancouver Coastal Health child care licensing staff.
- The outdoor children's play area has been designed for active children's play, with durable materials, a small lawn hill and lawn areas, raised wooden deck stage element, rubber paved tricycle track, rubber paved open areas, sand boxes, outdoor sink, and portable water and sand boxes.
- Soft landscaping is provided in the rear yard, including existing perimeter coniferous hedging, tree planting, lawn areas, flowering low hedging and vines, and an edible garden area with blueberry and strawberry plants.
- The streetscape landscape buffer includes a retained transplanted existing Japanese maple tree, two (2) new flowering cherry trees, flowering shrubs, perennials, and groundcover.
- The landscape plan for the front of the property includes an open surface parking area, landscape buffer along the Heather Street edge providing screening of the surface parking area, a paved pedestrian walkway connecting to the Heather sidewalk, and continuous cedar hedging along the north and south edges of the surface parking area to provide screening to the adjacent neighbours.
- The surface parking area includes special treatment with areas of permeable pavers to improve the visual impact and also to increase the permeability of the parking area. The variety of surface materials breaks down the visual impact of the large paved surface and the pattern provides a visual containment or boundary for the parking area. A wide band of permeable pavers is proposed around the perimeter of the surface parking area: across the driveway at the entry to the site, in front of the main entry and in the parking spaces on the north and south sides. Asphalt is proposed in the central turning area of the parking area.

- In addition to the existing 1.8 m height solid wood privacy fencing along the north, south and west edges of the site, lockable access gates will be provided in the side yards.

Crime Prevention Through Environmental Design

The proposed design does not present CPTED concerns. The proposal includes:

- secured outdoor children's play areas with natural surveillance from the child care facility;
- clearly defined boundaries between the property, public and private spaces; and
- a front parking area with a high degree of natural surveillance both from the child care facility and also the public road.

Sustainability

The proposed infill redevelopment proposal will include the following sustainability measures:

- Location within 220 m of transit service provided along Garden City Road
- Bicycle storage lockers and racks
- Increased site permeability. Existing church asphalt parking area will be removed and the site will be redeveloped with a site design with 45% permeability through permeable pavers in the new front surface parking area, gravel cover in the passive north side yard, and live landscaping area.
- EnergyStar windows and appliances
- Increased insulation thermal resistance performance (the insulation rating will be increased from commercial to higher performance residential rating)
- Energy efficient heating and hot water systems
- Water efficient plumbing fixtures and fittings

Floodplain Management

- The proposal complies with Flood Plain Designation and Protection Bylaw No. 8204. The Bylaw requires a minimum flood construction level at 0.3 m above the highest crown of the adjacent public road.
- Registration of a flood indemnity covenant is a requirement of the Development Permit.

Servicing Capacity

- The applicant has submitted an engineering capacity analysis for the water, sanitary, and storm infrastructure. No upgrades are required.

Community Benefits

- The proposal addresses the child care needs for toddler and 3-5 years in the Broadmoor planning area and also contributes toward the needs in the City Centre planning area as identified in the 2009-2016 Richmond Child Care Needs Assessment and Strategy. The report identifies the estimated additional child care spaces needed by December 1, 2016 broken down by planning area and the different categories of child care needed. Toddler and 3-5 year child care proposed and needs in the Broadmoor and City Centre planning areas are summarized in the table below:

Estimated Child Care Space

	Proposed	Broadmoor Need	City Centre Need
Group (18 months - 2 years)	36	23	63
Group (3-5 years)	24	9	99

- Located in the northeast corner of the Broadmoor planning area, within 650 m of the City Centre planning area, the subject site is well positioned to meet the child care needs of both the Broadmoor and City Centre planning areas. For this reason, by providing more than the needed toddler and 3-5 child care spaces for the Broadmoor planning area, this facility will help address the larger need in the City Centre planning area.

Conclusions

The applicant has satisfactorily addressed staff and the Advisory Design Panel's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design during the Development Permit review process. The proposal for a child care facility supports the community by helping to address the toddler and 3-5 years child care needs for the Broadmoor and City Centre planning areas. The existing Assembly zoned lot is well situated for a child care facility with a neighbourhood park across the street. Staff recommends support of this Development Permit Application.

Sara Badyal

Sara Badyal, M. Arch, MCIP
Planner 2 (Urban Design)

SB:rg

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

- Registration of a flood plain indemnity covenant;
- 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 maple tree to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- Installation of appropriate tree protection fencing around the maple tree to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- Receipt of a Letter-of-Credit for landscaping in the amount of \$42,822.00.

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

- Incorporation of accessibility features shown in Development Permit drawings.
- Driveway relocation and boulevard restoration works to be done at the developer's sole cost via City Work Order.
- Obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ftp/special.htm>).



City of Richmond

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

Development Application Data Sheet Development Applications Division

DP 10-538908

Attachment 1

Address: 8851 Heather Street

Doug Massie Architect of Chercover Massie &

Applicant: Associates Ltd.

Owner: Vancouver Star Education Ltd.

Planning Area(s): Ash Street Sub-Area (Broadmoor Area)

	Existing	Proposed
Site Area:	1,013 m ²	No change
Land Uses:	Religious Assembly	Child Care
OCP Designation:	Community Institutional	Complies - Child Care
Area Plan Designation:	Public, Institutional & Open Space	Complies - Child Care
Zoning:	Assembly (ASY)	No change
Number of Units:	1	1

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5	0.49 (492.84 m ²)	None permitted
Lot Coverage:	Max. 35%	27%	None
Setback – Front Yard:	Min. 6 m	21.5 m	None
Setback – Interior Side Yard:	Min. 7.5 m	1.2 m	6.3 m setback reduction
Setback – Rear Yard:	Min. 7.5 m	7.5 m	None
Parking Setback:			
Public Road	Min. 3 m	1.5 m	1.5 m reduction to Heather Street parking setback
General	Min. 1.5 m	1.5 m to 2.8 m	
Height (m):	Max. 12 m	10.7 m	None
Off-street Parking Spaces:			
Staff	9	9	
Parent	6	6	
Accessible	(1)	(1)	
Total	15	15	None
Small Car Parking Spaces	Not permitted	54% (8 spaces)	8 small car parking spaces

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

Wednesday, January 19, 2011 – 4:00 p.m.

[applicant design response is identified in '*bold italics*']

3. DP 10-538908 – CHILD CARE FACILITY
ARCHITECT: Douglas Massie, Chercover Massie & Associates Ltd.
PROPERTY LOCATION: 8851 Heather Street

Panel Discussion

Comments from the Panel were as follows:

- substantial changes have been made to the project in response to Panel's comments; wider space at the back of the building; richer treatment of surfaces both at the front and back of the building; appreciate decorative and permeable pavers at the parking stalls; playful attitude towards the lane is a great idea; bollards are a nice idea;
- decorative approach for screens that are proposed in front of the building might be more appropriate at the back where the children go out more often; move would be less intrusive to the architectural elevation – *Screens removed;*
- rubberized curb would be a more appropriate approach than timber edge along the curve – *Vertical timber rounds are proposed to address curves;*
- consider carrying the unit paving across the entrance area to provide a sense of entry – *Incorporated;*
- consider planting a row of trees along both side yards of the parking area; trees will provide cooling to the parking area during summer – *Tree planting incorporated on both sides;*
- playful area at the back of the building; concern on the smallness of the sandbox and lawn areas; consider larger and more useful areas such as planting or exploring area – *Outdoor activity areas sized and designed in consultation with licensing;*
- consider opportunities for infiltration in the gravel side yards; consider introducing swales – *Gravel bed is permeable;*
- provision for planting at the second level deck is a good idea; consider providing more opportunities for children activities – *Open deck design allows for flexible use;*
- ensure that scale of seating in the play area is appropriate for children – *Seating will be specified by daycare operator;*
- appreciate the design solution provided by the applicant;
- consider introducing elements to identify the building as a day care facility; signage at the entry roof portico can provide identification – *Signage will be provided through separate sign permit;*
- consider redesigning the two windows above the main entry portico to add a daycare character to the building; use of colour and/or introduction of play elements will introduce a sense of whimsy appropriate for a day care;
- consider child safety in determining height of guard rails – *Confirmed;*

- consider vertical posts on the side of the building to provide opportunity for a tent/covered space to create more play opportunities for children during the rainy season – *Not incorporated due to guard rail post structural limits and building envelope concerns;*
- building more improved than when it was last presented to the Panel;
- project has been vastly improved with the addition of sloped roof forms and gable ended design;
- wraparound deck helps reduce the bulk of the building when viewed from the street;
- entry is more identifiable; removal of heavy horizontal banding has made the building look more residential in character which is a better fit;
- columns holding the deck are extremely thin and fragile; columns need to be more robust and should match the thickness of the deck – *Columns in side yard removed to improve view from streetscape and to increase pedestrian and bicycle manoeuvring area;*
- commend the applicant for responses to comments in the previous meeting;
- appreciate the changes and efforts made by the applicant to make the facility fit into the neighbourhood; building is much more friendly to the neighbourhood;
- relocating deck from the back of the building to the south is a good gesture; gracious interface with the neighbour at the south side;
- front of the building is still a bit harsh as it is a wholly paved parking lot – *Parking area appearance improved with permeable pavers and tree planting at edge;*
- location of the deck on the south side of the building is good; however, might give rise to noise issues with the neighbour to the south; consider railing (or other) treatment to mitigate noise concern;
- concern on shape of the toddler rooms; narrow and deep; not ideal;
- appreciate the changes made by the applicant; a big improvement compared to the previous presentation; and
- consider introducing something at the street level to help identify the project as a daycare facility, e.g. signage, fencing, or other types of identifiers – *As noted above, signage will be incorporated through separate sign permit.*

Panel Decision

It was moved and seconded

That DP 10-538908 move forward to the Development Permit Panel subject to the applicant taking into consideration the Panel's discussion points and making the following improvements to the project design:

1. design development to the columns under the decks to make them more robust and substantial – *Columns removed from front and south side elevations. Columns in rear yard are maintained, but not visible from streetscape;* and
2. design development to carry the unit paving across the driveway to define the entry – *Incorporated.*

CARRIED



City of Richmond
Planning and Development Department

Development Permit

No. DP 10-538908

To the Holder: DOUG MASSIE ARCHITECT
Property Address: 8851 HEATHER STREET
Address: c/o MASSIE CHERCOVER & ASSOCIATES LTD.
603 - 1200 WEST 73 AVENUE
VANCOUVER, BC V6P 6G5

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Reduce minimum interior side yard from 7.5 m to 1.2 m
 - b) Reduce the minimum public road parking setback from 3 m to 1.5 m
 - c) Permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #8 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$42,822 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 10-538908

To the Holder: DOUG MASSIE ARCHITECT
Property Address: 8851 HEATHER STREET
Address: c/o MASSIE CHERCOVER & ASSOCIATES LTD.
603 - 1200 WEST 73 AVENUE
VANCOUVER, BC V6P 6G5

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

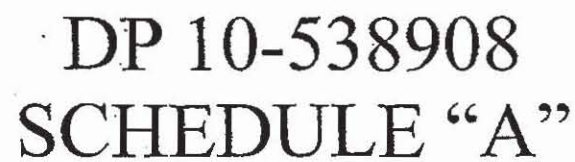
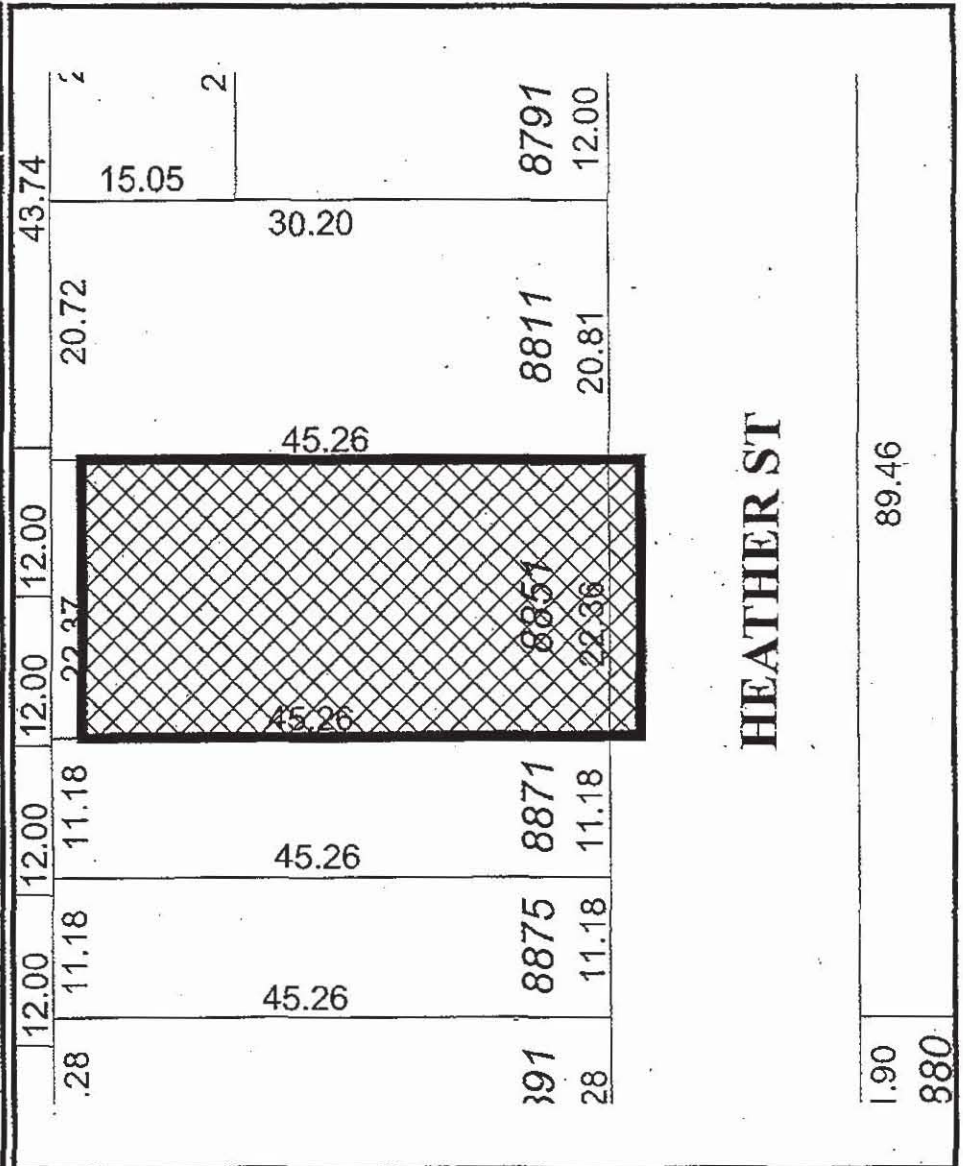
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

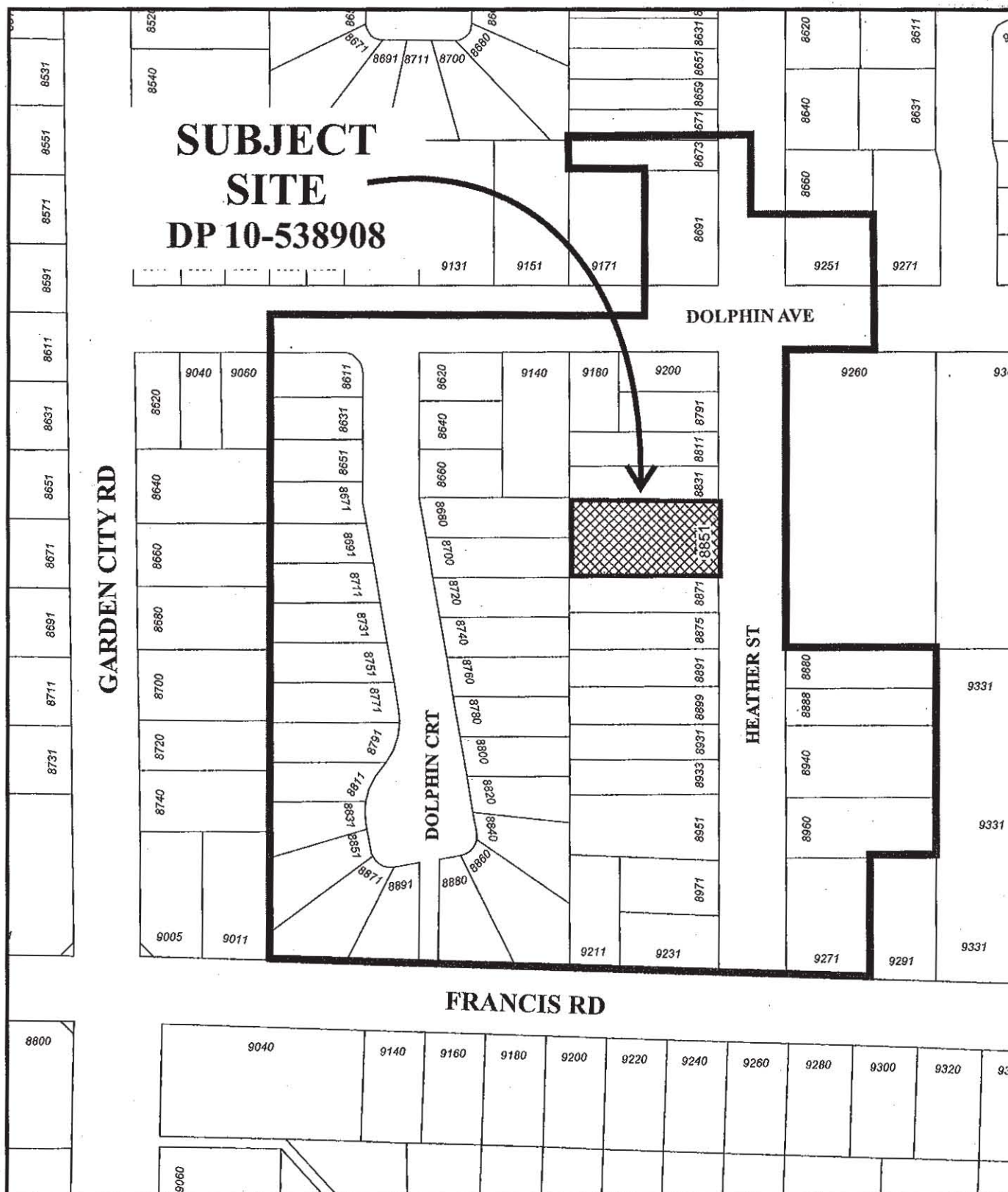
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



Note: Dimensions are in METRES



Neighbourhood Meeting Invitation Area Map

Original Date: 10/25/11

Revision Date:

Note: Dimensions are in METRES



City of Richmond
Planning and Development Department

Development Permit

No. DP 10-538908

To the Holder: DOUG MASSIE, ARCHITECT

Property Address: 8851 HEATHER STREET

Address: c/o MASSIE CHERCOVER & ASSOCIATES LTD.
603 - 1200 WEST 73 AVENUE
VANCOUVER, BC V6P 6G5

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4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #8 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$42,822 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 10-538908

To the Holder: DOUG MASSIE, ARCHITECT

Property Address: 8851 HEATHER STREET

Address: c/o MASSIE CHERCOVER & ASSOCIATES LTD.
603 - 1200 WEST 73 AVENUE
VANCOUVER, BC V6P 6G5

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

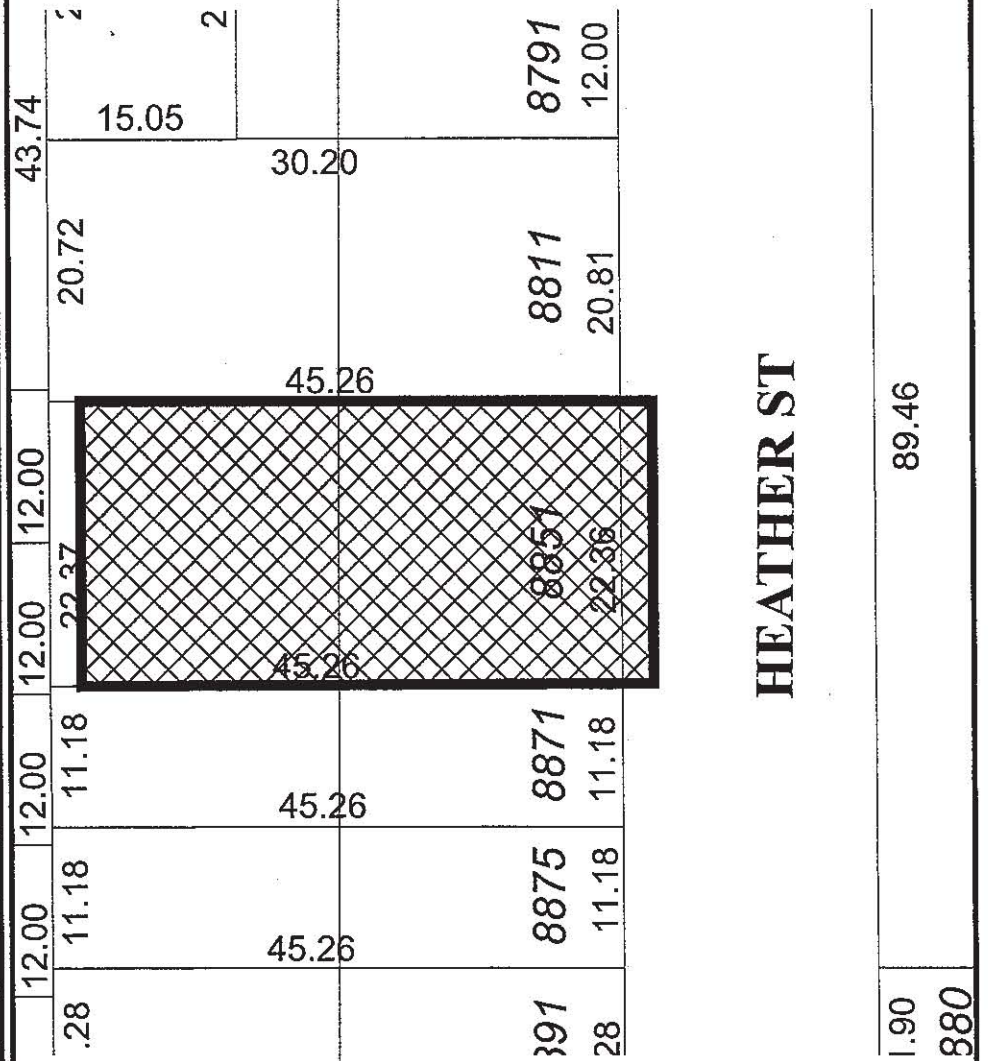
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

ISSUED BY THE COUNCIL THE

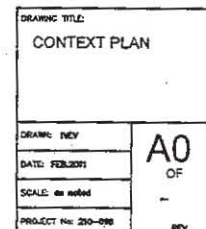
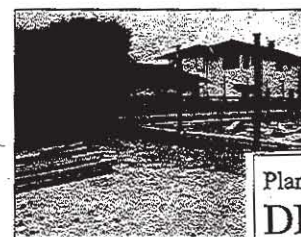
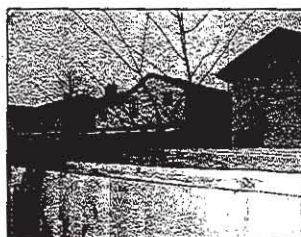
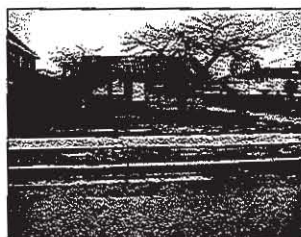
DELIVERED THIS DAY OF

MAYOR



DP 10-538908
SCHEDULE "A"

Note: Dimensions are in METRES



Plan 1 Oct 7 2011
DP 10-538908

PROPOSED DAYCARE - City of Richmond

Project:
Al Anderson Memorial Pool

Landscape Architect:
van der Zalm + associates Inc.

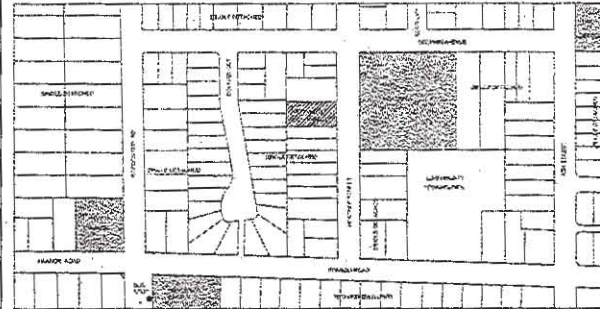
Architect:
Cherover Moxie & Associates Ltd.

Sheet Number	Sheet Title
Plan #3	COVER PAGE & REFERENCE PLAN
Plan #3a	TREE RETENTION PLAN
Plan #3b	GRADING PLAN
Plan #3c	PLANTING PLAN
Plan #3d	SECTIONS AND DETAILS

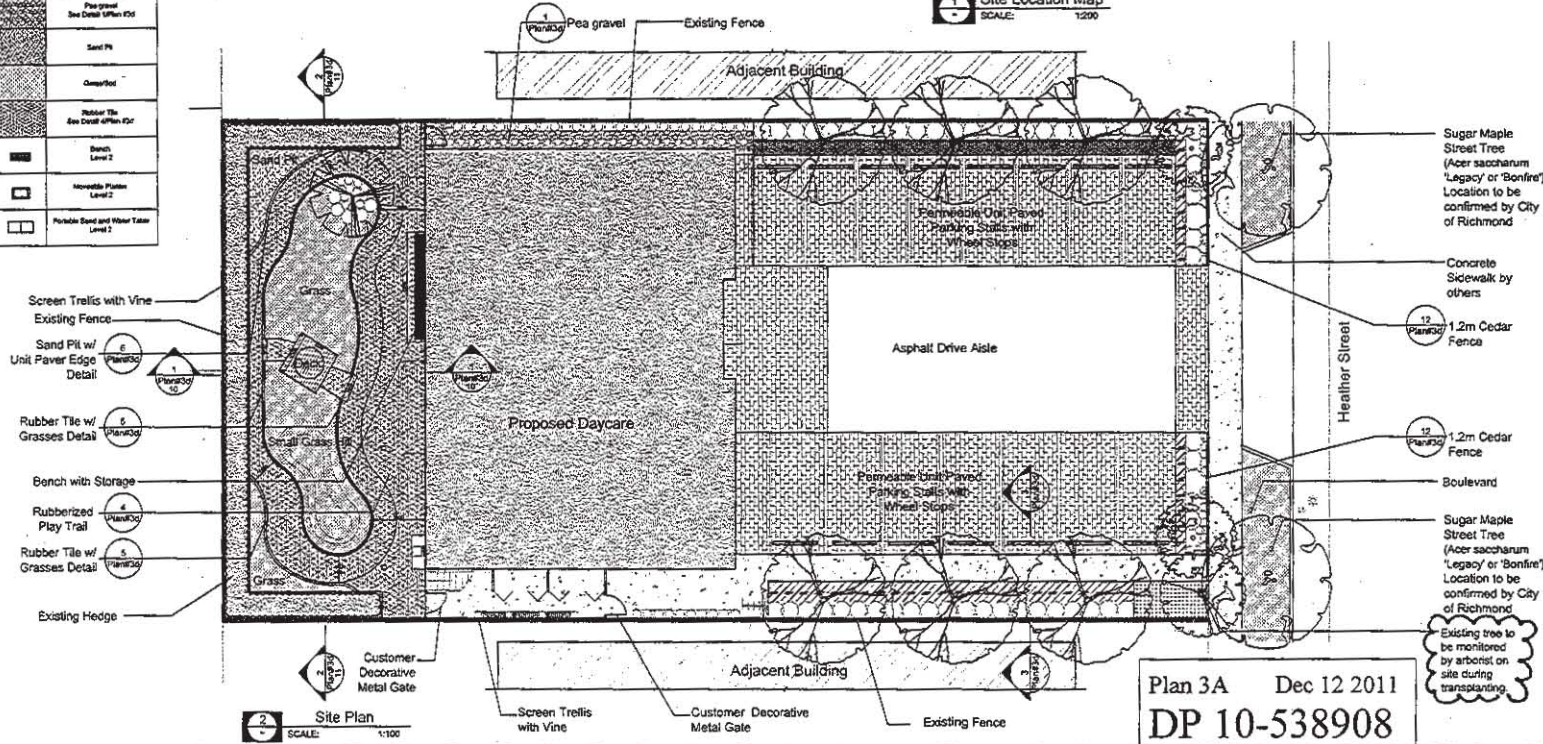
DETAIL MATCH LEGEND - HARDSCAPE	
	Concrete Walkways See Detail 2/Plan 3d
	Wood Deck Level 2
	Unit Pavers See Detail 2/Plan 3d
	Fine Gravel See Detail 2/Plan 3d
	Sand Fill
	Gravel
	Rubber Tile See Detail 4/Plan 3d
	Bench Level 2
	Interlocking Pavers Level 2
	Porcelain Sand and Water Table Level 2

General Notes

- Contractor shall verify underground utility lines and is responsible for any damage.
- The contractor shall avoid all existing utilities underground and overhead where applicable. Where underground utilities exist, field adjustments must be approved by the landscape architect prior to installation.
- Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
- Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
- Work shall conform to BCLNA Standards.
- The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
- The landscape architect reserves the right to reject landscape material on site whether stock piled or installed in place.
- All plants shall be planted per the landscape plan and specifications. Plantings not found to be in compliance shall be replanted correctly at no additional expense to the owner.
- Fine grade, fertilize and sodseed all disturbed areas within the construction limits as shown. All areas shall drain completely and shall not pond nor puddle.
- Where planting beds meet turf areas, the contractor shall provide a cultivated edge. Mulch all shrub beds to the line shown.
- For trees planted in turf areas, provide a 3'-0" dia. mulch ring (remove existing turf) at 2" thick with a cultivated edge.
- An approved pre-emergent herbicide shall be applied in all planting beds at a rate specified by manufacturer for each plant variety.
- Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work as outlined in bid document.



1 Site Location Map
SCALE: 1:200



Plan 3A Dec 12 2011
DP 10-538908

van der Zalm + associates Inc.
Landscape Architecture • Urban Design • Parks & Recreation
Suite 1, 2025 West Street
Surrey, British Columbia
V3V 2W5
P 604.887.2024
F 604.887.2020
info@vanzalm.ca

NOTES

No.	Description	Date
1	Revisions-Owner's Office	
2	For DP Pre-Submission	Dec 4, 2011
3	For DP Pre-Submission	Dec 4, 2011
4	For DP Pre-Submission	Jan 12, 2012
5	For DP Pre-Submission	Jan 12, 2012
6	For DP Pre-Submission	Mar 16, 2011
7	For DP Pre-Submission	Feb 09, 11
8	Issued for DP	Jan 16, 10

No.	Description	Date
1	Revisions-Owner's Office	

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT PRIOR TO PROCEEDING. ALL DIMENSIONS AND SPECIFICATIONS ARE THE SOLE PROPERTY OF THE CONSULTANT AND MUST BE RETURNED AT THE COMPLETION OF THE WORK.

PROJECT:
PROPOSED DAYCARE
DP 10-538908

LOCATION:
8851 Heather Street
Richmond, BC

OWNER: RS	
DESIGNED: MVZ	
APPROVED: MVZ	CHECKED: MVZ
SCALE: 1:100	DATE: Jan. 10, 2010

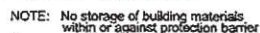
COVER PAGE & REFERENCE PLAN

DRAWING TITLE



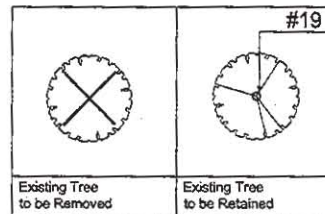
PROJECT NO.
DP2011-03

DRAWING NO.
PLAN #3



1 Tree Protection Fence
SCALE: NTS

TREE LEGEND



van der Zalm + associates inc.
Landscape Architects • Urban-Design • Plant-Design

Suite 1,609 152 Street
Burnaby, British Columbia
V5H 3W9

F 604.363.0534
F 604.882.3042
info@vanzalm.ca

TREE RETENTION PLAN

DRAWING TITLE



PROJECT:
PROPOSED DAYCARE
DP 10-538908

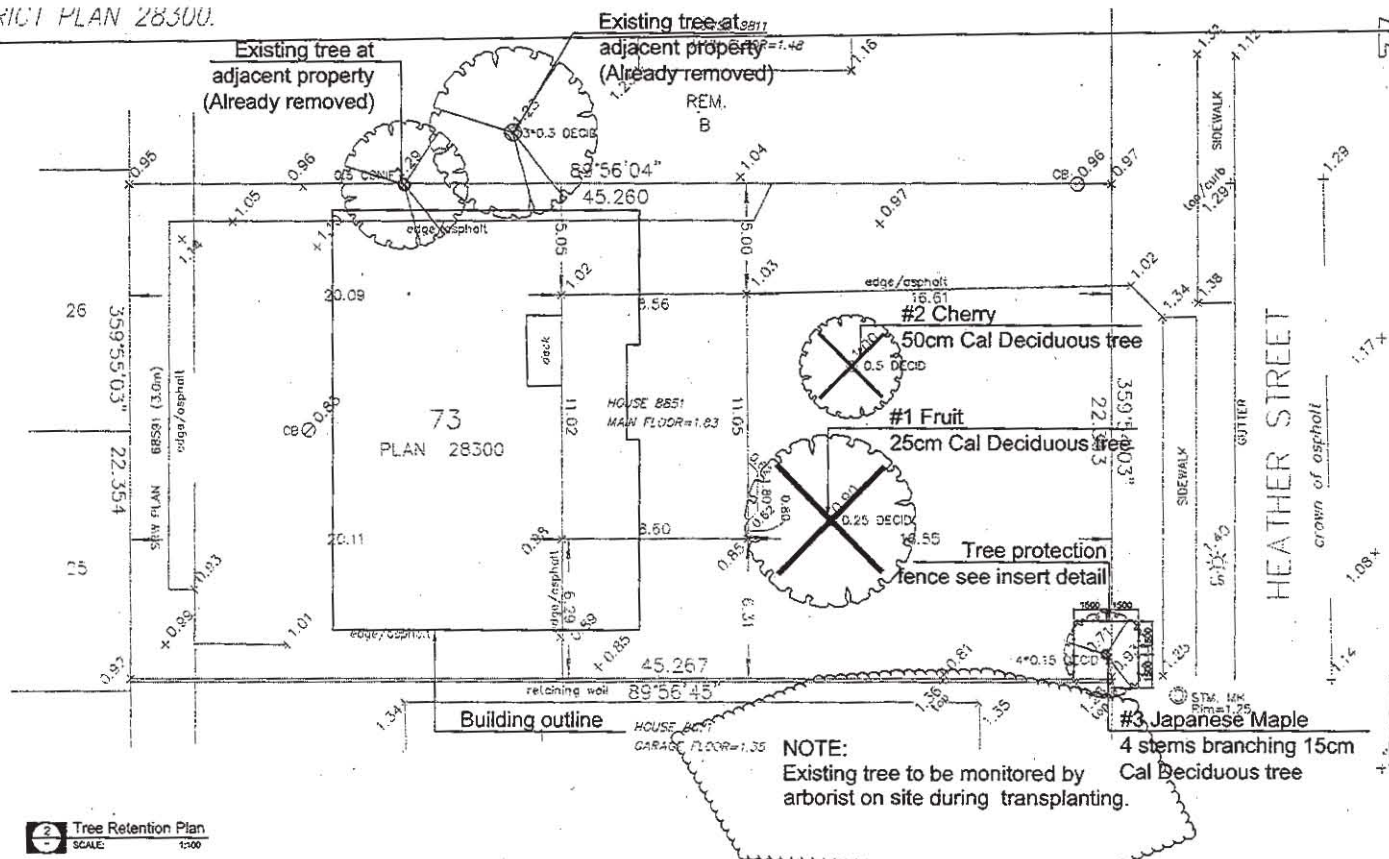
LOCATION:
8851 Heather Street

1980

GRAY/INO NO. **PIAN #3A**

GRAYSON HQ.

RICI PLAN 28300.



PLAN #3B

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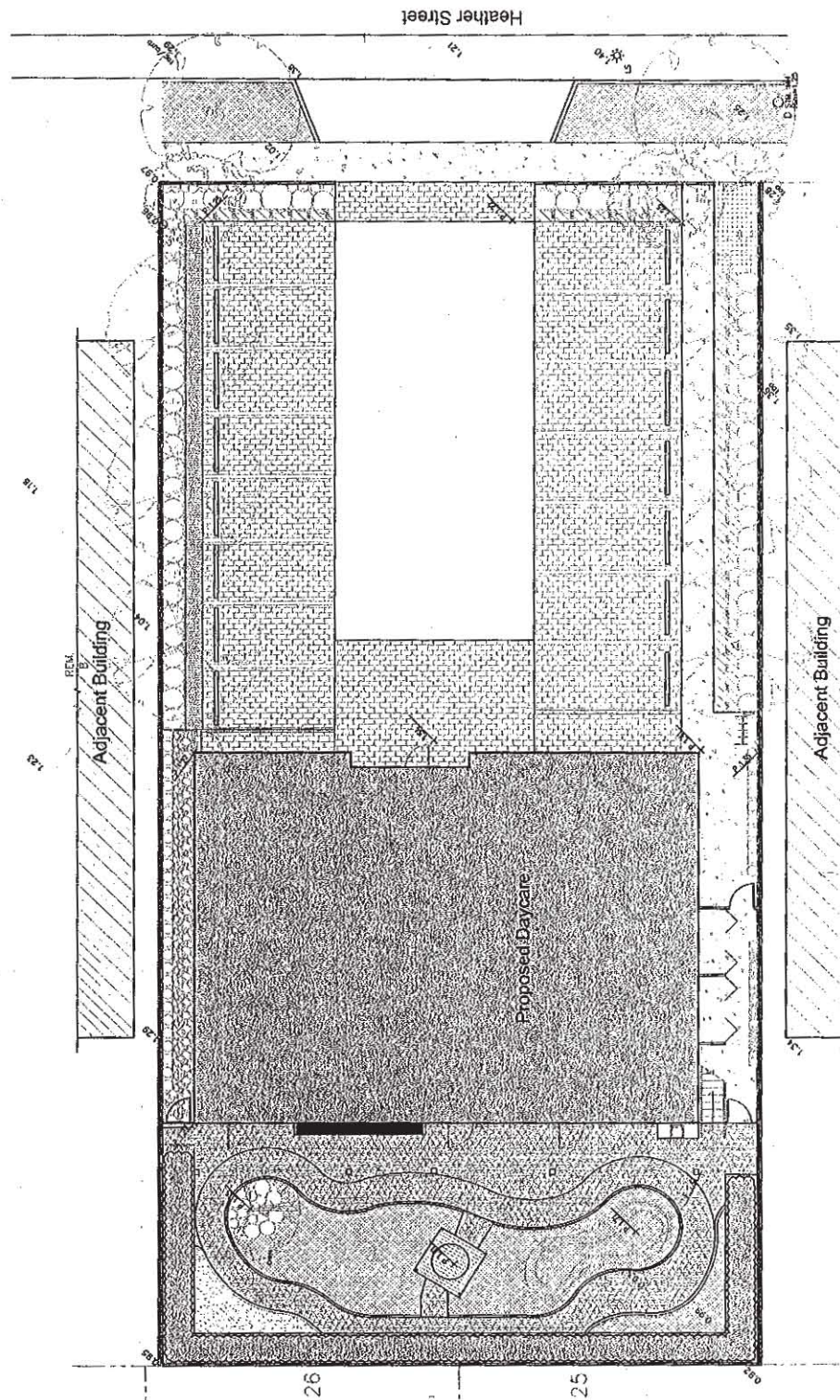
CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT BEFORE PROCEEDING. ALL DIMENSIONS AND SPECIFICATIONS ARE THE EXCLUSIVE PROPERTY OF THE OWNER AND MUST BE RETURNED AT THE COMPLETION OF THE WORK.

PROJECT:
PROPOSED DAYCARE
DP 10-538908

LOCATION:
8851 Heather Street
Richmond, BC

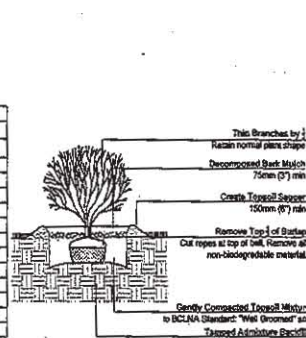
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CHILD	NAVCZ	PLANNING	10/10/2010
APPROVED	NAVCZ	DOZ	1:75

Plan 3C Dec 12 2011
DP 10-538908

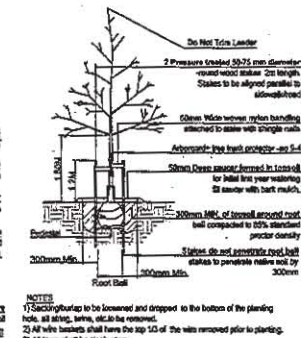


	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	COMMENT	SPACING
Q	<i>Quercus laevis</i> "Fertigiae"	Purshia European Hornbeam	6cm 10/11.5 Std.	2	Flowering tree	
PA	<i>Prunus "Xosoda"</i>	Azodora Flowering Cherry	5cm 10/11.5 Std.	2	Flowering tree	
M3	<i>Magnolia grandiflora</i> "D.O. Blanchard"	D.O. Blanchard Southern Magnolia	5cm 10/11.5 Std.	1	Shade tree	
E	<i>Eucalyptus gumulium</i> "Little Joe"	David's Joe-Pye Weed	#3Pot	5	Flower Shrub	
Az	<i>Rhododendron leucodermis</i>	Japanese Azaleas	#3Pot	10	Flower Shrub	
Hy	<i>Hydrangea macrophylla</i> "All Summer Beauty"	Hydrangeas	#3Pot	2	Flower Shrub	
Q	<i>Quercus laevis</i> "Mediterranean Pinus"	Winter Heather	#1Pot	45	Perennial	
To	<i>Thuja occidentalis</i> "Smartgard"	Emerald Cedar	56.5 / 3.0 m HL	45	Hedge	
To	<i>Thuja occidentalis</i> "Smartgard"	Emerald Cedar	#3 Pot	38	Hedge	
Lc	<i>Lonicera edulis</i>	Western Trumpet Honeysuckle	#2 Pot	4	Vine	
Az	<i>Azalea "Blue Carpet"</i>	Rocky Creeper	#1 Pot	6	Groundcover	300mm G.C.
Az	<i>Azalea "Turkish Purple"</i>	Twiglet Purple Staranop	#1 Pot	20	Groundcover	300mm G.C.
Az	<i>Arctostaphylos uva-ursi</i>	Kinnikinnick	#1 Pot	58	Shrub	500mm G.C.
L	Sod	Lawn		55	sqm	Lawn

*: MIXED SEASON, MEDIUM GROW (Azalea japonica 'Girards Fuchsia'; Azalea japonica 'Girards Purple'; Azalea japonica 'Hino Crimson')
ALL PLANTING MUST BE COMPLETED TO BCLNA STANDARDS - LATEST EDITION



A Shrub Planting Detail
SCALE: 1/2" = 1'-0"



B Tree Planting Detail
SCALE: 1:50

DETAIL MATCH LEGEND - HARGOCH	
	Concrete Walkways See Detail 10/Plan-10d
	Wood Deck Level 2
	LMR Pavers See Detail 10/Plan-10d
	Plain gravel See Detail 10/Plan-10d
	Sand Pk
	Gravel(Sd)
	Rubber Tile See Detail 10/Plan-10d
	Berms Level 2
	Moveable Planter Level 2
	Portable Sand and Water Table Level 2

van der Zalm + associates inc.
Landscape Architecture • Urban Design • Parks & Recreation

Suite 1, 4300 90 Street, # 904.882.0044
Surrey, British Columbia F 904.882.0042
V4W 2A8 www.vdz.ca

PLANTING PLAN

WAYVING TIME



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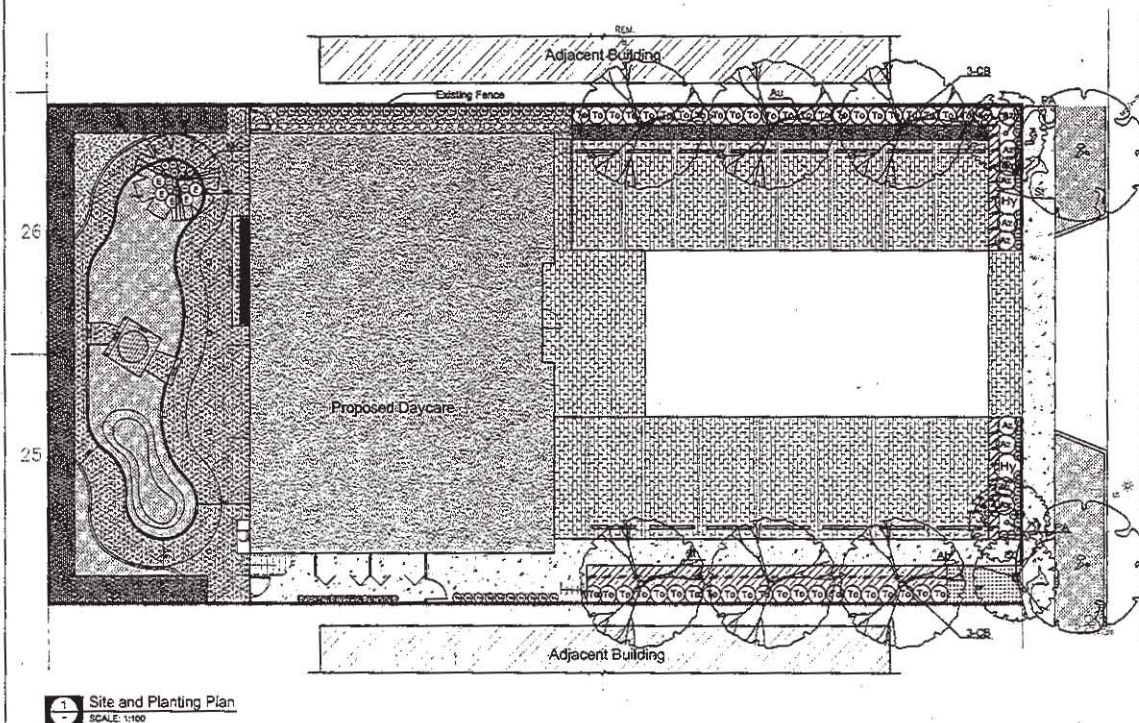
PROPOSED DAYCARE
DP 10-538908

LOCATION:
8851 Heather Street
Richmond, BC

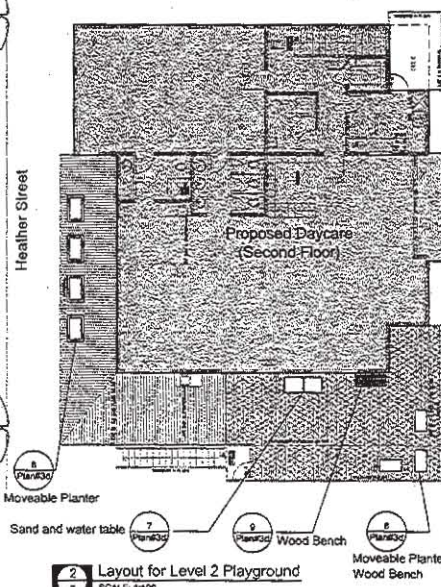
PROJECT NO. DP2011-03

DRAWING NO. **PLAN #3C**

Plan 3D Dec 12 2011
DP 10-538908

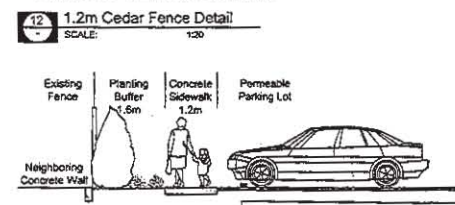
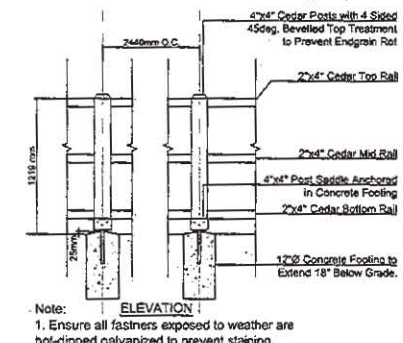
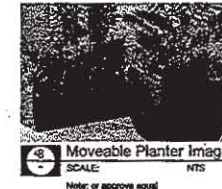
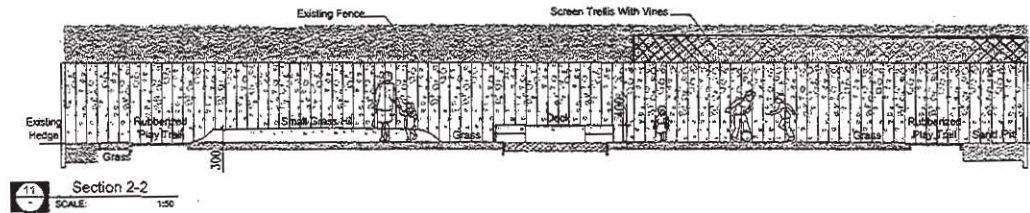
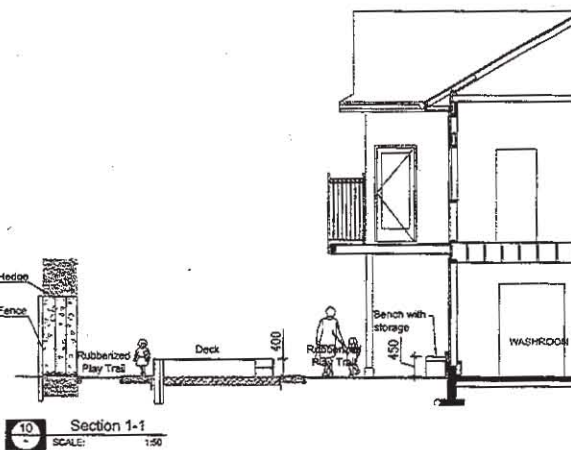
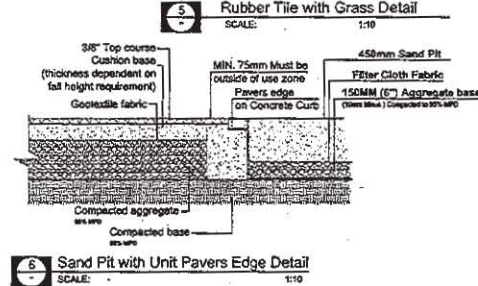
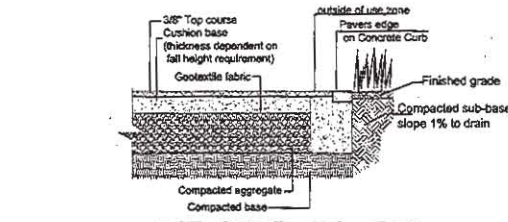
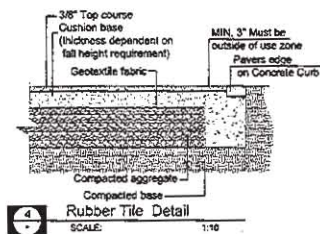
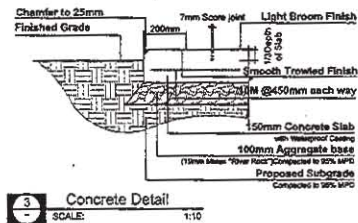
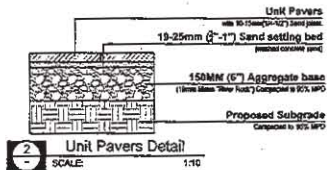
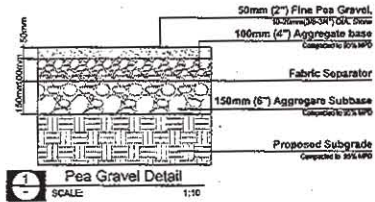


1 Site and Planting Plan
SCALE: 1:100



2 Layout for Level 2 Playground
SCALE: 1:100

DRAYAGE NO.



Plan 3E Dec 12 2011
DP 10-538908

van der Zalm + associates inc.
Landscape Architecture • Urban Planning
Suite 100 140 Street
Burnaby, British Columbia
V5C 2S8
P 604.663.2224
F 604.663.2222
info@vza.ca

NOTES:

1. Contractor shall check all dimensions on the work and report any discrepancy to the consultant immediately.

2. All materials and workmanship shall be the responsibility of the contractor and shall be returned at the completion of the work.

3. CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT IMMEDIATELY.

4. ALL MATERIALS AND WORKMANSHIP SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK.

PROJECT:
PROPOSED DAYCARE
DP 10-538908

LOCATION:
8851 Heather Street
Richmond, BC

DESIGNER	RS
CHECKED	MVDZ
APPROVED	MVDZ
SCALE	AS NOTED
DATE	JAN. 10, 2010

PROJECT NO. DP2011-03
PLAN #3D

SECTIONS AND DETAILS

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SHERCHER WASSER & ASSOCIATES LTD.

[illegible]

DATE	TIME	LOCATION	REMARKS
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2/1	10:00	100	100
2/1	10:00	100	100

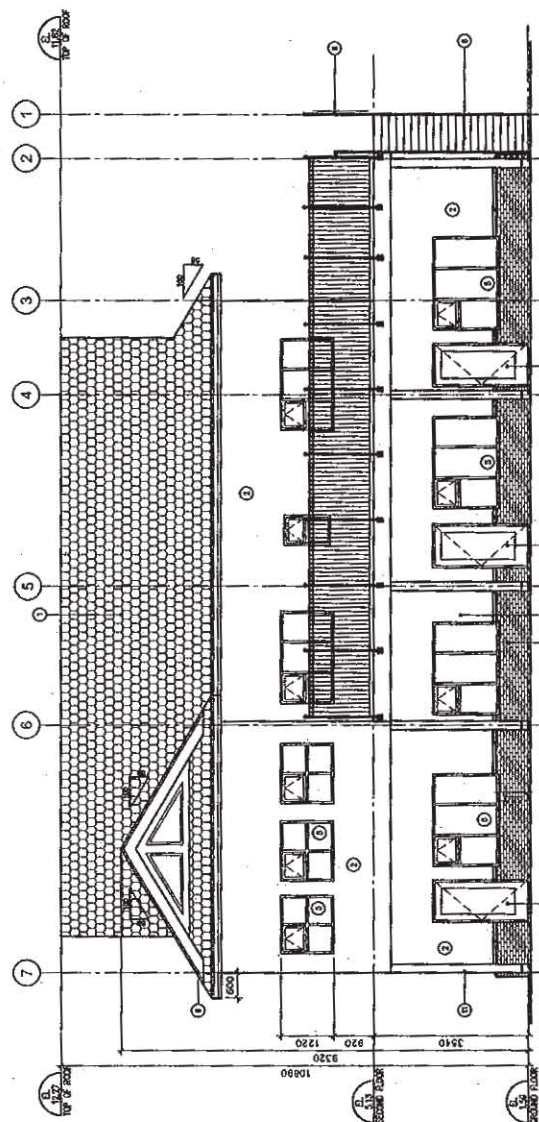
CONSULTANT

HERCOVER MASSIE & ASSOCIATES LTD.
ARCHITECTURE & ENGINEERING
100-1100 West 74th Ave. Vancouver, B.C. Canada V6P 4D6
604-261-1400 Fax: 604-261-1470 Telex: 04300000

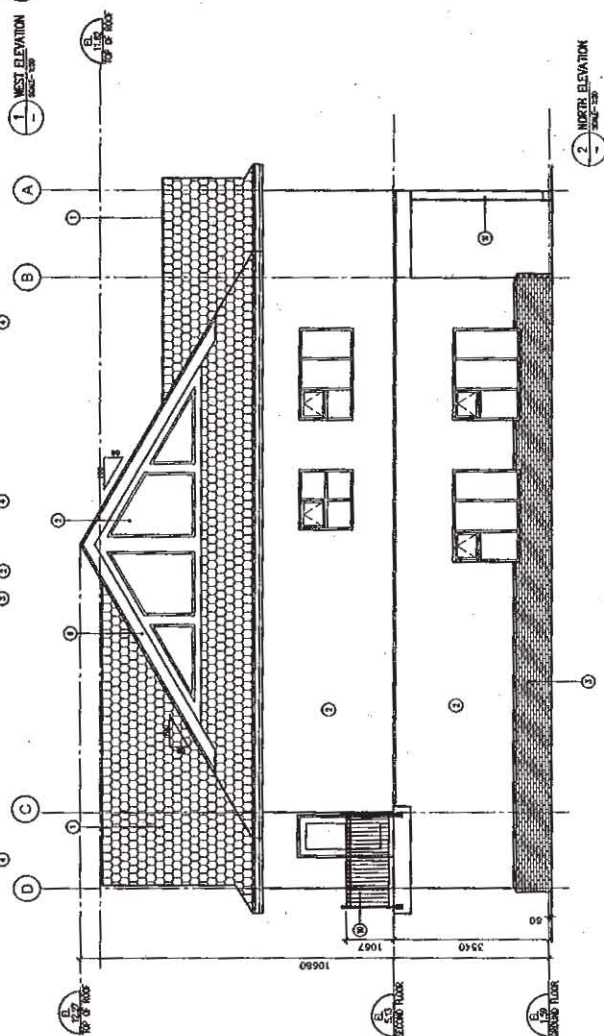
PROJECT: DAYCARE
8851 WEATHER STREET,
RICHMOND, BC

DRAWING TITLE BUILDING ELEVATIONS	A5 OF -	
	DRAWING NO.	
	DATE	10/1/11
	SCALE	1:50
	PROJECT NO. 200-018	

Plan 5 Oct 7 2011
DP 10-538908



(REAR)



2 NORTH ELEVATION

- [illegible]

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	WORD	DOE
P		
P		
PC		

CONSULTANT



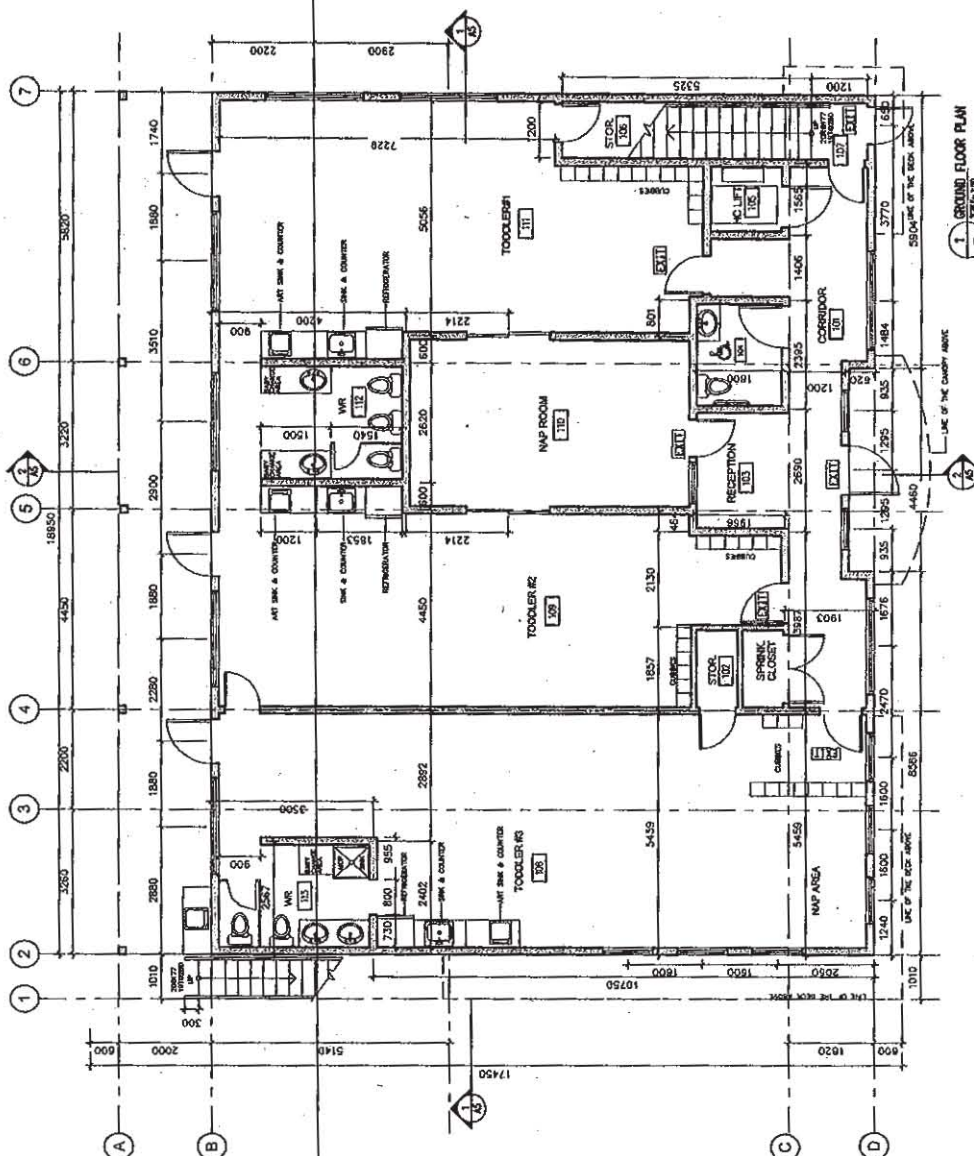
CHERCOVER MASSIE & ASSOCIATES L
ARCHITECTURE & ENGINEERING
600-1300 Wing 72d Ave. Yonkers, N.Y. 10590
Tel. (914) 966-1000 Fax. (914) 966-1001

PROJECT: DAYCARE
8851 HEATHER STREET,
RICHMOND, BC

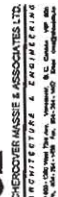
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GROUND FLOOR PLAN

PROJECT No: 210-018	DATE: 1-30	DATE: FEB-2001	BRANCH: REV	A2 OF -
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Plan 7 Jun 20 2011
DP 10-538908



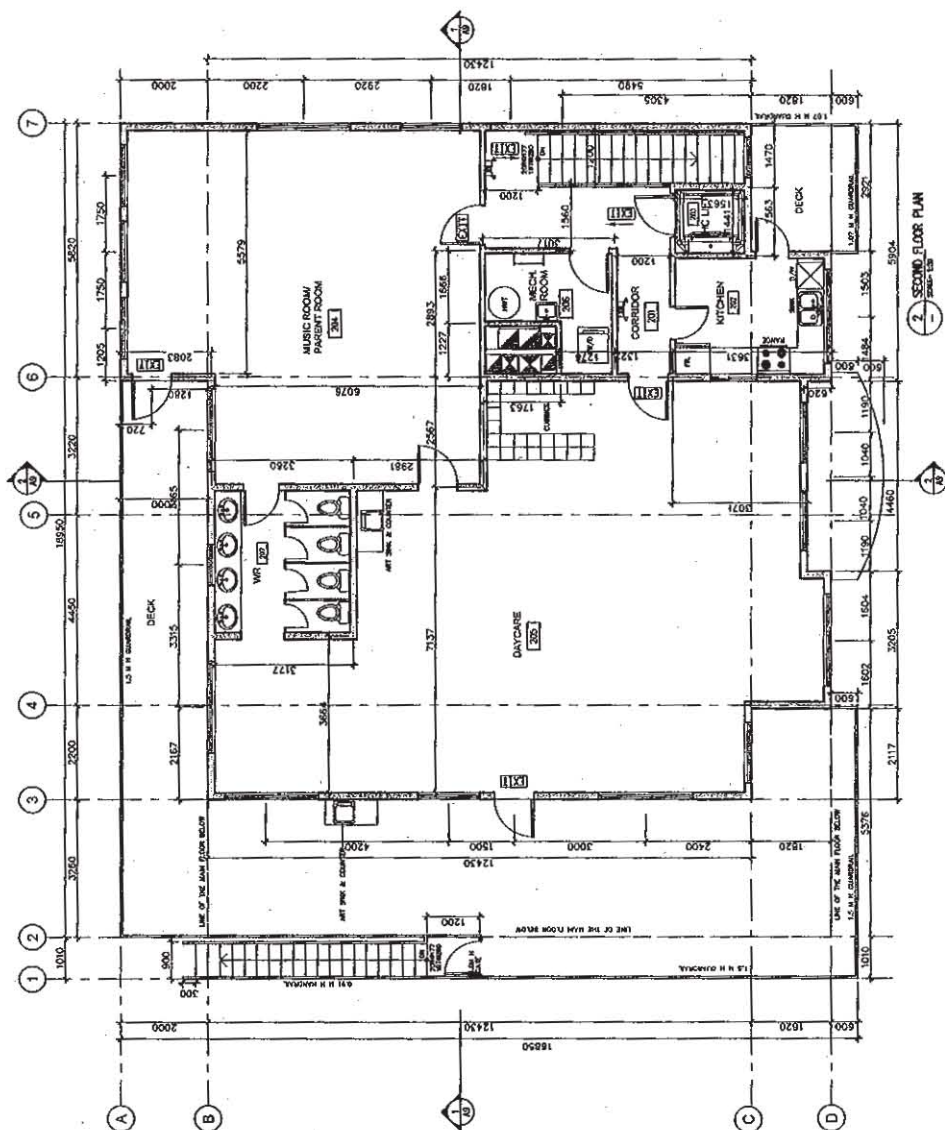
CONSULTANT



DRAWING TITLE:
SECOND FLOOR PLAN

PROGRAM NO.	<div style="text-align: center;"> <div style="display: inline-block; transform: rotate(-90deg); font-size: 2em; font-weight: bold;">A3</div> <div style="display: inline-block; transform: rotate(-90deg); font-size: 1.5em;">OF</div> <div style="display: inline-block; transform: rotate(-90deg); font-size: 2em; font-weight: bold;">-</div> </div>	REV.
DATE FEB-2011		
SCALE 1:50		
PROJECT NO. 219-018		

Plan 8 Oct 7 2011
DP 10-538908





City of Richmond
Planning and Development Department

Memorandum

To: David Weber
Director, City Clerk's Office

Date: December 13, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: DP 10-557920

Re: **Application by – W. T. Leung Architects Inc. on behalf of
Concord Pacific Developments Inc. for a Development Permit at
9099 Cook Road**

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meeting held on November 30, 2011.

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

W. T. Leung
for Brian J. Jackson, MCIP
Director of Development

BJJ:blg
Att.

Development Permit Panel
Wednesday, November 30, 2011

- some lattice work could be added, some vines planted along the bottom, and as the vegetation grew, it would provide buffering; and
- there may be room for a type of evergreen that grows quite narrow to be added to the landscaping plan.

The Chair asked if similar landscaping elements could be added to the south side of the subject site where an open deck is planned, and Mr. Singh responded that the same elements could be added there, leaving openings for gates, a feature required for accessibility.

The Chair stated that he supports the application but that prior to the application going forward to a future Council meeting, he wanted the applicant to address the side yard on the landscaping plan, with a combination of structure, plantings, trees, and to ensure that the changes meet staff's satisfaction.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and*
2. *Vary the provisions of Zoning Bylaw 8500 to:*
 - a) *reduce minimum interior side yard from 7.5 metres to 1.2 metres;*
 - b) *reduce the minimum public road parking setback from 3 metres to 1.5 metres;*
 - c) *permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).*

CARRIED

3. Development Permit 10-557920

(File Ref. No.: DP 10-557920) (REDMS No. 3333749)

APPLICANT: W.T. Leung Architects Inc.

PROPERTY LOCATION: 9099 Cook Road

INTENT OF PERMIT:

1. Support the Transportation (Construction) Management Plan attached to this report; and

2. Permit the construction of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry, and an enclosed parking structure on a site being rezoned to "High Rise Apartment (ZHR9) – North McLennan (City Centre).

Applicant's Comments

Mr. Tam, Architect, W.T. Leung Architects Inc., provided the following information for the proposed 16-storey high-rise residential tower, the six-storey mid-rise building, and the 11 two-storey townhouse units at a location where Cook Road intersections Garden City Road:

- the high-rise and mid-rise towers combined provide 142 residential units;
- the high-rise tower was specifically designed to respond to the site by providing relief for views for residents currently living near the subject site, and to minimize the impact of shadowing on surrounding structures;
- the high-rise tower is situated to maximize view opportunities for residents of "Hampton Court" with south facing units, and the tower's design results in a narrow southern building profile;
- light coloured materials are proposed for the middle of the high and mid-rise towers;
- four accent colours provide texture; visual interest is created for pedestrians below balconies by applying a colour to the underside of balconies, a different colour for each stack of balconies;
- a greenway path is planned for the eastern edge of the subject site, to provide greenway, pedestrian and bicycle network connections for the neighbourhood;
- a landscaped boulevard will be provided along Garden City Road, and completion of the north side sidewalk on Cook Road, west of Garden City Road to Cooney Road, is planned;
- a new pedestrian crosswalk will be introduced to facilitate movement across Cook Road;
- the proposed development meets all on-site bylaw parking requirements;
- a contribution will ensure an upgrade to area traffic signals;
- 20% of the proposed bicycle spaces are dedicated to co-op bikes, and 25% of parking spaces will have electrical outlets for charging vehicles;
- to address concerns expressed by residents of the neighbourhood, at the July 26, 2011 Public Hearing, the comprehensive Transportation (Construction) Management Plan includes, among other features, an off-site parking lot for trades and construction personnel, with a shuttle service to transport workers to the site;

Development Permit Panel
Wednesday, November 30, 2011

- a construction loading station will be on the site, so that surrounding streets are not adversely affected;
- the indoor amenity area includes space for private functions, as well as exercise equipment;
- the outdoor amenity space is located on the fourth floor, and includes a garden system, two children's play areas with rubberized surface, and a water feature;
- the indoor amenity area has a green roof, and is south facing with sunshades;
- other sustainability features include coatings on windows, low flow plumbing fixtures, an irrigation system, and extensive soft landscaping features that reduce the amount of storm run-off;
- 11 enhanced accessible units are included in the project, and they include blocking in washrooms for future grab bars, door frames that are wider than the norm, lever handles for faucets, and a large turning radius for wheelchairs;
- there are seven affordable housing units in the project, and four of them are two-storey townhouses suitable for families; and
- the applicant is working with the City's Public Art Coordinator on details regarding inclusion of on-site public art.

Gerry Eckford, Principal, Eckford Tyacke and Associates, added that: (i) there will be a loading stall at the south east corner of the subject site; (ii) four existing trees are being retained, including two large existing trees at both the north east and north west corners, providing significant screening at those two points; and (iii) relocation of two trees into the greenway corridor.

Panel Discussion

A brief discussion ensued between the Chair and Mr. Lim regarding two healthy trees located at the centre of the subject site that would be relocated within the north-south greenway corner, a greenway that is at grade.

In response to a query regarding the outdoor amenity space, Mr. Eckford noted that the design is based on the artist Claude Monet's water-themed works, and he provided the following details:

- there is a centrally located water feature on the podium level with a water pond that is not too deep and features filtered water; a bench overlooks the water feature;
- the primary children's play area is at a central location and includes chalk boards so children can be "mini-Monets";
- the undulating surface at the far end arched element is a playful element, with a tunnel effect; and
- the focus is on creative, social play.

Discussion continued and in response to Panel queries the following information was provided by the applicant and staff:

- the area for recycling bins is indoors, but bins will be moved to an outdoor loading area, screened with landscaping elements, for pick up;
- only construction equipment loading and off-loading activities will be conducted on-site, with all trade and construction workers being shuttled to the site, from an off-site parking lot;
- design of the electrical outlets used for charging cars is not yet confirmed; and
- the approximate cost of providing electrical outlets is \$3,500 per parking stall.

Staff Comments

Mr. Jackson advised that the development application includes a Transportation (Construction) Management Plan, and includes features such as a soon-to-be-completed off-site parking lot for trade and construction workers.

The applicant has responded to a number of issues that were raised by area residents at the July 26, 2011 Public Hearing. Mr. Jackson stated that the area had always been intended for high rise residential projects, and that the applicant had worked, through the rezoning and development permit processes, to minimize: (i) shadowing effects on adjacent towers, and (ii) the effect on views enjoyed by current residents of other towers.

Mr. Jackson noted that another concern was related to the impact of the proposed development on traffic patterns and parking in the area, and he noted that the Transportation (Construction) Management Plan submitted by the applicant is the most detailed, and non-intrusive one, staff has seen.

Mr. Jackson concluded his remarks by stating that staff is in support of the application.

In response to a query from the Chair, Mr. Jackson advised that the idea to shuttle trade and construction workers to the site, from an off-site parking lot, is a unique idea. He added that an office for on-site workers is to be elevated above the hoarding along Garden City Road, to lessen the impact to pedestrians in that area.

Gallery Comments

Naomi Desormeau, 9188 Cook Road, expressed concern that the volume of traffic would increase as a result of the construction period, but was happy to hear that a shuttle service would deliver workers to the site from an off-site parking lot. She queried how the applicant would police any construction workers who did not park at the off-site parking lot.

Advice was provided by the applicant and by City Transportation staff that: (i) the applicant would rely on the construction workers to police themselves; (ii) the City's traffic bylaw limits the length of time that vehicles can be parked on the street, and that area residents who suspect construction workers' cars are parked on the street can call either the City's Bylaw Enforcement staff, or the non-emergency RCMP number; and (iii) staff will ensure that before the permit is issued, the Construction Supervisor's telephone number listed in the Transportation (Construction) Management Plan is accurate.

Development Permit Panel
Wednesday, November 30, 2011

Mr. Jackson added that the City can stop the building permit if the City discovers that details of the Transportation (Construction) Management Plan are being violated.

Ms. Desormeau queried whether residents of her residential building would receive copies of the Transportation (Construction) Management Plan, and would be made aware of any instructions the applicant receives with regard to its details.

The Chair responded and stated that the Development Permit Panel examines form and character of proposed developments, and that it is beyond the Panel's mandate to enforce the Transportation (Construction) Management Plan, but that the delegate could be furnished with a City transportation staff contact. He added that the applicant should take the delegate's request for written material under advisement.

Chiu Cheung, 9180 Hemlock Drive, spoke in opposition to the application and cited the discussion that took place at the July 26, 2011 Public Hearing.

Mr. Cheung noted that speakers at the Public Hearing were concerned about too many people, too many cars, congested traffic, and drop off/pick up issues at the existing child care centre at the corner of Cook and Garden City Roads. He stated that many traffic accidents take place in the neighbourhood.

Mr. Cheung stated that Alberta Road was open to the public, as a two way street, but is now closed and Cook Road is now the only road that provides access to and from this area.

He stated that the proposed development was too big. He then referred to the petition in opposition to the proposed development, with 27 signatures, that he submitted (attached to these Minutes as Schedule 7), and closed his remarks by requesting that Alberta Road be re-opened to traffic.

Correspondence

Wei Chen and Heiko Hansen, Cook Road (Schedule 3)

Mr. Jackson noted that the correspondent does not have an objection to development that meets bylaw requirements, but noted that high density in the neighbourhood results in a lack of parking spaces.

Celine Zhang, Hemlock Drive (Schedule 4)

Mr. Jackson noted that the correspondent is opposed to the proposed development because of its height, the proximity to other towers, and the number of trees to be removed.

Meng Chun, 9188 Hemlock Drive (Schedule 5)

Mr. Jackson noted that the correspondent believes that the buildings in the neighbourhood are built in too close proximity to one another.

Yu Ning Zhan, 1106 – 6333 Katsura Street (Schedule 6)

Mr. Jackson noted that the correspondent opposed the proximity of the proposed towers to the present tower at 6333 Katsura Street.

Chiu M. Cheung, and attached petition (Schedule 7)

Development Permit Panel
Wednesday, November 30, 2011

Mr. Jackson noted that the petition had 27 signatures, and added that those who signed were: (i) disappointed that Council gave the rezoning application for the proposed development second and third readings at the July 26, 2011 Public Hearing; and (ii) distressed by traffic problems in the Cook Road/Katsura Street area.

Mr. Jackson stated that the proposed development meets bylaw requirements.

In response to a request from the Chair Ms. Chan provided the following information regarding traffic in the area of the proposed development:

- the applicant has proposed more transportation management methods than are required, and these elements will improve walkability in the area, and encourage alternate modes of transportation for area residents;
- the cross-walk at Cook Road is capable of handling the volume of traffic;
- sections of the area roads will be completed as a result of this proposed development; and
- Cook Road's sidewalk will soon be at full standard.

Mr. Jackson, in response to the Chair's query, advised that since the July 26, 2011 Public Hearing, at which Council requested a thorough transportation review, staff and the applicant have completed the components of the requested review, and the submitted Transportation (Construction) Management Plan is a result of Council's request.

Panel Discussion

The value of the Transportation (Construction) Management Plan submitted by the applicant was noted, and the Chair commented that the neighbourhood in question was cited in the Official Community Plan as an area for growth, and included towers other than the ones already built and occupied.

The Panel commented that the project was well executed, and that the proposed towers had been arranged to minimize impact on neighbouring towers. In addition, parking is well utilized in the area, but is not problematic.

A comment was directed to the applicant, requesting that communication take place to make neighbours aware of the Transportation (Construction) Management Plan, and it was stated that if the City receives calls from residents regarding developers who do not abide by their own construction plans, City staff does follow up on those calls.

Panel Decision

It was moved and seconded

1. *That the Transportation (Construction) Management Plan attached to this report be supported; and*

2. *That a Development Permit be issued which would permit the construction of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry, and an enclosed parking structure on a site being rezoned to "High Rise Apartment (ZHR9) – North McLennan (City Centre).*

CARRIED

4. Development Permit 11-593370

(File Ref. No.: DP 11-593370) (REDMS No. 3396366)

APPLICANT: Oval 8 Holdings Ltd.

PROPERTY LOCATION: PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11)

INTENT OF PERMIT:

To permit pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) of ASPAC's Village Green development which includes an area designated Environmentally Sensitive Area (ESA).

Applicant's Comments

Keven Goodearle, Environmental Scientist, Pottinger Gaherty Environmental Consultants Ltd., made a brief presentation regarding the proposed approach for managing the requirements associated with proposed pre-construction work on the Oval 8 Holdings site, on a portion of the site that is within designated Environmentally Sensitive Areas (ESAs). Mr. Goodearle explained that:

- the site under discussion is that of the ASPAC Village Green development, bounded by Hollybridge Way to the west, the middle arm of the Fraser River to the north, and Gilbert Road to the east;
- three separate ESAs have been identified on the site, and this development permit application deals solely with ESA-1, an area that includes a riparian management area buffer, as identified by the Department of Fisheries and Oceans;
- the development permit application is for pre-construction site preparation work, such as site clearing and preloading, and, future development permit applications will address actual lot development;
- the developer, ASPAC, anticipates the development of an extensive waterfront park, the planting of a significant number of trees, and an extensive habitat restoration adjacent to Gilbert Road and along the Fraser River waterfront;
- the proposed phased approach to EAS-1 is to ensure that impacts to the environment, including trees, will occur at different times;
- there are to be four phases over a five year span, from 2011 to 2016;

**Schedule 3 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.**

CityClerk

To Development Permit Panel
Date: <u>NOV. 30, 2011</u>
Item # <u>3</u>
Re: <u>DP 10-557920</u>

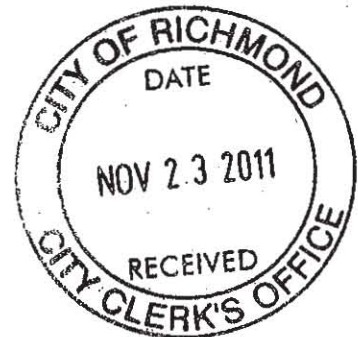
From: Heiko Hansen [h.hansen@yahoo.ca]
Sent: November 22, 2011 11:02 AM
To: CityClerk
Subject: Attention: David Weber Re: Development Permit DP 10-557920
Categories: 08-4100-02-02 - Development- Inquiries and Complaints - Residential

As a home owner of an adjacent property located at 9099 Cook Road we received a letter from your department advising of an application for a development permit for that address. We do not have any objection to any development that falls within the building bylaws of the city. However, in this particular area there is already a problem resulting from high density development resulting in not enough parking space being provided for home owners and visitors. I believe that a remedy for future development could be the requirement for developers to provide double the present required space for residential parking. At least with respect to this development and future development there will not be additional demands for street parking in the area. I hope the issue of street parking and lack thereof will be a topic of discussion at the Nov. 30 Council meeting and serious debate as how to best prevent the present problem from getting entirely out of hand.

Thank you.

Wei Chen & Heiko Hansen.

Heiko Hansen
Phone: 604-760-6500 or 604-588-9966
Email: h.hansen@yahoo.ca



**Schedule 4 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.**

From: Zhang Celine [mailto:celinezhang523@gmail.com]
Sent: November 20, 2011 3:37 PM
To: MayorandCouncillors
Subject: The problem in Richmond- written by a resident in Richmond

To Development Permit Panel
Date: <u>NOV. 30, 2011</u>
Item #: <u>3</u>
Re: <u>DP 10-557920</u>

Dear Mayor/ Coucillors:

I am a resident in Richmond, and I have been in Richmond for more than 1 year. I love this country, as well as our city. Richmond is really a beautiful city for people to live in. But these days, I found two problems that have had great bad influence in Richmond residents' wonderful lives and lives of apartment residents around Garden City and Cook area.

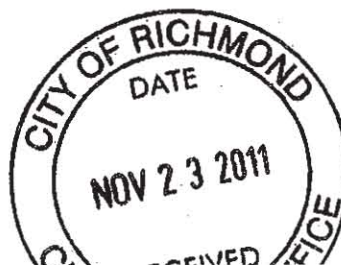
First, there is terrible odour in almost every monring around 6am to 8am, every evening around 7pm to 10pm, and the odour became more terrible in almost every night from 2:00am to 4am in the area around Cook and Garden City and the area around public market. As we known people judge Vancouver is one of the best place for humans to live in, my friends from China came here for the clean environment, but they feel so disappoinated when they smelled that terrible odour! So do the residents in Richmond. As a resident here, I think i have the responsibility to ask for some related department to investugate the cause of this odour, and make Richmond people have a better life. (I think it is because of some factories, they discharge the odour in the early morning and mid night. I wouder if the odour will do harm to people's health, because one night when I back home around 2:30am, I can not breath because of that terrible smell!)

Second, I oppose to build the apartment at the northeastern corner of Cook and Garden City. I am a resident in a apartment in hemlock drive. We know that there are at least 6 apartments in this small area and most of them have more than 16 floors. If the apartment built at the northeastern corner of Cook and Garden City, that will make at least 3 apartments residents feel really bad: like one apartment residents can not have the sunshine and view from South, one apartment residents can not have the sunshine and view from South and West, and one apartment residents can not have the view from North. What's worse, the area here may seems like terribly crowded. I request sincerely, my mayor and coucillors, please consider our residents' feelings first before some departments decided to add an apartment near our home. By the looking from upstairs, there are many trees downstairs and a beautiful lake around not very far place, it is really beautiful here. If we replace trees to a concrete building, we may feel like living in a cage.

My dear mayor and coucillors, we do have responsities to make our Richmond residents have a better life in this beautiful country, please do not make your people here feel disappointed. We should do something to stop that terrible odour, and we should let the apartment plan stop before they start to build at the northeastern corner of Cook and Garden City to offer residents a good life!

Thanks for your time and consideration. I am really looking forward for your action.

Yours
Sincerelly
Richmond Resident



Schedule 5 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.

To Development Permit Panel	
Date:	NOV. 30, 2011
Item #	3
Re:	DP 10-557920

CLERK'S

TO: CITY OF RICHMOND

RE: CONSTRUCTION ON 9099 COOK RD

My name is Meng Chun Kong. As a resident of 9188 Hemlock Drive I strongly oppose to the idea to build another high rise construction at the above location.

Since year 2005 there has been too many condos and townhouses that were built within several blocks in this neighborhood. This neighborhood has reached its maximum capacity of population and constructions. Every day during the peak traffic times the roads are filled with packs of vehicles. Sometimes it takes more than 20 minutes to get on to the Garden City road. In case of any emergencies that strike this neighborhood most of the local residents will stuck here and have less chance to survive than the others. I believe the government should always consider the people's safety first and then the other things.

Furthermore, if the high-rise building were to be built here, it will create persistent noise and cause more traffic jams for at least 2 years. Since the buildings in this neighborhood are so much close to each other, the noise will become a bigger issue than if it were at some other areas in Richmond.

For above reasons I hope the City of Richmond will carefully study all the matters and turn down the application of this construcion.

Yours sincerely

MengChun



November 25, 2011



Schedule 6 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.

		INT
	DW	
✓	GJ	
	KY	
	DB/	

Dear Director,

I am the owner of #1006-6333 Katsura St., I strongly
against the high-rise project in 9099 Cook Road. If it was built
the distant between our building and this one will be extreme
close. People in that building can see clearly what we are doing
in our home, no privacy. This block is already a busy block,
Squeezing in such a high-rise is totally unacceptable.

Those Developers should stop doing such thing really harmful
to other people. Selfish and greed must be kicked out
of our society!

Yu Ning Zhan

Nov. 23/2011

To Development Permit Panel	
Date:	NOV. 30, 2011
Item #	3
Re:	DP 10-557920



30
November 29, 2011

Schedule 7 to the Minutes of the
Development Permit Panel
Meeting held on Wednesday,
November 30, 2010.

To: City of Richmond, Development Permit Panel,

27
Enclosed fax is with 15 people signed petition to
against to issue and build a new high rise building
on 9099 Cook Road, Richmond.

(REF file no. **DP 10-557920**

REDMS: NO 3333749)

Yours truly,



Chiu M. Cheung

(604) 805-9945

cmc00273@hotmail.com



To : City of Richmond Development Permit Panel, City Hall (604) 276-4395

Let our voice be heard – Petition against a development permit to be issued to Concord Pacific. (file no.: 10-557920)

By signing below,

We, the taxpayers and residents of Richmond live in the vicinity of the proposed construction site are opposing the city of Richmond to issue a development permit to Concord Pacific.

The reasons for this objections are as follow:

1) On July 26, 2011 public hearing council meeting, There were more than 100 people showed up and more than 95% of the people are opposing this rezoning plan and yet you council members still approved the rezoning. This is not right.

Also, your staff should not using the "...the neighbourhood plan, which was adopted by Council. in 1996.." (Page 42 of staff report) as an argument to allow a new high rise building in McLennan North. As we know, population and the environment have changed a lot since 1996 to now 2011.

2) As we have stated on July 26, 2011, the traffic in the Cook Road, Katsura Street and etc are a mess nowadays. We do not agree on your staff report (Page 43) statement:

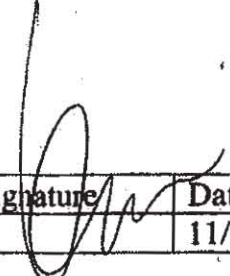
"The McLennan North Sub-Area Plan includes a complete transportation network strategy designed to accommodate the density supported by the plan. Interim conditions, which maintain adequate width for two-way traffic, are in place in portions of the neighbourhood. Similar to the strategy applied in neighbourhoods throughout the City where extensive new road networks are required, the final road width will be achieved and introduced in association with future development.

Current vehicle volumes and speeds (on Katsura Road) were reviewed in a traffic study undertaken by Transportation staff following the Public Hearing. The results are typical of local street operation and no traffic calming measures or stop signs are recommended; however, monitoring of the area will continue."

Everybody in our neighbourhood needs to use Cook Road as the only gateway to access to West side of Richmond such as Richmond Center, South Arm Community Centre, Thompson Community Centre and etc. If you go there during school hours drop off and pick up time, you will feel and see how busy Cook Road and Garden City Road they are.

Yours Sincerely,

The Undersigned:

Name (Printed)	Signature	Date	Phone	Address
Leo Kan		11/26/2011	778-388-	1602-9188 Hemlock Dr

To : City of Richmond Development Permit Panel, City Hall (604) 276-4395

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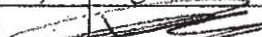
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Yours Sincerely,

The Undersigned:

Name (Printed)	Signature	Date	Phone	Address
Bernard Lo		11/29/11	604-518-6820	1707-9188 Hemlock Dr

[illegible][illegible]

[illegible]

To : City of Richmond Development Permit Panel, City Hall (604) 276-4052 (FAX)
(604) 276-4395 (TEL.)

Let our voice be heard – Petition against a development permit to be issued to Concord Pacific. (file no.: 10-557920)

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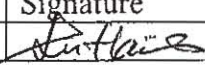
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Yours Sincerely,

The Undersigned:

Name (Printed)	Signature	Date	Phone	Address
La, Hai Mon		2011. Nov. 30	604 518 3936	#103-9150 Hemlock Dr Richmond BC V6V 4J5

To : City of Richmond Development Permit Panel, City Hall (604) 276-4052 (FAX)
(604) 276-4395 (TEL.)

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Yours Sincerely,

The Undersigned:

Name (Printed)	Signature	Date	Phone	Address
Wing Kong	Mengchun Kong	2011.11.27	604 318 8866	#201-188 Hemlock dr



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

From: Brian J. Jackson, MCIP
Director of Development

Re: Application by W.T. Leung Architects Inc., on behalf of Concord Pacific
Developments Inc., for a Development Permit at 9099 Cook Road

To: DPP Mtg. Nov. 30, 2011

Date: October 17, 2011

File: DP 10-557920

Staff Recommendations

1. That the Transportation (Construction) Management Plan attached to this report be supported; and
2. That a Development Permit be issued which would permit the construction of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry, and an enclosed parking structure on a site being rezoned to "High Rise Apartment (ZHR9) – North McLennan (City Centre).

Brian J. Jackson, MCIP
Director of Development

DN:blg
Att.

Staff Report

Origin

W.T. Leung Architects Inc., on behalf of Concord Pacific Developments Inc., has applied to the City of Richmond for permission to develop approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry directly from the street or the north-south greenway, and an enclosed parking structure (**Schedule A**). The site is currently vacant.

The site is being rezoned from "Single Detached (RS1/F)" to "High Rise Apartment (ZHR9) -- North McLennan (City Centre)" under Bylaw 8782.

A Servicing Agreement is required in association with the rezoning application (RZ 10-557918). Works include but are not limited to a new sanitary sewer, upgrades to an existing sanitary sewer, design and construction of frontage works, contribution toward consortium-committed upgrades for the North McLennan drainage area, design and construction of the greenway adjacent to Garden City Road, installation of a crosswalk across Cook Road, and completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north: A large multi-family development ("Hampton Court") consisting of four (4) high-rise residential towers and associated townhouse units that incorporates east-west linkages to Garden City Road along the northern and southern edges of the development, and pedestrian boulevards that connect to the north-south pedestrian pathway system in the area. The site is zoned "High Rise Apartment (ZHR1)" and designated Residential Area 1 in the McLennan North Sub-Area Plan and Urban Centre T5 in the City Centre Area Plan (CCAP);
- To the east: 9233 Cook Road, a vacant parcel zoned "Single Detached (RS1/F)", and designated Residential Area 1 in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP;
- To the south: Cook Road and a multi-family development ("Garden City Residences") consisting of two (2) high-rise towers, townhouse units along Cook Road, Katsura Street and Alberta Road, and commercial space fronting Garden City Road that is occupied by a Montessori Childcare Centre zoned "Residential/Limited Commercial (ZMU3)", and designated Mixed Residential/Retail/Community Uses in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP; and
- To the west: Garden City Road and an existing townhouse development zoned "Low Density Townhouses (RTL1)", and designated General Urban T4 (15 m) in the CCAP Brighthouse Village Specific Land Use Map.

Rezoning and Public Hearing Results

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

Introduction of more texture to the façade of the enclosed garbage/recycling area.

The height of the greenscreen trellis panels have been reduced to align with the building's concrete frame and openings to strengthen the visual relationship between portions of the building. An additional greenscreen trellis panel has been added to wrap around the corner and extend the greenscreen treatment toward the parking overhead gate, which introduces texture to the elevation.

Design development of the roof parapet to declare the termination of the building.

The 15th and 16th storey are recessed and the balcony design varied to distinguish the top of the building and articulate the skyline.

Design development of the mid-rise roof treatment to minimize overlook concerns.

Colour gravel that is arranged in a pattern that compliments the design of the landscaped outdoor amenity space has been added to the rooftop of the mid-rise building.

Opportunities for further development of the north parkade elevation, including building articulation and introduction of large growing tree species.

The exposed portion of the parkade elevation is treated with a series of perforated aluminum panels that vary in size and are spaced to align with openings associated with the townhouse units. European Hornbeam and Serbian Spruce trees, and groundcover are proposed between the building edge and property.

Colour is to be applied to the box-rib corrugated metal siding above the tower lobby entrance, the east side of the lobby and the northeast façade.

The box rib corrugated metal siding is proposed to be a neutral shade that matches the Silver White Metallic colour used for the pre-finished aluminum window walls. Painting the underside of balconies (pastel blue, green, yellow or purple) will introduce colour to the elevations.

Relocation of the children's outdoor play area with consideration of its relationship to the indoor amenity space and amenity terrace. Based on the proportion of two-bedroom to one-bedroom units proposed, it is anticipated the development will attract many families and the outdoor amenity programming should respond to this need. In addition, any potential safety conflict between the children's outdoor amenity area and the water features is to be addressed.

The primary children's play area has been relocated from the northern end of the podium to a more central location with direct access to the outdoor amenity terrace and the water feature design has been updated.

Adjustment of landscaping at the podium level to minimize expansion of semi-private space into the common outdoor amenity area.

876 m² (9,436 ft²) of common outdoor amenity space is provided, which complies with the Official Community Plan (OCP). Programming of the area has been updated to establish a balance between active and passive spaces.

Details associated with the relocation of on-site trees.

A Japanese Hiba Arbor-Vitea and a Colorado Spruce are in good condition and will be relocated to the north-south greenway.

Reduction of the width of the hard surface treatment associated with the vehicle entry drive aisle.

The granite cobble used elsewhere on the site has been extended to demarcate the pedestrian access to the parkade on the west side of the drive aisle. This treatment contributes toward minimizing the visual prominence of the drive aisle and identifies the space as a pedestrian area. Also, the use of Ambleside Granite Cobble has been extended to the east side of the drive aisle alongside the garbage/recycling enclosure area.

Minimize the visual and physical impact of the loading space on the north-south greenway.

The strategic placement of bollards and hard surface material separate the loading space from the north-south greenway Right of Way (ROW) area and pathway.

Details associated with the width and location of the hard surface path within the north-south greenway.

The location, design and pathway width tapers associated with the design of the hard surface have been developed (Schedule A) and include reference to ultimate pathway width and improvements to be undertaken at the time the eastern adjacent property (9233 Cook Road) develops.

Planning Committee

At the June 26, 2011 Planning Committee meeting, staff were directed to:

- a) Review traffic patterns in the proximity of the development proposed for 9099 Cook Road generally and in relation to the existing daycare facility;
- b) Review the steps that can be taken to advise owners and residents in the immediate area regarding proposed developments; and
- c) Review the public transit plan to measure the adequacy of bus service in the area.

A memo has been prepared by the Director of Transportation and the Director of Development for consideration by the Mayor and Council. A copy is attached to this report as information (Attachment 6).

Public Hearing

The Public Hearing for the rezoning of this site was held on Tuesday, July 26, 2011. At the Public Hearing, the following concerns about rezoning the property were expressed by some area residents:

Concern that too much density is being accommodated both on-site and within the neighbourhood.

Development within the McLennan North Sub-Area neighbourhood is being undertaken in accordance with the neighbourhood plan, which was adopted by Council in 1996.

Opposition to the construction of a high-rise building on-site and the associated impact on the views of nearby residences, as well as the shadow effect of the proposed development.

The McLennan North Sub-Area Plan does not restrict height on the subject site. Further, the site is within an area in the CCAP where high-rise development is supported.

The proposed site plan and building design maximizes view corridors and minimizes shadow impact on adjacent properties (Attachment 4). The 16-storey tower is proposed to be located on the eastern portion of the subject site to maintain a minimum 24 m (78 ft.) separation from an existing tower within the northern adjacent "Hampton Court" development. The City's design guidelines support maintaining a minimum 24 m (78 ft.) separation between towers.

The location of the proposed tower also considers the existing residences located on the south side of Cook Road. Although the parcels are substantially separated by the width of Cook Road and associated public boulevards, the siting and design of the tower minimizes the view corridor impact on residents within the "Garden City Residences" development.

The tower is designed as a rectangular slab with a north-south orientation. The west elevation of the tower is angled to maximize view opportunities for residents of "Hampton Court" with south facing units. Similarly, the building's angular design results in a narrow southern building profile, which minimizes the building's impact on north facing residents of the "Garden City Residences" development.

Concern related to the impact of development on traffic patterns, congestion, traffic volume, speed, access to Garden City Road and the sentiment that there is a general shortage of off-street parking within the neighbourhood and a lack of public transit service within the neighbourhood. In addition, some residents expressed concern related to the management of vehicles during the construction phase and a lack of public transit service within the neighbourhood.

The McLennan North Sub-Area Plan includes a complete transportation network strategy designed to accommodate the density supported by the plan. Interim conditions, which maintain adequate width for two-way traffic, are in place in portions of the neighbourhood. Similar to the strategy applied in neighbourhoods throughout the City where extensive new road networks are required, the final road width will be achieved and introduced in association with future development.

Current vehicle volumes and speeds (on Katsura Road) were reviewed in a traffic study undertaken by Transportation staff following the Public Hearing. The results are typical of local street operation and no traffic calming measures or stop signs are recommended; however, monitoring of the area will continue.

The development proposed at 9099 Cook Road meets the Zoning Bylaw on-site parking requirements and also accommodates loading and garbage/recycling collection on-site. Off-street parking along Cook Road will remain. On-street parking is regulated by the Traffic Bylaw, which limits parking to three (3) hours between the hours of 8:00 am and 6:00 pm unless the abutting premises are the property or residence of the individual. Further, it is prohibited to park a vehicle at any one place on any street for a period longer than 48 consecutive hours.

As requested by Council following the Public Hearing for the rezoning of the site, the applicant has provided a Traffic (Construction) Management Plan which outlines the

provision of off-site parking for employees, shuttle service, and confirmation that staging will be accommodated on-site (Attachment 2).

The impact of tree removal associated with development.

42 of the 45 trees on-site are to be removed due to marginal health and/or conflict with the proposed building envelope that could not be addressed by minor alterations to the building footprint. The removal of these trees will be compensated at a 2:1 ratio in accordance with the OCP. Two (2) trees will be relocated within the north-south greenway and a Douglas Fir, which is located at the northeast corner of the site within the north-south greenway, will be retained. The proposed retention and removal of trees was assessed by the City Tree Preservation Officer in accordance with the City's Tree Protection Bylaw 8057.

The impact of development on school enrolment rates.

This application was not referred to School District No. 38 (Richmond) as part of the rezoning review process because the proposed development complies with the OCP. The referral policy was developed with direct consultation and input from the School District who determined the conditions for formal referral.

Subsequent to the Public Hearing, details associated with the proposed development were forwarded to the School Board as information.

The inclusion of affordable housing units will create a security issue for others within the development and the neighbourhood.

Richmond City Council adopted the Affordable Housing Strategy, which requires a contractual agreement between the property owner and the City of Richmond registered on title that ensures affordability terms established by the City remain in effect. Developments consisting of 80 or more units must secure units as part of the development. The seven (7) affordable units proposed on-site are in accordance with the policy and ownership will be retained as a block.

As a result of the comments heard during the Public Hearing and the correspondence received from area residents, Council introduced the following requirements to be associated with the subject development application:

The rezoning bylaw (Bylaw No. 8782) was given second and third readings provided the following conditions are met prior to fourth reading. The terms include:

1. Council consideration of a Traffic (Construction) Management Plan. Submission of a Traffic (Construction) Management Plan is typically required prior to issuance of a Building Permit. However, based on concerns expressed at the Public Hearing related to the potential impact of construction traffic and parking on the neighbourhood, the details of the plan were required as part of the Development Permit review process and are outlined below; and
2. Registration of a covenant on-site to advise future residents of 9099 Cook Road of the future development potential of the adjacent eastern lot (9233 Cook Road) and the associated potential impacts including construction noise, dust, impact on view corridors

and building shadow affects and other disturbances or nuisances that may result from active development within proximity of the site.

As a result of discussion during the Public Hearing, it is also required that the Development Permit (DP 10-557920) is issued on the same evening as the rezoning bylaw is adopted.

Traffic (Construction) Management Plan

A Traffic (Construction) Management Plan (**Attachment 2**) has been reviewed and accepted by Transportation Engineering. Details associated with the plan include the following:

- Employees will park off-site at 8511 Capstan Way at a site owned by the project proponent, or an alternative off-site location will be leased by the applicant for use by employees;
- Approximately 60 parking stalls will be required for employees working at 9099 Cook Road. 8511 Capstan Way is currently used as a sales centre and has a parking surplus of 23 stalls. Expansion of the parking area to the east side of the property can accommodate an additional 106 parking stalls; thereby exceeding the total number of required parking spaces;
- Employees will be transported to and from the project site by two (2) eight (8) person shuttle vehicles between the hours of 6:00 am – 10:00 am and 3:00 pm – 7:00 pm. Employees will be dropped off and picked up on-site. The loading area is located between the Cook Road curb and the building face of the future mid-rise building;
- Designated staging areas are indicated on the attached plan and will contain all site activities (**Attachment 2**). A single crane will be located inside the property at the project parking entry ramp;
- An elevated office will be located above construction hoarding along Garden City Road; and
- To ensure a safe separation of uses, temporary fencing will be installed at the edge of the road curb. Traffic controllers will be on-site to direct vehicle traffic in and out of the site and to ensure that vehicles turn around on-site and leave in a forward direction.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is in compliance with the High Rise Apartment (ZHR9)-North McLennan (City Centre) zone.

Advisory Design Panel Comments

The development proposal was considered by the Advisory Design Panel on August 17, 2011. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 3**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold text**'.

Analysis

Conditions of Adjacency

The at grade uses along Garden City Road, Cook Road and the north-south greenway, include residential units with ground level street fronting access and building lobbies to effectively

screen the building parkade on three (3) of four (4) building frontages. The form and massing of the buildings proposed on-site is sensitive to the existing neighbourhood context.

Garden City Road Frontage

- A series of four (4) two-storey townhouse units and the mid-rise building lobby effectively screen the building parkade from view along Garden City Road. Further, the townhouse unit located at the northwest corner of the building extends around the corner to minimize the visibility of the enclosed parking elevation.
- The townhouse units are set back a minimum 6 m (19 ft.) from Garden City Road. Individual unit patios are permitted to encroach into the setback and are less than 1 m (3 ft.) above grade; thereby ensuring an active interaction is maintained between the units and the extension of the adjacent Garden City Road Greenway that will be undertaken in association with the subject application.

Cook Road Frontage

- Vehicle access to the site is limited to Cook Road. The Cook Road frontage is anchored by a lobby at both ends of the building and includes individual townhouse units with direct pedestrian access from Cook Road. The interruption of residential uses at street level by the drive aisle is softened by hard and soft surface materials. The garbage/recycling facility, located adjacent to the parking drive aisle, is enclosed and the building elevation treated with brick masonry and a greenscreen trellis.
- Individual townhouse unit patios are elevated approximately 0.5 m (1.6 ft.) from the sidewalk and retain a pedestrian scale relationship with Cook Road.

East Frontage/North-South Greenway

- The eastern edge of the site provides for a north-south pedestrian and cyclist greenway that continues the existing north-south pedestrian network that links public open spaces, public uses and community focal points within the neighbourhood. Details associated with the design of the north-south greenway are discussed in a subsequent section of this report.
- The required on-site loading space is located between a water feature adjacent to the high-rise lobby entrance and the north-south greenway. The design and treatment of the loading space minimizes its impact on the greenway and is discussed in more detail in the *North-South Greenway* section of this report.
- Four (4) two-storey townhouse units front and have their main entry directly from the north-south greenway. By limiting the maximum grade separation between the individual patios and the greenway to less than 1 m (3ft.), introducing transparent railings and strategic use of landscaping, an active relationship between the patios and the public pedestrian corridor is established while privacy of the individual units is maintained. Similar to the townhouse unit at the northwest corner of the site, the northeast end unit wraps around the corner of the building reducing the length of the exposed parkade façade on the north side of the building.

North Elevation

- The parkade façade is visible only on the north elevation of the building. The wrapping of residential units and openings around the northwest and northeast corners of the building limit the extent of parking façade that is exposed. The parking structure elevation will include strategically placed perforated aluminum panels and will be partially screened by trees. To maximize the effectiveness of the landscaping, light fixtures will be installed at the base of the trees to up-light the trees and create a sense of texture and depth in the evening.

- An east-west pathway exists along the southern edge of the adjacent northern property. The safety of this space will be improved with the introduction of units that overlook the area and installation of illumination.

Urban Design and Site Planning

The proposed development is responsive to the design guidelines articulated in the McLennan North Sub-Area Plan with respect to land uses, site planning, building height and architectural elements. Further, the site plan and building design minimize impacts on adjacent uses.

Mid-rise building

- The proposed six (6) storey mid-rise building introduces variety along the Garden City Road frontage and effectively screens the parking structure. Its height and form distinguishes it from the existing public realm and streetscape character along Garden City Road, which currently includes the side yard of a low-rise apartment development, a parking structure that is screened using a landscaped berm, ground level tower units, and a Montessori Daycare.
- As demonstrated in the shadow and view corridor analysis provided by the applicant (**Attachment 4**). The mid rise has been sited to minimize both visual and shadow impacts on adjacent properties.

High-rise building

- A 16-storey tower is proposed on the eastern portion of the subject site. Its location considers and responds well to the established pattern of development both north and south of the subject site as demonstrated in the shadow and view corridor analysis provided by the applicant (**Attachment 4**).
- The proposed tower is separated by 24 m (78 ft.) from the residential tower that is located adjacent to Garden City Road and forms part of the northern "Hampton Court" development. A 24 m (78 ft.) separation is in accordance with the City's OCP design guidelines.
- The "Hampton Court" development includes a second residential tower that is located at the corner of Hemlock Drive; the separation between this existing tower and the proposed on-site tower is 40.9 m (134 ft.), which substantially exceeds proximity guidelines.
- The effect of the proposed tower on the southern "Garden City Residences" residential tower is minimized by a substantial physical separation that includes the width of Cook Road and associated public boulevards.
- The tower is designed as a rectangular slab with a north-south orientation. The west elevation of the tower is angled to maximize view opportunities for residents of "Hampton Court" with south facing units. Similarly, the building's angular design results in a narrow southern building profile, which minimizes the impact of the building on north facing residents within the "Garden City Residences" development.

Two-Storey Townhouse Units

- Two-storey street fronting townhouse are proposed on the lower levels of the mid-rise building and the high-rise building along Garden City Road, Cook Road and the north-south greenway. These units respond to McLennan North Sub-Area Plan guidelines that require streetscapes to be characterized by residential units with individual ground level street fronting access and an active relationship with adjacent publicly accessible space.

Public Space Enhancement

- The pedestrian realm is enhanced along Garden City Road with the continuation of the Garden City Road greenway and the introduction of an extension of the north-south greenway along the eastern side of the site. This expansion directly contributes towards the enhancement and reinforcement of a safe and efficient transportation network for pedestrians, cyclists and vehicles
- Further, the “green” park-like character of the neighbourhood is carried up onto the podium level.
- The Cook Road frontage supports an active pedestrian realm with active uses including building lobbies, retention of street parking, and individual unit entrances.

Parking and Loading

- The site is located within proximity of the City Centre and benefits from being near transportation options that are available to future residents, including access to the Canada Line.
- Resident and visitor parking is enclosed within a parkade accessed via Cook Road. A total of 196 residential stalls and 26 visitor off-street parking stalls are proposed on-site, which satisfies the bylaw requirements based on consideration of a supportable Transportation Demand Management (TDM) strategy, which was secured through the associated rezoning process (RZ 10-557918).*
- A loading space that can accommodate medium sized loading trucks, as well as recycling trucks is provided on-site. It is located between the eastern edge of the building and the north-south greenway. The loading area will remain outside the required public rights-of-passage (PROP) right-of-way (ROW) that will secure the north-south greenway for public use. The loading space is designed to minimize its impact on the function and aesthetic of the north-south greenway.
- Secure bike storage in excess of the bylaw requirement is provided within the parking structure and short-term bicycling parking is located within close proximity of the mid-rise and high-rise building lobbies.
- Garbage and recycling facilities are enclosed within the parking structure. Collection is facilitated via a roll-up door that opens onto the drive aisle and an on-site loading space is provided.

Architectural Form and Character

The McLennan North Sub-Area Land Use Map designates the site as Residential Area 1, which is identified for the highest density development within the neighbourhood area plan. Further, the site is designated Urban Centre T5 in the CCAP Generalized Land Use Map, which supports higher density development. The proposed design is responsive to the design guidelines associated with the site’s designation in both plans.

* The TDM strategy, which is supported by Transportation Engineering, was secured through the associated rezoning process (RZ 10-557918) and includes:

- A contribution of \$22,000 towards a bus shelter; and
- Completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road the details of which are in the process of being developed.

Building Articulation

- Varied building setbacks and a range of materials contribute toward establishing a defined base, middle and top to the buildings that are responsive to the development's urban character.
 - Darker hues, building façade projections and building materials with more texture are used at the lower building levels.
 - Lighter material colours and building material with less texture are proposed for the middle of the building.
 - The mid-rise building consists of six (6) storeys, with the exception of the portion of the building that terminates at the 4th storey where the indoor amenity is located and establishes variation of the building's roofline.
 - The high-rise building introduces an increased building setback at the 15th storey, which is further increased at the 16th storey resulting in a definitive termination of the high-rise building that contributes to a varied skyline.
- The internal west elevation of the high-rise building is well articulated. The angled west side of the building minimizes its impact on adjacent views. Incorporating building recesses and staggering the location of unit patios further articulates the elevation. At lower levels, the effect is a dynamic relationship between the building and the outdoor common amenity area.
- The corridor space between the elevator and the stairwell on the west side of the mid-rise building is recessed and clad in an aluminum window wall, which effectively introduces a strong break in the building façade and facilitates the penetration of light into the corridor.
- Although the treatment of the garage entry and the enclosed garbage/recycling area are similar to the exterior treatment of the mid-rise and the lower portions of the high-rise building, the garage opening and recessed podium marks a distinction between the two (2) buildings on the Cook Road frontage.
- The architectural fins on the central portion of the east façade of the high-rise tower have been increased in depth to maximize the texture of the building face.
- To add interest to the east elevation of the high-rise building, balconies have been arranged to emphasize three (3) vertical components of the elevation.

Materials and Colour

Garden City Road Frontage

- The two-storey townhouse units and mid-rise apartment units fronting Garden City Road are characterized by a combination of architectural concrete, brick masonry and aluminum window walls in a darker hue (Grey Velvet) that is also present elsewhere on-site.
- The two-storey townhouse units located at the first two levels of the mid-rise building are highlighted by a concrete frame that is painted a darker hue (Durango Brown) than the neutral, light (Cloud Cover) hue proposed for the remaining portion of the mid-rise building and that used elsewhere within the proposed development.
- The extensive use of brick masonry on the mid-rise building and inclusion of sunshades provides depth to the elevation and strengthens the building's residential character.

Cook Road Frontage

- The brick masonry, in a neutral cream hue, wraps around the corner and covers the south façade of the mid-rise building. Brick masonry is also used to frame and strengthen the prominence of the two-storey townhouse units fronting Cook Road and on the walls of the enclosed garbage and recycling area.

- Greenscreen trellis panels are mounted to the exterior façade of the enclosed garbage/recycling area and wrap around the corner to the overhead door that provides direct access to the collection area. Climbing native roses and honeysuckle will be planted and will introduce texture and colour to the elevation.
- The enclosed parking area at the 3rd level is treated with a pattern of alternating perforated aluminium panels and pre-finished aluminium wall panel.
- The indoor amenity space, located at the 4th level in the mid-rise building is characterized by an aluminum curtain wall and aluminum sunshades within a neutral coloured concrete frame. The building design and the materials used identify the space as distinct from the rest of the building.
- Box rib corrugated metal siding in square frames that follow the pattern of the tower structural grid, are used on the exterior walls of the second floor bike storage room above the tower lobby entrance.
- To emphasize the high-rise tower's slim south profile, the lighter, neutral hue (Cloud Cover) is proposed on architectural concrete building frames that characterize the high-rise tower. Window openings are accented by the darker hue (Grey Velvet) pre-finished aluminium window wall.
- On this elevation, the architectural concrete is painted only the neutral, light hue; the darker accent colour (Durango Brown) is not used on this elevation.

East Frontage

- Colour, building materials and projecting balconies are used to break up the massing of the east façade of the building.
- Consistent with treatment along the other building elevations, the distinct identity of the two-storey townhouse units is highlighted with the use of brick masonry and the darker hue (Grey Velvet) is used for the aluminum window wall.
- Box rib corrugated metal siding, in square frames, is also present on this side of the building on the 2nd and 3rd level and maintains a relationship with the south elevation.
- The neutral colour palate is proposed for the architectural concrete frame and the aluminum window wall to keep this elevation light.

North Elevation

- The use of brick masonry, the darker hue (Grey Velvet) window wall, and the corrugated metal siding treatment wraps around the northeast and northwest corners of the building; thereby maintaining a consistent theme for the treatment of the two-story townhouse units on the lower levels of the east and west sides of the building.
- The darker hue (Durango), which is proposed on the Garden City Road façade to strengthen the townhouse unit building frames, wraps around the northwest corner effectively drawing attention to the continuation of residential use at this corner.
- The north elevation of the high-rise building is characterized by the continuation of the neutral, light colour scheme used on the building's east elevation frame. Similarly, the mid-rise building continues the use of brick used on other elevations of the building. The inclusion of townhouse units bookend the elevation at the ground level and reduce the extent of exposed parking façade.
- The remaining middle portion of the building consists of an exposed parking enclosure wall. Wrapping of the residential uses around the corners of the building elevation and extending the diversity of building materials and colour used on the east and west sides minimizes the visual prominence of the exposed parking elevation.

- Further, the parking elevation is treated with a series of perforated aluminum panels in a neutral hue that vary in size and relate to the spacing of openings associated with the townhouse units. Up-lighting will be installed at the base of European Hornbeam and Serbian Spruce trees planted between the edge of the building and the property line to develop a sense of depth and add visual interest.

Accent Colour

- Generally, in contrast to the darker hues used in adjacent developments, the proposed development is characterized by a neutral, light colour palate. Darker, accent colours are limited to the lower elevations to strengthen the base of the building and to accentuate the presence of the two-storey townhouse unit components.
- Pastel hues of yellow, blue, green or purple are proposed on the balcony soffits to introduce colour to the development proposal (**Attachment 5**). These balcony surfaces will be visible from below and will emphasize the depth of the façade.

Streetscape

- In accordance with design guidelines for the area, the proposed development presents a coordinated streetwall along the Garden City Road, Cook Road and north-south greenway frontages.
 - An enclosed garbage and recycling collection area is provided within the parking structure;
 - Individual unit entries and patios are no more than 1 m (3 ft.) above the adjacent sidewalk grade elevation. The raised, semi-private patios maintain a relationship with the public realm and facilitate casual surveillance of public spaces;
 - Lobby entrances to the mid-rise and high-rise buildings include weather protection and are universally accessible;
 - Street edges are landscaped and short-term bicycling parking is provided on-site;
 - Illumination fixtures have been incorporated into the street level landscape design along streets and the north-south greenway.

Indoor and Outdoor Amenity Space

- The indoor amenity space is located at the 4th storey and is accessed through the mid-rise building or the outdoor amenity space. The 243 m² (2,624 ft²) space includes an exercise room with a patio space fronting Cook Road, an apparatus room, an entertainment room that can be divided into two by a movable partition and a larger amenity room that includes a full kitchen. The indoor amenity space opens directly onto the outdoor amenity terrace area.
- Alternating charcoal and natural colour concrete pavers are used on townhouse patios, as well as mid-rise and high-rise patios on the podium level.
- An outdoor amenity space is located at the 4th level above the parking podium and has direct access from the mid-rise building, the high-rise building and the indoor amenity space. The 846 m² (9,136 ft²) landscaped podium space extends to the northern edge of the parking podium.
- The outdoor amenity space includes an amenity terrace adjacent to the indoor amenity area, children's play areas, a series of terraced pathways, and a centrally located pond that incorporates feature landscaping and illumination.
- The children's play area is provided in two (2) areas.

- a. The primary children's play area is within close proximity to the outdoor amenity terrace. The area will be treated with a rubber surface with undulating ripples, mounds, and stepping stones of varying heights to encourage active play. An interactive play wall, which includes play panels and a chalkboard, has been placed along the west side of the play area, and a tunnel is centrally located.
- b. A secondary tot play area, which is also treated with an undulating rubber surface, is located at the southern edge of the outdoor amenity area.

Instead of proposing free-standing play equipment, the applicant proposes a more naturalized play area designed to encourage diverse opportunities for social interactions and physical development including active play, sensory stimulation, exploration and creativity (**Schedule A**).

- A putting green is proposed to be located adjacent to the water feature on the northern portion of the podium. This area may be used by residents of all ages.
- The subject site is located within close proximity of the Garden City Community Park. As part of the associated rezoning application (RZ 10-557918), the applicant will contribute to Garden City Community Park enhancements, which will benefit both residents of the proposed development and the neighbourhood generally.

Landscape Design and Open Space Design

- The existing Douglas Fir located at the northeast corner of the site will be retained. Further, two (2) trees, a Japanese Hiba Arbor-Vitea and a Colorado Spruce, will be retained and relocated to the north-south greenway.
- Eighty-five (85) trees will be planted on-site, which exceed the OCP 2:1 tree replacement requirement.
- The ground level along the perimeter of the site is treated with trees, ground cover, water features with LED lighting, feature hard surface treatment including granite cobble, and short term bicycle parking.
- The podium level is characterized by the centrally located water feature. The water pond and garden design is a contemporary abstraction of the artist Claude Monet's many water-themed paintings. The pond features include a specimen Weeping Cherry in a planter, water lilies in circular steel planters, and submerged illumination fixtures.
- The mid-rise roof is treated with a river rock and pebble pattern inspired by the work of the artist Monet.
- The indoor amenity roof will be treated as a green roof. The sedum planting pattern will similarly be inspired by the work of the artist Monet. Further, the installation of a green roof over the indoor amenity space reduces heat gain/loss over an air conditioned space.

North-South Greenway

- The associated rezoning (RZ 10-557918) will secure the north-south greenway with a public right-of-passage (PROP) through a privately owned, publicly accessible right-of-way.
- Introduction of an at grade north-south greenway on the eastern portion of the site is a significant feature that contributes to both the quality of the proposed development and the McLennan North neighbourhood generally.
- A right-of-way will be registered on the entire 8 m (26 ft.) width of the greenway, with the exclusion of the loading area located along the western edge of the greenway. The ultimate desired width of the hard surface pathway will be achieved at the time the adjacent eastern parcel (9233 Cook Road) develops. At the time the adjacent parcel develops, the north end

of the pathway will be widened. The current design tapers at the north end in order to protect the root zone of the retained Douglas Fir; this area will be widened in the future. Similarly, the southern end of the pathway will be widened at the time 9233 Cook Road develops to encourage public access and use. The remainder of the pathway achieves the full 3 m (9.8 ft.) hard surface width desired for the middle section of the pathway. The pathway is concrete and treated with brick pavers along the edge. In the future, 9233 Cook Road will also contribute toward expanding the greenway right-of-way width.

- The north-south greenway features a range of ground cover that grows in a variety of colours and heights, and trees including Canadian Serviceberry, Katsura, and Star Magnolias.
- Paved walkways will connect townhouse units to the public realm.
- Due to site-specific constraints, including the restriction of vehicle access via Garden City Road and limited frontage on Cook Road, the on-site loading requirement will be accommodated along the eastern edge of the building at the southwest corner of the greenway. To ensure a safe separation from the public portion of the pathway, bollards are placed along the boundary between the greenway path and the loading area to prevent vehicles from encroaching into the public realm. In addition, granite cobble is used instead of saw cut concrete to identify the loading area as distinct from the rest of the pathway.
- 3.6 m (12 ft.) high pole light fixtures spaced at 4.5 m (15 ft.) intervals will illuminate the pathway to ensure safety.

Accessibility/Barrier-free Access

- On-site accessibility provisions are depicted in **Attachment A**, and include barrier-free access from the street to the lobby of the residential mid-rise and high-rise, and from the buildings to the on-site indoor and outdoor amenity space.
- A one-bedroom unit on the 4th floor on the east side of the high-rise building and 10 one-bedroom and den units located on the 5th-14th floors on the east side of the high-rise building will be constructed in accordance with the provisions outlined in the City's Convertible Unit Features Checklist.
- As a condition of Building Permit, provisions for aging in place will be incorporated into all units. Features include backing for grab bars in bathrooms, lever style door handles, and tactile numbering of suites.

Affordable Housing

- In accordance with the Richmond Affordable Housing Strategy, a minimum of 5% of the permitted Floor Area Ratio (FAR) will be secured for affordable housing units as a condition of rezoning bylaw adoption.
- Of the 142 units proposed on-site, seven (7) units will be secured as affordable housing units. The following will be secured through a Housing Agreement as affordable housing units:
 - Four (4) two-bedroom, two-storey townhouse units fronting Garden City Road; and
 - Three (3) apartment units (two (2) two-bedroom units, and a one-bedroom unit) within the mid-rise building. The units are located within the first floor of the mid-rise apartment and are located on the Garden City Road side of the building.

Engineering/Servicing

- All Engineering issues will be addressed through the Servicing Agreement associated with the rezoning application (RZ 10-557918). Works include but are not limited to the following:

- Contribution of \$8,032 toward consortium-committed upgrades for the North McLennan drainage area. The site service connections must connect the site to Cook Road and site analysis will be required on the Servicing Agreement drawings;
- Construction of a new 200 mm diameter sanitary sewer that is approximately 90 m in length from a new manhole at the east property line to the existing manhole located at the intersection of Cook Road and Katsura Street. The applicant is also required to upgrade the existing sanitary between two (2) manholes fronting 9333 Alberta Road from 200 mm to 250 mm diameter;
- Design and construction of frontage works including a 2 m (6.5 ft.) wide concrete sidewalk along Cook Road adjacent to the property line, and a minimum 1.5 m (5 ft.) wide landscaped boulevard;
- Design of the public greenway along the east side of Garden City Road in accordance with the design standards used north of the subject site;
- To accommodate the increased pedestrian volume anticipated resulting from the continuation of the north-south greenway on the eastern portion of the site, a marked and signed pedestrian crosswalk is to be introduced to facilitate movement across Cook Road that is aligned with the north-south greenway; and
- Completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road, the details of which are in the process of being developed.

Crime Prevention Through Environmental Design (CPTED)

The proposed development incorporates a range of CPTED design principles that include but are not limited to the following:

- Access to the parkade is secured by an overhead gate. Visitor parking is located within a semi-submerged level of parking and entry into the resident parking area is further secured by a second overhead gate.
- The functionality and safety of the visitor parking area benefits from the inclusion of a pedestrian corridor to separate pedestrians from vehicle traffic using the ramp.
- The parkade walls will be painted white, clear glazing will be incorporated at access points into vestibules and corridors leading into elevator lobbies.
- Siting and design of the building facilitates opportunities for passive surveillance of the street frontages, outdoor amenity space, and north-south greenway;
- Low-level lighting is incorporated in the courtyard and along the north-south greenway to maximize safety while minimizing the effect of light pollution on adjacent dwelling units.

Public Art

- In association with rezoning of this site (RZ 10-557918), the applicant has committed to a voluntary contribution of approximately \$77,839 towards the inclusion of public art within the development.
- To strengthen the gateway quality of the development at the corner of Garden City Road and Cook Road, public art will be introduced close to the entrance to the mid-rise lobby.
- The details associated with the inclusion of on-site Public Art will be reviewed and coordinated with the City Public Art Coordinator.

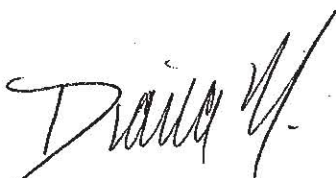
Sustainability

- The applicant has provided a synopsis of the sustainability measures proposed to be incorporated into the project. The list includes, but is not limited to the following provisions:

- Projecting slab fins and balcony overhangs on the west façade of both the tower and the mid-rise building, which function as shading devices;
 - Brise soleils (permanent sun shading architectural features) are incorporated into the curtain wall windows on the south façade of the amenity space to reduce solar heat gain;
 - Installation of a green roof over the indoor amenity space to reduce heat gain/loss over an air conditioned space;
 - Low-e coatings on glazing to reduce ultraviolet penetration;
 - Water conserving plumbing fixtures and Energy Star appliances will be considered;
 - Installation of drought tolerant plants to reduce irrigation requirements;
 - High efficiency irrigation system; and
 - Soft landscaping at the ground level and at the fourth level outdoor amenity space to absorb rainwater and reduce runoff into the storm system.
- The applicant has advised that installation of a geothermal system is not viable in this context. The applicant expressed concerns associated with maintaining geothermal loops that are located beneath a building. Further, the applicant has advised that the maximum benefit of a geothermal system is associated with uses, such as retail, commercial or institution, that require air conditioning throughout the year and that the costs associated with installation of a system in this context are prohibitive.

Conclusions

The proposed subject development is responsive to the McLennan North Sub-Area Plan and City Centre Area Plan design objectives for this area. The proposal's response to context specific building massing and design challenges, design details, and expansion of the existing pedestrian and cyclist network within the neighbourhood contribute to the development of a desirable residential urban neighbourhood. Based on the proposal's design response to its context, staff support the proposed development proposal.



Diana Nikolic, MCIP
Planner II (Urban Design)

DN:blg

Attachment 1: Development Data Sheet

Attachment 2: Traffic (Construction) Management Plan

Attachment 3: Advisory Design Panel (ADP) Minutes and Applicant Responses (in bold text)

Attachment 4: Shadow and View Corridor Analysis

Attachment 5: Balcony Soffit Colour Legend

Attachment 6: Memo to Council Regarding Items Identified for Further Consideration at the June 26, 2011 Planning Committee Meeting

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

- Final adoption of Zoning Amendment Bylaw 8782; and
- Receipt of a Letter-of-Credit for landscaping in the amount of \$303,231.50 for on-site landscaping and an additional \$79,796.09 for landscaping within the north-south greenway, which will be secured with a public rights-of passage through a right-of-way.

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285; and*
- Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including lever handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails.

Note:

- * This requires a separate application.



City of Richmond

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

Development Application Data Sheet

Development Applications Division

DP 10-557920

Attachment 1

Address: 9099 Cook Road

Applicant: W.T. Leung Architects Inc.

Owner: Concord Pacific Developments Inc.

Planning Area(s): North McLennan Sub-Area Plan, City Centre Area Plan

Floor Area Gross: 12,967 m² (139,583 ft²) Floor Area Net: 12,030 m² (129,494 ft²)

	Existing	Proposed
Site Area:	3,863 m ² (41,580 ft ²)	3,856 m ² (41,505 ft ²)
Land Uses:	Vacant lot	Multi-family consisting of approximately 142 units
OCP Designation:	Mixed Use	Multi-family residential, which is supported by the Mixed Use designation
Zoning:	Single Detached (RS1/F)	High Rise apartment (ZHR9)-North McLennan (City Centre)
Number of Units:	1 demolished single-family dwelling	Approximately 142 units including 11 townhouse units and 7 affordable housing units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 3.12 FAR	3.12 FAR	none permitted
Lot Coverage:	Max. 70%	68%	none
Setback – Garden City Road:	Min. 6 m	6 m	none
Setback – Cook Road:	Min. 3 m Building façade treatment may encroach up to 0.4 m	3 m to building 2.6 m to building façade features	none
Setback – east lot line:	Min. 10 m Porches may encroach 2 m	10 m to building 8 m to private patios	none
Setback – north lot line:	Min. 3 m	3 m	none
Height (m):	Max. 47 m geodetic	46.7 m	none

Off-street Parking Spaces – Residential/Visitor:	1.4 per resident unit, 0.9 per affordable housing unit & 0.2 per unit for visitors 196 and 29	197 resident and 26 visitor	None required. Shortfall addressed through TDM strategy
Off-street Parking Spaces – Accessible:	5	5	none
Tandem Parking Spaces	permitted	23 tandem stalls (provide 46 parking stalls)	none
Amenity Space – Indoor:	Min. 100 m ²	243 m ² (2,624 ft ²)	
Amenity Space – Outdoor:	Min. 852 m ²	876 m ² (9,429 ft ²)	



**City of
Richmond**

Traffic and Parking Plan During Construction

Traffic Operations Section

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

www.richmond.ca

Contact: 604-276-4210 Fax: 604-276-4132

Applicant: Concord Monet Project Limited Partnership Address: 9th Floor - 1095 West Pender Street Vancouver, B.C. V6E 2M6

Business Phone: (604) 681-8882 Fax No.: (604) 685-9733

Site Contact Person: Bernie Baier Development File No.: RZ 10-557918

Cellular No.: (604) 834-8635 Job Site Phone: TBD

Construction Site Location: 9099 Cook Road

Construction Traffic Control Plan - include sketch of site showing area of loading activities:

- Describe where loading and unloading operations will take place. If cranes need to be erected or large concrete pours are planned, identify where equipment trucks will be staged while waiting to access the site. Ensure equipment and construction materials are not stored on City rights of way.

See attached Site Plan

- If flag persons are assisting trucks on and off site, ensure they are properly equipped and qualified as per Work Safe BC requirements.
- Identify the traffic control company that will be working at the site or verify that the employee(s) who will be conducting traffic control are properly equipped and qualified as per Work Safe BC requirements. Traffic Control Plans must be based on the BC Ministry of Transportation's Traffic Control Manual for Work on Roadways.

Name of traffic control company: Valley Traffic

Names of qualified employees: To Be Assigned

Construction Parking Plan - include sketch of site showing parking locations:

- Describe location for parking for workers:

No on site worker parking.

Designated off site parking will be located for worker parking during construction. (as per letter dated October 7, 2011)

- Describe location for visitors parking to site and sales offices:

Sales office is located off site. No on site visitor parking.

- ☐ **Consult with School:** Prior to any demolition, preloading or construction within 400 metres of a school, applicants are required to consult with the school principal, to minimize the impact of construction and traffic on schools.

Any request for temporary lane closure must be authorized by the City (Traffic Operations Section) - requires a minimum of one working week for City's review of written request.

If a "Construction Loading Zone" within the City right of way is necessary across the frontage of the site, a permit should be requested through the Traffic Operations Section 14 days in advance. The form is available at www.richmond.ca.

Applicant's signature:

Date: Oct. 7/2011

CONCORD MONET PROJECT LIMITED PARTNERSHIP
9th Floor 1095 West Pender Street
Vancouver BC Canada
V6E 2M6

October 7, 2011

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

Re: Monet – 9099 Cook Road Construction Traffic Plan

Dear Sir and Madam,

At the request of City of Richmond to alleviate the concern of traffic during construction workers for the Monet Project at 9099 Cook Road, we will provide an off-site parking for construction at our own commercial site located at 8511 Capstan Way, Richmond, B.C. or alternatively another leased parking site. We trust the off-site parking will alleviate traffic concern at 9099 Cook Street during the course of construction.

The lot at 8511 Capstan Way requires 23 parking stalls for its intended uses as a sales centre – the site has a total of 71 available parking stalls on site leaving a surplus of 48 parking stalls with additional expansion to the Eastside of the property to allow for further overflow parking that can accommodate an additional of 106 parking stalls. This will make a total of 154 surplus available parking stalls for an approximately 60 maximum construction workers for 9099 Cook Road.

Transporting workers to and from the parking site to the project location will be by 2 company shuttle vehicles between the hours of 6am to 10am and 3pm to 7pm. Shuttle vehicles will be the 8 people passenger Van. The drop off will be located between edge of the road curb to building face along Cook Road at the future low rise lobby – as per the attached Construction Staging plan.

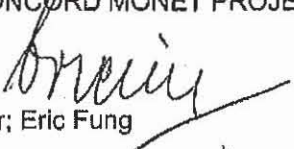
Staging areas inclusive of concrete placing for 9099 Cook Road will be designated on the East side of the property (the future 8M wide "Green Way" - Right of Way plus the future 2M private patios to be constructed later); and also the area between edge of the road curb to building face along Cook Road as per areas noted on the attached Construction Staging plan. These designated staging areas will contain all site activities. Temporary fencing will be installed at the edge of road curb at all time as required for safety. Traffic controller/flaggers will be on site to direct all vehicles in and out of the site and control no vehicles to back out onto Cook Road.

The hoarding area on the Westside of the property along Garden City Road – City Sidewalk will be designated for elevated Office Trailers, such that the existing sidewalk below will be maintained for pedestrian access. The applicant will make application to the City for temporary use of City sidewalk during the Building Permit Application for City approval.

The single crane will be located inside the property at the project parking entry ramp off Cook Road as per the attached Construction Staging Plan for 9099 Cook Road. The crane location is between grid line 7 and the property line which places it outside of the PL2 foundation wall. This portion of the parking entrance ramp will be on compacted structural backfill material and will be placed following the removal of the crane.

Yours truly,

CONCORD MONET PROJECT LIMITED PARTNERSHIP


Per: Eric Fung

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

**Wednesday, August 17, 2011 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

2. DP 10-557920 – DEVELOPMENT OF APPROXIMATELY 142 UNITS WITHIN A 16-STOREY RESIDENTIAL TOWER AND A SIX-STOREY MID-RISE BUILDING OVER A PARKING STRUCTURE, AND 11 TWO-STOREY TOWNHOUSE UNITS WITH GROUND LEVEL ENTRY

ARCHITECT: W.T. Leung Architects

PROPERTY LOCATION: 9099 Cook Road

Panel Discussion

Comments from the Panel were as follows:

- well-considered project; fits well with existing towers in the neighbourhood; responds successfully to the edges;
- the mid-rise building is well-designed – like the materiality and punched windows;
- like the expression of the four-storey block; townhomes around the base make an excellent edge along the street;
- corner-turning element is well-designed;
- the high-rise building is also well-designed; like the form; angled tower successful in protecting views of neighbouring towers;
- like the bridge element and lobby;
- generally, the project is nicely broken down and materials are well-handled;
- east elevation of the high-rise building has a large expanse of flat wall and an unbroken frame; consider reducing the repetitiveness of that frame by introducing other devices;

Applicant response: The east elevation has been refined to reduce the extents of the concrete frame. Specifically, the frame anchoring the southeast corner has been shortened by one bay. In it's place are window wall glazing and open balconies.

- good information provided on the sections; good thoughts on the ground plane – the streetscape, edges and the greenway (which is still evolving);

- water feature on the roof deck is extensive; consider i) providing a water element in a sustainable way, ii) providing more useful open spaces that can be used by families with children and other types of residents;

Applicant response: The programming and theme of the level 4 garden have been reviewed and further refined. Please refer to attached Landscape Architect responses by Eckford + Associates

- water elements are expensive to maintain and maintenance costs increase over time; consider one key water element and an implied use of water, e.g. sluices or having water running down a key feature – the move will i) reduce the dominance of water feature, ii) help resolve conflicts on the roof deck, e.g. lack of proximity of children's play area to the amenity space and iii) allow the landscape architect to set up a more interesting geometry on the roof deck;

Applicant response: The concept of a focal water feature is inspired by the project's name – "Monet". The water pond and garden design is a contemporary abstraction of the Artists' many water-themed paintings.

- reprogram the outdoor amenity space to address the isolation of the children's play area and develop its relationship with the amenity area;

Applicant response: The children's play area was intentionally located remote from the amenity terrace in order to provide better solar access.

- consider providing opportunity for scrimmage area in putting green; provide more useful areas;

Applicant response: The area around the putting green has been enhanced with a timber deck and a sand box, providing a more diverse and functional play area.

- use bolder theme or stronger device such as introducing aquatic planting and carrying off the planting into the water elements;

Applicant response: Floating "light balls" have been introduced within the water pond. Water lilies and a focal cherry tree are also within the water pond.

- consider opportunity to integrate nodes into the path on the north side of the roof deck and incorporate overlook opportunities;

Applicant response: A seating area has been added along the path on the north side of the garden. No overlooks are designed in order to maintain a level of privacy for the garden.

- consider consistency and urban design approach on the greenway; should create connectivity through the whole community; City needs to be involved;

Applicant response: Design of the greenway has been further developed to include sit lighting, site furnishings, a detailed plant list, and fence details. Refer to attached Landscape drawings.

- overall, high level of planning and detail;
- a well-resolved project; has a quiet elegance;

- children's play area must be closer to the amenity area;
Applicant response: The children's play area was intentionally located remote from the amenity terrace in order to provide better solar access
- water feature is too dominant; consider a more dynamic geometry;
Applicant response: The theme of a focal water feature is inspired by the project's name – "Monet". The water pond and garden design is a contemporary abstraction of the artist's many water-themed paintings. We feel that the size of the water pond and the restrained geometry of the garden design are appropriate given the scale of the outdoor space.
- no disconnect between the high-rise tower and the mid-rise as they are connected by material elements;
- southwest corner of the mid-rise is an important corner and a front door to the project; needs further resolution; consider introducing a water feature or raising the parapet;
Applicant response: Landscaping at this corner has been redesigned to provide a pedestrian level open space complete with public seating. A project theme-inspired art piece, to be located at this corner, will be commissioned and will be coordinated through the City's Public Art Program. Lighting will be provided under the lobby canopy to highlight the building entrance. Currently, the roof parapet of the corner massing is already higher than the rest of the midrise.
- rendering of trees and five boxes at the north wall are very regular; needs further resolution; consider altering the proportion, e.g. making one narrower and others broader to soften and edge and provide visual interest to the neighbouring development;
Applicant response: The north wall has been revised with a pattern of smaller, alternating openings. The openings are infilled with the same perforated metal panels used on the Cook Road façade to screen the parking garage from view. Uplights have been added within the landscaping along the north wall to wash the wall with light as well as to provide a silhouette affect with the trees in front.
- great and nice project;
- well-designed project; fits with the context and the neighbourhood;
- massing of the mid-rise and the high-rise works very well;
- northwest corner is an exposed corner; consider volumetric and texture treatment to animate the flush appearance of the corner and make it more interesting;
Applicant response: Currently, the northwest corner has a combination of exposed concrete frame (base), glazing, corrugated "box rib" metal siding, and brick masonry (midrise above). We feel the level of texture and articulation is appropriate to the scale of the building.
- site plan is strategic; location of towers is appropriate;
- concern on increased density and high site coverage;

- consider adding more accessible green space on the roof deck and reducing paved areas;

Applicant response: We have reviewed the programming of the garden and feel the proportion of paved, green and water areas are appropriate given the scale of the outdoor space.

- concern on the north wall; looks disconnected in relation to the other parts of the building in terms of design; consider introducing texture and materials used in other parts of the building into the facade;

Applicant response: The north wall has been revised with a pattern of smaller, alternating openings. The openings are infilled with the same perforated metal panels used on the Cook Road façade to screen the parking garage from view. Uplights have been added within the landscaping along the north wall to wash the wall with light as well as to provide a silhouette affect with the trees in front.

- like the light colour choices which are in contrast to the neighbouring towers;
- consider reorienting the lobby entrance along Cook Road into the loading area adjacent to the greenway in order to i) widen the plaza on the east side, ii) make the water feature entirely up against the street edge, and iii) make the corner more prominent; also an opportunity is created to establish a similar relationship at the time the eastern adjacent parcel develops and to reinforce the public greenway entrance;

Applicant response: We feel the directionality of the tower entrance reinforces the linear form of the tower. Instead of a focal destination, the greenway is conceived as one in a series of landscaped connections south towards Garden City Park. The widening of the paved walkway at the south end serves to open up the corner into a welcoming plaza-like setting.

- consider integrating the expression of the trellises to the west of the lobby with the north elevation to unify the treatments;

Applicant response: We believe the staggered rows of conifers currently shown will provide better screening of the north wall. Furthermore, plants used on the climbing trellis will likely not survive on a north-facing wall because of lack of sunlight.

- replace planters at the base of the building with landscaping that is established in the ground to ensure survival of the plants;

Applicant response: noted

- consider illuminating the wall on the north facade to create a sense of volume at night; consider less conifers and more deciduous materials in the choice of trees;

Applicant response: Uplights have been added within the landscaping along the north wall to wash the wall with light as well as to provide a silhouette affect with the trees in front. Conifers were chosen to provide year-round screening.

- like the expanse of water on the roof deck; type and volume of trees planted will determine the extent of green; like the contrast of hard and soft materials on the roof deck;
- integrate children's play area into the amenity space; consider both safety and playfulness; water feature should be integrated to the whole programming of the roof deck and include provisions for children's play;

Applicant response: The children's play area was intentionally located remote from the amenity terrace in order to provide better solar access. A planted edge, complete with hidden fencing, has been incorporated along the edge between the water and play area. Broad steps lead from the amenity terrace into the water feature, suggesting continuity between hardscaping and water.

- like the design of the project; fits well with the surrounding developments; like the use of light-coloured materials which are in contrast to the dark-coloured towers in neighbouring developments;
- the corner at Cook Road and Garden City Road is an important corner and an entrance way to the development; consider adding a water feature or public art to make the corner look like a gateway to the project; will become a distinguishing feature of the project; project may need to lose some density in order to ensure the south west corner is treated as a feature;

Applicant response: Landscaping at this corner has been redesigned to provide a pedestrian level open space complete with public seating. A project-theme inspired art piece, to be located at this corner, will be commissioned and will be coordinated through the City's Public Art Program. Lighting will be provided under the lobby canopy to highlight the building entrance. Currently, the roof parapet of the corner massing is already higher than the rest of the midrise.

- north wall needs further articulation to provide visual interest to the neighbouring tower to the north; and

Applicant response: The north wall has been revised with a pattern of smaller, alternating openings. The openings are infilled with the same perforated metal panels used on the Cook Road façade to screen the parking garage from view. Uplights have been added within the landscaping along the north wall to wash the wall with light as well as to provide a silhouette affect with the trees in front.

- support the large water feature on the roof deck; less need for a large play area as the project is close to a park with an award-winning play area; use water in a more economic way, i.e. less mechanical; a more prominent water feature is more desirable; consider opportunities to integrate use of rainwater to the water feature.

Applicant response: Rainwater needs to be chemically treated prior to being used in a water feature. After consideration, it was decided that such a treatment system may not be economical to install and maintain given the limited size of the water feature in this project.

Tom Parker submitted the following comments which were read by the Chair:

- adaptable/aging-in-place features on drawing A1.01 appear to be suitable and can be incorporated at a very minimal cost; recommend that aging-in-place design features be included in many more units, if possible, in all units; and
- this project is within walking distance of the No. 3 Road shopping area and Canada Line, making it ideal to residents without automobiles including aging and retired people living independently or with extended family.

Panel Decision

It was moved and seconded

That DP 10-557920 move forward to the Development Permit Panel subject to the applicant addressing the items discussed by the Panel, including the items highlighted below:

1. ***design development to the east elevation of the high-rise to reduce the unbroken extent of the frame and introduction of texture to the north east corner;***

Applicant Response: The east elevation has been refined to reduce the extents of the concrete frame. Specifically, the frame anchoring the southeast corner has been shortened by one bay. In its place are window wall gazing and open balconies. Currently, the area around the northeast corner has a combination of brick masonry (podium), glazing, corrugated "box rib" metal siding, and exposed concrete frame (tower above). We feel the level of texture and articulation is appropriate to the scale of building.

2. ***design development to the north wall and further articulation through i) altering the proportions of the boxes, ii) introducing texture and materials used in other parts of the building, iii) illuminating the wall at night, iv) integrating the expression of the trellises, and v) using less conifers and more deciduous trees;***

Applicant Response: The north wall has been revised with a pattern of smaller, alternating openings. The openings are infilled with the same perforated metal panels used on the Cook Road façade to screen the parking garage from view. Uplights have been added within the landscaping along the north wall to wash the wall with light as well as to provide a silhouette affect with the trees in front. Conifers were chosen to provide year round screening.

3. ***design development to the mid-rise corner at Cook Road and Garden City Road and consider i) adding a water feature, ii) raising the parapet, and iii) introducing public art; and***

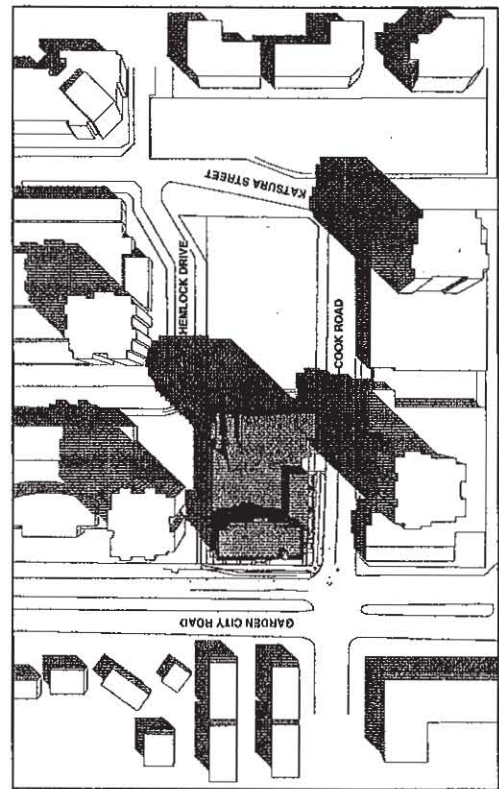
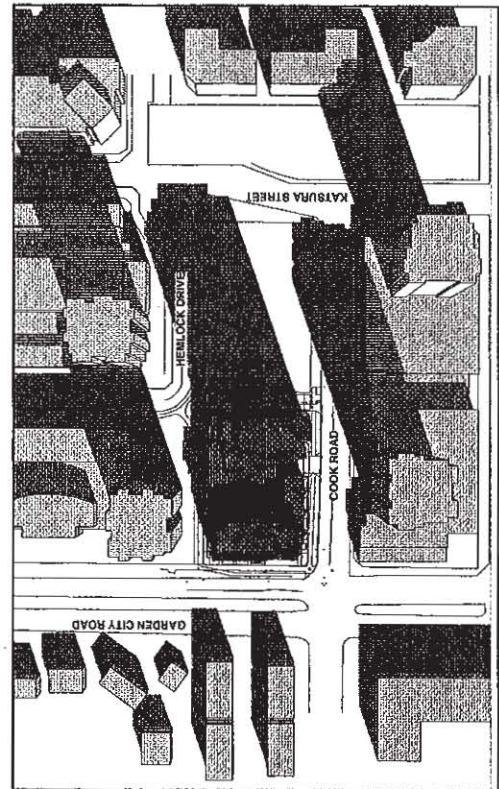
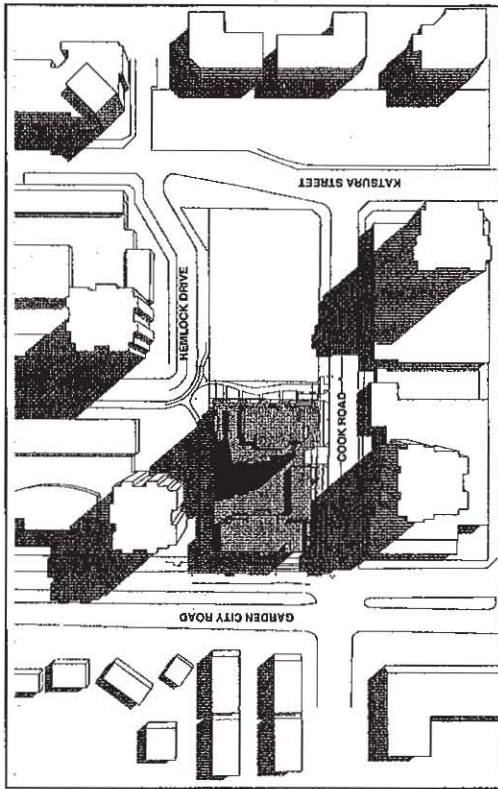
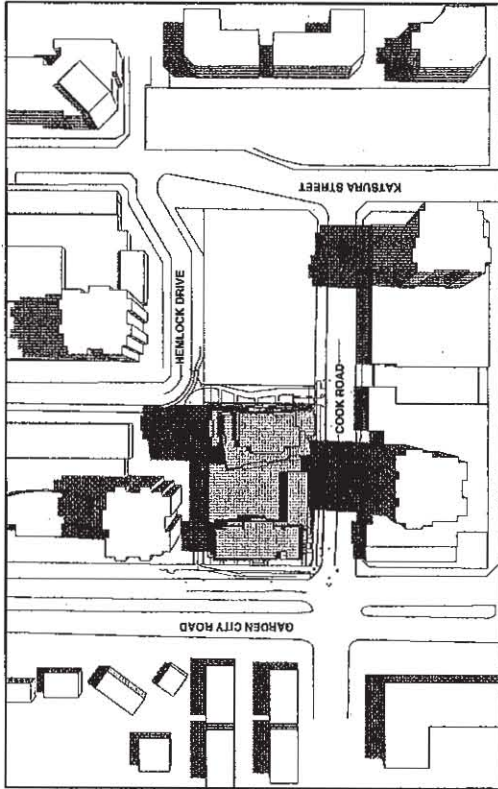
Applicant Response: Landscaping at this corner has been redesigned to provide a pedestrian level open space complete with public seating. A project-theme inspired art piece, to be located at this corner, will be commissioned and will be coordinated through the City's Public Art Program. Lighting will be provided under the lobby canopy to highlight the building entrance. Currently, the roof parapet of the corner massing is already higher than the rest of the midrise. The midrise entry has been redesigned to provide a grade level public seating area and enhanced pedestrian experience. A sculptural art piece that will reference the Monet theme will be commissioned. Additional lighting will be provided to highlight

the entry.

4. *reprogramming of the roof deck and i) integrating the children's play area with the outdoor amenity area, ii) integrating sustainability to the water feature, iii) integrating the water feature with the whole programming of the roof deck, and iv) adding more greens and reducing paved areas (reconsider proportions).*

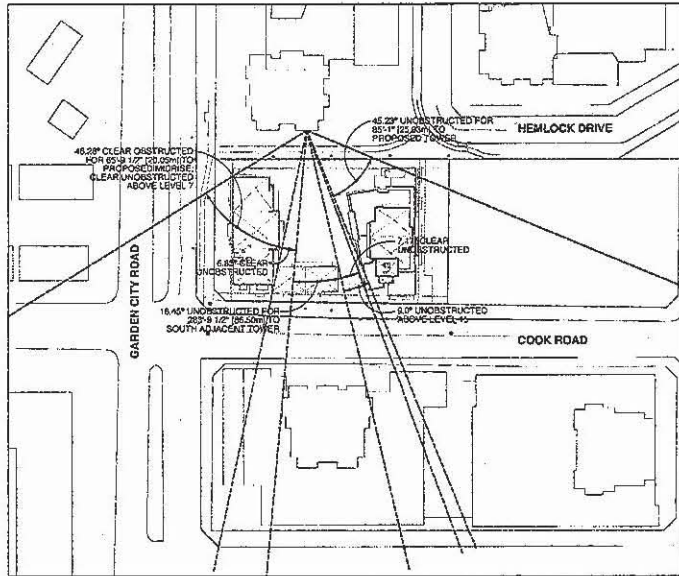
Applicant Response: We have reviewed the programming of the roof deck and are satisfied that the separation of the children's area from the main amenity area is appropriate. The children's space has been moved north to increase its size and provide better solar access. Additional detailing of all elements will further enhance the range of uses provided. The concept of a contemporary abstraction of Monet's water garden using the artist's color palate and plant materials integrates the landscape design with the modern architectural expression.

CARRIED

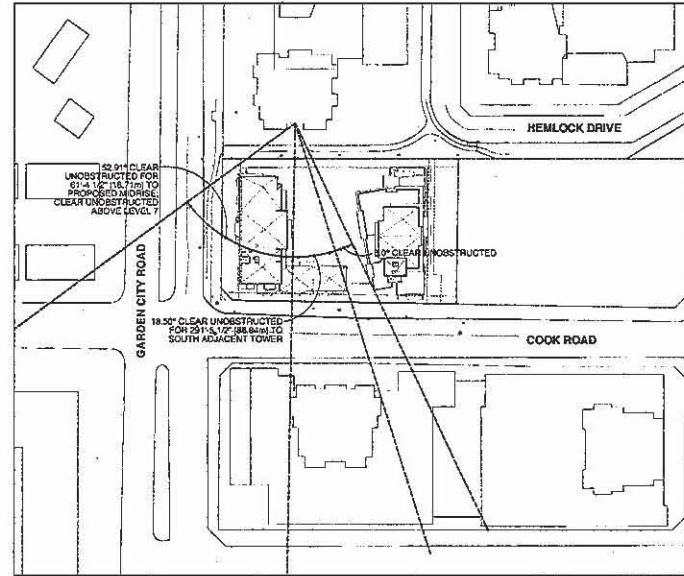


9089 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD
SHADOW
DIAGRAMS

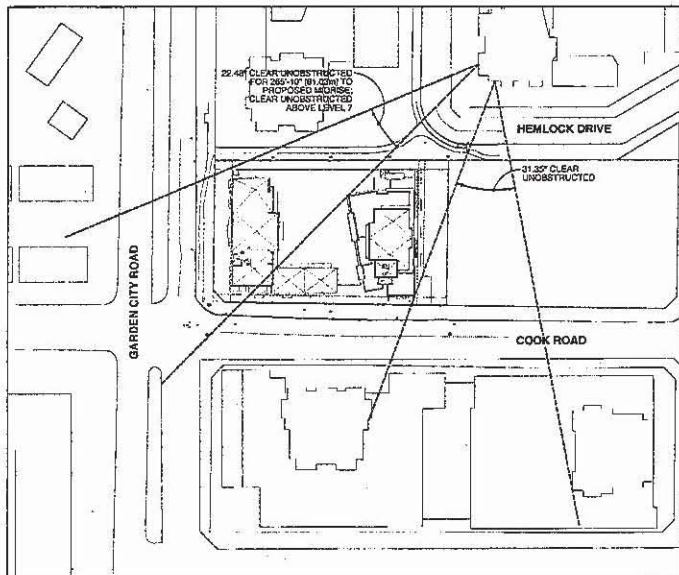
DATE: 10-15
BY: WTL
AS NOTED
DATE: 10-15
BY: WTL
DATE: 10-15
BY: WTL



VIEWS FROM NORTH NEIGHBORING TOWER
1" = 50'-0"



VIEWS FROM NORTH NEIGHBORING TOWER
1" = 50'-0"



VIEWS FROM NORTHEAST NEIGHBORING TOWER
1" = 50'-0"

1	10/21/01	10/21/01	10/21/01
2	10/21/01	10/21/01	10/21/01
3	10/21/01	10/21/01	10/21/01
4	10/21/01	10/21/01	10/21/01
5	10/21/01	10/21/01	10/21/01
6	10/21/01	10/21/01	10/21/01
7	10/21/01	10/21/01	10/21/01
8	10/21/01	10/21/01	10/21/01
9	10/21/01	10/21/01	10/21/01
10	10/21/01	10/21/01	10/21/01

9099 COOK ROAD
RICHMOND, BC

GARDEN CITY & COOK ROAD

VIEW ANALYSIS



DATE	10-19
BY	WT
AS NOTED	
SCALE	1/8" = 1'-0" U.N.O.
WTL	

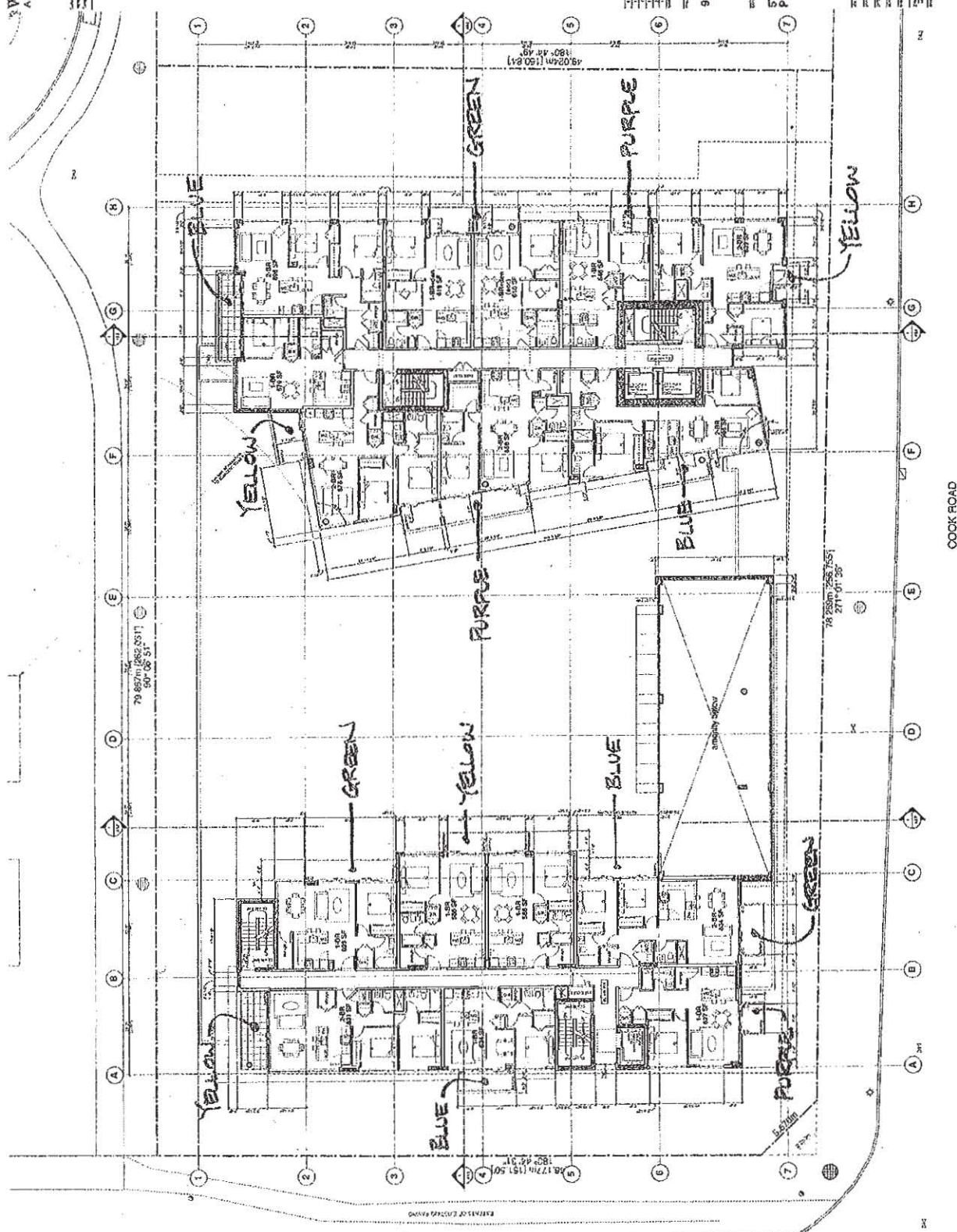
A1.03

BALCONY SEPTT COURTS
OCT 12, 2011

9099 COOK ROAD
RICHMOND, BC
CASH/CREDIT & 0000 8040

5TH FLOOR
PLAN

A2.06





City of Richmond

Memorandum

Planning and Development Department

To: Mayor and Council
From: Victor Wei, P. Eng.
Director, Transportation
Brian Jackson
Director, Development

Date: November 9, 2011
File: 08-4105-20-AMANDA
#/2011-Vol 01

Re: **ZONING AMENDMENT BYLAW 8782 - 9099 COOK ROAD**

At the June 26, 2011 Planning Committee meeting, regarding an application by W.T. Leung Architects Inc., (on behalf of Concord Pacific Developments Inc.) for permission to rezone 9099 Cook Road from Single Detached (RS1/F) to High Rise Apartment (ZHR9) in order to develop approximately 142 units within a high-rise residential tower, a six-storey mid-rise building and two-storey townhouse units with ground level entry, staff were directed to:

- a) review traffic patterns in the proximity of the development proposed for 9099 Cook Road generally and in relation to the existing daycare facility;
- b) review the steps that can be taken to advise owners and residents in the immediate area regarding proposed developments; and
- c) review the public transit plan to measure the adequacy of bus service in the area.

This memorandum responds to the above items.

1. Traffic Circulation near Subject Site

The development pattern within the McLennan North Sub-Area neighbourhood is developing in accordance with the neighbourhood plan, which was adopted by Council in 1996. The Sub-Area Plan calls for a comprehensive road network with smaller blocks. Based on this plan, the ultimate width (11.2 metres) of Cook Road east of Garden City Road has been achieved as part of development abutting the south and in anticipation of development of the land parcels to the north, including the subject site. The geometry of this section of Cook Road east of Garden City Road provides sufficient capacity to handle traffic volumes entering and exiting the North McLennan area via the traffic signals at Cook Road and Garden City Road, for existing and projected traffic.

Staff have carried out a review of the parking and traffic conditions on Cook Road and confirmed that no changes would be needed at this time. Cook Road is a minor street within the City Centre with a cross-section designed for vehicle parking on both sides of the street, but not being excessively wide for speeding traffic.

The development proposed at 9099 Cook Road meets the Zoning Bylaw on-site parking requirement and also accommodates loading and garbage/recycling collection on-site. Road dedication adjacent to this site is not required; however, the application will contribute to the McLennan North road network construction costs (Cook Road and Katsura Street), upgrade the traffic signals at the Garden City/Cook Road intersection and undertake improvements beyond the property's frontage with construction of a

sidewalk on Cook Road west of Garden City Road, in addition to contributing to the north-south greenway system on the western and eastern side of the property.

With respect to the existing daycare facility at 9188 Cook Road, street parking for drop-off and pick-up is available on Cook Road and Katsura Street. As well, parking is available at the surface parking lot of Garden City Park located adjacent to the south side of the daycare facility off Alberta Road, which is within 70 metres from the daycare with a paved pathway connecting to the parking area.

2. Notification of Potential Future Development


The high density residential development proposed at 9099 Cook Road is consistent with the site's designation in both the North McLennan North Sub-Area Plan, which was adopted by Council in 1996, and the City Centre Area Plan (CCAP). Area plans are public documents that ensure clarity regarding the City's objectives and policies that guide decisions related to planning and land use within a specified plan area. The proposal to develop a high-rise building and associated ground level townhouse units at 9099 Cook Road is consistent with the site's designation in existing Council approved area plans.

To ensure residents of the proposed development are aware of the development potential of the adjacent eastern parcel (9233 Cook Road), as a condition of rezoning bylaw adoption, a covenant will be registered on-site to advise future residents of the potential impacts, including construction noise, dust, impact on view corridors and building shadow affects and other disturbances or nuisances, that may result from active development within proximity of the subject site.

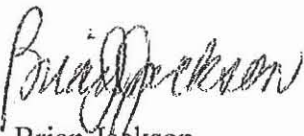
In addition, the covenant requires that a disclosure statement is distributed with every purchase and sale agreement notifying the potential purchaser of the development potential of the adjacent eastern parcel. Also, signs are required to be posted within the sales office advising of potential future active development and construction activity.

3. Transit Service for Subject Site

Densification in the North McLennan area has been consistent with the City's objective to encourage increased use of alternate modes of transportation, such as public transit, walking and cycling. For example, walking distances to bus stops on Westminster Highway and Garden City (bus routes 301, 401, 405 and 407) are within 400 to 500 metres (five to seven minute walk) for residents in the area. Current bus service for the area is available on Garden City Road and Ferndale Road, and Cook Road just west of Garden City Road. The existing bus routes provide access to the City Centre, Brighthouse, Lansdowne and Bridgeport Canada Line Stations and Surrey City Centre.



Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)



Brian Jackson
Director, Development
(604-276-4138)

VW:sh

pc: Joe Erceg, MCIP, General Manager, Planning and Development



City of Richmond
Planning and Development Department

Development Permit

No. DP 10-557920

To the Holder: W. T. LEUNG ARCHITECTS INC.,
ON BEHALF OF CONCORD PACIFIC DEVELOPMENTS INC.

Property Address: 9099 COOK ROAD

Address: C/O W. T. LEUNG ARCHITECTS INC.
300 – 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #19 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$303,231.50 for on-site landscaping and an additional \$79,796.09 for landscaping within the north-south greenway to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 10-557920

To the Holder: W. T. LEUNG ARCHITECTS INC.,
ON BEHALF OF CONCORD PACIFIC DEVELOPMENTS INC.

Property Address: 9099 COOK ROAD

Address: C/O W. T. LEUNG ARCHITECTS INC.
300 - 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

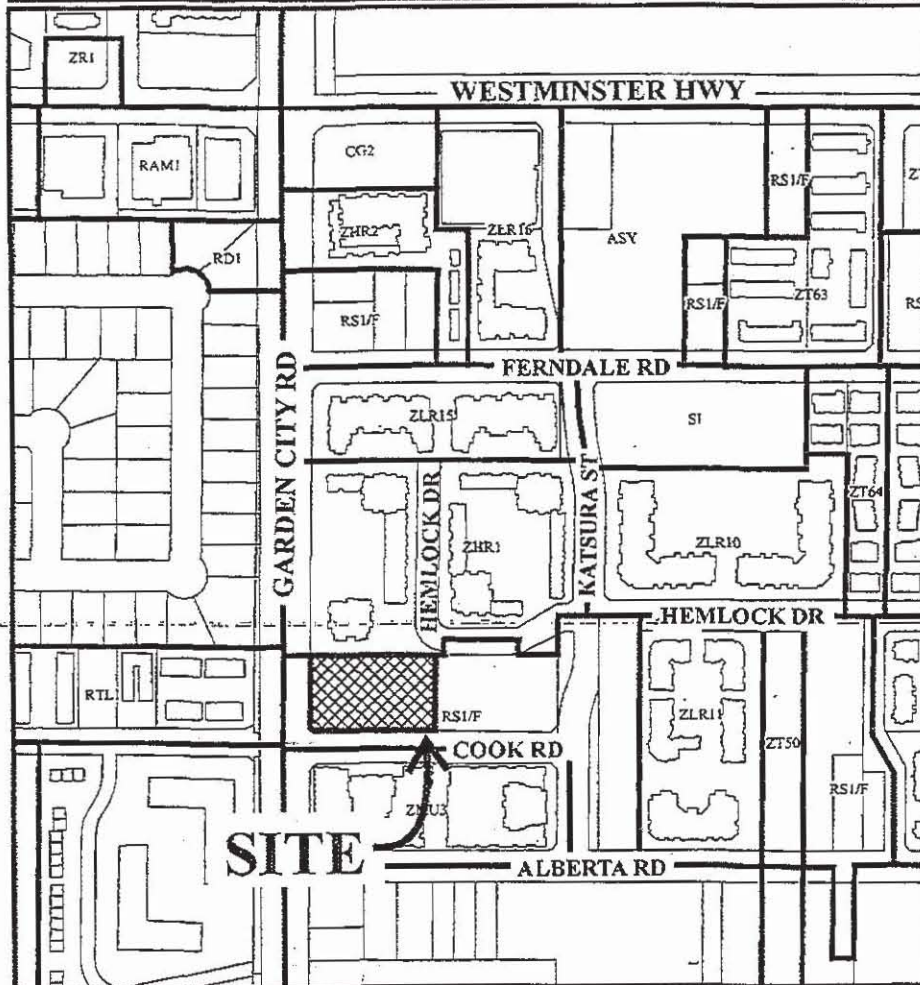
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

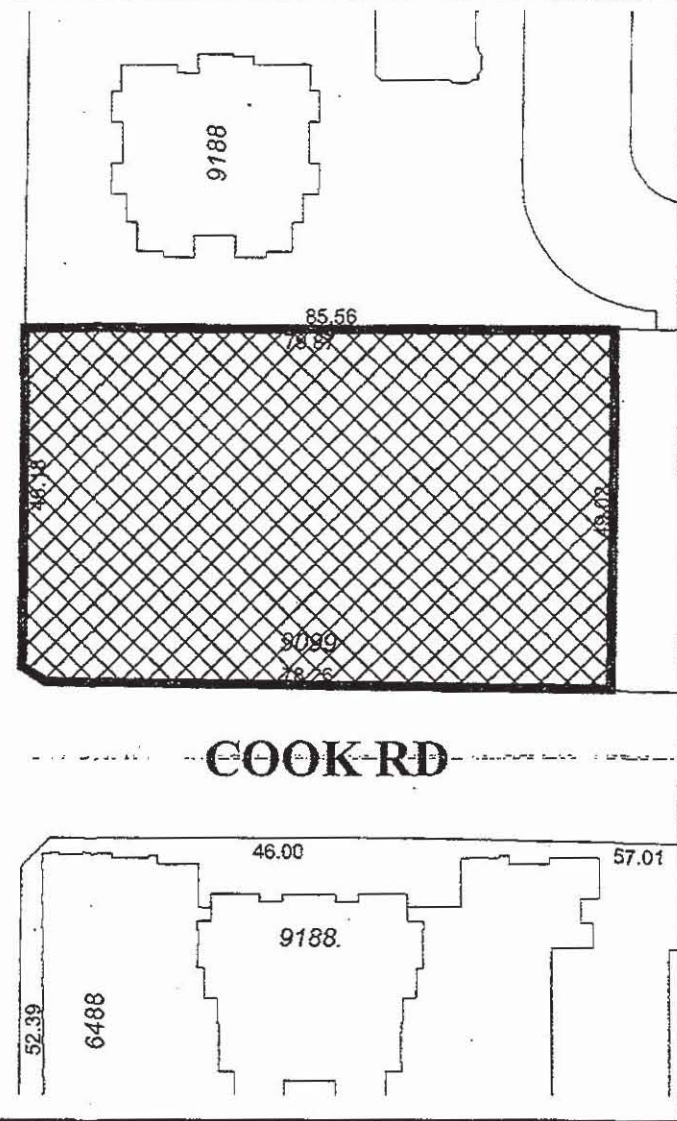
MAYOR



City of Richmond



GARDEN CITY RD



COOK RD



DP 10-557920
SCHEDULE "A"

Original Date: 01/20/11

Revision Date:

Note: Dimensions are in METRES

001117 2011

6	DEC 15, 1991	RECEIVED FROM CAP
7	APRIL 12, 1993	RECEIVED FROM CAP
8	APRIL 15, 1993	RECEIVED FROM CAP
9	APRIL 15, 1993	RECEIVED FROM CAP
10	APRIL 15, 1993	RECEIVED FROM CAP
11	APRIL 15, 1993	RECEIVED FROM CAP
12	APRIL 15, 1993	RECEIVED FROM CAP

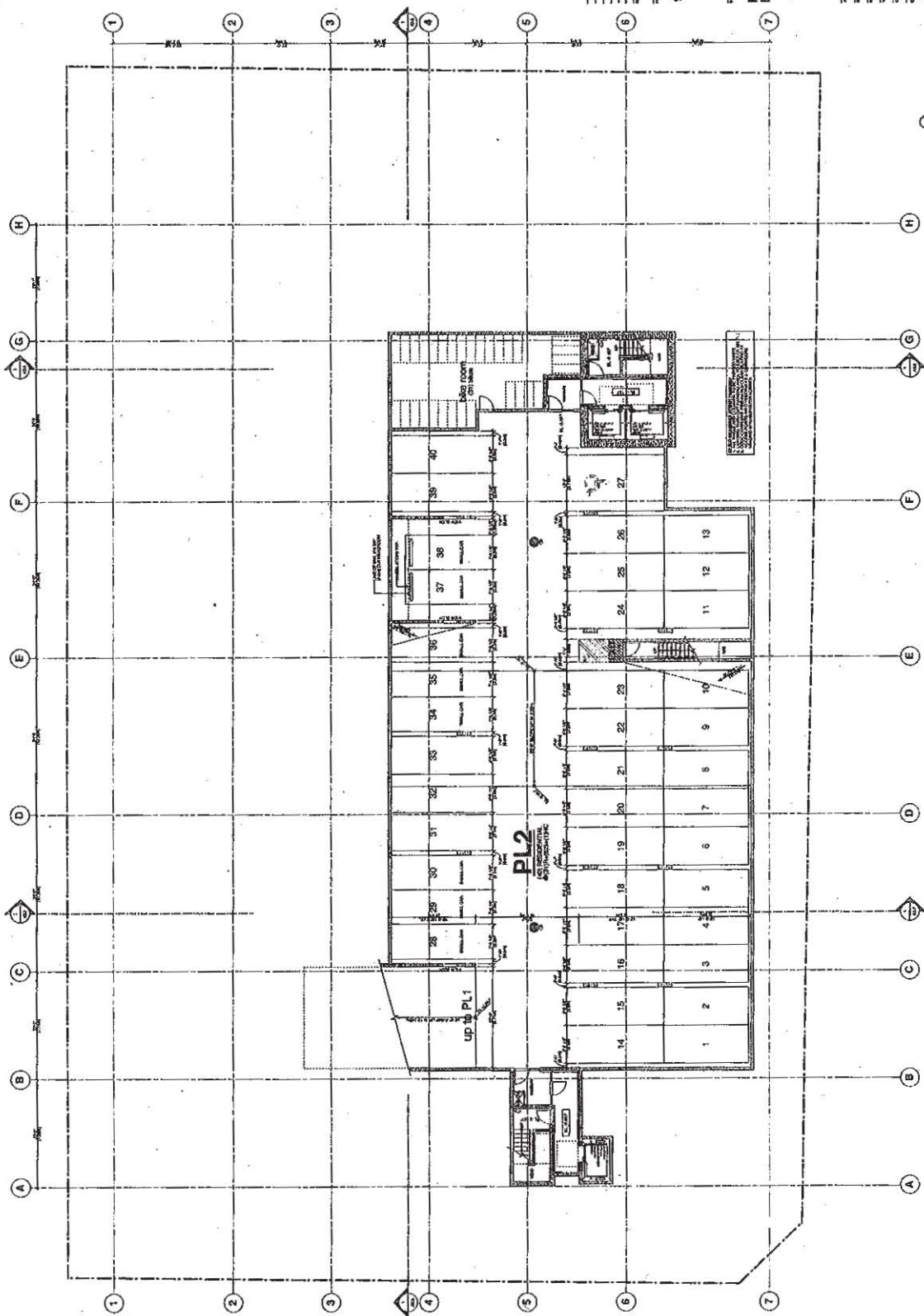
9099 COOK ROAD
RICHMOND, BC

PARKING PL2
FLOOR PLAN

10-16
NOTED
WFL

A2.00

2#



W. T. LEUNG
ARCHITECTS

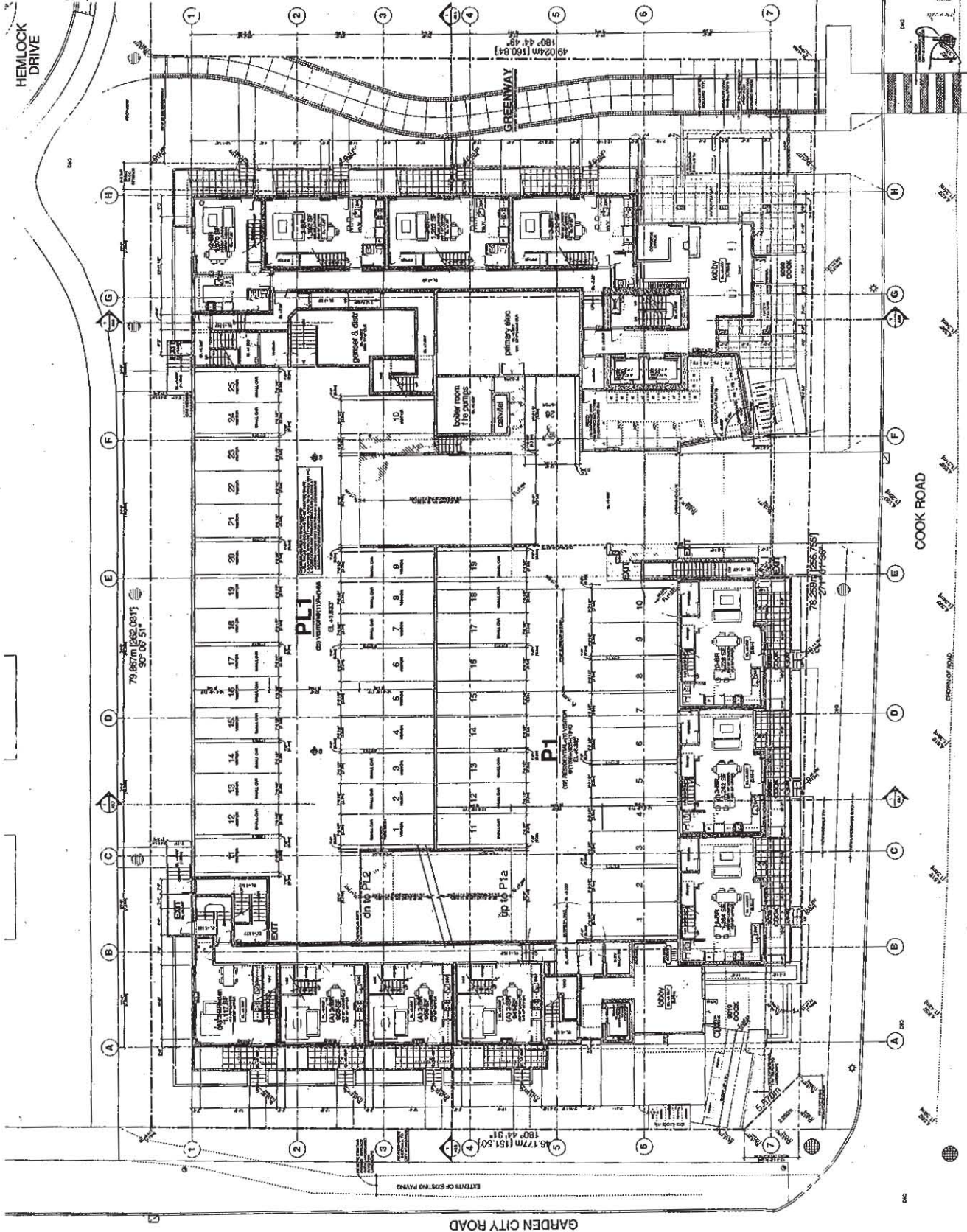
9099 COOK ROAD
RICHMOND, BC
VANCOUVER CITY & COOK ROAD

GROUND FLOOR PLAN
OCT 31 2011



DATE	10/31/11
BY	WTL
AS NOTED	
SCALE	1/8" = 1'-0" A.S.A.
PROJECT	9099 COOK ROAD
CLIENT	W. T. LEUNG ARCHITECTS
DESIGNER	W. T. LEUNG ARCHITECTS
CONTRACTOR	

A2-01 920 #2





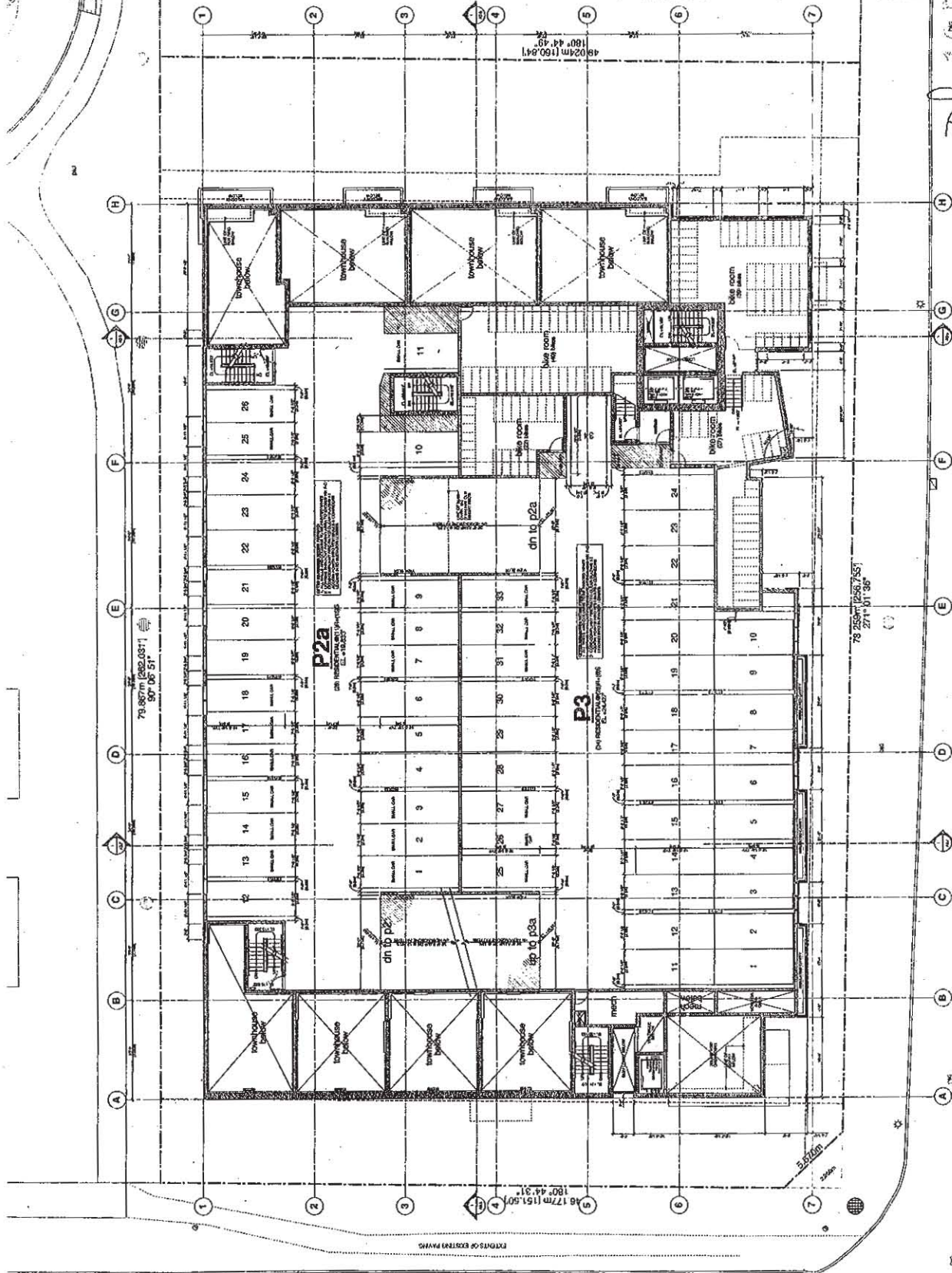
03.17.2019

9099 COOK ROAD
RICHMOND, BC
SARASOTA CITY & COOK ROAD

P2a / P3
FLOOR PLAN

DATE: 03.17.2019
BY: [Signature]
CHECKED: [Signature]
SCALE: 1/8" = 1'-0"

A2.03 #5



COOK ROAD

001 17 2011

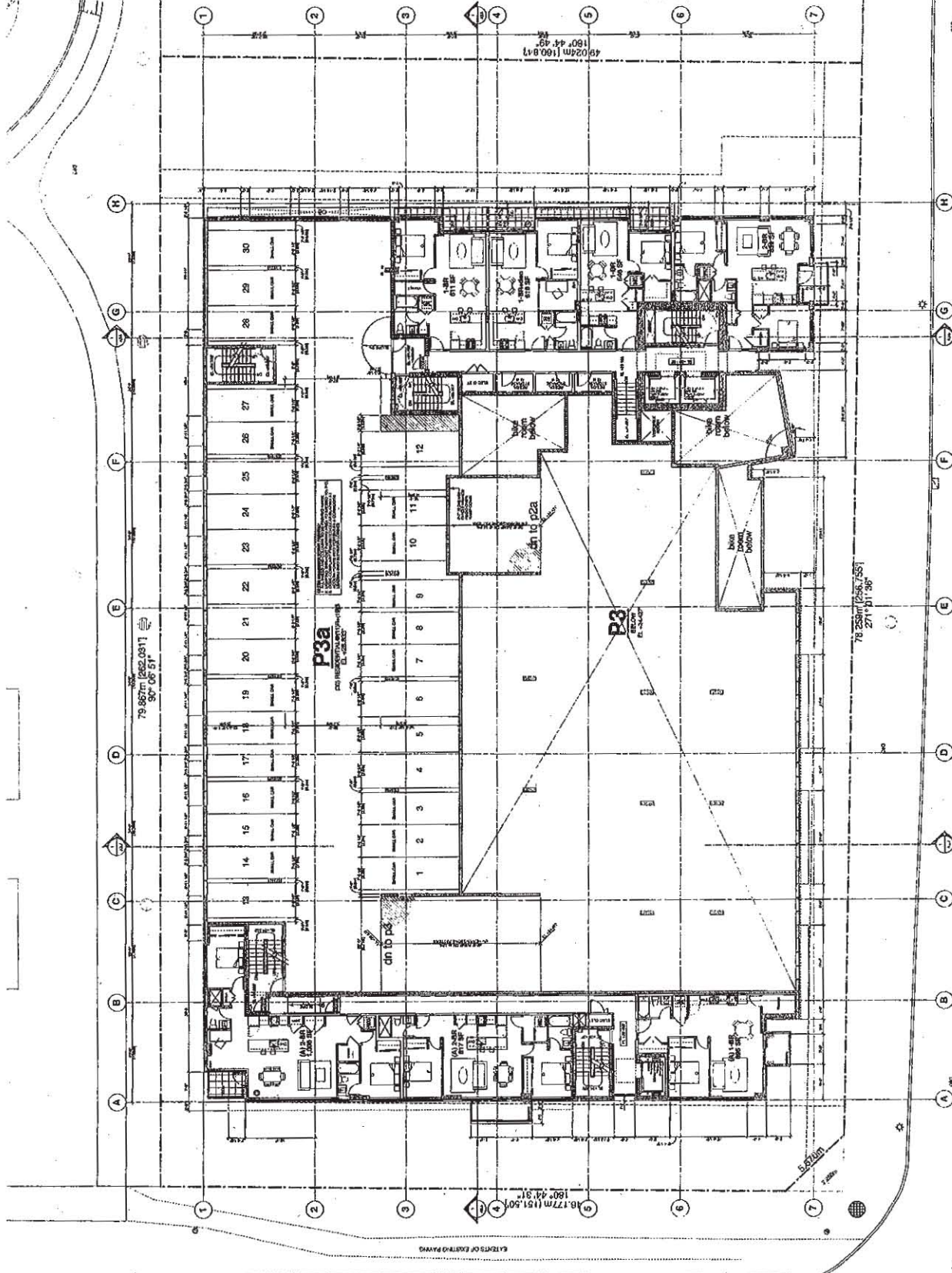
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9089 COOK ROAD
RICHMOND, BC
GARAGE CITY & COOK ROAD

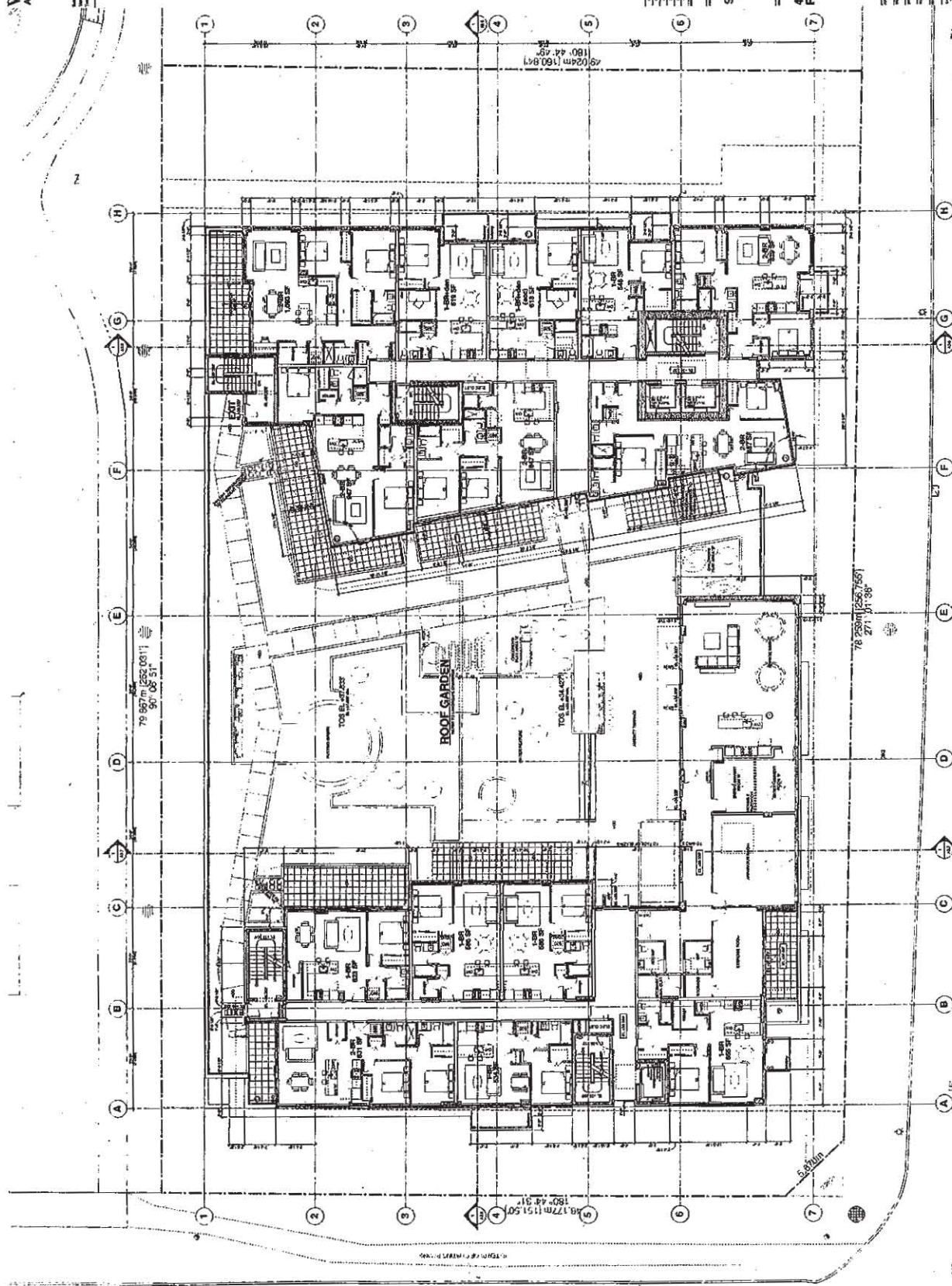
P3a / 3RD
FLOOR PLAN

DATE	10/10/11
BY	WTL
APP'D	
SCALE	1/4" = 1'-0"

DP 105000 A2.04 #6



COOK ROAD



Circle 302, 975 Weiss Road
Vancouver, British Columbia, Canada V6Z 1X0
Telephone (604) 276-9715 Fax (604) 276-9681

061 17 201

9099 COOK ROAD
RICHMOND, BC

GARDEN CITY & COOK ROAD

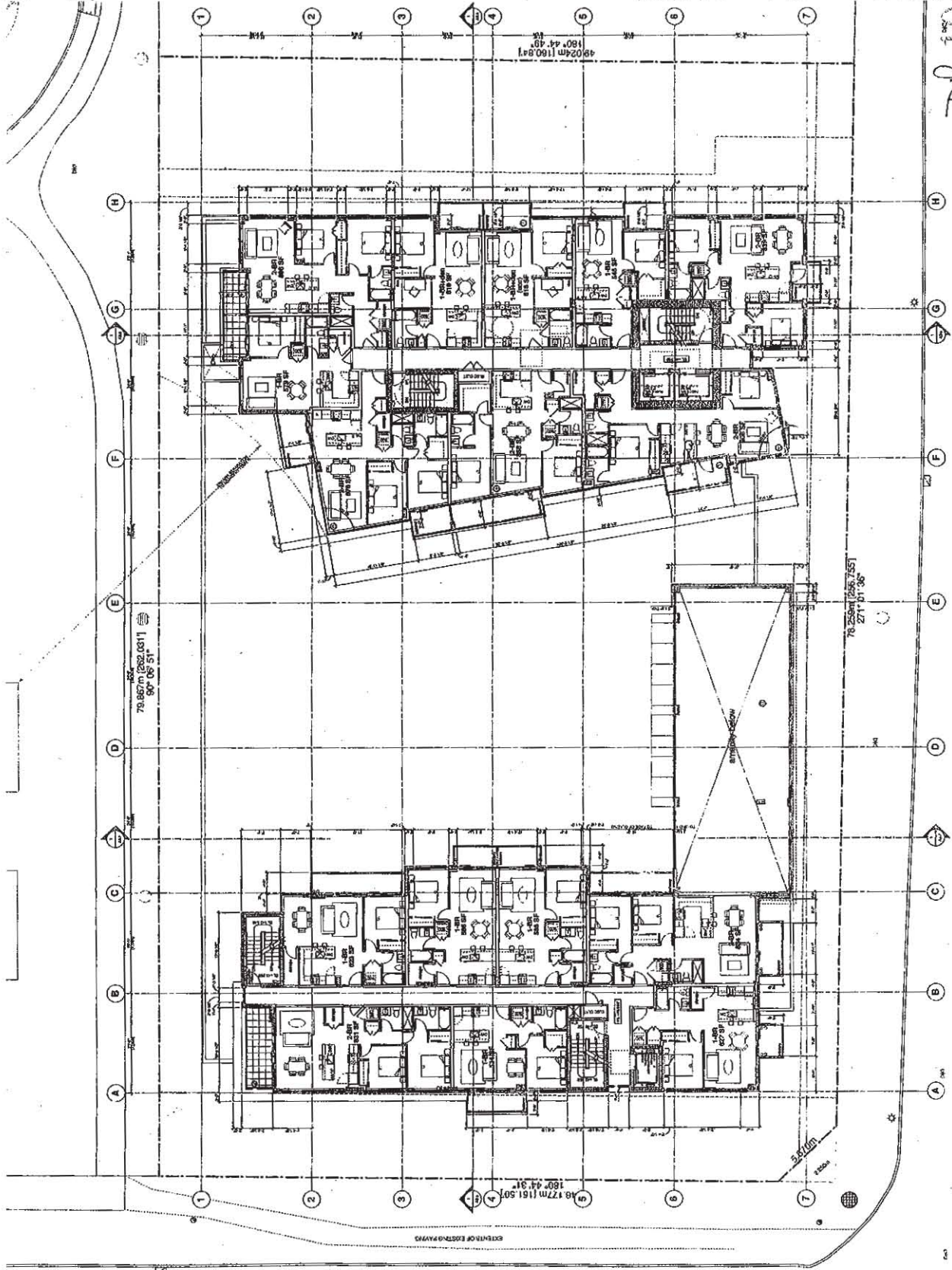
5TH FLOOR
PLAN

DATE 10-10
BY KT
AS NOTED
34" = 1' 4" D.A.O.

A2.06 #00

A

COOK ROAD





100

9099 COOK ROAD
RICHMOND, BC

DANFORTH CITY & COOK ROAD

7TH FLOOR
PLAN

**MIDRISE ROOF
PLAN**

6-09 The City of Houston
HILSON

1000

ALL MOTED

UNITED STATES OF AMERICA

WFL

1. The first step is to identify the problem or question that needs to be answered.

90

4287

00-74

A2.08 #10

OCT 12 2011

1	15th Floor Plan
2	15th Floor Plan
3	15th Floor Plan
4	15th Floor Plan
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99	15th Floor Plan
100	15th Floor Plan

9098 COOK ROAD
RICHMOND, BC

SHARED CITY & COOP HOUSING

TYPICAL FLOOR
PLAN (LVLS
8-14)

15TH FLOOR
PLAN

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

1500 15th Avenue

DL

2 15TH FLOOR PLAN

1 TYPICAL FLOOR PLAN (LVLS 8-14)

A2.09 #11

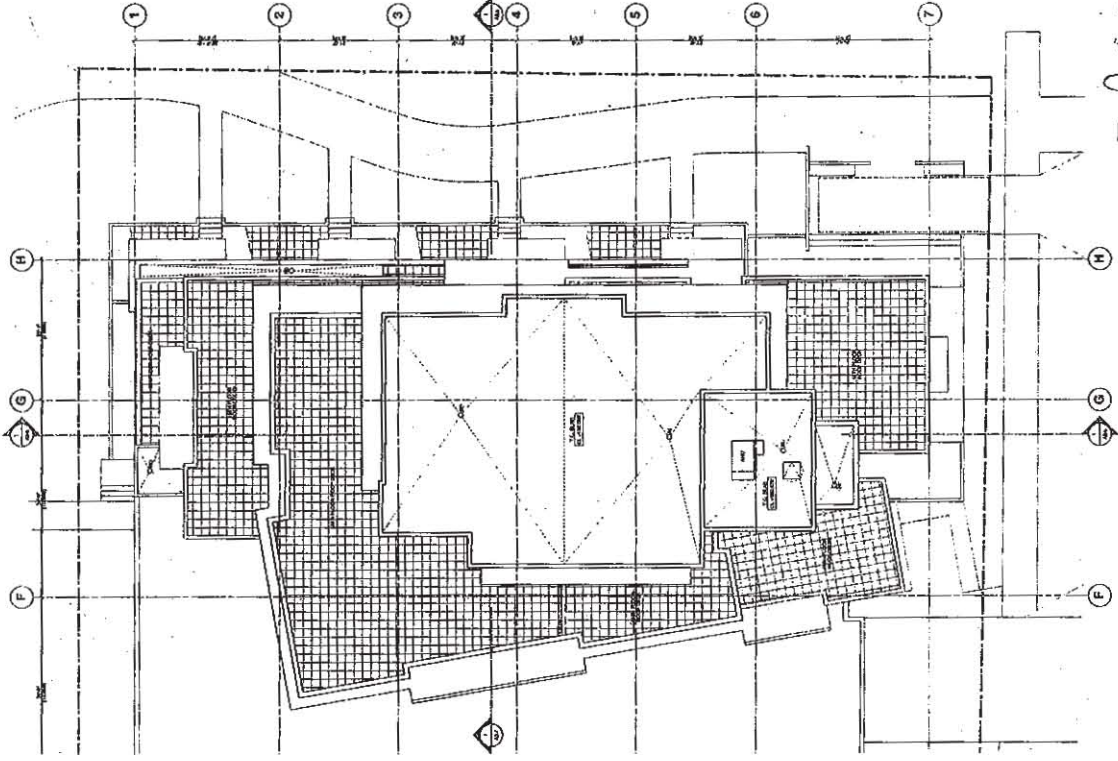
Oct 17 2019

9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOP ROAD

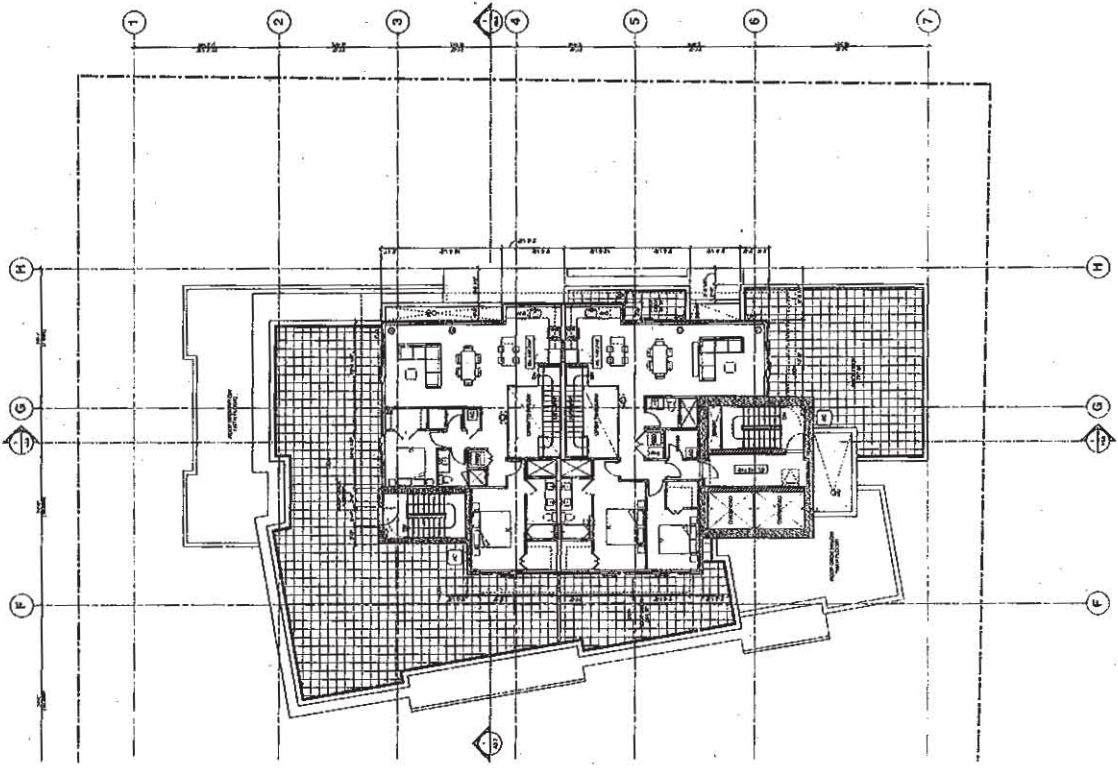
16TH FLOOR
PLAN
TOWER ROOF
PLAN

DATE	NOV-18
BY	WTL
CHKD	WTL
APP'D	WTL
SCALE	1/8" = 1'-0" (S.A.O.)
PROJECT	W. T. LEUNG ARCHITECTS

A2.10
#12



2 TOWER ROOF PLAN



1 16TH FLOOR PLAN

	4/25/11	6/1/11	10/7/11	10/31/11
1	Revised per DP Comments			
2	Revised per City comments			
3	Revised per City Comments			
06	Revised per City Comments			

Issue No.	Date	Issue Title
A	6/1/70	Issues for JCP
B	10/27/70	Issues for Resolving
C	1/14/71	Issues for Resolving
D	3/22/71	Issues for Resolving / JCP
E	4/26/71	Issues for Resolving to City Committee
F	6/6/71	Re-issues for Resolving
G	7/6/71	Issues for Planning Committee Meeting
H	8/6/71	Issues for Advisory Design Panel

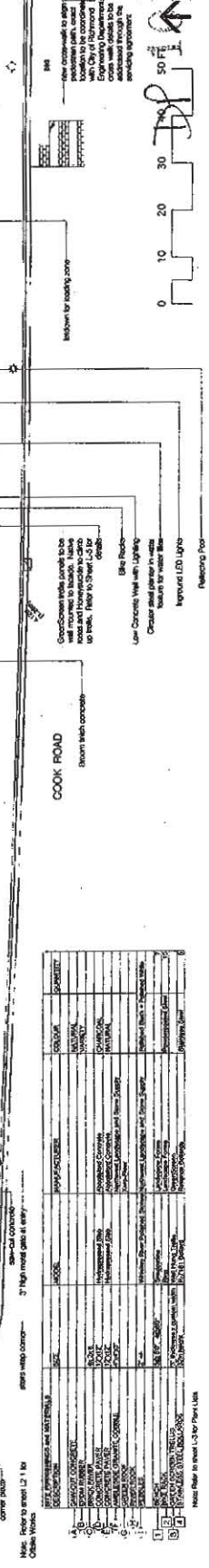
Garden City +
Cook Road
Richmond, BC

Landscape
Ground Level

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#130

[illegible]

Author's address: Department of Psychology, University of California, San Diego, La Jolla, CA 92037, USA.
E-mail: shawn@psych.ucsd.edu

Slp.	Date	Random Notes
1	4/25/11	Revised per QP Comments
2	5/7/11	Revised per City comments
3	10/7/11	Revised per City Comments
	10/5/11	Revised per City Comments

Sl. No.	Date	Issue Notes
A	6/1/70	Issued for GP
B	10/2/70	Issued for Review
C	11/4/70	Issued for Review
D	22/2/70	Issued for Review / GP
E	4/3/71	Issued for Response to City Comments
F	6/6/71	Re-issued for Hearing
G	7/9/71	Issued for Planning Committee
H	8/9/71	Issued for Planning Committee
I	1/10/71	Issued for Advisory Design Panel
J	1/10/71	Issued for Review
K	10/2/71	Re-issued for GP

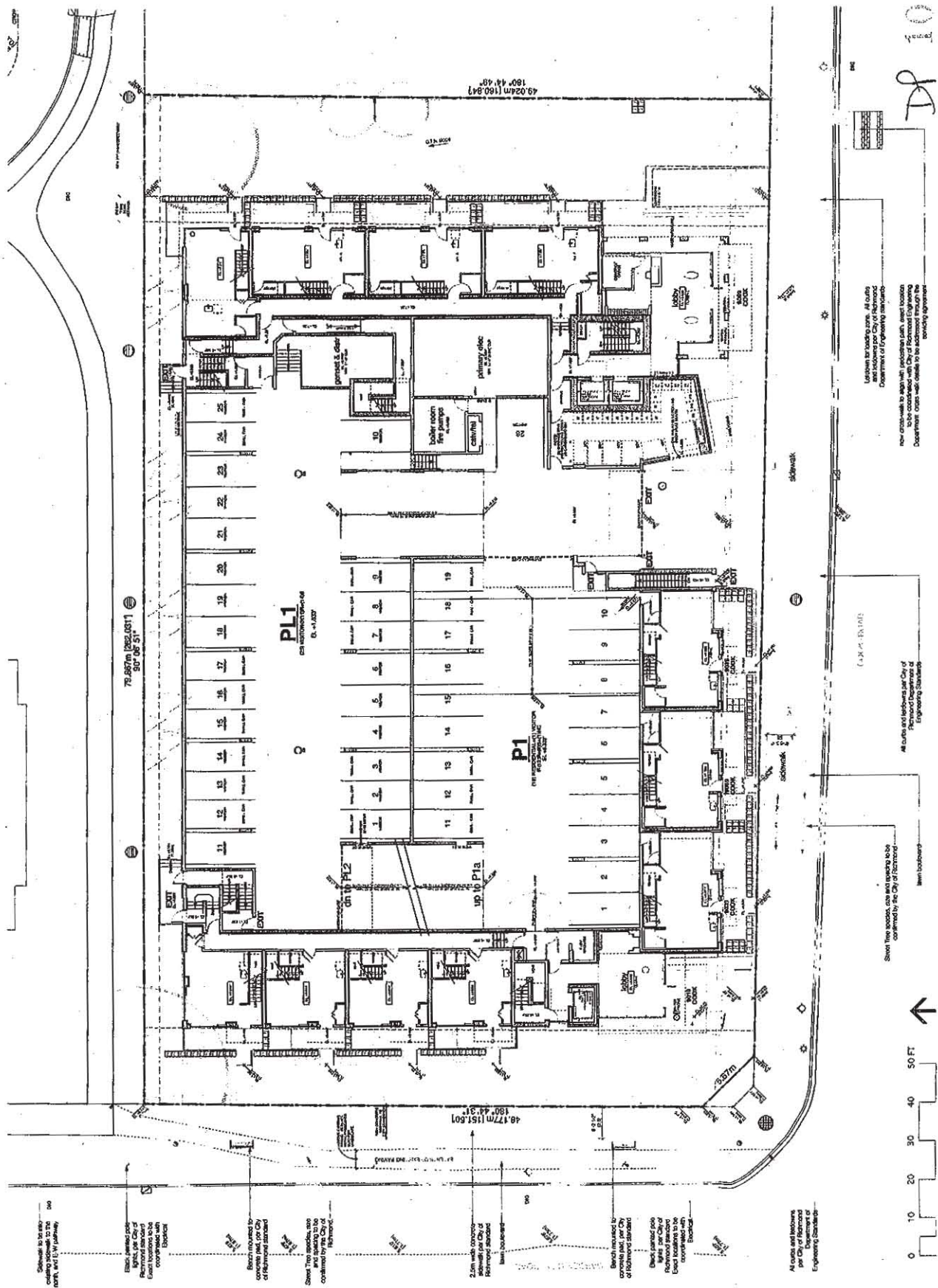
Garden City +
Cook Road

Landscape
Ground Level
Offsite Works

11

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Product Name	GE	Model	3037-1-15
Part No.	VW	Quantity	2
Location	GE	Order No.	21033-010

#130



ID	Date	Issue Notice
A	6/15/10	Issued for DP
B	10/27/09	Issued for Review
C	11/4/10	Issued for Review
D	10/23/09	Issued for Response / DP
E	4/28/11	Issued for Response to City Comments
F	6/6/11	Re-issued for Revising
G	7/5/11	Issued for Planning Committee Meeting
H	8/28/11	Issued for Advisory Design Panel
I	6/13/11	Issued for DP
J	10/27/11	Issued for Re-DP

Landscape
Garden Level
4th Floor

1107.1 E 130

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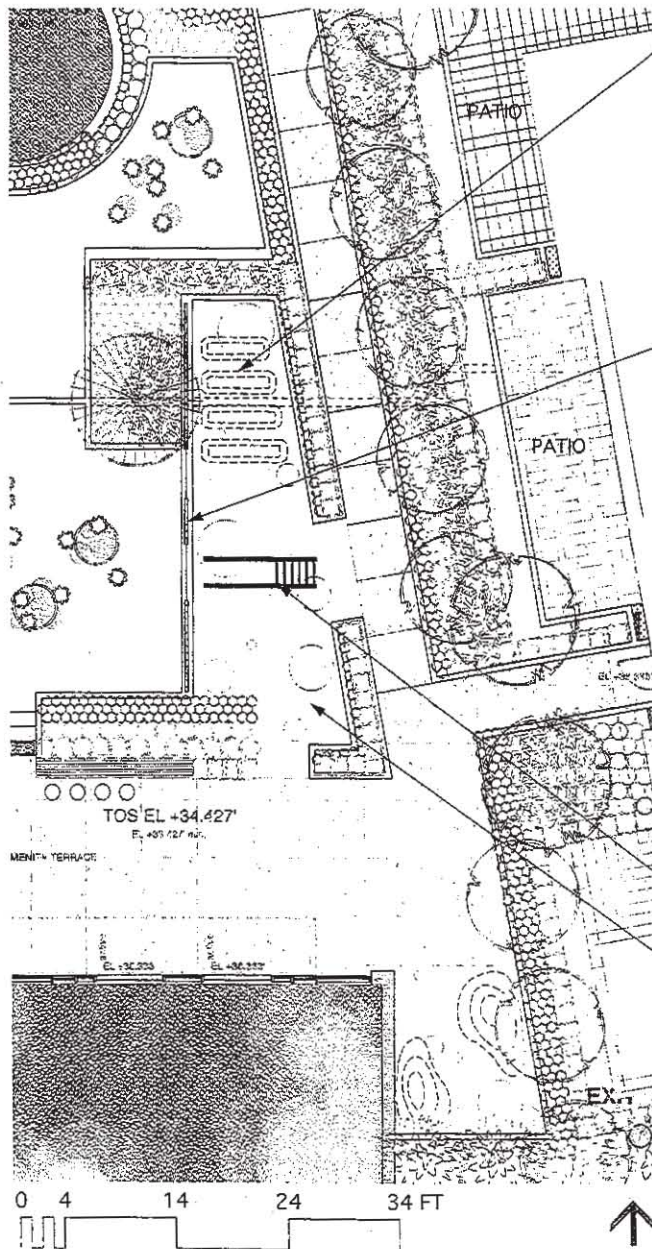
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Physician VR	Referring OE	Hospital 302	Room 13

21/5

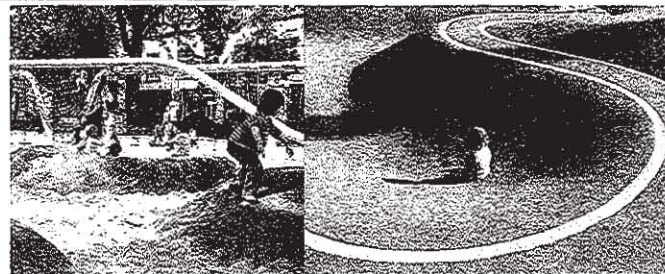


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255	North Fork Snake Trl	10:05 AM	2nd heavy rain
256	South Fork Snake Trl	10:10 AM	3rd heavy rain
257	Snake Trl	10:15 AM	4th heavy rain
258	Snake Trl	10:20 AM	5th heavy rain
259	Snake Trl	10:25 AM	6th heavy rain
260	Snake Trl	10:30 AM	7th heavy rain
261	Snake Trl	10:35 AM	8th heavy rain
262	Snake Trl	10:40 AM	9th heavy rain
263	Snake Trl	10:45 AM	10th heavy rain
264	Snake Trl	10:50 AM	11th heavy rain
265	Snake Trl	10:55 AM	12th heavy rain
266	Snake Trl	11:00 AM	13th heavy rain
267	Snake Trl	11:05 AM	14th heavy rain
268	Snake Trl	11:10 AM	15th heavy rain
269	Snake Trl	11:15 AM	16th heavy rain
270	Snake Trl	11:20 AM	17th heavy rain
271	Snake Trl	11:25 AM	18th heavy rain
272	Snake Trl	11:30 AM	19th heavy rain
273	Snake Trl	11:35 AM	20th heavy rain
274	Snake Trl	11:40 AM	21st heavy rain
275	Snake Trl	11:45 AM	22nd heavy rain
276	Snake Trl	11:50 AM	23rd heavy rain
277	Snake Trl	11:55 AM	24th heavy rain
278	Snake Trl	12:00 PM	25th heavy rain
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294	Snake Trl	1:20 PM	41st heavy rain
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297	Snake Trl	1:35 PM	44th heavy rain
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308	Snake Trl	2:30 PM	55th heavy rain
309	Snake Trl	2:35 PM	56th heavy rain
310	Snake Trl	2:40 PM	57th heavy rain
311	Snake Trl	2:45 PM	58th heavy rain
312	Snake Trl	2:50 PM	59th heavy rain
313	Snake Trl	2:55 PM	60th heavy rain
314	Snake Trl	3:00 PM	61st heavy rain
315	Snake Trl	3:05 PM	62nd heavy rain
316	Snake Trl	3:10 PM	63rd heavy rain
317	Snake Trl	3:15 PM	64th heavy rain
318	Snake Trl	3:20 PM	65th heavy rain
319	Snake Trl	3:25 PM	66th heavy rain
320	Snake Trl	3:30 PM	67th heavy rain
321	Snake Trl	3:35 PM	68th heavy rain
322	Snake Trl	3:40 PM	69th heavy rain
323	Snake Trl	3:45 PM	70th heavy rain
324	Snake Trl	3:50 PM	71st heavy rain
325	Snake Trl	3:55 PM	72nd heavy rain
326	Snake Trl	4:00 PM	73rd heavy rain
327	Snake Trl	4:05 PM	74th heavy rain
328	Snake Trl	4:10 PM	75th heavy rain
329	Snake Trl	4:15 PM	76th heavy rain
330	Snake Trl	4:20 PM	77th heavy rain
331	Snake Trl	4:25 PM	78th heavy rain
332	Snake Trl	4:30 PM	79th heavy rain
333	Snake Trl	4:35 PM	80th heavy rain
334	Snake Trl	4:40 PM	81st heavy rain
335	Snake Trl	4:45 PM	82nd heavy rain
336	Snake Trl	4:50 PM	83rd heavy rain
337	Snake Trl	4:55 PM	84th heavy rain
338	Snake Trl	5:00 PM	85th heavy rain
339	Snake Trl	5:05 PM	86th heavy rain
340	Snake Trl	5:10 PM	87th heavy rain
341	Snake Trl	5:15 PM	88th heavy rain
342	Snake Trl	5:20 PM	89th heavy rain
343	Snake Trl	5:25 PM	90th heavy rain
344	Snake Trl	5:30 PM	91st heavy rain
345	Snake Trl	5:35 PM	92nd heavy rain
346	Snake Trl	5:40 PM	93rd heavy rain
347	Snake Trl	5:45 PM	94th heavy rain
348	Snake Trl	5:50 PM	95th heavy rain
349	Snake Trl	5:55 PM	96th heavy rain
350	Snake Trl	6:00 PM	97th heavy rain
351	Snake Trl	6:05 PM	98th heavy rain
352	Snake Trl	6:10 PM	99th heavy rain
353	Snake Trl	6:15 PM	100th heavy rain
354	Snake Trl	6:20 PM	101st heavy rain
355	Snake Trl	6:25 PM	102nd heavy rain
356	Snake Trl	6:30 PM	103rd heavy rain
357	Snake Trl	6:35 PM	104th heavy rain
358	Snake Trl	6:40 PM	105th heavy rain
359	Snake Trl	6:45 PM	106th heavy rain
360	Snake Trl	6:50 PM	107th heavy rain
361	Snake Trl	6:55 PM	108th heavy rain
362	Snake Trl	7:00 PM	109th heavy rain
363	Snake Trl	7:05 PM	110th heavy rain
364	Snake Trl	7:10 PM	111th heavy rain
365	Snake Trl	7:15 PM	112th heavy rain
366	Snake Trl	7:20 PM	113th heavy rain
367	Snake Trl	7:25 PM	114th heavy rain
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369	Snake Trl	7:35 PM	116th heavy rain
370	Snake Trl	7:40 PM	117th heavy rain
371	Snake Trl	7:45 PM	118th heavy rain
372	Snake Trl	7:50 PM	119th heavy rain
373	Snake Trl	7:55 PM	120th heavy rain
374	Snake Trl	8:00 PM	121st heavy rain
375	Snake Trl	8:05 PM	122nd heavy rain
376	Snake Trl	8:10 PM	123rd heavy rain
377	Snake Trl	8:15 PM	124th heavy rain
378	Snake Trl	8:20 PM	125th heavy rain
379	Snake Trl	8:25 PM	126th heavy rain
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383	Snake Trl	8:45 PM	130th heavy rain
384	Snake Trl	8:50 PM	131st heavy rain
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386	Snake Trl	9:00 PM	133rd heavy rain
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388	Snake Trl	9:10 PM	135th heavy rain
389	Snake Trl	9:15 PM	136th heavy rain
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391	Snake Trl	9:25 PM	138th heavy rain
392	Snake Trl	9:30 PM	139th heavy rain
393	Snake Trl	9:35 PM	140th heavy rain
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396	Snake Trl	9:50 PM	143rd heavy rain
397	Snake Trl	9:55 PM	144th heavy rain
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409	Snake Trl	10:55 PM	156th heavy rain
410	Snake Trl	11:00 PM	157th heavy rain
411	Snake Trl	11:05 PM	158th heavy rain
412	Snake Trl	11:10 PM	159th heavy rain
413	Snake Trl	11:15 PM	160th heavy rain
414	Snake Trl	11:20 PM	161st heavy rain
415	Snake Trl	11:25 PM	162nd heavy rain
416	Snake Trl	11:30 PM	163rd heavy rain
417	Snake Trl	11:35 PM	164th heavy rain
418	Snake Trl	11:40 PM	165th heavy rain
419	Snake Trl	11:45 PM	166th heavy rain
420	Snake Trl	11:50 PM	167th heavy rain
421	Snake Trl	11:55 PM	168th heavy rain
422	Snake Trl	12:00 PM	169th heavy rain
423	Snake Trl	12:05 PM	170th heavy rain
424	Snake Trl	12:10 PM	171st heavy rain
425	Snake Trl	12:15 PM	172nd heavy rain
426	Snake Trl	12:20 PM	173rd heavy rain
427	Snake Trl	12:25 PM	174th heavy rain
428	Snake Trl	12:30 PM	175th heavy rain
429	Snake Trl	12:35 PM	176th heavy rain
430	Snake Trl	12:40 PM	177th heavy rain
431	Snake Trl	12:45 PM	178th heavy rain
432	Snake Trl	12:50 PM	179th heavy rain
433	Snake Trl	12:55 PM	180th heavy rain
434	Snake Trl	1:00 PM	181st heavy rain
435	Snake Trl	1:05 PM	182nd heavy rain
436	Snake Trl	1:10 PM	183rd heavy rain
437	Snake Trl	1:15 PM	184th heavy rain
438	Snake Trl	1:20 PM	185th heavy rain
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441	Snake Trl	1:35 PM	188th heavy rain
442	Snake Trl	1:40 PM	189th heavy rain
443	Snake Trl	1:45 PM	190th heavy rain
444	Snake Trl	1:50 PM	191st heavy rain
445	Snake Trl	1:55 PM	192nd heavy rain
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450	Snake Trl	2:20 PM	197th heavy rain
451	Snake Trl	2:25 PM	198th heavy rain
452	Snake Trl	2:30 PM	199th heavy rain
453	Snake Trl	2:35 PM	200th heavy rain
454	Snake Trl	2:40 PM	201st heavy rain
455	Snake Trl	2:45 PM	202nd heavy rain
456	Snake Trl	2:50 PM	203rd heavy rain
457	Snake Trl	2:55 PM	204th heavy rain
458	Snake Trl	3:00 PM	205th heavy rain
459	Snake Trl	3:05 PM	206th heavy rain
460	Snake Trl	3:10 PM	207th heavy rain
461	Snake Trl	3:15 PM	208th heavy rain
462	Snake Trl	3:20 PM	209th heavy rain
463	Snake Trl	3:25 PM	210th heavy rain
464	Snake Trl	3:30 PM	211st heavy rain
465	Snake Trl	3:35 PM	212th heavy rain
466	Snake Trl	3:40 PM	213th heavy rain
467	Snake Trl	3:45 PM	214th heavy rain
468	Snake Trl	3:50 PM	215th heavy rain
469	Snake Trl	3:55 PM	216th heavy rain
470	Snake Trl	4:00 PM	217th heavy rain
471	Snake Trl	4:05 PM	218th heavy rain
472	Snake Trl	4:10 PM	219th heavy rain
473	Snake Trl	4:15 PM	220th heavy rain
474	Snake Trl	4:20 PM	221st heavy rain
475	Snake Trl	4:25 PM	222nd heavy rain
476	Snake Trl	4:30 PM	223rd heavy rain
477	Snake Trl	4:35 PM	224th heavy rain
478	Snake Trl	4:40 PM	225th heavy rain
479	Snake Trl	4:45 PM	226th heavy rain
480	Snake Trl	4:50 PM	227th heavy rain
481	Snake Trl	4:55 PM	228th heavy rain
482	Snake Trl	5:00 PM	229th heavy rain
483	Snake Trl	5:05 PM	230th heavy rain
484	Snake Trl	5:10 PM	231st heavy rain
485	Snake Trl	5:15 PM	232nd heavy rain
486	Snake Trl	5:20 PM	233rd heavy rain
487	Snake Trl	5:25 PM	234th heavy rain
488	Snake Trl	5:30 PM	235th heavy rain
489	Snake Trl	5:35 PM	236th heavy rain
490	Snake Trl	5:40 PM	237th heavy rain
491	Snake Trl	5:45 PM	238th heavy rain
492	Snake Trl	5:50 PM	239th heavy rain
493	Snake Trl	5:55 PM	240th heavy rain
494	Snake Trl	6:00 PM	241st heavy rain
495	Snake Trl	6:05 PM	242nd heavy rain
496	Snake Trl	6:10 PM	243rd heavy rain
497	Snake Trl	6:15 PM	244th heavy rain
498	Snake Trl	6:20 PM	245th heavy rain
499	Snake Trl	6:25 PM	246th heavy rain
500	Snake Trl	6:30 PM	247th heavy rain
501	Snake Trl	6:35 PM	248th heavy rain
502	Snake Trl	6:40 PM	249th heavy rain
503	Snake Trl	6:45 PM	250th heavy rain
504	Snake Trl	6:50 PM	251st heavy rain
505	Snake Trl	6:55 PM	252nd heavy rain
506	Snake Trl	7:00 PM	253rd heavy rain
507	Snake Trl	7:05 PM	254th heavy rain
508	Snake Trl	7:10 PM	255th heavy rain
509	Snake Trl	7:15 PM	256th heavy rain
510	Snake Trl	7:20 PM	257th heavy rain
511	Snake Trl	7:2	

[illegible]

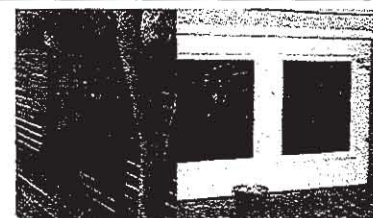


undulating rubber surface

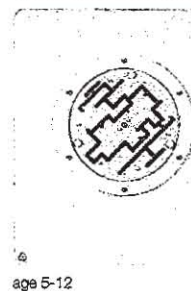


The undulating rubber surfaces provides endless opportunities of play for all ages.

interactive wall - chalkboard, play panels



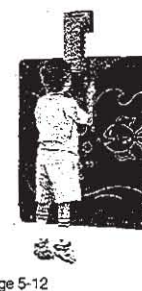
The 'Monet Creative Wall' is comprised of a series of chalkboard panels, interactive panels and glass panels. This combination creates an environment for children to utilize their imaginations, be creative, and interact with other children.



age 5-12



age 5-12



age 5-12



age 5-12

tunnel

epdm rubber surface in a variety of colours and heights and stepping stones



The stepping stones provide an opportunity for creativity and interactions between children.

The stepping stones will vary in height and colour.

00114 2011

eckford + associates landscape architecture

Project

Garden + Cook

Drawing Title

Play Area Concept

Drawing Number

LSK-1

Drawn By
CB

Date
10.14.2011

Scale
3/32" = 1'-0"

#13d

No.	Date	Revision Notes
1	02/21/11	Revised per DP Comments
2	04/11/11	Revised per City Comments
3	05/11/11	Revised per City Comments
4	05/27/11	Revised per City Comments

No.	Date	Revision Notes
A	07/12/11	Revised for DP
B	08/22/11	Revised for Review
C	11/04/11	Revised for Review
D	02/01/12	Revised for Review
E	02/01/12	Revised for Review
F	02/01/12	Revised for Review
G	02/01/12	Revised for Review
H	02/01/12	Revised for Review
I	02/01/12	Revised for Review
J	02/01/12	Revised for Review
K	02/01/12	Revised for Review
L	02/01/12	Revised for Review

Garden City + Cook Road
Richmond, BC

Landscape Sections

OCT 31 2011

Project Name	Garden City + Cook Road
Project No.	10000000000000000000
Client	City of Richmond
Scale	1/4" = 1'-0"
Drawn By	EL
Checked By	EL
Project Manager	EL

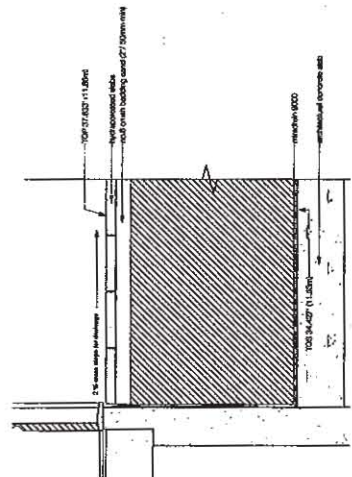
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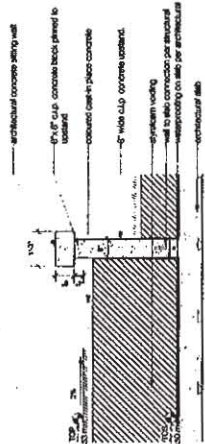
No.	Date	Item Notes
A	6/1/72	None for DP
B	10/22/72	Issued for Review
C	1/14/73	Issued for Review
D	1/14/73	Issued for Planning DP
E	4/22/73	Issued for Review to City
F	6/9/73	Re-issued for Planning
G	7/5/73	Issued for Planning Committee
H	8/20/73	Issued for Advisory Design Panel
I	9/15/73	Issued for DP
J	12/27/73	Issued for Re-DP
K	10/21/74	Re-issued for DP

Landscape
Details + Notes

OCT 31 2011

[illegible]

Concrete Unit Pavers on Slab (Slab Elev 34.427')



Detail Section: Low Wall at Edge of Water Feature

Soil density will be checked at time of substantial completion

Results for various two-monthly house construction of

Planted areas to have permanent irrigation

landscape areas and help bring in private polo areas; irrigation system design and installation shall meet the best pr

Contractor to provide maintenance for period of 45 days following the final acceptance of the work.

STANDARD 100% NO FURNACE ROOF : 100% DOWN TO EARTH

Includes recommendations for both team and planning beds. Consultants to approve all before installation. This does not cover

removal and replacement of soil that does not meet specified criteria.

An independent will test to be provided 1 week prior to end of

recommended in
this report.

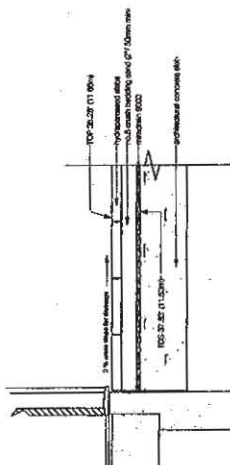
Examine existing subgrade conditions and signify

Adjust the size and location of all existing services and subgrades prior to the work.

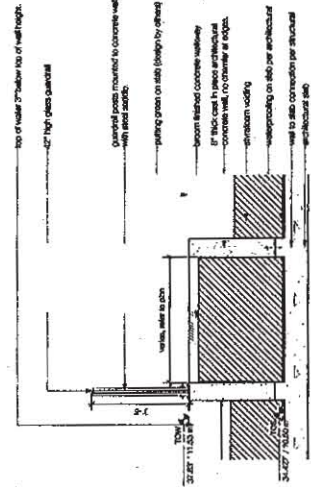
exercise such provisions at no cost to the Owner.

2007 EDITION
OF A NEW COURSE

and plant symbols on drawings, the distributor must precede the contractor in to verify all plant counts.



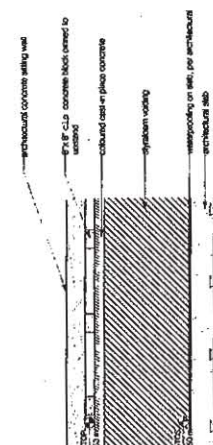
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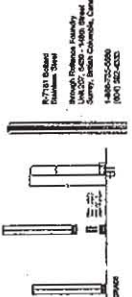
Data Section - Wallpaper at end of winter semester



100



1



Q. S. W. Q. Bond of Mrs. C. C. C.

R-77181 Babbard
Elizabeth May
Borough Reference Foundry
Unit 207, 6420 - 146th Street
Surrey, British Columbia, Canada
1-800-755-0550

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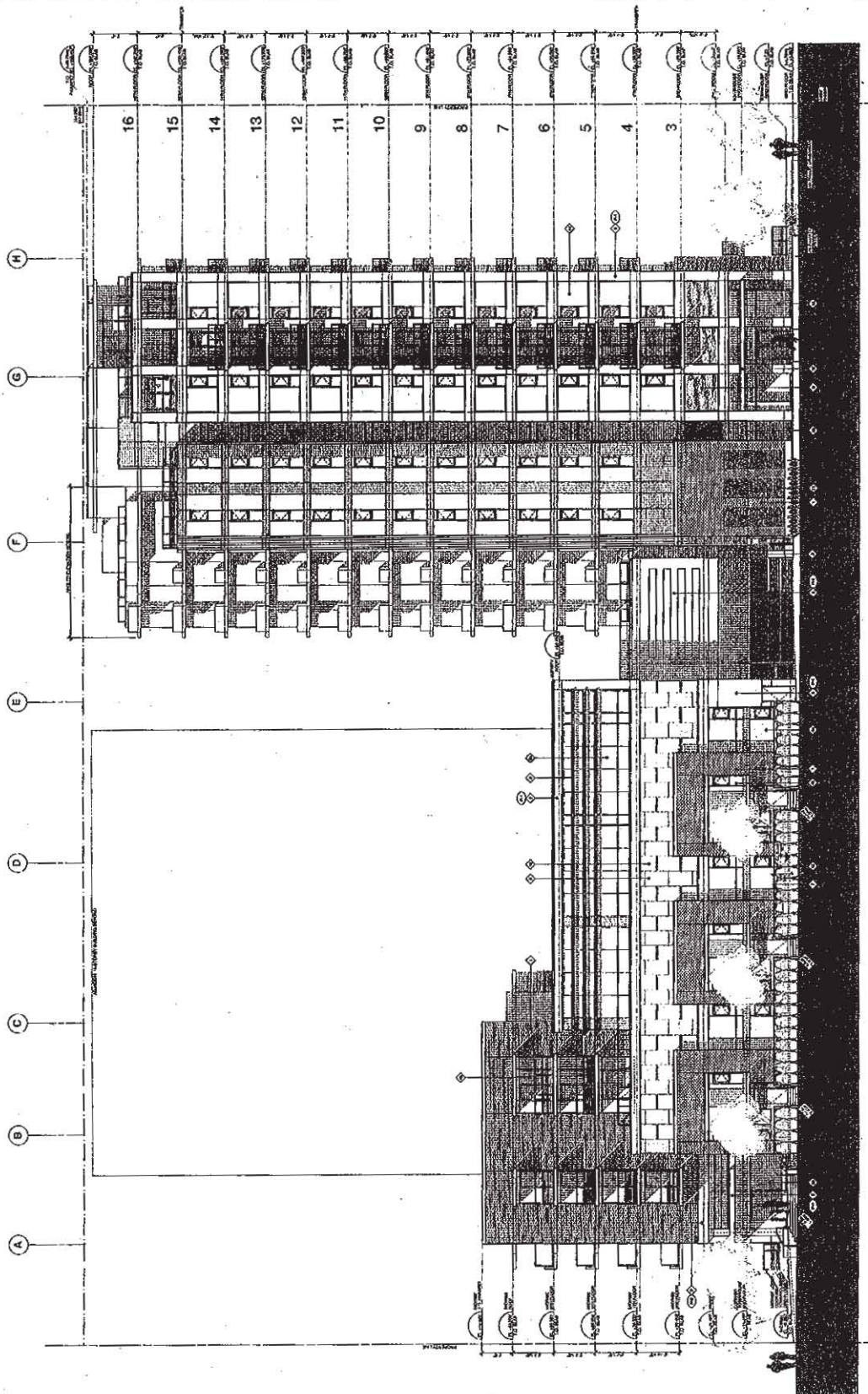
22-10

9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

**SOUTH
ELEVATION
(COOK ROAD)**

DATE	7-18
TIME	RT
REMARKS	AS NOTED
TEST	18" x 18"
RESULT	WTL

A3.0 #14



SOUTH ELEVATION (COOK ROAD)

1 SOUTH ELEVATION (COOK ROAD)

10% 45 FT

20

FINISH MATERIAL LEGEND

1	CONCRETE
2	PAINTED CONCRETE
3	PAINTED BRICK
4	PAINTED STUCCO
5	PAINTED METAL
6	PAINTED WOOD
7	PAINTED GLASS
8	PAINTED CERAMIC TILE
9	PAINTED MARBLE
10	PAINTED GRANITE
11	PAINTED SLATE
12	PAINTED LAMINATE
13	PAINTED VINYL
14	PAINTED LINOLEUM
15	PAINTED CARPET
16	PAINTED FLOORING
17	PAINTED WALLPAPER
18	PAINTED CEILING
19	PAINTED TRUSS
20	PAINTED ROOF
21	PAINTED GUTTER
22	PAINTED DOWNSPOUT
23	PAINTED CHIMNEY
24	PAINTED PORCH
25	PAINTED DECK
26	PAINTED FENCE
27	PAINTED GARDEN
28	PAINTED DRIVEWAY
29	PAINTED PAVEMENT
30	PAINTED CURB
31	PAINTED SIDEWALK
32	PAINTED STAIR
33	PAINTED RAMP
34	PAINTED BALCONY
35	PAINTED TERRACE
36	PAINTED PATIO
37	PAINTED PORCH
38	PAINTED DECK
39	PAINTED FENCE
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48	PAINTED TERRACE
49	PAINTED PATIO
50	PAINTED PORCH

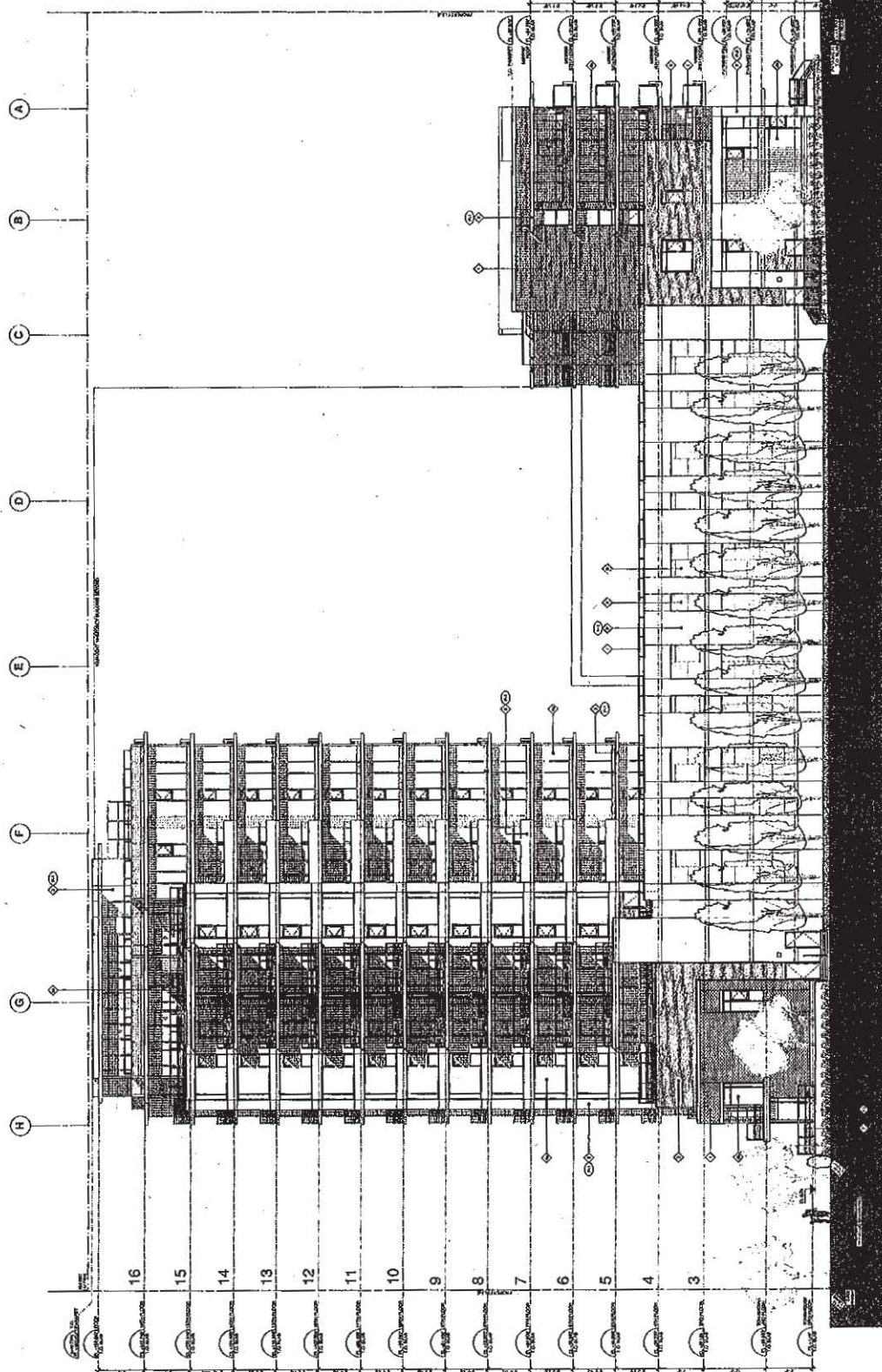
001 12 2011

FINISH MATERIAL LEGEND

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49	PAINTED PATIO
50	PAINTED PORCH

9089 COOK ROAD
RICHMOND, BC
VANCOUVER, CANADA V6X 1A7

NORTH
ELEVATION



DP 10500

A3.2#16

DATE: 2015.05.15
PROJECT: 9099 COOK ROAD
DRAWING: TOWER - WEST ELEVATION

GENERAL MATERIAL LEGEND

- 1. CONCRETE
- 2. BRICK
- 3. GLASS
- 4. METAL
- 5. WOOD
- 6. STONE
- 7. TERRAZZO
- 8. CERAMIC TILE
- 9. POLYMER CONCRETE
- 10. GROUT
- 11. PAINT
- 12. FINISH
- 13. ROOFING
- 14. INSULATION
- 15. MEMBRANE
- 16. FLOORING
- 17. CEILING
- 18. WALL
- 19. DOOR
- 20. WINDOW
- 21. RAILING
- 22. FENCE
- 23. SIGNAGE
- 24. LIGHTING
- 25. MECHANICAL
- 26. ELECTRICAL
- 27. PLUMBING
- 28. HVAC
- 29. ELEVATOR
- 30. STAIR
- 31. CORE
- 32. BASE
- 33. ROOF
- 34. GROUND
- 35. LANDSCAPE
- 36. SITE
- 37. ADJACENT
- 38. EXISTING
- 39. PROPOSED
- 40. REMOVED
- 41. PRESERVED
- 42. RECONSTRUCTED
- 43. RESTORED
- 44. REINFORCED
- 45. REPAIRED
- 46. REPLACED
- 47. RELOCATED
- 48. REDESIGNED
- 49. REBUILT
- 50. RECONSTRUCTED

PAINT FINISH LEGEND

- 1. PRIMER
- 2. BASE COAT
- 3. FINISH COAT
- 4. GROUT
- 5. PAINT
- 6. FINISH
- 7. ROOFING
- 8. INSULATION
- 9. MEMBRANE
- 10. FLOORING
- 11. CEILING
- 12. WALL
- 13. DOOR
- 14. WINDOW
- 15. RAILING
- 16. FENCE
- 17. SIGNAGE
- 18. LIGHTING
- 19. MECHANICAL
- 20. ELECTRICAL
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- 27. ROOF
- 28. GROUND
- 29. LANDSCAPE
- 30. SITE
- 31. ADJACENT
- 32. EXISTING
- 33. PROPOSED
- 34. REMOVED
- 35. PRESERVED
- 36. RECONSTRUCTED
- 37. RESTORED
- 38. REINFORCED
- 39. REPAIRED
- 40. REPLACED
- 41. RELOCATED
- 42. REDESIGNED
- 43. REBUILT
- 44. RECONSTRUCTED

9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

**9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD**

TOWER - WEST ELEVATION

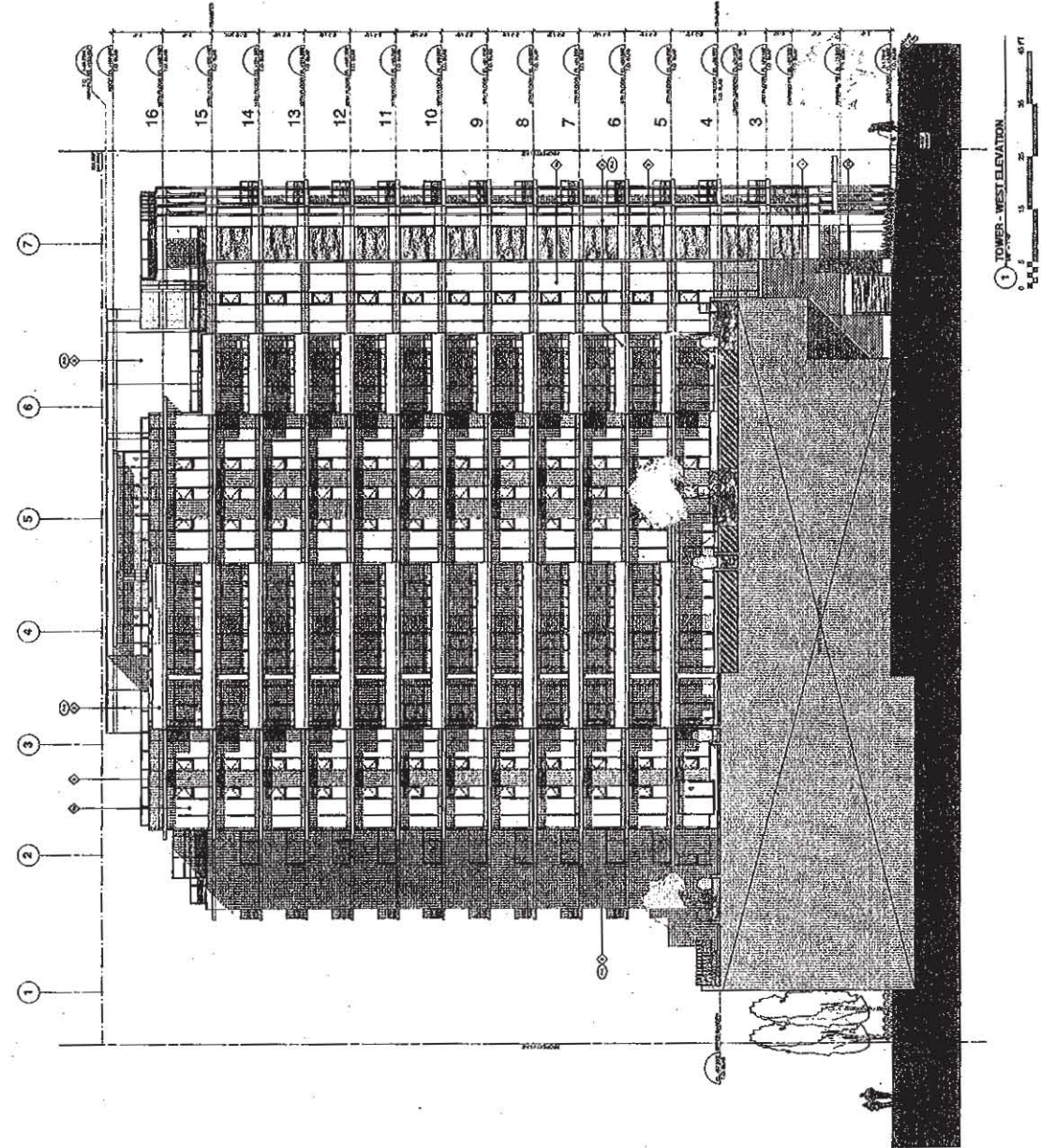
9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

TOWER - WEST ELEVATION

DATE: 2015.05.15
PROJECT: 9099 COOK ROAD
DRAWING: TOWER - WEST ELEVATION

1. CONCRETE
2. BRICK
3. GLASS
4. METAL
5. WOOD
6. STONE
7. TERRAZZO
8. CERAMIC TILE
9. POLYMER CONCRETE
10. GROUT
11. PAINT
12. FINISH
13. ROOFING
14. INSULATION
15. MEMBRANE
16. FLOORING
17. CEILING
18. WALL
19. DOOR
20. WINDOW
21. RAILING
22. FENCE
23. SIGNAGE
24. LIGHTING
25. MECHANICAL
26. ELECTRICAL
27. PLUMBING
28. HVAC
29. ELEVATOR
30. STAIR
31. CORE
32. BASE
33. ROOF
34. GROUND
35. LANDSCAPE
36. SITE
37. ADJACENT
38. EXISTING
39. PROPOSED
40. REMOVED
41. PRESERVED
42. RECONSTRUCTED
43. RESTORED
44. REINFORCED
45. REPAIRED
46. REPLACED
47. RELOCATED
48. REDESIGNED
49. REBUILT
50. RECONSTRUCTED

A3.4#18

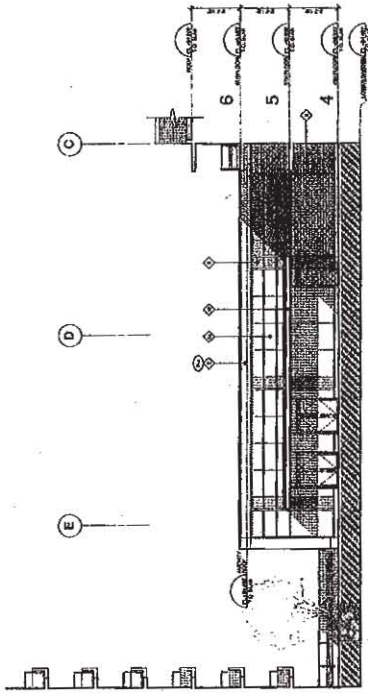


DP 1050

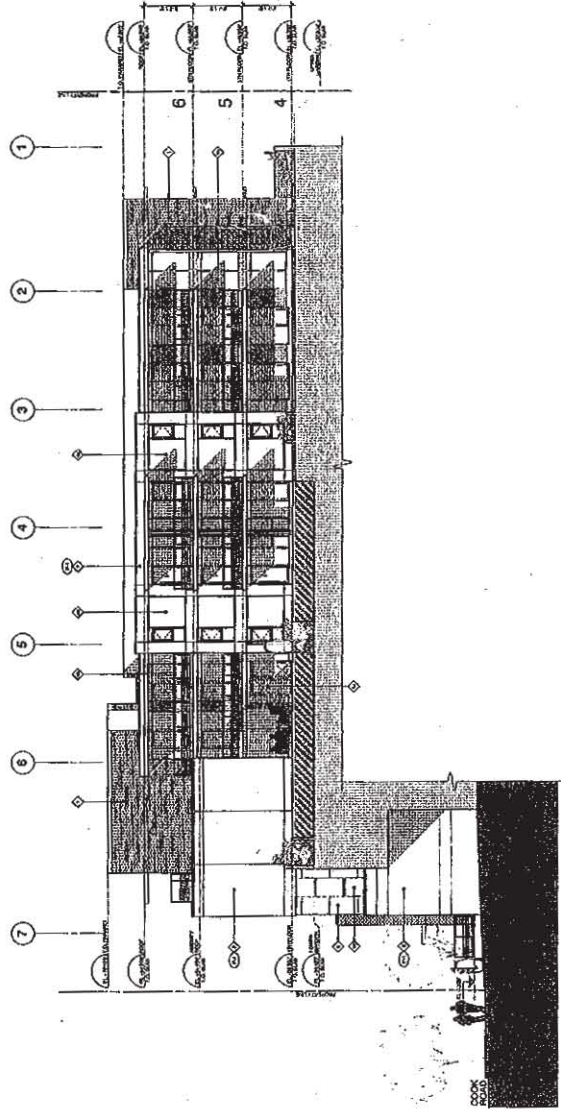
Architect: W. T. Leung
Project: 4TH FLOOR
Drawing: 4TH FLOOR
Scale: 1/8" = 1'-0"

- FINISH MATERIALS LISTED:**
- 1. EXTERIOR WALLS - CONCRETE
 - 2. EXTERIOR WALLS - BRICK
 - 3. EXTERIOR WALLS - STONE
 - 4. EXTERIOR WALLS - TERRAZZO
 - 5. EXTERIOR WALLS - MARBLE
 - 6. EXTERIOR WALLS - GLASS
 - 7. EXTERIOR WALLS - METAL
 - 8. EXTERIOR WALLS - WOOD
 - 9. EXTERIOR WALLS - PLASTER
 - 10. EXTERIOR WALLS - GIPSUM
 - 11. EXTERIOR WALLS - STUCCO
 - 12. EXTERIOR WALLS - ADHESIVE
 - 13. EXTERIOR WALLS - PAINT
 - 14. EXTERIOR WALLS - VARNISH
 - 15. EXTERIOR WALLS - POLISH
 - 16. EXTERIOR WALLS - SEALER
 - 17. EXTERIOR WALLS - PROTECTOR
 - 18. EXTERIOR WALLS - CLEANER
 - 19. EXTERIOR WALLS - MAINTENANCE
 - 20. EXTERIOR WALLS - REPAIR

- PAINT FINISH LISTED:**
- 1. EXTERIOR WALLS - CONCRETE
 - 2. EXTERIOR WALLS - BRICK
 - 3. EXTERIOR WALLS - STONE
 - 4. EXTERIOR WALLS - TERRAZZO
 - 5. EXTERIOR WALLS - MARBLE
 - 6. EXTERIOR WALLS - GLASS
 - 7. EXTERIOR WALLS - METAL
 - 8. EXTERIOR WALLS - WOOD
 - 9. EXTERIOR WALLS - PLASTER
 - 10. EXTERIOR WALLS - GIPSUM
 - 11. EXTERIOR WALLS - STUCCO
 - 12. EXTERIOR WALLS - ADHESIVE
 - 13. EXTERIOR WALLS - PAINT
 - 14. EXTERIOR WALLS - VARNISH
 - 15. EXTERIOR WALLS - POLISH
 - 16. EXTERIOR WALLS - SEALER
 - 17. EXTERIOR WALLS - PROTECTOR
 - 18. EXTERIOR WALLS - CLEANER
 - 19. EXTERIOR WALLS - MAINTENANCE
 - 20. EXTERIOR WALLS - REPAIR



1 GARDEN - SOUTH ELEVATION



1 GARDEN - WEST ELEVATION

0.1 12 2011

NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	CONCRETE	100	CU YD	120.00	12000.00
2	BRICK	1000	SQ YD	10.00	10000.00
3	STONE	100	SQ YD	20.00	2000.00
4	TERRAZZO	100	SQ YD	15.00	1500.00
5	MARBLE	100	SQ YD	30.00	3000.00
6	GLASS	100	SQ YD	40.00	4000.00
7	METAL	100	SQ YD	25.00	2500.00
8	WOOD	100	SQ YD	18.00	1800.00
9	PLASTER	100	SQ YD	12.00	1200.00
10	GIPSUM	100	SQ YD	10.00	1000.00
11	STUCCO	100	SQ YD	15.00	1500.00
12	ADHESIVE	100	SQ YD	8.00	800.00
13	PAINT	100	SQ YD	5.00	500.00
14	VARNISH	100	SQ YD	3.00	300.00
15	POLISH	100	SQ YD	2.00	200.00
16	SEALER	100	SQ YD	1.00	100.00
17	PROTECTOR	100	SQ YD	1.00	100.00
18	CLEANER	100	SQ YD	1.00	100.00
19	MAINTENANCE	100	SQ YD	1.00	100.00
20	REPAIR	100	SQ YD	1.00	100.00

9099 COOK ROAD
RICHMOND, BC

GARDEN CITY & COOK ROAD

4TH FLOOR
ROOF GARDEN
ELEVATIONS

NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
1	CONCRETE	100	CU YD	120.00	12000.00
2	BRICK	1000	SQ YD	10.00	10000.00
3	STONE	100	SQ YD	20.00	2000.00
4	TERRAZZO	100	SQ YD	15.00	1500.00
5	MARBLE	100	SQ YD	30.00	3000.00
6	GLASS	100	SQ YD	40.00	4000.00
7	METAL	100	SQ YD	25.00	2500.00
8	WOOD	100	SQ YD	18.00	1800.00
9	PLASTER	100	SQ YD	12.00	1200.00
10	GIPSUM	100	SQ YD	10.00	1000.00
11	STUCCO	100	SQ YD	15.00	1500.00
12	ADHESIVE	100	SQ YD	8.00	800.00
13	PAINT	100	SQ YD	5.00	500.00
14	VARNISH	100	SQ YD	3.00	300.00
15	POLISH	100	SQ YD	2.00	200.00
16	SEALER	100	SQ YD	1.00	100.00
17	PROTECTOR	100	SQ YD	1.00	100.00
18	CLEANER	100	SQ YD	1.00	100.00
19	MAINTENANCE	100	SQ YD	1.00	100.00
20	REPAIR	100	SQ YD	1.00	100.00

A3.5#19

DP

No.	Date	Revision Notes
1	4/28/71	Revised per DP Comments
2	6/1/71	Revised per City Comments
3	10/2/71	Revised per City Comments

No.	Date	Issue Notes
A	8/1/70	Issued for DP
B	10/27/70	Issued for Review
C	11/4/70	Issued for Review
D	12/20/70	Issued for Rezone/DP
E	4/25/71	Issued for Rezone/DP to City Council
F	6/25/71	Re-issued for Planning Commission
G	7/27/71	Issued for Planning Commission Meeting
H	8/26/71	Issued for Advisory Design Panel
I	9/24/71	Issued for DP
J	10/7/71	Issued for Re-DP

Tree Management Plan

Product Name	GK	Part No.	21086
Specified By	VW	Date:	3-27-97
Designed by	GC	Drawing No.	21086-1
Description:			



01.12.2011

1	ARCHITECT	W. T. LEUNG ARCHITECTS
2	DATE	01.12.2011
3	PROJECT	9989 COOK ROAD
4	SITE	RICHMOND, BC
5	CLIENT	CLARENCE CITY & COOP. HALL
6	DESIGNER	W. T. LEUNG ARCHITECTS
7	ENGINEER	CLARENCE CITY & COOP. HALL
8	CONTRACTOR	CLARENCE CITY & COOP. HALL
9	REVISION	CLARENCE CITY & COOP. HALL
10	REVISION	CLARENCE CITY & COOP. HALL
11	REVISION	CLARENCE CITY & COOP. HALL
12	REVISION	CLARENCE CITY & COOP. HALL
13	REVISION	CLARENCE CITY & COOP. HALL
14	REVISION	CLARENCE CITY & COOP. HALL
15	REVISION	CLARENCE CITY & COOP. HALL
16	REVISION	CLARENCE CITY & COOP. HALL

9989 COOK ROAD
RICHMOND, BC

CLARENCE CITY & COOP. HALL

EAST-WEST
BUILDING
SECTION

1	DATE	01.12.2011
2	PROJECT	9989 COOK ROAD
3	SITE	RICHMOND, BC
4	CLIENT	CLARENCE CITY & COOP. HALL
5	DESIGNER	W. T. LEUNG ARCHITECTS
6	ENGINEER	CLARENCE CITY & COOP. HALL
7	CONTRACTOR	CLARENCE CITY & COOP. HALL
8	REVISION	CLARENCE CITY & COOP. HALL
9	REVISION	CLARENCE CITY & COOP. HALL
10	REVISION	CLARENCE CITY & COOP. HALL
11	REVISION	CLARENCE CITY & COOP. HALL
12	REVISION	CLARENCE CITY & COOP. HALL
13	REVISION	CLARENCE CITY & COOP. HALL
14	REVISION	CLARENCE CITY & COOP. HALL
15	REVISION	CLARENCE CITY & COOP. HALL
16	REVISION	CLARENCE CITY & COOP. HALL

CLARENCE CITY & COOP. HALL

CLARENCE CITY & COOP. HALL

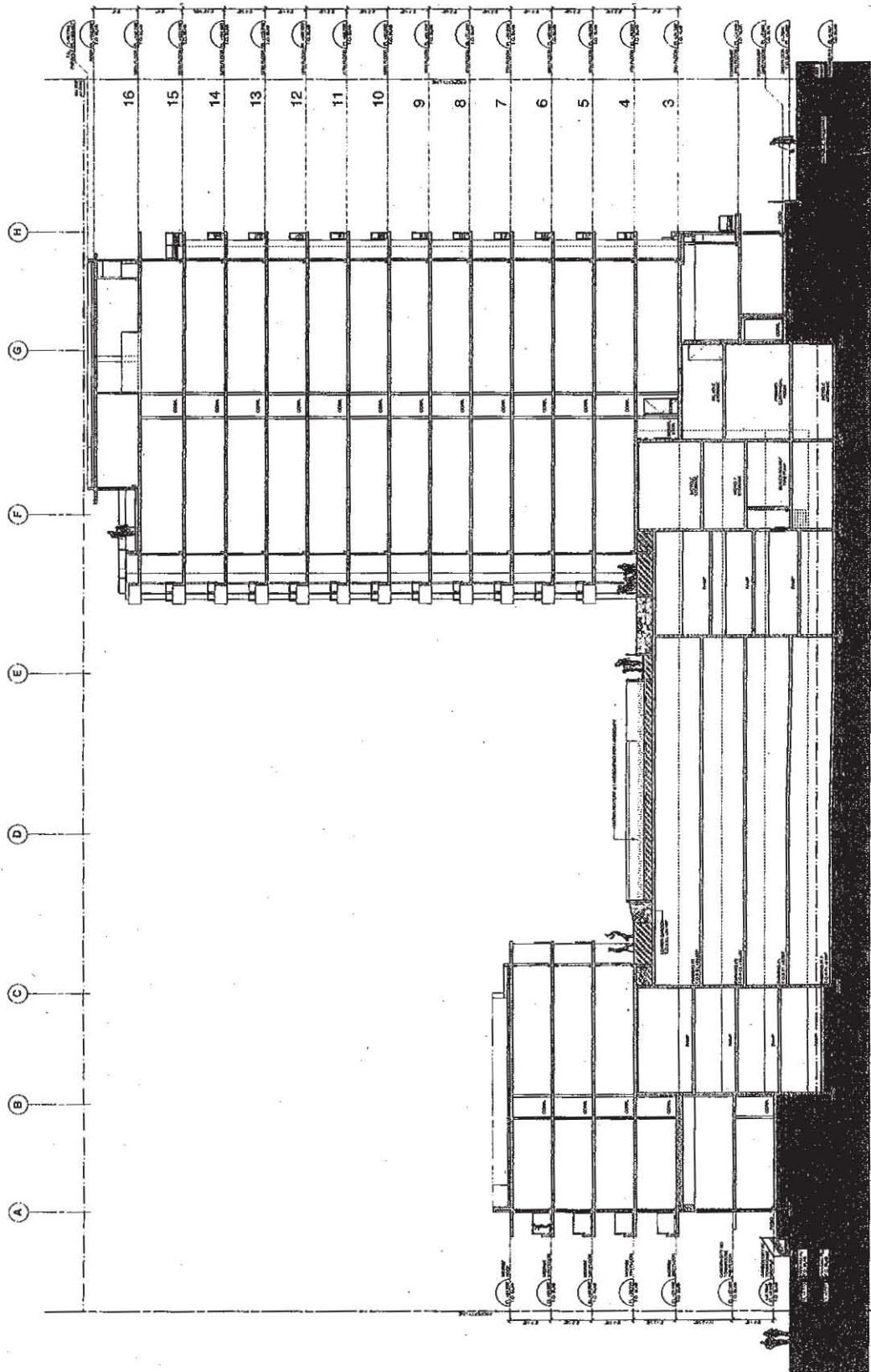
CLARENCE CITY & COOP. HALL

CLARENCE CITY & COOP. HALL

CLARENCE CITY & COOP. HALL

CLARENCE CITY & COOP. HALL

CLARENCE CITY & COOP. HALL



0 10 20 30 40 FT
EAST-WEST BUILDING SECTION

10650000

A3.6

reference

OCT 17 2011

1	1000 10th Street, Suite 100
2	Richmond, BC V6X 1C7
3	Tel: (604) 271-1111
4	Fax: (604) 271-1112
5	Website: www.wtleung.com
6	Project: 9099 Cook Road
7	Client: Vancouver City & County
8	Architect: W. T. Leung Architects
9	Engineer: [Blank]
10	Interior Designer: [Blank]
11	Structural Engineer: [Blank]
12	MEP Engineer: [Blank]
13	Cost Estimator: [Blank]
14	Construction Manager: [Blank]
15	Owner: [Blank]
16	Project Manager: [Blank]

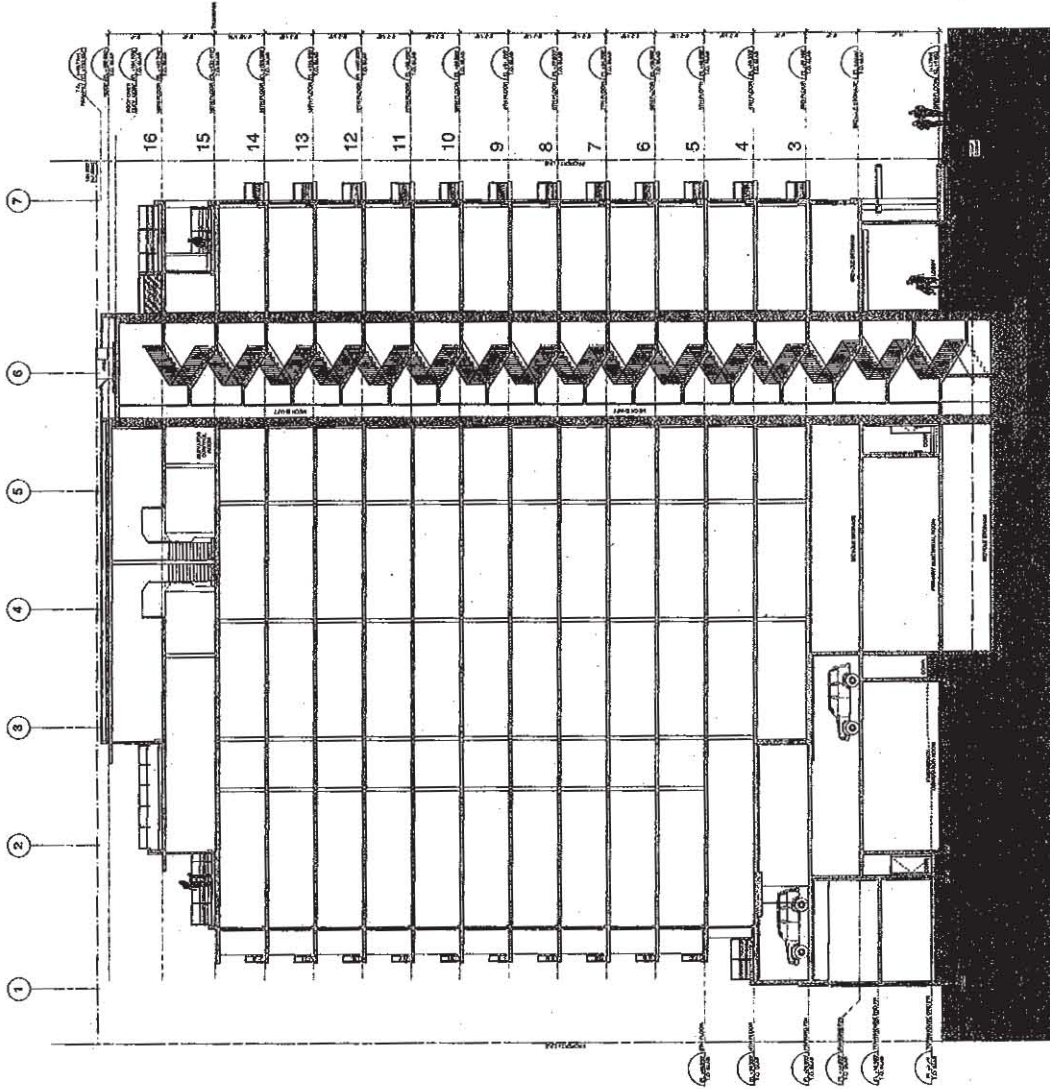
9099 COOK ROAD
RICHMOND, BC
VANCOUVER CITY & COUNTY ROAD

NORTH-SOUTH
BUILDING
SECTION

DATE	10/13
BY	WT
NO.	AS NOTED
SCALE	1/8" = 1'-0"
PROJECT	WTL

Dr

100520
A3.7
v2 LAYOUT



1 N-S BUILDING SECTION
0 10 20 30 40 FT

01/12/2011

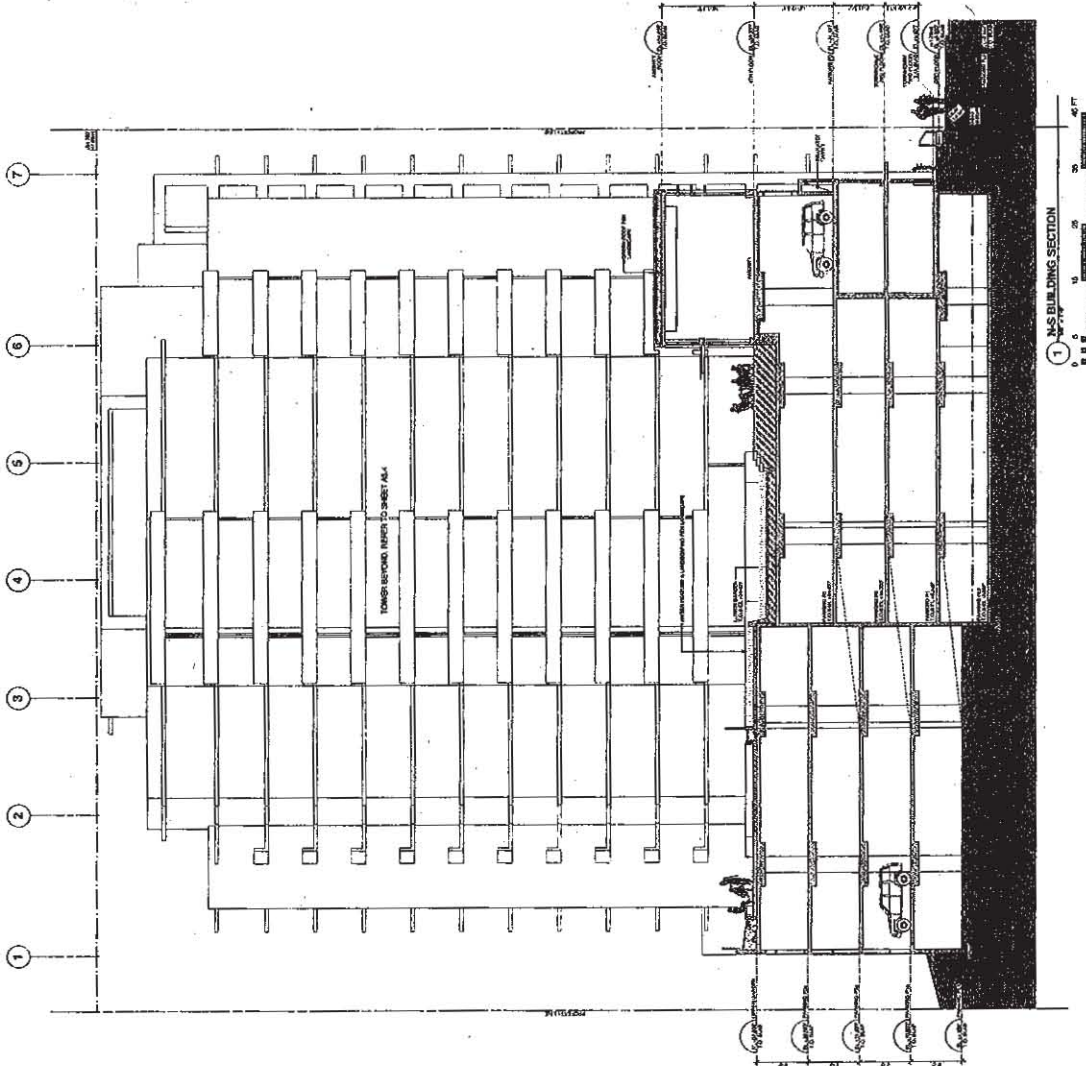
1	ARCHITECT	W. T. LEUNG
2	PROJECT MANAGER	W. T. LEUNG
3	DESIGNER	W. T. LEUNG
4	ENGINEER	W. T. LEUNG
5	CONTRACTOR	W. T. LEUNG
6	CLIENT	W. T. LEUNG
7	DATE	01/12/2011

9089 COOK ROAD
RICHMOND, BC
GARRETT CITY & COOK ROAD

NORTH-SOUTH
BUILDING
SECTION

1	ARCHITECT	W. T. LEUNG
2	PROJECT MANAGER	W. T. LEUNG
3	DESIGNER	W. T. LEUNG
4	ENGINEER	W. T. LEUNG
5	CONTRACTOR	W. T. LEUNG
6	CLIENT	W. T. LEUNG
7	DATE	01/12/2011

A3.8
10/10/11





City of Richmond

Memorandum Planning and Development Department

To: David Weber
Director, City Clerk's Office

Date: December 12, 2011

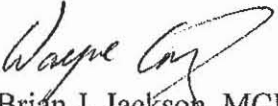
From: Brian J. Jackson, MCIP
Director of Development

File: DP 11-593370

Re: Application by – Oval 8 Holdings Ltd. for Development Permit at PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11)

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meeting held on November 30, 2011.

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


for Brian J. Jackson, MCIP
Director of Development

DB:blg
Att.

2. *That a Development Permit be issued which would permit the construction of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry, and an enclosed parking structure on a site being rezoned to "High Rise Apartment (ZHR9) – North McLeannan (City Centre).*

CARRIED

4. Development Permit 11-593370

(File Ref. No.: DP 11-593370) (REDMS No. 3396366)

APPLICANT: Oval 8 Holdings Ltd.

PROPERTY LOCATION: PID 028 696 174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11)

INTENT OF PERMIT:

To permit pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) of ASPAC's Village Green development which includes an area designated Environmentally Sensitive Area (ESA).

Applicant's Comments

Keven Goodearle, Environmental Scientist, Pottinger Gaherty Environmental Consultants Ltd., made a brief presentation regarding the proposed approach for managing the requirements associated with proposed pre-construction work on the Oval 8 Holdings site, on a portion of the site that is within designated Environmentally Sensitive Areas (ESAs). Mr. Goodearle explained that:

- the site under discussion is that of the ASPAC Village Green development, bounded by Hollybridge Way to the west, the middle arm of the Fraser River to the north, and Gilbert Road to the east;
- three separate ESAs have been identified on the site, and this development permit application deals solely with ESA-1, an area that includes a riparian management area buffer, as identified by the Department of Fisheries and Oceans;
- the development permit application is for pre-construction site preparation work, such as site clearing and preloading, and, future development permit applications will address actual lot development;
- the developer, ASPAC, anticipates the development of an extensive waterfront park, the planting of a significant number of trees, and an extensive habitat restoration adjacent to Gilbert Road and along the Fraser River waterfront;
- the proposed phased approach to EAS-1 is to ensure that impacts to the environment, including trees, will occur at different times;
- there are to be four phases over a five year span, from 2011 to 2016;

Development Permit Panel
Wednesday, November 30, 2011

- a detailed habitat survey was conducted within ESA-1, with five general types of habitants identified;
- although there was general degradation through historic land use, a significant plant population was found to exist;
- in consultation with staff, it was determined that ESA compensation should consist of a planted landscape area of approximately 1,832 square metres, plus tree replacement, at a ratio of 3 for one, including one specimen tree for each removal;
- the compensation planting will include approximately 30 square metres of enhancement along Gilbert Road when Gilbert Road is widened; and
- after work on Gilbert Road is complete, the east bank will be restored.

A brief discussion ensued regarding tree stands on Gilbert Road, and advice was given that those will not be removed.

In response to Panel queries regarding trees that will be removed, Mr. Goodearle, accompanied by Norman Hol, of Arbortech Consulting Ltd., the project's arborist, remarked that:

- approximately 24 of the trees that have been designated as being in poor condition are earmarked for a timber recovery program through milling;
- some trees are in a hazardous condition, and the plan for the removal of some trees attributed to the Samuel Brighthouse family includes provision for reusing them, and enculturating new replacement trees from them; and
- timber recovery plans include turning them into benches for street furniture, or art pieces.

In response to a final query, advice was given that the proposed closure of River Road would be done in 2013, when a temporary road will be installed.

Staff Comments

Mr. Jackson stated that the application for this Development Permit was the result of the applicant moving forward with prefilling the site, and that staff was in support of the application.

He noted the amount of rigour that went into the application, and stated that it indicated staff's commitment to Council to present a level of detail necessary when there is a development proposed where ESAs exist. He added that letters of credit are required for this application to ensure the applicant follows through with stated plans regarding trees of significance.

Mr. Jackson advised that the Panel would see the same level of rigour in future applications as development occurs on sites to the east of the Olympic Oval.

Development Permit Panel
Wednesday, November 30, 2011

Panel Discussion

Discussion ensued between the Panel and staff regarding when the applicant would provide information regarding decisions about the wood from the 24 trees to be removed.

Advice was provided that: (i) at present a 30 square metre site along the east property line would be impacted, and that other areas would be determined as part of both dike and waterfront design improvements along the Fraser River frontage; and (ii) the forthcoming Parks Plan would indicate environmental compensation, and the present application outlines financial compensation.

Further discussion ensued regarding the timing of the application, with the Panel questioning why a development application that applies only to ESA-1 is submitted when other development applications, applying to other on-site ESA areas, need to be forthcoming.

Mr. Goodearle stated that if the developer was to encroach within any one of the ESAs, an application process was triggered, but that a holistic approach is being taken, and despite the application referring to just ESA-1, the applicant is not restricting the scope of the development.

Mr. Jackson noted that the coming four or five months are a critical time in the development of the ASPAC site east of the Olympic Oval, and that preloading and dewatering on the site must be undertaken soon, thereby necessitating the application before the Panel.

In response to queries, Mr. Jackson advised the following:

- both the City's Advisory Committee on the Environment, and the City's Heritage Commission were presented with the applicant's rezoning plans; and
- to meet some environmental regulations on the parcel of land to the west of the subject site, the development will use these lands after they are cleared.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) of ASPAC's Village Green development which includes an area designated Environmentally Sensitive Area (ESA).

CARRIED

Development Permit Panel
Wednesday, November 30, 2011

5. New Business

6. Date Of Next Meeting: Wednesday, December 14, 2011

7. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:39 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 30, 2011.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

From: Brian J. Jackson, MCIP
Director of Development

Re: **Application by Oval 8 Holdings Ltd. for a Development Permit at
PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11)**

To: OPP Mtg, Nov. 30, 2011

Date: November 8, 2011

File: DP 11-593370

Staff Recommendation

That a Development Permit be issued which would permit pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) of ASPAC's Village Green development which includes an area designated Environmentally Sensitive Area (ESA).

Brian J. Jackson, MCIP
Director of Development

BJJ:dcb
Att. 13

Staff Report

Origin

Oval 8 Holdings Ltd. has applied to the City of Richmond for permission to undertake pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) which contains a designated Environmentally Sensitive Area (ESA). A location map is provided in **Attachment 1**.

The development site currently has an Environmentally Sensitive Area designation across significant portions of the site (i.e. across portions of parcels 9, 10, 11 and 13) and a Department of Fisheries and Oceans established a 15m wide Riparian Management Area buffer around the ditch channel adjacent to the western side of Gilbert Road (i.e. across portions of parcels 11 and 13) (**Attachment 2**).

Pre-construction activities (i.e. site clearing, preloading, dewatering containment) proposed at this time will result in impacts to habitat features on a portion of the site within the designated Environmentally Sensitive Areas (ESA) as well as impacts to a number of trees associated with the historic Samuel Brighthouse estate.

This report outlines a proposed approach for managing and sequencing the impacts and compensation requirements associated with the proposed pre-construction works. It also recommends the issuance of a ESA Development Permit for the specific areas being impacted in this phase of the development based upon the approach outlined in this document.

Development Information

The site has recently been Rezoned under RZ 09-460962 (adopted October 24, 2011) to accommodate the phased future construction of a high-density, high-rise, mixed residential/commercial development, including affordable housing, childcare, new streets and public open space. The overall development will ultimately include the following:

Consolidation and subdivision of the subject site to provide for:

- Five new lots, including three on the north fronting onto the dike and two on the south fronting “new” River Road (aligned with the portion of River Road south of the Oval);
- Public road improvements including the construction of “new” River Road, a new road across the subject site, upgrades to Gilbert Road and Hollybridge Way, a temporary road linking existing River Road east of Gilbert Road with “new” River Road (if not implemented by others), and various traffic signals, pedestrian amenities, and related features; and
- Public park and related improvements, including raising the dike to 4.7 m geodetic, a new riverfront park and public pier, the restoration and interpretation of the City-owned, heritage/ESA-designated lot at 6900 River Road, greenway construction, and related mitigation and compensation.

Phased construction of a high-rise, high-density development, including:

- Residential: 114,821.05 m² (1,235,964 ft²), including 3,943.6 m² (42,450 ft²) of affordable (low-end market rental) housing secured by a Housing Agreement;
- Pedestrian-oriented retail: 3,257.91 m² (35,069 ft²); and
- A child care facility: 464.50 m² (5,000 ft²).

A Development Application Data Sheet is provided in **Attachment 3**. Note that future non-ESA Development Permits will be submitted by the proponent to address design components associated with each lot's buildings and site landscaping. The data provided in **Attachment 2** was drawn from the Rezoning application. Refinements will be made via subsequent design related Development Permit applications for each parcel.

A conceptual site plan is provided in **Attachment 4**. The site plan shows both the extent of development across the subject property itself and the associated off-site improvements (e.g., a new waterfront pier structure, dike improvements, road realignment and street enhancements, public walkways and landscape enhancements, etc.) that will ultimately be developed. The scope and scale of the project is such that it will be undertaken over five phases (**Attachment 5** Phasing Map) spanning more than five years.

The phased development approach means that impacts to the environmental features and tree stands will occur at different times. This fact, coupled with the City's preference to retain substantive vegetation and trees until their removal is required, has necessitated an approach that responds to the development sequencing both in terms of when impacts will occur and when compensation measures will be provided for under this project.

At this time, pre-construction works affecting environmental features and significant trees on the site are as follows:

- Clearing of Lot 9 to accommodate pre-load works (approx. late 2011/early 2012);
- Partial clearing of Lot 10 for the installation of a dewatering/sediment control pond and construction staging areas (approx. Jun. 2012);
- Tree removal and clearing of Lot 11 to accommodate pre-load works (approx Aug. 2016).

The environmental features and tree stands impacted by these works are generally contained within the area shown on the **Attachment 5** Phasing Map as "ESA-1". The Analysis section of this report provides greater detail on the environmental features within ESA-1 and outlines the approach for mitigation and compensation efforts that respond to the time sequencing of the impacts to this area.

Background

Development surrounding the subject site is as follows:

To the North: The Middle Arm of the Fraser River, dike, and related public amenities/park.

To the East: A City-owned, heritage/ESA-designated lot at 6900 River Road (the restoration and interpretation of which is a subject of ASPAC's rezoning), beyond which is Gilbert Road and light industrial properties designated under the City Centre Area Plan (CCAP) for future use as a major riverfront park.

To the West: Hollybridge Way and canal, across which are lands zoned "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)", including the Richmond Oval, ASPAC's riverfront marketing building at "Lot 6" (5111 Hollybridge Way, which is slated for future restaurant and related uses), and various development sites including:

- 6031 River Road (“Lot 2”) – ASPAC’s first phase of construction, which has received approval for 458 residential units in four (4) high-rise buildings oriented towards a large water/landscape feature and views of the river and mountains (DP 08-429756); and
- 6051 and 6071 River Road (“Lots 3 & 4”) – The location of ASPAC’s pending Zoning Text Amendment application (ZT 09-492885) and the site of a future 86,445.6 m² (930,523.1 ft²) high-rise, high-density, multiple-family development.

To the South: River Road, across which are existing light industrial properties designated under the City Centre Area Plan (CCAP) for future high-rise, high-density, mixed use development. Recent development activity in this area includes the approved development of Onni’s “Ora” project at 6951 Elmbridge Way, including 324 units in three towers over ground floor retail (RZ 07-380222, DP 10-520511), and a rezoning application for a high-rise, high-density, mixed use development at 5440 Hollybridge Way (RZ 09-506904), which is under staff review.

Rezoning and Public Hearing Results

During the rezoning process, a requirement and terms of reference were established for the proponent in consultation with staff to prepare an “Environmental Conservation Plan” for the site. Although that Plan was prepared for the overall development, elements within the document are directly applicable to this Development Permit application. Notably:

- A Tree Inventory, Removal & Replacement Plan;
- An Understorey Inventory, Removal & Replacement Plan;
- An Impact Assessment & Compensation Enhancement Plan;
- A Maintenance Plan;
- Preliminary Costing; and
- A Development Coordination Schedule.

Each of these elements have contributed to the solution derived for this application.

The Public Hearing for the rezoning of this site was held on May 16th, 2011. At the Public Hearing, the following concerns about rezoning the property were expressed:

- Preservation and re-planting of significant trees, and particularly about the removal and replacement plan of trees attributed to the Samuel Brighthouse family along the existing River Road and on-site given that the site would need to be raised, making it impossible to preserve the trees; and
- Concerns by the Vancouver Airport Authority regarding the appropriateness of this development for residential development given high levels of aircraft noise in the area and the need for appropriate mitigation measures.

Staff worked with the applicant to address these issues in the following ways:

Tree Replacement

The applicant proposes to remove 56 bylaw sized trees from the area shown as ESA-1 in the **Attachment 5** Phasing Map. Working with the applicant, a replacement ratio of 3 to 1 has been defined for these 56 trees. This is consistent with the recommendations provided by the Richmond Heritage Commission in respect to the rezoning of the subject site (meeting minutes of November 17, 2010 – see **Attachment 13**).

The removal of the 56 trees will not trigger a requirement for a Heritage Alteration Permit, as these trees are not specifically included within the City's Heritage Inventory. Nevertheless, because of the heritage and cultural significance of the trees being removed, in addition to a 3 to 1 replacement ratio (which will result a total of 168 replacement trees being planted on and around the subject site), for each tree removed:

- One replacement tree will be a larger calliper specimen oak tree or equivalent as determined to the satisfaction of the City, for a total of 56 specimen trees; and
- Two replacement trees will be of the standard size required by the City (i.e. typically about 6 cm in diameter), for a total of 112 trees.

Aircraft Noise Concerns

The issue of aircraft noise was addressed through the site's Rezoning requirements which included:

- Requirements for registration of Aircraft Noise Covenants on title;
- Submission of acoustic reports identifying measures needed to satisfy the Official Community Plan "Noise Management" standards;
- Installation of mechanical ventilation and central air conditioning; and
- Provision of all required noise mitigation measures to the satisfaction of the City.

Separate Development Permits for each lot's building designs will address these measures in further detail.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)" zoning schedule. No variances are being sought through this ESA Development Permit application.

Advisory Design Panel Comments

As the scope of this Development Permit does not involve any building design components, the application has not been reviewed by the Advisory Design Panel and no comments will be forthcoming.

Analysis

Site Assessment and Analysis

Assessment and analysis of the environmental features on the site were determined by:

- A site-wide tree inventory and assessment conducted by a registered Arborist; and
- A detailed environmental assessment conducted by a registered Biologist.

A preliminary site-wide environmental assessment narrowed the area of greatest environmental significance to be primarily located within "ESA-1" as shown on **Attachment 5**, the Development Phasing Map.

Trees found inside the existing ESA designation area, but outside ESA-1, were reviewed by the consulting biologist and were classified as tertiary habitat corridors from an environmental perspective – in effect, these areas are not dissimilar to a row of street trees over manicured grass such as can be found along most Richmond urban street. These areas are identified as TRP-2, TRP-3 and part of TRP-4 on **Attachment 5**. After internal review with the Director of Development Applications and the City's Tree Protection Officer, it was agreed that the trees within TRP-2, 3 and 4 could be most efficiently addressed through the City's standard Tree Removal Permit process which provides for bonding and replacement trees at a minimum two for one ratio.

Tree Inventory and Assessment

As noted earlier in this report, approximately 56 bylaw sized tree are located within the area shown as ESA-1 in the **Attachment 5** Phasing Map (see **Attachment 6**). Of the 56 by-law sized trees within ESA-1, the consulting Arborist has rated their condition as follows:

ESA-1 Tree Condition Ranking

Condition Ranking	Number of Trees	Percentage of Total
Hazardous	2	3%
Very Poor	25	45%
Poor	14	25%
Fair	15	27%
	56 Trees Total	100%

The overall low quality of the existing trees and the proposed grade changes to raise both the site and the adjacent dikes means that retention or relocation of these trees is not practical.

Although not specifically identified in the City's Heritage Registry of Significant Trees, the majority of the 56 trees have been noted for their cultural significance as trees planted by the family of Samuel Brighthouse. The desire to recognize these historical roots was taken into account in the 3 to 1 replacement ratio for these trees and more specifically with one of each of the tree replacement trees designated to be a specimen Oak tree or acceptable equivalent. In addition, the proponent has committed to attempting a timber recovery program for about 24 of the existing Oak trees for value added purposes throughout the development (e.g., furniture, finishing, art, etc.).

ESA-1 Detailed Environmental Assessments

The detailed environmental assessments conducted by the consulting Biologist reviewed the site for its Valued Ecosystem Components (VEC). This is a systematic approach typically utilized for Canadian Environmental Assessment Agency (CEAA) reviews to assess the important environmental characteristics of a site.

Valued Ecosystem Components (VEC) assessed for ESA-1 included the following resources:

- Fish Habitat
- Vegetation
- Wildlife Habitat
- Species and Ecosystems at Risk
- Archaeological Resources

VEC: Fish Habitat

Two issues were identified for VEC Fish Habitat: control of sediment discharges through storm drains and the need for treatment dewatering systems to control iron levels in any discharges that lead to the Fraser River. These issues will be addressed through the River Green Construction and Environmental Management Plan (CEMP) and parcel-specific soil erosion and sedimentation control plans (ESCP) which will be prepared prior to construction and reviewed by both the City and the Department of Fisheries and Oceans.

VEC: Vegetation and Wildlife Habitat

Fourteen subzones representing similar plant community characteristics were identified within ESA-1 by the consulting Biologist (**Attachment 7**). These subzones were used to provide an overview of five different habitat types present within ESA-1 and as a means of identifying what valued vegetation components exist and what contributions they provide as habitat for birds, animals and other organisms using the site.

The habitat types found range from disturbed areas or manicured lawns and gardens to areas with significant trees and moderate quality understorey habitat. Within each the range of birds, animals, insects and other organisms typically supported and any limitations are identified in the Environmental Management Plan submission.

Habitat Types Assessed Within ESA-1

ESA-1 HABITAT TYPES	AREA (m ²)	PERCENT OF ESA-1
Significant Trees with Moderate Quality Understorey Habitat	870	15
Significant Trees and/or Low Quality Understorey Habitat	1234	22
Significant Trees with Minimal Understorey Habitat	318	6
Himalayan Blackberry Thicket	1381	25
Disturbed Area or Manicured Lawn/Garden	1824	32
TOTALS	5627 m²	100%

As suggested by the above comments, the assessment indicates that the five habitat types are not equal in value in terms of their contribution to habitat. The assessment indicates, for example, that “more than 50% of the understorey within ESA-1 is characterized by manicured lawns and/or invasive Himalayan blackberry thickets”. The isolated and fragmented nature of these areas further limits their contributions as viable habitat. Despite these concerns, the assessment identifies the fact that their removal will result in a number of impacts including:

- Loss of wildlife corridors;
- Loss of or disturbance to active bird nests;
- Loss of a significant wildlife tree;
- Loss of trees, including heritage trees; and
- Potential introduction / promotion of invasive plant populations.

Valuation of, and compensation for, these losses are addressed later in this section of the report.

VEC: Species and Ecosystems at Risk

The site was assessed for Species At Risk (SAR) from both the Provincial and Federal SAR perspectives. No plant SAR species were identified within ESA-1. In addition, the assessment indicates that ESA-1's isolation, fragmentation characteristics and lack of critical habitat suitable for any of the listed SAR species in the broader area make it very unlikely that any of these SAR species would regularly frequent this location.

VEC: Archaeological Resources

An Archaeological Impact Assessment (AIA) was prepared by Arrowstone Archaeological Research and Consulting Ltd. (July 2009). The proponent has committed to implementing all mitigation and management strategies recommended in the AIA.

*Phased Mitigation and Compensation Plan*Phased Impacts

The overall site development plan indicates that all of ESA-1 is proposed to be removed. Clearing of ESA-1 is being proposed to occur in four phases as shown in **Attachment 9**. The timing for each of these phases is generally outlined in **Attachment 10** and spans over five years from 2011 to 2016. The phasing approach helps address the City's desire to retain trees and vegetation as long as practical.

Tree Removal Phasing and Compensation Securities

Approximately 38% of the trees within ESA-1 will be removed in Phases 1 and 2 with the balance to be removed in Phases 3 and 4. Tree removals in Phase 1 and 2 are to be bonded through this Development Permit taking into account a replacement ratio of 3 for 1 with one of each of these replacements being a specimen sized Oak (or equivalent as agreed to by the City). The total security for tree removals from Phases 1 and 2 will be \$52,500.

Trees removed in Phases 3 and 4 will require a standard Tree Removal Permit but will also incorporate replacement at a ratio of 3 for 1. Bonding will be secured to include 1 specimen tree and 2 standard calliper sized trees.

In total, 168 trees will be provided in compensation for the tree removals from ESA-1.

Landscape Vegetation Removal Phasing and Compensation Securities

All of the understorey landscape securities for Phases 1 through 4 will be bonded as a condition of this Development Permit although understorey for Phase 3 will not be removed until the Tree Removal Permit for Phase 3 has also issued. Protective fencing will be installed between Phase 2 and Phase 3 prior to the clearing of Phase 2 to ensure that the understorey in Phase 3 is retained. Staff have agreed that a dewatering pipe could be placed through the Phase 3 area in a location which minimizes any vegetation impacts in order to permit water discharges to the Fraser River from the dewatering facility that will be placed on parcel 10.

Landscape Vegetation Valuation Strategy

As noted earlier the vegetation and wildlife habitat assessments indicate that significant differences exist in the habitat quality between the five habitat types found within ESA-1. In consideration of these differences in quality compensation ratios were assigned to each of the different habitat types in order to determine the area of landscape compensation needed for impacts within ESA-1.

A summary of the compensation ratios is provided in **Attachment 8**. In general, the areas with greater invasive species present have lower valuations whereas areas with significant trees and moderate understorey have higher valuations.

The recommended compensation approach is being proposed in consideration of the other habitat enhancements that will take place within the Gilbert Road canal, the City owned property at 6900 River Road and along the waterfront as part of dike upgrades and bioswale development. Although the net impacts to ESA-1 will result in a net loss of habitat area of approximately 1,971m² net of any Disturbed Area or Manicured Lawn/Garden areas, overall the ASPAC developers will be attempting to achieve a habitat net gain of approximately 2.4 to 1.

In total, bonding for 1,832 m², as determined using the compensation ratios provided in **Attachment 8**, will be secured for the impacts to ESA-1. Valuation for compensation planting has been provided by the consulting Biologist who estimated that replacement vegetation and installation would cost \$8.00/m². Because there will be a time lag between the impacts to the existing vegetation and when the replacement landscaping can be reinstated, landscape compensation is proposed to be bonded at 150%. On this basis, the combined landscape compensation bond for all Phases totals \$21,984.

Securities are also proposed for five years of landscape maintenance. The bonding for this is based upon the estimate provided by the consulting Biologist as one day per year, at \$1,500 per day, for a total landscape maintenance bond of \$7,500.

In total, a landscape security in the amount of \$81,984 covering tree removals in Phases 1 and 2, understorey landscape removals in all four Phases and landscape maintenance costs over five years, will be provided as a condition of approval for this Development Permit.

Tree removal permits for removals in Phases 3 and 4 will total \$87,500 but will not be required until 2013 – 2016 per **Attachment 10**. Encroachments within the Riparian Management Area (RMA) will be subject to DFO approval and any requirements thereof.

Candidate Compensation Locations

Replacement trees will be located across the development site as determined via City-approved Development Permits for the development and landscaping of the affected areas. Landscape compensation sites will occur in several locations, as indicated in **Attachment 11**, including:

- Phase 1 (approximately 30 m²) landscape compensation will be incorporated into the Gilbert Road (road widening) Servicing Agreement area (SA 11-564833).
- Phases 2 and 3 (approximately 1802 m²) landscape compensation will be located as follows:
 - First priority: Waterfront park between Hollybridge & Gilbert (dike bench & bioswale);
 - Second priority: Waterfront park adjacent to Parcel 2 and/or Lot C (dike bench) west of the Richmond Oval; and
 - Third priority: To be determined to the satisfaction of the City if the first and second priority locations are inadequate.

The timing for installation of the landscape compensation areas will be dependent upon the approval and construction of dike improvements and the waterfront park development.

Landscape compensation vegetation will typically consist of native species to the area. Plans will be required to be submitted and approved by the City of Richmond and the Department of Fisheries and Oceans (as required).

Staff will monitor the Servicing Agreements and subsequent Development Permits to ensure that all the required compensation is carried across to these subsequent applications and agreements.

Summary of Compensation

The key elements of the compensation plan for ESA-1 are as follows:

- Existing trees and vegetation will be retained until necessary to be removed;
- Tree protection barriers will be provided by the applicant to protect Phase 3 understorey vegetation and trees until they are required to be removed;
- 1,832 m² of landscape vegetation compensation planting will be provided at the applicant's sole cost;
- Landscape benches will be constructed at the developer's sole cost along the raised foreshore dike as part of off-site Servicing Agreements and related works (e.g., park, dike) to accommodate off-site landscape compensation;
- 168 trees will be planted in place of the 56 removed (3:1), including 56 larger calliper specimen oak trees or equivalent as determined via City-approved Development Permits for the subject site;
- A timber harvest recovery will be undertaken from 24 existing Oak trees for value added purposes across the development site; and
- A Construction and Environmental Management Plan (CEMP) and parcel-specific soil erosion and sedimentation control plans (ESCP) will be completed to the satisfaction of both the City and the Department of Fisheries and Oceans.

Conclusions

Extensive assessments of both the environmental habitat and culturally significant trees have been prepared for the ASPAC development site and particularly the area shown as ESA-1 on **Attachment 5**.

A compensation package has been provided that addresses the City's desire to retain trees and vegetation as long as possible on the site by phasing the impacts over a period of five years . It also provides for compensation planting areas and a net gain in the number and quality of trees over the existing conditions.

On the basis of the compensation package outlined in this report, Staff are recommending support for the ESA Development Permit application.



David Brownlee
Planner 2

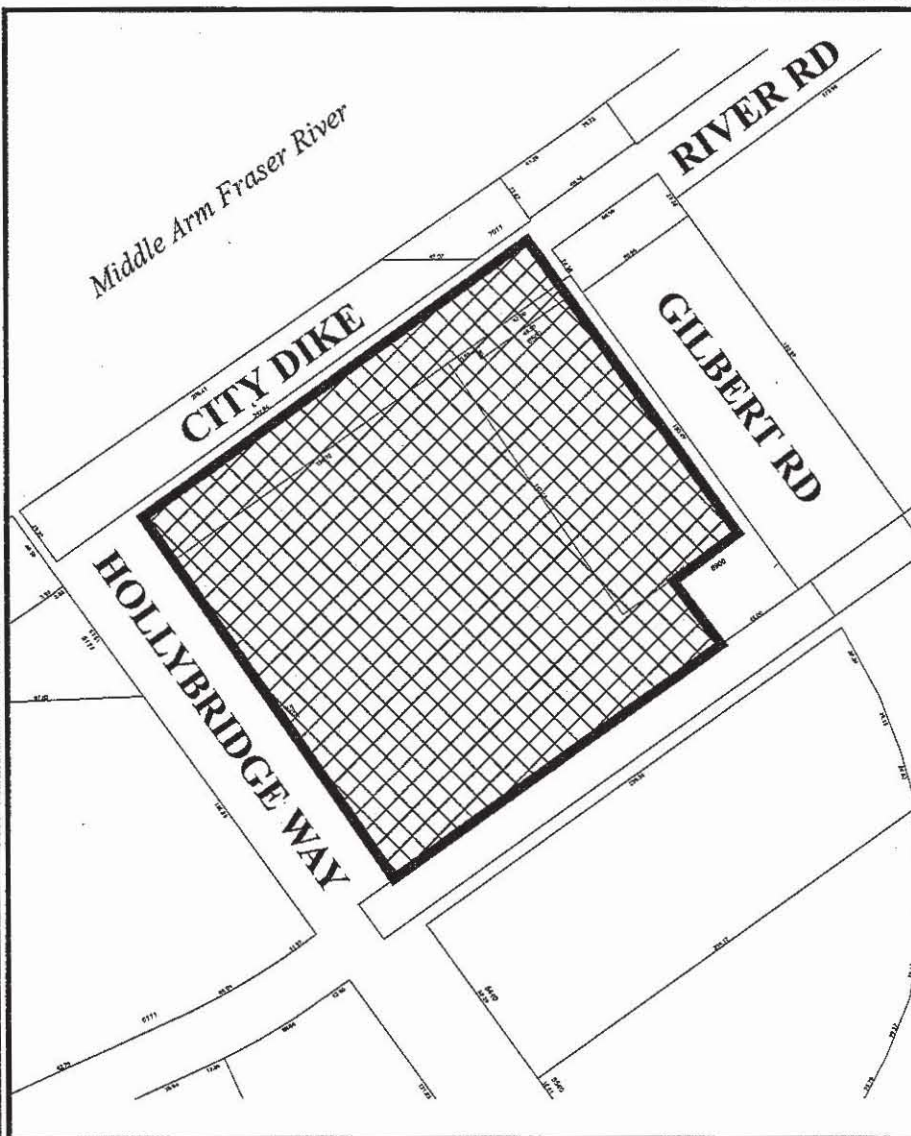
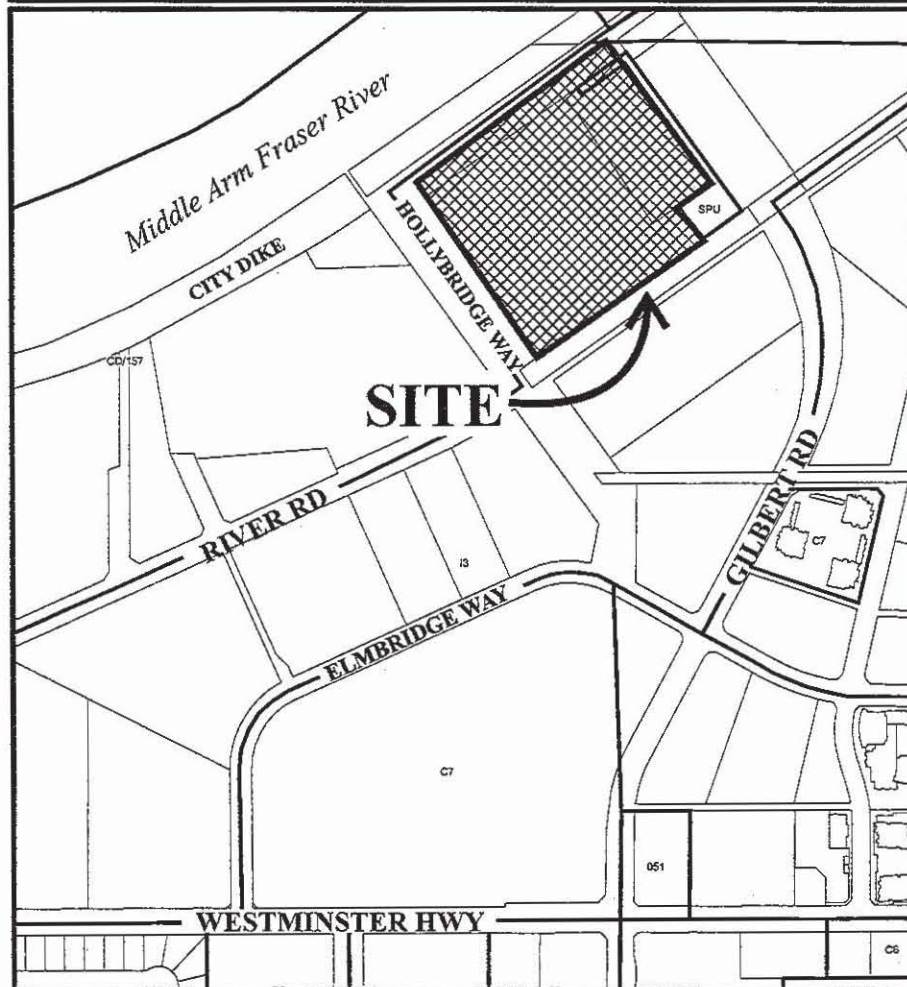
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List of Attachments

Attachment 1	Location Map
Attachment 2	ESA and RMA Designation Areas
Attachment 3	Development Application Data Sheet
Attachment 4	Conceptual Site Plan
Attachment 5	Development Phasing Map
Attachment 6	Tree Inventory Map and Inventory
Attachment 7	Plant Community Subzones
Attachment 8	Habitat Quality and Recommended Compensation
Attachment 9	Proposed Clearing Phases
Attachment 10	Environmental Impact and Compensation Sequence and Valuation
Attachment 11	Candidate Compensation Planting Areas
Attachment 12	Development Permit Considerations
Attachment 13	Richmond Heritage Commission Minutes of November 17, 2010



City of Richmond

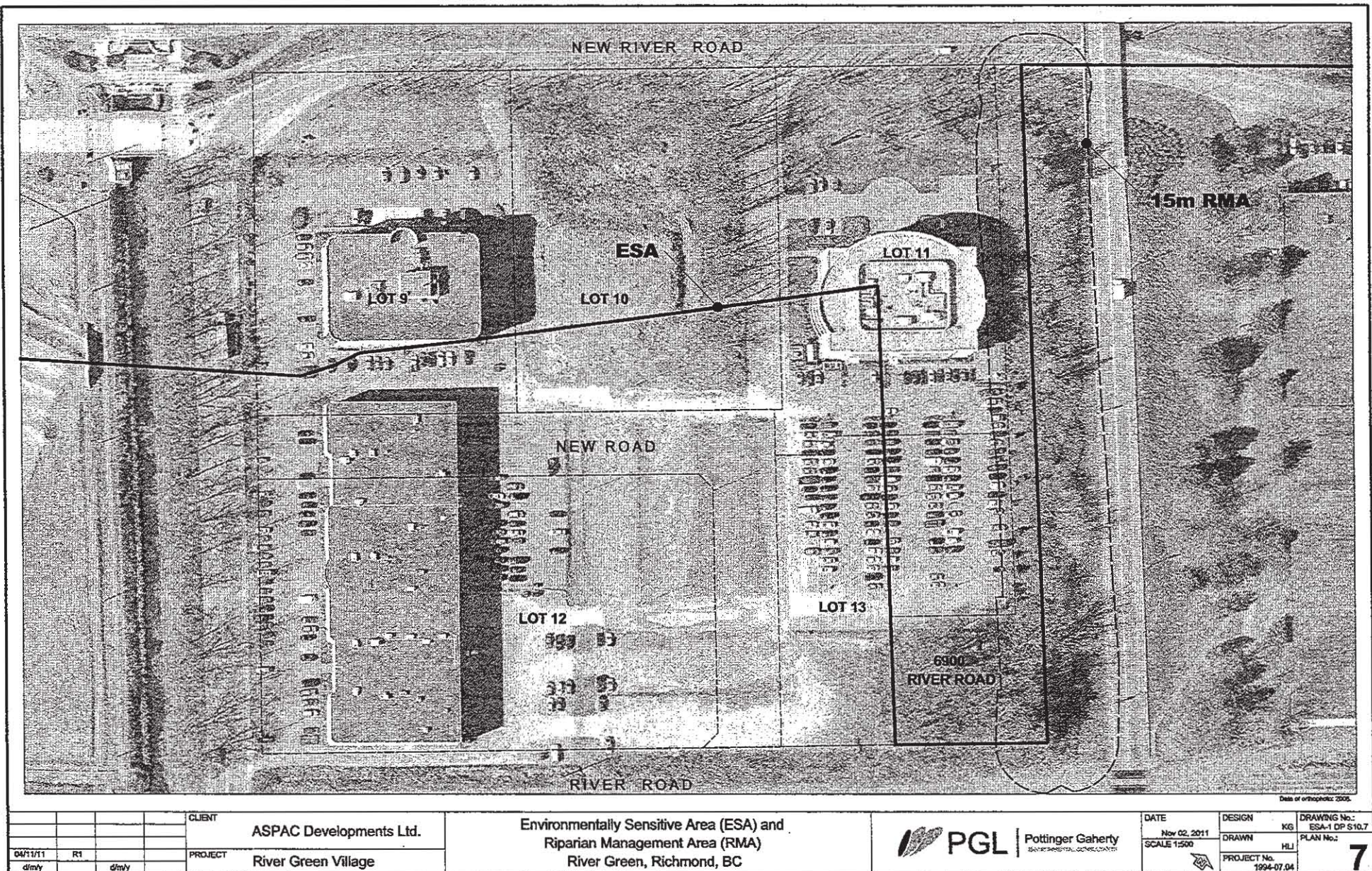


Location Map

Original Date: 11/08/11

Revision Date:

Note: Dimensions are in METRES





City of Richmond

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

Development Application Data Sheet

Development Applications Division

RZ 09-460962 /DP 11-593370

Address: 5200 Hollybridge Way, 6300, 6380, 6500 & a portion of 6900 River Road, & a portion of the River Road right-of-way between Hollybridge Way and Gilbert Road

Applicant: Oval 8 Holdings Ltd. (ASPAC Developments) Owner: City of Richmond

Planning Area(s): City Centre Area (Oval Village)

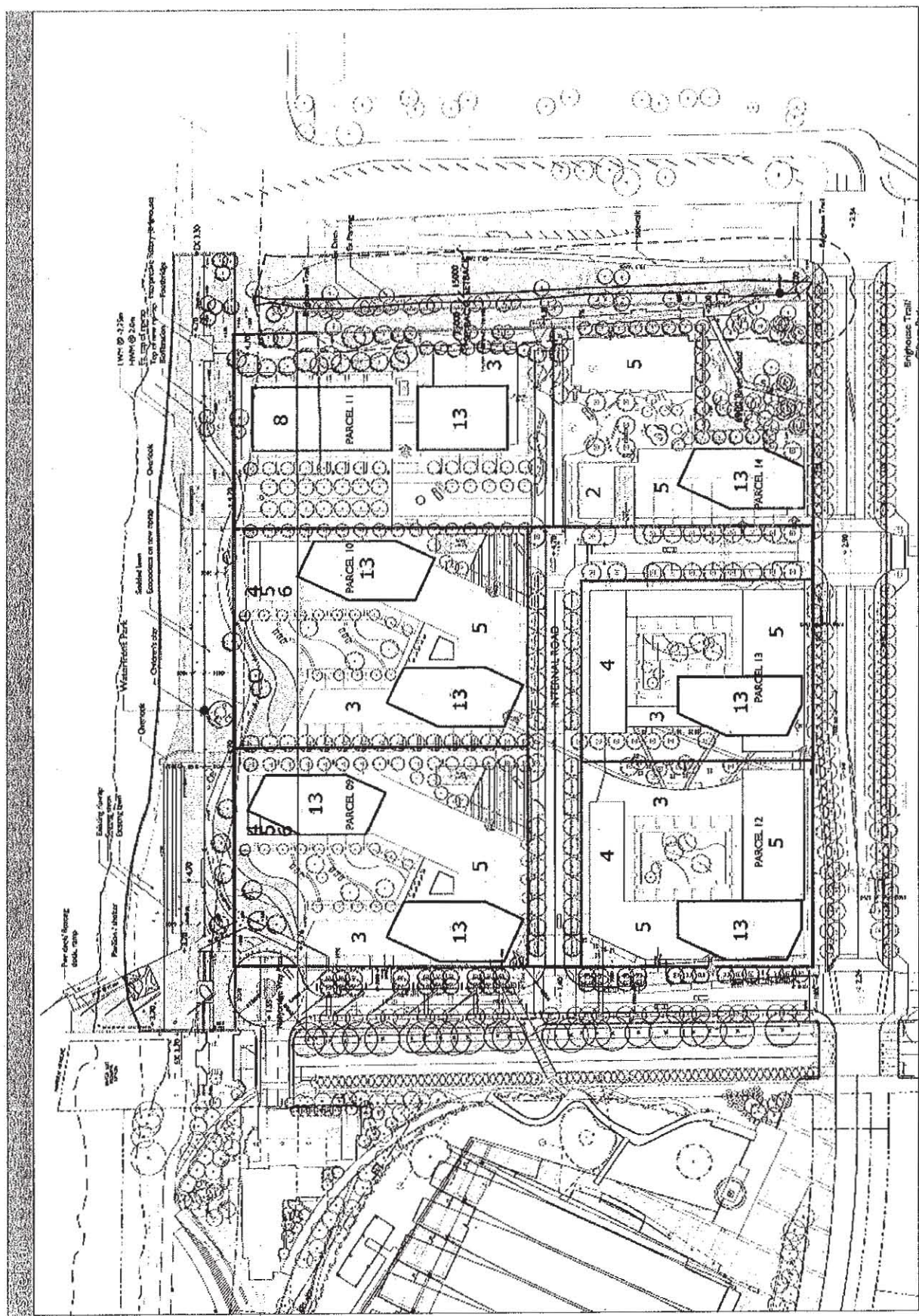
Floor Area 118,083.0 m², excluding standards zoning exclusions (e.g., parking)

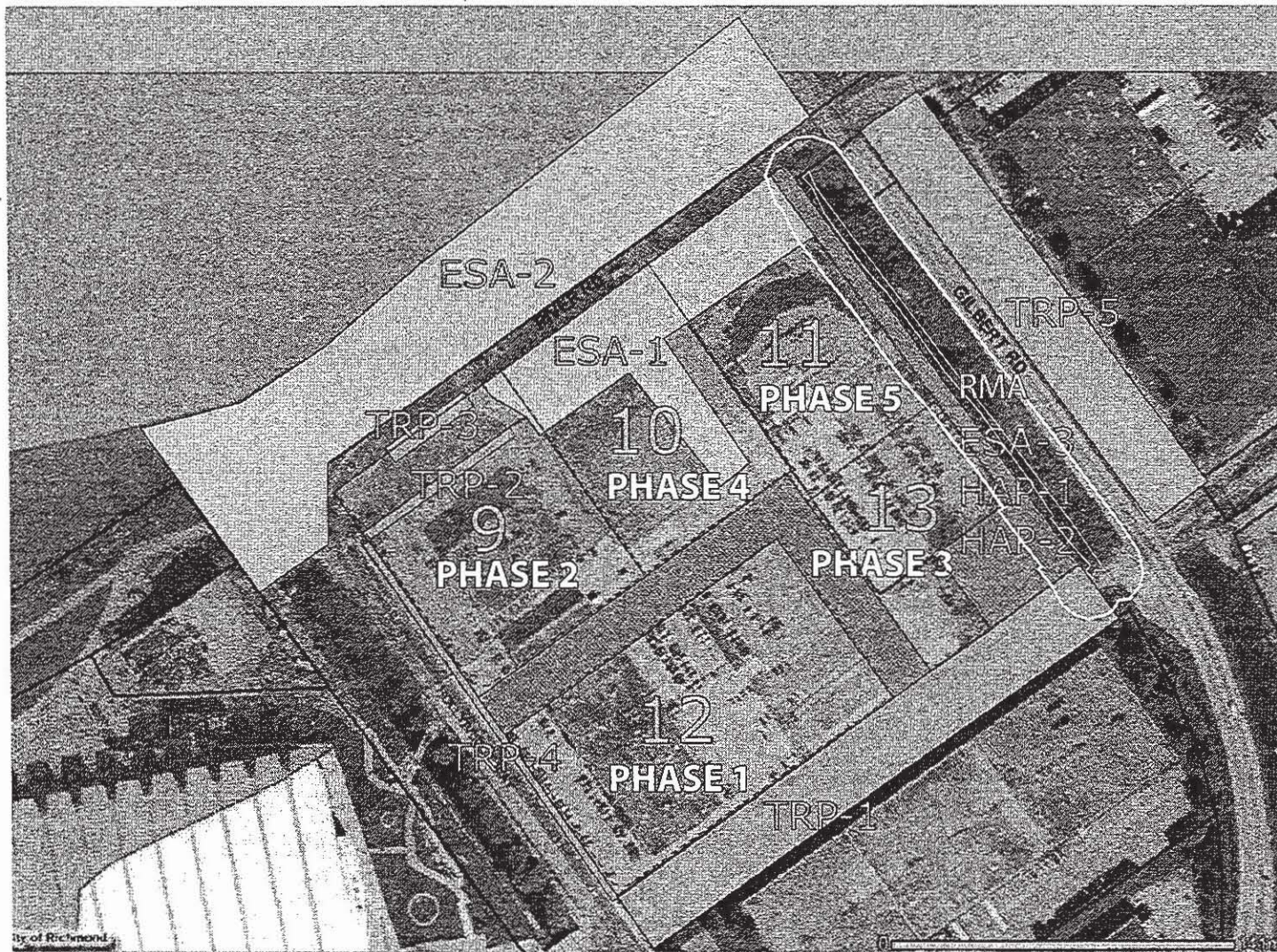
Existing		Proposed
Site Area	Existing 2 lots (ASPAC): 38,612.0 m ² Part of River Road (City): 4,885.5 m ² Part of 6900 River Road (City): 371.2 m ² TOTAL: 43,868.7 m ²	New lots (5): 39,361.0 m ² Road dedication: 4,507.7 m ²
Land Uses	Vacant & office building	High-rise, mixed-use over below-grade parking & public open space
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> "General Urban T5 (45 m & 25 m): 2 FAR max. (100% residential permitted) "Village Centre Bonus": 1 FAR (limited to 100% commercial) "Pedestrian-Oriented Retail Precincts" 	As per existing, EXCEPT: <ul style="list-style-type: none"> "Pedestrian-Oriented Retail Precincts – Secondary Retail Streets & Linkages" is removed from the riverfront, internal street, and a portion of Hollybridge Way.
Aircraft Noise Sensitive Development (ANSD)	<ul style="list-style-type: none"> Residential "buildable square footage (BSF)" is limited to 2/3 of total permitted. "Area 2": All aircraft noise sensitive uses are permitted, provided that: <ol style="list-style-type: none"> ANSD covenant is registered on title; Acoustics report is prepared; Mechanical ventilation & central air conditioning (or a City-approved equivalent) are provided; and Noise mitigation measures are satisfactorily incorporated. 	No change: <ul style="list-style-type: none"> Based on the proposed rezoning, BSF shall be calculated "bridge-to-bridge" (i.e. between No. 2 Road and Gilbert Road, north of "New" River Road): <ol style="list-style-type: none"> Residential: 296,873.2 m² (65%) Non-residential: 161,083.6 m² (35%)
Zoning	<ul style="list-style-type: none"> "Industrial Business Park (IB1)" "School & Institutional Use (SI)" 	<ul style="list-style-type: none"> "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)", as amended by both: <ol style="list-style-type: none"> Zoning Amendment Bylaw No. 8686 (ZT 09-492885) for 6051 & 6071 River Road ("Lots 3 & 4") regarding subdivision & related changes Subject rezoning regarding the addition of lands east of Hollybridge Way & related use, density & form of development considerations
Number of Units	Nil	+/-944 (To be confirmed @ DP stage)

Existing Zoning (Excluding City Land & Road)		Proposed Zoning @ Net Development Site	Variance
Floor Area Ratio	<ul style="list-style-type: none"> 1.2 FAR 	<ul style="list-style-type: none"> 3 FAR max., regardless of subdivision 	None permitted
Max. Permitted Floor Area	<ul style="list-style-type: none"> Residential: Nil Office/light industry: 46,334.4 m² Total: 46,334.4 m² 	<ul style="list-style-type: none"> Residential: 114,821.1 m² Commercial: 3,261.9 m² Total: 118,083.0 m² (excluding child care) 	None permitted
Lot Coverage (max.)	<ul style="list-style-type: none"> Buildings: 90% 	Buildings: <ul style="list-style-type: none"> Along riverfront: 45% Along "new" River Road: 90% 	None anticipated
Setback @ Road	<ul style="list-style-type: none"> 3.0 m min. 	<ul style="list-style-type: none"> 3.0 m min., except this may be reduced to 0 m along the Hollybridge Way greenway, as per an approved DP 	None anticipated
Setback @ Side & Rear Yard	<ul style="list-style-type: none"> 0 m min., except 3.0 m min. is required adjacent to residential 	<ul style="list-style-type: none"> 3.0 m min. 	None anticipated
Height	<ul style="list-style-type: none"> 25 m max., except that may be increased to 35 m as per an approved DP 	Where a portion of a building is: <ul style="list-style-type: none"> Greater than 50 m from the dike: 47 m geodetic 50 m or less from the dike: 25 m max., except this may be increased to 47 m geodetic as per an approved DP 	None anticipated
Lot Size (min.)	<ul style="list-style-type: none"> 2,400 m² 	<ul style="list-style-type: none"> "Lot 9": 7,800 m² "Lot 10": 8,100 m² "Lot 11": 7,400 m² "Lot 12": 10,000 m² "Lot 13": 4,900 m² 	None anticipated
Off-Street Parking	<ul style="list-style-type: none"> As per Richmond Zoning Bylaw 	<ul style="list-style-type: none"> As per Richmond Zoning Bylaw, except: <ol style="list-style-type: none"> 66 commercial parking for "Lot 6" (5111 Hollybridge Way shall be provided on "Lot 12" Residential visitor parking required for "Lots 9, 10, 11 & 13" may, in part, be located on "Lot 12" in order to facilitate its "sharing" with commercial parking for "Lot 12 & 6" 	None anticipated
Minimum Habitable Floor Elevation	As per Richmond's Flood Construction Level Bylaw: <ul style="list-style-type: none"> For non-residential uses: 0.3 m min. above the crown of the fronting road 	Satisfies Richmond's Flood Construction Level Bylaw: <ul style="list-style-type: none"> Typically 2.9 m geodetic, except 0.3 m above the crown of the fronting road for common lobbies & commercial uses along Hollybridge Way 	None anticipated

Feb 25 2011

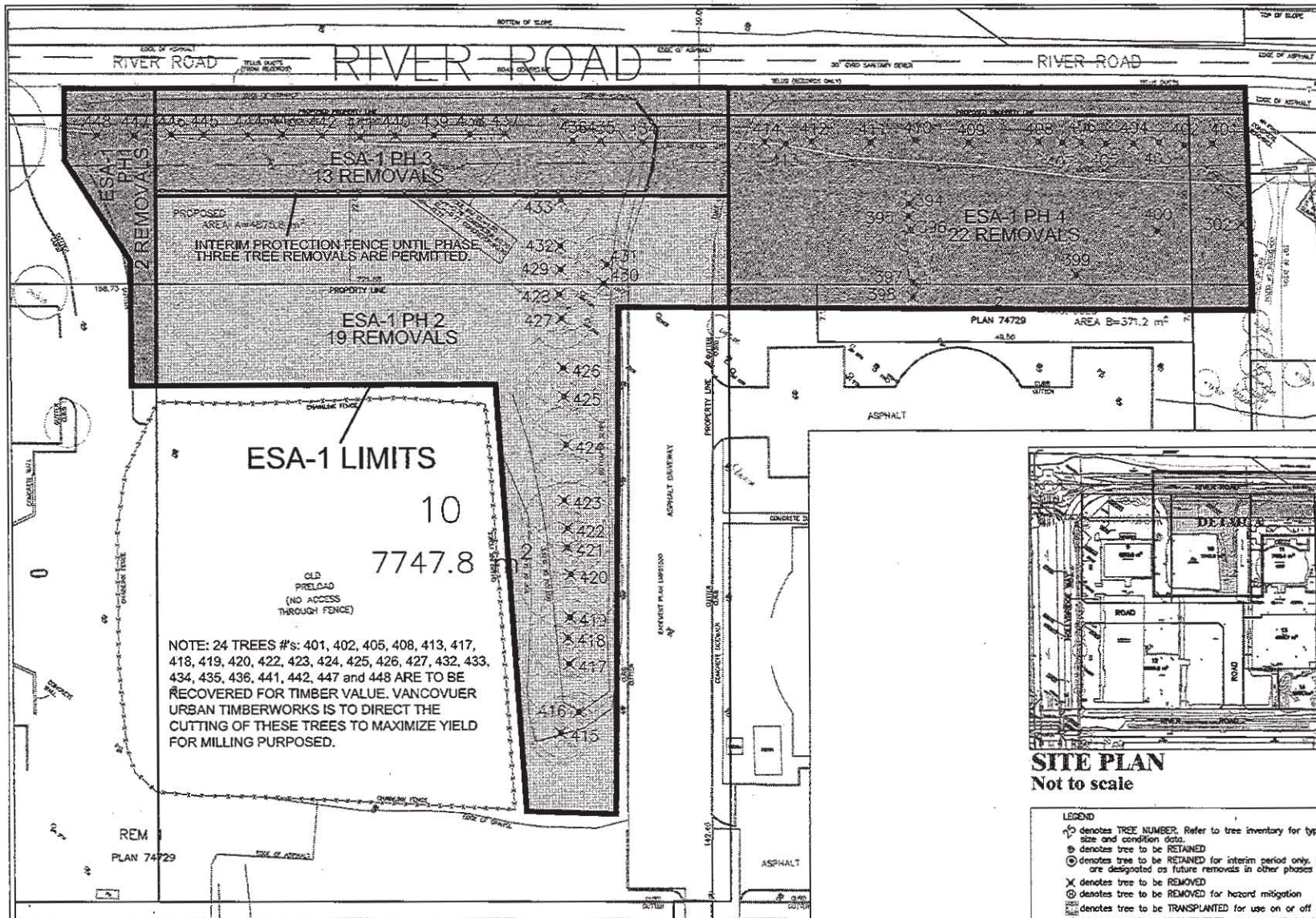
ATTACHMENT 4



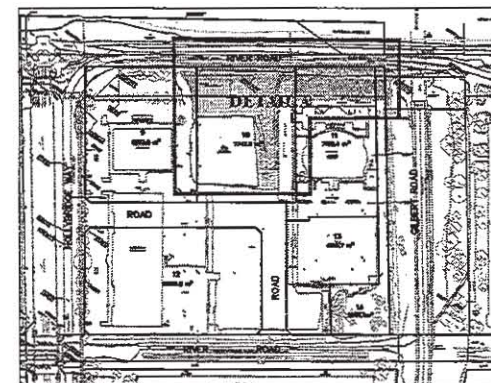


**River Green
Development Phasing Lot 9-13**

Development Permit Issuance & Occupancy Phasing	Lot	Associated Park Work
Phase 1	Lot 12	
Phase 2	Lot 9	Portion of waterfront park adjacent to Lot 9
Phase 3	Lot 13	Portion of 6900 River Road adjacent to Lot 13
Phase 4	Lot 10	Portion of waterfront park adjacent to Lot 10
Phase 5	Lot 11	Portion of waterfront park adjacent to Lot 11 Portion of 6900 River Road adjacent to Lot 11



DETAIL A
SCALE 1:500



ESA 1 PERMIT DRAWING

Client:	ASPAC DEVELOPMENT
Project:	RIVER GREEN - ESA1 PERMIT AREA
Address:	RIVER ROAD - HOLLYBRIDGE TO GILBERT
Date:	02 NOVEMBER 2011
Our File:	09105TRP ESA1

ACL
arbortech consulting ltd
Suite 200 - 3740 Clifton Street
Richmond, BC Canada V6E 2B3
P 604 275 3464 F 604 275 9554
enrol: tree@arbortech.bc.ca

Scale As Noted

ESA 1 TREE INVENTORY LIST

ASPAC DEVELOPMENTS LTD
RIVER GREEN: PARCELS 9-13

FILE:09105

NOTE:

Trees are tagged in the field for identification

Tree numbers refer to the tree assessment plan prepared by Arbortech. Tree locations provided by surveyor.

Dbh denotes the diameter of the trunk, measured in cm at 1.4 m above grade.

Condition Rating scale: Hazardous, Very Poor, Poor, Fair, Good.

Action	Tree Tag	Dbh	Species	Condition	Notes
Remove	302	45	Cherry	Hazardous	This tree is a 7m high snag tree.
Remove	394	26	Beech	Very poor	There is a major wound-cavity with visible decay from base to 5m, dead 3m top, and no scaffold limbs.
Remove	395	45	Beech	Very poor	Wounds on trunk at 2 to 4m with an asymmetric crown. Dead 4m top, and the crown is mostly dead.
Remove	396	32	Beech	Very poor	Dead 6m top, and mostly dead crown.
Remove	397	43	Beech	Very poor	Dead 6m top, and mostly dead crown.
Remove	398	40	Beech	Very poor	Dead 6m top, and mostly dead crown.
Remove	399	Multi	Japanese Maple	Very poor	Mostly dead, and all the stems have cavities with decay, and dead tops.
Remove	400	Multi	Linden	Poor	Multi stems attach at basal unions.
Remove	401	46	English oak	Fair	Asymmetric crown.
Remove	402	72	English oak	Poor	Large dead scaffold limbs.
Remove	403	39	English oak	Poor	The crown is sparse.
Remove	404	44	English oak	Poor	The crown is sparse.
Remove	405	60	English oak	Poor	Dead limbs at the top with 10% dieback.
Remove	406	35	English oak	Very poor	Kinked stem and dieback at the top.
Remove	407	25	English oak	Very poor	Damaged top at 6m, with suppressed crown.
Remove	408	68	English oak	Fair	Previously headed branch tips, high % of deadwood throughout the crown.
Remove	409	69	Horsechestnut	Very poor	There is a cavity and wound at the base on the north side of the tree. Approximately 60% of the tree is dead.
Remove	410	90	Horsechestnut	Very poor	There is a cavity and wound at the base on the north side of the tree. Approximately 60% of the tree is dead.
Remove	411	21	English oak	Fair	The top is slightly bent.
Remove	412	19+12	English oak	Poor	Suppressed and asymmetric crown.
Remove	413	73	English oak	Very poor	Large wound at 2m above grade, large dead scaffold limbs and Topps.
Remove	414	28	English oak	Poor	Top is kinked to the north, and the crown is suppressed.
Remove	415	34x2	White poplar	Very poor	Twin leaders at the basal union with inclusions with in the union. The trunk flare is buried.
Remove	416	22	White poplar	Very poor	One sided and leaning to the east.
Remove	417	70	English oak	Fair	Growing in a tightly spaced tree row.
Remove	418	52	English oak	Poor	Growing in a tightly spaced tree row.
Remove	419	39	English oak	Very poor	Dead top and scaffold limbs.
Remove	420	85	English oak	Fair	
Remove	421	25	English oak	Hazardous	Dead

ESA 1 TREE INVENTORY LIST

ASPAC DEVELOPMENTS LTD
RIVER GREEN: PARCELS 9-13

FILE:09105

NOTE:

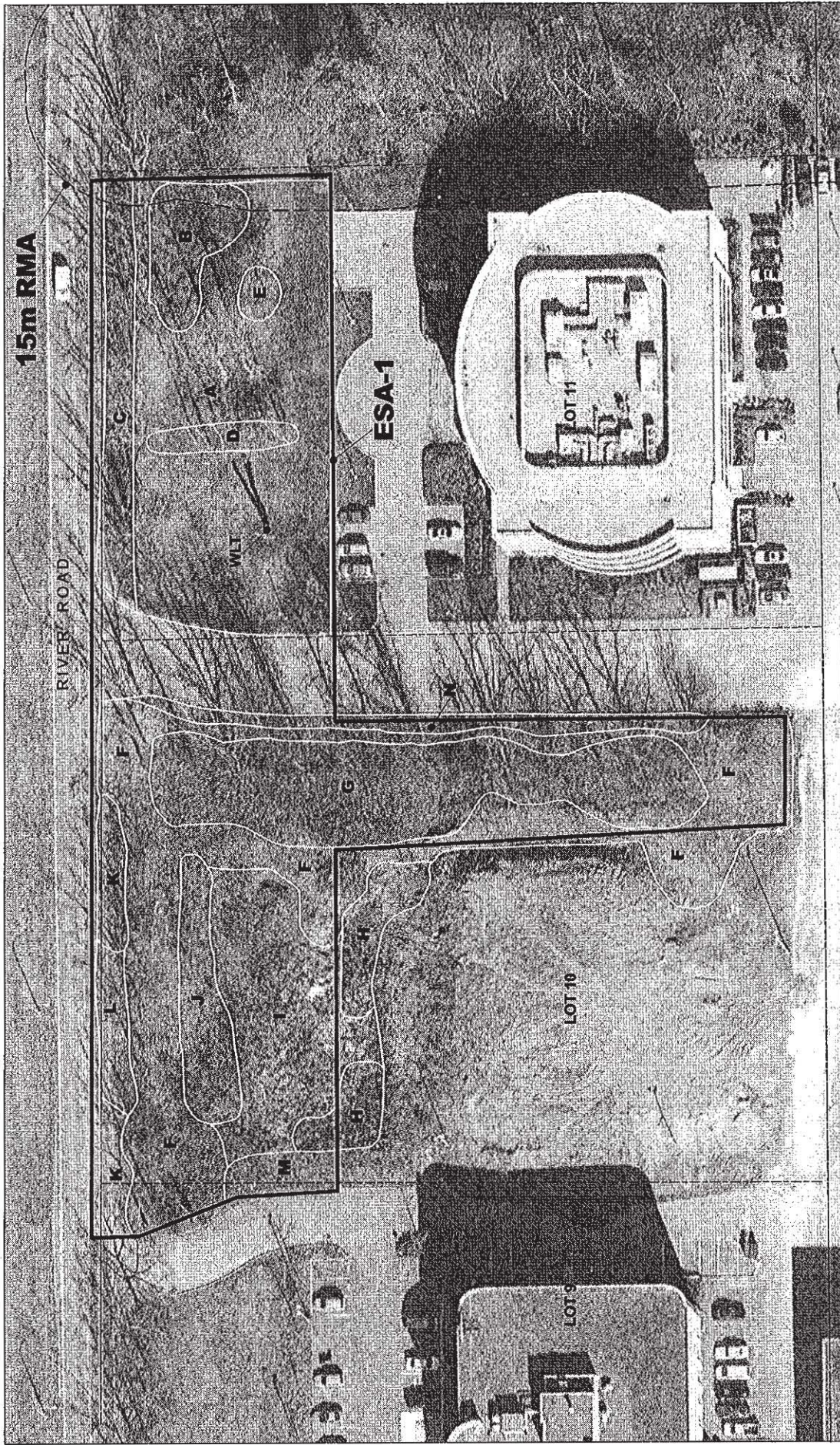
Trees are tagged in the field for identification

Tree numbers refer to the tree assessment plan prepared by Arboritech. Tree locations provided by surveyor.

Dbh denotes the diameter of the trunk, measured in cm at 1.4 m above grade.

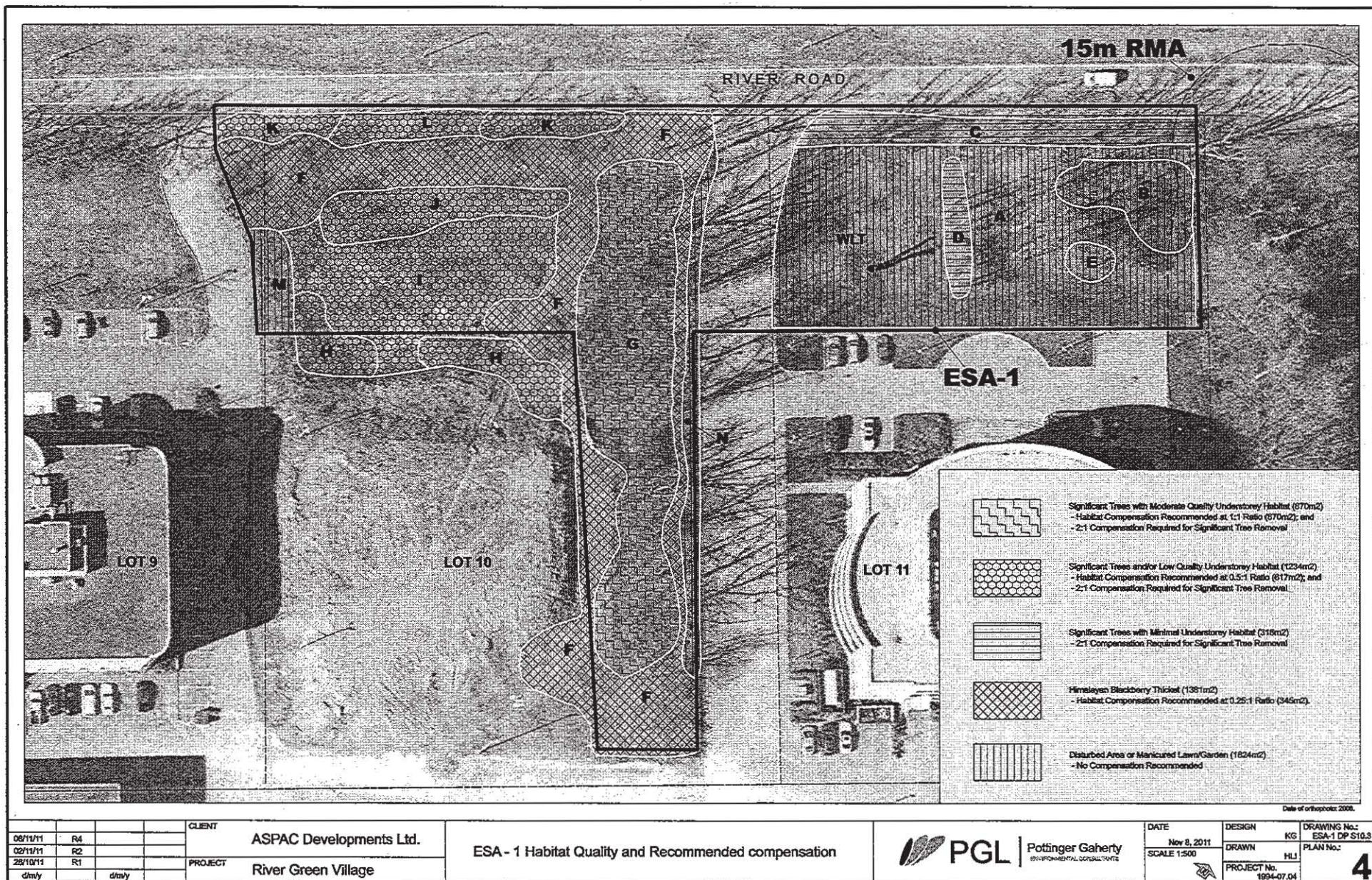
Condition Rating scale: Hazardous, Very Poor, Poor, Fair, Good.

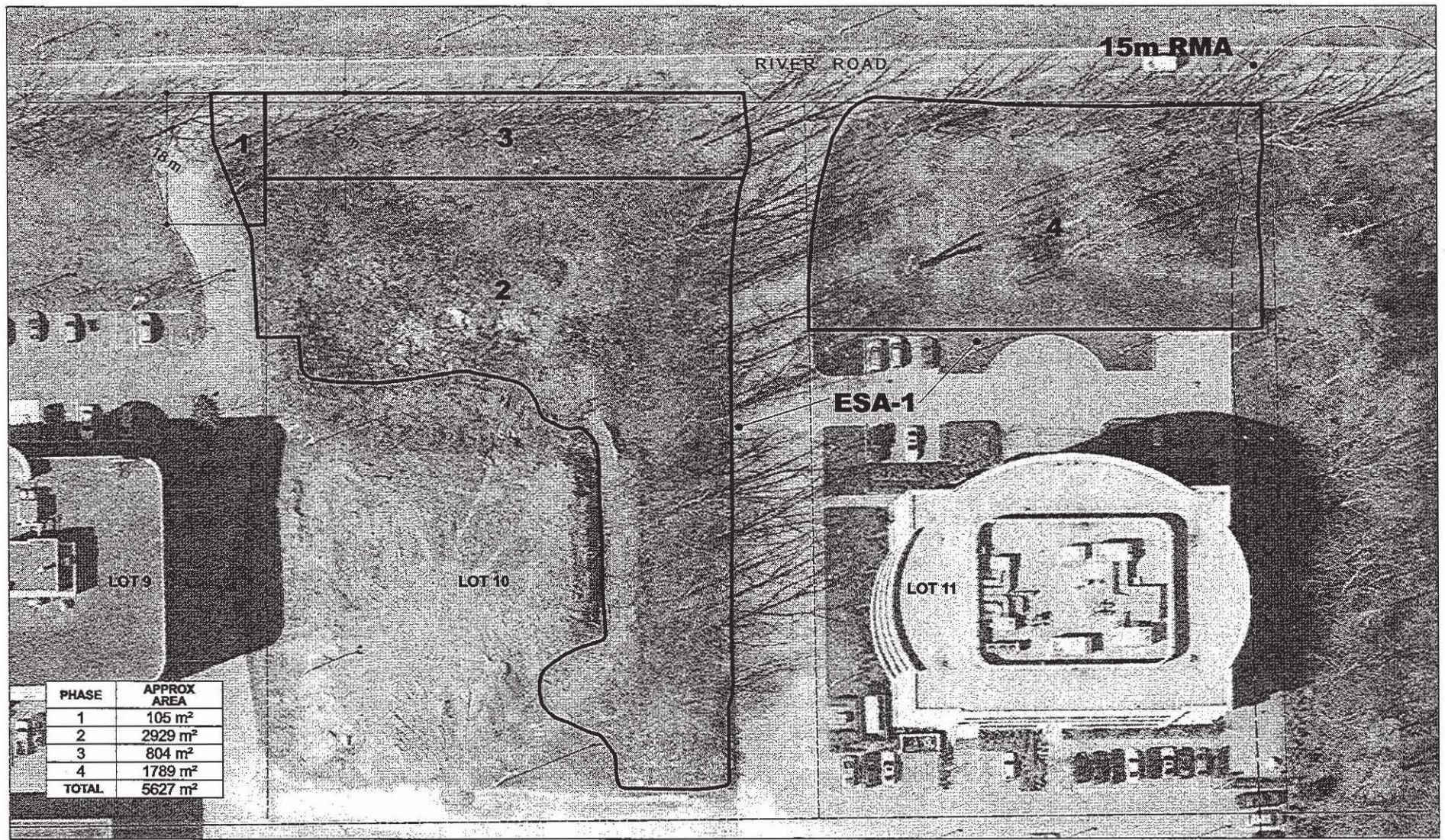
Action	Tree Tag	Dbh	Species	Condition	Notes
Remove	302	45	Cherry	Hazardous	This tree is a 7m high snag tree.
Remove	394	26	Beech	Very poor	There is a major wound-cavity with visible decay from base to 5m, dead 3m top, and no scaffold limbs.
Remove	395	45	Beech	Very poor	Wounds on trunk at 2 to 4m with an asymmetric crown. Dead 4m top, and the crown is mostly dead.
Remove	396	32	Beech	Very poor	Dead 6m top, and mostly dead crown.
Remove	397	43	Beech	Very poor	Dead 6m top, and mostly dead crown.
Remove	398	40	Beech	Very poor	Dead 6m top, and mostly dead crown.
Remove	399	Multi	Japanese Maple	Very poor	Mostly dead, and all the stems have cavities with decay, and dead tops.
Remove	400	Multi	Linden	Poor	Multi stems attach at basal unions.
Remove	401	46	English oak	Fair	Asymmetric crown.
Remove	402	72	English oak	Poor	Large dead scaffold limbs.
Remove	403	39	English oak	Poor	The crown is sparse.
Remove	404	44	English oak	Poor	The crown is sparse.
Remove	405	60	English oak	Poor	Dead limbs at the top with 10% dieback.
Remove	406	35	English oak	Very poor	Kinked stem and dieback at the top.
Remove	407	25	English oak	Very poor	Damaged top at 6m, with suppressed crown.
Remove	408	68	English oak	Fair	Previously headed branch tips, high % of deadwood throughout the crown.
Remove	409	69	Horsechestnut	Very poor	There is a cavity and wound at the base on the north side of the tree. Approximately 60% of the tree is dead.
Remove	410	90	Horsechestnut	Very poor	There is a cavity and wound at the base on the north side of the tree. Approximately 60% of the tree is dead.
Remove	411	21	English oak	Fair	The top is slightly bent.
Remove	412	19+12	English oak	Poor	Suppressed and asymmetric crown.
Remove	413	73	English oak	Very poor	Large wound at 2m above grade, large dead scaffold limbs and Topps.
Remove	414	28	English oak	Poor	Top is kinked to the north, and the crown is suppressed.
Remove	415	34x2	White poplar	Very poor	Twin leaders at the basal union with inclusions with in the union. The trunk flare is buried.
Remove	416	22	White poplar	Very poor	One sided and leaning to the east.
Remove	417	70	English oak	Fair	Growing in a tightly spaced tree row.
Remove	418	52	English oak	Poor	Growing in a tightly spaced tree row.
Remove	419	39	English oak	Very poor	Dead top and scaffold limbs.
Remove	420	85	English oak	Fair	
Remove	421	25	English oak	Hazardous	Dead




Note: See ESA-1 Development Permit Application Report for subzone descriptions (PGL November 2011).

03/10/11	R4	CLIENT	ASPAC Developments Ltd.	PROJECT	River Green Village	PGL Pottinger Gaherty ENVIRONMENTAL CONSULTANTS	DATE 03/28/2011 SCALE 1:500	DESIGN KG DRAWN HL PROJECT No. 1584-07-04	DRAWING No. ESA-1 DP-5102 PLAN No. 3	Date of release: 2006
03/10/11	R3									
07/10/11	R2									
28/10/11	R1									





Date of orthophoto: 2000.

				CLIENT	ASPAC Developments Ltd.	ESA - 1 Proposed Clearing Phases	 PGL Pottinger Gaherty environmental consultants	DATE	NOV 8, 2011	DESIGN	KG	DRAWING No.	ESA-1 DP-ST1.1
8/11/11	R1			PROJECT	River Green Village			SCALE	1:500	DRAWN	IRB	PLAN No.	
dmv			dmv								PROJECT No.	1994-07.04	

ORIGINAL IN COLOUR

ENVIRONMENTAL IMPACT AND COMPENSATION SEQUENCE AND VALUATION

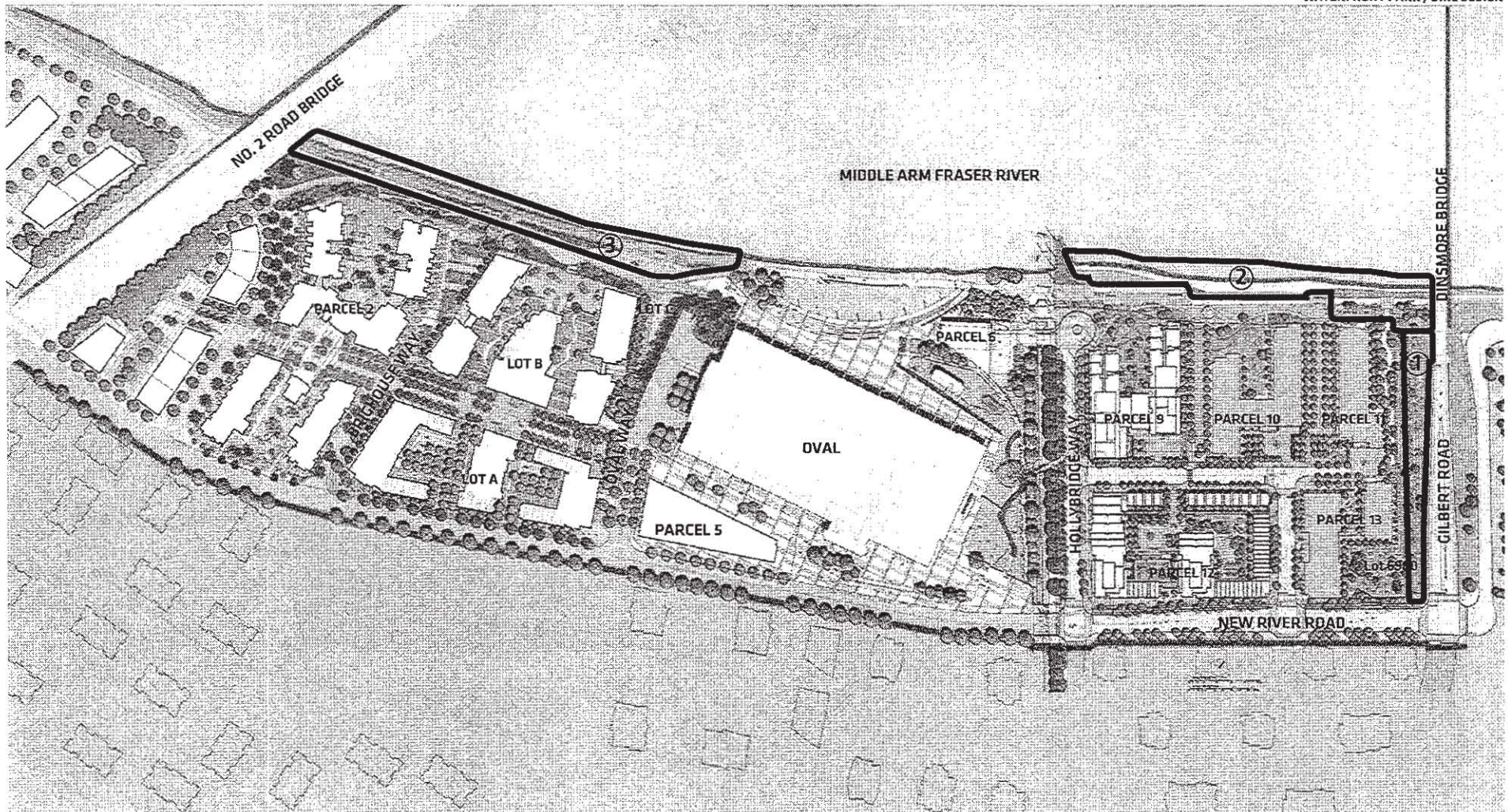
PHASE	ENVIRONMENTAL IMPACT	ESA-DP SECURITY	TREE REMOVAL PERMIT SECURITY ^a
Phase 1 (construction late 2011/early 2012)	Tree Removals: 2 Landscape compensation ^c : 30 m ²	\$5,000 \$360	
Phase 2 (construction 2012)	Tree Removals: 19 Landscape compensation ^c : 1,580 m ² 5 years Landscape Maintenance ^b	\$47,500 \$18,960 \$7,500	
Phase 3 (construction 2013)	Tree Removals: 13 Landscape compensation ^c : 222 m ²	NIL \$2,664	\$32,500
Phase 4 (construction 2016)	Tree Removals: 22 Landscape compensation: 0 m ²	NIL NIL	\$55,000
TOTALS		\$81,984	\$87,500

Notes:

- a Valuations for Tree Removal Permit Securities will be reassessed at time of application to reflect current cost estimates of tree replacements. Securities are based upon 3 for 1 replacements with one of the three replacements rated as a specimen tree (current value of \$1,500/tree) and the remaining two replacements rated as standard trees (current value of \$500/tree).
- b Five year maintenance based upon one day per year post-implementation estimated at \$1,500/day.
- c Landscape compensation security values are based upon the RP Biologist's cost estimate of \$8.00/m² for materials and installation, times 150%.

**RIVER GREEN - WATERFRONT PARK
BRIDGE TO BRIDGE SITE PLAN**

ASPAC/STAFF
START-UP MEETING NOV. 7, 2011
WATERFRONT PARK / DIKE DESIGN



CANDIDATE COMPENSATION PLANTING AREAS, ESA DP 11-593370

Locations		Proposed Area of Required Compensation Planting
1	Gilbert Road Servicing Agreement Area	30 m2
2	Waterfront park between Hollybridge Way & Gilbert Road (dike bench & bioswale)	1802 m2
3	Waterfront park adjacent to Parcel 2 and/ or Lot C (dike bench)	



Development Permit Considerations

**PID 028-696-174 (LOT 9), PID 028-696-182 (LOT 10) and PID 028-696-191 (LOT 11)
(formerly 5200 Hollybridge Way and 6500 River Road)
DP 11-593370**

Prior to approval of the Development Permit, the developer is required to complete the following:

1. Submission of Landscape securities in the amount of \$81,984 based upon the landscape compensation and tree replacement ESA-DP Security outlined in the Table of Impacts and Compensation.
2. Concurrence that all existing trees and understorey within proposed Clearing Phase 3 as shown in the ESA-1 Proposed Clearing Phases Map will be not be cleared and will be retained in-situ until such time as a tree removal permit has been issued. Tree protection fencing is to be erected between Phase 2 and Phase 3 prior to Phase 2 trees and understorey are cleared. Security valuations will be reassessed at the time of application for the Tree Removal Permit with regard to the City's standard tree removal/replacement fees, but will not be less than the values provided in the Table of Impacts and Compensation.
3. Concurrence that all existing trees within proposed Clearing Phase 4 as shown in ESA-1 Proposed Clearing Phases Map will be not be cleared and will be retained in-situ until such time as a tree removal permit has been issued. Security valuations will be reassessed at the time of application for the Tree Removal Permit with regard to the City's standard tree removal/replacement fees, but will not be less than the values provided in the Table of Impacts and Compensation.
4. Concurrence that dike bench features to accommodate off-site landscaping commitments as outlined in the Table of Impacts and Compensation are to be incorporated into the foreshore dike designs and constructed at the proponent's sole cost.
5. Concurrence that appropriate sediment control measures will be installed along the eastern property boundary between lot 11 and 6900 River Road prior to excavation, preloading or construction and will be incorporated as part of any request for tree removal permit for Lot 11.
6. Submission of a letter of commitment that a Qualified Environmental Profession is to supervise the placement of all excavation and pre-load facilities and structures to ensure that no portion of these are permitted to encroach into or impact trees within 6900 River Road or unless the appropriate authorizations have been obtained from both the City of Richmond and the Department of Fisheries and Oceans.
7. Concurrence that Construction and Environmental Management Plan (CEMP) and parcel-specific soil erosion and sedimentation control plans (ESCP) to be completed to the satisfaction of both the City and the Department of Fisheries and Oceans prior to excavation, preloading or construction commencing.
8. Submission of a letter of commitment to implement all mitigation and management strategies recommended in the Archaeological Impact Assessment (AIA) as prepared by Arrowstone Archaeological Research and Consulting Ltd. in their report of July 2009.
9. Concurrence that all landscape compensation plans are to be submitted and approved by the City of Richmond and the Department of Fisheries and Oceans (as required).
10. Concurrence that ESA compensation-related works required to accommodate the required compensation planting (e.g., construction of the dike benches) and representing a cost premium over and above what would otherwise have been the cost of the park, dike, and related features shall be the sole responsibility of the developer. Costs to be determined via the waterfront park and related design processes. Any Letter of Credit required in this regard shall be secured prior to Servicing Agreement approval or permit issuance in respect to the affected areas.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

[Signed Copy on File]

Signed _____

Date _____



City of Richmond

Minutes

RICHMOND HERITAGE COMMISSION

Held Wednesday, November 17th 2010
 Room M 2.004
 Richmond City Hall

Present: Laurie Wozny, Chair
 Andrea Hajdo Forbes
 Ray Froh
 Michael Gurney, Vice-Chair
 Carl Hibbert
 Michele Haapamaki
 Teresa Murphy

Also Present: Terence Brunette, Planner
 Jodi Allesia, Committee Clerk

Absent: Councillor Greg Halsey-Brandt, Council Liaison
 Teri Barr
 Jo-Anne Rocque

ASPAC Team Guests:
 (Presenting) Gary Andrishak, Architect, IBI Group
 Chris Phillipps, Landscape Architect, Phillipps Farevaag Smallerberg

(Attending) Lin Lin, Landscape Architect, Phillipps Farevaag Smallerberg
 Jamie Lum, ASPAC

The Chair called the meeting to order at 6:00 pm.

1. MINUTES

It was moved and seconded

That the minutes of the meeting of the Richmond Heritage Commission held on Wednesday, October 20th 2010, be adopted.

CARRIED

RICHMOND HERITAGE COMMISSION
Wednesday, November 17th 2010

2. DESIGN REVIEW – Oval Village Holdings/ASPAC Rezoning

Since last meeting a Subcommittee of the Commission has been formed and has met with staff to assess heritage impacts, proposed mitigation/compensation strategies and formulate draft recommendations to Council. Members of ASPAC met today to discuss a variety of site issues, in addition to heritage. It was noted that staff is seeking heritage-specific comments on the development to address the impacts, compensation, and consistency with OCP and City Centre Area Plan (CAP) objectives.

It was noted that the purpose of this meeting would be to form a resolution incorporating key recommendations on heritage conservation measures to be included in the staff report to Council. Staff thanked the Subcommittee for their dedicated work and perceptive comments.

ASPAC addressed both the “Draft Recommendation for Consideration by The Commission” and questions from the Commission, noting the following points:

- The option of having clusters of trees instead of rows (Sub-Committee Item #2a) is an achievable option and they will be looking into ways of doing this.
- The replacement of lost trees will exceed a 1:1 ratio, but is not expected to meet the 3:1 ratio recommended by the Sub-Committee.
- In regards to the requirement for ongoing maintenance, ASPAC will fully comply with monitoring and maintenance requirements set by Department of Fisheries & Oceans (DFO) and Richmond Parks.
- Interpretive planning and other means of presenting the heritage of the site may be both literal and/or analogical.
- For The Draft Recommendations – Item B, the ASPAC Team discussed their strategies for conserving and interpreting the various heritage resources or features onsite. It was noted that they will support interpretation of the history of the CPR Right of Way (as outlined in Item B). Discussion also ensued on an interpretive centre – function, location, form and presentation. A suggestion was made to have a series of interpretive panels interpreting the heritage of the site at the termination of Hollybridge Way, on the dike.

Following ASPAC’s presentation, an open discussion occurred regarding the project, with clarifications and amendments to the draft recommendations.

- The Commission briefly reviewed their role as an advisory body with regard to the subject application. Staff noted that heritage resources on the onsite would also be the subject of a recommendation from the Department of Fisheries and Oceans (DFO) and Richmond’s Parks and Sustainability staff. Staff assured the Commission that its recommendations would be attached to the rezoning report, but that it was Council that would make the final decision regarding the scope of the developer’s responsibilities.

RICHMOND HERITAGE COMMISSION
Wednesday, November 17th 2010

- Discussion ensued on having two interpretive installations to present the onsite heritage resources. It was recommended that one would be placed along the dike for the walking traffic and one in association with the “heritage” trees near the intersection of Gilbert and new River Road.
- It was noted that adequate compensation for impacts to or loss of heritage resources should be substantive, and that an interpretive installation could serve to enhance the presentation and accessibility of Richmond’s heritage significantly.
- It was noted that new trees and a plaque may not adequately cover the history of Samuel Brighthouse. Discussion ensued regarding the breadth and substance of interpretive materials that should be included along the walkway to enhance the effectiveness of the proposed boardwalk as a method of conservation and interpretation. An idea was raised to have a design competition in the Public Art plan that could speak to the history of Samuel Brighthouse.
- A small amendment was made to Item B of the Draft Recommendations to change “cluster” to “clusters”.
- It was recommended to change Item C of the Draft Recommendations from “gardens” to “community gardens” (as recognition of the area’s former farming community), and it was noted that such “community gardens” may be provided at grade and/or on rooftops.
- Commission members further recommended that the interpretive centre needs to be put back into the staff resolution document as a “marketing centre that the public would be invited in, and would make the public more aware of the amenities they have inside.” Discussion ensued on the details of the interpretive centre.
- Discussion ensued on the ratio of trees replaced, the feasibility of the maximum replacement amount, space constraints and Richmond’s Tree Protection Bylaw and related OCP policies.
- Discussion ensued on having a replica of Samuel Brighthouse’s house as an adjunct to a “community garden”. It was noted that the house could be used as interpretive space and for various functions. It was noted that this would be a strong, recognizable emblem with respect to heritage.
- Commission members also recommended acknowledging the history before and after Samuel Brighthouse (including aboriginal heritage).
- Discussion ensued on the maintenance of, and responsibility for the public areas and whether or not it would fall to the developer or the City.
- It was noted that an item had been omitted from the Draft Recommendations in error (Item B) and should read: “An interpretive facility should be provided by the developer, preferably located on the dike at the north end of Hollybridge Way, that provides for shelter, is easily accessible by the public and is evocative of the significance at the site and the heritage of the Brighthouse homestead and trees.”

RICHMOND HERITAGE COMMISSION
Wednesday, November 17th 2010

It was moved and seconded

That the Richmond Heritage Commission supports RZ 09-460962 moving forward to Planning Committee of Council taking into account the following considerations:

A. The following general considerations should be satisfied:

- Any loss of heritage resources must be minimized;
- There should be "no net loss" to heritage as a result of the subject development;
- The subject development should demonstrate a "net gain" to heritage;
- The developer should be responsible for all required heritage compensation and enhancement; and
- The applicable Heritage Revitalization Agreement, legal agreements, statements of significance, and related information necessary to facilitate and effectively manage the subject development's heritage resources, compensation, and enhancement and associated City resources should be provided to the Commission for information.

B. The following specific considerations should be satisfied:

- Within the proposed riverfront park, the mature oak trees removed from River Road should be replaced with clusters of large-growing trees;
- Interpretive walks through and around the subject site should be established concurrently with development and include, among other things, at least two interpretive signs commemorating Samuel Brighthouse, including one on the dike and the other near the corner of Gilbert Road and "new" River Road;
- Special street tree planting along the Hollybridge Way "greenway" and "new" River Road, the latter of which should be oak trees;
- Existing trees removed as a result of the subject development, both on-site and off-site, should be replaced at a ratio of at least 3:1;
- The developer should be responsible for monitoring and maintenance of heritage features as determined to the satisfaction of the City; and
- Interpretive features (e.g., signage, public art) related to CP Rail and the Interurban line should be incorporated into the design and construction of "new" River Road.
- An interpretive facility should be provided by the developer, preferably located on the dike at the north end of Hollybridge Way, that provides for shelter, is easily accessible by the public and is evocative of the significance at the site and the heritage of the Brighthouse homestead and trees.

C. The applicant should take into consideration the following comments via the project's on-going design review and approval processes:

- Interpretive features (e.g., public art, community gardens, hedgerows) should be incorporated into the design of the subject site that are reminiscent of the Brighthouse farm.

CARRIED



City of Richmond
Planning and Development Department

Development Permit

No. DP 11-593370

To the Holder: OVAL 8 HOLDINGS LTD.

Property Address: PID 028-696-174 (LOT 9), PID 028-696-182 (LOT 10) and
PID 028-696-191 (LOT 11)

Address: 101 - 6500 RIVER ROAD, RICHMOND, BC, V6X 4G5

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: site clearing and compensation landscaping shall be constructed generally in accordance with Plans #1 to #2 and Table 1 attached hereto.
4. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$81,984.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
5. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

No. DP 11-593370

To the Holder: OVAL 8 HOLDINGS LTD.

Property Address: PID 028-696-174 (LOT 9), PID 028-696-182 (LOT 10) and
PID 028-696-191 (LOT 11)

Address: 101 - 6500 RIVER ROAD, RICHMOND, BC, V6X 4G5

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

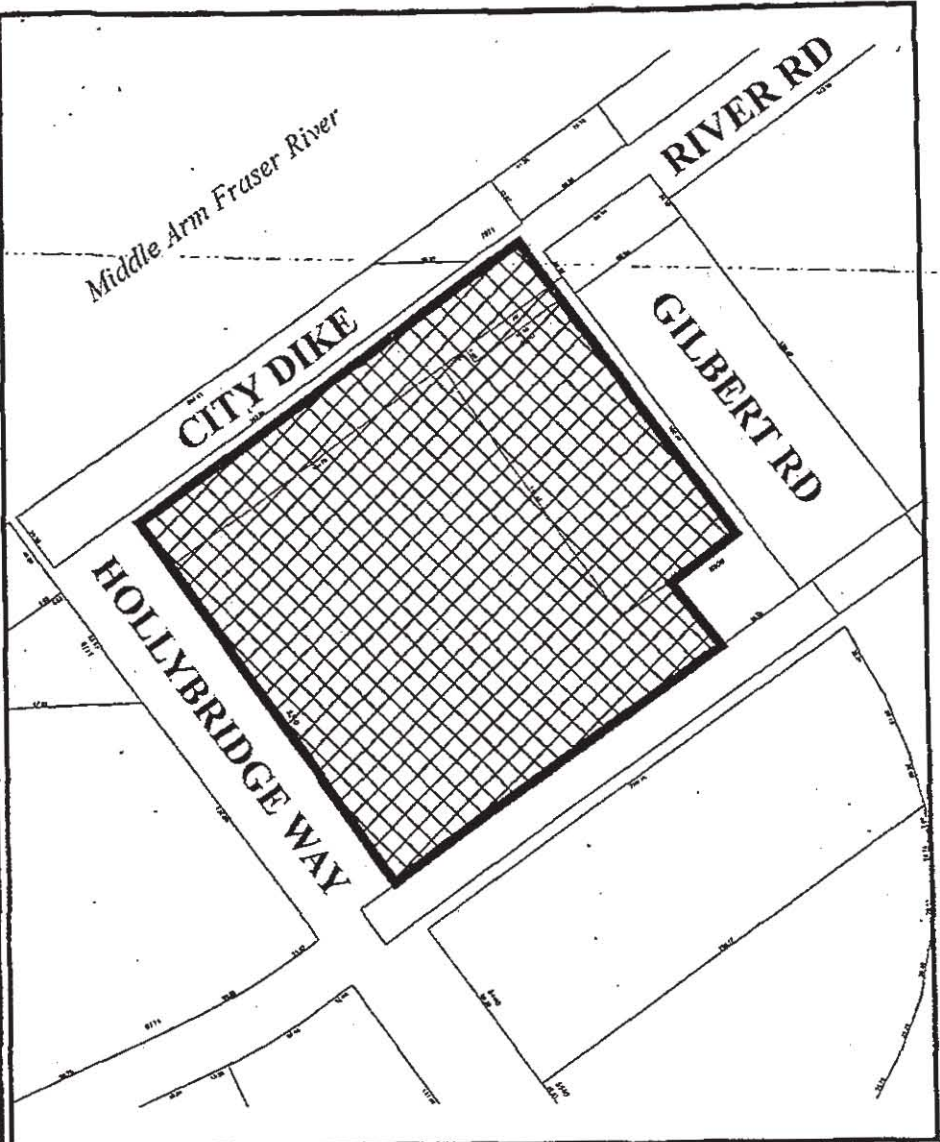
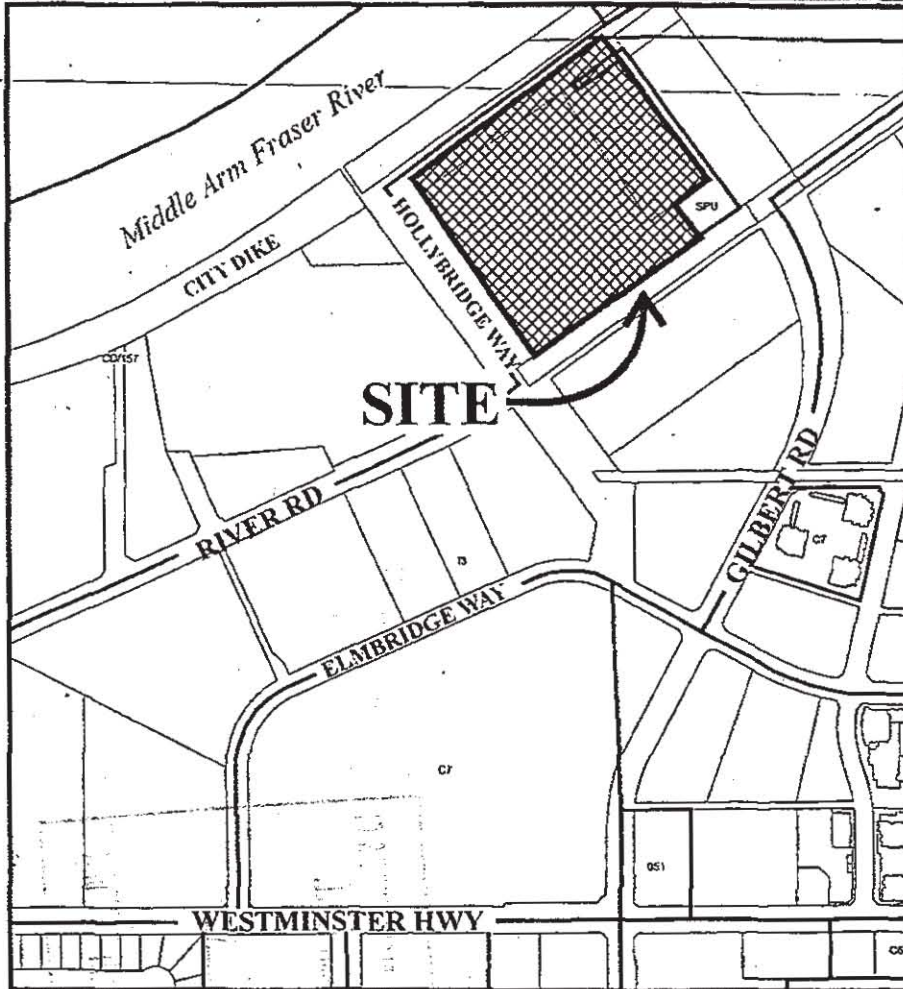
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond

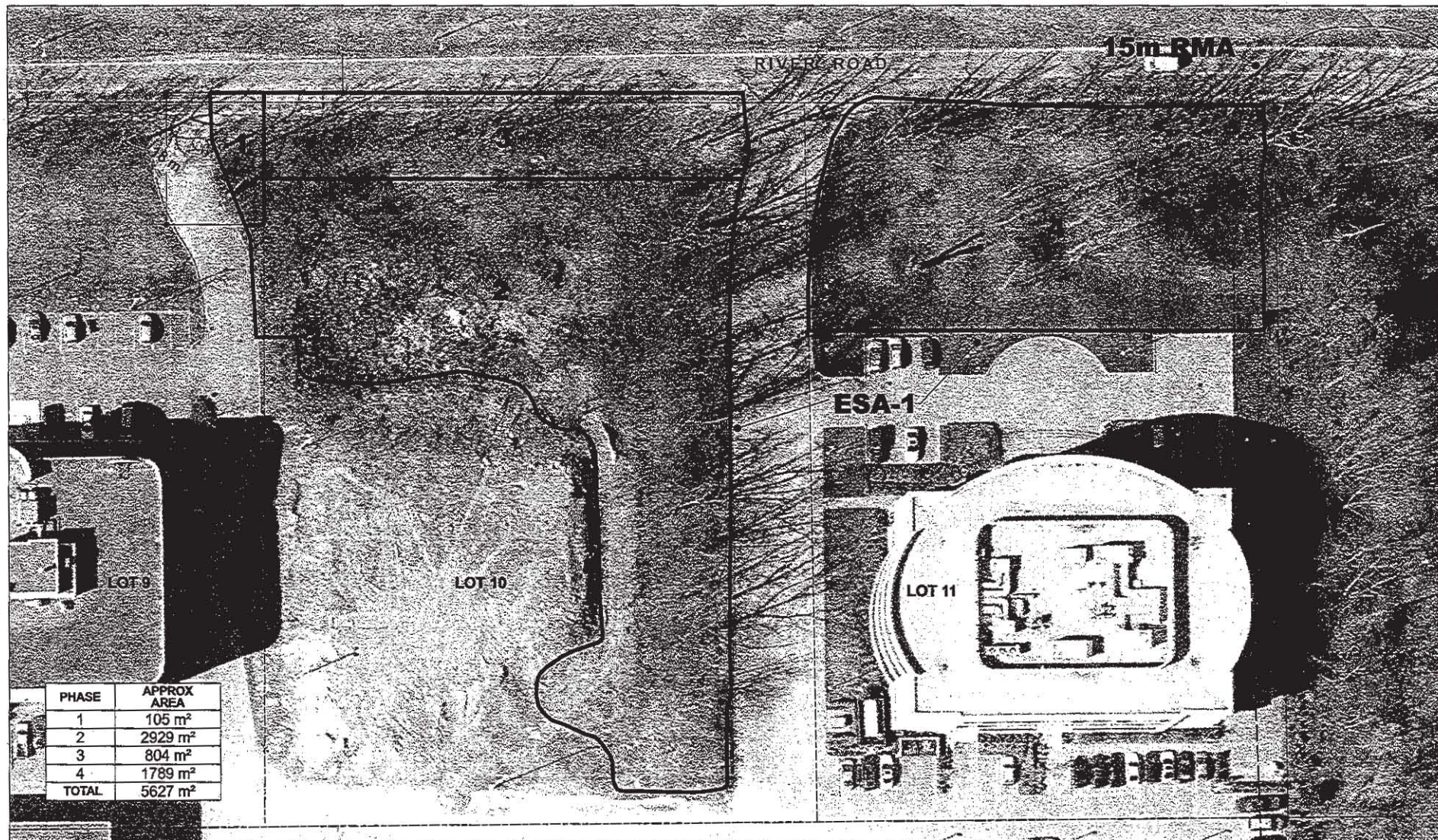


DP 11-593370
SCHEDULE "A"

Original Date: 11/04/11

Revision Date:

Note: Dimensions are in METRES



PHASE	APPROX AREA
1	105 m ²
2	2929 m ²
3	804 m ²
4	1789 m ²
TOTAL	5627 m ²

CLIENT		ASPAC Developments Ltd.		ESA - 1 Proposed Clearing Phases	PGL Pottinger Gaherty ENVIRONMENTAL CONSULTANTS	DATE	DESIGN	DRAWING No.:
5/11/11	RT	PROJECT	River Green Village			NOV 8, 2011	KG	ESA-1 DP S11.1
dmj	dmj					SCALE 1:500	DRAWN	PLAN No.:
							IPB	
							PROJECT No.	
							1994-07.04	

PLAN # 1 DP 11593370 NOV 30 2011

5

ORIGINAL IN COLOUR

TABLE 1: TABLE OF IMPACTS AND COMPENSATION

PHASE	AUTHORIZED IMPACTS	COMPENSATION REQUIRED	ESA-DP SECURITY	TREE REMOVAL PERMIT SECURITY
Area/Phase 1	Tree Removals: 2 Landscape Removals: 105 m ²	Tree Replacement ^a : 6 Landscape compensation ^c : 30 m ²	\$5,000 \$360	
Area/Phase 2	Tree Removals: 19 Landscape Removals: 2,929 m ²	Tree Replacements ^a : 57 Landscape compensation ^c : 1,580 m ² 5 years Landscape Maintenance ^b	\$47,500 \$18,960 \$7,500	
Area/Phase 3	Tree Removals: 13 Landscape Removals: 804 m ²	Tree Replacements ^a : 39 Landscape compensation ^c : 222 m ²	NIL \$2,664	\$32,500
Area/Phase 4	Tree Removals: 22 Landscape Removals: 1,789m ²	Tree Replacements ^a : 66 Landscape compensation ^c : 0 m ²	NIL NIL	\$55,000
TOTALS	Total Tree Removals: 56 Landscape Removals: 5,627 m ²	Total Tree Replacements: 168 Total Landscape Compensation: 1,832m ² 5 years Landscape Maintenance	\$81,984	\$87,500

Notes:

- a Valuations for Tree Removal Permit Securities will be reassessed at time of application to reflect current cost estimates of tree replacements. Securities are based upon 3 for 1 replacements with one of the three replacements rated as a larger calliper specimen tree (Oak or alternate to the City's satisfaction as determined in coordination with City-approved design for the subject site; current value of \$1,500/tree) and the remaining two replacements rated as standard trees (current value of \$500/tree).
- b Five year maintenance based upon one day per year post-implementation estimated at \$1,500/day/year.
- c Landscape compensation security values are based upon the RP Biologist's cost estimate of \$8.00/m² for materials and installation, times 150%.

Additional Requirements:

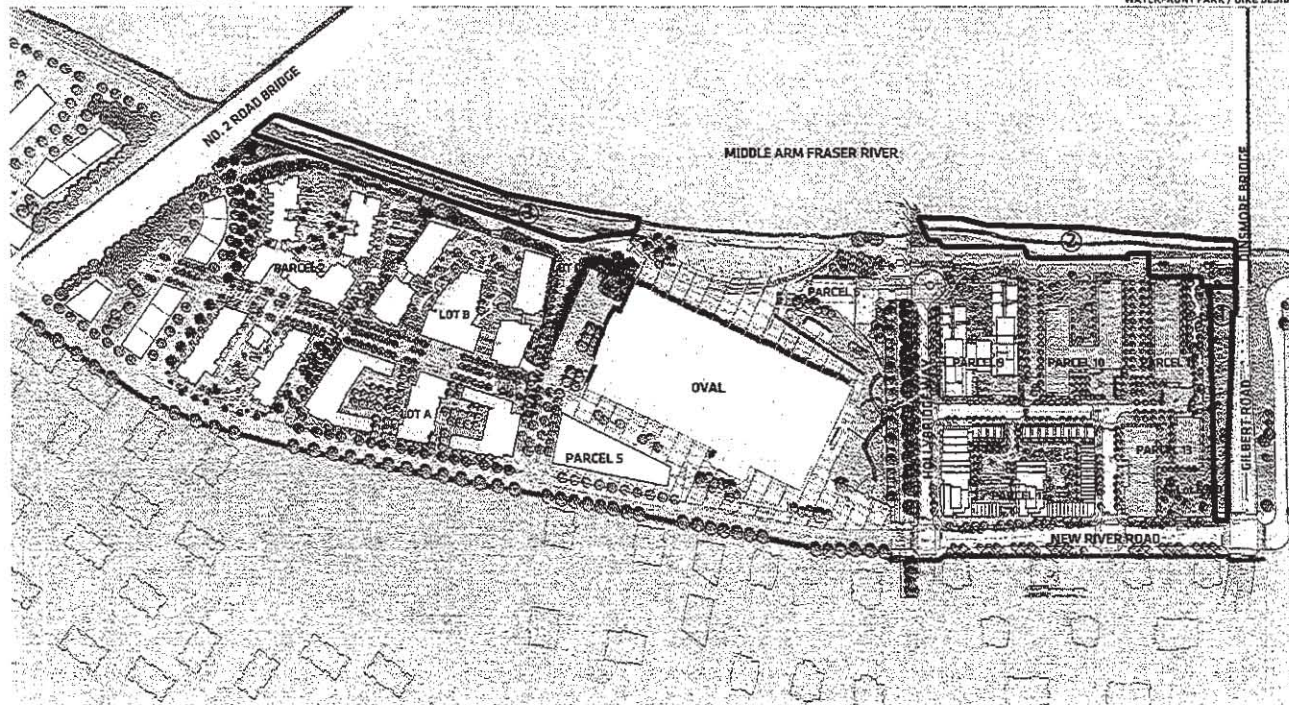
- Protective fencing is required between Area/Phase 2 and 3 prior to the clearing of Phase 2.
- RMA compensation as required to the satisfaction of DFO and the City for encroachments adjacent to 6900 River Road.
- ESA compensation planting (i.e. 1,832m²) to be installed within:
 - Area 1: Gilbert Road Servicing Agreement Area (30 m²) and waterfront park between Hollybridge & Gilbert (dike bench & bioswale, area to be determined)
 - Area 2: Waterfront park adjacent to Parcel 2 and/or Lot C (dike bench, balance of 1832 m² as required)
 - Area 3: To be determined to the satisfaction of the City if Area 1 and Area 2 cannot accommodate the full 1832 m² requirement
- ESA compensation-related works required to accommodate the required compensation planting (e.g., construction of the dike benches) and representing a cost premium over and above what would otherwise have been the cost of the park, dike, and related features shall be the sole responsibility of the developer. Costs to be determined via the waterfront park and related design processes. Any LOC required in this regard shall be secured prior to SA approval or permit issuance in respect to the affected areas.

TABLE #1 DP 11598370

NOV 30 2011

**RIVER GREEN - WATERFRONT PARK
BRIDGE TO BRIDGE SITE PLAN**

ASPAC/ STAFF
START-UP MEETING NOV. 2, 2011
WATERFRONT PARK / DIKE DESIGN



CANDIDATE COMPENSATION PLANTING AREAS, ESA DP 11-593370

	Locations	Proposed Area of Required Compensation Planting
1	Gilbert Road Servicing Agreement Area	30 m2
2	Waterfront park between Hollybridge Way & Gilbert Road (dike bench & bioswale)	1802 m2
3	Waterfront park adjacent to Parcel 2 and/ or Lot C (dike bench)	



PLAN #2 DP 11593370

NOV 30 2011



City of Richmond
Planning and Development Department

Memorandum

To: David Weber
Director, City Clerk's Office

Date: December 13, 2011

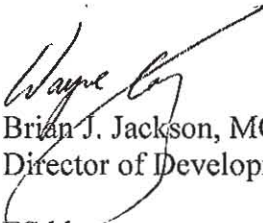
From: Brian J. Jackson, MCIP
Director of Development

File: DV 11-586308

Re: **Application by – Rashpal Walia for Development Variance Permit at
8200 Claybrook Road**

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

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

for 
Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

Gallery Comments

None.

Panel Discussion

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

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

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

CARRIED

3. Development Variance Permit 11-586308

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

APPLICANT: Rashpal Walia

PROPERTY LOCATION: 8200 Claybrook Road

INTENT OF PERMIT:

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

Applicant's Comments

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

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

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

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

Staff Comments

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

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

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

Correspondence

None.

Gallery Comments

None.

Panel Discussion

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

Panel Decision

It was moved and seconded

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

CARRIED

4. New Business

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



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

From: Brian J. Jackson, MCIP
Director of Development

Re: **Application by Rashpal Walia for a Development Variance Permit at
8200 Claybrook Road**

TO: DPP Mtg. Oct. 26, 2011

Date: October 3, 2011

File: DV 11-586308

Staff Recommendation

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

Brian J. Jackson, MCIP
Director of Development

ES:blg

Att.

Staff Report

Origin

Rashpal Walia has applied to the City of Richmond for permission to vary the minimum exterior side yard setback from 3.0 m to 1.2 m for a proposed residential dwelling at 8200 Claybrook Road (**Schedule A**). The subject lot is currently zoned Single Detached (RS1/E).

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north, is a single-detached dwelling zoned “Single Detached (RS1/E)”;
- To the east, is a park zoned “School & Institutional Use (SI)”;
- To the south, immediately across Cobden Road, is a single-detached dwelling zoned “Single Detached (RS1/E)”;
- To the west, immediately across Claybrook Road, is a single-detached dwelling zoned “Single Detached (RS1/E)”.

Staff Comments

The applicant is proposing to reduce the exterior side yard setback along Cobden Street from 3.0 m to 1.2 m for a new single-family dwelling. The Cobden Road end is the pedestrian access route for neighbourhood residents to Grauer Park. As this road end is intended to function as a pedestrian access route to the Park, the City does not want to permit further vehicle access from this road end. The Parks Department has indicated that incorporating this road end into the park is desired. As no vehicle access to Cobden Road will be permitted from the two lots that are adjacent to Cobden Road and there is no current or future plans for vehicular access to Grauer Park, a corner lot setback for 8200 Claybrook Road is unnecessary. Therefore, this side yard can be considered an interior side yard, with a minimum 2.0 m setback requirement and provision for the portions of the principal building which do not exceed 5.0 m in height to project into the required side yard up to 1.2 m from the side lot line. The proposed scheme complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the Single Detached (RS1/E) zone except for the zoning variance requested herein.

Analysis

Although the exterior side yard setback is 1.2 m instead of 3.0 m, the massing and layout of the proposed dwelling is similar to the adjacent single-family dwellings. The proposal is in keeping with the design of the neighbouring homes where garage is at the front of the house adjacent to the front door.

Conditions of Adjacency

- To the south of the proposed reduced side yard setback is Cobden Road therefore there are no privacy or shading issues.

Urban Design and Site Planning

- Section 4.7.9 of Zoning Bylaw 8500 permits portions of the principal building which do not exceed 5.0 m in height to project into the required side yard up to 1.2 m from an interior side lot line where a lot has a width of 18.0 m or more. In consideration of the exterior side yard as an interior side yard for the purposes of rationale for the variance requested, the proposed site plan and building plans show a projection into the exterior side yard that complies with this provision and steps back to 2.0 m for those portions of the building above 5.0 m in height.
- The proposed house and garage would maintain a building form and siting that is consistent with existing neighbourhood and streetscape conditions.

Architectural Form and Character

- The proposed dwelling matches the existing architectural vernacular and materials of the majority of the surrounding homes.

Trees & Landscaping

- Council Policy 5032, adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from trees. Consistent with this Policy, the applicant has agreed to plant and maintain two (2) trees on the subject property (minimum 6 cm deciduous calliper/2.5 m coniferous height). To ensure the new trees are planted and maintained, the applicant is required to submit a landscaping security in the amount of \$1,000 (\$500/tree) prior to final approval of this Development Variance Permit.

Crime Prevention Through Environmental Design

- Section 6.8.1 of Zoning Bylaw 8500 restricts fencing height in residential zones to 1.2 m (3.937 ft) between the principal building and the front lot line. As such, good sight lines will be provided from the subject property to the Cobden Road end to provide a safe pedestrian access route to Grauer Park.
- There are no implications for crime prevention and safety associated with the subject proposal.

Conclusions

The proposed variance would enable the property owner to maximize their floor area ratio (FAR). The variance is consistent with the side yard setback requirement of the homes in this area and consequently, would maintain consistency with the overall character of this single-family residential neighbourhood. On this basis, staff recommends approval of this application.



Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

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

- Submission of a Landscaping Security in the amount of \$1,000 (\$500/tree) to ensure that the proposed number of trees are planted and maintained.
- Registration of a flood indemnity covenant on Title.
- Registration of a restrictive covenant on Title limiting vehicular access to Claybrook Road.

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

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

**City of Richmond**

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

**Development Application
Data Sheet**
Development Applications Division**DV 11-586308****Attachment 1**Address: 8200 Claybrook RoadApplicant: Rashpal WaliaOwner: Beverley, Barry & Randal HingPlanning Area(s): SeafairFloor Area Gross: 431.24 m²Floor Area Net: 431.24 m²

	Existing	Proposed
Site Area:	883.9 m ²	No change
Land Uses:	Single-family residential	No change
OCP Designation:	Generalized Land Use Map -- Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	No change
Number of Units:	One (1)	No change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	0.55	none permitted
Lot Coverage:	Max. 45%	37%	none
Setback – Front Yard:	Min. 6 m	6 m	none
Setback – Interior Side Yard:	Min. 2 m	2 m	none
Setback – Exterior Side Yard:	Min. 3 m	1.2 m	Variance Requested
Setback – Rear Yard:	Min. 6 m	6 m	none
Height (m):	Max. 2.5 storeys	2 storeys	none
Lot Size:	550 m ²	883.9 m ²	none



City of Richmond
Planning and Development Department

Development Variance Permit

No. DV 11-586308

To the Holder: RASHPAL WALIA
Property Address: 8200 CLAYBROOK ROAD
Address: 5731 MURCHISON ROAD
RICHMOND BC V7C 2G6

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Vary the exterior side yard setback from 3.0 m to 1.2 m
4. The dimension and siting of buildings and structures on the land shall be as shown on Plan #1 attached hereto.
5. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.
6. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

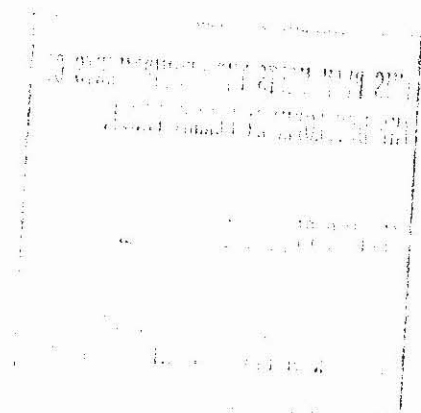
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

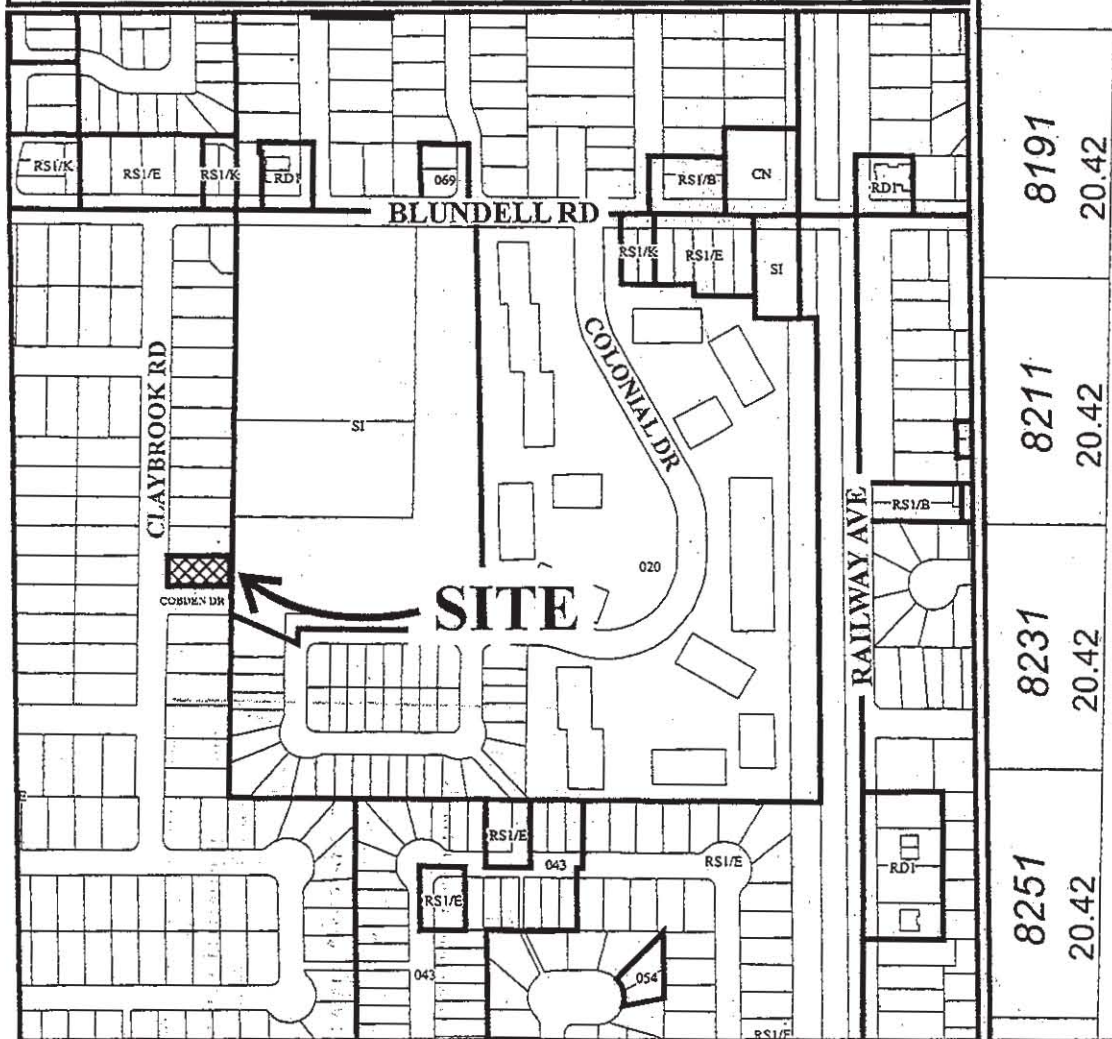
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

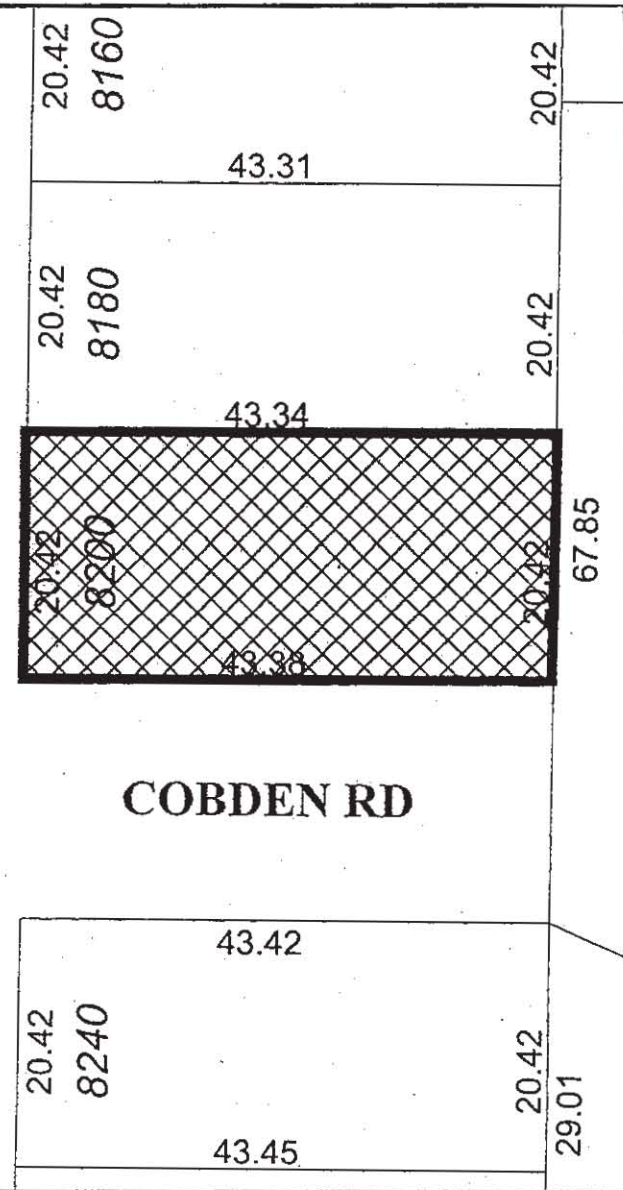
MAYOR



City of Richmond



CLAYBROOK RD

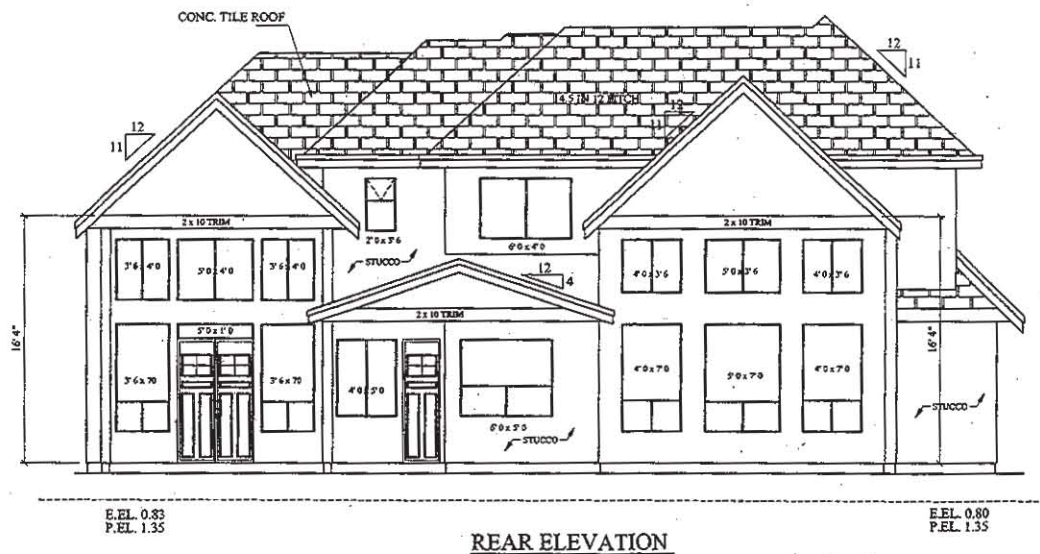
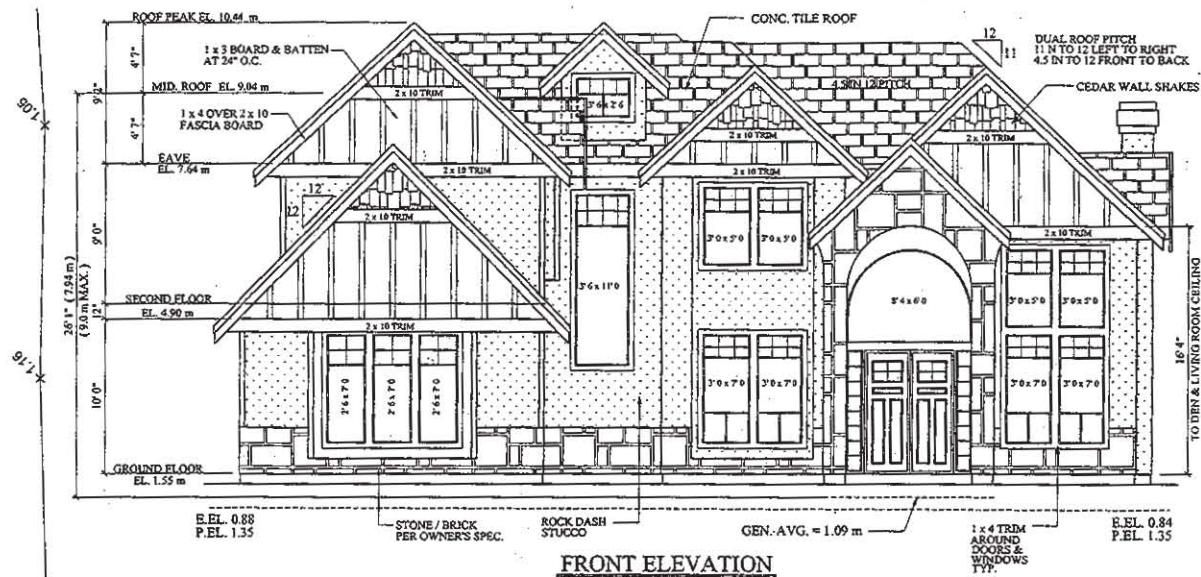
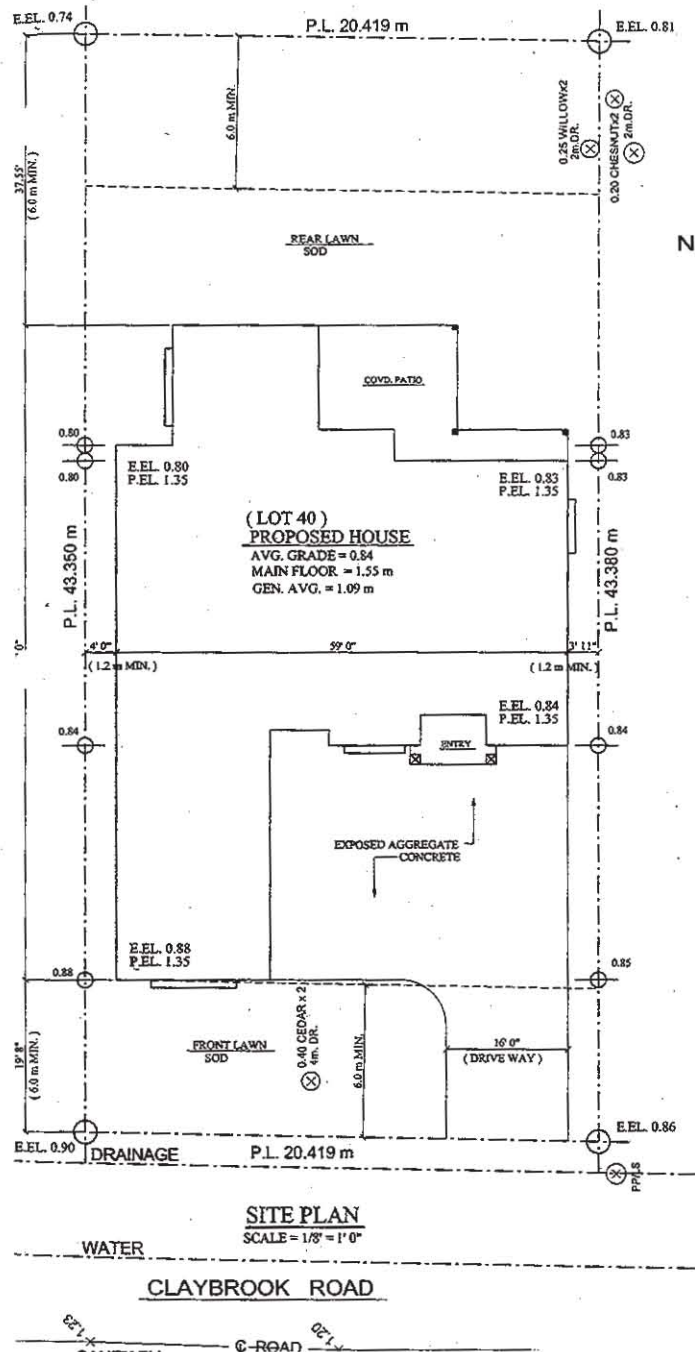


DV 11-586308
SCHEDULE "A"

Original Date: 08/04/11

Revision Date:

Note: Dimensions are in METRES



CIVIC ADDRESS:
 8200 - CLAYBROOK ROAD, RICHMOND, B.C.

LEGAL DESCRIPTION:
 LOT 40, SEC. 23
 B4N B7W NWD PLAN 15652

CALCULATIONS:
 LOT AREA = 9515.0 S.F.
 PER. F.A.R. = 4104.0 S.F.

PROPOSED F.A.R.
 GROUND FLOOR AREA = 2592.0 S.F.
 SECOND FLOOR AREA = 1512.0 S.F.
TOTAL = 4104.0 S.F.

PLUS 538.0 S.F. OF GARAGE
 PER. SITE COVERAGE = 45 % OF 9515.0 S.F.
 PROPOSED SITE COVERAGE = 3550.0 S.F.

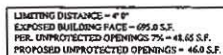
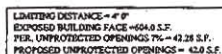
DV 11 586308

PLAN #1

SEP 27 2011

Astonish Design & Detailing Ltd.
 19732 - 718 Ave. Langley B.C.
 PH: 1 604 539 1740 FAX: 1 604 539 1741
 CELL: 1 604 728 0389 E-MAIL: narneg@astondesign.com

SITE PLAN & ELEVATIONS



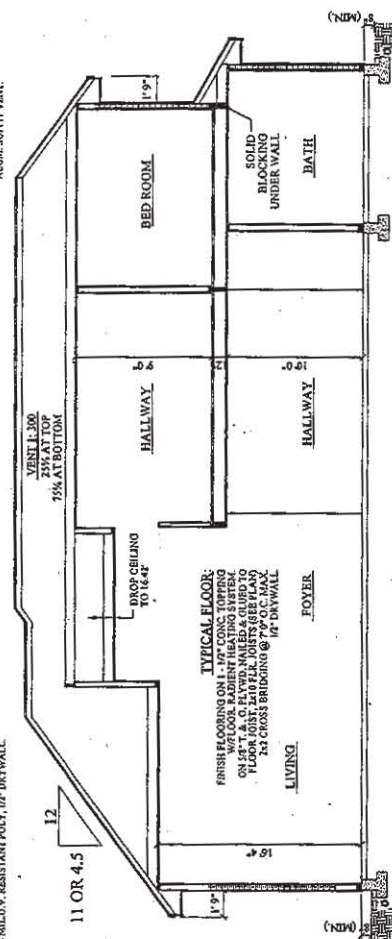
LIMITING DISTANCE - 0' 0"
 EXPOSED BUILDING FACE = 580 S.F.
 PER. UNPROTECTED OPENINGS = 2.75% - 57.33 S.F.
 PROPOSED UNPROTECTED OPENINGS = 54.0 S.F.

E.E.L. 0.88
P.E.L. 1.35

TYPICAL BAY:
LEAVE PROTECTION TO 12" MIN.
INSIDE TOP PLATE.
2 x 4 ON 2 x 10 FASCIA, W/BUILT IN GUTTER.
GALVANIZED METAL FLASHING.
ALUM. SOFFIT VENT.

TYPICAL ROOF:
CONC. TILE ROOF
ON 1 x 4 STRAPPING
ON 1 x 2 ON TRUSSES
ON 1/8" WEATHERNO FOIL
ON 1/2" THK. PLYWOOD
ON APP. ENJO. TRUSSES @ 24" O.C.
R. 40 BATT INSULATION.
6-MIL. U.V. RESISTANT POLY.

TYPICAL EXTERIOR WALL:
3/4" THICK STUCCO
ON 1/4" X 2" OR 1/4" X 1" BORATE TREATED
EXTERIOR GRADE 1" WOOD STRAPPING
AT 8" O.C. 2 LAYERS OF 30 MIN.
RATED BUILDING PAPER ON
ONE LAYER OF BUILDING PAPER
TYVEK COMMERICAL WRAP[®] OR EQUIV.
ON 1/2" PLYWD. ON 2x2 STUDS @ 16" O.C..
R-20 BATT INSULATION.
5-MILUV. RESISTANT POLY. 1/2" DRYWALL.



TYPICAL FOUNDATION:
 6" CONC. WALL ON 3" x 10" CONC. CONC.
 STRIP FOOTING TO FIRST BEARING.
 5/8" DIA. ANCHOR BOLTS @ 6" O. C. MAX.
 PROVIDE 45° FELT UNDER ALL PLATES
 IN CONTACT W/CONC.
 4" DRAIN PIPE (SOLID), 6" DRAIN COVER.

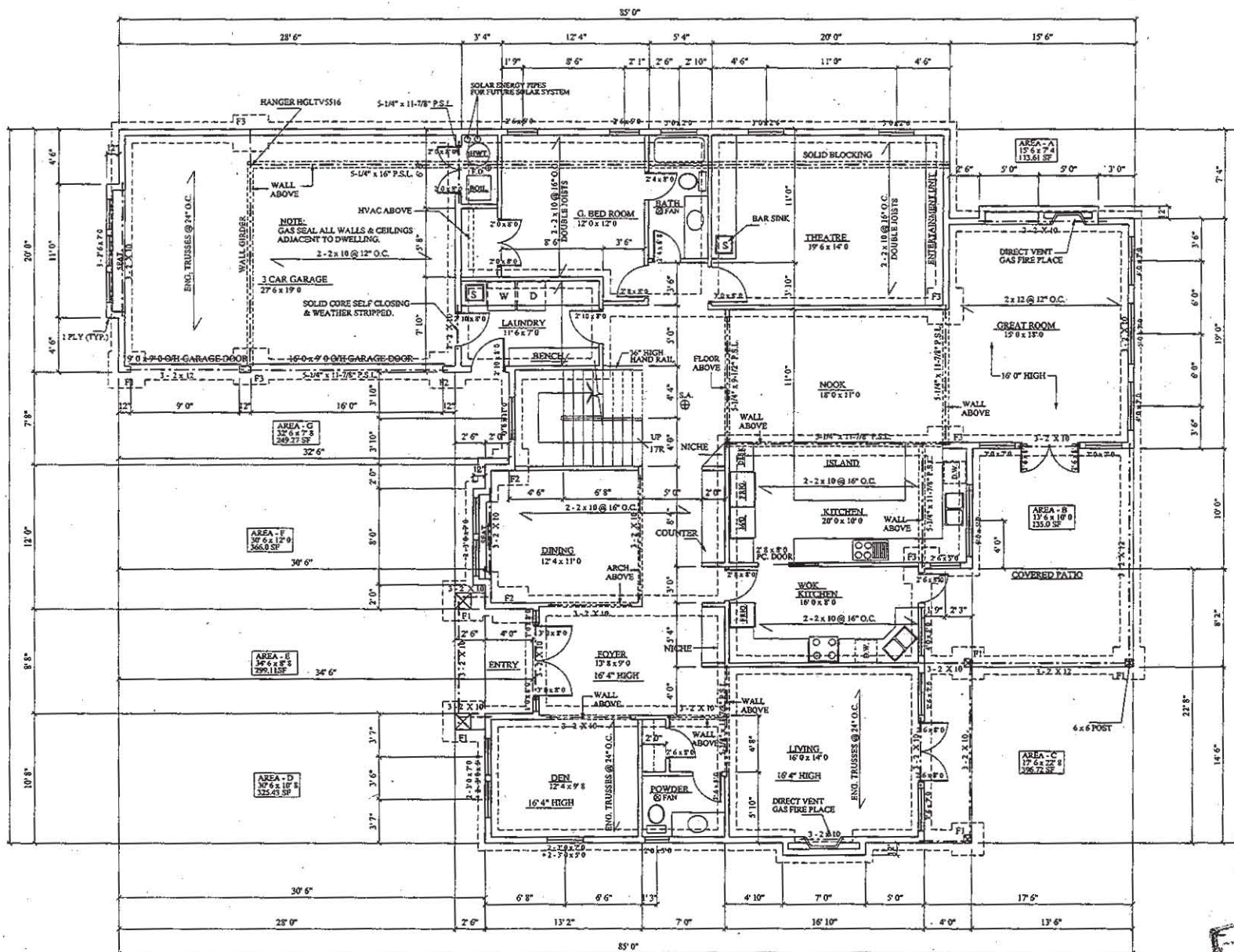
SECTION A-A
SCALE: 1/8" = 1'-0"

SLAB ON GRADE:
FINISH FLOORING ON 4" CONC. SLAB.
W/FLOOR RADIANT HEATING SYSTEM.
R-12 RIGID INSULATION.
5-5 MIL. U.V. RESISTANT POLY.
WELL-COMPACTED SAND BASE.

DV 11 586308

SEP 27 2011

Astonish Design & Detailing Ltd.
19732 - 71B Ave. Langley B.C.
PH: 1 604 539 1740 FAX: 1 604 539 1741
CELL: 1 604 728 0389 E-MAIL: navejshon@hotmail.com
rnr: **ELEVATIONS & SECTION**



GROUND FLOOR PLAN
(10' 0" HIGH CEILING)

AREA = 2592.0 S.F.
PLUS 538.0 S.F. OF GARAGE

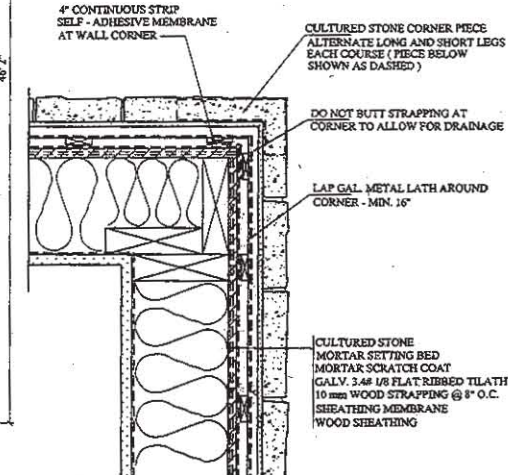
DV 11 586308

SEP 27 2011

Astonish Design & Detailing Ltd.
19732 - 71B Ave. Langley B.C.
PH: 1 604 539 1740 FAX: 1 604 539 1741
CELL: 1 604 728 0389 E-MAIL: astondesign@hotmail.com

GROUND FLOOR PLAN

AREA CALCULATIONS:	
74'4" x 46'2" = 3432.0 SF	
LESS = 1920.0 SF	
NET AREA = 1512.0 SF	
FOR HOUSE	
AREA - A = 366.83 SF	
AREA - B = 219.75 SF	
AREA - C = 317.97 SF	
AREA - D = 147.22 SF	
AREA - E = 369.83 SF	
AREA - F = 237.96 SF	
AREA - G = 167.44 SF	
AREA - H = 93.05 SF	
TOTAL = 1920.1 SF	



NOTE:
Align strapping and studs, so every other strapping is in line with stud to provide solid anchoring. Refer to Cultured Stone installation guidelines for additional requirements.

DV 11 586 308

SEP 27 2011

PLAN #4
Astonish Design & Detailing Ltd.
19732 - 71B Ave. Langley B.C.
PH: 1 604 539 1740 FAX: 1 604 539 1741
CELL: 1 604 728 0589 E-MAIL: zeev@astonish.com

SECOND FLOOR PLAN
(9'0" HIGH CEILING) AREA = 1512.0 S.F.

