



City Council

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

**Monday, July 22, 2013
7:00 p.m.**

Pg. # ITEM

MINUTES

1. **(1) Motion to adopt:**

(a) *the minutes of the Regular Council Meeting held on Monday, July 8, 2013 (distributed previously);*

CNCL-14

(b) *the minutes of the Regular Council Meeting for Public Hearings held on Monday, July 15, 2013; and*

CNCL-21

(2) *Motion to receive for information the Metro Vancouver 'Board in Brief' dated June 28, 2013.*



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

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



3. Delegations from the floor on Agenda items.

(PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED; OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS - ITEM NO. 24.)

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
- Community Energy and Emissions Plan – Phase 2 Consultation Process
- Garden City Lands – Phase One Vision and Guiding Principles
- West Richmond Community Centre Public Art Project
- Centro TerraWest Development Ltd. Donation of Public Art Project
- Port Metro Vancouver Land Use Plan Update
- Land use applications for first reading (to be further considered at the Public Hearing on Tuesday, September 3, 2013):
 - 9080 No. 3 Road – Rezone from ASY to RTM2 (Sandhill Homes Ltd. – applicant)
 - 6433 Dyke Road – Rezone from ZS6 to ZD4 (Johnny W.W. Leung Architect – applicant)
 - 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road – Rezone from IL to CA (Dava Developments Ltd. – applicant)
 - 10591 No. 1 Road – Rezone from RS1E to RCH1 (Rocky Sethi – applicant)

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- Application by Garden City Cabs to Passenger Transportation Board
- Hamilton Child Care Centre Project
- No. 2 Road Drainage Box Culvert Replacement Funding
- Options for Food Scraps and Organics Collection Services for Multi-Family Dwellings and Commercial Businesses
- 2012 Update: Recycling and Solid Waste Management – Proposed Increased Service Levels

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

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Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-23 (1) *the Community Safety Committee meeting held on Tuesday, July 9, 2013;*
- CNCL-27 (2) *the General Purposes Committee meeting held on Monday, July 15, 2013;*
- CNCL-29 (3) *the Parks, Recreation & Cultural Services Committee meeting held on Thursday, July 18, 2013;*
- CNCL-62 (4) *the Planning Committee meeting held on Tuesday, July 16, 2013;*
- CNCL-71 (5) *the Public Works & Transportation Committee meeting held on Wednesday, July 17, 2013;*

be received for information.

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Consent
Agenda
Item

7. **COMMUNITY ENERGY AND EMISSIONS PLAN – PHASE 2 CONSULTATION PROCESS**

(File Ref. No. 10-6000-01) (REDMS No. 3899526 v.2)

CNCL-77

See Page CNCL-77 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That, as described in the Director, Engineering report titled “Community Energy and Emissions Plan – Phase 2 Consultation Process”, dated June 27, 2013, staff proceed with the public consultation process for Phase 2 of the Community Energy and Emissions Plan.

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Consent
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Item

8. **GARDEN CITY LANDS – PHASE ONE VISION AND GUIDING PRINCIPLES**

(File Ref. No. 06-2345-20-GCIT1) (REDMS No. 3899535 v.2)

CNCL-186

See Page **CNCL-186** for full report

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION

That the Vision and Guiding Principles as detailed in the staff report titled Garden City Lands – Phase One Vision and Guiding Principles from the Senior Manager, Parks dated July 8, 2013, be endorsed as the basis for Garden City Lands future planning, Phase Two – Concept Development.



Consent
Agenda
Item

9. **WEST RICHMOND COMMUNITY CENTRE PUBLIC ART PROJECT**

(File Ref. No. 11-7000-09-20-161) (REDMS No. 3899149)

CNCL-242

See Page **CNCL-242** for full report

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION

That the concept proposal for the West Richmond Community Centre Public Art Project by artist Jeanette Lee as presented in the staff report from the Director, Arts, Culture and Heritage Services dated June 28, 2013, be endorsed.



Consent
Agenda
Item

10. **CENTRO TERRAWEST DEVELOPMENT LTD. DONATION OF PUBLIC ART PROJECT**

(File Ref. No. 11-7000-09-20-133) (REDMS No. 3898454)

CNCL-249

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

PARKS, RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION

That the artwork donation by Centro TerraWest Development Ltd. to the City of Richmond, as presented in the staff report dated June 24, 2013 from the Director, Arts, Culture and Heritage Services, be approved.



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Consent
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Item

11. **PORT METRO VANCOUVER LAND USE PLAN UPDATE**

(File Ref. No.) (REDMS No. 3900390)

CNCL-268

See Page CNCL-268 for full report

PLANNING COMMITTEE RECOMMENDATION

That, as per the report from the General Manager, Planning and Development, dated June 27, 2013, titled: Port Metro Vancouver Land Use Plan Update, the City Of Richmond:

- (1) *Advise Port Metro Vancouver that, as the City continues to strongly object to any Port use of agricultural lands, the Port state in its final Land Use Plan that it will not use agricultural lands, including Gilmore Farms, Rabbit River Farm and other Port owned agricultural lands, for Port expansion or operations and that future purchased land will abide by City zoning; and*
- (2) *Advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendation.*

CNCL-330

NOTE: See staff Memo for information related to the Port Metro Vancouver “Undetermined” Map Designations.



Consent
Agenda
Item

12. **APPLICATION BY SANDHILL HOMES LTD. FOR REZONING AT 9080 NO. 3 ROAD FROM ASSEMBLY (ASY) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**

(File Ref. No. 12-8060-20-9030/9043; RZ 12-619503) (REDMS No. 3899821 v.3)

CNCL-333

See Page CNCL-333 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, to redesignate 9080 No. 3 Road from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1, be introduced and given first reading;*
- (2) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

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

- (3) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9043, for the rezoning of 9080 No. 3 Road from "Assembly (ASY)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.*



Consent
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13. **APPLICATION BY JOHNNY W.W. LEUNG ARCHITECT FOR REZONING AT 6433 DYKE ROAD FROM SINGLE DETACHED (ZS6) - LONDON LANDING (STEVESTON) TO HERITAGE TWO-UNIT DWELLING (ZD4) - LONDON LANDING (STEVESTON)**

(File Ref. No. 12-8060-20-9028; RZ 13-631467) (REDMS No. 3849204)

CNCL-380

See Page CNCL-380 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500 Amendment Bylaw 9028, to create the “Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)” and for the rezoning of 6433 Dyke Road from “Single Detached (ZS6) - London Landing (Steveston)” to “Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)”, be introduced and given first reading.



Consent
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14. **APPLICATION BY DAVA DEVELOPMENTS LTD. FOR REZONING AT 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 AND 2991 NO. 3 ROAD FROM LIGHT INDUSTRIAL (IL) TO AUTO-ORIENTED COMMERCIAL (CA)**

(File Ref. No. 12-8060-20-9041/9042/8479; RZ 11-566630) (REDMS No. 3898754)

CNCL-418

See Page CNCL-418 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041, to facilitate the construction of commercial uses on the subject site, by:*
 - (a) *In Schedule 1, amending the existing land use designation in Attachment 1 (City of Richmond 2041 OCP Land Use Map) to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site,*

from "Park" to "Commercial"; and

- (b) *In Schedule 2.10 (City Centre), amending the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Bridgeport Village (2031), and reference maps throughout the Plan to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Urban Centre T5 (45 m)"; to introduce the extension of minor Douglas Street from No. 3 Road to River Road; and to amend the area designated for park purposes within the Bridgeport Village area; together with related minor map and text amendments;*

be introduced and given first reading;

- (2) *That Bylaw 9041, having been considered in conjunction with:*

(a) *the City's Financial Plan and Capital Program;*

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

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

- (3) *That Bylaw 9041, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation;*

- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9042, which makes minor amendments to the "CA" zone specific to 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road and rezones that property from "Light Industrial (IL)" to "Auto-Oriented Commercial (CA)", be introduced and given first reading; and*

- (5) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, be abandoned.*



Consent
Agenda
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15. **APPLICATION BY ROCKY SETHI FOR REZONING AT 10591 NO. 1 ROAD FROM SINGLE DETACHED (RS1E) TO COACH HOUSES (RCH1)**

(File Ref. No. 12-8060-20-9045; RZ 13-634617) (REDMS No. 3903682)

CNCL-449

See Page CNCL-449 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9045, for the rezoning of 10591 No. 1 Road from "Single Detached (RS1E)" to "Coach Houses (RCH1)", be introduced and given first reading.



Consent
Agenda
Item

16. **APPLICATION BY GARDEN CITY CABS TO PASSENGER TRANSPORTATION BOARD**

(File Ref. No. 12-8275-02) (REDMS No. 3900474)

CNCL-467

See Page **CNCL-467** for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION**

- (1) *That a letter be sent to the Chair of the Passenger Transportation Board of BC:*
 - (a) *expressing the City's concern with the potential erosion of taxicab service within Richmond should the application from Garden City Cabs be approved in whole;*
 - (b) *requesting that the application be approved in part with the number of additional five accessible vehicles to be associated only with the specific service area of Richmond including Vancouver International Airport, with all other fleet vehicles continuing to be excluded from servicing YVR; and*
- (2) *That should the Passenger Transportation Board approve an increase in the number of accessible and conventional taxicabs, that staff be directed to bring forward a bylaw amendment to the Business Regulation – Vehicle for Hire Bylaw No. 6900 to increase the number of licensed Vehicle for Hire vehicles.*



Consent
Agenda
Item

17. **HAMILTON CHILD CARE CENTRE PROJECT**

(File Ref. No. 06-2052-25-DCHA1) (REDMS No. 3872940 v.2)

CNCL-482

See Page **CNCL-482** for full report

**PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION**

That the approved project description be revised to include construction methods other than modular building as acceptable construction methodologies for the Hamilton Child Care facility.



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18. **NO. 2 ROAD DRAINAGE BOX CULVERT REPLACEMENT FUNDING**
(File Ref. No. 10-6340-01) (REDMS No. 3893782 v.4)

CNCL-485

See Page **CNCL-485** for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

That \$251,500 of Drainage Utility Reserve funding be approved for the No. 2 Road Drainage Box Culvert Replacement, and that the 2013 – 2017 Five Year Financial Plan be amended accordingly.



Consent
Agenda
Item

19. **OPTIONS FOR FOOD SCRAPS AND ORGANICS COLLECTION SERVICES FOR MULTI-FAMILY DWELLINGS AND COMMERCIAL BUSINESSES**
(File Ref. No. 10-6370-10-05) (REDMS No. 3898787)

CNCL-487

See Page **CNCL-487** for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That a pilot program for food scraps and organics collection services for multi-family dwellings and commercial businesses, as outlined in Option 1 of the staff report dated June 24, 2013 from the Director – Public Works Operations, be approved;*
- (2) *That the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute an amendment to Contract T.2988, Residential Solid Waste & Recycling Collection Services, to service, acquire, store, assemble, label, deliver, replace and undertake related tasks for the carts, kitchen containers and related items associated with this temporary pilot program; and*
- (3) *That an amendment to the City's Five Year Financial Plan (2013-2017) to include capital costs of \$200,000 and operating costs of \$120,000 for undertaking a pilot program for food scraps and organics collection services for Multi-Family Dwellings and Commercial Businesses, with funding from the City's general solid waste and recycling provision, be brought forward for Council consideration.*



Consent
Agenda
Item

20. **2012 UPDATE: RECYCLING AND SOLID WASTE MANAGEMENT – PROPOSED INCREASED SERVICE LEVELS**

(File Ref. No. 10-6370-01) (REDMS No. 3877881 v.6)

CNCL-493

See Page CNCL-493 for full report

PUBLIC WORKS & TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That the annual Report 2012: Recycling and Solid Waste Management – Expanding Services to Achieve Our Goals be endorsed and made available to the community through the City’s website and other communication medium;*
- (2) *That dry-cell batteries (up to 5 kgs) and cell phones be added to the scope of materials accepted at the City’s Recycling Depot and that the Chief Administrator Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute an agreement with Call2Recycle Canada, Inc. on the terms and conditions set out in the staff report from the Director, Public Works Operations dated June 24, 2013, including specifically that the City grant an indemnity to Call2Recycle Canada, Inc. for any losses they may suffer in connection with the agreement;*
- (3) *That used books be added to the scope of materials accepted at the City’s Recycling Depot and that the Chief Administrator Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute an agreement with Discover Books Ltd. on the terms and conditions set out in the staff report from the Director, Public Works Operations dated June 24, 2013, subject to a right of first refusal to the Friends of the Library; and*
- (4) *That polystyrene foam (Styrofoam) be added to the scope of materials accepted at the City’s Recycling Depot.*



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

**PARKS, RECREATION AND CULTURAL SERVICES
COMMITTEE**

Councillor Harold Steves, Chair

21. LONG-FORM CENSUS QUESTIONNAIRE

CNCL-31

See Page **CNCL-31** for details

(Parks, Recreation & Cultural Services Committee minutes of July 18, 2013)

**PARKS RECREATION & CULTURAL SERVICES COMMITTEE
RECOMMENDATION**

That Richmond City Council write to the Federal Minister of Industry requesting the reinstatement of the mandatory Long-form Census questionnaire.

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PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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

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CNCL-565

Bristol Court Interim Management Board, to speak to a Building Permit application and request for affordable housing assistance.

23. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

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PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

- CNCL-566** Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 8946**
(7680 and 7720 Alderbridge Way, RZ 11-593705)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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- CNCL-569** Arts, Culture & Heritage Capital Reserve Fund Establishment **Bylaw No. 9032**
Opposed at 1st/2nd/3rd Readings – None.

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- CNCL-571** Inter-municipal Business Licence Agreement **Bylaw No. 9033**
Opposed at 1st/2nd/3rd Readings – None.

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- CNCL-579** Housing Agreement (5640 Hollybridge Way) **Bylaw No. 9039**
Opposed at 1st/2nd/3rd Readings – None.

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CNCL-607 Inter-municipal Business Licence **Bylaw No. 9040**
Opposed at 1st/2nd/3rd Readings – None.



DEVELOPMENT PERMIT PANEL

24. RECOMMENDATION

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

CNCL-611
CNCL-616

- (1) *That the minutes of the Development Permit Panel meeting held on Wednesday, July 10, 2013, and the Chair's reports for the Development Permit Panel meetings held on July 10, 2013, May 29, 2013, May 15, 2013, March 27, 2013, and August 22, 2012, be received for information; and*
- (2) *That the recommendations of the Panel to authorize the issuance of:*
 - (a) *a Development Variance Permit (DV 13-637143) for the property at 10197 River Drive;*
 - (b) *a Development Permit (DP 11-575759) for the property at 6160 London Road (formerly 6160 London Road and 13100, 13120, 13140, 13160 and 13200 No. 2 Road); and*
 - (c) *a Development Permit (DP 11-587896) for the property at 6622 Pearson Way;*
 - (d) *a Development Permit (DP 12-622179) for the property at 7000 No. 3 Road and 8040 Granville Avenue;*
 - (e) *a Development Permit (DP 12-626615) for the property at 7680 and 7720 Alderbridge Way; and*
 - (f) *a Development Permit (DP 11-587954) for the property at 6611 Pearson Way;**be endorsed, and the Permits so issued.*



ADJOURNMENT





**Regular Council Meeting for Public Hearings
Monday, July 15, 2013**

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

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

Michelle Jansson, Acting Corporate Officer

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

1. **HOUSING AGREEMENT (9388 ODLIN ROAD) (FORMERLY 9340, 9360, 9400 ODLIN ROAD) BYLAW NO. 8693 (RZ 09-453123)**
(Location: 9388 Odlin Road (formerly 9340, 9360, 9400 Odlin Road);
Applicant: 0845260 B.C. Ltd.)

Applicant's Comments:

The applicant was not available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH13/7-1

It was moved and seconded

That Housing Agreement (9388 Odlin Road) (Formerly 9340, 9360, 9400 Odlin Road) Bylaw 8693 be given second and third readings.

CARRIED



Regular Council Meeting for Public Hearings
Monday, July 15, 2013

PH13/7-2

It was moved and seconded

That Housing Agreement (9388 Odlin Road) (Formerly 9340, 9360, 9400 Odlin Road) Bylaw 8693 be adopted.

CARRIED

2. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9029 (RZ 13-631570)

(Location: 10480 Williams Road; Applicant: Barstow Construction Ltd.)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH13/7-3

It was moved and seconded

That Zoning Amendment Bylaw 9029 be given second and third readings.

CARRIED

3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9035 (ZT 12-610289)

(Location: 6611, 6622, 6655, 6811 and 6899 Pearson Way (River Green); Applicant: Oval 8 Holdings Ltd.)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

None.

Staff Comments:

Wayne Craig, Director of Development, provided details on the zoning amendment allowing the developer to provide cash-in-lieu of constructing the affordable housing units and an upcoming staff report allocating the funds to a special development circumstance.



Regular Council Meeting for Public Hearings Monday, July 15, 2013

John Foster, Manager, Community Social Development, added that the funds for the affordable housing contributions would be targeted to subsidized units in accordance with the City's Affordable Housing Strategy.

Submissions from the floor:

Deirdre Whalen, 13631 Blundell Road, reiterated her concerns addressed in her written submission dated July 15, 2013 (attached to and forming part of these minutes as **Schedule 1**).

In response to a query, Ms. Whalen advised that the Richmond Homelessness Coalition advocates and recognizes the need for support from other levels of government. The Poverty Response Committee has an Affordable Housing Task Force and is a member of the BC Coalition of Poverty Reduction which has a plan for a National Housing Strategy.

In reply to queries, Mr. Craig noted that the utilization of the cash-in-lieu contribution would be at Council's discretion and provided details on how staff calculate the financial contribution. He further noted that staff are currently working on a number of initiatives for affordable housing which would be announced in the near future.

Jennifer Larson, 7688 Acheson Road, expressed concern that no information was available to the public regarding the proposed replacement for the affordable housing lost with this application.

PH13/7-4

It was moved and seconded

That Zoning Amendment Bylaw 9035 be given second and third readings.

The question was not called on Resolution No. PH13/7-4 as discussion ensued regarding future special purpose housing developments. The question was then called and it was **CARRIED** with Councillor Au opposed.

4. **RICHMOND ZONING BYLAW 8500, TEXT AMENDMENT BYLAW 9036 AND TERMINATION OF HOUSING AGREEMENT (PARC RIVIERA) BYLAW 9037 (ZT 12-611282)**

(Location: 10011, 10111, 10199 and 10311 River Drive (Parc Riviera);
Applicant: Parc Riviera Project Inc.)

Applicant's Comments:

The applicant was available to answer questions.



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Written Submissions:

None.

Submissions from the floor:

Deirdre Whalen, 13631 Blundell Road, stated her concern that the process had not been transparent and did not allow for public input concerning affordable housing initiatives.

Jennifer Larson, 7688 Acheson Road, expressed the same concerns as with the previous application.

PH13/7-5

It was moved and seconded

That Zoning Amendment Bylaw 9036 and Termination Of Housing Agreement (Parc Riviera) Bylaw 9037 be given second and third readings.

The question was not called on Resolution No. PH13/7-5 as discussion ensued. In response to queries from Council, Mr. Craig explained the background on the affordable housing requirement for this development including the calculation of the proposed cash-in-lieu contribution. Mr. Craig added that, as of June 30, 2013, the City had secured, through the Affordable Housing Strategy, 311 subsidized rental units, 482 affordable rental units, 303 market rental units, 19 entry-level home ownership units, and 77 secondary suites and single-family homes. He further noted that, although he did not have specific numbers, some of the subsidized rental housing had received BC Housing Funding either in construction financing or mortgage take outs. Staff was advised that information related to any federal and provincial contributions toward affordable housing should be included with the future staff report. The question was then called and it was **CARRIED** with Councillor Au opposed.

ADJOURNMENT

PH13/7-6

It was moved and seconded

That the meeting adjourn (7:42 p.m.).

CARRIED



Regular Council Meeting for Public Hearings
Monday, July 15, 2013

Certified a true and correct copy of the
Minutes of the Regular Meeting for Public
Hearings of the City of Richmond held on
Monday, July 15, 2013.

Mayor (Malcolm D. Brodie)

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

City of Richmond Public Hearing July 15, 2013
Council Chambers, Richmond City Hall

Deirdre Whalen 13631 Blundell Road Richmond V6W 1B6

Thank you for the opportunity to speak this evening. I want to talk about the continued lack of affordable rental housing in Richmond. Other cities have policies to encourage the development of purpose-built rental housing. I had thought that the Richmond Affordable Housing Strategy had policies that would do just that. But the topic of this public hearing appears to refute it all.

Not everyone wants to buy real estate and for some people it can really tie you down. Besides that, not everyone can afford market housing. People that work in the service industry often fill jobs that don't pay that well. If you can rent close to work, you can walk or bus there and make a living. If not, you quit and find a job close to where you can afford to live.

A sustained lack of rental housing can cause important repercussions in a community. Essential jobs are left unfilled, the working class moves away and the elite are left with no one to serve them. If other cities can create complete communities for people in all walks of life, the City of Richmond should encourage innovative ways to create more rental housing for ordinary people.

Renters are typically young adults, professionals just starting out, lone parent families, newcomers to the city, low to mid-income families and seniors on a pension. The vast majority of renters have a regular income and they receive no government housing subsidies.

Housing subsidies are only for families and they top out at a yearly household income of \$35,500. That means if you can raise a family on \$2,800 per month you could qualify for a few hundred bucks. But rents here are so high there is still a gap families have to fill somehow. The lack of affordable purpose-built rental housing means that people who need to live here to work pay a high proportion of their income on rent and can never save enough to purchase their own home.

Although, to see all the pricey towers springing up here, you'd think there is an unending supply of people that want to buy a piece of Richmond. I have a list of recent housing developments and the number of units they provide, below. I've broken them into two groups, market ownership and purpose-built rental. The numbers come directly from developers' promotional websites.

Market Ownership:

Parc Riviera (1100 units)
River Green (458 units)
Quintet (306 units)
Saffron (296 units)
Monet (135 units)
The Gardens (150 units)
Centro (166 units)
Kiwani Towers (335 units)
Remy (107 units)
Cressey (229 units)

Total of 3282 market purchase units

Purpose Built Rental:

Remy (81 units for seniors)

Kiwanis Towers (296 units for seniors)
KFC (130 units for subsidized supportive housing)
Cressey (15 units for subsidized low-income families)

Total of **522** affordable purpose built rental units

This does not include the high-end market rental units at Imperial Landing, Riverport and above Broadmoor Mall. So only about 16% of the units being built are affordable rental. And 84% of the units being built are for market purchase. This is in light of a poverty rate ranging from 20% to 26% depending on whom you talk to. This is in light of over 1500 people a week needing to use the Food Bank, a third of them children. This is in light of the proposals here tonight to “amend/remove the requirement for onsite affordable housing.”

How is the City going to catch up with the need for affordable housing? How will the City ensure we have complete and vibrant neighbourhoods, with varying ages, ethnicities and income levels? That was what the Affordable Housing Strategy was supposed to do. I fear that if Council accepts these proposals to remove onsite rental units, we will end up with rental ghettos and that all of the developers’ obligations to provide affordable housing will be lumped into one zone.

I would like to hear from Planning and from Council that my fears are unjustified. I’d like to hear that the City has great plans to not only build affordable rental housing now, but also keep up with the increasing demand for affordable housing in the future. Please enlighten me!

Thank you,

De Whalen



For Metro Vancouver meetings on Friday, June 28, 2013

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:

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

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

Greater Vancouver Regional District

Invited Presentation – Heather Place Redevelopment Proposal

RECEIVED

Don Littleford, Director, Housing, and Manager, Metro Vancouver Housing Corporation, made a presentation about the proposed redevelopment of Heather Place in Vancouver.

The existing Heather Place, built in 1983, is an 86-unit townhouse development. The Metro Vancouver Housing Corporation has submitted a rezoning application to the City of Vancouver for a proposed re-development with 230 new rental homes.

SFU Carbon Talks' "Understanding Road Pricing – Community Consultation" Proposal

APPROVED

SFU Carbon Talks seeks funding for "Moving in a Livable Region," a project that will engage citizens in the region in dialogue about sustainable funding options for transportation, including road pricing.

The Board approved a one-time \$15,000 grant to the SFU Centre for Dialogue to design and conduct community consultations on regional road pricing.

2012 Schedules of Financial Information

APPROVED

Further to the 2012 Audited Financial Statements released in April as required by the provincial Financial Information Act, a report provides financial information on remuneration and expenses paid to directors and committee members, remuneration and expenses paid to all staff exceeding \$75,000, and payments to third parties exceeding \$25,000.

Investment Policy Changes

APPROVED

Proposed changes to the Metro Vancouver Investment Policy are intended to increase investing flexibility and allow for access to greater investment returns, while maintaining conservative risk exposure.

The changes are:

a) Increased dollar limit maximums to allow expanded access to approved higher yielding investments; and



- b) An expanded list of approved financial institutions for additional higher yield investment alternatives; and
- c) Housekeeping changes in the policy wording to reflect updated business practices.

Delegation Executive Summaries Presented at Committee – June 2013

RECEIVED

Summary of a committee delegation, Carbon Talks, SFU Centre for Dialogue presented to the Transportation Committee in June 2013.

**Bank Signing Officers – Greater Vancouver Regional District
Signing Officers Bylaw No. 1184, 2013, June 2013**

APPROVED

The GVRD Board adopted a bylaw that allows designated staff to perform day to day banking activities on behalf of the GVRD. An update to this bylaw includes organizational and title changes, plus new staff appointments.

Greater Vancouver Sewerage and Drainage District

**Bank Signing Officers – Greater Vancouver Sewerage and Drainage
District Signing Officers Bylaw No. 279, 2013**

APPROVED

The Sewerage and Drainage District Board adopted a bylaw that allows designated staff to perform day to day banking activities on behalf of the GVS&DD. An update to this bylaw includes organizational and title changes plus new staff appointments.

Greater Vancouver Water District

**Bank Signing Officers – Greater Vancouver Water District Signing
Officers Bylaw No. 246, 2013**

APPROVED

The Water District Board adopted a bylaw that allows designated staff to perform day to day banking activities on behalf of the GVWD. An update to this bylaw includes organizational and title changes plus new staff appointments.



Community Safety Committee

Date: Tuesday, July 9, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Derek Dang, Chair
Mayor Malcolm Brodie
Councillor Chak Au
Councillor Linda Barnes
Councillor Evelina Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves (entered at 4:13 p.m.)

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on Tuesday, June 11, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

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

Community Safety Committee
Tuesday, July 9, 2013

LAW AND COMMUNITY SAFETY DEPARTMENT

1. **COMMUNITY BYLAWS – MAY 2013 ACTIVITY REPORT**

(File Ref. No. 12-3060-01) (REDMS No. 3887257 v.3)

Edward Warzel, Manager, Community Bylaws, commented on a new parking decal program launched in partnership with the Richmond Centre for Disability.

In reply to queries from Committee, Mr. Warzel spoke of factors that may have contributed to the increase in issued notices of bylaw violations. Also, Mr. Warzel spoke of the City's program in relation to abandoned / vacant homes.

It was moved and seconded

That the staff report titled Community Bylaws – May 2013 Activity Report dated June 12, 2013, from the General Manager, Law & Community Safety be received for information.

CARRIED

2. **RICHMOND FIRE-RESCUE – MAY 2013 ACTIVITY REPORT**

(File Ref. No. 09-5000-01) (REDMS No. 3891390)

Fire Chief John McGowan spoke of Richmond Fire-Rescue's (RFR) May 2013 activities, highlighting that 99.9% of value was protected.

Cllr. Steves entered the meeting (4:13 p.m.).

It was moved and seconded

That the staff report titled Richmond Fire-Rescue – May 2013 Activity Report, dated June 17, 2013, from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

3. **RICHMOND FIRE-RESCUE – JOB DEMANDS ANALYSIS AND FIT FOR DUTY DRILLS**

(File Ref. No.) (REDMS No. 3844734)

Fire Chief McGowan provided background information regarding RFR's job demands analysis and fit for duty drills, and stated that the drills are bona fide and take into account National Fire Protection Association and WorkSafe BC regulations.

In reply to queries from Committee, Fire Chief McGowan provided the following information:

- fit for duty drills are required for RFR personnel that have been absent for an extended period of time due to various reasons;

Community Safety Committee
Tuesday, July 9, 2013

- fit for duty drills are critical in evaluating whether RFR personnel are able to resume their regular duties;
- RFR offers a modified duty program for those that may not be able to resume their regular duties immediately upon returning to work; and
- fit for duty drills are also conducted on an annual basis to ensure that all RFR personnel can carry out their duties.

It was moved and seconded

That the staff report titled Richmond Fire-Rescue – Job Demands Analysis and Fit For Duty Drills (dated May 29, 2013 from the Fire Chief) be received for information.

CARRIED

4. RCMP'S MONTHLY REPORT – MAY 2013 ACTIVITIES

(File Ref. No. 09-5000-01) (REDMS No. 3888088)

Inspector Sean Maloney, Richmond RCMP, commented on the Richmond RCMP's May 2013 activities and statistics.

In reply to a query from Committee, Inspector Maloney spoke of Project Link, a daytime foot patrol initiative created in an effort to curb crime along the No. 3 Road corridor, noting that this initiative is likely to expand.

It was moved and seconded

That the report titled RCMP's Monthly Report – May 2013 Activities (dated July 1, 2013, from the Officer In Charge, RCMP) be received for information.

CARRIED

5. RICHMOND RCMP 2011-2013 STRATEGIC PLAN UPDATE – FISCAL YEAR 2012/13

(File Ref. No. 09-5350-01) (REDMS No. 3883841 v. 3)

It was moved and seconded

That the report titled Richmond RCMP 2011-2013 Strategic Plan Update – Fiscal Year 2012/13 (dated June 3, 2013 from the Officer In Charge) be received for information.

CARRIED

6. FIRE CHIEF BRIEFING

(Verbal Report)

Items for discussion:

- (i) *Safety Messaging – Safe Boating, BBQ Safety, and Falls / Injury Prevention*

Community Safety Committee
Tuesday, July 9, 2013

Fire Chief McGowan spoke of seasonal safety messages related to boating, barbequing, and preventing slips and falls.

(ii) Canada Day Events Update

Fire Chief McGowan, accompanied by Superintendent Renny Nessel, Officer in Charge, Richmond RCMP, spoke of the success of Canada Day activities.

(iii) New Deputy Fire Chief

Fire Chief McGowan introduced Deputy Fire Chief Kevin Gray and commented on Deputy Fire Chief Gray's 21-year career with RFR.

7. RCMP/OIC BRIEFING

(Verbal Report)

Item for discussion:

None.

8. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:37 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, July 9, 2013.

Councillor Derek Dang
Chair

Hanieh Berg
Committee Clerk



General Purposes Committee

Date: Monday, July 15, 2013

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Linda Barnes
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Linda McPhail
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 General Purposes Committee held on Tuesday, July 2, 2013, be adopted as circulated.

CARRIED

ENGINEERING & PUBLIC WORKS DEPARTMENT

1. **COMMUNITY ENERGY AND EMISSIONS PLAN – PHASE 2
CONSULTATION PROCESS**

(File Ref. No. 10-6000-01) (REDMS No. 3899526 v.2)

Peter Russell, Senior Manager, Sustainability and District Energy was available to answer questions.

It was moved and seconded

General Purposes Committee
Monday, July 15, 2013

That, as described in the Director, Engineering report titled "Community Energy and Emissions Plan – Phase 2 Consultation Process", dated June 27, 2013, staff proceed with the public consultation process for Phase 2 of the Community Energy and Emissions Plan.

The question on the motion was not called as a discussion ensued about: (i) the targets related to the reduction of community-wide greenhouse gas emissions (GHG); and (ii) establishment of future incentive programs with organizations within the community.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:20 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, July
15, 2013.

Mayor Malcolm D. Brodie
Chair

Shanan Sarbjit Dhaliwal
Executive Assistant
City Clerk's Office



Parks, Recreation & Cultural Services Committee

Date: Thursday, July 18, 2013

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Evelina Halsey-Brandt

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 Parks, Recreation and Cultural Services Committee held on Tuesday, May 28, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, September 24, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. GARDEN CITY LANDS – PHASE ONE VISION AND GUIDING PRINCIPLES

(File Ref. No. 06-2345-20-GCIT1) (REDMS No. 3899535 v.2)

Mike Redpath, Senior Manager, Parks, provided background information related to the Garden City Lands planning stages and the following was highlighted:

- Phase One focused on two main goals: (i) getting to know the Lands by conducting a technical review and site context; and (ii) getting to know the community vision through a creative public engagement process;
- the first two steps of Phase One included a biophysical and historical inventory of the Lands and a review of relevant City strategies;
- as part of the public engagement process, the City committed to an extensive communication program to inform the public about the Lands;
- 650 people attended the Ideas Fair, 220 questionnaires were completed, and over 1,000 related information was downloaded from the City's web site; and
- the results of the public engagement process in conjunction with the key findings of the biophysical and historical inventory, and their analyses, facilitated the development of seven broad guiding principles.

Discussion ensued and concern was expressed regarding the seven guiding principles as they do not specifically make reference to any sport-related activities.

Mr. Redpath advised that the seven guiding principles are broad and that sport-related activities can fall under a number of different guiding principles, such as to 'Promote Community Wellness and Active Living.'

Jim Wright, Richmond resident, spoke in favour of the proposed Garden City Lands – Phase One Vision and Guiding Principles, however was of the opinion that the project has not delivered on its initial steps. Mr. Wright read from his submission, attached to and forming part of these minutes as Schedule 1.

Jim Lamond, Chair, Richmond Sports Council, expressed concerns related to the seven guiding principles as they do not include any reference to sport-related activities.

Parks, Recreation & Cultural Services Committee
Thursday, July 18, 2013

Nancy Trant, 10100 No. 3 Road, commented on global warming and wished to see the Garden City Lands remain as open, green space. She spoke of playing fields, noting that there are many playing fields throughout the City, but only one Garden City Lands. Also, she commented on Garry Point Park, highlighting that this park has remained largely natural and as such, was of the opinion that park users can restore themselves in this natural setting. Ms. Trant concluded her remarks by stating that she wished to see the Garden City Lands remain in its natural state.

It was moved and seconded

That the Vision and Guiding Principles as detailed in the staff report titled Garden City Lands – Phase One Vision and Guiding Principles from the Senior Manager, Parks dated July 8, 2013, be endorsed as the basis for Garden City Lands future planning, Phase Two – Concept Development.

CARRIED

Mayor Brodie left the meeting (4:40 p.m.) and did not return.

2. **WEST RICHMOND COMMUNITY CENTRE PUBLIC ART PROJECT**
(File Ref. No. 11-7000-09-20-161) (REDMS No. 3899149)

It was moved and seconded

That the concept proposal for the West Richmond Community Centre Public Art Project by artist Jeanette Lee as presented in the staff report from the Director, Arts, Culture and Heritage Services dated June 28, 2013, be endorsed.

CARRIED

3. **CENTRO TERRAWEST DEVELOPMENT LTD. DONATION OF PUBLIC ART PROJECT**
(File Ref. No. 11-7000-09-20-133) (REDMS No. 3898454)

It was moved and seconded

That the artwork donation by Centro TerraWest Development Ltd. to the City of Richmond, as presented in the staff report dated June 24, 2013 from the Director, Arts, Culture and Heritage Services, be approved.

CARRIED

4. **MANAGER'S REPORT**

(i) *Long-Form Census Questionnaire*

Parks, Recreation & Cultural Services Committee
Thursday, July 18, 2013

Councillor Barnes provided background information regarding a discussion that took place at the June 5, 2013 Council / School Board Liaison Committee meeting related to the Long-Form Census questionnaire. She advised that the Council / School Board Liaison Committee resolved that both Richmond City Council and the Richmond Board of Education send a letter to the Federal Minister of Industry requesting the reinstatement of the Long-Form Census questionnaire.

As such, the following **motion** was introduced:

It was moved and seconded

That Richmond City Council write to the Federal Minister of Industry requesting the reinstatement of the mandatory Long-form Census questionnaire.

CARRIED

(ii) Arts Summit & Survivor 101 Workshops

As member of Metro Vancouver's Regional Culture Sub-Committee, Councillor Barnes spoke of an Arts Summit held in June 2013, noting that its organizers are preparing to take the next steps towards establishing a provincial cultural policy framework. Also, Councillor Barnes commented on a series of four workshops called Survivor 101, noting that each workshop will focus on a different aspect related to the successful progression of community arts organizations.

(iii) Phoenix Gillnet Loft

The Chair distributed materials related to the Phoenix Gillnet Loft (attached to and forming part of these minutes as Schedule 2). He made reference to a past referral regarding the Phoenix Gillnet Loft, noting that staff yet to report back on this referral. As a result, the following **referral** was introduced:

It was moved and seconded

That the following be referred to staff:

- (1) Potential use of the Phoenix Gillnet Lot building as an Arts centre and other uses, including a restaurant, with potential funding from the newly established \$4.3 million Statutory Reserve Fund for Arts, Culture and Heritage Capital purposes; and**

Attachment 1 – Report to Council 2001 p. 59 – 61 'Phoenix Net Loft Building Uses'

Attachment 2 – BC Packers – the Steveston Properties, 4.4 Perspective Sketch

Attachment 3 – Phoenix Net Loft Artists' Market, and proposal from Tanya Bone

Parks, Recreation & Cultural Services Committee
Thursday, July 18, 2013

- (2) *Potential moorage from the Phoenix Net Loft to Phoenix Pond and possibly new deck construction on old piles (shown as deck in Attachment 4), in the adjacent area, outside of any red zone habitat, immediately west of the Phoenix Gillnet Loft to where the Phoenix Cannery once stood.*

Attachment 4 – Sketches from Barry Roughton circa 2001

Attachment 5 – 'Join the Space Race' advertisement for large pleasure craft moorage from Pacific Yachting Marine Guide 2013, p. 19

CARRIED

(iv) Community Services Department Updates

In reply to a query from Committee, Serena Lusk, Manager, Parks Programs, advised that theft from community gardens is prevalent; however, staff are working with the Richmond Food Security Society to curb this behaviour. Also, Ms. Lusk spoke of potential trail closures due to increasing temperatures.

Gregg Wheeler, Manager, Sports and Community Events, commented on upcoming sport and community events.

Jane Fernyhough, Director, Arts, Culture and Heritage Services, spoke of the 3rd Annual Your Kontinent: Richmond International Film and Media Arts Festival.

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 Parks, Recreation & Cultural Services Committee of the Council of the City of Richmond held on Thursday, July 18, 2013.

Councillor Harold Steves
Chair

Hanich Berg
Committee Clerk

Jim Wright to parks committee, July 18, 2013.

In their own quiet way, the Garden City Lands are one of the world's great urban parks. I'll review that quickly and then get to the relevance.

It's a great urban park because of natural legacies such as the natural viewscales and restorable sphagnum bog, unique for a city centre. It's also great because of the community, not just nature. When our lands were under threat, Councillor Steves led the way, and the response came especially from the protectors of the poorest among us. Along with Kwantlen University, they set out to show how marginally fertile land can enable food security. They are a reason IESCO chose us as a model city for the world and a reason the park is the perfect place to celebrate Richmond's agricultural legacy and British Columbia's ALR legacy. The lands embody the best of the Garden City.

With those great natural and human legacies, we mostly need to gratefully respect what we have, to do no harm and to take careful enabling action. For example, that includes adding needed farm roads where they can also serve as trails, borders, hydrology aids, and (at wider parts) places for gathering and interpretive features.

When the park-enhancement plan was presented here last September, I saw a plan for respecting, enhancing and not harming the park, starting with a biophysical inventory and analysis to build on existing knowledge.

Ten months later, I still support the project. However, the update report reminds us the project hasn't quite delivered on the initial steps. Troubleshooting is someone else's role, but I think the problems come from higher up in the city hierarchy.

Step 1 was Inventory and Analysis. The results were to be shared *before* the open houses. They're still not on the web or in the agenda package, even in an early form. Also, the Ideas Fair boards showed little that's new and sometimes even regressed. For instance, they understated the peat depth, which averages a metre in the relevant area in the only available test results. That happens to be crucial for sphagnum regeneration. The info also says the lands are 136.5 acres, but that's only the area of *the No. 4 Road lot*. Either the unpaved parts of the other two lots bring the area to over 140 acres or parts of the lands will be amputated. We need to know which.

Step 2 was Opportunities and Constraints. The page of “key findings” in their place is unremarkable except for the last one: “Expressing creativity through art pieces, engaging events, festivals, and performances are key to evolution of a 'great place' destination.” That seems to go beyond ALR uses.

Step 3 was Guiding Principles. That looks mostly okay to me. However, I’m concerned to see art projects, which can fine, being emphasized at the expense of a vision of a beautiful park, which is what people want. It’s a key reason why saving the Lands got such wide support.

The guiding principles are surprisingly good under the circumstances imposed on the team. Evidently, some City of Richmond higher-ups decided the Garden City Lands are an empty lot with no legacies, only Timbits of history, and limitless uses. That’s different from the sound approach of *clarifying* realities such as the nature of the lands, the legacies from the past, the results of the vast consultation that already occurred, and the fact that the ALR values of the lands are confirmed and legally protected. That would have enabled focused studies and productive consultation. As it is, we see well-meaning citizens coming up with plans that are non-uses, which is a waste of time.

A positive is that the Ideas Fair brought citizens onto the Lands, and I much appreciate that the Garden City Conservation Society was welcomed there and set up with a table, which optimized our usefulness. However, the project still needs a foundation from Steps 1 and 2. *Large* gaps still need to be filled.

The wealth of citizen expertise also remains largely untapped, probably because it was incompatible with the non-ALR uses the team had to entertain. In any case, there’s no obstacle to tapping it now.

I’m especially speaking for the Garden City Conservation Society. Our community service group is informed and open to all uses of the lands, since non-ALR uses are NON-uses. We are well disposed toward the project team, and we remain willing to help in ways that use our time well.

Let’s succeed together.

Circa 2001

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

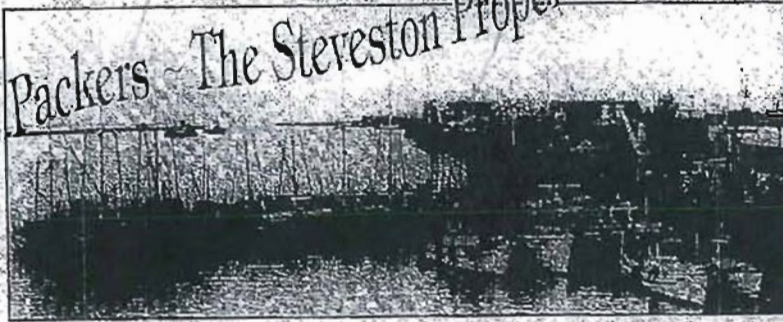
The mapping exercise invited attendees to draw their vision of the Imperial Landing area. The 25 submissions of drawings and proposals ranged from a full park waterfront to a rich mix of residential, commercial, and public-related uses including the Granville Island type theme.

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
Public Consultation
Architects
Landscape Architects
Environmental/Geotechnical
Historical
Marine Ecology
Engineers
Traffic
Archeological
Heritage

Moodie Consultants Ltd.
Marzolf & Associates
Perkins & Company
R. Kim Perry & Associates Inc.
Agra Earth & Environmental Ltd.
Common Resources Consulting Ltd.
G. L. Williams & Associates Ltd.
Westmar Consultants Inc.
Bunt & Associates Engineering Ltd.
Areas Consulting Archaeologists Ltd.
tbc

Attachment 2

RESIDENTIAL CLUSTER -
GETBACK FROM POND +
KITCHENS + POTS - CANNERY
SOME ARCHITECTURE

PHOENIX POND
+ OUTDOOR
EXHIBIT

EXISTING
HOUSING

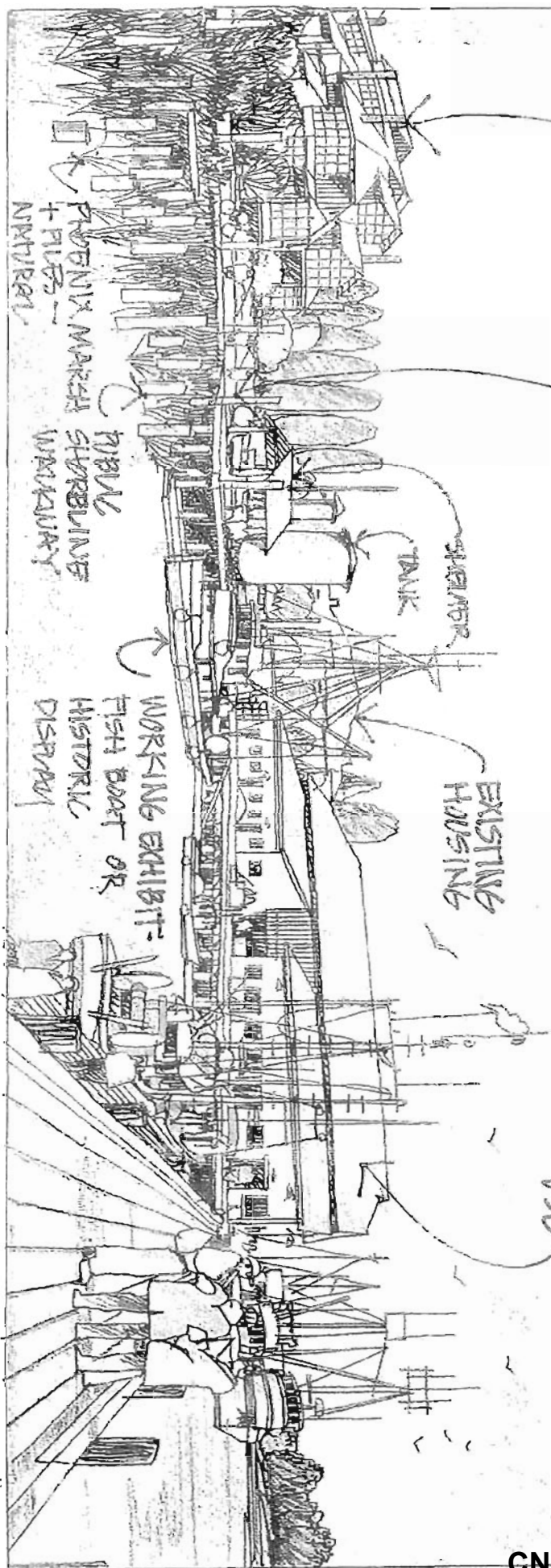
SHOWER
TANK

WORKING EXHIBIT -
FISH BOAT OR
HISTORIC
DISPLAY

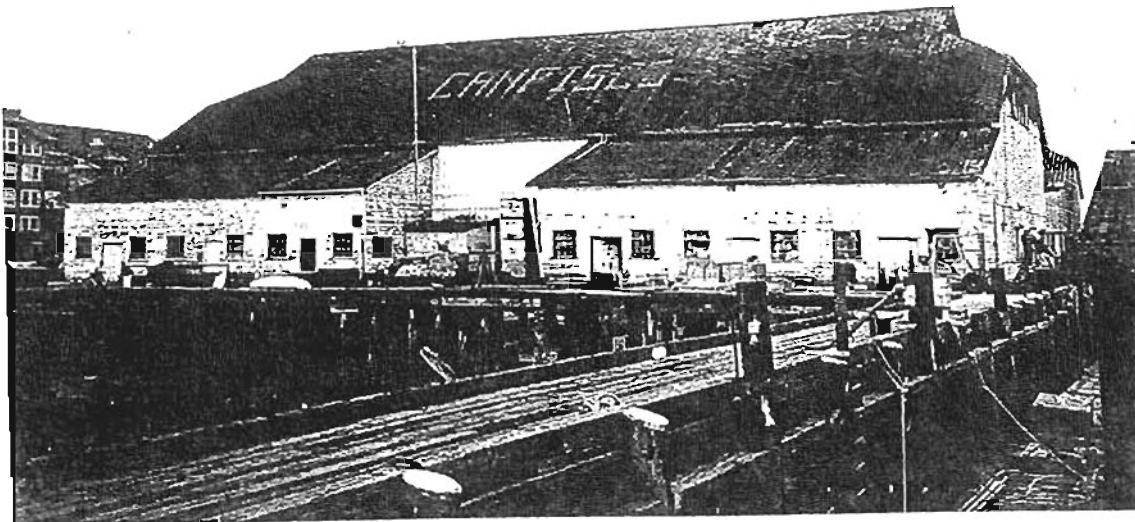
RYBIL
PHOENIX MARSH
STREETLINE
WALKWAY

PHOENIX MARSH
STREETLINE
WALKWAY

HISTORIC NET LOFT
BUDS. RETAINED FOR
CONTINUED INDUSTRIAL
USE



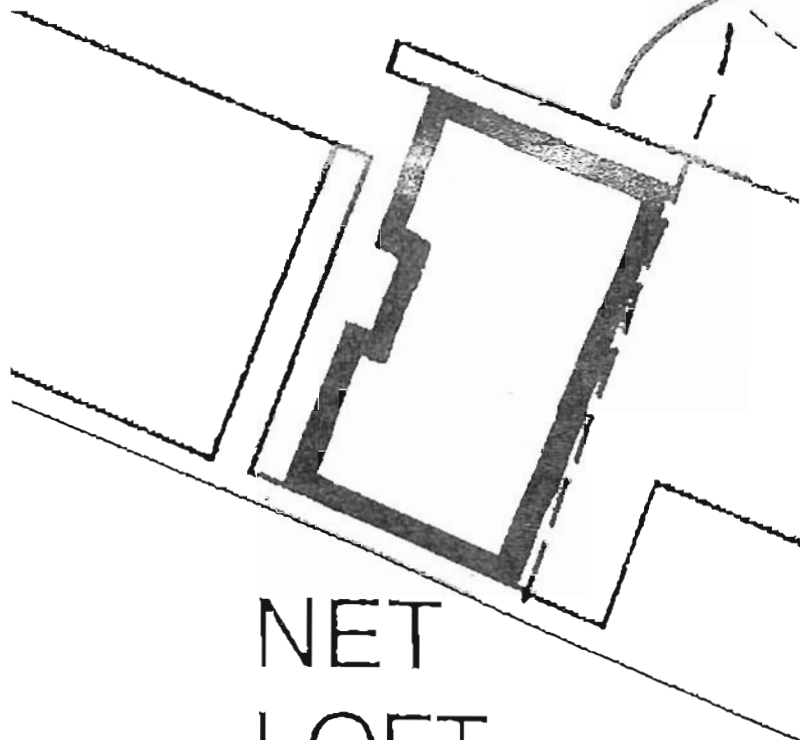
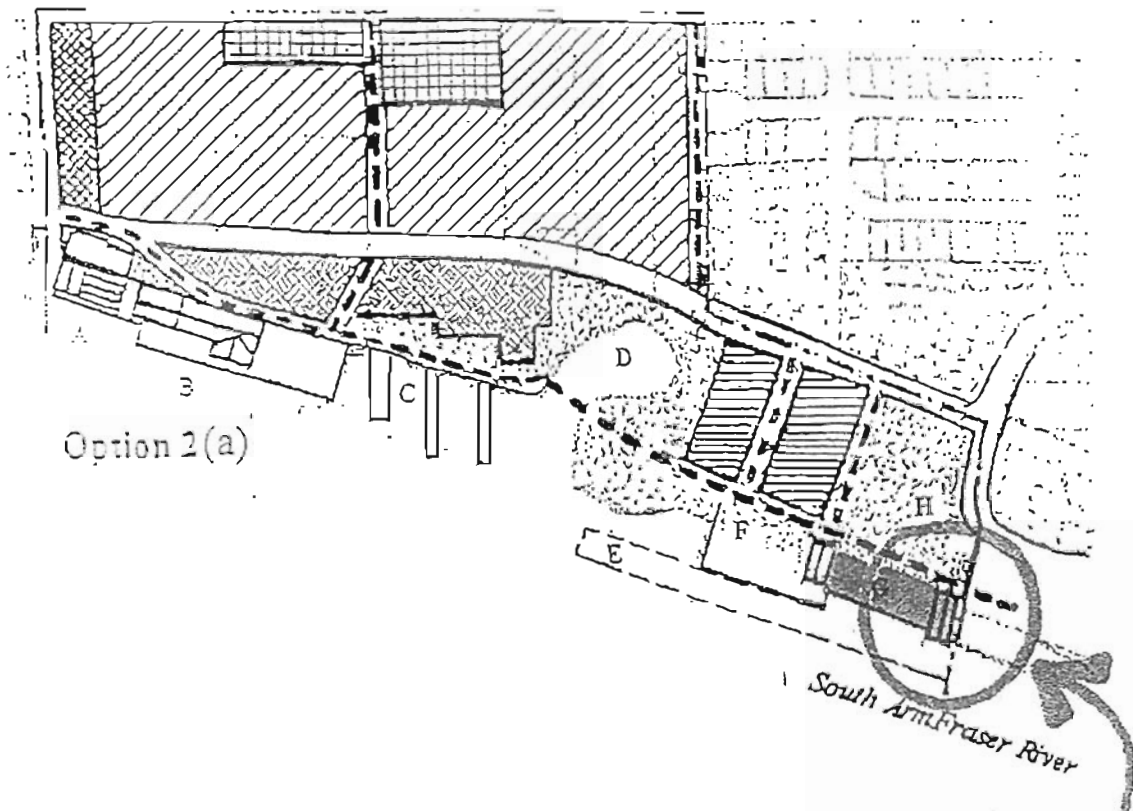
Phoenix Net Loft / Wharf



Existing "footprint" area:	Net Loft 14,000 sf	Previous Wharf 17,000 sf
Existing floor area:	Net Loft 28,000 sf	
Height (equivalent residential / commercial floors):	3 stories	

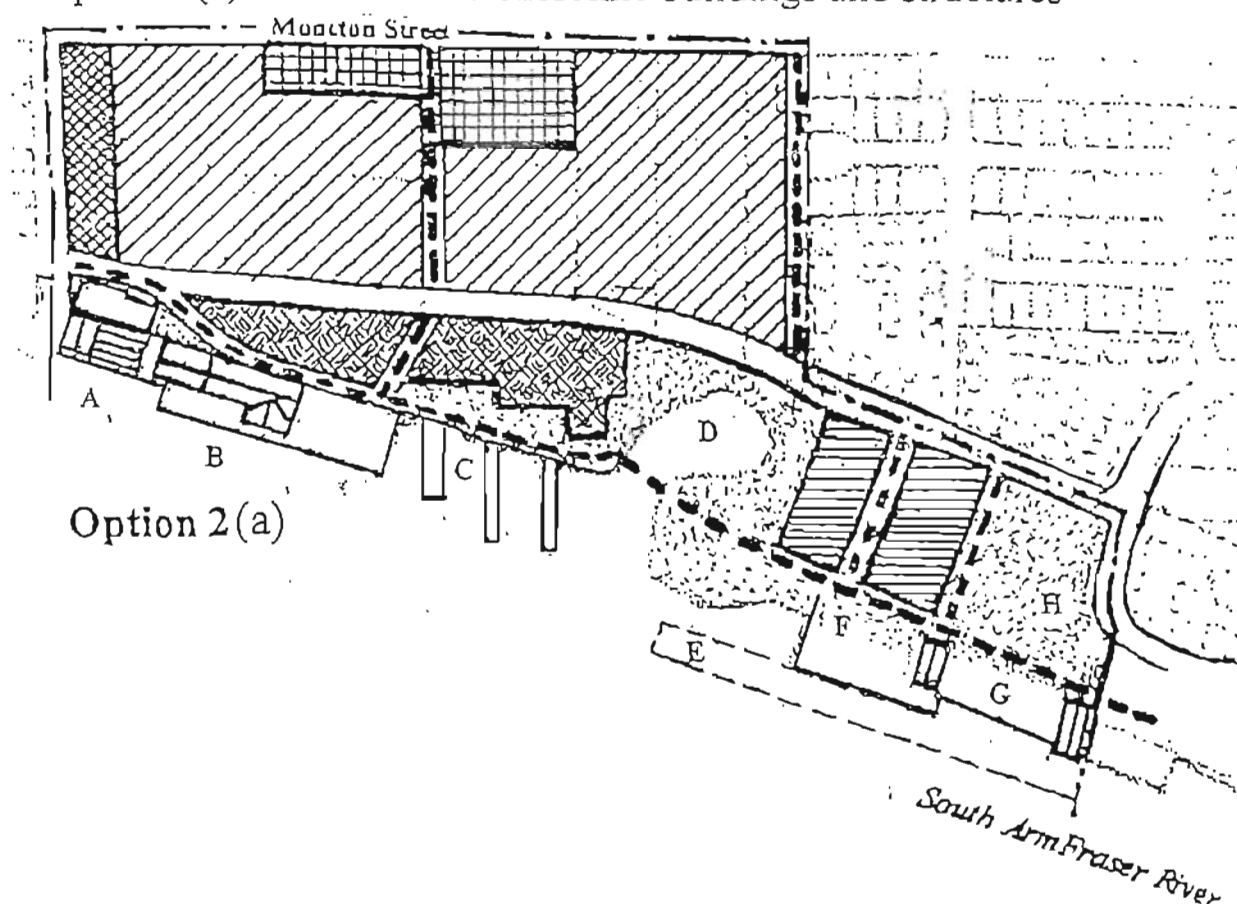
Foundation's Condition:	Net Loft - Poor to Good	Previous Wharf - Very Poor
Cost to rebuild foundations and deck to current building code, in the order of :		
Net Loft \$650,000	Previous Wharf \$1.5 million	
Base Elevation: Approx. 2.8 m geodetic (28 inches below Flood Control Level)		

Heritage Value: The Net Loft building built in 1943 has significance in that it is a working fishing industrial use. It is also visually appealing, in particular beside its sister net loft building to the east. All that is left of the previous wharf are thin sections and rotting piles. The area once covered by the Wharf is now classified as a "yellow" zone as it contains an intertidal marsh.



NET
LOFT

Implications of Option 2(a)'s treatment of shoreline buildings and structures



Notes:

- Buildings will need to be renovated that will require building permits to ensure compliance to current building code regulations including seismic (earthquake) requirements.
- If buildings are to be open to the public, a more strict level of building code regulations apply. These regulations must be met to limit liability for public safety.
- Approximately 90% of the shoreline buildings are located on Provincially owned waterlots, leased by BC Packers. Any improvements (buildings or structures) are owned by BC Packers.
- Existing floor area of shoreline buildings represents approximately 25% of total floor area proposed for entire site in Option 4.

Summary:

Option 2(a) Component	"Footprint" Area	Existing Floor Area of Buildings	Est. cost to rebuild foundations and deck only to current building code
A. Brunswick Cannery and Cold Storage	46,300 sf	100,850 sf	\$3 million + Cold Storage
B. Main Imperial Cannery and deck of Reduction Plant	60,400 sf	76,000 sf	\$3.8 million
C. Moorage Piers	16,100 sf	n/a	\$800,000
F. Phoenix Can Loft and deck area	48,000 sf	30,000 sf	\$5.7 million
G. Phoenix Net Loft and previous Wharf	31,000 sf	28,000 sf	\$2.2 million
Total	201,800 sf	CNCL 34,450 sf	\$15.5 + million

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

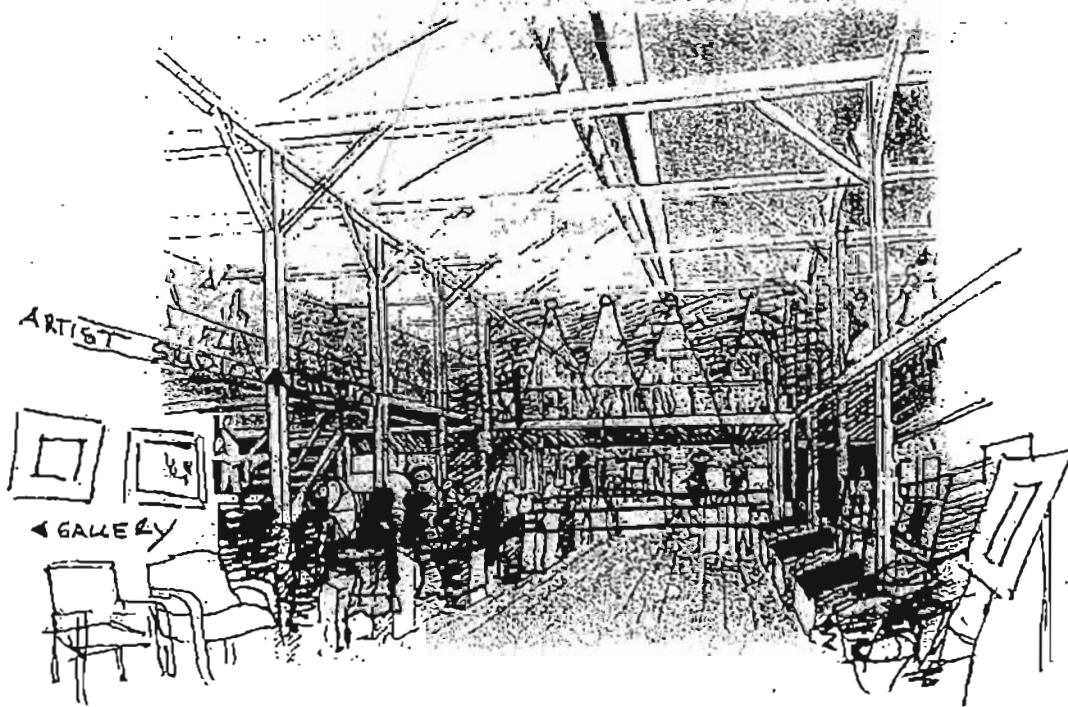
This pond, with an opening to the river, was dredged to provide sheltered wet storage space for small fishing boats, before the construction of Shady Island. In addition, there may be pilings (noted on 1993 survey map) from the old Hume Cannery, or other buildings, near the mouth of the pond that may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

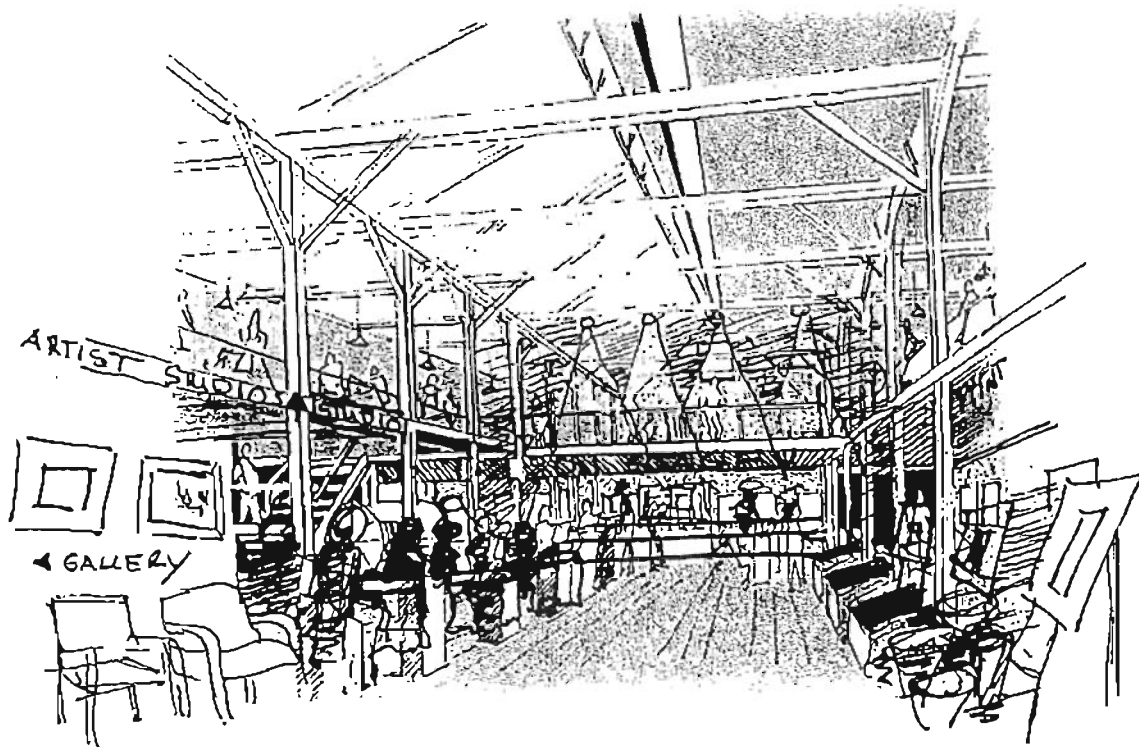
"Self supporting multi-purpose Art Center"



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?"

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

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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

CNCL - 50

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

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

John Uren
11931 Fourth Ave
Richmond BC
V7E 3H4

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

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

Al Hailey
Loans Officer, Business development

Mary Gazetas
6911 #3 Road
Richmond BC
V6Y 2C1

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

Hotson Baker Architects
Bruce Haden
604-255-1169

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

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

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

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

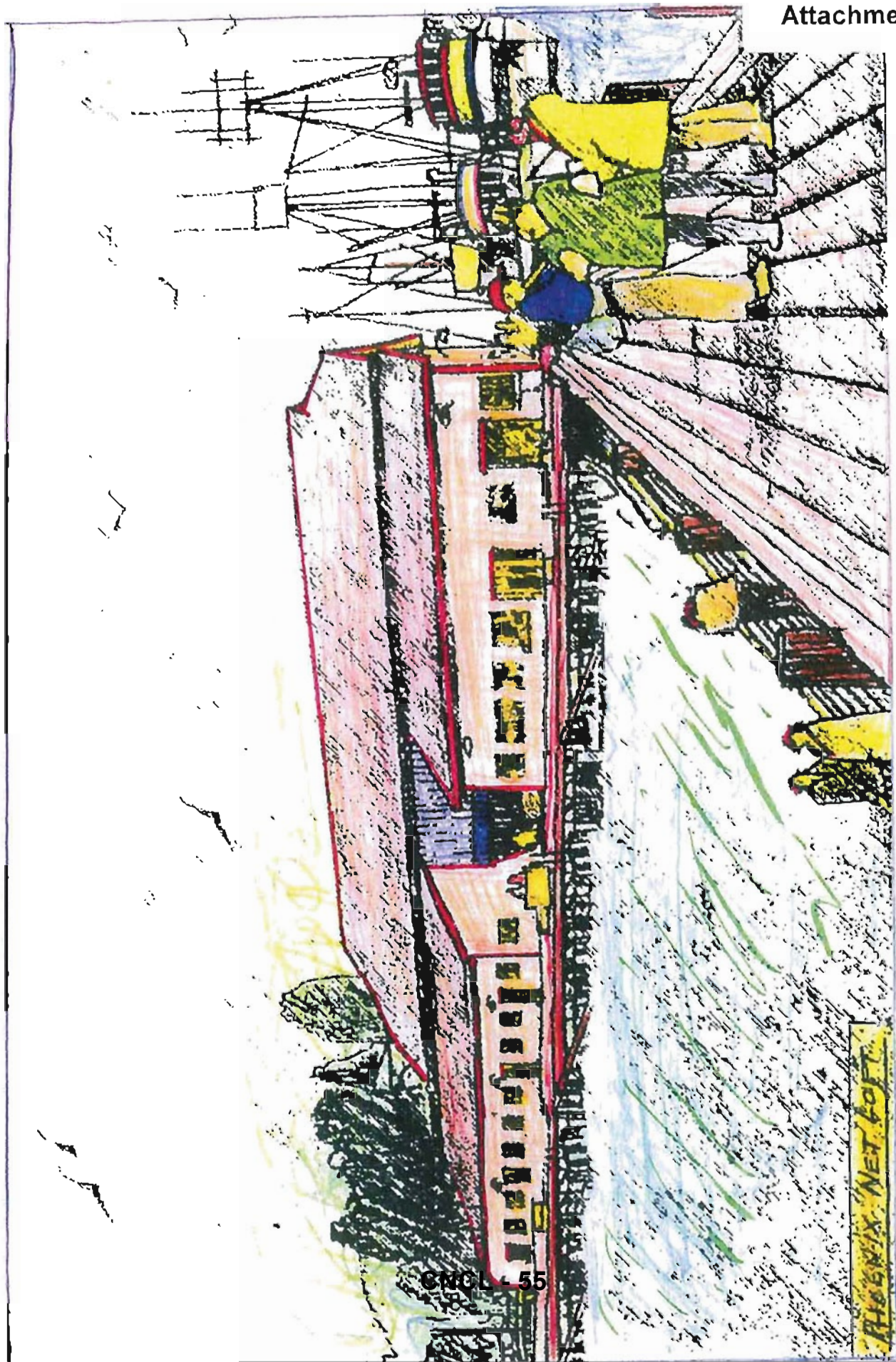
Steveston Fisherman, Economist and
retired educator and Author

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

Venture Capital

(4)

Attachment 4



ENCLOSURE 55

PHOENIX NET LOFT

BC PACKERS



Name: _____

BAYVIEW ST

GERRARD PL

BRITANNIA DR

PHOENIX DR

RAILWAY AVE

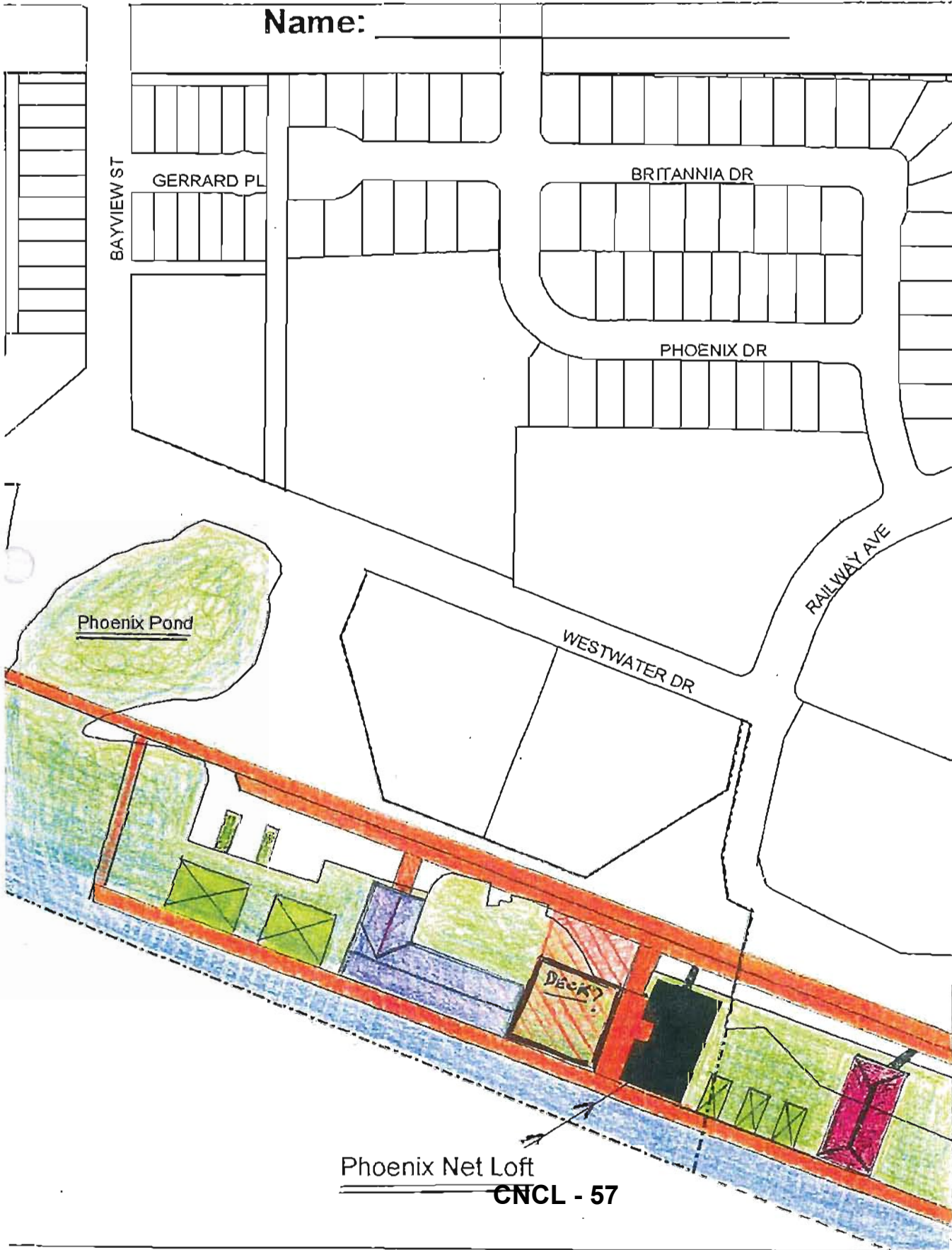
WESTWATER DR

Phoenix Pond

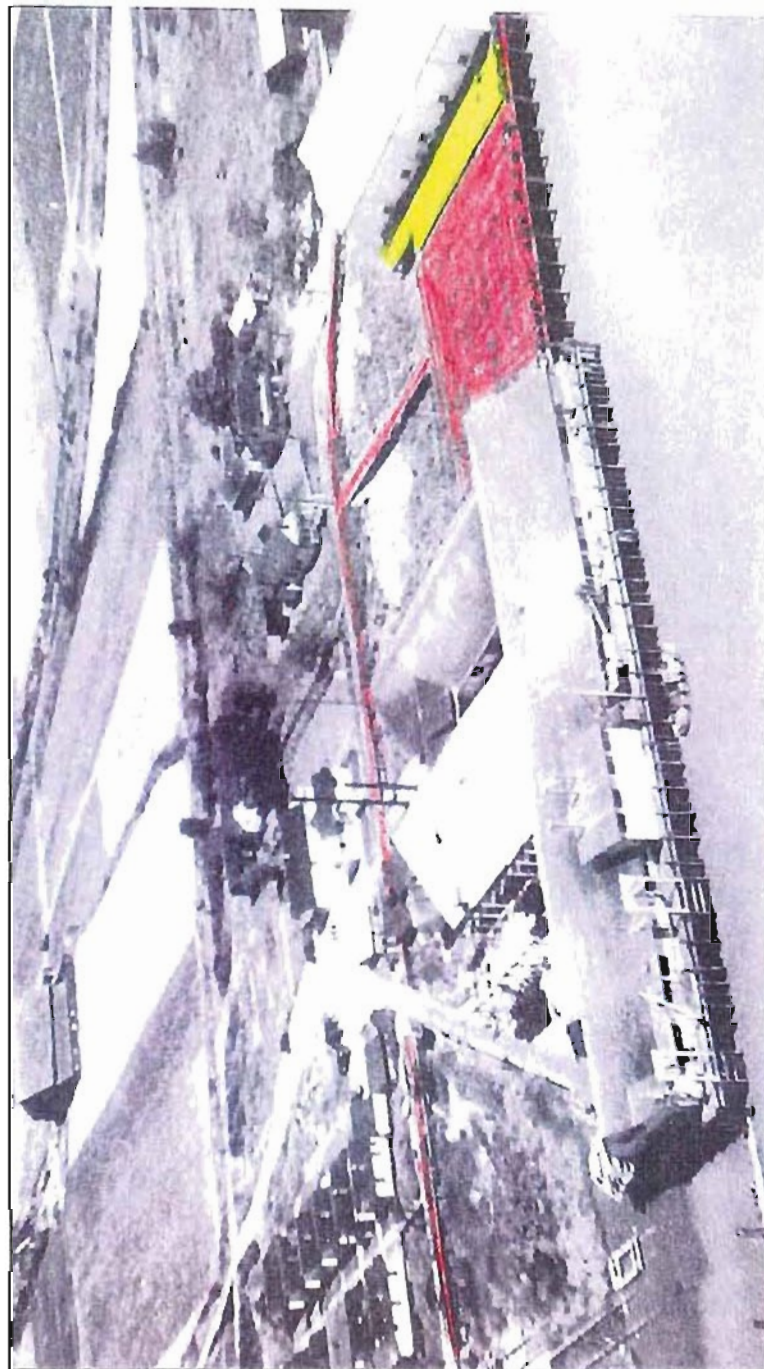
Deck?

Phoenix Net Loft

CNCL - 57







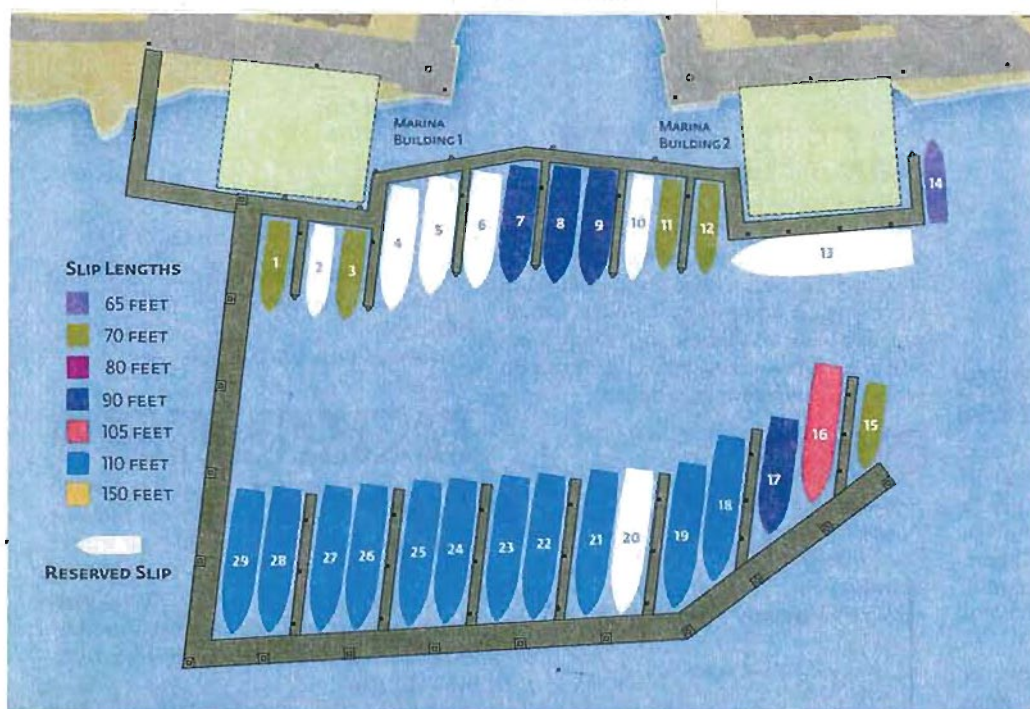
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Attachment 5



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MARINA



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6 Cowichan Bay Fisherman's Wharf

Harbourmaster: Chuck Von-Haas
1699 Cowichan Bay Rd, PO Box 52
Cowichan Bay BC V0R 1N0
Phone: 250-746-5911 **Fax:** 250-701-0729
E-mail: cbfwa@shaw.ca
Website: www.haa.bc.ca
Chart: 3478
VHF: 66A



Marina services: Fishermen's Wharf is located in Cowichan Bay with 500' of transient moorage available. \$1.00 per ft. overnight plus power. Lots of Shops, Pub-Lounge, Bread & Bakery, Custom Cheese, Great Restaurants and a maritime museum. Sorry: no short stops after 2pm, overnight only.

Nearby facilities: Village: restaurants; grocery store; bakery; marine mechanic; liquor store; playground; hiking trails; post office; ATM; adventure charters; golf; vineyard.

7 Dungeness Marina

Owners: Rob & Carrie Hokanson
1759 Cowichan Bay Rd, PO Box 51
Cowichan Bay BC V0R 1N0
Phone: 250-748-6789 **Fax:** 250-748-9869
E-mail: info@dungenessmarina.com
Website: www.dungenessmarina.com
VHF: 66A

Chart: 3478



Marina services: Guest moorage: 240', rafting allowed; power: 30-amp; water; washrooms; showers; wi-fi; pumpout; garbage disposal. Nearby facilities: Coffee shop; restaurant; grocery store; liquor store; laundry; fishing supplies; bank machine; launch ramp; haul-out; marine repairs/mechanic; golf; transit; post office; www.cowichanbay.com

8 Goldstream Boathouse

3540 Trans-Canada Hwy
Victoria BC V9B 6H6
Phone: 250-478-4407 **Fax:** 250-478-6882
Website:
www.goldstreamboathousemarina.com
Chart: 3441
Location: Head of Saanich Inlet.
VHF: 66A
Hazards: Shallow near estuary side. Watch for marker.



Marina services: Guest moorage: approx. 300', reservations suggested; power: 30 & 50-amp; snack bar; water; washrooms; launch ramp; garbage disposal; gas; diesel; marine/fishing supplies; ice; haul-out up to 50'; marine repair services; marine mechanic; 24-hour security.

9 Mill Bay Marina

740 Handy Rd
Mill Bay BC V0R 2P0
Phone: 1.877.443.4303
Fax: 250.743.4304
E-mail: contact@millbaymarina.ca
Website: www.millbaymarina.ca
Chart: 3441
Location: East side of Saanich Inlet.
VHF: 66A



Marina services: Located in the Saanich Inlet, close to the Gulf Islands, we provide safe harbour to boats ranging to 88'. Our state of the art floating breakwater provides 700' of transient moorage. We offer 30, 50, 100-amp; water; sani-dump; wifi; laundry; showers; bistro and access to shopping & supplies in beautiful Mill Bay.

10 Oak Bay Marina

1327 Beach Dr
Victoria BC V8S 2N4
Phone: 250-598-3369 **Fax:** 250-598-1361
Toll free: 1-800-663-7090
E-mail: obm@obmg.com
Website: www.oakbaymarina.com
Chart: 3424
VHF: 66A
Hazards: Robson Reef.

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VICTORIA, BC



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www.victoriaharbour.org



Planning Committee

Date: Tuesday, July 16, 2013

Place: Anderson Room
Richmond City Hall

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

Also Present: Councillor Linda McPhail

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

AGENDA

It was moved and seconded
That the order of the agenda be amended to deal with Items 7 through 4 and then resume to the regular order of the agenda.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on Wednesday, July 3, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, September 4, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

7. **APPLICATION BY ROCKY SETHI FOR REZONING AT 10591 NO. 1 ROAD FROM SINGLE DETACHED (RS1E) TO COACH HOUSES (RCH1)**

(File Ref. No. 12-8060-20-9045; RZ 13-634617) (REDMS No. 3903682)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9045, for the rezoning of 10591 No. 1 Road from "Single Detached (RS1E)" to "Coach Houses (RCH1)", be introduced and given first reading.

CARRIED

6. **APPLICATION BY DAVA DEVELOPMENTS LTD. FOR REZONING AT 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 AND 2991 NO. 3 ROAD FROM LIGHT INDUSTRIAL (IL) TO AUTO-ORIENTED COMMERCIAL (CA)**

(File Ref. No. 12-8060-20-9041/9042/8479; RZ 11-566630) (REDMS No. 3898754)

Dave Semple, General Manager, Community Services, advised that Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479 would be abandoned and that the parkland for the area would remain unspecified at this time.

It was moved and seconded

- (1) *That Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041, to facilitate the construction of commercial uses on the subject site, by:*

- (a) *In Schedule 1, amending the existing land use designation in Attachment 1 (City of Richmond 2041 OCP Land Use Map) to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Commercial"; and*
- (b) *In Schedule 2.10 (City Centre), amending the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Bridgeport Village (2031), and reference maps throughout the Plan to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Urban Centre T5 (45 m)"; to introduce the extension of minor Douglas Street from No. 3 Road to River Road; and to amend the area designated for park purposes within the Bridgeport Village area; together with related minor map and text amendments;*

Planning Committee
Tuesday, July 16, 2013

be introduced and given first reading;

- (2) *That Bylaw 9041, having been considered in conjunction with:*

(a) the City's Financial Plan and Capital Program;

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

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

- (3) *That Bylaw 9041, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation;*

- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9042, which makes minor amendments to the "CA" zone specific to 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road and rezones that property from "Light Industrial (IL)" to "Auto-Oriented Commercial (CA)", be introduced and given first reading; and*

- (5) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, be abandoned.*

CARRIED

5. APPLICATION BY JOHNNY W.W. LEUNG ARCHITECT FOR REZONING AT 6433 DYKE ROAD FROM SINGLE DETACHED (ZS6) - LONDON LANDING (STEVESTON) TO HERITAGE TWO-UNIT DWELLING (ZD4) - LONDON LANDING (STEVESTON)

(File Ref. No. 12-8060-20-9028; RZ 13-631467) (REDMS No. 3849204)

Wayne Craig, Director of Development, advised that to ensure the form and character of the duplex responded to the neighbourhood guidelines and Council's expectations the project was reviewed by the Heritage Advisory Committee and building elevations for the proposed duplex were included in the rezoning package (Attachment 4). Staff would ensure that a building permit application is applied for, is issuable, and is in accordance with the design drawings attached to this report before the rezoning is adopted.

It was moved and seconded

That Richmond Zoning Bylaw 8500 Amendment Bylaw 9028, to create the "Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)" and for the rezoning of 6433 Dyke Road from "Single Detached (ZS6) - London Landing (Steveston)" to "Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)", be introduced and given first reading.

CARRIED

Planning Committee
Tuesday, July 16, 2013

4. APPLICATION BY SANDHILL HOMES LTD. FOR REZONING AT 9080 NO. 3 ROAD FROM ASSEMBLY (ASY) TO MEDIUM DENSITY TOWNHOUSES (RTM2)

(File Ref. No. 12-8060-20-9030/9043; RZ 12-619503) (REDMS No. 3899821 v.3)

Mr. Craig stated that the site plan was revised to show the outdoor amenity space adjacent to the east property line providing a greater side yard setback. Staff confirmed that property taxes have been paid since 2004 at the assembly tax rate. Staff are recommending that the density be slightly increased from 0.6 Floor Area Ratio (FAR) to 0.65 FAR; in exchange, the applicant would provide an additional voluntary contribution to the City's Affordable Housing Fund Reserve.

In reply to a query, Mr. Craig advised that future assembly rezoning requests would be dealt with under the current policies within the Official Community Plan. Currently, one other application to amend assembly to residential zoning is under review.

It was moved and seconded

- (1) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, to redesignate 9080 No. 3 Road from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1, be introduced and given first reading;*
- (2) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9043, for the rezoning of 9080 No. 3 Road from "Assembly (ASY)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.*

CARRIED

Planning Committee
Tuesday, July 16, 2013

1. STEVESTON AREA PLAN AMENDMENT
(File Ref. No. 08-4200-00) (REDMS No. 3872453 v.5)

Terry Crowe, Manager, Policy Planning, gave a brief overview of the proposed Steveston Area Plan amendment and the outcome from the Stakeholder meeting, held on April 27, 2013 with 21 representatives attending, and the Public Open House, held on Saturday, May 4, 2013 with approximately 140 residents attending. As a result of the consultation with Stakeholders and the public the following revisions were made to the proposed Steveston Area Plan: (i) reduction of the maximum building height for properties on Moncton Street to 2 storeys; (ii) reduction of the maximum height for buildings on the north side of Bayview Street to 2 storeys with some potential for 2.5 storeys in the roof area for the south 50% of the building, and allow up to 3 storeys for the north 50% of the building (from the lane side); and (iii) reduction of the on-site residential parking requirements to 1.3 parking spaces per residential dwelling unit, with a minimum of 1.0 space per dwelling unit provided on site with the balance of 0.3 being preferably provided as on-site parking, but may be provided as a cash-in-lieu contribution, as Council determines.

In reply to a query, Victor Wei, Director, Transportation, advised that Transportation staff worked closely with Policy Planning to ensure that the Recommended Long-Term Streetscape Visions for Bayview Street and Chatham Street would be compatible with the proposed Steveston Area Plan Amendment.

In reply to a query, Jane Fernyhough, Director, Arts, Culture and Heritage Services, stated that staff had initiated the process to prepare site-specific Conservations Plans for City-owned heritage resources.

In reply to a query, Barry Konkin, Program Coordinator - Development, noted that the analysis completed with the Heritage Conservation Strategy indicated that most of the proposed parking requirements could be met on-site.

Loren Slye, 11911 3rd Avenue, stated that it had often been sighted that parking within Steveston was adequate and yet any day of the week a person cannot park in front of his house. Employees are allowed to use the prime parking spaces forcing customers and visitors to park in the residential areas and suggested that "Residential Parking Only" signage be installed in high impact residential areas. Mr. Slye expressed concern that rooftop gardens were not considered a storey when they are comprised of trees in excess of 40' in height. In conclusion, he expressed that 83 completed survey forms was not adequate support for the proposed amendments.

In response to a query, Mr. Slye stated that the maximum 2.5 storey building height along Bayview Street would be a definite improvement.

Planning Committee
Tuesday, July 16, 2013

Mr. Ralph Turner, 3411 Chatham Street, commended staff on various aspects of the Steveston Area Plan Amendment and the Recommended Long-Term Streetscape Visions for Bayview Street and Chatham Street proposals. However, Mr. Turner expressed concern regarding (i) the inclusion of exceptions, (ii) the push for densification if preserving heritage was a priority, (iii) the rationale for permitting varying maximum heights on opposite sides of Bayview Street, and (iv) cash-in-lieu of parking not being a viable solution. Mr. Turner stated that Steveston does not have a parking problem but a use problem with employees occupying prime parking spaces and paid parking areas not being utilized. He concluded that rooftop gardens were not a part of historical Steveston and as a habitable space they should be considered a storey in the interpretation of the bylaw.

In response to a query, Terry Crowe advised that the rationale for the 20 m maximum height along the southside of Bayview Street was in keeping with the historical heights associated with cannery buildings.

Robert Kiesman, 3280 Richmond Street, a Director of the Steveston Harbour Authority, stated that the summation of the Stakeholders comments (page 14) did not adequately reflect the discussion at the Stakeholder meeting and reiterated his written comments included in the report (page 57). Stakeholders and the public were quite clear that they did not want any exceptions to the two-storey maximum building height.

In reply to a query, Joe Erceg, General Manager, Planning and Development, noted that a developer cannot be denied the right to apply for an exception to the two-storey maximum building height. The staff recommendation would likely not support the application and Council would not be obligated to approve the application.

Lorin Yakiwchuk, 5355 Lackner Crescent, expressed concern with the lack of a comprehensive heritage vision for Steveston village and sighted England's understanding of what heritage villages represent in economic terms (millions of pounds and tourist). Do we know what kind of money is generated by tourism in Steveston or what could be developed long after the developers have left town? Steveston is a distinct area within Richmond and the City should think of the heritage value within the village.

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It was moved and seconded

That the proposed Steveston Area Plan Amendment as outlined in the report from the General Manager, Planning and Development, dated June 27, 2013 be referred back to staff to bring clarification to the recommendations listed on page 18 of the report, including a comparison chart illustrating the existing plan and the proposed plan.

The question on the motion was not called as discussion ensued and staff was directed to include (i) pre-2009 requirements in the comparison, (ii) the drawings available to the public, (iii) the Sakamoto report, and (iv) information regarding eliminating rooftop gardens. The question on the motion was then called, and it was **CARRIED**.

2. RECOMMENDED LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET AND CHATHAM STREET

(File Ref. No. 10-6360-01) (REDMS No. 3890388 v.5)

Victor Wei, Director Transportation, gave a brief overview of the Long-Term Streetscape Visions for Bayview Street and Chatham Street noting that there was little support from the public for increased parking within Steveston. Public opinion suggested that wider sidewalks and improved streetscape features (e.g. benches) would be more appropriate.

Discussion ensued concerning sidewalk improvements including heritage features (i.e. planked sidewalk), tram service, permanent curb extensions, designated accessible parking, and the off-street parking fund.

In reply to queries, Mr. Wei advised that major Provincial legislative amendments would be required to allow the City to use the funds designated for the development of off-street parking in Steveston for another use. Sidewalk improvements would be completed as individual properties were redeveloped. To complete the improvements at one time would require funding by the City.

Robert Kiesman, 3280 Richmond Street, expressed opposition to the staff recommendation primarily due to Steveston being a working commercial fishing harbour with an appreciable rustic atmosphere that would be lost by manicured streetscapes. In his opinion the survey results were skewed as there was not a clear option to do nothing included in the questionnaire. Mr. Kiesman stated that Steveston does not have a parking shortage as several parking lots that are not being fully utilized and suggested that the 3 hour parking regulation be enforced.

In response to queries, Mr. Kiesman stated that he would not be in favour of the sidewalk improvements or the no parking zone along Bayview Street.

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Tuesday, July 16, 2013

Loren Slye, 11911 3rd Avenue, expressed concern with the cost associated with the proposed improvements and suggested that staff investigate parking options on 4th Avenue. Mr. Slye advised that there was an interest group looking into bringing a rubberized tram into Steveston.

It was moved and seconded

That the Recommended Long-Term Streetscape Visions for Bayview Street and Chatham Street as outlined in the report from the Director, Transportation, dated June 26, 2013 be referred back to staff to:

- (1) investigate sidewalk options; and*
- (2) provide funding options for the sidewalks.*

The question on the motion was not called as discussion ensued and staff was advised that the report include (i) no parking on Bayview Street and the subsequent implications to parking within Steveston and vehicular traffic on Bayview Street, (ii) heritage (i.e. plank) options for the sidewalk, and (iii) parking options on 4th Avenue. The question on the motion was then called, and it was **CARRIED**.

3. PORT METRO VANCOUVER LAND USE PLAN UPDATE
(File Ref. No.) (REDMS No. 3900390)

It was moved and seconded

That, as per the report from the General Manager, Planning and Development, dated June 27, 2013, titled: Port Metro Vancouver Land Use Plan Update, the City Of Richmond:

- (1) Advise Port Metro Vancouver that, as the City continues to strongly object to any Port use of agricultural lands, the Port state in its final Land Use Plan that it will not use agricultural lands for Port expansion or operations; and*
- (2) Advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendation.*

The question on the motion was not called as discussion ensued and there was agreement that the recommendation be amended to identify specific agricultural lands listed as "Undetermined" in the Port's draft Plan (e.g., the Gilmore farm, Rabbit River farm, etc.). Also, it was noted that the Port purchase appropriately zoned (e.g., Industrial) land as it becomes available adjacent or close to existing Port lands. Staff was requested to provide copies of the current draft Port "Undetermined" map designations associated with the Port's draft Land Use Plan to Council.

The question on the motion, which now reads:

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"That, as per the report from the General Manager, Planning and Development, dated June 27, 2013, titled: Port Metro Vancouver Land Use Plan Update, the City Of Richmond:

- (1) Advise Port Metro Vancouver that, as the City continues to strongly object to any Port use of agricultural lands, the Port state in its final Land Use Plan that it will not use agricultural lands, including the Gilmore Farm, Rabbit River Farm, and other Port owned agricultural lands, for Port expansion or operations and that any future purchased land will abide by City zoning; and*
- (2) Advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendation."*

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

8. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (6:02 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, July 16,
2013.

Councillor Bill McNulty
Chair

Heather Howey
Committee Clerk



Public Works & Transportation Committee

Date: Wednesday, July 17, 2013

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda Barnes, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Linda McPhail
Councillor Harold Steves
Mayor Malcolm Brodie (entered at 4:04 p.m.)

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works & Transportation Committee held on Wednesday, June 19, 2013, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, September 18, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. APPLICATION BY GARDEN CITY CABS TO PASSENGER TRANSPORTATION BOARD

(File Ref. No. 12-8275-02) (REDMS No. 3900474)

The Chair referenced an article from the Vancouver Sun, dated July 13, 2013, titled 'Taxis fare road to profit' (copy on file, City Clerk's Office).

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Paramjit Randhawa, 12180 Woodhead Road, Principal, Garden City Cabs of Richmond Ltd., provided background information related to his company, and spoke in favour of the proposed application to the Passenger Transportation Board.

Mayor Brodie entered the meeting (4:04 p.m.).

Mr. Randhawa stated that all taxi companies in the lower mainland are permitted to transport passengers originating from the Vancouver International Airport (YVR), with the exception of Garden City Cabs. He stated that in June 2013, the Vancouver Airport Authority renewed a five-year term agreement with taxi companies, whereby increasing the number of additional licences by five. Garden City Cabs' application to the Passenger Transportation Board is to permit five accessible vehicles to service the main terminal of YVR as these vehicles are in high demand as they can accommodate more passengers and more pieces of luggage.

Mr. Randhawa concluded his remarks by requesting that Committee approve the proposed staff recommendation.

It was moved and seconded

- (1) *That a letter be sent to the Chair of the Passenger Transportation Board of BC:*
 - (a) *expressing the City's concern with the potential erosion of taxicab service within Richmond should the application from Garden City Cabs be approved in whole;*
 - (b) *requesting that the application be approved in part with the number of additional five accessible vehicles to be associated only with the specific service area of Richmond including Vancouver International Airport, with all other fleet vehicles continuing to be excluded from servicing YVR; and*
- (2) *That should the Passenger Transportation Board approve an increase in the number of accessible and conventional taxicabs, that staff be directed to bring forward a bylaw amendment to the Business Regulation – Vehicle for Hire Bylaw No. 6900 to increase the number of licensed Vehicle for Hire vehicles.*

CARRIED

ENGINEERING AND PUBLIC WORKS DEPARTMENT

2. **HAMILTON CHILD CARE CENTRE PROJECT**
(File Ref. No. 06-2052-25-DCHA1) (REDMS No. 3872940 v.2)

Public Works & Transportation Committee
Wednesday, July 17, 2013

It was moved and seconded

That the approved project description be revised to include construction methods other than modular building as acceptable construction methodologies for the Hamilton Child Care facility.

CARRIED

3. NO. 2 ROAD DRAINAGE BOX CULVERT REPLACEMENT FUNDING
(File Ref. No. 10-6340-01) (REDMS No. 3893782 v.4)

It was moved and seconded

That \$251,500 of Drainage Utility Reserve funding be approved for the No. 2 Road Drainage Box Culvert Replacement, and that the 2013 – 2017 Five Year Financial Plan be amended accordingly.

CARRIED

4. OPTIONS FOR FOOD SCRAPS AND ORGANICS COLLECTION SERVICES FOR MULTI-FAMILY DWELLINGS AND COMMERCIAL BUSINESSES

(File Ref. No. 10-6370-10-05) (REDMS No. 3898787)

In reply to queries from Committee, Suzanne Bycraft, Manager, Fleet and Environmental Programs provided the following information:

- approximately 100 sites will participate in the proposed pilot program, whereby a variety of approaches would be tested at various sites in an effort to measure the volume of food scraps and organics being recycled;
- a variety of multi-family and mixed-use developments will be approached to participate in the proposed pilot program; in addition, residents who have approached the City for such services will also be invited to participate;
- the proposed pilot program is voluntary, therefore there is no obligation to participate should there be no interest; and
- there may be an increase in the number of businesses that collect organics as the demand for such facilities increases.

It was moved and seconded

- (1) *That a pilot program for food scraps and organics collection services for multi-family dwellings and commercial businesses, as outlined in Option 1 of the staff report dated June 24, 2013 from the Director – Public Works Operations, be approved;*

Public Works & Transportation Committee
Wednesday, July 17, 2013

- (2) *That the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute an amendment to Contract T.2988, Residential Solid Waste & Recycling Collection Services, to service, acquire, store, assemble, label, deliver, replace and undertake related tasks for the carts, kitchen containers and related items associated with this temporary pilot program; and*
- (3) *That an amendment to the City's Five Year Financial Plan (2013-2017) to include capital costs of \$200,000 and operating costs of \$120,000 for undertaking a pilot program for food scraps and organics collection services for Multi-Family Dwellings and Commercial Businesses, with funding from the City's general solid waste and recycling provision, be brought forward for Council consideration.*

CARRIED

5. 2012 UPDATE: RECYCLING AND SOLID WASTE MANAGEMENT – PROPOSED INCREASED SERVICE LEVELS

(File Ref. No. 10-6370-01) (REDMS No. 3877881 v.6)

Ms. Bycraft spoke of preliminary statistics related to the organics collection for multi-family residences, highlighting that for the month of June 2013, the City has seen a 69.2% waste diversion from these residences.

She provided an overview of the 2012 Recycling and Solid Waste Management program, noting that key recycling and solid waste management actions focused on establishing foundational elements for expanding organics recycling services to include multi-family residences; also, expanding the scope of materials accepted at the City's Recycling Depot and increasing recycling in public spaces, and at public events was another focus area. Staff continued to promote recycling through its community engagement initiatives.

Ms. Bycraft commented on the Large Item Pick Up program, noting that a significant number of residents have already taken advantage of this newly introduced program. Also, she spoke of key initiatives for 2013 such as a review of the City's garbage collection service.

Discussion ensued regarding the proposed inclusion of used books to the scope of material accepted at the City's Recycling Depot. Committee expressed concern in relation to the proposed agreement with Discover Books Ltd., and it was suggested that the Friends of the Richmond Library be given a right of first refusal for books received at the City's Recycling Depot.

Ms. Bycraft was requested to distribute hardcopies of the 2012 Recycling and Solid Waste Management Report to all members of Council. Also, she was directed to provide a memorandum to Council regarding the City's diversion rates.

4.

Public Works & Transportation Committee

Wednesday, July 17, 2013

Ms. Bycraft spoke of public education pieces related to the Recycling and Solid Waste Management program, noting that staff continue to educate the public through workshops, displays, multiple brochures, an annual schedule, and youth involvement through the Green Ambassador volunteer program. Also, she stated that staff would further promote the Large Item Pick Up program through advertisements in the local newspaper.

In reply to queries from Committee, Ms. Bycraft provided the following information:

- the 2012 Update: Recycling and Solid Waste Management Plan would be made available at City facilities;
- staff could examine the feasibility of utilizing compost to grow food with the City's sustainability division;
- the trucks utilized by the City's contractor for organics collection are equipped with devices that can determine whether a load is contaminated or not; if a load is found to be contaminated, the load is not collected; and
- a company in the lower mainland is recycling Styrofoam and utilizing it to make household items like picture frames.

It was moved and seconded

- (1) *That the annual Report 2012: Recycling and Solid Waste Management – Expanding Services to Achieve Our Goals be endorsed and made available to the community through the City's website and other communication medium;*
- (2) *That dry-cell batteries (up to 5 kgs) and cell phones be added to the scope of materials accepted at the City's Recycling Depot and that the Chief Administrator Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute an agreement with Call2Recycle Canada, Inc. on the terms and conditions set out in the staff report from the Director, Public Works Operations dated June 24, 2013, including specifically that the City grant an indemnity to Call2Recycle Canada, Inc. for any losses they may suffer in connection with the agreement;*
- (3) *That used books be added to the scope of materials accepted at the City's Recycling Depot and that the Chief Administrator Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute an agreement with Discover Books Ltd. on the terms and conditions set out in the staff report from the Director, Public Works Operations dated June 24, 2013, subject to a right of first refusal to the Friends of the Library; and*

Public Works & Transportation Committee
Wednesday, July 17, 2013

- (4) *That polystyrene foam (Styrofoam) be added to the scope of materials accepted at the City's Recycling Depot.*

CARRIED

6. MANAGER'S REPORT

(i) *Steveston Highway and No. 5 Road Intersection*

In reply to a query from Committee, Victor Wei, Director, Transportation, advised that paving in the area has been completed, and that the next step is to paint the lanes, so that these additional lanes can be functional. Also, Mr. Wei commented on the Steveston Highway interchange, noting that staff are currently in discussions with staff at the Ministry of Transportation and Infrastructure.

John Irving, Director, Engineering, spoke of the delay in relocating utility poles along Steveston Highway, noting that it is anticipated that this work occur on weekends throughout the summer months.

(ii) *Loading Zone in Steveston*

Discussion ensued regarding the Steveston Marine and Hardware store's loading zone, and it was noted that there is a post in an inconvenient location, making it difficult to manoeuvre goods off trucks into the store.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:47 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, July 17, 2013.

Councillor Linda Barnes
Chair

Hanieh Berg
Committee Clerk



City of Richmond

Report to Committee

To: General Purposes Committee

Date: June 27, 2013

From: John Irving, P.Eng, MPA
Director, Engineering

File: 10-6000-01/2013-Vol
01

Re: Community Energy and Emissions Plan – Phase 2 Consultation Process

Staff Recommendation

That the Community Energy and Emissions Plan, as described in the report from the Director, Engineering, titled "Community Energy and Emissions Plan – Phase 2 Consultation Process" dated June 27, 2013, be endorsed for the purposes of public consultation.

John Irving, P.Eng, MPA
Director, Engineering
(604-276-4140)

Att. 1

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Transportation Policy Planning Development	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

Richmond is currently undertaking the second and final phase of the Community Energy and Emissions Plan (CEEP). This initiative supports Council's commitments under the BC Climate Action Charter (signed in 2008) and is in line with Council Term Goal 8.1:

Continued implementation and significant progress towards achieving the City's Sustainability Framework, and associated targets.

In 2010, Council endorsed Phase 1 of the CEEP and amended the City's Official Community Plan to include community-wide energy and greenhouse gas (GHG) emissions reduction targets. The purpose of the CEEP Phase 2 is to:

- Define actions towards the 2041 Official Community Plan (2041 OCP) GHG emissions reduction targets and implement related policies and strategies
- Identify additional opportunities to reduce community-wide energy use
- Quantify the impact of actions and determine the resulting energy and GHG emissions reductions over the 2041 OCP timeframe

The purpose of this report is to present the Draft CEEP Phase 2 and the recommended public consultation process.

Background

Council adopted a comprehensive Climate Change Response Agenda in 2007 that identified priority focus areas. In 2008, the Province of BC enacted Bill 27 requiring each local government to include GHG emissions targets, policies and actions in its Official Community Plan. In response, the City completed CEEP Phase I and adopted the following community-wide energy and emissions targets:

- GHG emissions reduction targets of 33% below 2007 levels by 2020, and 80% below 2007 levels by 2050
- Energy use reduction target of 10% below 2007 levels by 2020

Public consultation on community energy and emissions has been undertaken during CEEP Phase 1 as well as during the extensive 2041 OCP consultation.

Analysis

Baseline and Projected Growth

The Province of BC establishes the methodology for measuring community-wide energy consumption and GHG emissions and provides data inventory baselines, monitoring and reports to each local government in the form of a Community Energy and Emissions Inventory (CEEI). The CEEI baseline year was 2007, and the first update was recently completed for the year 2010. The Province has committed to future inventories to facilitate municipal monitoring of their community energy use and emissions.

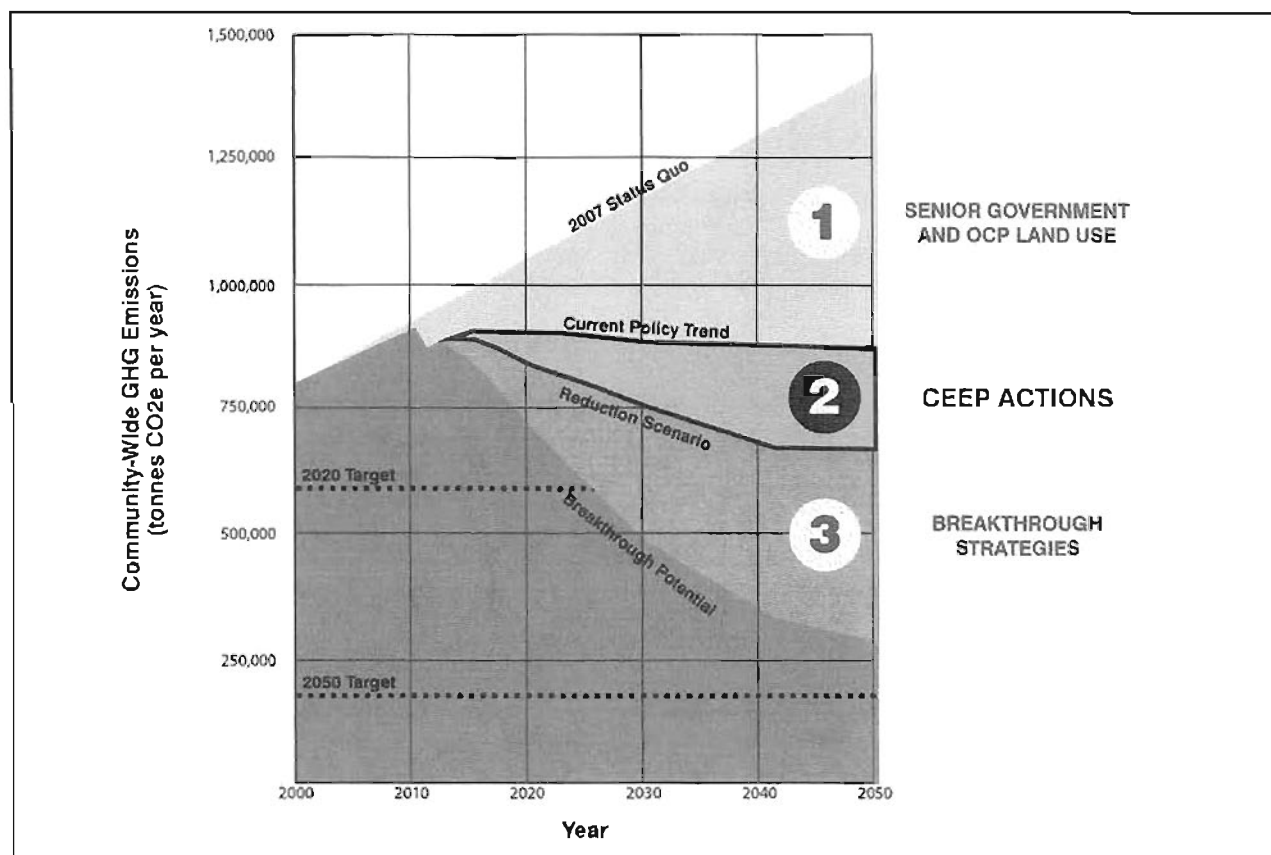
The City has completed population projections for the 2041 OCP estimating the City's 2041 population at 280,000 people, an increase of 40% from 2011. Growth provides the opportunity to build a more energy efficient community, but also makes reaching absolute targets more challenging than achieving per capita reductions.

Reduction Strategies

The draft CEEP Phase 2 (**Attachment 1**) identifies the following three general groups of community-wide GHG emissions reduction strategies shown in Figure 1:

1. **Senior Government and 2041 OCP Land Use:** building standards and codes, tail pipe standards and 2041 OCP densification policies
2. **Community Energy and Emissions Plan (CEEP) Actions:** specific actions within the City's jurisdiction, deemed feasible to implement and modeled to reduce energy and emissions during the 2041 OCP timeframe
3. **Breakthrough Strategies:** possible—but not currently feasible—changes that demonstrate the scope of action required to address the remaining emissions; the CEEP does not identify actions to achieve these reductions

Figure 1: Three Groups of Community-Wide GHG Reduction Impacts



1. Senior Government and 2041 OCP Land Use

The first group of reductions is already committed or anticipated today through Federal or Provincial actions (e.g. BC Building Code changes and improved tailpipe emissions standards) or through the City's 2041 OCP land use designations (e.g. more efficient forms of housing and reduced per capita driving distance achieved through densification).

These commitments reduce emissions from the 2007 projection to what is termed the "Current Policy Trend" (CPT) scenario and represents the expected outcome should none of the proposed actions in the CEEP be undertaken. It does, however, reflect the significant benefits from Federal and Provincial commitments and Richmond's 2041 OCP since these reductions are assumed to occur with or without the CEEP.

2. Community Energy and Emissions Plan (CEEP) Actions

The second group of reductions is that expected from CEEP implementation. Many of the reductions identified are implementation actions for 2041 OCP objectives or are actions related to existing City policies and programs. However, the City is not currently committed to this suite of actions, and some actions would require more detailed assessment or a change in policy to implement.

The analysis reveals that the CEEP reductions in energy and emissions do not achieve the City's 2041 OCP targets. This is a common finding of CEEPs undertaken in the Lower Mainland that highlights the significance of the challenge.

3. Breakthrough Strategies

For the above reason, a third group of reductions is assessed to better understand the impact of very aggressive measures. These are the significant changes beyond the CEEP that do not have identified implementation actions at this time. This is based on an assumption that developing technologies, changes in policy and/or regulatory powers, variable energy costs and shifting behaviours may cause these strategies—beyond the CEEP consideration today—to become implementable during the CEEP timeframe.

Energy & Emissions Reductions – Result Summary

Richmond's 2007 community-wide annual GHG emission baseline was 886,000 tonnes, or 4.7 tonnes per person. The estimated community-wide per capita GHG impacts for each general group of reductions are shown in Table 1 below.

Table 1: Scenario Community-Wide Per Capita GHG Impacts

Scenario	GHG emissions (tonnes per capita)		Percent change
	2007	2050	
2007 Status Quo	4.7	4.7	0%
Current Policy Trend		2.9	- 38%
CEEP Actions (Reduction Scenario)		2.2	- 53%
Breakthrough Strategies (Breakthrough Potential)		1.0	- 79%

CEEP implementation would result in an absolute 25% reduction from 2007 by 2050 with a per capita reduction of 53%. These results demonstrate progress towards the adopted reduction targets and are similar to the findings of other leading BC municipalities. They also indicate that further opportunities to reduce community-wide GHG emissions need to be identified during the 2041 OCP timeframe.

Summary of Strategies

Strategies and actions in the CEEP are aligned with the Richmond 2041 OCP chapter headings (e.g. Neighbourhood and Buildings). The strategies are listed below and a consolidated list of actions is included in the CEEP Phase 2 Draft (**Attachment 1: page vii**):

Theme 1: Neighbourhoods and Buildings

- Strategy 1: Integrate Future Neighbourhood Centre Planning with Transit Planning
- Strategy 2: Increase Energy Efficiency in New Developments
- Strategy 3: Improve the Performance of Existing Building Stock

Theme 2: Mobility and Access

- Strategy 4: Prioritize and Fund Walking, Rolling and Cycling
- Strategy 5: Enhance Alternative Transportation Connectivity
- Strategy 6: Facilitate Changes in Transportation Behaviour and Mode Choice
- Strategy 7: Promote Low Carbon Personal Vehicles

Theme 3: Resilient Economy

- Strategy 8: Encourage Energy Efficient Businesses

Theme 4: Sustainable Infrastructure and Resources

- Strategy 9: Continue Advancement of Neighbourhood District Energy Systems
- Strategy 10: Utilize Local Energy Sources
- Strategy 11: Maximize Waste Diversion

Theme 5: Climate Change Leadership

- Strategy 12: Encourage Sustained Action by Senior Levels of Government
- Strategy 13: "Lead by example" with City Operations Energy Management
- Strategy 14: Engage the Community on Climate Action

Public and Stakeholder Consultation

A staff working group met bimonthly between November 2012 and March 2013 to guide the development of the plan. Staff also provided comments on two interim drafts. Finally, as a funding partner, BC Hydro completed a critical review of the analysis and provided feedback. Staff and BC Hydro feedback is included in the draft plan with this report (**Attachment 1**).

At this stage, staff is ready to proceed with public consultation on the Draft CEEP Phase 2. The consultation plan would include the following three engagement techniques:

- **Digital Engagement:** Let's Talk Richmond interactive discussion forum and survey (July to September)
- **Stakeholder Engagement:** Presentation to Urban Development Institute Liaison Committee, Small Home Builders Group and interested Advisory Groups (July to October)
- **Public Engagement:** A major, multi-day public engagement event in the atrium of Richmond Centre mall organized to gain public feedback on priority actions in the plan. Staff would invite other community partners such as Richmond School District No. 38, BC Hydro, Fortis BC and Cadillac Fairview to share information about their activities and programs as well. (September)

Financial Impact


None. Potential costs to implement CEEP actions would be analyzed for future reports.

Conclusion

Richmond's 2041 OCP has provided a strong framework to pursue the City's community-wide energy and GHG reduction targets. Although progress is being made, additional actions are required. The draft CEEP Phase 2 has identified 14 strategies and related actions as well as illustrated the potential impact of future breakthrough strategies. Public consultation would provide the opportunity to present the City's existing and proposed actions and to identify further means to continue Richmond's progress towards its community-wide energy and GHG reduction targets.



Peter Russell MCIP, RPP, Senior Manager
Sustainability & District Energy
(604-276-4130)



Courtney Miller
Sustainability Project Manager
(604-276-4267)

Attachment 1 – Draft Community Energy and Emissions Plan (CEEP) Phase 2



City of Richmond Community Energy and Emissions Plan Phase 2 Draft

June 27, 2013

Summary

Introduction

A Community Energy and Emissions Plan (CEEP) is a strategic plan to assist Richmond with managing energy use and reducing carbon emissions within the community. It defines the role of the municipal government – working in partnership with others – to facilitate energy efficiency in the community, develop local energy sources, and to reduce greenhouse gas (GHG) emissions that form our “carbon footprint”. An energy strategy will assist Richmond in achieving the sustainable community vision it has defined in its recent Official Community Plan (OCP) update.

The objectives of this Community Energy and Emissions Plan are to:

- Define actions to implement some of the key energy-related strategies and outcomes defined in the OCP document;
- Define opportunities to reduce energy in areas not addressed by the OCP;
- Quantify the impact of these actions and determine the energy consumption and carbon emissions for the OCP period to 2041.

Context

Scientific evidence increasingly indicates that emissions of GHGs are contributing to global climate change and that the level of these emissions must be reduced in order to forestall dramatic changes to our climate systems. In BC, the Province has required all local governments to set a target for reducing GHG emissions within their OCPs and then define policies and actions to achieve these targets. The City of Richmond previously undertook a CEEP “Phase 1” project to understand potential energy and GHG emissions reductions for the community and set a target for GHG reduction in its OCP.

Where are we now?

While Richmond's current population is estimated to be 205,000, this plan is based on estimates from 2010, the date of both the adoption of the CEEP Phase 1 community-wide adoption targets and the most recent Community Energy and Emissions Inventory completed by the Province. This plan will be updated from time to time.

Richmond's population was approximately 195,000¹ in 2010, and the total amount of non-residential floor space was approximately 66 million square feet in 2009². In 2010 the

¹ BC Stats Population Estimates, September 2012.

² City of Richmond 2041 OCP Update – Employment Lands Strategy, 2011.

residents and businesses in the community consumed about 20 million GJ of energy – with a value in the range of \$440,000,000 – or about \$2,200 per resident. The "carbon footprint" of the community was just over 900,000 tonnes of CO₂ equivalents – or 4.5 tonnes per person annually (see Figures S-1 and S-2).

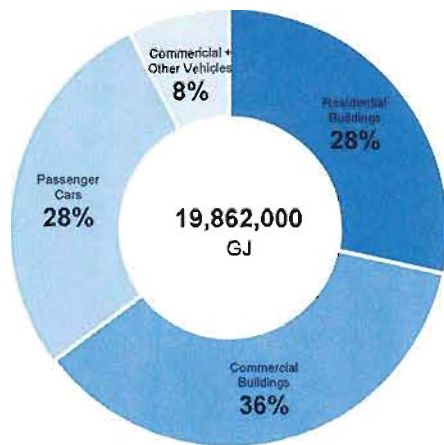


Figure S-1: Richmond 2010 Energy Consumption

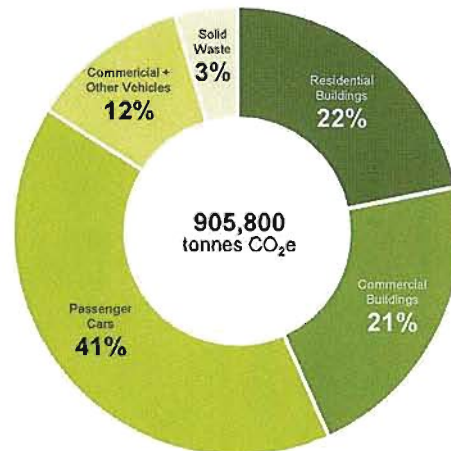


Figure S-2: Richmond 2010 GHG Emissions

Where are we headed?

Between now and 2041 (the OCP horizon date), the population of Richmond will grow substantially – forecasted to be more than 80,000 new residents, reaching a total population of almost 280,000³. The non-residential floor space is also projected to grow, reaching approximately 88 million square feet by 2041⁴. Fortunately there are a number of initiatives to make our community more energy efficient and these will prevent our energy and GHG emissions from growing as fast as our population. These initiatives include increased Federal vehicle fuel efficiency standards, improved energy requirements of the BC Building Code, and the densification identified in the 2041 OCP document. These efficiencies will help to stabilize GHG emissions near their current level but will not make substantive progress towards reductions. Under a current policy trend scenario, energy use and emissions will remain at current levels.

Where do we want to be?

In the 2041 OCP, Richmond incorporated community-wide GHG emissions reduction targets of:

³ City of Richmond 2041 OCP Update: Demographics, Housing and Employment Projections Study, 2010.

⁴ City of Richmond 2041 OCP Update: Employment Lands Strategy, 2011.

- Reduce GHG emissions by 33% from 2007 levels by 2020, and
- Reduce GHG emissions by 80% from 2007 levels by 2050.

As well, Phase 1 of the CEEP identified a community energy vision for Richmond to be:

"an energy-wise and low-carbon community that supports a robust local economy, a healthy environment, and a safe, equitable, diverse, and resilient community."

How do we get there?

This plan defines 14 strategies and 33 implementation actions (note, a list of the strategies and actions is provided at the end of this summary). These actions have been developed to align with policies and objectives defined in the 2041 OCP. The actions identified are estimated to achieve reductions in GHG emissions (see Table S-1) but are not sufficient to reach the long-term targets in the OCP; however, they represent substantial reductions from taking no action at all. The estimated emissions and energy consumption reductions per capita are provided in Table S-2.

Table S-1: Current Policy Trend (CPT) and Energy Plan Reduction Scenario: Total Community Impact

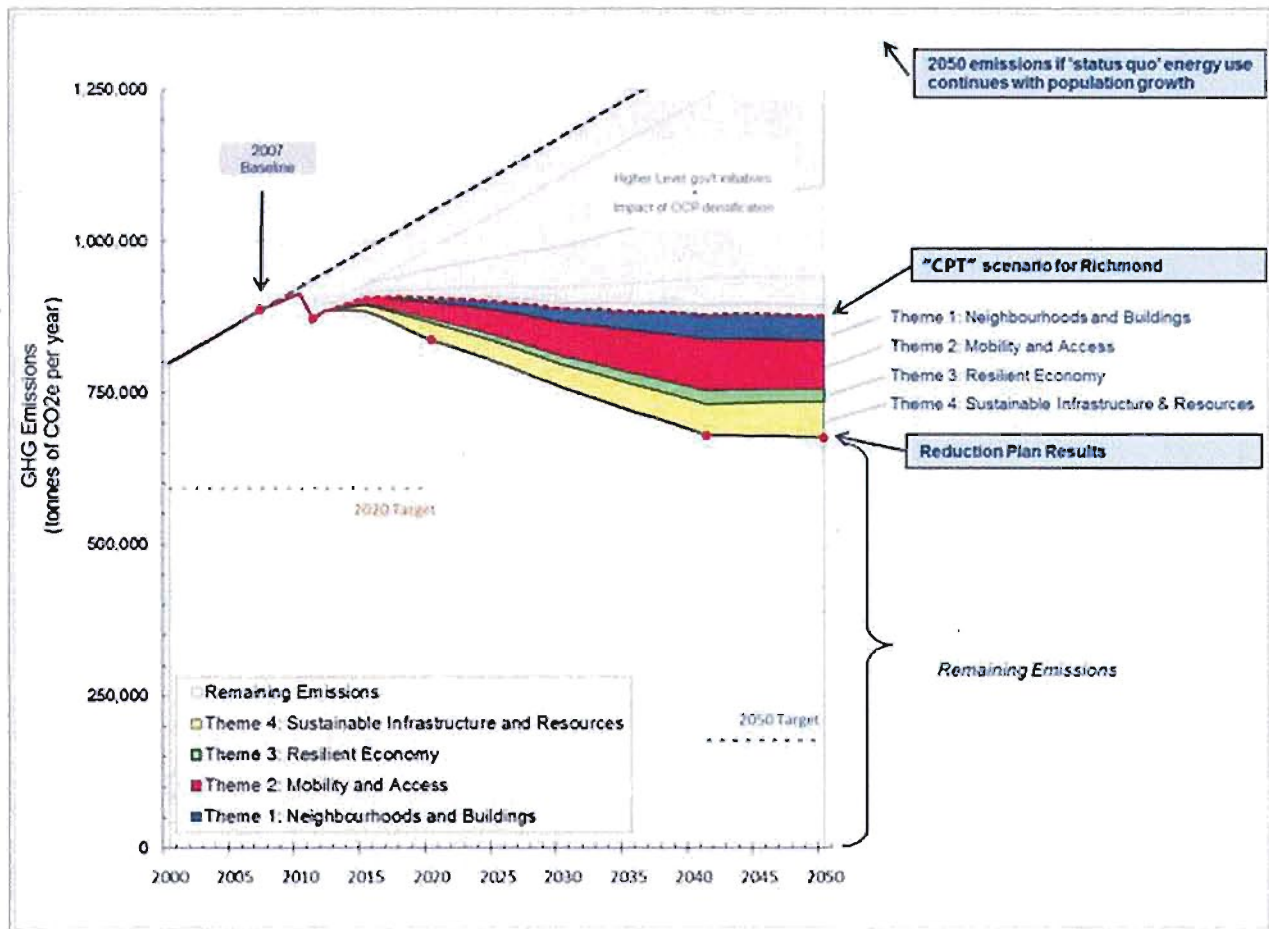
Item (% compared to 2007 baseline)	CPT	Reduction Scenario	OCP Target
2020 GHG Emissions	+ 2 %	- 6 %	- 33 %
2050 GHG Emissions	- 1 %	- 25 %	- 80 %
2020 Energy Consumption	+ 2 %	- 3 %	- 10 %

Table S-2: Current Policy Trend (CPT) and Energy Plan Reduction Scenario: Per Capita Impact

Item (% compared to 2007 baseline)	CPT	Reduction Scenario
2020 GHG Emissions	- 14 %	- 21 %
2050 GHG Emissions	- 38 %	- 53 %
2020 Energy Consumption	-14 %	-18 %

A graphical presentation of the impact of the reduction plan is presented as a 'carbon wedge' (Figure S-3).

Figure S-3: Carbon Reduction Wedge for the Reduction Scenario



“Breakthrough” Opportunities

The plan actions alone will not be sufficient to reach the target levels. To explore further opportunities extending “beyond the plan”, estimates were made of the impact of “breakthrough opportunities”. The strategies selected are: (i) complete conversion of passenger vehicles to electric, (ii) Carbon Zero new buildings, and (iii) massive renovation of the existing building stock.

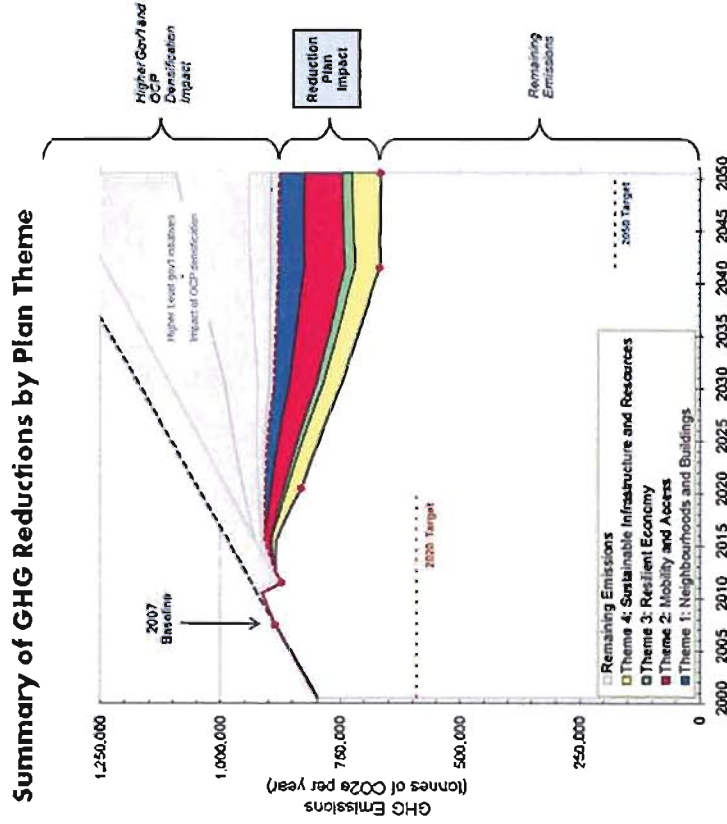
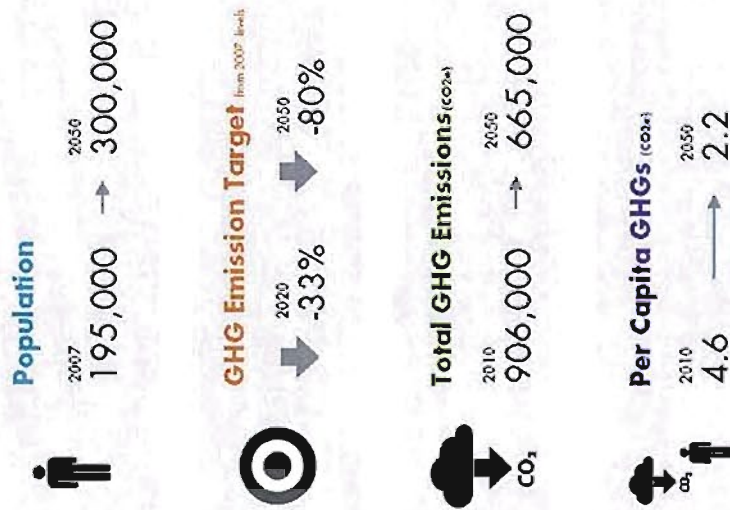
These breakthrough reductions are not achievable by the City alone – they would be the result of larger factors such as additional Federal and Provincial regulatory changes, aggressive industry development, or global pricing changes for energy or carbon. However, they do highlight that opportunities that exist today could achieve the dramatic reductions that would put the community on track to meet the OCP targets. Implementation of the plan is measured in decades, and the widespread application of these “big breakthroughs” may be plausible during this timeframe.

Implementation

Implementing this plan will require a combination of existing staff resources and new effort. The 2041 OCP sets the foundation for this plan and many of the activities defined are well aligned with the existing planning skills and resources. Some items may require specific one-off or special project resources for information or policy development, and these will be budgeted for annually. It is proposed that a review of this plan be conducted about 5 to 7 years after adoption.

Richmond Community Energy & Emissions Plan Summary At A Glance

2050 FORECAST



Key Strategies in Richmond's Reduction Plan:

- Integrating Neighbourhood Centre planning with transit planning
- Promoting and incentivizing energy efficiency and alternative energy in new and existing buildings
- Prioritizing and funding walking, rolling and cycling infrastructure and connectivity
- Continuing advancement of District Energy systems
- Maximizing waste diversion

Summary List of Actions

Theme 1: Neighbourhoods and Buildings

Strategy 1: Integrate Future Neighbourhood Centre Planning with Transit Planning

- Action 1 Review Neighbourhood Centre development sequencing for flexibility
- Action 2 Collaborate with TransLink to update the Area Transit Plan (ATP)

Strategy 2: Increase Energy Efficiency in New Developments

- Action 3 Include energy efficiency in Neighbourhood Centre planning
- Action 4 Promote energy efficiency in all rezoning
- Action 5 Develop incentives for new development to exceed the building code energy requirements
- Action 6 Ensure that existing building code requirements are attained

Strategy 3: Improve the Performance of Existing Building Stock

- Action 7 Promote building efficiency through outreach and education
- Action 8 Provide Incentives for building retrofit action
- Action 9 Develop a residential energy conservation program to support housing affordability

Theme 2: Mobility and Access

Strategy 4: Prioritize and Fund Walking, Rolling and Cycling

- Action 10 Prioritize walking, rolling and cycling infrastructure
- Action 11 Continue a "Complete Streets" approach in all new street construction and rehabilitation projects

Strategy 5: Enhance Alternative Transportation Connectivity

- Action 12 Improve pedestrian links throughout the city as the top transportation priority
- Action 13 Focus on providing safe school routes

Strategy 6: Facilitate Changes in Transportation Behaviour and Mode Choice

- Action 14 Implement TDM projects that incentivize non-vehicle mode choice and disincentive vehicle use
- Action 15 Reduce supply of unrestricted City-owned parking spaces
- Action 16 Provide infrastructure improvements to support increased transit service
- Action 17 Improve bike facilities and consider implementing a bike share system

Strategy 7: Promote Low Carbon Personal Vehicles

- Action 18 Set minimum requirements for EV infrastructure in new developments
- Action 19 Continue expanding the City-owned network of EV charging stations

Theme 3: Resilient Economy

Strategy 8: Encourage Energy Efficient Businesses

- Action 20 Promote energy efficient business operations

Theme 4: Sustainable Infrastructure and Resources

Strategy 9: Continue Advancement of Neighbourhood District Energy Systems

- Action 21 Reserve district energy rights of ways in new developments and road reconstruction
- Action 22 Develop a City Centre DE Right of Way Master Plan
- Action 23 Explore opportunities to connect existing buildings to DE system
- Action 24 Explore options for electricity generation from utility scale renewable sources
- Action 25 Integrate energy infrastructure into community planning

Strategy 10: Utilize Local Energy Sources

- Action 26 Promote building scale renewable energy

Strategy 11: Maximize Waste Diversion

- Action 27 Continue to implement activities to support the ISWRMP

Theme 5: Climate Change Leadership

Strategy 12: Encourage Sustained Action by Senior Levels of Government

Action 28 Continue to advocate for support from senior levels of governments

Strategy 13: “Lead by example” with City Operations Energy Management

Action 29 Develop long-term funding for climate activities in the city

Action 30 Integrate climate change into other municipal activities

Action 31 Provide incentives to encourage alternative transportation use by staff

Action 32 Define a climate change portfolio / staff person

Strategy 14: Engage the Community on Climate Action

Action 33 Develop an outreach program to residents and businesses on climate action

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Acronyms and Abbreviations

ADEU	Alexandra District Energy Utility
CPT	Current policy trend
Bill 27	Local Government (Green Communities) Statutes Amendment Act (Bill 27, 2008)
CARIP	Climate Action Revenue Incentive Program (CARIP), a grant program to reimburse the carbon tax paid by municipalities that have signed the Climate Action Charter.
CAS	Climate Action Secretariat (of the BC Ministry of Environment)
Charter	Climate Action Charter
CEEI	Community Energy and Emissions Inventory
CEEP	Community Energy and Emissions Plan
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalents are a measure for how strong a greenhouse gas is relative to the emission of carbon dioxide. For example, emitting 1 tonne of methane gas has the equivalent impact of emitting 25 tonnes of carbon dioxide.
DA	Dissemination Area. A statistics Canada subdivision of a community. Richmond is divided into about 250 DAs
FCM	Federation of Canadian Municipalities
GHG	Greenhouse gases are gases that trap heat in the earth's atmosphere. The dominant greenhouse gas resulting from human activity is carbon dioxide (from fossil fuel combustion), followed by methane (from solid waste and agriculture).
GJ	A unit of energy – equivalent to about the energy in a tank of gasoline
LGA	Local Government Act
OCP	Official Community Plans are developed by municipalities in BC and provide a longer-term vision for the community. It guides decisions about land use, planning, and general purposes of local government. OCPs are usually developed with significant public consultation.
PCP	Partners for Climate Protection (PCP) an initiative of the FCM
RGS	Metro Vancouver Regional Growth Strategy
t	tonne – a metric tonne is equal to 1,000 kilograms
vkt	vehicle kilometres travelled

1 Introduction

1.1 What is a Community Energy and Emissions Plan?

A Community Energy and Emissions Plan (CEEP) is a strategic plan to assist Richmond to manage energy use and reduce carbon emissions within the community. It identifies objectives, policies and actions, and defines the City's role – working in partnership with others – to facilitate energy efficiency in the community, develop local energy sources, and to reduce carbon (i.e. GHG) emissions.⁵

1.2 Why have an Energy Plan?

Although it is not a legislated requirement for each local government to complete a CEEP, a plan supports the municipality in addressing the legislated requirements related to the reduction of community-wide GHG emissions. An energy strategy can also assist Richmond in achieving the sustainable community vision it defined in the 2041 OCP. Benefits of strategically planning for energy use include:

- Reducing energy costs to residents and businesses by helping them to realize more efficient energy use;
- Reducing local GHG emissions reduce the community's contribution to global climate change;
- Improve air quality – reducing the use of fossil fuels, especially in transportation, reduces the amount of air pollutants released into the air we breathe;
- Reduce vulnerability to energy markets – having a variety of energy sources and alternatives enhances resiliency to fluctuating energy prices;
- Create new jobs and business opportunities – promoting a green economy can open up new job and business opportunities;
- Sustainable communities – the activities that support energy conservation are aligned with other sustainable community objectives in the Official Community Plan such as

⁵ A number of terms are commonly used to describe the emissions that create climate change including: greenhouse gases –abbreviated as GHGs, carbon emissions, and the carbon 'footprint' of our energy use. For the purposes here, these all refer to the greenhouse gas emissions of the community and can be used interchangeably. While the term GHG is more technically accurate, carbon emissions and carbon footprint are more commonly used in popular communication.

building compact, complete communities, efficient infrastructure, walkable neighbourhoods, and protecting farmland and natural areas.

1.3 Plan Objectives

For the past several years, Richmond has taken action to develop a more sustainable urban environment. A number of initiatives have been taken including more compact and complete neighbourhoods, incorporation of rapid transit, development of low carbon building energy sources through district energy initiatives, and promotion of alternative transportation.

A number of recent planning and policy initiatives include the development of a sustainability framework, the City Centre Area Plan (CCAP), and an updated 2041 OCP defining a direction for a more sustainable community.

Building on these initiatives, this Community Energy and Emissions Plan seeks to:

- Define actions to implement some of the key energy-related strategies and outcomes defined in the OCP document;
- Define opportunities to reduce energy in areas not addressed by the OCP;
- Quantify the impact of these actions and determine energy consumption and carbon emissions for the OCP period to 2041.

2 Context for Action

2.1 Global Climate Change

There is increasing evidence that global climate change resulting from emissions of carbon dioxide and other greenhouse gases is having an impact on the climate system of the planet. The Fourth Assessment Report (2007) of the Intergovernmental Panel on Climate Change (IPCC), states the consensus of scientific opinion that:

- Warming of the climate system is unequivocal, as is now evident from observations of increases in global average air and ocean temperatures, widespread melting of snow and ice and rising global average sea level;
- Most of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in human-caused GHG concentrations, and;

In addition, climate change impacts are expected to have serious negative effects on global economic growth and development. In 2005, the UK government commissioned an independent economic review called The Stern Review, which concludes that "the benefits of strong and early action far outweigh the economic costs of not acting."⁶ Using results from economic models, the Review estimated that if we don't act, the overall costs and risks of climate change will be equivalent to losing at least 5% of global Gross Domestic Product (GDP) annually – potentially as much as 20% of GDP. In contrast, the costs of implementing actions to reduce GHG emissions and mitigate the impacts of climate change may be limited to around 1% of global GDP annually.

2.2 Action by Senior Levels of Government

2.2.1 Global Action

On a global scale, the United Nations General Assembly endorsed action on climate change by establishing the United Nations Intergovernmental Panel on Climate Change (IPCC) in 1988. Since this time, there have been a number of international protocols and accords (the best known is the "Kyoto Protocol") that define each country's commitment to make reductions in greenhouse gas emissions. Subsequent policy commitments have been made at a number of IPCC meetings.

⁶ Nicholas Stern. *The Economics of Climate Change: The Stern Review*. Cambridge University Press, January 2007.
http://webarchive.nationalarchives.gov.uk/+/http://www.hm-treasury.gov.uk/independent_reviews/stern_review_economics_climate_change/stern_review_report.cfm

2.2.2 Federal Initiatives

In Canada, senior levels of government have made commitments to reducing GHG emissions, and have developed policies, programs and initiatives to meet those commitments. New legislation, targets and actions that affect community emissions in Richmond include:

- In January 2010, the federal government set a national target to reduce GHG emissions by 17 percent, relative to 2005 levels, by 2020.
- In 2010, the federal government published the Passenger Vehicle and Light Truck Greenhouse Gas Emission Regulations under the Canadian Environmental Protection Act (CEPA) to create national vehicle efficiency standards that harmonize with the US standards. New vehicles sold in 2016 are projected to be an average of 25% more efficient than vehicles sold in 2008.⁷
- Currently the federal government is consulting on regulations for 2017 to 2025 that are expected to see up to a 50% reduction in GHGs from cars and light trucks by 2025 compared to 2008.
- In February 2013, details of the Heavy-Duty Vehicle and Engine Greenhouse Gas Emissions Regulations were announced to harmonize with the US standards. Emission standards will be progressively established between the 2014 and 2018 model years. Vehicles sold in 2018 will be up to 23% more efficient than vehicles sold in 2008.⁸

2.2.3 Provincial Initiatives

Since 2007 a number of provincial initiatives have been made to reduce GHG emissions in BC. These include:

- **Greenhouse Gas Reduction Targets Act (Bill 44, 2007):** establishes a province wide reduction of GHG emissions of 33% by 2020, and 80% by 2050 below 2007 levels.
- **BC Climate Action Plan:** Developed to support Bill 44, the plan's actions are estimated to achieve 73% of the reductions required to meet the reduction target. The plan and subsequent legislation included the BC carbon tax that in 2012 will reach \$30 per each tonne of GHG emissions.
- **Clean Energy Act:** In 2010 BC adopted the Clean Energy Act defining several energy objectives for BC, including achieving electricity self-sufficiency, reducing greenhouse gas emissions, meeting 66% of the increase in demand by 2020 through conservation and demand management, and investing in clean and renewable energy.
- **Local Government (Green Communities) Statutes Amendment Act (Bill 27, 2008):** which amends the Local Government Act to read:

⁷ Government of Canada Gazette "Regulations Amending the Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations", accessed March 2013 at <http://www.gazette.gc.ca/rp-pr/p1/2012/2012-12-08/html/reg1-eng.html>.

⁸ Environment Canada News Release "Canada Continues to Align Greenhouse Gas Emissions Measures with the United States", accessed March 2013 at <http://www.ec.gc.ca/default.asp?lang=En&n=714D9AAE-1&news=3FC39747-ABF2-470A-A99E-48CA2B881E97>.

"LGA 877 (3) - An official community plan must include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets (by May 31, 2010)"

- **BC Climate Action Charter:** A provincial initiative introduced in September 2007 to encourage local governments to become carbon neutral in their local government operations beginning in 2012.⁹

2.2.4 Regional Context

Richmond is the fourth most populated city in the Metro Vancouver region, after Vancouver, Surrey and Burnaby. Metro Vancouver¹⁰ adopted a new 2040 Regional Growth Strategy (RGS) that provides guidance for land use policies and development across the region to 2040. The key energy related component of the RGS is to delineate urban growth boundaries to focus residential and commercial growth, so that agricultural, industrial, and natural areas may be preserved. The RGS identifies Richmond's City Centre as a "Regional City Centre" that is expected to see significant residential and commercial growth. Following adoption of the RGS, the City of Richmond developed a Regional Context Statement to demonstrate how its 2041 Official Community Plan (OCP) supports the RGS vision, goals and strategies.

Metro Vancouver also is a key facilitator of regional waste management and in 2010 completed an Integrated Solid Waste and Resource Management Plan (ISWRMP). The primary goal of the ISWRMP is to reduce waste by way of further diversion and energy recovery. The ISWRMP has set a target to increase the quantity of waste diverted from disposal to 80% by 2020. This target will only be achieved through a commitment to waste reduction by Richmond and other member municipalities in cooperation with Metro Vancouver.

TransLink, the regional transportation authority, plans and manages the regional transportation system – including major roads, transit and regional pathways. TransLink's Transport 2040 Goals include reducing GHG emissions from transportation, making non-auto trips the primary mode of transportation, aligning new housing and jobs with areas serviced by the frequent transit network, and facilitating efficient goods movement. In 2010 TransLink completed the Canada Line, providing Richmond with a rapid transit line connecting the airport, the City Centre, and Vancouver. Richmond's other transit service routes are defined through an Area Transit Plan (last updated in 2000). TransLink plans to update this Area Transit Plan in 2014. During the 2041 OCP process, the City envisioned a long term concept for transit network in 2041 that links future neighbourhood centres with frequent transit routes to support the goal of reducing automobile reliance and emissions.

⁹ Carbon neutrality means that efforts are made to reduce emissions, and that any emissions that cannot be reduced are 'neutralized' through purchase of carbon offsets.

¹⁰ Metro Vancouver is a Regional District (RD) under the Local Government Act. RDs provide services to municipalities and unincorporated areas within the geographic boundary. RDs are not specifically "higher levels of government", however, they do perform functions that span across several municipalities – thus operating with a perspective beyond the city's boundaries.

2.3 Previous Action by Richmond

The City has recognized that it can play a role in mitigating the impacts of climate change for a number of years. This is evident in recent initiatives undertaken by the City described below.

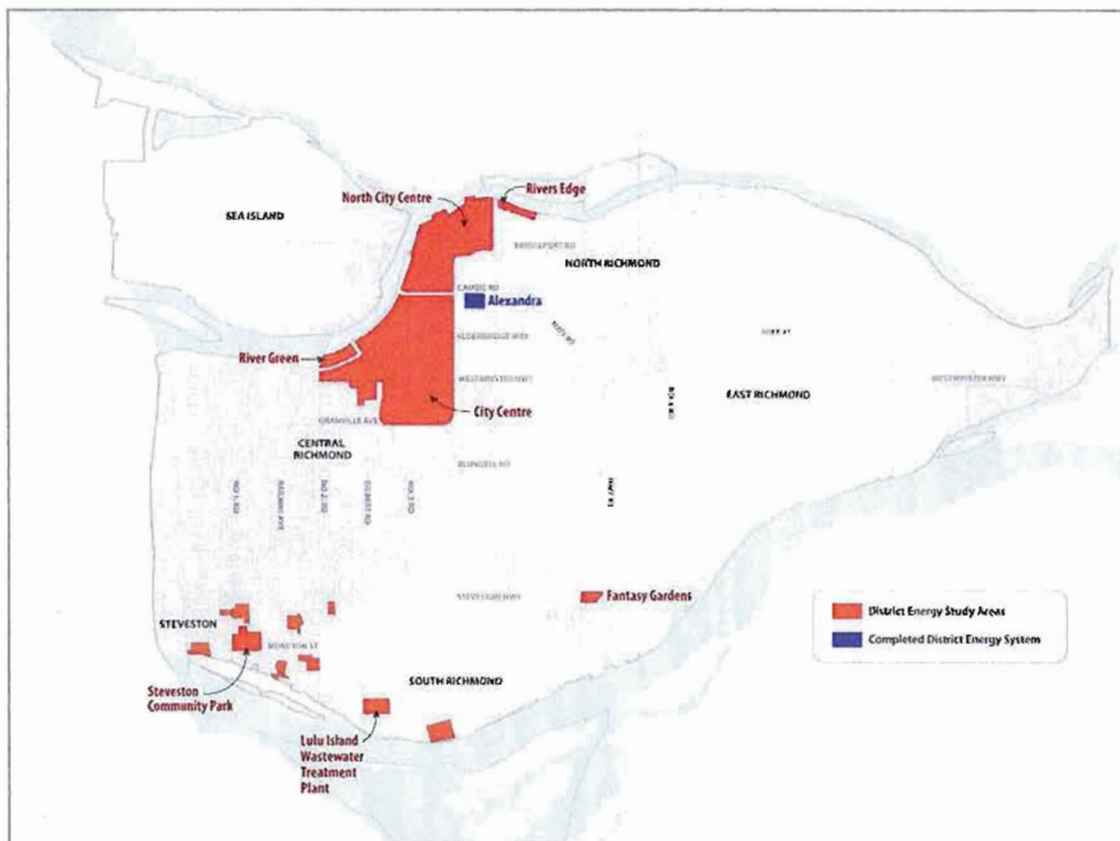
- **City Centre Area Plan:** In 2009 the City adopted a plan that prepares the City Centre area for significant levels of new growth in a manner that provides opportunities for people to live, work, play and learn in a sustainable, high-amenity environment while reducing sprawl and pressure on the suburban neighbourhoods, industrial areas and farmland (City Centre Area Plan, section 1.1). Supportive policies also include transit-oriented development, transit infrastructure and pass incentives, improved pedestrian and cycling links, and reduced parking in new developments, especially where transit accessible. Policy 2.5.2(a) requires LEED Silver equivalent for private developments over 2,000 m².
- **Official Community Plan Update:** In 2012 the City adopted an updated OCP "Moving Towards Sustainability" that will guide community land use planning and policies for the next decade based on a long-term vision of where Richmond wants to be in 2041. The OCP provides clear direction that the majority of growth will be focused on the City Centre (55%), and that remaining growth will be accommodated as re-development along designated arterial roads and in close proximity to Neighbourhood Centres (shopping mall sites). Further to this, policies identify a need to shift the transportation priorities to pedestrians, cyclists and transit users, and away from vehicles.

The 2041 OCP update included targets for reducing GHG emissions. As directed by Council, the reduction targets were set at the level of the Provincial target – 33% by 2020 and 80% by 2050 – both from 2007 levels.

- **CEEP "Phase 1":** In response to the Bill 27 requirement to set a target for GHG reduction in an OCP, the city executed a high-level analysis of the potential for energy conservation and GHG reductions within the City. The analysis estimated that energy reductions of 7-12% by 2020 and 15-21% by 2050 were potentially achievable. Associated with this would be reductions of GHG emissions of 20-26% by 2020 and 33-41% by 2050 (all from 2007 levels).
- **Corporate Energy Management:** The City signed the Climate Action Charter and made a voluntary commitment to the Province to become carbon neutral in its operations from 2012 onwards. On the path to carbon neutrality, the City has undertaken significant efforts to reduce energy consumption in its facilities and operations.
- **District Energy (DE):** The City is actively pursuing opportunities to develop district energy systems. They have conducted several feasibility studies and have developed the Alexandra District Energy Utility (ADEU). The system in the West Cambie neighbourhood (see Figure 1) currently serves the Remy and Mayfair development through a geoexchange system. At full build out, the system will serve over 3,000 residents and a total of 3.9 million square feet of residential, commercial and office and institutional space.
- Other District Energy feasibility studies and activities included (see Figure 1):
 - The River's Edge neighbourhood (over 850,000 square feet of mixed use space)
 - The Fantasy Gardens site (approximately 560,000 square feet of mixed use space)

- Several areas in the City Centre area including North City Centre (over 6 million square feet of potentially connected space), River Green (2.7 million square feet), and City Centre main (potentially over 6.3 million square feet).
- Lulu Island heat recovery from WWTP effluent to provide heating the WWTP processes and buildings, and/or development in the Steveston area.
- City Centre redevelopment practice is to require new developments to be "DE ready" meaning that they employ hydronic heating systems that can in the future be connected to a centralized DE system.
- City Centre energy mapping. Staff developed mapping to identify the total potential heat load from the City Centre area. This process looked at each major site and identified whether it was potentially re-developable, and then estimated the thermal load if it developed to maximum potential.
- Richmond currently accesses support funding from BC Hydro for an energy manager to help provide district energy evaluation and implementation.

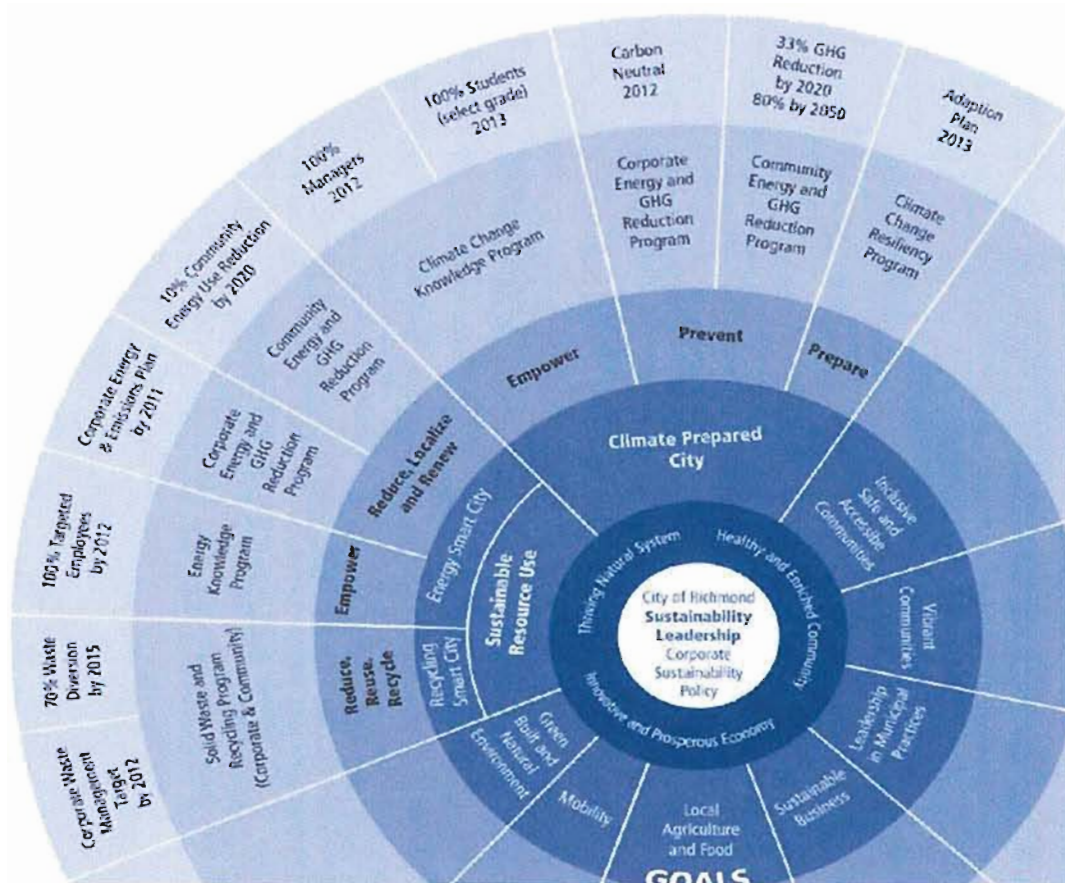
Figure 1. District Energy study areas in Richmond



Note: The figure indicates the areas where District Energy has been studied. Not all of these areas have been determined to be promising candidates for district energy evaluation.

- **Electric Vehicle Charging Stations:** In 2013 the City is installing 10 EV charging stations in five civic locations for public and fleet use, supported by a provincial grant.
- **Active Transportation Dedicated Budget:** For 2013, Council consolidated existing funding programs to create a dedicated budget for active transportation improvements.
- **Transportation Demand Management (TDM) Measures:** TDM measures are sought from developers in exchange for relaxing parking requirements. These include providing EV charging outlets, bicycle parking and storage, end-of-trip facilities and dedicated parking stalls for car-share vehicles.
- **Solid Waste Strategic Program:** The City has set a target to divert 70% of waste by 2015 and 80% by 2020, and has developed a set of strategies and actions to get there. These targets match the regional goals set by Metro Vancouver. The City's actions include a Green Cart Pilot program to increase the uptake of food scraps composting in single-family areas, and expansion of the food scraps program to townhouses.
- **Climate Change and Energy Efficiency Awareness Programs:** The City has supported a number of awareness initiatives, including the Climate Action Showdown (an awareness program in schools), BC Hydro and Fortis energy efficiency program promotions, and the Climate Smart Initiative (support for 10 to 12 businesses in undertaking training to complete GHG emission inventories and business case analyses for energy and GHG reduction actions in their businesses).
- **Sustainability Framework:** In 2010 Council adopted a framework that will serve to guide decisions in a manner that considers the opportunities and impacts in relation to multiple community goals in nine theme areas (see Figure 2). The City is continuing efforts to complete the actions, strategies and targets in the remaining goal areas.

Figure 2. Richmond Sustainability Framework Schematic (2010)



2.4 BC Hydro Promotion of Energy Planning

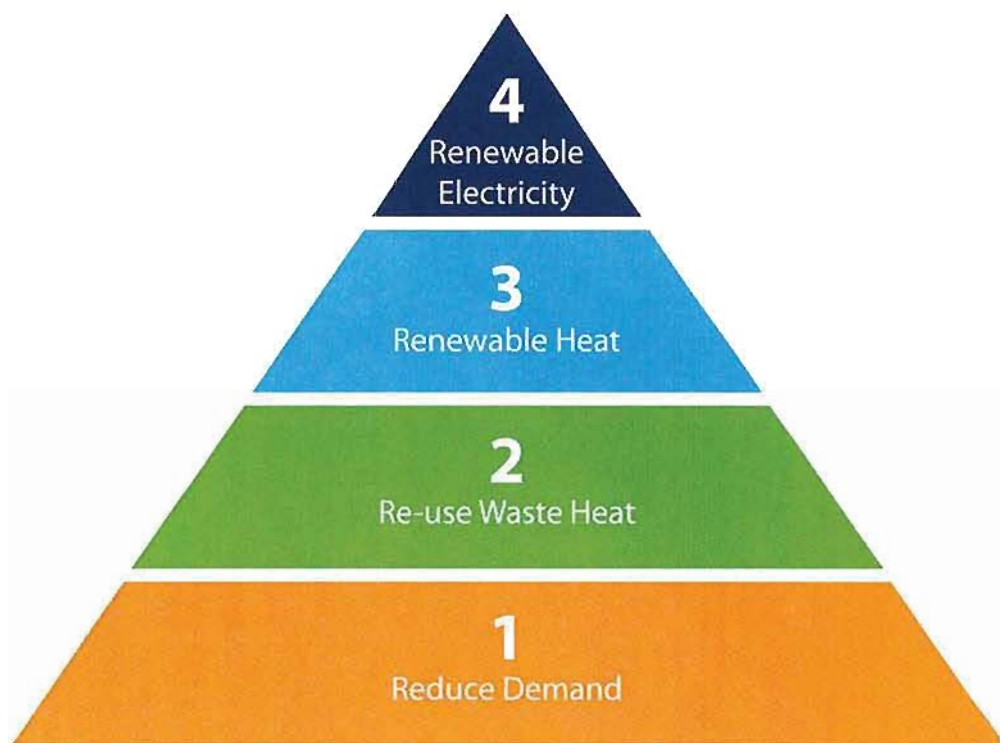
BC Hydro's Sustainable Communities Program has been supporting the development and implementation of energy efficiency and renewable energy initiatives in communities for a number of years. This program recognizes the importance of first identifying opportunities for conservation before moving into investigation of renewable energy alternatives. Figure 3, developed by BC Hydro, presents a hierarchy of priorities for energy and electricity planning as follows:

1. Reduce demand: Identify opportunities to reduce the amount of energy we need to undertake our daily activities. This requires us to be smarter about our energy use (e.g. turning down the heat) and to use more efficient technologies (better insulation, passive solar design, etc.).
2. Re-use waste heat: Find places that currently release heat into the air that could be recovered and used elsewhere. This involves building-scale technologies (e.g. heat and

drain water recovery ventilators) and also planning communities to encourage recovery of waste heat (e.g. locating a pool next to an ice rink and exchanging the heat).

3. Renewable heat: After undertaking initiatives to reduce demand and capture existing heat, next opportunities are sought to replace fossil fuels with renewable sources of heat (e.g. solar hot water heaters, heat pumps that extract heat from ground, water or air).
4. Renewable electricity: Finally, opportunities to supplement or replace electricity with local renewable sources are identified. This could entail photovoltaic solar panels, small wind turbines, or micro-hydro for generating electricity.

Figure 3. BC Hydro's Hierarchy for Community Energy Planning



2.5 Richmond 2011: Context and Recent Trends

Richmond is an island municipality situated at the west end of the Fraser River delta. The geography is flat with limited natural drainages. The island is largely agricultural in the east, and urbanized in the west. The municipality covers 130 square kilometres of land, of which approximately 50 square kilometres are within the Agricultural Land Reserve. The following sections outline key context and trends in Richmond in relation to energy and climate considerations.

2.5.1 Population

Richmond Context and Trends	In 2011, Richmond's Census population was approximately 190,000, an increase of almost 10% from the previous Census in 2006. ¹¹ Over the same period, the population in Metro Vancouver increased approximately 9% and the population in BC increased 7%.
Energy and Climate Implications	Energy consumption and GHG emissions are strongly linked to population growth. Continued growth will lead to increasing energy consumption and GHG emissions unless our practices change.

2.5.2 Demographics

Richmond Context and Trends	The proportion of people under the age of 15 is declining, and the proportion of people aged 55 to 64 has grown the most.
Energy and Climate Implications	Improving infrastructure for walking and rolling is aligned with the objectives to reduce GHG emissions and improve accessibility for an aging population. Supplying more diverse housing options, such as apartments and ground-oriented townhouses, near frequent transit with amenities close by also supports both demographic trends and reduced energy consumption.

2.5.3 Homes

Richmond Context and Trends	<p>The City Centre has seen significant growth in low and high-rise apartments in recent years. Since 1996, the number of detached dwellings has remained about the same with detached dwellings becoming a smaller share of the total dwellings (see Figure 4).</p> <p>Almost 58% of all housing across the city is over 20 years old (built before 1990), and a large percentage of these were built during the 1970s (40 years ago). Figure 5 demonstrates the period of construction for Richmond's housing stock.</p>
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¹¹ Statistics Canada Census 2011 Profile, accessed March 2013.

Energy and Climate Implications

Apartments and townhouses are more energy efficient than detached homes because they tend to be smaller, and because they have less external wall space (where heat is lost). These types of homes are on average 50-80% more efficient than if built as detached homes. Smaller homes can also supply more affordable housing opportunities.

Upgrading older homes for energy efficiency can reduce energy use, heating costs and carbon emissions.

Figure 4. Richmond Housing Types 1996-2011

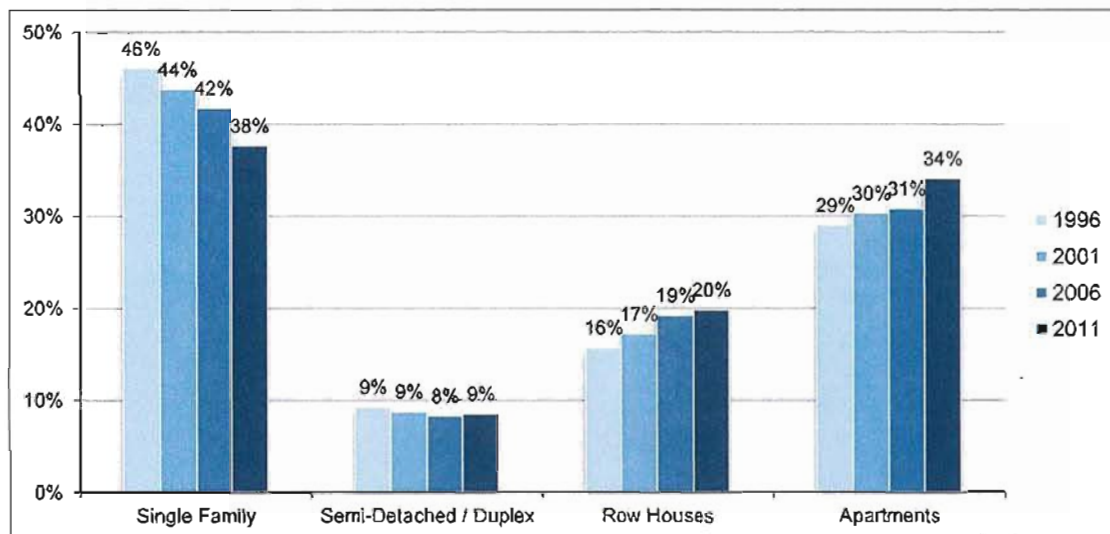
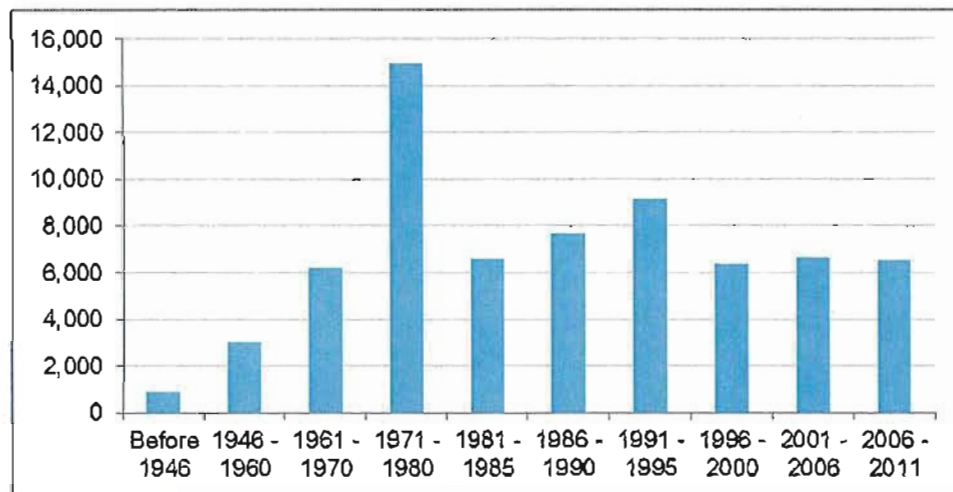


Figure 5. Period of Construction for Homes in Richmond, 2011



2.5.4 Mobility

Richmond Context and Trends

Almost 80% of trips in Richmond are by automobile (see Figure 6). Since the Canada Line opened in 2010, residents in Richmond have reduced automobile trips by 3% and increased use of transit by 4%.

Walking and cycling trips remain roughly the same between 2008 and 2011 (8% and 1% respectively, see Figure 7). Richmond's topography and trip profile is supportive of walking and cycling: most trips originating in Richmond are within the City (67%) and one-half of all trips are 4 km or less in length.

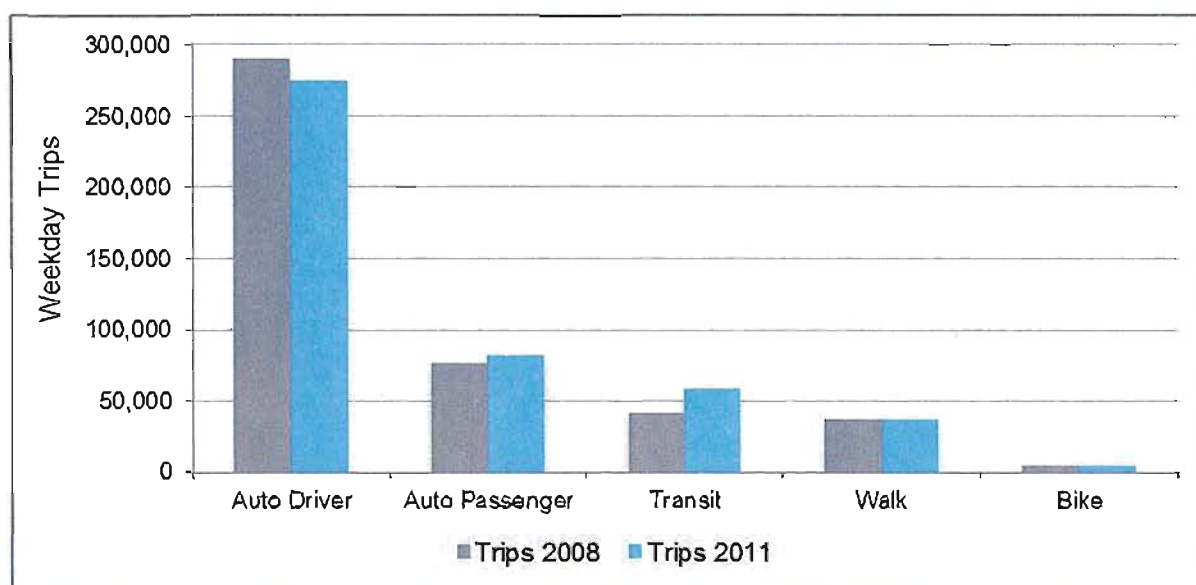
Over half of grade school children walk, cycle or take transit to school with the average length of all school trips of 2.8 km.

Energy and Climate Implications

Land use planning that fills housing into areas with local shopping, amenities and transit leads to more walking, cycling and transit use. Safe, accessible walking, rolling and cycling pathways with direct and connected links will also support this shift.

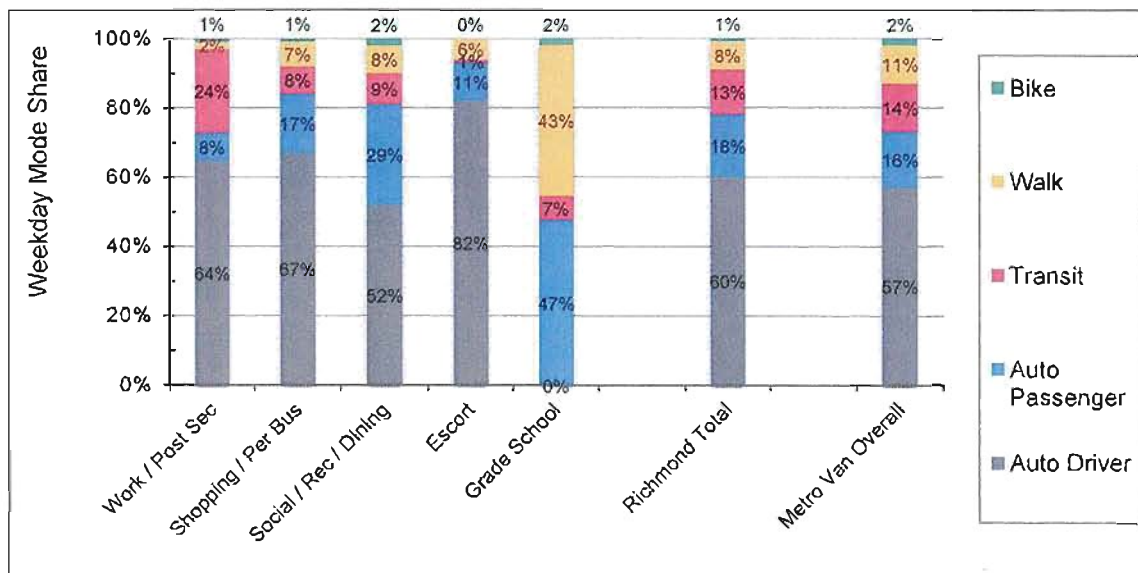
Focusing improved infrastructure and safety programs along school routes can encourage healthy active transportation choices among both children and parents.

Figure 6. Trips by mode and mode share for Richmond, 2008 and 2011



Source: 2011 Metro Vancouver Regional Trip Diary Survey Analysis Report, TransLink, 2013

Figure 7. Weekday mode share (Richmond), 2011



Source: 2011 Metro Vancouver Regional Trip Diary Survey Analysis Report, TransLink, 2013

Note: Escort trips occur when a driver assists someone else in their travel needs. This includes all parent trips with a reported purpose of "to school" where the parent (driver) is undertaking the trip for the purpose of transporting the child (passenger) to school.

2.5.5 Job Location

Richmond Context and Trends

Richmond has the highest jobs-to-labour force ratio in Metro Vancouver (1.24 in 2006), meaning that there are more jobs in Richmond than there are Richmond residents in the labour force.¹² Richmond's top employment industries include retail trade (12%), food services & accommodation (9%), professional, scientific & technical services (9%), and health care (8%).

Energy and Climate Implications

Retail and office space located near transit, cycling and pedestrian opportunities in City Centre are appropriate for many Richmond businesses. Surveys show that commercial office space located near rapid transit stations has lower vacancy rates and attracts higher rents¹³.

Many industries are located in less accessible parts of the Richmond and have different transportation opportunities and challenges.

¹² Statistics Canada Census 2006 Profile, accessed March 2013 at <http://www.richmond.ca/discover/about/demographics/Census2006.htm>. At the time of this report, 2011 statistics are not yet available for these categories.

¹³ "Rapid Transit Office Index for Metro Vancouver", Jones Lang LaSalle, 2011.

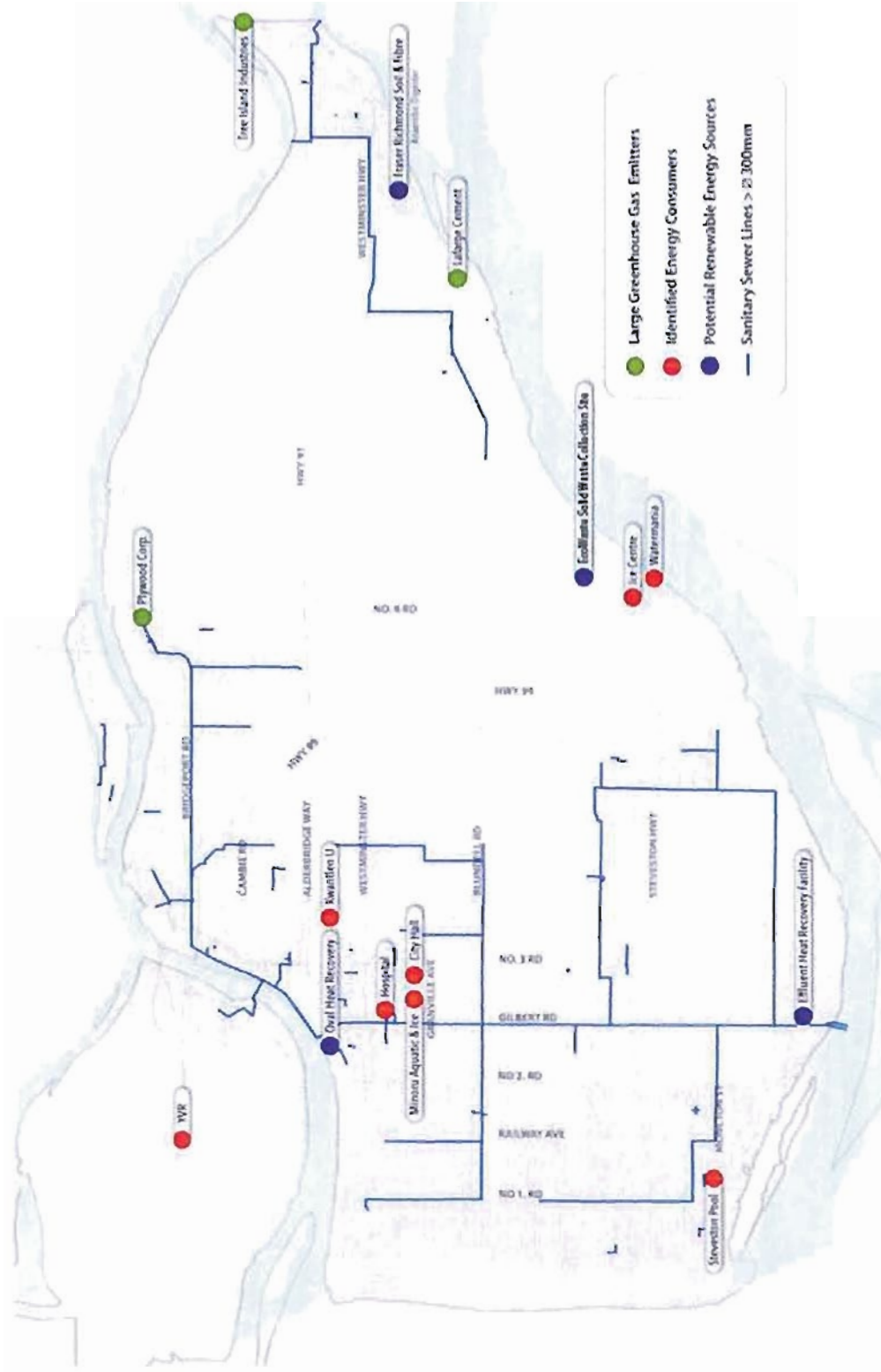
2.5.6 Industry

Richmond Context and Trends	<p>Additional important industries in Richmond include transportation & warehousing, manufacturing and wholesale trade.</p> <p>Three industries in Richmond have GHG emissions large enough to report to Provincial agencies, indicate they are significant users of fossil fuels are Lafarge Cement, Plywood Corp and Tree Island Industries (see Figure 8 for locations).</p>
Energy and Climate Implications	<p>Industries may have different input and output materials and there may be opportunities to share resources and/or energy. Eco-industrial networking takes advantage of co-located industries that can share resources.</p> <p>Opportunities for reducing emissions from goods movement include buying new fuel-efficient vehicles, right-sizing, ensuring trucks are loaded for all trips, and route planning.</p>

2.5.7 Local Energy Sources

Richmond Context and Trends	<p>Richmond has one District Energy system – the Alexandra DEU, and all new buildings within the service area are required to connect to it. This system uses a ground source heat pump to extract geothermal energy from the ground.</p>
Energy and Climate Implications	<p>Local sources of renewable energy can achieve many objectives, including reduced GHG emissions, less reliance on global energy price fluctuations and availability, more resilient community. Other opportunities may include capturing waste heat from the city sewer system, capturing waste heat from buildings such as ice rinks and hospitals, heat exchange from the river water, and other site-level opportunities (solar hot water, heat pumps, etc.).</p>

Figure 8. Locations of industrial GHG emitters, large institutional facilities, and potential renewable energy sources in Richmond



2.6 Richmond 2041: OCP Population, Housing and Employment Projections

In November 2012, the City adopted an updated OCP to guide growth and development that aligns with a 2041 vision and gets the city "Moving Towards Sustainability". In preparation for the update, the City undertook significant amounts of analysis and consultation to understand how much the population is anticipated to grow, how much employment is anticipated to grow, where there is potential to accommodate the new growth, and where particular uses need to be preserved. Based on all this, the City developed the following projections for each neighbourhood for the year 2041 (see Table 1).

Figure 10 and Figure 11 provide a visual representation of the size of projected population and employment growth, respectively, in each neighbourhood. From these it is evident that much of the residential and employment growth is forecast for the City Centre area.

Figure 9. Locations of Richmond Neighbourhood Areas

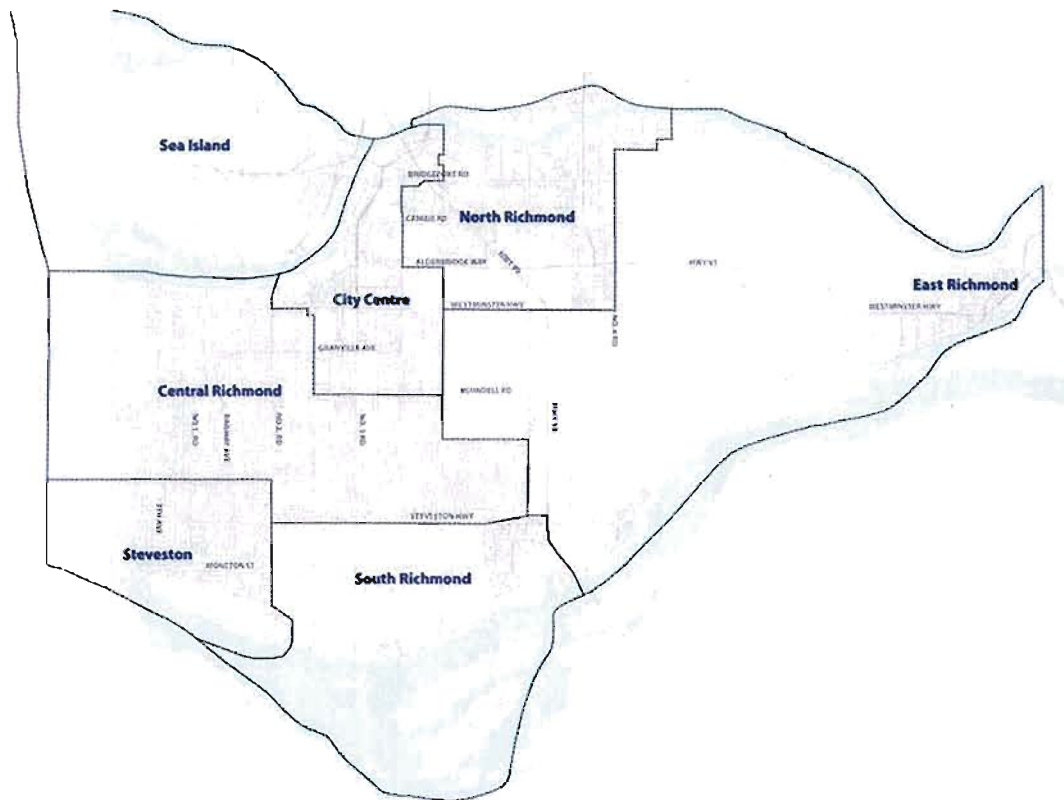


Table 1. 2041 OCP Population, housing and employment projections by neighbourhood

Neighbourhood	Population (number)		Housing (number of dwelling units)		Employment (number of jobs)	
	Existing (2009)	New (2010-2041)	Existing (2009)	New (2010-2041)	Existing (2009)	New (2010-2041)
City Centre	46,000	54,000	21,000	26,000 Ground oriented: 25% Apartment: 75%	41,000	19,000
Central Richmond	87,000	20,000	28,000	12,000 Ground oriented: 90% Apartment: 10%	11,000	2,500
East Richmond	9,000	3,000	3,000	2,000 Ground oriented: 95% Apartment: 5%	14,000	3,000
North Richmond	22,000	9,000	7,000	4,000 Ground oriented: 45% Apartment: 55%	34,500	6,500
Sea Island	830	50	300	0	24,000	11,000
South Richmond	570	150	300	300 Apartment: 100%	6,500	1,500
Steveston	25,000	3,000	9,500	2,000 Ground oriented: 40% Apartment: 60%	4,000	1,000
TOTAL (all of Richmond)	190,000	88,000	69,000	46,000	135,000	45,000
				115,000		180,000

Figure 10. Projected population growth in Richmond by neighbourhood (2011-2041)

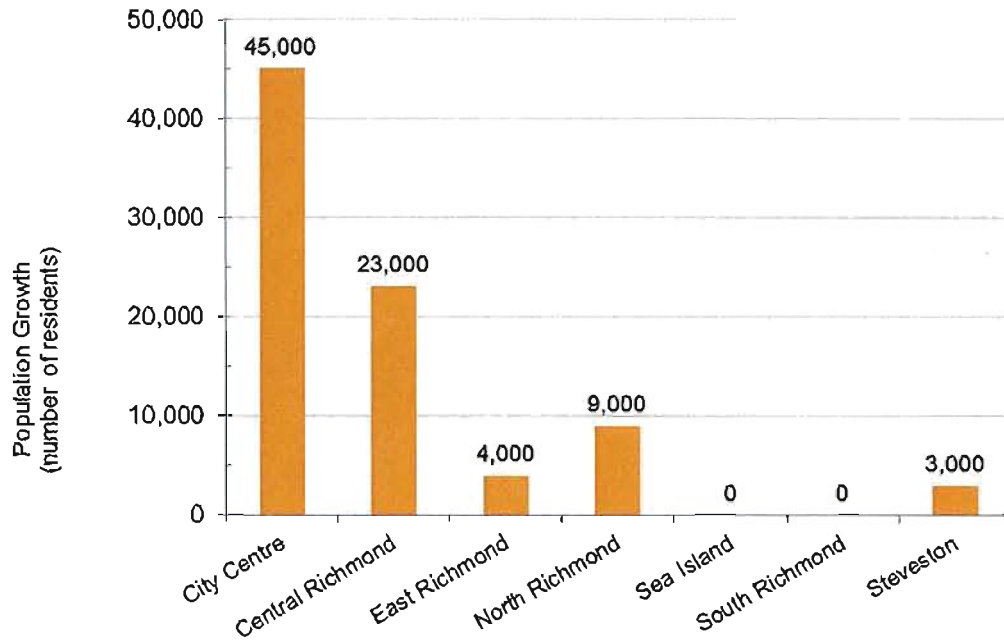
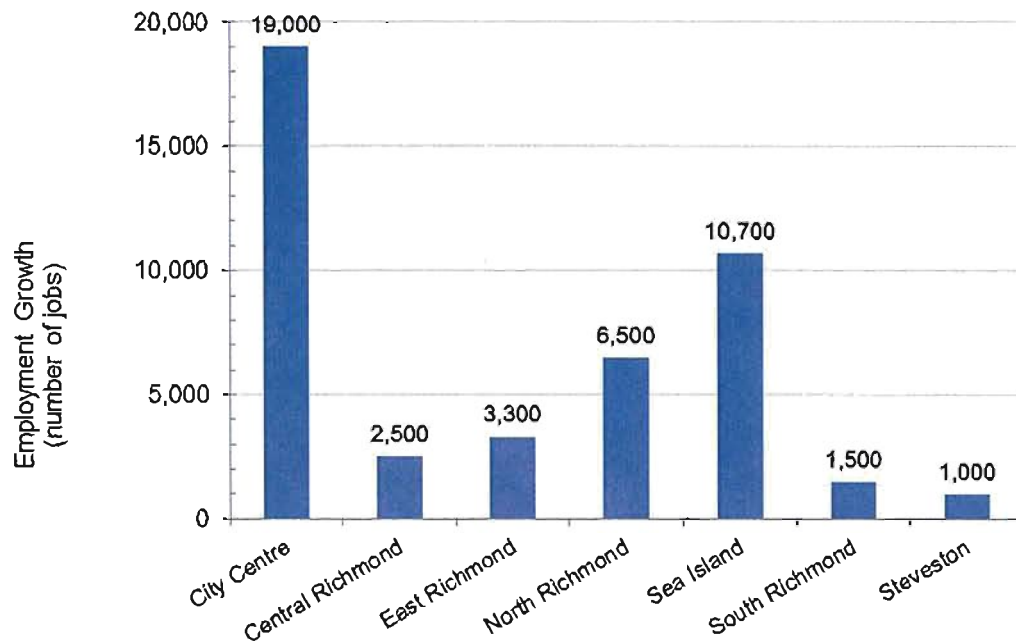


Figure 11. Projected employment growth in Richmond by neighbourhood (2011-2041)



3 Where are we now?

3.1 Energy Use and Carbon Emissions Baseline

Emissions of greenhouse gases (GHGs) or “carbon emissions” or our “carbon footprint” are emissions to the atmosphere from human activities. Most GHG emissions are a direct result of our use of fossil fuel energy – coal, oil, natural gas. This energy is used to heat and power our buildings, and drive our vehicles. Additionally a small amount of GHG emissions arise from the decomposition of the solid waste we generate.

3.1.1 Community Energy Use Baseline (2010)

We use energy to heat and power our buildings, drive our transportation and to run our businesses. Key energy uses in our community are (see also Figure 12):¹⁴

- **Buildings:** Energy is consumed to heat, cool and power our buildings and provide a range of services. Key energy sources for our buildings are natural gas – to provide space heating and hot water heating, and electricity – which provides energy to all sorts of process or “plug loads” and some heating and cooling.
- **Transportation:** Energy is consumed by vehicles to move people and goods. This energy primarily comes from burning gasoline, diesel and propane. Passenger vehicles account for the majority of the community’s estimated transportation fuel use.

What is a gigajoule?

A gigajoule (GJ) is a metric term used for measuring energy use. 1 GJ is equivalent to the amount of energy available in a vehicle tank of gas, or 2 barbeque propane tanks. It’s also the amount of electricity a typical homes uses in 10 days.

Energy consumption is an expenditure to the community. The

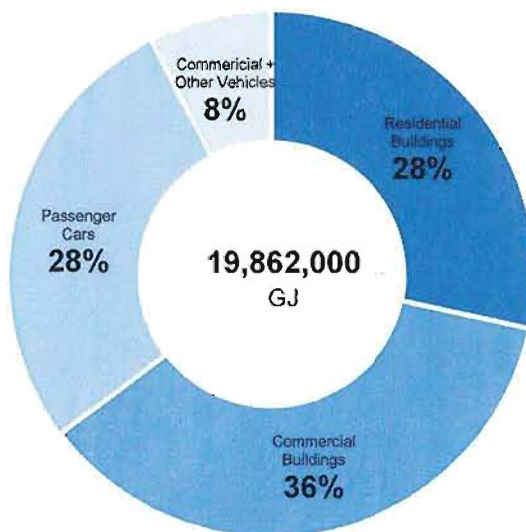
¹⁴ The Province of BC has developed the Community Energy and Emissions Inventory (CEEI) initiative to provide inventories of community-wide energy consumption and GHG emissions for all municipalities and regional districts in BC. The CEEI reports provide the total amount of building energy consumed (electricity, natural gas) as well as modeled estimates of consumed propane, heating oil, and wood. Transportation emissions are modelled for vehicle fuels using statistics of vehicle travel and fuel economy ratings. The associated GHG emissions are calculated from energy consumed as well as from disposed waste. Inventories have been developed for the calendar years 2007 and 2010, and are expected to be produced biannually. (see www.env.gov.bc.ca/epd/climate/ceei/index.htm).

This report presents the most recent CEEI report for Richmond. The targets in Richmond’s OCP were developed from the 2007 baseline, using the first CEEI report available for Richmond.

Generally large industries are excluded from the CEEI inventories – usually for privacy reasons. For example, this inventory does not include emission from the Lafarge cement plant. However, this facility does report its emissions to senior government regulators.

most recent inventory indicates that **\$440,000,000 annually** is spent in Richmond for energy consumption (based on 2010 inventory) – about **\$2,200 each** year for every resident. The vast majority of this spending leaves Richmond. This level of consumption is on par with other communities in the Metro Vancouver region.

Figure 12. Breakdown of Energy Use in Richmond (2010)



3.1.2 Community GHG Emissions Baseline (2010)

Each energy source – burning a fuel, consuming electricity results in a release of carbon.¹⁵ As well, waste disposal through a landfill or a waste to energy facility results in carbon emissions. Our sources of GHG emissions (see Figure 13) are:

- **Buildings:** Using electricity and natural gas to heat and cool buildings leads to 43% of the community's GHG emissions. Most of the GHGs result from natural gas use since electricity in BC is a relatively "low carbon" energy source.

What is a carbon dioxide equivalent?

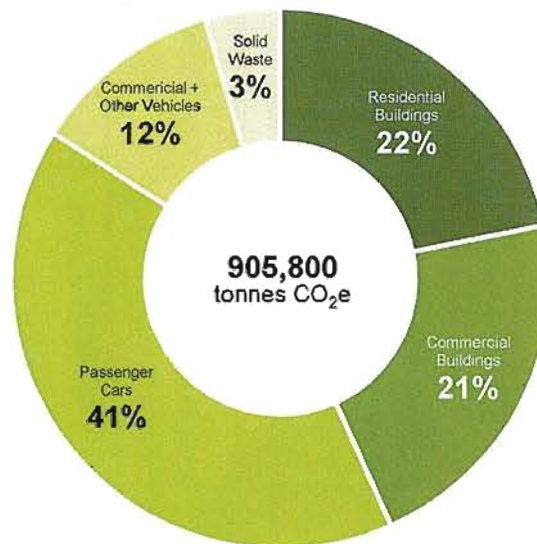
Greenhouse gas emissions are measured in tonnes of carbon dioxide equivalents or tonnes CO₂e. A carbon dioxide equivalent is a way of expressing any given greenhouse gas as a functionally equivalent amount of carbon dioxide (CO₂). 1 tonne CO₂e is created when you consume 10 tanks of gasoline in a car.

¹⁵ For fossil fuel consumption the release of carbon occurs at the 'tailpipe' – the point of consumption. For electricity consumption the release of carbon occurs elsewhere in the electricity 'grid' and not at the point of electricity use.

- **Transportation:** Using gasoline, diesel and propane for transportation leads to approximately 53% of the community's GHG emissions. This community inventory includes only vehicles registered in Richmond.
- **Solid waste:** Richmond's waste that is not diverted through recycling and composting programs goes to landfills where it decomposes and releases methane gas, a potent GHG.

These emissions equate to about 4.5 tonnes of CO₂ equivalents per person each year. This is a typical level of emissions for residents in the Metro Vancouver area.

Figure 13. Breakdown of Greenhouse Gas Emissions in Richmond



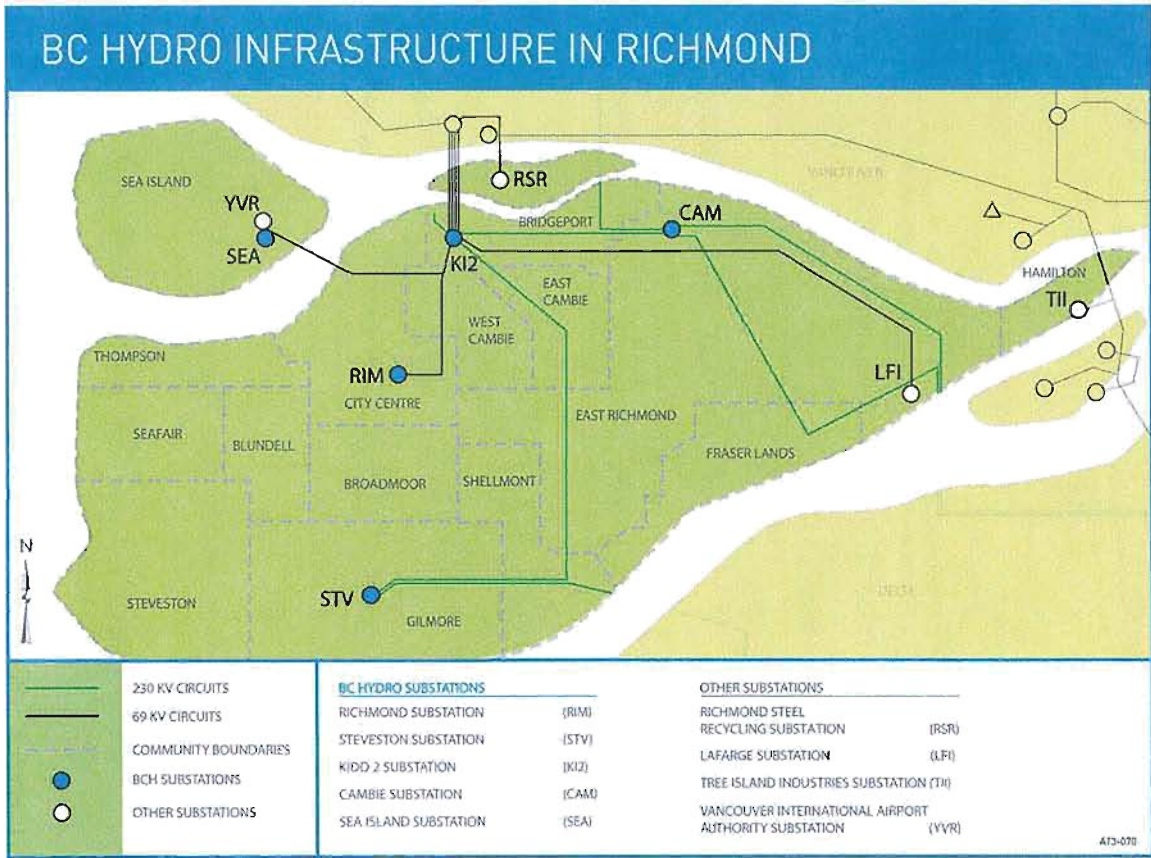
3.2 Electricity: A Unique Energy Service

Electricity is a unique fuel. It is versatile and can be used for any number of applications – running machinery – heating buildings – driving vehicles. However, electricity is also transient in nature and cannot be stored.

Part of this energy plan process is to determine specific actions for reducing electricity use, and / or generating electricity within the community. These actions will help support BC Hydro's mandate to encourage conservation, and develop local alternative electricity sources to reduce the burden on the Provincial generation and transmission system.

Our electricity infrastructure also requires rights of ways and facilities, each occupying valuable land in the community (see Figure 14). Historically this (and other utility infrastructure) has been addressed separately by each utility. Growth in the community will drive new investments in infrastructure.

Figure 14. Electricity Infrastructure Schematic for Richmond



4 Where are we heading?

4.1 Current Policy Trend: Forecast without an Action Plan

Energy consumption and GHG emissions increase as the population and economy expand. In the future, they will continue to increase as Richmond grows. However, the growth will be tempered by efficiencies driven by other levels of government.

The forecast is initially driven by population growth.¹⁶ In theory, from the 2007 baseline, our energy use and GHG emissions would grow directly proportional to the growth in population. In fact this will not happen because other initiatives are already underway. Specific activities that will reduce the growth of the GHG emissions compared to population growth are:

- Inclusion of a mandatory biofuel content in gasoline and diesel fuels
- Increases in vehicle fuel efficiency standards implemented by the Federal government.
- Improvements to the BC Building Code
- Impacts of densification of the community resulting in decreased building energy consumption (more efficient building forms) and decreased vehicle kilometers travelled (shorter travel distances and less reliance on automobiles).

These impacts will be explained by an example of a GHG emissions forecast called a "carbon wedge" diagram (see Figure 15). The figure will be examined from the top lines downward.

The top line represents the theoretical increase of GHG emissions if the energy use and GHG emissions continue to grow in the fashion of the 'status quo' energy use (the way that energy was consumed at the time of the 2007 baseline. That is each new person uses the same energy and same housing stock as the existing residents.¹⁷ Beneath this status quo growth curve are four "wedges" representing different components of reductions caused by established activities. From top to bottom these reduction wedges are due to:

- **Biofuel Content of transportation fuels:** The Federal government has mandated a biofuel content for gasoline and diesel fuels. These are modeled through a reduction of the emission factors for these fuels (consistent with the methodology used for BC public sector organization in the SmartTool reporting system).

¹⁶ A more complete description of the calculation methodology is provided in appendix A.

¹⁷ This status quo development forecast is something of a theoretical construct because it implies that the new residents will be housed in the same types of dwellings as the existing residents (i.e. split between single family and multi-family etc.). In practice there is not sufficient land available to do this.

- **Improved Federal fuel efficiency standards for vehicles.** The Federal government has announced requirements for average fuel efficiency to increase between the 2010 and 2016 model year (called LDV1) and further targets are under development for further improvements for model years 2017 to 2025 (LDV2). GHG reductions may be greater than 50% of passenger vehicle emissions by 2025. As well, there are processes underway that would see (more modest) improvements in commercial vehicle efficiency as well.
- **BC Building Code improvements.** The BC government in 2007 established targets to improve the energy efficiency of commercial and residential buildings. These changes have been initiated with improvements to the building code and to energy standards for equipment.
- **"Base OCP" densification impacts: vehicles:** The new OCP defines a more densely developed City Centre to accommodate the increases in population. Data shows that as density increases, the amount of vehicle kilometers travelled decreases. This is regardless of whether transit service and other amenities are developed.¹⁸ This wedge has been shown as a "given" or input assumption because it is established
- **"Base OCP" densification impacts: buildings:** The increased densification will result in lower residential building energy consumption due to the greater share of multi-family units compared to single family units, and the fact that townhomes and apartments tend to be smaller than detached dwellings. An improvement in residential building energy is shown – commercial buildings were not assumed to be affected.

The resulting emissions that remain after these wedges collectively are called the current policy trend (CPT) scenario, sometimes referred to in energy and emissions plans as business as usual (BAU) (Figure 15).

The impact of the densification resulting from the development of the 2041 OCP (including the 2009 CCAP) is shown here because it is a "given" or assumption going into the CEEP.

The reductions that are shown are an attempt to quantify the impact solely of the densification. As a concept it may be called the reductions that are achieved if the densification defined in the OCP is achieved – but little else is achieved (e.g. not transit improvements, no greener buildings, etc.). As such these have been called the "Base OCP" reductions.

In practice this density will be achieved in combination with better transit, better non-vehicle transportation amenities, "above-code" building standards etc. Those activities though may be implemented to a greater or lesser degree. As a result they are considered actions for the energy plan.

The resulting CPT scenario results for energy, electricity and GHG emissions are estimated and shown in Table 2, and presented graphically in Figure 16, Figure 17, and Figure 18.

¹⁸ A description is provided in Appendix A. Transit service and amenities will enhance the reduction in vkt in addition to this base amount.

Figure 15. Carbon Wedge for the Current Policy Trend Scenario

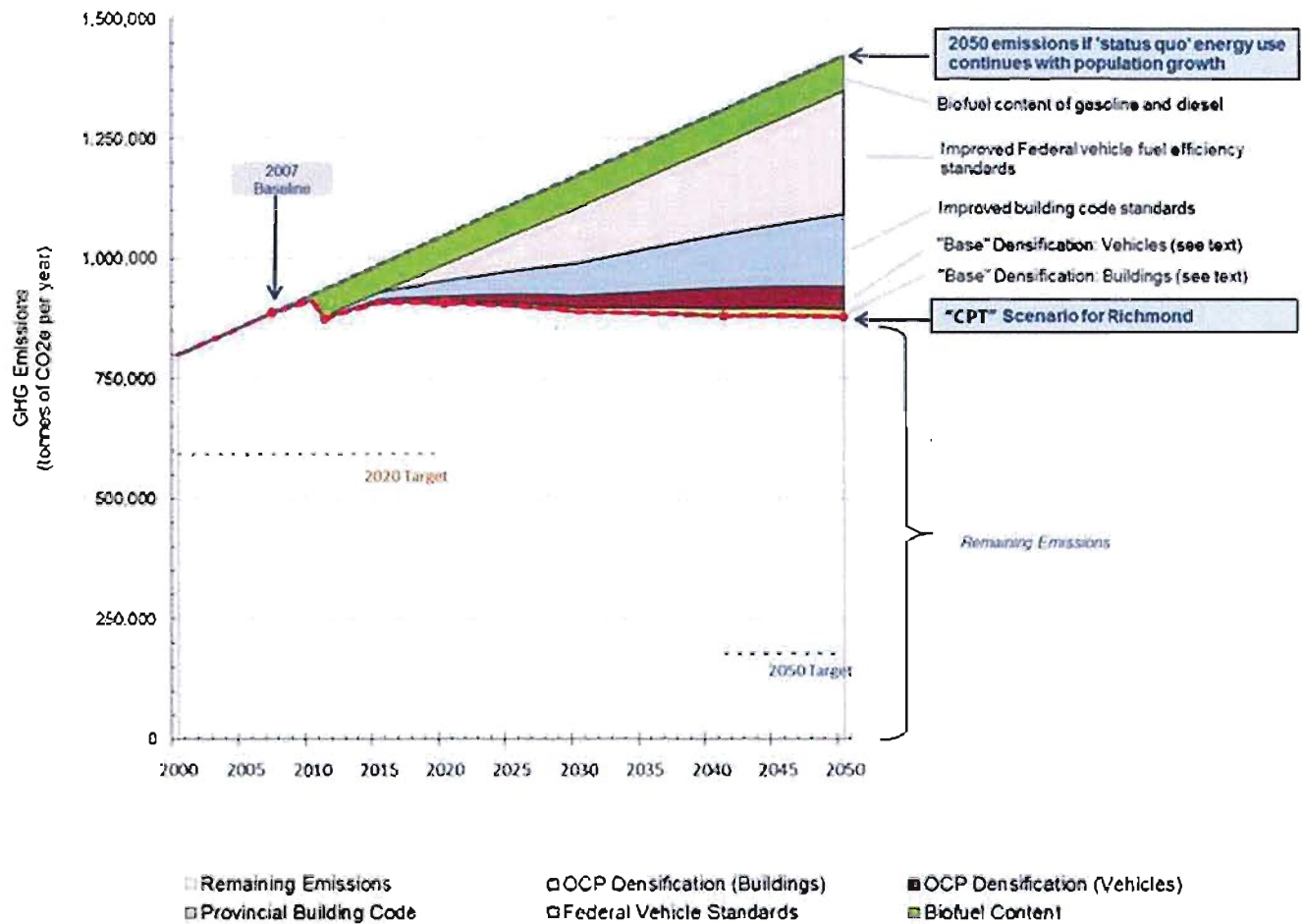


Table 2: Current Policy Trend Scenario

Year	2007	2010	2020	2041	2050
Population					
Residents	189,333	200,000	224,000	280,000	304,000
% change from Baseline (2007)	-	4%	18%	48%	61%
GHG Emissions (tonnes of CO₂e)					
Total GHG Emissions	886,000	910,000	906,000	880,000	877,000
% change from Baseline (2007)	-	3%	2%	-1%	-1%
Per Capita Emissions (t/person)	4.7	4.6	4.0	3.1	2.9
Electricity Consumption (GJ)					
Total Electricity Consumption (GJ)	5,927,000	5,994,000	6,226,000	6,136,000	6,196,000
% change from Baseline (2007)	-	1%	5%	4%	5%
Per Capita Electricity Consumption (GJ/person)	31.3	30.4	27.8	21.9	20.4
Total Energy Consumption (GJ)					
Total Energy Consumption (GJ)	19,549,000	19,862,000	19,940,000	18,295,000	18,062,000
% change from Baseline (2007)	-	0%	2%	-6%	-8%
Per Capita Energy Consumption (GJ/person)	103.3	100.7	89.0	65.3	59.4

Notes: [1] Values shown in red can be compared to the council approved targets: GHGs: -33% by 2020, -80% by 2050; Energy -10% by 2020, all from 2007 levels.
[2] Values may not add precisely due to rounding.

Figure 16. CPT forecast total and per capita ENERGY consumption (by end user)

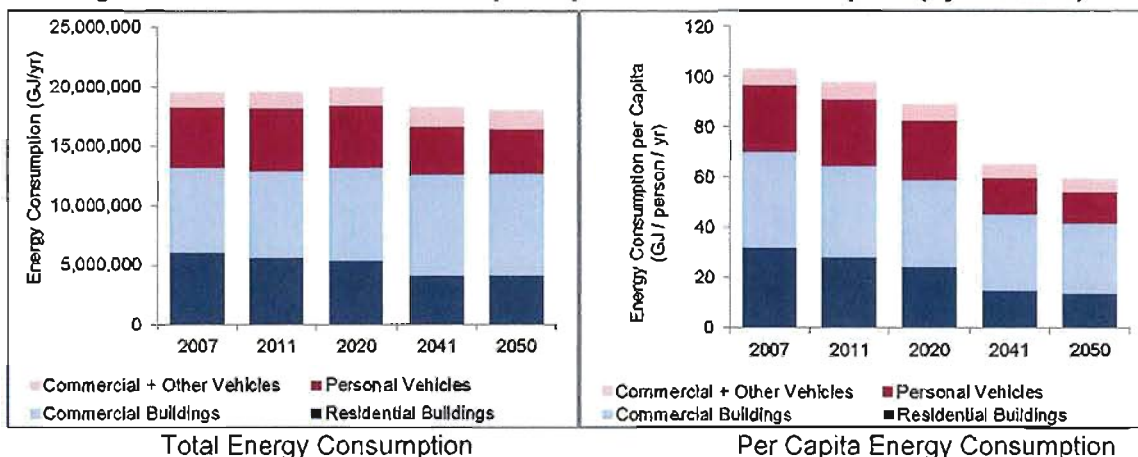


Figure 17. CPT forecast for total and per capita ELECTRICITY consumption

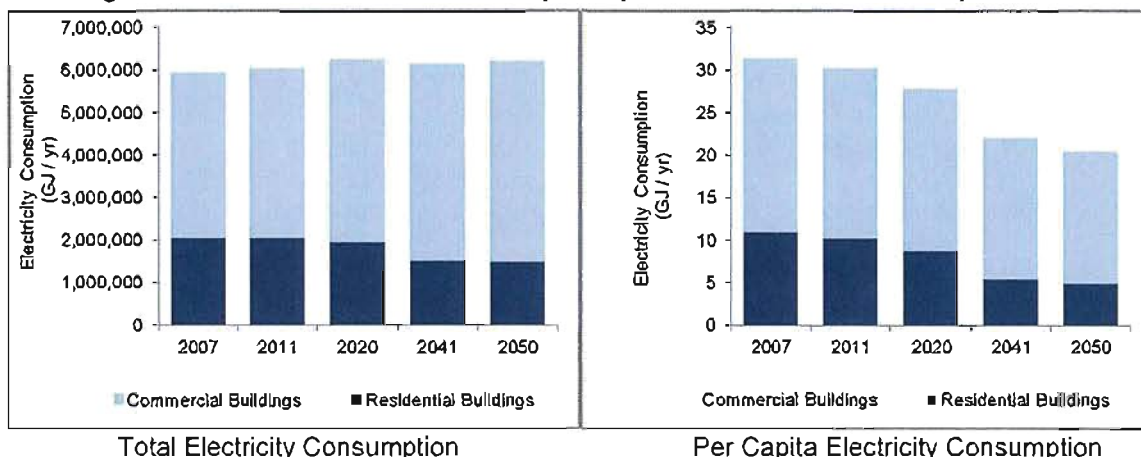
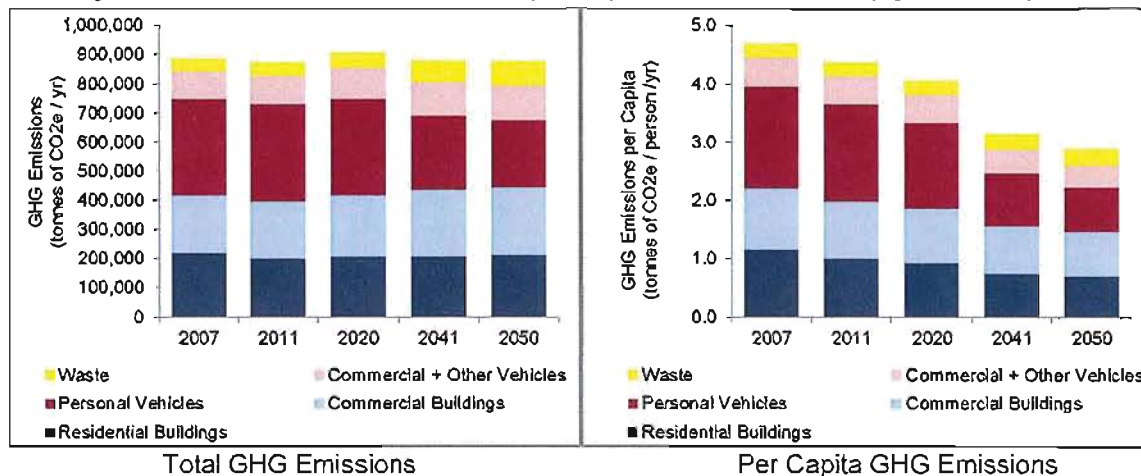


Figure 18. CPT forecast for total and per capita GHG emissions (by end user)



4.2 Thermal Energy Load Growth: 2011 to 2041

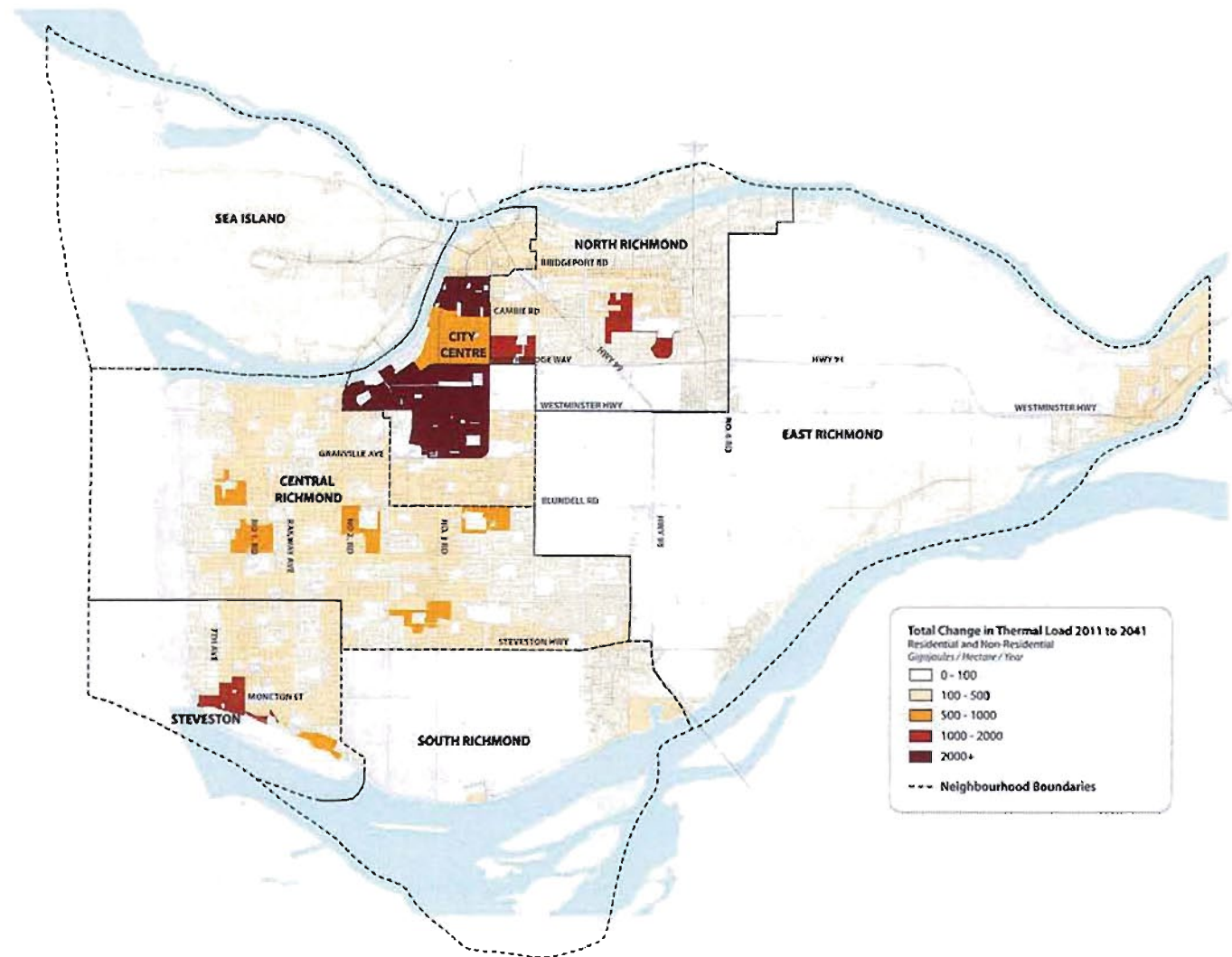
As part of this project an analysis was undertaken to estimate the current (2011) energy load needed for heating throughout the community, and also to estimate where the future (2041) energy load for heating will be based on the City's projected residential and employment growth.

Thermal energy mapping (space and hot water heating) serves a number of purposes. First it serves as a composite measure for overall development – combining residential and commercial development. As well it can be useful to provide direction for potential future district energy opportunities. District energy feasibility is typically driven by the amount of new development – rather than the total developed area – simply because existing buildings are most often not compatible with DE systems.

As an example, Figure 19 shows the change in anticipated thermal energy for new buildings projected to be built in Richmond between 2011 and 2041. Features that are visually apparent include:

- Large increases in heating requirements in the City Centre area – consistent with the expected redevelopment of the City Centre area,
- Lesser intensive increases along the arterial road network, and
- Limited increases in existing single-family dwelling neighbourhoods.

Figure 19. Projected change in annual thermal energy requirements: 2011 to 2041 (GJ/ha)



5 Framing the Action Plan

5.1 CEEP Vision (2010)

During the first phase of the Community Energy and Emissions Plan, the City created a vision for the CEEP as follows:

The development of a Community Energy and Emissions Plan (CEEP) for Richmond supports the vision of the city as the most appealing, liveable and well managed community in Canada. A community where development strengthens social institutions and values, enables a vibrant, innovative and resource efficient economy, and protects and enhances ecological resources to ensure that these continue to provide valuable services for all, now and in the future. Richmond recognizes the challenges that climate change and changing global energy dynamics present and aims to act now to be prosperous later.

Consistent with the City's sustainable community vision is the goal of achieving an energy-wise and low-carbon society, and enables a robust local economy, a healthy environment, and a safe, equitable, diverse, and resilient community. This vision of Richmond is predicated on a move away from fossil fuels and increasing greenhouse gas (GHG) emissions, and toward an energy future where demand for energy is reduced, more waste heat energy is recovered, renewable sources of heat are fully exploited, renewable energy for electricity generation become mainstream, and GHG emissions are lowered to the greatest extent possible.

5.2 Richmond's GHG Reduction Targets

In the 2041 OCP, Richmond incorporated community-wide GHG emissions reductions and energy use targets as follows (OCP section 2.2, Objective 1):

Reduce GHG emissions from City operations and services, and support broad-base community GHG emission reduction to achieve a 33% reduction from 2007 levels by 2020 and 80% below 2007 levels by 2050.

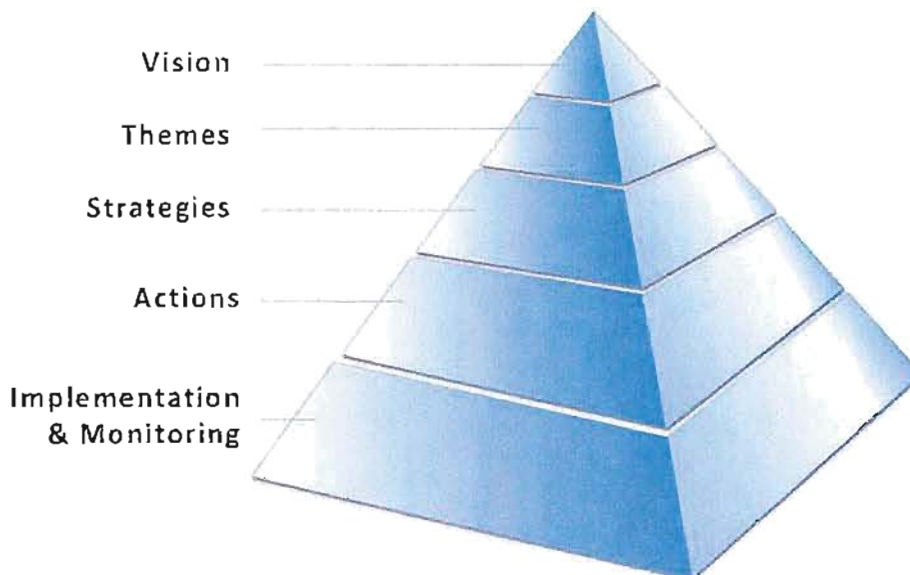
These targets align with the province-wide targets, which support the scientific consensus around the need to dramatically reduce global GHG emissions, and demonstrate a strong commitment to climate change mitigation. The targets also align with the provincial targets outlined in Bill 44, Greenhouse Gas Emission Reduction Targets Act, and also with the Metro Vancouver GHG emission targets in the Regional Growth Strategy.

During the CEEP Phase 1 project, the City also defined a target to reduce total energy use in the community by 10% from 2007 levels by 2020.

5.3 Plan Structure

A pyramid structure (see Figure 20) can be a useful structure to visualize the framework of the plan. From a singular vision at the top, the framework increases in detail, and number of items through each level. The long-term vision remains at the top, supported by several themes and strategies, each with a set of shorter-term actions that aim to achieve the strategies. The vision should remain relevant well into the future, while the actions are subject to more frequent revisions and review over time to ensure they are helping to achieve the vision. The base of the pyramid represents the numerous activities that are undertaken in executing the actions, as well as the need to measure the impacts of those activities and inform which areas need review and revision over time.

Figure 20. Plan Structure Pyramid



5.4 Plan Themes

In recognition of the importance of the OCP as a guiding document for Richmond, the CEEP is organized into five themes that also align with the OCP chapters that are most relevant to community energy consumption, energy efficiency and greenhouse gas emissions: Neighbourhoods & Buildings, Mobility & Access, Resilient Economy, Sustainable Infrastructure & Resources, and Climate Change Leadership. A comparison of these themes and relevant OCP chapters is provided in Table 3. This highlights how the OCP document already is aligned with energy management and GHG reductions, and where the different activities are addressed by OCP policy.

Table 3. Alignment of CEEP, OCP and Key Issues

CEEP Theme	OCP Chapter	Key Issues
1. Neighbourhoods and Buildings	Ch 3: Connected Neighbourhoods with Special Places	<ul style="list-style-type: none"> • Land use to develop and maintain compact, complete communities • Promote New green homes • Building scale alternative and innovative energy supply • Make existing buildings more efficient
2. Mobility and Access	Ch 8: Mobility and Access	<ul style="list-style-type: none"> • Non-auto mode shift • Transit • Low carbon vehicles
3. Resilient Economy	Ch 6: Resilient Economy Ch 7: Agriculture and Food	<ul style="list-style-type: none"> • Goods movement & commercial vehicles • Green jobs and low impact industrial development • Local jobs • Preservation of commercial & industrial land • Commercial buildings – retrofits & new green bldgs. • Alternative energy / biomass
4. Sustainable Infrastructure and Resources	Ch 12: Sustainable Infrastructure and Resources	<ul style="list-style-type: none"> • Solid waste • Use local energy sources • Build efficient infrastructure
5. Climate Change Leadership	Ch 2: Climate Change Response	<ul style="list-style-type: none"> • Education and engagement • Corporate operations will “lead by example”

Note that other OCP sections may also have some connection to the energy plan. This table highlights the key considerations.

6 Reduction Scenario

This section first presents the results of a developed “reduction scenario” and then defines the detail of the strategies and actions used to develop the scenario.

6.1 The Municipal “Toolkit”

The range of actions available to a local government is broad, but they typically are one or a combination of a four key types of activity (see Table 4). Some strategies can be implemented individually, and some may require a combination of measures.

Table 4. Municipal Tools for Encouraging Action

Action	Types of Activities	Comments
Outreach and Education	Increase awareness through promotions (e.g. brochures and information), Facilitate self-motivated individuals to take action through information sharing, guidance, or seminars and workshops. Provide education and training through workshops and community events.	Generally simpler activities (some one-off, and some on-going). Many can be done in partnership with other funders or delivery agents. Generally low cost, but uptake is typically very low.
Non-financial Incentives	“Build it and they will come.” Provide the infrastructure and facilities and residents will use it – connected sidewalks, neighbourhood access to amenities, bus shelters.	Aligns with municipal infrastructure activities and is part of existing activities. Strong push might require more budget capital projects.
Financial Incentives	Provide a financial incentive to take action. Examples may be a permit or fee discount, a tax break, a rebate or some other incentive for a resident / homeowner / developer to take action.	These generally become program activities requiring some ongoing maintenance or staff support – analogous to a water conservation program. Some examples exist for energy but this is generally a new area for local governments. ¹⁹
Regulation	Require an activity through a policy statement, a bylaw, or a rezoning requirement to define an action that must be taken.	Strongest compliance since it is a requirement. However, it requires that the City be willing to enforce compliance and the activities must be pursued with consultation and communication with the affected stakeholders.

¹⁹ An example is the Saanich Built-Green incentive that provides a building permit rebate for single family construction built to the “Built Green standard. Concerns are often cited about the cost of these programs but experiences have shown that they are not typically well subscribed initially and so require some promotion.

6.2 Reduction Scenario – Summary

6.2.1 Quantifying the Reductions

Creating a reduction scenario provides an opportunity to consider how the community will achieve its target. This involves:

- Identifying potential strategies and actions that are within the City's realm of authority, influence or ability to deliver,
- Considering what level of impact these activities may potentially have on the amount of energy consumed and/or the type of energy consumed and/or the amount of GHG emissions produced, and
- Estimating the uptake of the actions – i.e. how many people / buildings will change as a result of the action. Many factors influence the uptake of various actions, though general estimates can be made based on the tool selected (as outlined in the table above).
- Estimating the implementation time for an action. Each activity will start and at some point reach full implementation. (For example, an initiative to retrofit X % of homes, might target this to be achieved by a certain date).

Based on the actions identified, the desired goals of the OCP, literature review and input from the staff workshop, a reduction scenario has been developed. The assumptions, estimated levels of update and potential level of impact for the strategies identified in this plan are shown in Table 5.

Although specific actions have been defined in this plan as a starting point for moving forward with community energy and emissions management, it is anticipated that other actions may be identified in the future based on opportunities that present themselves during implementation (e.g. new funding becomes available for an activity that is not yet identified, but aligns with the intentions of the plan).

Table 5: Reduction Scenario Assumptions and Outcomes

Theme	Strategy	Description	Emissions Sector	Change Energy Use at 2041 (GJ)	Change in Electricity Use at 2041 (GJ)	Change in GHG Emissions at 2041 (tonnes CO ₂ e)
Neighbourhoods and Buildings	Strategy 1	Neighbourhood planning	Personal Vehicles	-1,176,100	-254,900	-54,400
	Strategy 2	New development efficiency	NEW Residential Buildings			
	Strategy 3	Existing buildings	NEW Residential Buildings			
Mobility and Access	Strategy 4	Alternative transportation Connectivity Transport behavior and mode choice	Personal Vehicles	-1,299,400	41,600	-85,000
	Strategy 5					
	Strategy 6					
	Strategy 7	Low carbon personal vehicles	Personal Vehicles			
Resilient Economy	Strategy 8	Energy efficient industries	Existing Commercial Buildings	-806,400	-440,800	-21,800
Sustainable Infrastructure and Resources	Strategy 9	District energy	NEW Residential and Commercial Buildings in the City Center area	-455,800	-201,100	-51,900
	Strategy 10	Local energy sources	NEW Residential and Commercial Buildings			
	Strategy 11	Waste	Waste			

6.2.2 Scenario Reductions

The results are tabulated in Table 6. For each of electricity, total energy and GHG emissions three comparisons are made:

- **Comparison to the Baseline:** This compares the value to the 2007 level. In these terms reductions are modest in percentage terms – and sometime even increasing in the early years. This result from the fact that the community is growing and reductions and efficiencies made can be overwhelmed by continued growth.
- **Comparison to the Current Policy Trend (CPT):** This compares the results to where the City might otherwise have been – and here the results are promising. Any reductions made help to divert away from the growth trajectory.
- **Comparison on a per capita basis:** The reductions appear most dramatic when presented on a per capita basis. This shows the substantial reductions required of each resident, if the impacts of growth are to be met, and overcome. That is, a small reduction in total energy use, given the population growth, requires a substantial reduction in per capita energy use.

Table 6. Reduction Scenario Results

Year	2007	2010	2020	2041	2050
Population					
Population	189,333	200,000	224,000	280,000	304,000
% change from Baseline (2007)	-	4%	18%	48%	61%
GHG Emissions (tonnes of CO₂e) (baseline)					
Total GHG Emissions	886,103	913,000	831,500	666,500	664,700
Change from Baseline (2007)	-	26,900	-54,600	-220,000	-221,400
% change from Baseline (2007)	-	3%	-6%	-25%	-25%
Change from CPT	0	0	-74,600	-213,100	-212,500
% change from CPT	0%	0%	-8%	-23%	-23%
Per Capita Emissions (t/person)	4.7	4.6	3.7	2.4	2.2
% change per capita from Baseline (2007)	-	-1%	-21%	-49%	-53%
Electricity Consumption (GJ)					
Total Electricity Consumption (GJ)	5,926,916	5,994,400	6,027,000	5,280,700	5,317,200
Change from Baseline (2007)	-	67,400	100,100	-646,200	-609,700
% change from Baseline (2007)	-	1%	2%	-11%	-10%
Change from CPT	0	0	-198,900	-855,200	-878,400
% change from CPT	0%	0%	-3%	-14%	-14%
Per Capita Electricity Consumption (GJ/person)	31.3	30.4	26.9	18.9	17.5
% change per capita from Baseline (2007)	-	-3%	-14%	-40%	-44%
Total Energy Consumption (GJ)					
Total Energy Consumption (GJ)	19,548,808	19,862,000	18,975,000	14,557,200	14,389,500
Change from Baseline (2007)	-	313,200	-573,800	-4,991,600	-5,159,300
% change from Baseline (2007)	-	2%	-3%	-26%	-26%
Change from CPT	0	0	-966,300	-3,737,700	-3,672,300
% change from CPT	0%	0%	-5%	-20%	-20%
Per Capita Energy Consumption (GJ/person)	103.3	100.7	84.7	52.0	47.3
% change per capita from Baseline (2007)	-	-3%	-18%	-50%	-54%

Notes: [1] Values shown in red can be compared to the council approved targets:
GHGs: -33% by 2020 & -80% by 2050;
Energy -10% by 2020.

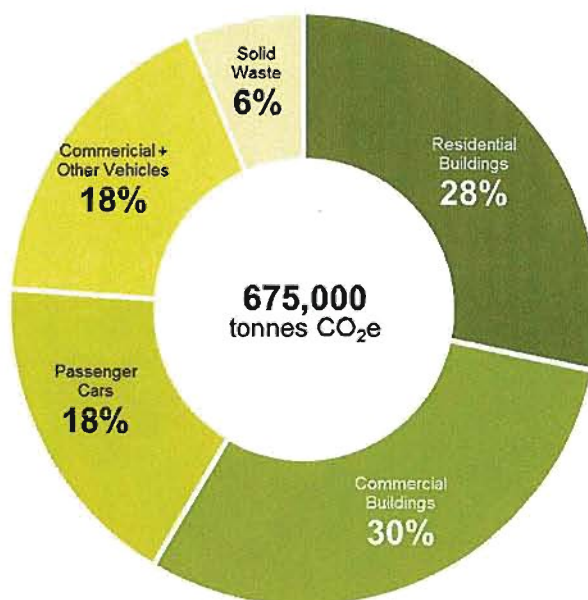
[2] Values may not add precisely due to rounding.

6.2.3 Emissions after the Action Plan

The remaining emissions following the action plan activities to 2050 is estimated at 675,000 tonnes of CO₂e – a 25% reduction from the 2007 baseline level. The distribution of these remaining emissions is shown in Figure 21.

What can be noted is that all components of the carbon “pie” have been reduced each to a different degree.

Figure 21. Emissions Distribution Following Action Plan Reductions (2050)



6.2.4 Carbon Wedge

The overall impact on carbon emissions is presented as a carbon wedge in Figure 22. As in the earlier presentation, the effects of growth are tempered by the higher government initiatives, and the impact of the OCP densification – an established policy.

Shown in the figure are the additional measures that form the basis for the plan – these are shown by each of the themes²⁰. The important point to note, is that without the actions in the plan, these reductions are not certain to be achieved through the implementation of the OCP by itself.

It is also worth noting that the action plan is not sufficient to meet the reduction targets established in the OCP (which match the Provincial targets). The Provincial and City targets are

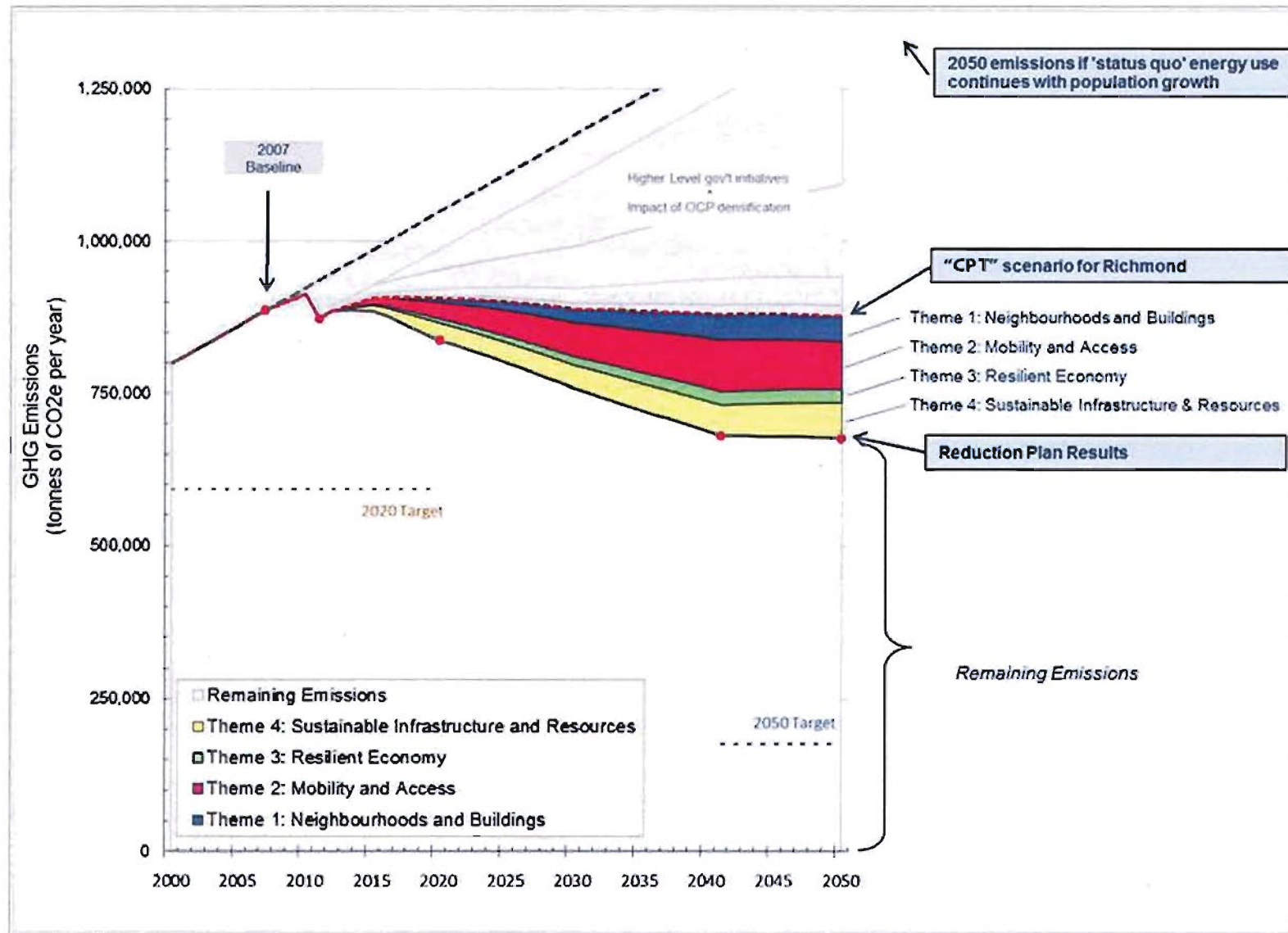
²⁰ The fifth theme Climate Change Leadership is a foundational activity which provides support and encouragement for the other actions. In general the reductions will be achieved in the other four themes – acknowledging that reduction are achieved through the corporate operations plan, but these are not quantified in a separate action plan.

extremely aggressive, and as yet few – if any – communities in BC have defined, and committed to implementing a set of actions sufficient to meet these levels of reductions.

This is not a cause for inaction – rather the impetus is to begin implementation, and then to continue developing actions over time. Future opportunities, technologies, price signals and so forth may make other actions more attractive in the future.

Finally – the next section (6.3) describes in detail the actions contained within the reductions scenario.

Figure 22. Reduction Scenario GHG Wedge



6.3 Detailed Descriptions of Strategies and Actions

Many of the actions described below are implementation actions for OCP objectives or are related to existing City policies and programs. However, the City is not currently committed to this suite of actions and some actions may require more detailed assessment, a change in policy or additional resources to implement.

THEME 1: NEIGHBOURHOODS AND BUILDINGS

This section describes strategies to address the energy and carbon aspects of:

- Neighbourhood Centre Planning
- New buildings
- Existing buildings

The way cities are planned and built has an impact on the amount of energy residents consume to get around and to heat homes and other buildings. Historically, Richmond largely accommodated new residents through single family dwellings on greenfields (land not previously developed). The city is now close to reaching its developable land capacity, but has a continued need to accommodate a growing population. Over the next 30 years, the city's population is projected to grow by 80,000 requiring approximately 45,000 new dwelling units. By concentrating new development in City Centre and Neighbourhood Centres, Richmond can preserve its natural areas and agricultural land while creating communities with recreation, shopping and employment opportunities.

The City's recent OCP update supports this form of development but also recognizes that significant growth will need to be accommodated outside the City Centre (approximately 40,000 people), and that this growth should be carefully managed to enhance existing and create new Neighbourhood Centres.

Strategy 1: Integrate Future Neighbourhood Centre Planning with Transit Planning

"Richmond is a place where people live, work, and prosper in a welcoming, connected, accessible and vibrant community."

This statement from the core of the Vision of a Sustainable Richmond that guided the 2041 OCP demonstrates the importance of growing in a manner that enables residents, employees and visitors to have access to their homes, work, recreation, and amenities. Through land use and development planning, the City aims to guide growth in a manner that supports an improvement in access to all of these needs.

The OCP identifies the City's plan "to undertake, over time, separate Neighbourhood Shopping Centre planning processes to enable a wider variety of housing, stores, services, and amenities which support more jobs, effective transit, walking, rolling and cycling."²¹ Increasing density is needed to support expansion of the frequent transit network. However, new dwellings must be accompanied by services, amenities, and destinations, so that the new services are of value to the residents.²²

This CEEP strategy highlights the importance of guiding growth in a phased manner that works in concert with improved transit service. In 2014, TransLink is expected to initiate a major area plan review, and this, combined with the new OCP mandate is an opportunity to coordinate neighbourhood planning with long range transit planning.

Action 1 Review Neighbourhood Centre development sequencing for flexibility

The OCP 2041 defines a vision for the future – with several developable neighbourhood centres evolving from current shopping mall sites, and a frequent transit network serving the majority of the urban area. The OCP has established a starting set of priorities for neighbourhood planning.²³ As well the OCP requires any large development proposals in the East Cambie, Blundell, and Garden City areas over 1 hectare (2.5 acres), to engage in a neighbourhood master planning process. This provides an exceptional opportunity to ensure that transit and land-use planning are developed in concert.

Through this action the City will:

- Define a sequencing strategy for the East Cambie, Blundell, and Garden City neighbourhood master planning
- Develop measures to stimulate neighbourhood development according to the transit area plan.²⁴

The 6 "Ds" of Transit-Oriented Communities:

D1: Destinations: Land use planning to make destinations sites

D2: Distance: Create a well-connected street network

D3: Design: Create places for people

D4: Density: Concentrate and intensify activities near frequent transit

D5: Diversity: Encourage a mix of uses

D6: Demand Management: Discourage unnecessary driving

From: Design Guidelines for Transit-Oriented Communities, TransLink,

²¹ City of Richmond Official Community Plan, 2041 OCP – Moving Towards a Sustainable Future; Section 3, Objective 2; 2012.

²² Density is not the only element needed to create a Transit-Oriented Community. TransLink has identified the 6 "Ds" of Transit-Oriented Communities (Destinations, Distance, Design, Density, Diversity, and Demand Management). In combination these elements combine to shift mobility patterns towards transit, walking and cycling and away from automobiles.

²³ The OCP does identify general planning priorities. For example it defines the Broadmoor Neighbourhood Master Plan now completed for the shopping centre itself) and Hamilton Shopping Centre (underway) to continue, identifies East Cambie, Blundell, and Garden City as future planning areas, and defers planning for Terra Nova, Ironwood, and Seafair shopping malls into the far future. (OCP pg 3-4)

²⁴ Stimulus measures are not currently defined but may include packages of services, school and recreation facility planning, etc. Discussion with developers, or market studies may be required to define which measures are most suitable for each neighbourhood.

- Work to include the "Six D's" of transit oriented development into the neighbourhood plans (see sidebar)

Action 2 **Collaborate with TransLink to update the Area Transit Plan (ATP)**

Seeing the OCP defined future 'play out' will occur through the implementation of the OCP *and* the development and implementation of TransLink's next Area Transit Plan (ATP) – anticipated to initiate an update in 2014. The transit area planning will be aided by clear guidance to TransLink on the priority areas of growth and development (see Action 1).

It is important that the participation in the ATP capture the planning and land use issues and not be simply viewed as an infrastructure and engineering issue.

The City will:

- Partner with TransLink to align improvements to the transit network with land use plans and the defined FTN sequencing and routes.²⁵
- Promote the 6 "Ds" of transit planning by developing new commercial and mixed-use spaces (Destinations and Diversity); improved links for pedestrian and cycling access (Distances); street furnishings, plantings, public art (Design), and decreased focus on automobile through reduced or priced parking (Demand Management) – see Mobility strategies for more ideas
- Identify new infrastructure needs to assist capital and road works planning.

Strategy 2: Increase Energy Efficiency in New Developments

Action 3 **Include energy efficiency in Neighbourhood Centre planning**

Current and future neighbourhood plans can define objectives for energy efficiency. The 2008 "Bill 27" amendments to the Local Government Act (LGA) and the Community Charter allowed for local governments to include energy and water efficiency and reduced GHG emissions as objectives in development permit guidelines. Defining these has not been easy but includes issues such as building orientation, solar exposure and shading, ventilation, high albedo roofing materials, maximum glazing, or on-site renewable energy production

²⁵ A common benchmark objective to achieve is service of a level of a Frequent Transit Network (FTN) – loosely defined as 15 min or better service, 12-15 hours per day – every day. FTN service provides a frequency that is generally regarded as the level at which customers will switch to transit over other transportation because it can be relied upon. The FTN defined in the mobility section of the OCP is an illustrative example to show the intent, and the impact of the arterial development strategy defined for the non-City Centre areas of the City. It is expected that it would be refined through the ATP process.

Specific actions to explore in future planning include:

- Incentivizing high efficiency requirements for new developments
- Requiring provisions for (current or future) alternative energy and district energy-ready systems.
- Include increased energy requirements for rezoned developments in neighbourhood centre rezoning similar to CCAP requirements

Action 4 Promote energy efficiency in all rezoning

The City Centre Area Plan requires that rezonings greater than 2,000 m² achieve LEED Silver equivalent. Action 3 (above) promotes this standard to each of the future shopping centre neighbourhood plans. This action suggests that higher energy efficiency requirements may eventually become a standard for all significant rezonings citywide.

The City will:

- Explore options to make high-energy efficiency a requirement for all significant rezoning applications.
- Identify energy efficiency requirements and application criteria in consultation with stakeholders

Action 5 Develop incentives for new development to exceed the building code energy requirements

Incentives may help to overcome the additional cost of building a more energy efficient building. This barrier is often cited as a reason for not building to higher standards. There are a variety of possible incentives including building permit fee discounts, (possibly) reduced DDC charges, or revitalization tax exemptions (RTEs).

The City will:

- Evaluate the options for an energy efficiency incentive program to encourage new developments to pursue greater efficiency. Tools may include fee reductions, rebates, revitalization tax exemptions, or other financial incentives.

Action 6 Ensure that existing building code requirements are attained

In 2008, the energy provisions of the building code were updated to be more stringent. There has been data accumulating recently (for example by BC Hydro) that indicates that the intended energy efficiencies are not always achieved. The reasons for this are not well understood but will become more evident over time. Working to achieve better attainment of the existing building standards may have a large impact on the energy use of new development – irrespective of efforts to achieve “better than code” performance.

The City will:

- work with BC Hydro, the BC Office of Housing and Construction Standards, and other agencies to evaluate the performance of new buildings within the City and to identify causes of underperformance
- review internal City processes to improve energy performance of new construction.

Strategy 3: Improve the Performance of Existing Building Stock

Almost 2/3 of the current energy use in the City, and over 40% of the GHG emissions are due to the existing building stock. Development actions (strategy #2) provides an opportunity to improve the sustainability of new buildings – which will replace some of the existing buildings, however the majority of the structures standing today will still be in place in 2041. Since OCP land use policies and development controls do not directly impact the existing building stock, this strategy is of particular importance to the scenario reductions.

The City currently has limited interaction with residents and businesses on energy issues and will need to expand its role if it is to achieve substantial reductions. At the local level, there are limited regulatory options to increase energy efficiency of existing buildings.²⁶ The opportunities for the City are primarily to pursue outreach and incentive activities.

Action 7 Promote building efficiency through outreach and education

The city can use its "points of contact" with residents to promote and encourage residents and businesses to take action. These include tax mailings, newspaper advertisements, utility distributions, the City website, the reception desk at City Hall, and the building permit desk.

The City will:

- Review and update its communication of energy efficiency and of available incentive programs for residents and businesses.
- Provide training and education (where appropriate) to city staff to help them understand the issues and communicate these to residents.
- Support appropriate regional initiatives to identify cost-effective improvements to increase energy efficiency of the existing building stock

Action 8 Provide Incentives for building retrofit action

Cost burdens are often cited as a reason for not taking action on energy efficiency. Providing some form of incentive can help mobilize action. Possibilities include:

- Building permit fee discounts for major renovations that include an energy upgrade (or perhaps simply an energy evaluation)

²⁶ The City has signaled its support for alternative energy by signing on to the "solar energy ready" provisions of the BC Building Code.

- Rebates for residents that conduct an energy audit
- Revitalization tax exemptions for energy efficiency (traditionally connected to historic preservation but energy conservation is allowed for an RTE bylaw).

The City will:

- Develop a program of incentive measures for existing buildings. Most likely this will start as a pilot project and may be centred on a building audit incentive program.

While typically directed towards owner occupants, these incentives – particularly may be structured to provide an incentive for non-occupant owners (e.g. a tax reduction for the rental stock may be developed).²⁷

Action 9 Develop a residential energy conservation program to support housing affordability

An area that is traditionally hard to reach with energy conservation incentives is low income residents, and in particular low income renters. Renters in particular are not able to make improvements to structures they don't own, and landlords are sometimes not motivated to make conservation measures if they do not receive the costs savings.

The city does have a strong interest in affordable housing, and there is a segment of aging rental housing. This action would target energy conservation through a small number of easy to install measures (shower heads, water fixtures, etc.) that may be installed by a resident, or by a resident with some assistance. The City may then use its access points (social services, program delivery agents, etc.) to get these installed in resident dwellings. This action may also be connected to water conservation, which is more familiar to municipal governments.

The City will:

- Support awareness of and access to energy conservation programs for low income residents
- Explore opportunities to retrofit units owned and/or operated by non-market housing providers

²⁷ Rental stock can be a challenge to incentivize since the person paying for the upgrade (owner) does not benefit directly from the reduced energy costs or the improvement in living conditions.

THEME 2: MOBILITY AND ACCESS

The OCP clearly identifies the need to make significant shifts in the way we get around. By 2041, the City aims to have more than half of all trips in Richmond by non-vehicle modes – walking, cycling and transit. In 2008, that vast majority of trips in Richmond were automobile trips (83%), so shifting to 51% of trips by walking, cycling and transit will require a concerted shift in priorities during land use planning (see Connected Neighbourhoods), infrastructure planning and design, as well as a shift in people's behaviours and attitudes towards using alternative forms of transportation.

The City recognizes that achieving this significant shift is necessary to reach the community's GHG emission reduction targets, but also necessary to achieve numerous other community objectives, including providing mobility and accessibility options to all residents, maintaining the affordability of getting around, providing safe public spaces, maintaining good air quality, and avoiding costly road expansions to accommodate growing populations.

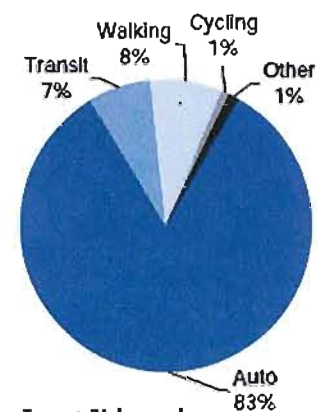
Prior to updating the OCP, the City undertook a Richmond Transportation Plan, including modeling of the current transportation system and opportunities for reducing reliance on vehicles. This study noted that the current street network does not have capacity problems within Richmond (though some were identified at connection points to other cities), and that with previously identified improvements for the City Centre, no further increases in capacity are needed to 2041. This provides an opportunity to shift financing priorities towards non-vehicular transportation improvements.

An important element of Richmond's transportation system is to understand where people travel to and from. Based on TransLink's Trip Diary analysis for trips taken in the fall of 2011, a very high percentage of trips that start in Richmond stay in Richmond (67% - the highest of any sub-region in the TransLink's service area). That means people are staying within the city to do many of their errands, go to restaurants, etc. The second most popular destination is Vancouver (16% of trips), which is well supported by the Canada Line. Therefore, a key focus for this plan is how to transition those trips within Richmond away from automobile trips to walking, cycling and transit trips. The weekday trips within Richmond are currently over 80% by automobile, while transit is only used for 5% of trips.

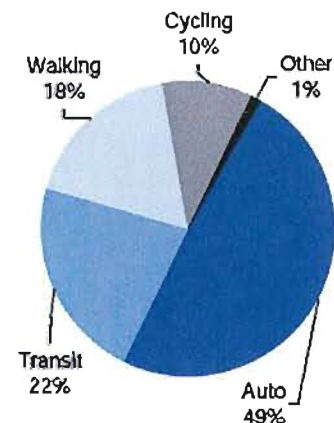
The City's increased commitment to non-vehicular transportation over recent years is demonstrated through several initiatives:

- Transportation Demand Management (TDM) measures are sought through development and have included: electrical outlets for vehicles and bikes, improved transit, pedestrian and cycling infrastructure, provision of car-share parking space and/or vehicle (primarily in proximity to Canada Line stations) and provision of transit passes
- Consolidated existing funding programs to create the Active Transportation Improvement Program in the 2013 budget
- Annual funding for Bike to Work Week (twice per year) and for Streetwise Cycling courses (learn to ride in traffic for adults)

Richmond Mode Share (2008)



Target Richmond Mode Share (2041)



- Planned funding in 2013 for Bike to School (learn to ride for elementary and secondary school students)
- Annual "Island City, by Bike" Tour for the community
- Biennial publication and distribution of cycling and trails map
- Currently designing a new recreation greenway along Railway Avenue (3.7 km trail for pedestrians and cyclists)

Strategy 4: Prioritize and Fund Walking, Rolling and Cycling

Supplying safe, direct, high-quality paths to and from homes, work, transit stops and other destinations is essential to reach Richmond's target to get residents, workers and visitors out of their vehicles for half of all trips. Safe routes ensure each mode is separated (i.e. pedestrians are separated from cyclists and vehicles; cyclists are separated from pedestrians and vehicles). Direct paths provide links directly to destinations; as opposed to traditional (vehicle-focused) roadway planning that has created circuitous paths that are a major deterrent to walking for errands and access.

Through the recent OCP update, the City has adopted policies that demonstrate a significant shift in priority towards the redesign of streets to incorporate quality infrastructure and allocation of street capacity to walking, rolling, cycling and transit uses. To realize this, it will be imperative to adopt this shift in priorities into infrastructure planning and design guidelines, and to ensure the City's annual capital budgets also reflect this shift in priorities.

Action 10 Prioritize walking, rolling and cycling infrastructure

Over several decades Richmond's transportation network has developed with a primary focus on streets for vehicles, and limited focus on other modes of transportation until recently. The City is now facing the challenge of maintaining the current street network, while significantly enhancing the non-vehicle transport network. This will require dedicated investment and integrated planning.

Non-vehicle infrastructure typically improves with dedicated budgets for each separate mode. Richmond has made significant investments in walking, rolling and cycling infrastructure and walkways through a variety of capital improvement programs: Active Transportation, Crosswalk, Neighbourhood Walkways and Pedestrian and Roadway. Additional investment is made through the Parks Division and special transportation projects. As a result, it is difficult to isolate the total funding for the non-vehicle transport network.

There is a correlation between cycling infrastructure funding and cycling mode share observed internationally. For example, it is estimated that dedicated investment of

Freiburg, Germany (pop 218,000) dedicated \$1.3 million USD annually since 1976 and has 70% local trips made by bike, foot or public transit.

Source: Share the Road: Investment in Walking and Cycling Road Infrastructure, UNEP

approximately 5 to 10 USD per capita in cycling infrastructure is required to yield a modal share of 5 to 10 percent²⁸. Over the long term, the pedestrian and cycling network is less expensive to maintain than the vehicle network and is one of the least expensive elements of changing land use and transportation patterns.

The City will:

- Assess capital budgets to dedicate funds for pedestrian, rolling and cycling infrastructure that is supportive of reaching the community's mode shift targets
- Seek senior government grants to assist with funding larger dedicated pathways for walking, rolling and cycling.
- Target to dedicate a minimum of 10% of every roadway budget toward pedestrian safety features²⁹.
- Prioritize linkages to existing and future planned Neighbourhood Centres and Frequent Transit Network corridors.

Action 11 Continue a "Complete Streets" approach in all new street construction and rehabilitation projects

"Complete Streets" refer to streets that are designed to accommodate many different modes, including walking, rolling, cycling, public transit and vehicles. Complete Streets typically incorporate the following design features as appropriate³⁰:

- Wider and better sidewalks
- Universal design features (curbcuts and ramps)
- Crosswalks with pedestrian refuge islands
- Bike lanes
- Bus shelters and bus lanes where justified
- Centre left turn lanes
- Lower traffic speeds
- Landscaping

In addition to identifying a sustained, increased level of investment in and prioritization of non-vehicle infrastructure, the City will also need to ensure any new construction meets standards that support these new priorities.

²⁸ Transport, Energy and CO2: Moving towards Sustainability, International Energy Agency IEA, 2009

²⁹ The Commission for Global Road Safety recommends that a minimum 10% of total project costs be allocated to safety.

³⁰ "Evaluating Complete Streets The Value of Designing Roads For Diverse Modes, Users and Activities", T. Litman, Victoria Transport Policy Institute, January 2013

For this action the City will:

- Review subdivision and development control bylaws to ensure designs provide safe, separated pathways for walking and cycling. To fully support non-vehicle mobility, the key will be to provide separated pathways for each mode (walking and cycling) to improve safety and comfort for all users³¹.
- Identify opportunities to reduce traffic speeds on urban streets.
- Identify schedules of street improvement projects based on the prioritized list of non-vehicle infrastructure needs.
- Where street improvements are prioritized to support goods movement, ensure non-vehicle infrastructure is fully integrated into all rehabilitation projects.

Strategy 5: Enhance Alternative Transportation Connectivity

Ensuring residents have direct, safe routes to local shopping, amenities and transit will enable an increase in the number of walking, rolling, cycling and transit trips. This supports the community's goals to provide a transportation system that supports accessibility, safety and health of all its residents and visitors. The OCP identifies existing and future greenways, and neighbourhood links for each area of Richmond (section 3.5), and also identifies a list of criteria to use for prioritizing the identified projects (within 400 m radius of a neighbourhood centre, provides direct access to local destination, etc.).

Action 12 Improve pedestrian links throughout the city as the top transportation priority

Walking and rolling are the most accessible, equitable, healthy forms of transportation that can be used by all residents in Richmond. But the City must ensure pathways, sidewalks and other pedestrian links are in place throughout the community.

The City will:

- Identify streets to reduce vehicle speeds, increasing pedestrian safety. Various mechanisms may be employed, including reducing vehicles to one lane each way and converting additional space into separated paths.
- Prioritize all links identified within 400 m of Neighbourhood Centres that are on a current or planned Frequent Transit route and incorporate targets into Area Planning and Transit Planning processes.
- Prioritize Parks planning and budgets for Greenways to complete citywide links between Neighbourhood Centres in tandem with neighbourhood development sequencing.

³¹ For guidance on cycling infrastructure refer to the BC Ministry of Transportation and Infrastructure Bicycle Facilities Design, Course Manual, 2011.

- Seek out opportunities to improve links in neighbourhoods not being redeveloped and eliminate circuitous pedestrian routes (may require land acquisition where City land is not available).
- Fix sidewalks that limit accessibility for people that are rolling (e.g. reduce bumps at driveways).
- Provide funding to citizen groups that are promoting walking programs.
- Consider the creation of car-free zones.

Action 13 Focus on providing safe school routes

The City will prioritize pedestrian and cycling connections along school routes. This includes:

- Formalize the improvement of routes to school by funding or coordinating a citywide Safe Routes to School program³² in conjunction with the School District, and with Parent Advisory Councils at each school.
- Working with the health authority to support a campaign for parents that links active transportation with healthier, more alert school children.
- Create vehicle-free zones in front of schools and designate vehicle drop-off areas further away to improve safety and improve pedestrian access.

Strategy 6: Facilitate Changes in Transportation Behaviour and Mode Choice

In addition to providing improved pedestrian, rolling and cycling infrastructure, incentives and disincentives may be required to ensure significant changes in the transportation choices made by Richmond residents. These can broadly be labelled Transportation Demand Management (TDM) measures. To increase the uptake of residents choosing transit, the City can also improve the built environment around transit stops by making it an attractive, comfortable, safe place to be while waiting for transit service. Although TransLink controls transit service routes and levels, however, the transit infrastructure improvements discussed here are within the City's realm.³³

³² As an example, HASTe is a local non-profit organization that works with municipalities or other groups taking action on reducing school transportation emissions in BC.

³³ In the context of this report, "transit infrastructure" refers to street-level elements that support a transit system, but not the service itself, as the service is the responsibility of TransLink. The City takes responsibility for transit infrastructure such as: benches, shelters, public art, pedestrian and rolling access, and dedicated bus lanes which all increase the comfort and accessibility of transit and are important elements of a successful transit system.

Action 14 Implement TDM projects that incentivize non-vehicle mode choice and disincentive vehicle use

Municipalities are in the position to undertake a wide variety of TDM projects that support this transition in transportation choices ranging from raising awareness to implementing parking fees and addressing parking supply.

The City will work to implement the following TDM projects:

- Work with TransLink's Travelsmart program to raise awareness about the benefits of non-vehicle travel among residents, employees and employers, and school children.
- Reduce parking supply in transit accessible areas. Currently the City currently allows developers to build fewer spaces in exchange for various alternative transportation amenities. However, to apply more direct disincentives for automobiles, the City could consider establishing maximum parking allowances for developments in close proximity to transit facilities.
- Support Translink in coordinating employee discount transit passes across a number of firms in a related location (e.g. a business park) where individual employers are unable to meet the minimum requirement for discounted passes. Encourage companies to fund a "top-up" on the transit pass discount to bring it to 25% (from 15%).
- Continue encouraging car share organizations to locate vehicles in Richmond at key Neighbourhood Centres and throughout the City Centre. Provide dedicated parking spaces for minimal costs and promote car share programs with residents and businesses. Encourage employers to subsidize memberships for employees.
- Support regional road pricing policies.

Action 15 Reduce supply of unrestricted City-owned parking spaces

To discourage automobile use where other alternatives are available, the City can reduce the supply of unrestricted parking spaces both on- and off-street. This aligns with the City policy of reducing parking spaces in new developments where alternatives are available. The City will investigate the potential for:

- Implementing parking fees and/or time limits throughout the day in the City Centre.
- Over time consider implementing fees and/or time limits in Neighbourhood Centres where stores and amenities can be widely accessed by walking, rolling or cycling.

Action 16 Provide infrastructure improvements to support increased transit service

To get more people riding transit, the City will need to provide improvements to the public spaces where people access and wait for transit, as well as providing dedicated bus lanes and other transit priority measures that support a more frequent service level. TransLink, in consultation with the City and other stakeholders, will define a new

Richmond Area Transit Plan within the next year. Once the new plan is determined, the City will:

- Evaluate all current and future planned transit corridors for opportunities to improve the public space to make it attractive for transit users. Incorporate public art, greenery, lighting and other design elements to ensure transit users feel safe and comfortable.
- Commit funding to provide bus shelters and/or benches along all Frequent Transit routes.
- Implement transit priority measures (dedicated lanes, priority traffic lights, etc.) to support new service levels.

Action 17 **Improve bike facilities and consider implementing a bike share system**

Facilities dedicated to cyclists are currently in place but can be expanded further over time in Richmond. In addition to separated pathways, cyclists also need bike racks and other convenient and safe storage options at all destinations. Other facilities may include cyclist-controlled traffic lights. The City will:

- Provide ample and secure bicycle parking at all City facilities.
- Actively encourage other community amenities to put bicycle infrastructure in place – e.g. schools, clubs, businesses / business associations.
- Require cycling amenities with new developments.

Convenient access to Canada Line stations and other key FTN exchanges can be enhanced through provision of a public bicycle sharing system. There are over 300 cities around the world using public bike share systems with great success at reducing the use of personal vehicles for short trips, and for extending the reach of transit trips. Cities in Canada with existing systems include Montreal and Ottawa. The City of Vancouver is currently in the process of launching the first privately run and operated public bike share system in BC (target launch is summer 2013), and it is expected that this program will be expanded to Richmond if it is found to be successful.

In coordination with TransLink, the City will:

- Assess the feasibility of launching a public bike share system with a focus on connecting areas of high density and high employment with transit and community amenities. The system can start with a focus on the City Centre area and consider expansion to link Neighbourhood Centres over time.

Strategy 7: Promote Low Carbon Personal Vehicles

There are many areas of Richmond, including single-family oriented neighbourhoods outside the current and potential future Neighbourhood Centres, and those in agricultural areas that are not expected to see any significant change in density over the next 30 years. Provision of a Frequent Transit service in close proximity to these residents is not viable.

Residents in these areas must also find alternatives that significantly reduce the distances they travel by vehicle and/or significantly increase the efficiency of their vehicles. Action can still be defined for these areas to improve the efficiency from vehicles for those trips that are still made

This strategy focuses on encouraging the use of smaller, more efficient and electric vehicles (EVs) that can achieve further reductions in the community's GHG emissions. The City has received funding and is currently installing EV charging stations across the community – 10 stations in 5 civic locations for public and City fleet use. The City also has new developments include EV charging stations as part of rezoning applications.

Action 18 Set minimum requirements for EV infrastructure in new developments

The OCP has identified private development EV infrastructure policy aligned with forecasted BC market penetration rates:

- A minimum of 20% parking stalls provided with a suitable receptacle for electric vehicle charging, and
- An additional 25% parking stalls pre-ducted for future wiring.

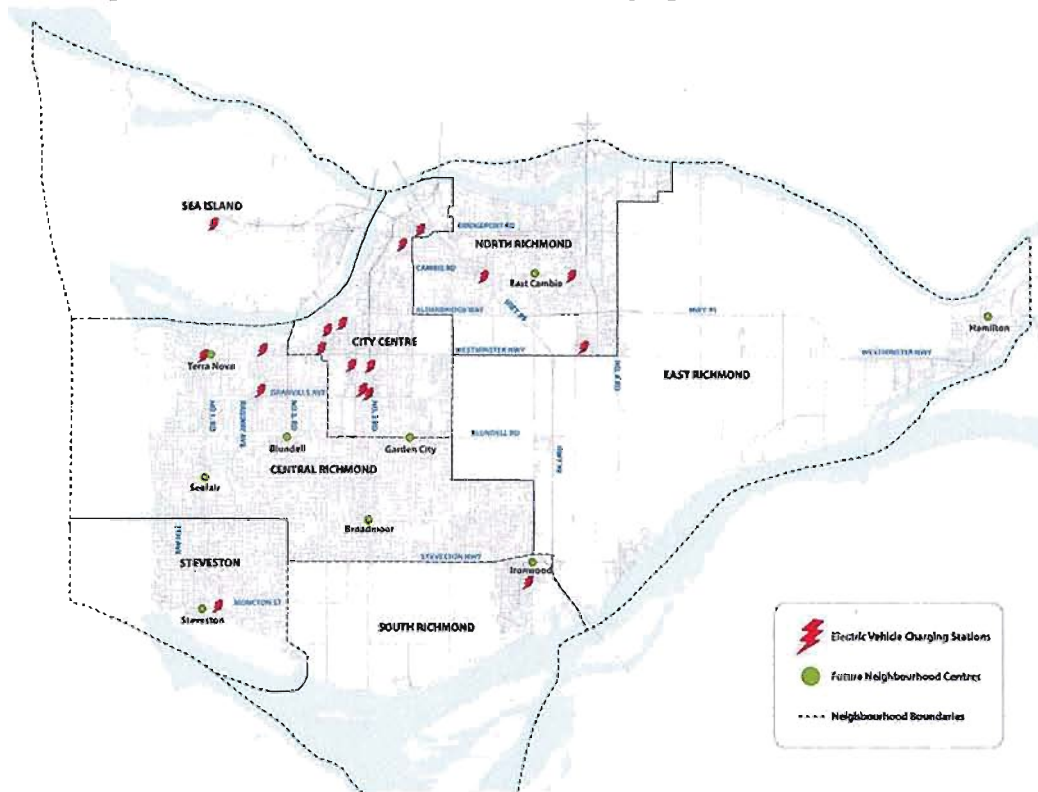
Detailed implementation will be done in consultation with stakeholders to address challenges associated with mixed use and/or strata developments.

Action 19 Continue expanding the City-owned network of EV charging stations

The existing EV charging network is largely focused in the City Centre (Figure 23), however, provision of this infrastructure in Neighbourhood Centres and at community facilities throughout the city is needed. The City will:

- Continue to install EV charging stations at key locations across the city.
- Consider providing premium parking in the City Centre to electric or small (e.g. smart car) vehicles.

Figure 23. Location of Electric Vehicle charging stations in Richmond



THEME 3: RESILIENT ECONOMY

From an energy and carbon perspective, the economy sector refers to light industrial and commercial buildings and commercial vehicles and goods movement. Commercial buildings consume 36 % of the energy in the community and produce 21% of the GHG emissions. Commercial vehicles use 8% of the energy and produce 12% of the GHG emissions.

Municipalities interact with their commercial businesses through new development projects, property tax and business licensing issues, the Chamber of Commerce, and potentially for occasional bylaw enforcement issues. The City has an Economic Development office, whose role is to encourage and facilitate economic expansion within the City of Richmond. It acts as a catalyst to bring together people, ideas and capital, ultimately leading to economic development and diversification.

Strategy 8: Encourage Energy Efficient Businesses

The City can encourage a greater awareness of energy efficiency and GHG reduction in the local business community. In many ways the City is already doing activities of this nature - e.g. supporting businesses to receive training from the Climate Smart Initiative. This role is generally one of facilitation, information sharing, and encouragement. Specifically the economic development office does not play a regulatory role. As a result, actions directed towards a more energy efficient economy will be supportive in nature and likely aided by partners in the community.

Action 20 Promote energy efficient business operations

In this action the City through its economic development activities will work to promote energy efficiency – through incentives or planning activities (e.g. eco-industrial networks) to engage and enable the business community to use energy more wisely and therefore reduce operating costs and increase business resiliency.

The City will:

- Increase engagement with businesses with respect to energy efficiency through support of established programs (e.g. ClimateSmart, LiveSmart, utility conservation programs),
- Encourage creation of green jobs during local economic development planning,
- Create liaison groups for Building Energy Managers and Fleet Managers to increase opportunities for capacity building and knowledge sharing across organizations with these roles (e.g. YVR, School District, Kwantlen),
- Continue to improve the City's corporate sustainability practices, including updating the corporate sustainable procurement policy, and
- Raise awareness amongst the business community of the City's sustainability initiatives.

THEME 4: SUSTAINABLE INFRASTRUCTURE AND RESOURCES

This section describes strategies to address the energy and carbon aspects of sustainable infrastructure and resources. The city is the owner and operators of a vast network of infrastructure – roads, sewers, drainage pumping and sewage lift stations.

The City of Richmond became an energy utility operator with the establishment of the Alexandra District Energy Utility in July 2012. The OCP directs that the City will specifically look to utilize local energy sources as a way to be more resilient and self-sufficient in energy.

Waste is also recognized more as a resource than as a disposal product. The City is aligned with Metro Vancouver's waste strategy to increase diversion from disposal to 70%.

Strategy 9: Continue Advancement of Neighbourhood District Energy Systems

The City has been experiencing significant population growth with the associated demand for new housing, additional infrastructure and amenities. It is anticipated that the population in Richmond City Centre will grow from approximately 50,000 today to 100,000 by 2040 and to 120,000 by 2100. A thermal energy demand map, developed by City staff identified this growth as a great opportunity for development of neighbourhood district energy systems.

Sustainable energy systems such as district energy provide a number of benefits for the community including environmental performance, local energy security, improved energy efficiency, fuel flexibility, and economic benefits to community. They also provide new employment opportunities during the construction and operation.

The City has shown leadership in pursuing district energy opportunities – completing a number of pre-feasibility studies, developing Richmond's first DE system utilizing ground source heat pump technology in West Cambie area, implementing Alexandra District Energy Utility service area bylaw, developing thermal energy demand map for the City Centre area, procuring detailed feasibility study for the River Green Development, defining a policy for new developments in the City Centre to be DEU-ready

Action 21 Reserve district energy rights of ways in new developments and road reconstruction

During development reviews, City staff work with proponents and developers to ensure that suitable right of ways are preserved in the roads to allow for future district energy services – but these are not codified or reserved from future use.

In this action the City will:

- Identify DE building connection standards for access across properties.
- Determine a mechanism to formalize the right-of-ways being reserved for future DE services

Action 22 Develop a City Centre DE Right of Way Master Plan

Develop a long term plan to maintain the future capability for District energy systems, by developing a plan for and preserving within the City Centre area suitable rights of ways and space under the streets for District Energy piping and other infrastructure.

Action 23 Explore opportunities to connect existing buildings to DE system

Almost 2/3 of the current energy use in the City, and over 40% of the GHG emissions are due to the existing building stock. Connecting the new buildings to district energy system provides an opportunity to improve the sustainability of new buildings; however the majority of the structures standing today will still be in place in 2041. Majority of these existing buildings use gas fired make-up-air units (MUA) for common space conditioning and gas fired boilers for domestic hot water heating.

The City will:

- Conduct a screening level analysis to identify multi-unit residential buildings located close to high density development to connect to district energy systems.

Action 24 Explore options for electricity generation from utility scale renewable sources

There are potential energy sources that may be explored. These would need to address site-specific issues of the geography, location, and available energy sources in Richmond. The City has already explored heat capture from the Lulu Island wastewater treatment plant. Other examples might include waste heat capture from industrial facilities that may generate electricity if properly deployed.³⁴

The City will:

- Conduct a screening level analysis – in partnership with BC Hydro – to identify possibilities for renewable electricity generation within the City.

Action 25 Integrate energy infrastructure into community planning

Utilities – including BC Hydro have traditionally executed their infrastructure planning independently of municipal infrastructure. Interactions would typically be for permits and rights of way reviews. More recently there is an interest for infrastructure and utility planning to be better coordinated – and this may be specifically valuable in Richmond where the scale of new electricity demand is requiring BC Hydro to plan for upgrades to their infrastructure.³⁵

The City will:

³⁴ Each community has different opportunities for renewable energy. Specific factors in Richmond energy source may

³⁵ A description of BC Hydro's infrastructure system within Richmond and planned infrastructure upgrades is provided in Appendix B.

- Work more proactively with BC Hydro and other utilities to coordinate civil engineering work with energy utility work.

Strategy 10: Utilize Local Energy Sources

Most community energy systems (vehicles, electricity, natural gas, etc.) bring energy from far away and deliver it to a community. This system has in the past been very successful, and as a result cities are intensive energy consumers, but not effective at energy generation. As new sources of energy become more expensive, or their reliability more uncertain, it is valuable to look again for energy sources within the community.

Local energy sources can be developed to provide a portion of the community's energy supply. This can have many benefits – most notable are the potential to defer major infrastructure upgrades, and to have a more resilient and varied energy supply system. There may also be potential to create jobs in the community through the development of energy sources.

Action 26 Promote building scale renewable energy

Innovative technologies can be applied at the building scale to reduce conventional energy consumption. At present the most common application is rooftop solar panels to provide water heat.³⁶ Other applications may include photo-voltaic (PV) systems for electricity, small wind generation systems, and a range of innovative heat pump applications.

Barriers to implementation of new technologies include cost, lack of proven examples or certification, uncertainty with permitting, unfamiliarity to approving officers and industry, and concerns over system impacts such as noise, reliability, servicing, etc.

To improve the uptake of these technologies, the City will:

- Explicitly define considerations for renewable energy technologies (rooftop solar, small scale wind, heat pump locations and operation) when developing or updating neighbourhood plans and development permit area guidelines³⁷
- Invest in training and education of City staff regarding new innovative energy technologies
- Perform community level study for the effectiveness of the solar thermal systems for single family dwellings
- Actively promote the use of solar thermal heating in new dwelling construction

³⁶ Richmond has signed-on to the solar ready building code amendment which requires that new detached dwellings provide suitable rooftop, conduit, and utility room space for the future installation of solar hot water systems.

³⁷ For example, the corporation of Delta has developed a rooftop thermal energy bylaw that states that the height of rooftop solar panels is not included in the building height calculation.

- Explore the practicality to develop a Policy requiring solar air heating and ventilation (solar walls) for commercial/industrial buildings

Strategy 11: Maximize Waste Diversion

The City has set aggressive diversion targets as part of the regional Integrated Solid Waste and Resource Management Plan (ISWRMP). Waste diversion can create energy recovery opportunities (e.g. through biogas creation from separated organics).

Action 27 Continue to implement activities to support the ISWRMP

The OCP commitment and the ISWRMP have set enthusiastic targets for waste diversion and the City is a proactive player in this area.

The City will:

- Continue to implement waste diversion activities in support of a 70% diversion target
- Encourage waste to be used as a resource

THEME 5: CLIMATE CHANGE LEADERSHIP

The OCP defines climate action as an important consideration for the City in its planning and development. Part of that response will be to demonstrate that the City is committed to action, and will support all sectors of the community.

Although these strategies do not directly achieve community reductions, they are foundational and are part of a consolidated approach to building support for energy conservation and efficiency.

Strategy 12: Encourage Sustained Action by Senior Levels of Government

Action 28 Continue to advocate for support from senior levels of governments

The Federal and Provincial governments have a crucial role to play to reduce GHG emissions – through their roles as regulators (e.g. setting vehicle fuel efficiency standards, building code requirements, equipment efficiency standards), and as funders (through incentive measures, grant programs, and tax policy).

For this action the City will:

- Advocate for more aggressive action by Federal and Provincial agencies, independently and through the Union of BC Municipalities (UBCM), and the Federation of Canadian Municipalities (FCM).
- Support the achievement of GHG reduction targets at the Federal and Provincial level.

Strategy 13: “Lead by example” with City Operations Energy Management

Richmond has been a leader in “walking the talk” of conservation in its own operations. Several years ago it first established fleet management initiatives directed specifically to energy conservation and was among the first municipalities to define a policy for green building requirements in municipal facilities.³⁸ It has a dedicated staff role as an operations energy manager. As well it has signed the BC Climate Action Charter and reports annually on its operations and carbon footprint.

Pursuing the council approved energy and GHG reduction targets will mean that the City is going to ask its residents and businesses to take action. To be perceived as credible, the City will need to demonstrate that it has made a similar commitment to what it is asking residents and businesses to make.

³⁸ Using the green building standards Leadership in energy and environmental Design (LEEDTM), the City established a policy in 2007 (?) that all municipal buildings be designed to LEED Silver level.

Action 29 Develop long-term funding for climate activities in the city

Energy and emissions management are new areas that are largely unfunded, or are funded for short term, or project based activities through grants and partnerships. Recognizing that these issues are new, they will require incremental funding beyond existing resources. This funding will require a combination of staff time, and disbursements. Possible sources of this funding are general revenues, and the Carbon tax rebate (CARIP grant), which some communities have dedicated to be used to fund sustainability initiatives. Note, however, that grant funding is only certain on a year-to-year basis.

The City will:

- Secure long term budget funding for community climate change action.³⁹

Action 30 Integrate climate change into other municipal activities

Taking action cannot be seen as an isolated activity. Rather it needs to align well with other initiatives. The 2041 OCP document includes many initiatives that have multiple community benefits, one of which is energy efficiency. Those benefits may not be explicitly identified as being climate driven.

The City will:

- Include considerations for energy conservation in other planning and infrastructure activities
- Continue developing the Sustainability Framework and expanding to other municipal activity areas.
- Continue its efforts to reduce energy use and carbon emissions in its building, fleet, and infrastructure operations.

Action 31 Provide incentives to encourage alternative transportation use by staff

Promoting alternative transportation with staff is a highly visible way to demonstrate leadership to the community. Opportunities to take action include fostering car-pooling, providing facilities at municipal facilities for staff to use alternative transportation, and providing incentives for transit. Many staff already use alternative transportation or transit for their commute.

³⁹ In 2012 the city received Climate Action Revenue Incentive Program (CARIP) grant of \$232,000. This is essentially a reimbursement of the carbon tax paid by the City. Richmond dedicates these funds to the Carbon Provisional Account. The purpose of the fund is to reduce corporate emissions, support community-based GHG reduction action and protect the City from financial exposure should purchase of external offsets be required.

The City will:

- Review its major workplaces facilities for any gaps in provision of cycling, walking or transit opportunities.
- Consider providing top-up incentives (e.g. perhaps a matching 15% or something similar) to encourage employees to join the program.⁴⁰

Action 32 Define a climate change portfolio / staff person

Experiences throughout the province have shown that without defined roles and responsibilities to specific staff, climate action is slow to start and the results are rarely fully realized.

The City will:

- Create clearly defined roles and responsibilities for the implementation of specific activities among existing departments (where appropriate) and provide job responsibilities for proper administration of this initiative.⁴¹

Strategy 14: Engage the Community on Climate Action

The OCP encourages the City to be an active player in moving forward resident and business action on energy conservation.

Action 33 Develop an outreach program to residents and businesses on climate action

Motivating and enabling residents and businesses to take their own action have been identified as key areas where the City can take action. The City is a contact point between residents, businesses and government in so many areas – utilities, services, development, recreation, culture, and more – that it is a natural place for the City to play a role.

⁴⁰ TransLink offers a program whereby employers can arrange for their staff to receive a discount (typically 15%) on monthly bus pass purchases. This is a voluntary program but has some restrictions – including that employees must sign up for a year at a time for the program. The one-year sign-up has been seen as a barrier to join the program as the 15% discount is neutralized by unused transit days (vacation, other modes of commuting).

⁴¹ See Chapter 7, for a description of the expected implementation requirements.

Opportunities for the City to take action include:

- Promoting existing senior government incentives for homeowners and business owners
- Dedicating City webpage space to helping homeowners and businesses learn about energy conservation
- Using City "contact points" more aggressively to promote energy efficiency – e.g. the building permit desk, etc.
- Supporting NGO events related to climate change and energy through use of City land and facilities
- Developing a small grant program (possible via Grants in Aid, or using the Climate Provisional Account)

7 Beyond the Plan: “Breakthrough” Actions

It is acknowledged that the plan-defined actions are not likely to be sufficient to achieve the desired GHG reductions. This is not a unique situation; in fact, few if any communities have defined and committed to implement the types and strength of actions that would be required to meet reductions in the range of 80% in 40 years. If it were easy, we would already be done!

The future though is wildly uncertain, and 40 years is a sufficient time for many unpredictable things to occur: oil prices could spike, new technologies could make new buildings highly efficient and rising costs for electricity of other fuels could inspire a level of conservation that we can't anticipate at the present.

This section explores the potential impact of three major breakthroughs and uses the wedge presentation format to highlight the magnitude of impact of these measures.

These are presented to help us appreciate the impact of these large game changers. Rather than work to discern whether some or all or many or most residents would take an action these are presented as "What if we all did this?" statements.

Three "big breakthroughs" are selected:

- **Complete conversion of passenger vehicles to electric:** the electric car has reached commercialized status. At present the cost and charging infrastructure make it a niche product. At the same time, global oil forecasts vary widely from a future of shortage, to one of new found cheap oil. However, those supplies could be vulnerable, or volatile, or perhaps a future with a price on carbon makes them expensive. For this breakthrough, some combination of price changes and broader acceptance of electric vehicles results in near complete conversion of the passenger vehicles fleet to electric cars by 2041.⁴²
- **Carbon Zero Buildings:** Architectural and engineering visioning has placed the idea of a net zero (energy) building as the norm. The new CIRS building at UBC is designed to be a net generator of energy. Even within the more modest realm of the building code, the continual updating of the ASHRAE 90.1 energy performance standard is driving more and more efficient building design and operation with a targets for dramatic improvements in energy performance over the coming 20 years. For this "big

⁴² The average age of a vehicle in the lower mainland is about 10 years. Achieving this break through does not mean that everyone must buy an electric car for their next purchase, rather that by the time they buy their third vehicle, it is an electric one.

breakthrough" we have assumed that by 2025 all new buildings are "net zero" carbon emitters.⁴³

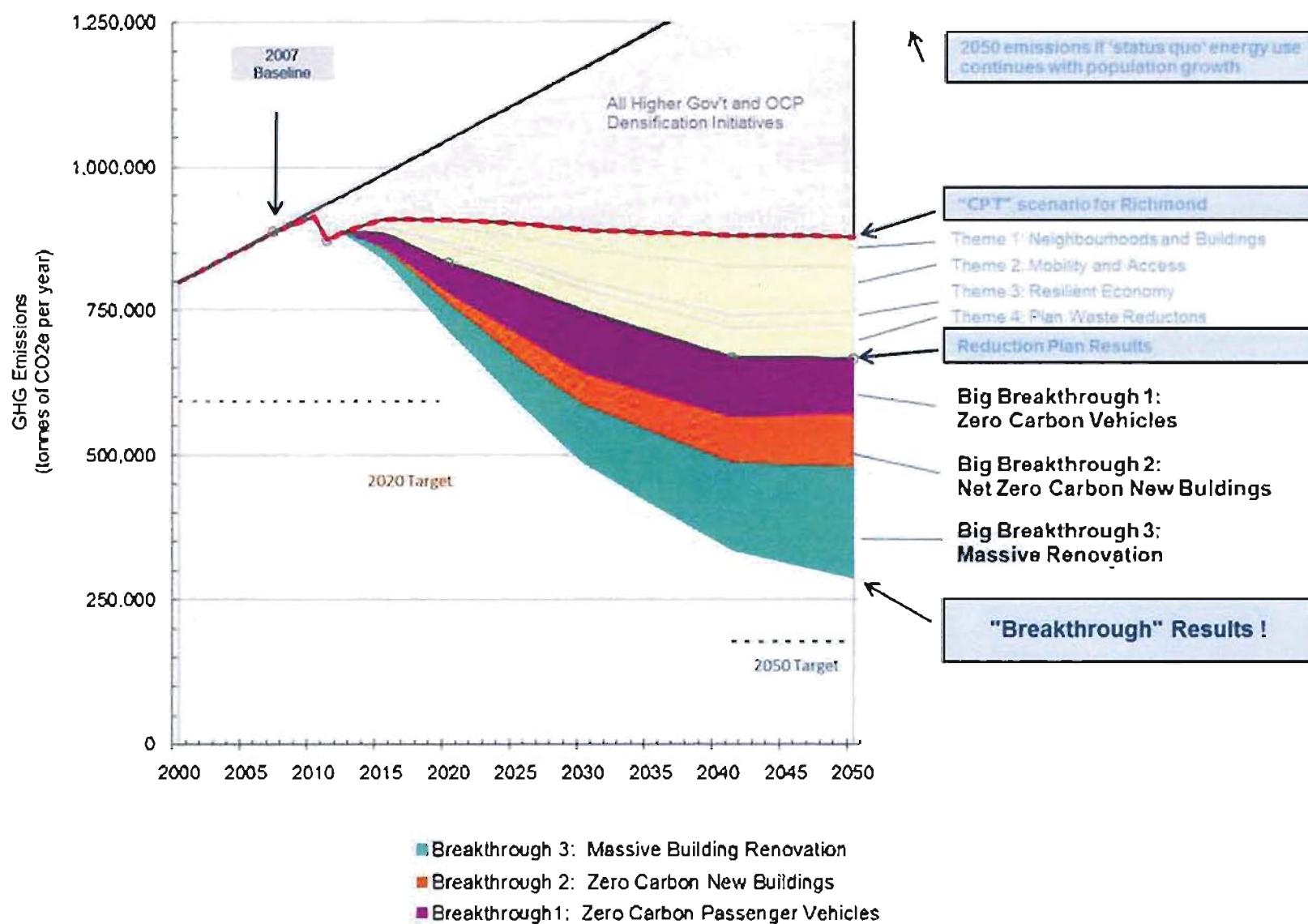
- **Massive building stock renovation:** The energy elephant in the room in many communities is the stock of existing buildings. While new dwellings are built by the hundreds each year, and each one becoming more efficient than the last as the building code evolves, there are thousands of existing buildings in the community. These are unaffected generally by municipal activity, and are only affected by the owners, at their discretion. However, energy price swings, owner awareness, demographic turnover of housing stock etc. could drive a desire for residents to retrofit and upgrade the energy efficiency of their homes and businesses. For the big breakthrough it is assumed that by 2050 all existing buildings have had a major renovation that dramatically reduces their external energy needs and carbon emissions. Many of these buildings obtain a portion of their energy from on-site renewables and have deployed low carbon energy sources.

The results of these "Big Breakthroughs" are shown Figure 24. From this it is evident that more dramatic reductions are possible. To occur there will be a number of drivers beyond the municipal actions in this plan.

The wedge also shows us that no one action will be a silver bullet. To make large scale reductions will require action on each activity.

⁴³ Net zero implies that while they may consume some carbon fuel at some times, they also export energy to displace a similar amount of carbon fuel elsewhere.

Figure 24. Carbon Wedge Results of the “Big Breakthrough” Actions



8 Implementation

8.1 Governance and Management

Preparation of the plan required staff resources from Sustainability and District Energy. It also required smaller allocations of time from departmental representatives participating in a staff working group to review drafts of the plan. The BC Hydro Sustainable Communities Program contributed to City funding for external expertise.

The plan presents a set of strategies and actions that will assist the City in taking steps to achieve its long-term energy vision and emission reduction targets.

8.2 5-Year Action-Level Implementation

Effective implementation of this plan requires some level of dedicated resources to ensure that actions are implemented and coordinated among departments and that progress is tracked. Sustainability and District Energy will be primarily responsible for the overall plan implementation with individual actions the responsibility of the relevant departments as deemed appropriate by their respective Directors. Additionally, some actions may require new resources not currently allocated in the City budget. As a starting point in understanding the level of resources that may be needed to create a Community Energy and Emissions Program, each action was assessed for its potential resource needs and costs.

The required staff, disbursements and capital costs are identified for resource planning purposes. Although much of the implementation requirements will rely on existing resources, there may be elements of the implementation plan that cannot be covered without additional resources or expertise. Similar to the preparation of the plan, the City will seek external funding as available.

The following table provides an action-level estimation with high-level costing estimate to implement the plan. As well, it identifies a number of considerations and co-benefits of the plan activity including:

- Approximate start year for implementing each action (between 2013 and 2018)
- Lead department – there may be a need to coordinate across departments, however this identifies the likely department to coordinate and lead the action
- Scale of City resources that may be needed to implement each action – considers potential additional staff resources that go beyond the existing staff roles, also provides very broad estimates for potential disbursements for studies, and notes where potential additional capital costs may be necessary
- Qualitative assessment of the potential cost to the community of the action – considers whether implementation of the action will result in reduced, neutral, or increased costs for

affected parties. Note, this does not consider changes in municipal taxes – as these can be represented in the cost to the City.

At the same time as taking action to mitigate climate change and improve energy efficiency, the City is also undertaking numerous other activities to obtain other key community goals and objectives (e.g. increasing supply of affordable housing, protecting natural areas, creating vibrant arts, heritage and cultural communities, preserving clean air, etc.). Although these are not directly listed as the vision or key objectives of the Community Energy and Emissions Plan, it is important to recognize how the actions identified may have a positive or negative impact on these community objectives. The last seven columns of the table present areas where the CEEP actions may provide co-benefits or positive impacts. The seven criteria were selected based on the City's Sustainability Framework and other priority areas identified during discussions with staff:

- Inclusive, Safe, Accessible Communities
- Vibrant Communities
- Sustainable Business
- Natural Environment
- Affordable Living
- Clean Air
- Resilient Infrastructure

Table 7. Action Level Implementation Guide

Resources and costs are rough estimates based on the findings of other municipalities completing CEEPs in the Lower Mainland. These may vary for the City of Richmond and require further review. The required staff, disbursements and/or capital costs are identified for resource planning purposes and it is anticipated that much of the implementation requirements will utilize existing resources.

Strategy / Action		Estimated year to start implementation	Lead department	Resource planning (estimated staff, disbursements and/or capital costs)	Cost to community (reduce, neutral, increase)	Inclusive, Safe, Accessible Communities	Vibrant Communities	Sustainable Business	Natural Environment	Affordable Living	Clean Air	Resilient Infrastructure
Theme 1: Neighbourhoods and Buildings						Sustainability framework goals and co-benefits						
Strategy 1: Integrate Future Neighbourhood Centre Planning with Transit Planning												
1	Review Neighbourhood Centre development sequencing for flexibility	2013	Policy Planning (Planning & Development)	existing resources	neutral	X	X		X		X	
2	Collaborate with TransLink to update the Area Transit Plan (ATP)	2014	Transportation (Planning & Development)	existing resources	neutral	X				X	X	
Strategy 2: Increase Energy Efficiency in New Developments												
3	Include energy efficiency in Neighbourhood Centre planning	align with area planning	Sustainability (Engineering & Public Works) AND Policy Planning (Planning & Development)	20k\$ to 40k\$ disbursement for technical studies (potential BC Hydro funding)	possible increased development cost; reduce occupant energy costs					X		X
4	Promote energy efficiency in all rezoning	2013	Sustainability (Engineering & Public Works)	existing resources	increase development cost; reduce occupant energy costs					X		X
5	Develop incentives for new development to exceed the building code energy requirements	2013; align with area planning	Sustainability (Engineering & Public Works)	0.5 PY for 2 years to develop program; 25k\$ disbursement for economic analysis.	neutral or increase development cost; reduce occupant energy costs					X		X
6	Ensure that existing building code requirements are attained	2013	Building Approvals (Planning & Development)	0.5 PY ongoing to review plans and ensure compliance	reduce occupant energy costs							X

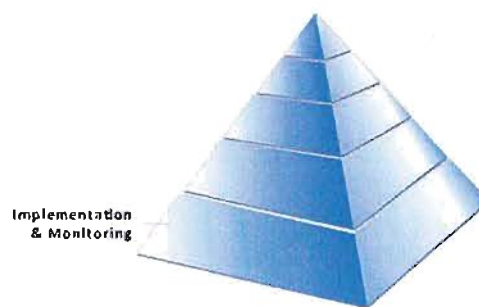
Strategy 3: Improve the Performance of Existing Building Stock												
7	Promote building efficiency through outreach and education	2013	Sustainability (Engineering & Public Works)	0.25 PY for 3 years	neutral							X
8	Provide incentives for building retrofit action	2015	Sustainability (Engineering & Public Works)	0.5 PY for 2 years; 10k\$ disbursement marketing materials; pilot \$300k\$ incentives (\$300 x 1,000)	neutral					X		X
9	Develop a residential energy conservation program to support housing affordability	2014	Sustainability (Engineering & Public Works) AND Community Social Development (Community Services)	0.25 PY for 2 years	decrease energy costs for participants					X		X
Theme 2: Mobility and Access												
Strategy 4: Prioritize and Fund Walking, Rolling, Cycling Infrastructure												
10	Prioritize walking, rolling and cycling infrastructure	2014	Transportation (Planning & Development) AND Parks (Community Services)	capital budget shift or increase estimated at \$1M per yr	neutral; may reduce travel costs	X	X			X		X
11	Continue "Complete Streets" for street construction and rehabilitation projects	2014	Transportation (Planning & Development)	existing staff	neutral; may reduce travel costs	X	X			X		X
Strategy 5: Enhance Alternative Transportation Connectivity												
12	Improve pedestrian links throughout the city as the top transportation priority	2013	Transportation (Planning & Development) AND Parks (Community Services)	existing staff; capital budget (Action 10)	neutral; may reduce travel costs	X	X		X	X	X	X
13	Focus on providing safe school routes	2014	Transportation (Planning & Development)	0.5 PY for 3 years (share with TDM coordinator)	neutral; may reduce travel costs	X	X			X	X	
Strategy 6: Facilitate Changes in Transportation Behaviour and Mode Choice												
14	Implement TDM projects that incentivize non-vehicle mode choice and disincentive vehicle use	2014	Transportation (Planning & Development)	0.5 PY for 3 years (share with safe school routes)	reduce costs for alternatives; increase vehicle costs			X			X	

15	Reduce supply of unrestricted City-owned parking spaces	2018	Transportation (Planning & Development) AND Parks (Community Services)	existing staff	increase parking costs						X	
16	Provide infrastructure improvements to support increased transit service	2016 to align with service	Transportation (Planning & Development)	capital budget shift or increase estimated at 200k\$ per year	reduce travel costs	X				X	X	X
17	Improve bike facilities and consider implementing a bike share system	2015	Transportation (Planning & Development)	capital budget shift or increase (Action 10)	neutral; may reduce travel costs	X	X			X	X	X
Strategy 7: Promote Low Carbon Personal Vehicles												
18	Set minimum requirements for EV charging stations in new developments	2013	Transportation (Planning & Development)	existing resources	neutral						X	
19	Continue expanding the City-owned network of EV charging stations	2015	Engineering & Public Works	estimated 5k\$ per station x 20 stations	neutral						X	
Theme 3: Resilient Economy												
Strategy 8: Encourage Energy Efficient Businesses												
20	Promote energy efficient business operations	2015	Sustainability (Engineering & Public Works)	0.3 PY for 2 years; 20k\$ disbursement for study	reduce business operating costs			X				X
Theme 4: Sustainable Infrastructure and Resources												
Strategy 9: Continue Advancement of Neighbourhood District Energy Systems												
21	Reserve district energy rights of ways in new developments and road construction	2013	Engineering (Engineering & Public Works)	0.5 PY for 6 months to define standards and mechanism	neutral							X
22	Develop a City Centre DE Right of Way Master Plan	2015	District Energy (Engineering & Public Works)	0.5 PY for 6 months; 80k\$ disbursement for study	neutral							X
23	Explore opportunities to connect existing buildings to DE system	2015	District Energy (Engineering & Public Works)	0.3 PY for 6 months; 50k\$ disbursement for study	neutral							X
24	Explore options for electricity generation from utility scale renewable sources	2015	District Energy (Engineering & Public Works)	0.3 PY for 6 months; 50k\$ disbursement for study	neutral							X

25	Integrate energy infrastructure into community planning	2013	District Energy & Engineering (Engineering & Public Works)	existing staff	neutral												X
Strategy 10: Utilize Local Energy Sources																	
26	Promote building scale renewable energy	2015	Sustainability (Engineering & Public Works)	0.3 PY for 2 years; 50k\$ for study	neutral				X								X
Strategy 11: Maximize Waste Diversion																	
27	Continue to implement activities to support the ISWRMP	2013	Engineering (Engineering & Public Works)	existing staff	neutral												
Theme 5: Climate Change Leadership																	
Strategy 12: Encourage Sustained Action by Higher Levels of Government																	
28	Continue to advocate for support from higher governments	2013	Sustainability (Engineering & Public Works)	existing staff	neutral												
Strategy 13: "Lead by example" with City Operations Energy Management																	
29	Develop long-term funding for climate activities in the city	2015	Sustainability (Engineering & Public Works)	existing staff (corporate energy manager)	neutral												X
30	Integrate climate change into other municipal activities	2014	Sustainability (Engineering & Public Works)	existing staff	neutral	X	X										X
31	Provide incentives for alternative transportation by staff	2014	Sustainability (Engineering & Public Works)	incentive program 5k\$ per year	neutral								X	X			
32	Define a climate change portfolio / staff person	2014	Sustainability (Engineering & Public Works)	0.25 PY for 5 years (management of plan - other time is in other Actions)	neutral												X
Strategy 14: Engage the Community on Climate Action																	
33	Develop an outreach program to residents and businesses on climate action	2014	Sustainability (Engineering & Public Works)	0.25 PY for 2 years	neutral	X	X										

8.3 Monitoring Framework

As described earlier in section 5, the base of the plan pyramid represents the numerous activities involved in implementation and tracking the progress of that implementation. A monitoring framework provides a list of items to track that will help re-assess the effectiveness of the plan over time. The framework should assist with answering:



1. Direct progress towards the vision and targets:
 - Primary indicators:
 - How much progress have we made towards the community GHG reduction targets?
 - How much progress have we made towards the community energy use reduction target?
2. Progress on other indicators that provide indirect measures of energy and GHG impacts:
 - Secondary indicators: How much progress have we made towards related targets (e.g. change in mode split) that are linked to achieving the overall targets?
3. Progress on plan implementation:
 - How many actions are complete, how many are in progress, and how many did not start?

8.3.1 Primary Indicators: CEEI Reports

In BC, the provincial Climate Action Secretariat (Ministry of Environment) has undertaken efforts to quantify these primary indicators for every municipality on a biannual basis through the Community Energy and Emissions Inventory initiative. The City can continue to monitor these reports, understanding that they are likely useful to demonstrate general trends across numerous years, but are not refined enough to provide a precise measure of progress towards GHG targets. Indicators include:

- Total GHG emissions from community sources (tonnes CO₂e)
- Total GHG emissions from buildings (tonnes CO₂e)
- Total GHG emissions from transportation (tonnes CO₂e)
- Total GHG emission from waste (tonnes CO₂e)
- Total energy consumption (GJ)
- Total electricity consumption (kWh)

8.3.2 Secondary Indicators

Secondary indicators provide an additional method of understanding whether progress is being made towards the overall targets, and are particularly useful when the overall targets are challenging to measure with much certainty. They also provide clarity on whether identified strategies and actions are resulting in the desired outcomes. Possible tracking indicators include:

Neighbourhoods:

- Percent of new dwellings located within 400m of a frequent transit route, or 800m of a Canada Line station
- Percent of population living within 400m of a frequent transit route, or 800m of a Canada Line station
- Percent of population within walking distance of a grocery store and park

Buildings:

- Percent of new buildings exceeding energy performance standards in the current building code
- Percent of existing buildings renovated to high energy performance standards

Mobility and Access:

- Mode split for all trips (walking/rolling, cycling, transit, vehicle) *
- Percent of completed pedestrian links within 400m of current or planned Frequent Transit route **
- Percent of completed cycling links identified in the OCP
- Percent bus stops on frequent transit routes with shelters; Percent with benches

Resilient Economy:

- Percent of employees working within 400m of a frequent transit route, or 800m of a Canada Line station [may be challenging to track], alternatively:
- Mode split of commuters travelling to Richmond for work

Sustainable Infrastructure and Resources:

- Number of building scale renewable energy systems installed
- Percent of road construction projects with reserved DE right of ways (in areas identified for future DE)
- Number of new buildings connected to DE system
- Number of existing buildings connected to DE system
- Percent of waste diversion*

Climate Change Leadership:

- Total GHG emissions from City facilities (tonnes CO₂e)
- Mode split for staff commute trips to work

** Richmond target exists already for these indicators.*

*** This plan has identified the need to conduct analysis and set specific targets for these secondary indicators.*

8.3.3 Plan Implementation Indicators

The following indicators are suggested as mechanisms for tracking the overall progress of implementing the action plan:

- Number of actions underway
- Number of actions completed

Actions that are primarily outreach or incentive-based may benefit from understanding the level of uptake in the community, for example:

- Action 8: Number of energy audits completed (incentives distributed)
- Action 9: Number of residential energy conservation kits distributed
- Action 13: Number of schools participating in the safe routes to school program
- Action 14: Number of employers providing incentives for employee transit passes
- Action 21: Number of City staff completed building scale renewable energy awareness training program (in building permit department)
- Action 30: Number of City staff using the transit incentive program
- Action 32: Number of residents and businesses participating in the outreach program

9 Conclusion

The climate is changing...we need to act. There is consensus amongst scientists that carbon emissions are affecting the climate and must be reduced. There is an evolving public opinion – not as certain as the scientific consensus but becoming stronger – that action should be taken.

Energy consumption and GHG emissions have traditionally been closely tied to population growth. Over the next 30 years, Richmond is expected to grow by 80,000 people. Managing that growth while reducing carbon emissions is a challenge for all communities. In order to achieve a more sustainable future, communities will have to both conserve energy and to develop new energy sources that do not create more carbon emissions.

The availability of new energy efficient technologies, combined with stronger senior government regulations for efficiency in vehicle standards and building code standards will help Richmond reduce overall GHG emissions. But action from senior governments alone will not be enough and finding substantial reductions will require actions by all players in the economy.

The City has already taken steps to set the community on a more sustainable path through compact, mixed-use development and improved options for getting around without a vehicle. This plan defines further strategies and actions the City can take to realize more substantial reductions in GHG emissions from the community.

Residents and businesses in the community will also need to make choices that support the community's energy vision, identified through Phase 1 of the CEEP:

"an energy-wise and low-carbon society that enables a robust local economy, a healthy environment, and a safe, equitable, diverse and resilient community."

The actions defined in this plan represent an enthusiastic effort by the City. Implementing these will require determined effort and will make substantial reductions in the City's carbon footprint. However, these actions alone will not fully meet the targets defined in the OCP. This challenge is not cause for inaction however, as all parts of society must contribute to finding solutions to climate change.

To reach the defined targets larger actions will be required. The magnitude of the reductions required will require major breakthroughs in how we develop our communities – though no substantive technology breakthroughs are required (i.e. these breakthroughs can be achieved with current technologies but will require efforts larger than the City alone can implement). Given the long-term time frame (40 years) for the plan's vision, it is not unthinkable that these may well come to pass.

Appendices

Appendix A: Calculation Methodology

Appendix B: Overview of the Electricity Network in Richmond

Appendix A: Calculation Methodology

A.1: GHG reduction “Wedge”

The data inputs for E2 include freely available data. Minimizing specialized data sets is a feature of the tool. Key data requirements for the base model predictions include:

- Statistics Canada population and housing data,
- Community Energy and Emissions Inventory (CEEI) or equivalent community-scale energy and emissions inventory data
- Estimates from staff, or other sources of the possible population growth.

The tool accounts for both the impacts of population growth and other initiatives by higher levels of government. Population growth results in increased energy consumption and GHG emissions. Provincial and Federal initiatives accounted for include increased fuel efficiency standards for passenger and commercial vehicles, and proposed building code and equipment improvements.

A.2: Energy and GHG reductions from Actions

Reductions from the implementation of a measure are defined by the savings for each person (or dwelling) implementing the measure, multiplied by the uptake of the measure. For example:

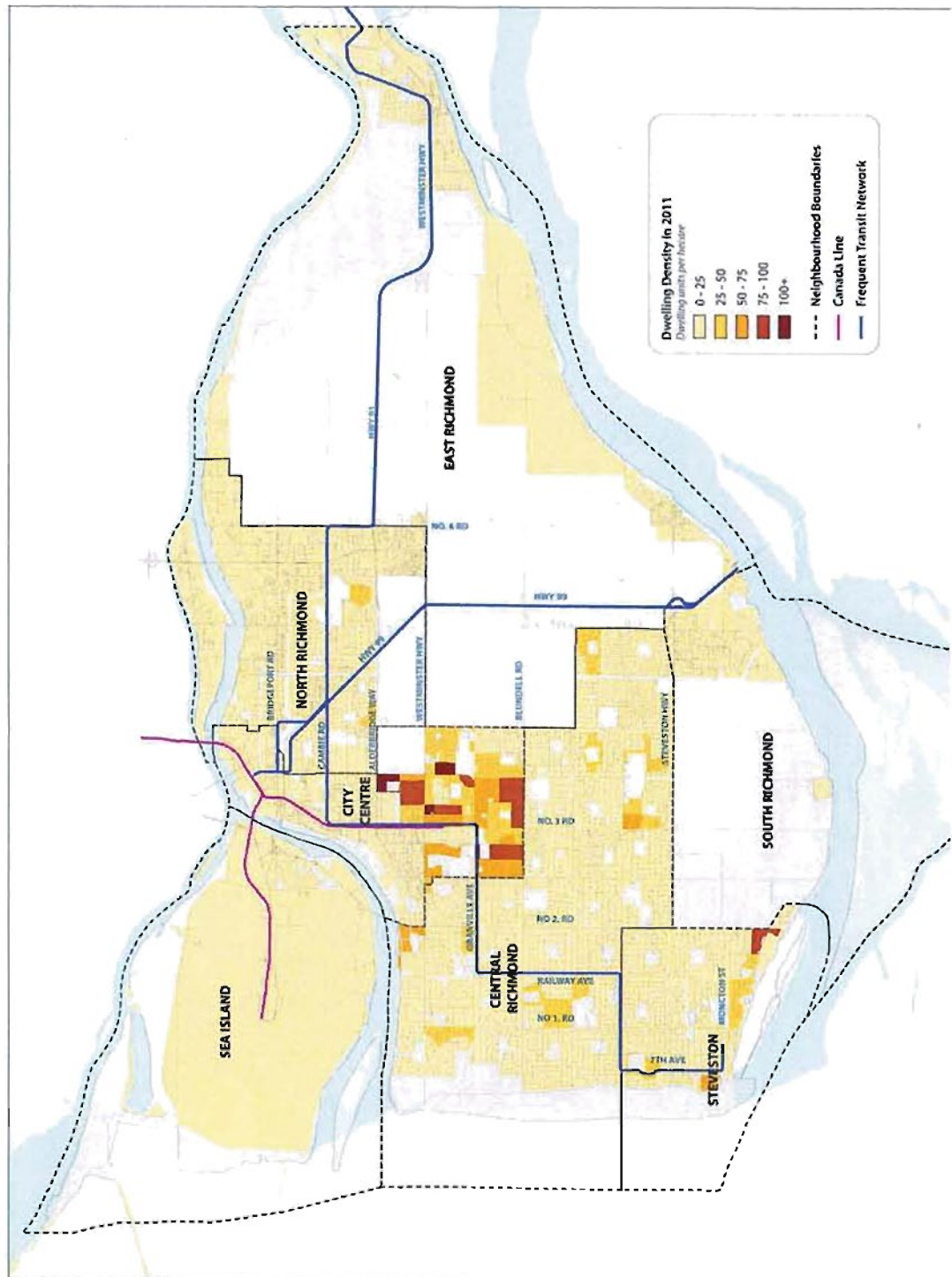
- Reduction potential: If a new commercial building meets the Leadership in Energy and Environmental Design (LEED) Gold standard, it is expected that the building will consume approximately 30% less energy than a new commercial building that meets current building code.
- Level of uptake: If the local government provides a financial incentive to encourage commercial developers to meet the standard it may be estimated that modest level of uptake might occur. Defining the uptake is a subjective activity though it is usually informed by the strength of the measure that the community wishes to deploy (e.g. information/outreach, non-financial incentive, financial incentive, and regulation). For example, an outreach campaign may result in a small portion of the population (e.g. <1% to 10%) adopting a particular action or behaviour, whereas providing a financial incentive may result in a larger uptake rate. Regulation has the greatest uptake, though it is not always permitted as a tool.

A.3: Population and Housing Allocation

The current location of population and housing is available from the Statistics Canada 2011 Census at the Dissemination Area (DA) level. The current dwelling densities (dwellings per hectare) by DA are shown in the figure below.

The projections developed by Urban Futures for the City as a background to the 2041 OCP update helped identify where new population, housing and employment will be located. These projections were done at the planning area scale. For this analysis, these were further refined spatially by allocating the dwellings in Neighbourhood Centres and along the Future Transit Network that is outlined in the OCP. This scenario provides one potential growth scenario based on the available information prior to completion. The 2041 dwelling density figure demonstrates the results of this allocation – clear density increases in the City Centre in residential areas, increases in density near Neighbourhood Centres, and along the frequent transit network.

Figure A-1: Dwelling Unit Density 2011



A.4: Density Impacts on Residential and passenger Vehicle energy consumption

Vehicle reductions are based on estimated changes in vkt due to densification. Each DA was identified as either in or out of the current FTN network. Then the percentages changes in Vehicle Kilometres Travelled (VKT) for each DA were estimated.⁴⁴

A.5: Thermal Energy density mapping:

An analysis was undertaken to estimate the current (2011) energy load needed for heating throughout the community, and also to estimate where the future (2041) energy load for heating will be based on the City's projected residential and employment growth.

This involved:

- Determining the location and types of housing based on Statistics Canada Census data. (shown above)
- Determining the location and types of non-residential floor space area from the BC Assessment Authority.
- Applying expected heating load requirements to those baselines based on the type of dwelling / type of non-residential use (for example, a single family home located in the Lower Mainland is expected to use almost 80 GJ of energy per year for space heating and hot water)⁴⁵.
- Applying expected building efficiency improvements for all new growth due to improvements in the BC Building Code, as well as efficiency improvements to the existing building stock for expected changes in technology (e.g. furnace upgrades) and other renovations over time.
- Representing the projected changes in thermal load resulting from population and employment growth as a Change in Thermal Energy Density map of Richmond (see below).

⁴⁴ Estimates based on methodology outlined in "Using Residential Patterns and Transit to Decrease Auto Dependence and Costs", John Holzclaw, 1994

⁴⁵ BC Hydro Conservation Potential Review, Marbek Resource Consultants Ltd., 2007

Figure A-3: Estimated New Incremental Thermal Heat Load 2011 - 2041

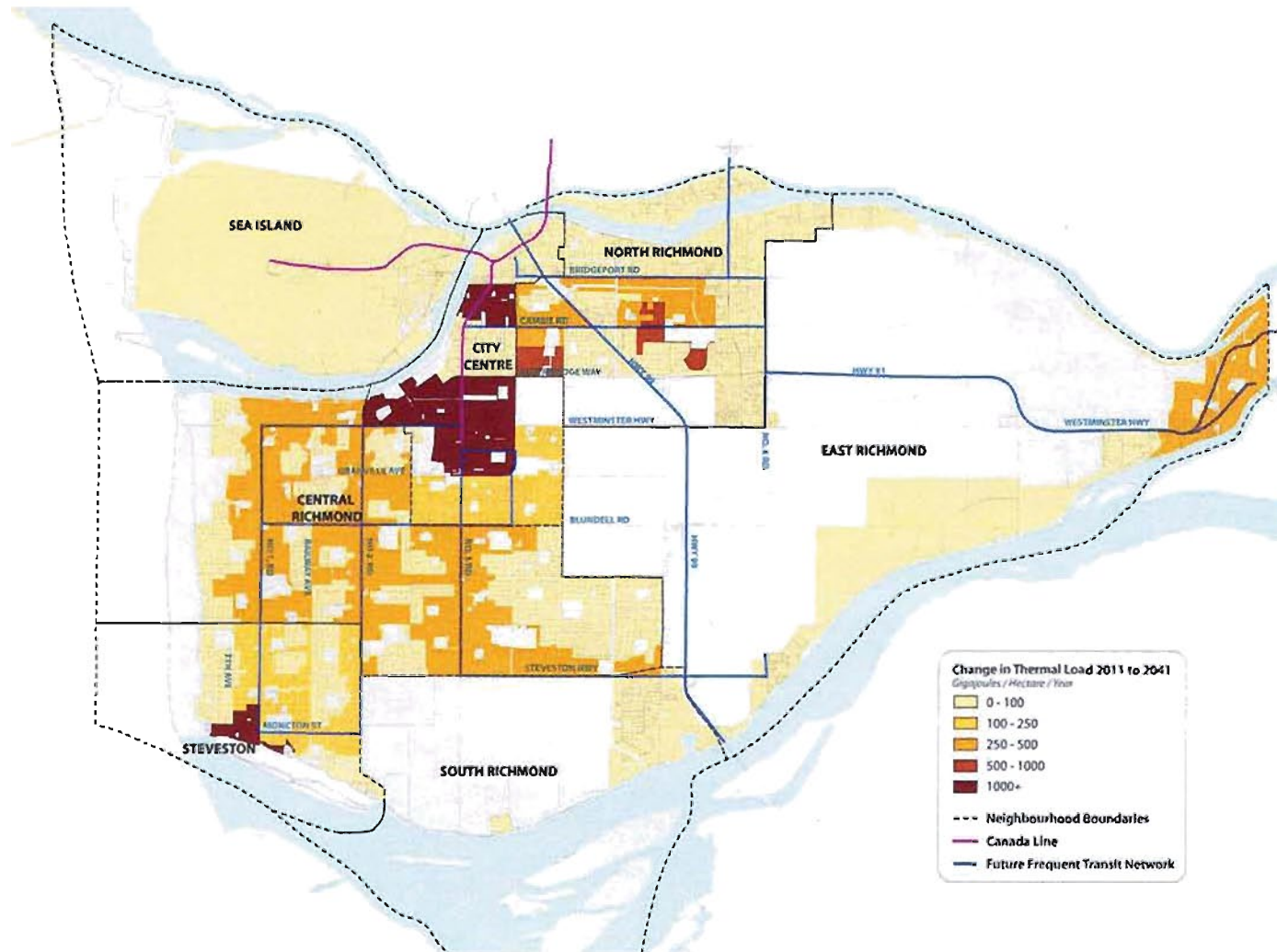
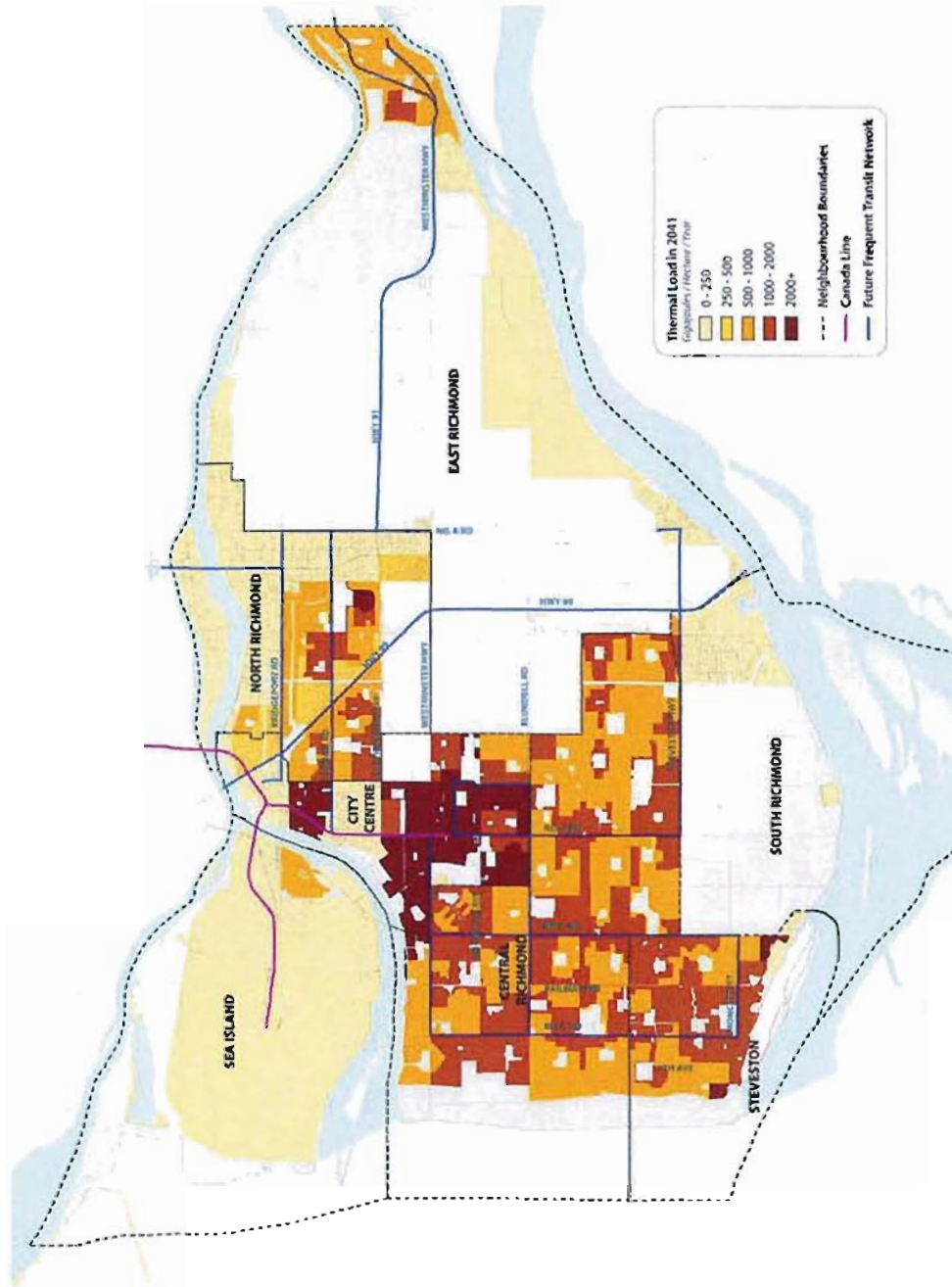


Figure A-4: Estimated Thermal Heat Load 2041



Appendix B: Overview of the Electricity Network in Richmond

BC Hydro is committed to supporting electricity conservation. Through its PowerSmart programs, BC Hydro has encouraged the conservation of substantial amounts of power capability. These are typically directed directly to customers for specific energy saving actions.

As part of its Sustainable Communities initiative BC Hydro is working with communities to identify long-range planning and policy actions that will result in lasting reductions in energy use.

Communities commonly plan for their own infrastructure – roads, sewers, water – but may not be aware of other infrastructure components in the community. Future energy systems that will result in a low-carbon community will require that all energy systems are better integrated.

The section below (developed by BC Hydro) provides an overview of the electricity infrastructure in Richmond.

B.1: ELECTRICITY SUPPLY AND DEMAND IN THE PROVINCE

A reliable supply of electricity is key to BC's economic prosperity and our quality of life. Electricity is indispensable in running our homes, offices, industries, schools and hospitals. BC Hydro is committed to reliably meeting the electricity needs of our customers through integrated planning, new technology, innovative solutions and the safe operation and maintenance of our system. Local government partners are a critical part of these solutions.

BC Hydro serves 95% of BC's population, delivering electricity to approximately 1.9 million residential, commercial and industrial customers. Over 80% of that electricity comes from hydro-electric generation in the Peace and Columbia regions while 70% to 80% of it is used in the Lower Mainland and on Vancouver Island. This means that the electricity produced has to be moved over long distances. The 500 kilovolt (kV) bulk transmission system connects the major generators in the north and southern interior regions of the province, with the major load centres in heavily populated southwest BC.

BC's increasing population and new technology – such as tablets and smartphones – contribute to our growing electricity needs.

Energy conservation and efficiency are the best and most cost-effective ways to meet these growing electricity needs and BC Hydro is working to meet at least 66% of new demand through these means by 2020.

Even with conservation though, the province's electricity needs are expected to increase by approximately 20% to 40% over the next 20 years.

B.2: HOW ELECTRICITY REACHES Communities

BC Hydro's electrical system crosses over five thousand hectares of land and is made up of over 75,000 kilometres of transmission and distribution lines. There are more than 900,000 utility poles and over 300 electrical substations in the province.

B.2.1: Generating Stations

Most of our power is generated at hydroelectric generating stations. Water flows through the dam's penstocks (tunnels that bring water from the reservoir through the generating station) and causes the turbine's blades to spin. This drives a generator that converts the mechanical rotational energy into electric energy. The energy is then increased at a transformer, getting it ready to travel long distances through transmission lines.

B.2.1: Transmission Lines

Transmission lines (those large metal towers and wood poles) move the power across the long distance between where electricity is generated, and where it is used. One of the big differences between transmission lines and distribution lines is voltage. To move power from the generating site to customers, voltage is increased to ensure power is delivered efficiently, minimizing the energy losses which occur over long distances.

B.2.3: Substations

Transformers in substations are used to "step-up" or "step-down" the voltage of power once it's generated, increasing it for transmission lines, or decreasing it for distribution lines. Substations are usually located in open-air sites, but are sometimes housed within buildings.

B.2.4: Distribution Lines

Distribution lines - the smaller power lines - take power from local substations to customers. The voltage of a distribution line is lower than transmission lines.

B.2.5: Distribution Step-Down Transformers

Before the power reaches customers, it must be stepped down again. For overhead distribution lines, this is done in pole-top step-down transformers, and for underground distribution lines, this is done in enclosed step-down transformers.

Substations, transmission towers and poles, and distribution poles and the lines they support are the most visible components of BC Hydro's infrastructure in the Lower Mainland.

B.3: ELECTRICAL DEMAND AND INFRASTRUCTURE IN RICHMOND

B.3.1: Electrical Demand in Richmond

Once the electricity reaches the Lower Mainland, it is delivered to customers via an extensive system of regional transmission lines, substations and distribution lines.

Richmond is projected to have a continued population increase and as the number of people living in the community grows, so does the need for electricity. Richmond's electrical load growth is forecast to continue at about 2.4% per year over the next 10 years. This includes requirements from both residential growth in Richmond and new business development on Sea Island.

As of early 2013, there are five BC Hydro substations in Richmond (see figure B-1):

- Kidd 2 Substation (KI-2) – built in 1950's and currently being upgraded
- Sea Island Substation (SEA) – built in 1970's
- Richmond Substation (RIM) – built in 1950's and to be decommissioned
- Steveston Substation (STV) – built in 1970's
- Cambie Substation (CAM) – built in 1970's

The Vancouver International Airport Authority has its own substation.

- YVR Substation (see map)

Figure B-1: Schematic of Electricity Infrastructure in Richmond



B.3.2: Electrical Infrastructure in Richmond

It is estimated that \$50 to \$70 million in transmission and distribution capital investment, including new infrastructure and system maintenance, will be required in Richmond over the next three years.

To meet the growing demand for electricity in Richmond, Kidd 2 Substation is currently being upgraded and the work is expected to be completed in 2014. This will facilitate having the Richmond Substation, a smaller, older substation, decommissioned within 5 years. Even after a substation is decommissioned, the property still belongs to BC Hydro. While there are no plans for the Richmond Substation property at this time, the land may be reused by BC Hydro in the future.

The Sea Island and Vancouver International Airport Authority area is currently being studied by BC Hydro to ascertain what electrical system reinforcements will be required in the next 10 years. The existing Sea Island Substation, which provides power to residences and businesses, including the airport, may need to be upgraded or a new substation may have to be built. If a new substation is built, the existing one on Sea Island would be decommissioned.

As well, a number of other station and distribution projects are planned over the next 10 years. These include:

- upgrades to existing substations;
- building new distribution underground duct banks; and
- distribution voltage conversion from 12 to 25 kilovolt (kV).

B.4: MANAGING RIGHTS-OF-WAY

BC Hydro maintains more than 18,000 kilometres of transmission lines, nearly enough to travel two and a half times across Canada. The ground under these lines must be kept clear at all times in order to ensure British Columbians enjoy a safe, secure and reliable source of electricity.

As the system asset owner, BC Hydro acquires certain rights from landowners (including private property owners, First Nations, municipalities and the provincial and federal Crown) to install, replace, maintain and access works (e.g. transmission towers and lines) related to the electrical delivery system.

Lands under transmission lines are usually owned by private landowners, while BC Hydro maintains specific rights governing their use. These lands are called rights-of-way (ROW). The ROW agreements restrict owners' rights to activities that do not impact public safety; interfere with the operation of the lines; cause a safety hazard; or interfere with the rights granted. These agreements generally allow BC Hydro to construct, maintain and replace existing works, as well as reserve space for future works.

By working with landowners, local governments, public agencies and interest groups to use ROW, BC Hydro has developed a network of ROW that are compatible with public safety and security of the transmission system. BC Hydro-maintained ROW can be used for a variety of compatible uses such as tree farms; parking; recreational activities such as walking trails; and wildlife habitat.

BC Hydro has prepared guidelines which provide advice to local government planners, developers, property owners and designers on how to plan development near overhead transmission lines considering aesthetics, vegetation and scale, as well as public safety and system security needs. There are also guidelines for accessing and using the ROW, including the compatible uses allowed. These guidelines are available at:
http://www.bchydro.com/energy_in_bc/our_system/right_of_way_management.html

B.4.1: Safety and Vegetation Management

Trees growing around power-lines represent a significant safety and outage management issue. BC has three times the number of trees per line kilometre of any other utility in North America and trees account for the most customer outages. Safety of BC Hydro's crews during the restoration of outages is a critical priority.

BC Hydro spends approximately \$50 million annually to control and maintain vegetation, removing weak or hazardous trees, and regularly maintaining trees under and adjacent to transmission and distribution lines.

B.5: INTEGRATED INFRASTRUCTURE PLANNING

B.5.1: The Challenge – a Growing Province and Aging Infrastructure

Most of BC Hydro's infrastructure, although well maintained, was built in the 1950s, 60s and 70s and some of our facilities are 80 to 100 years old. To meet BC's future electricity needs, BC Hydro must invest in our generation, transmission and distribution assets and adopt new technologies that prepare us for the future. BC Hydro is investing over \$2 billion per year between 2013 and 2015 on infrastructure upgrades and renewal.

As communities in the Lower Mainland densify to accommodate population growth, it affects the space required for the critical electrical infrastructure. Close coordination between BC Hydro and municipalities is therefore very important to plan and deploy electrical and other utility infrastructure.

New approaches to planning will improve the efficiency of generation, delivery and use of electricity. These approaches can also support other community goals such as preserving green space, carbon management, and providing opportunities for economic growth and development. Achieving these benefits, however, requires better integration of electricity planning with regional and community planning.

Communities have choices about how they grow and develop, which in turn influence electricity requirements and the options available to meet those requirements. If communities are aware of the energy implications of their decisions, they can make informed choices about growth and development. In turn, if BC Hydro understands community goals, we can make informed choices about the options to pursue for delivering electricity services in the region.

In providing electricity to the Lower Mainland, BC Hydro is inextricably linked with the region's economy, environment and landscape.



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: July 8, 2013

From: Mike Redpath
Senior Manager, Parks

File: 06-2345-20-GCIT1/Vol
01

Re: Garden City Lands – Phase One Vision and Guiding Principles

Recommendation:

That the Vision and Guiding Principles as detailed in the report “Garden City Lands –Phase One Vision and Guiding Principles” from the Senior Manager, Parks dated July 8, 2013, be endorsed as the basis for the Garden City Lands future planning, Phase Two – Concept Development.

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

Att. 2

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Communications	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

On October 22, 2012 the following resolution was adopted by Council:

“That the Garden City Lands planning process as described in the staff report titled Garden City Lands – Planning Process 2013-2014 dated October 4, 2012 from the Senior Manager, Parks be endorsed.”

In addition, this report directly relates to the achievement of the following Council 2011-2014 term goal:

“7.4. Commence planning for the eventual use of the Garden City Lands.”

The purpose of this report is to respond to the October 22, 2012 Council direction to commence a planning process, by presenting the findings of the Garden City Lands Phase One- Planning Process including a Vision and Guiding Principles which will then be used as the basis for commencing with the Garden City Lands Phase Two- Concept Development.

Findings of Fact

The City owned Garden City Lands (the Lands) are approximately 136.5 acres (55.2 hectares) located on the eastern edge of Richmond City Centre, between Westminster Highway, Garden City Road, Alderbridge Way and No. 4 Road. The Lands are located within the provincially designated Agricultural Land Reserve (ALR) and are currently vacant. The Metro Vancouver 2040 Regional Growth Strategy has designated the Lands ‘Conservation and Recreation’.

In the current 2041 Official Community Plan (OCP) Land Use Map, the Garden City Lands are designated as ‘Conservation’. This is defined as being natural and semi-natural areas with important environmental values that may also be used for recreation, park, agricultural and food production purposes. The Lands are also zoned Agriculture.

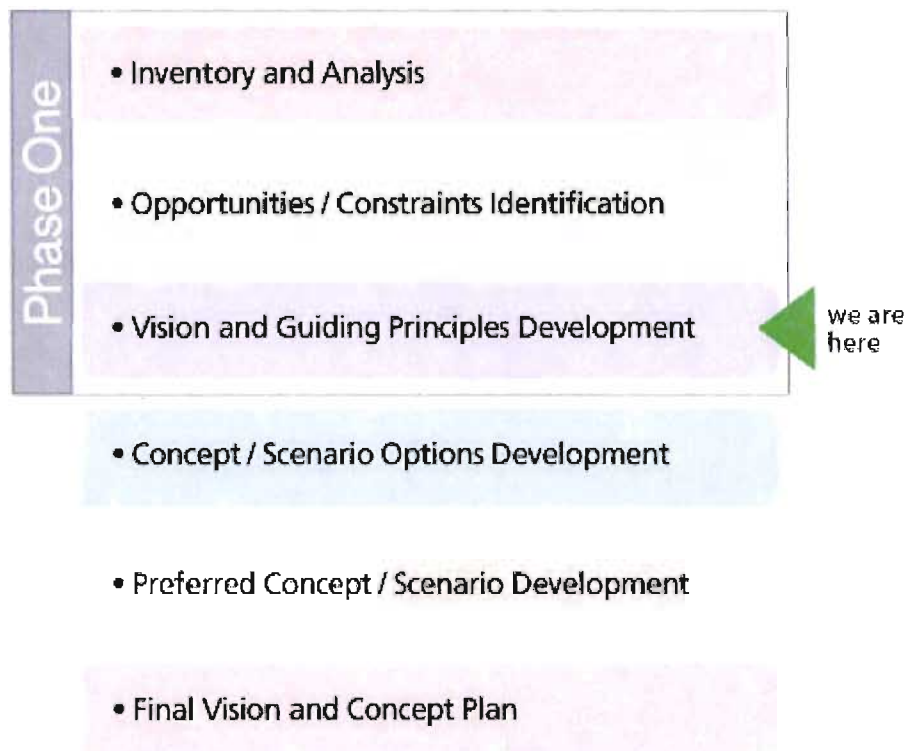
Analysis

BACKGROUND

One of Council’s 2011-2014 term goals is to commence planning for the eventual use of the Garden City Lands. Staff were directed at the July 24, 2012 Parks Recreation and Cultural Services Committee to report back on a public consultation process for the Lands. In response to that referral a report entitled “Garden City Lands – Phase One Planning” was presented at the September 25, 2012 Parks Recreation Committee that outlined both a planning process and a range of public engagement opportunities.

At this meeting, staff were directed to bring forward a revised work program and a compressed timeline for the planning process. On October 22, 2012 Council adopted the following revised planning process with a completion date of June 2014:

KEY PLANNING STAGES



The first three steps outlined above have been completed as Phase One. This phase has focused on two main goals: 'getting to know the land' through conducting a technical review of the land and site context, and 'getting to know the community vision' through a creative public engagement process.

Key objectives of Phase One:

1. To have a thorough and comprehensive understanding of the existing site, the physical and community context, and identify key factors influencing future decision-making. This foundational information is vital to moving forward with developing options and a final concept plan.
2. To provide well defined, transparent, and easily understood documentation and presentation of the information gathering process and inventory results that can be used for communication and ongoing dialogue.
3. To undertake an innovative public engagement process that is transparent, well-documented, inclusive, and reaches the broadest community audience.

Since Council approval of the planning process in September 2012, the key steps as detailed above have been completed and are presented in this report.

PHASE ONE – INVENTORY AND ANALYSIS/OPPORTUNITIES & CONSTRAINTS

The first two steps in Phase One included a biophysical and historical inventory of Garden City Lands and a review of relevant City strategies. This information was used to develop presentation material for the public engagement process (**Attachment 1**).

A brief sampling of the key findings from the review process is presented below:

- The majority of the City Centre residents will live within a 2 km walking distance of Garden City Lands.
- The Lands are a 10 minute walk to a Canada Line Station.
- Over 25,000 cars pass by the Lands during peak hours on weekends.
- From 1903 until 2010 the Federal Government owned the Lands.
- The Vancouver Rifle Range was established on the Lands in 1904 and operated until 1928. It was a recreational and a military training location.
- In 1974 the lands were included in the Agricultural Land Reserve.
- Permissible uses have evolved over the years. In addition to farming uses, other uses are permitted such as: ecological reserves, passive recreation, open parkland, horticulture and nurseries, education and research, and agri-tourism.
- There are no historic records indicating the land has ever been actively farmed.
- Any potential crop farming will require amending the soils and infrastructure upgrades.
- Garden City Lands are located at the west edge of the Greater Lulu Island Bog.
- The lands have been mown and cleared for the last one hundred years.
- The plants on the site are predominately native with some invasive plants.
- It takes up to 500 years to create 30 cm of a peat bog. Peat depths are between 50 cm and 100 cms on the Lands.
- The Lands contain the remnant bog landscape and seasonal wetland areas.
- Annual mowing has kept the trees from emerging and shading out the low growing bog plants.
- These Lands together with Nature Park and the federal DND Lands create a significant 472 acre ecological hub.
- Managing the hydrology on the site is critical to the health of the bog environment.
- The Garden City Lands are 2 km from the Oval and Middle Arm waterfront linked by Lansdowne Road.
- Walking has been identified as the most popular recreational activity in Richmond.
- Community cohesiveness is stronger when there are opportunities for informal social interaction, and where people of diverse ages and backgrounds can engage in shared experiences.
- Access to healthy, affordable, and culturally appropriate food is a human right.
- Expressing creativity through art pieces, engaging events, festivals, and performances are key to evolution of a 'great place' destination.

CONSULTATION AND PUBLIC ENGAGEMENT PROCESS

As part of the public engagement process the City committed to an extensive communication program to inform the public about the Garden City Lands project. A dedicated website, **creategardencitylands.ca**, was developed, along with a supporting Facebook page and Twitter account. A unique project logo and visual identity was also created.

The project web site was launched in early May with background information about the Lands. From May 15 to June 1, 2013 daily *Fast Facts* were provided on the website, posted on Facebook page and distributed via Twitter in the lead up to the Ideas Fair held on June 1, 2013. All the materials including the questionnaire from the Ideas Fair have been uploaded to the site and posted on the City's Let's Talk Richmond online engagement platform.

A community-wide media information campaign was also initiated that included numerous newspaper advertisements, special briefings conducted by staff and the Mayor, and extensive media coverage from local and regional news outlets.

An Ideas Fair was held on Saturday, June 1, 2013 which provided the public with an opportunity to be on the Lands for the first time, view and respond to the information display boards, and participate in a series of idea generating activities. A Stakeholder workshop was held on June 6, 2013 with a number of community groups to discuss values and potential visions from their individual and representative group perspectives.

Attachment 2 details the community engagement process, the various engagement tools, and presents a summary of the key input from the public. An overview of the different public engagement opportunities is provided below:

- 650 people attended the June 1st Ideas Fair
- 220 questionnaires were filled in
- 99% said that they enjoyed the Ideas Fair
- 28 video conversations were taped
- 60 people took part in the eco-tours
- 1121 document downloads from the City website
- 112 questionnaires filled in on-line
- 12 people attended the June 6th Stakeholder Workshop
- Numerous proposals, letters, and e-mails were sent into Council and staff
- In all, there were 15 different ways that the public has provided input.

Other Consultation:

Detailed submissions were received from the Garden City Lands Conservation Society outlining their vision for the lands, along with visions and plans/sketches from other residents.

The Richmond Sports Council forwarded a copy of the 1986 City vision for the Lands detailing a sports complex scheme over the entire site as envisioned in support of the unsuccessful 1994 Commonwealth Games bid. A sports complex would require removal of the site from the Agriculture Land Reserve. City staff are working with the Sports Council to identify community sports needs for the future and where these needs would best be served in the City.

A meeting was also held with a representative from the Kwantlen Polytechnic University to discuss the request for a Sustainable Agriculture Research and Education Laboratory Farm at Garden City Lands as part of the newly formed Applied Science in Sustainable Agriculture program. A preliminary proposal has been received that outlines initial financial commitment, site requirements and the rationale for this particular site. Further discussions with the University will occur over the summer and the results will be the subject of a separate report to Council in Fall 2013.

Information gathered from the many engagement opportunities indicated that activities and uses supporting Community Wellness and Active Living were the number one priority closely followed by Environmental Sustainability and then Urban Agriculture. The following graphic is one example of the results from the questionnaire at the June 1st Ideas Fair and Let's Talk online engagement platform (**Attachment 2**).

How would you create a legacy gift for all City residents? Tell us which of the following farm and non-farm activities permitted within the ALR you would support?



7 GUIDING PRINCIPLES

The synthesis of the community aspirations, values and ideas gathered through the public engagement process provided clear and consistent messages. That together with the key findings from the background inventory and analysis provides a solid basis for the development of guiding principles and an overall vision. These following principles and vision will be used as the foundation for Phase Two - Concept development.

Encourage Community Partnerships and Collaboration

Working together with others to achieve a common vision is critical to creating a productive and sustainable legacy for the Lands. Success will be a result of the coordinated efforts and commitment to a vision by many stakeholders.

Respect Agricultural Land Reserve

Respect the agricultural designation and encourage viable and sustainable agricultural uses that benefit the community. Find creative and innovative ways to allow for a full range of other permitted uses on the Lands while ensuring agricultural viability. Applying *agro-ecology* sustainability principles will ensure the careful and thoughtful integration of ecology, wildlife, culture, economics, and society with agricultural production.

Strive for Environmental Sustainability

The conservation and restoration of the higher ecological value bog areas and the unique bog plants and wildlife represents a green legacy for future generations to enjoy and learn from. Managing the existing biodiversity of the site and enhancing the wetland ecology will increase the ecosystem or natural services that the Garden City Lands provide and position the City well for climate change resiliency. Green infrastructure such as stormwater detention ponds can also add biodiversity to the site and provide recreational and aesthetic benefits. In addition to looking at the environmental values of the site itself, there is an opportunity to develop strong ecological connections with the surrounding areas.

Promote Community Wellness and Active Living

Well designed and placed amenities and infrastructure will foster access to year round activities such as walking and cycling, picnicking, nature appreciation and gardening. Trails, boardwalk, and viewing platforms carefully sited to protect the ecological values of the site will provide access for people to enjoy the fresh air, open skies, views and the changing seasons. Innovative programs and creative interpretation features will encourage ongoing discovery and learning. The amenities and infrastructure will have a distinct design and character that respects and reflects the unique landscape and history of the lands. This will be a place of social interaction and community cohesiveness where new memories and traditions will be created.

Maximize Connectivity and Integration

There will be seamless connection and integration with the surrounding urban, natural and rural landscapes through physical, visual and ecological links and networks. Recreation, ecological areas, and agriculture functions on the site will be integrated in a way that is respectful and beneficial. A culture of walking and cycling will be promoted. Access from the surrounding

neighborhoods will be safe, comfortable, and clearly delineated with crosswalks, a trail network and a series of clear and distinct entryways.

Allow for Dynamic and Flexible Spaces

Spaces will be dynamic and able to adapt- expand or contract- depending upon seasons, community interests and needs over the years, new innovative programs and cultural opportunities. The Lands will allow for a range of experiences - quiet spots for serenity and contemplation to areas that encourage vibrancy and excitement through community celebrations, performances, inspiring and engaging programs, and social interactions. Carefully and strategically placed permanent and/or temporary art/landscape installations will add another layer of interest to the Lands and help create a distinct character.

Develop Science-based Resource Management Plans

Natural processes are complex and evolve over time. The bog environment is very sensitive to changes in soil conditions and relies on a strictly maintained hydrology regime. The potential enhancement of the current seasonal wetland areas to permanent water features will need to be carefully considered. An integrated eco-systems approach will be applied to short term and long term enhancement projects. Changes to the land will require ongoing monitoring and research. The lifecycle of physical infrastructure will also be considered in planning, design and construction of amenities.

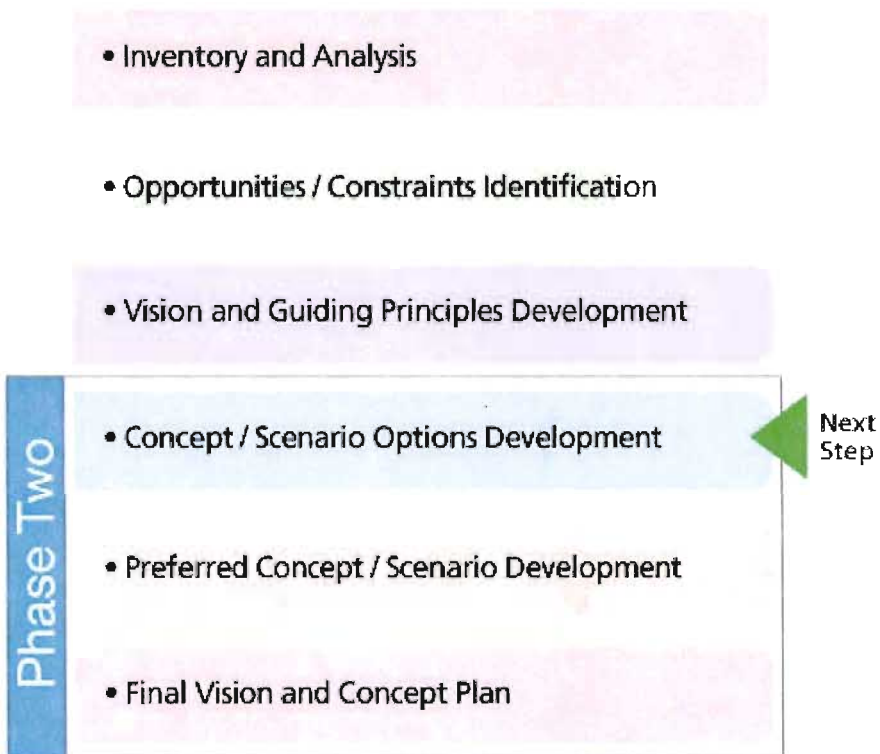
Building on the public input and Guiding Principles, the following Vision for the future planning of the Lands has emerged:

The Garden City Lands, located in the City Centre, is envisioned as an exceptional legacy open space for residents and visitors. Visible and accessible from many directions, the Lands are an impressive gateway into Richmond's downtown, and a place of transition and transformation from the rural to the urban. Its rich, diverse and integrated natural and agricultural landscape provides a dynamic setting for learning and exploration. It is inclusive with a range of spaces, amenities and experiences that encourage healthy lifestyles, social interaction and a strong sense of community pride.

NEXT STEPS

Phase Two, as illustrated below, will involve developing concepts for the Garden City Lands based on the Guiding Principles and Vision, and the many valuable ideas from the public engagement process. Opportunities for the public to provide input will continue throughout Phase Two.

KEY PLANNING STAGES



Financial Considerations:

Funding for the Phase One and Two Garden City Lands Planning Process was approved by Council in October 2012.

Financial Impact

None.

Conclusion

The Garden City Lands is a legacy green space in the heart of the City. Council approved a planning process in October 2012 for the development of a Concept Plan for the Lands. Phase One which focused on two main goals: 'getting to know the land' through conducting a technical review of the land and site context, and 'getting to know the community vision' through a creative public engagement process has been completed. A very successful Ideas Fair was conducted on June 1, 2013 at Garden City Lands with 650 people attending and on June 6, 2013 a focus group workshop was held with representatives from community organizations. A website was also created that provided the public with another venue to receive information and

provide input.

The public input together with the findings from the background inventory and analysis provided the basis for the development of guiding principles and an overall vision. These principles and the vision will be used as the basis for the Garden City Lands future planning in Phase Two-Concept Development.

A handwritten signature in black ink, appearing to read 'M. Redpath', with a stylized, sweeping flourish extending from the end.

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

A handwritten signature in black ink, appearing to read 'Y. Stich', with a large, stylized initial 'Y' and a trailing flourish.

Yvonne Stich
Park Planner
(604-233-3310)



Welcome to Create Garden City Lands

Very few cities in the world have the opportunity to plan and implement such a large and unique space that links urban and natural settings.

- The Garden City Lands are big. At 136.5 acres, it is the second largest public space in Richmond.
- It is located in City Centre, the fastest growing neighbourhood in Richmond.
- The Lands contain a rare piece of Richmond's remaining natural bog heritage.
- It is a unique finger of designated agricultural land located within an urban setting.
- The City purchased Garden City Lands for community use.

It is our legacy to create.

CNCL - 196



Terra Nova Rural Park
65 acres

Garden City Lands - 136.5 acres

Scale bar: 1 km



CONTEXT





Planning Process

WHY ARE WE HERE TODAY?

- The purpose is to inform you about the Garden City Lands, and to get your ideas about the possible future uses of the Lands.
- In October 2012, City Council approved a public consultation and planning process to determine the future of the Garden City Lands.

Today is the launch of this public process!

CNCL - 197

KEY PLANNING STAGES

- Inventory and Analysis
- Opportunities / Constraints Identification
- Vision and Guiding Principles Development
- Concept / Scenario Options Development
- Preferred Concept / Scenario Development
- Final Vision and Concept Plan

we are here

WHERE ARE WE IN THE PROCESS?

- The Inventory and Analysis Step is the gathering of information about the history, ecology, agricultural designation and community context of the site.
- This allows us to collectively, as a community, identify opportunities, as well as challenges or limitations to future uses.
- The results of this first phase will be presented to City Council this summer.

The public consultation will incorporate several phases over the year, and is to be completed by 2014.

For updated information, please check www.creategardencitylands.ca



CONTEXT



The Planning Framework

THE STARTING POINT

In **2007** Council endorsed three major themes in thinking about potential uses and amenities for the Garden City Lands. These included:

- **Community Wellness and Enabling Healthy Lifestyles**
- **Urban Agriculture**
- **Showcasing Environmental Sustainability**

THINKING ABOUT THE FUTURE

In **2013** we need to determine:

- **Are these original themes still relevant?**
These themes were introduced at a time when the City was considering 65 acres of public land that was to be removed from the Agricultural Land Reserve.
- **What do they mean today given the different context?**
The City now owns the 135.6 acres and the land is within the Agricultural Land Reserve.

CNCL - 198



CONTEXT





Heritage

The stories and memories of the land can quickly get lost. The landscape you see in front of you is the result of both human activities, and natural processes.

DID YOU KNOW?

- 10,000 years ago Richmond Islands began to form with the retreat of the Glaciers.
- The Land is located within the Musqueam Indian Band's traditional territory.
- No First Nations archaeological features are known to exist on the land.

The names of the first pioneer Richmond families to own the property will be recognized by Richmond residents: F.W. Ferris (Ferris Elementary School) and J.W. Sexsmith (Sexsmith Road).

The Garden City Lands takes its name from Richmond's reputation as the "Garden City" due to the many market farms and gardens located here that provided fresh food and plants to the surrounding Lower Mainland.

- From 1903 up until 2010, the Federal Government owned the land.
- The Vancouver Rifle Range was established in 1904 – 1928. Portions of the land were cleared, drained and structures put in place.

- During World War I, Canadian soldiers used the range for training.
- Peat bog fires were common in the 1930's and 1940's and the land was mown and cleared to manage the fires. The bog was also often set on fire to prevent trees from establishing.
- In 1974, the Lands were included in the Agricultural Land Reserve.
- From 1949-1994 communications and navigation towers were located on the land for Coast Guard purposes. Their concrete bases are still evident on the land.

In 2010, Richmond acquired the lands for public use.



HERITAGE

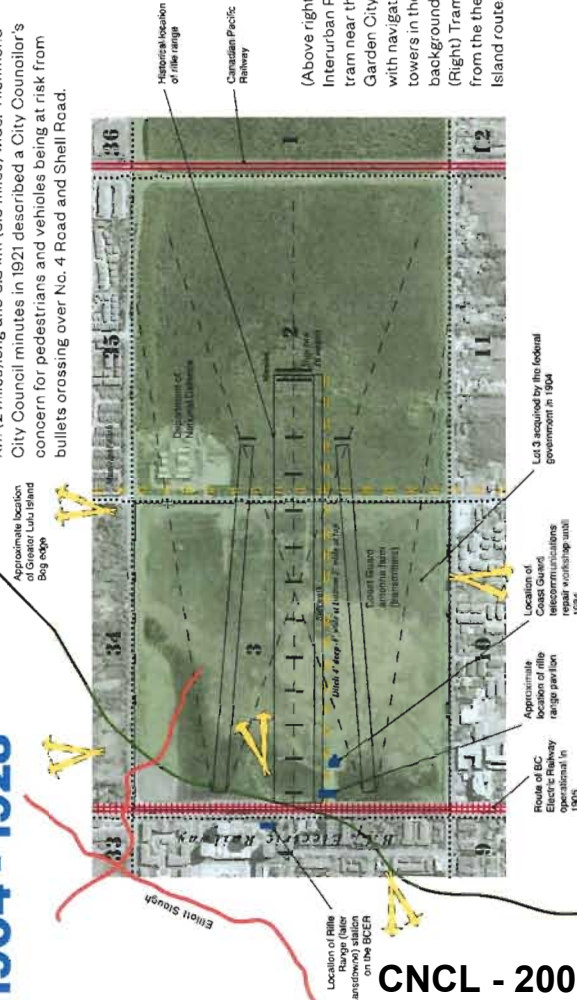


Heritage

1904 - 1928

Careful Crossing No. 4 Road!

The rifle range on the Garden City Lands spanned 3.2 Km (2 miles) long and 0.8 km (0.5 miles) wide. Richmond City Council minutes in 1921 described a City Councillor's concern for pedestrians and vehicles being at risk from bullets crossing over No. 4 Road and Shell Road.



CNCL - 200

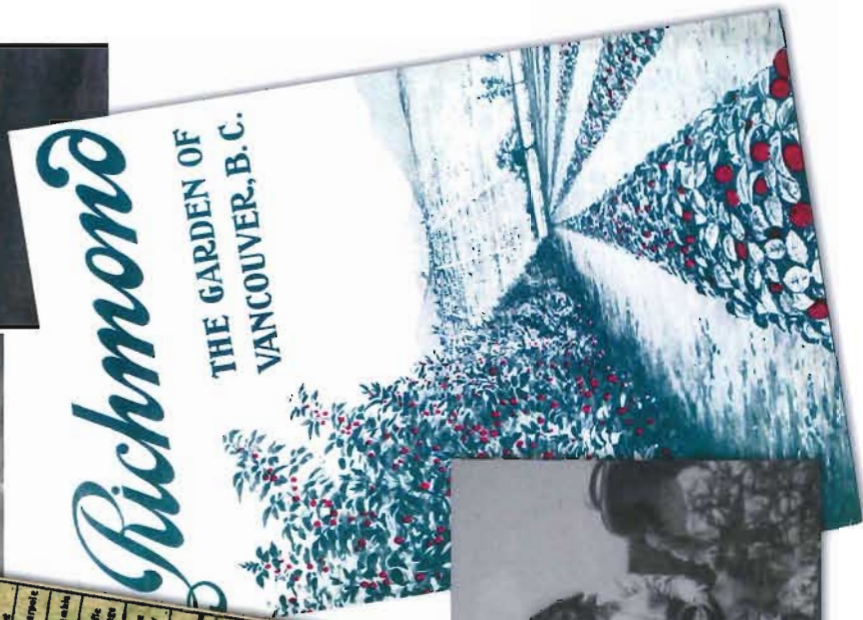
1950s



Transmission Towers on Garden City Lands until 1994



(Above right) Interurban Railway tram near the Garden City Lands, with navigation towers in the background. (Right) Tram ticket from the Lulu Island route.



Blueberry picking



Note Interurban Tram poles behind building



Rifle Range

HERITAGE





Years of Interest in the Lands

DID YOU KNOW?

- Records show that the City has been actively interested in purchasing these Lands and the lands to the east (now Nature Park) since 1955.
- The Richmond Nature Park lands were eventually acquired in the 1970's.
- In 1986, Council established a Task Force to review the potential of a major sports complex on the Lands with the additional intent of hosting the 1993 Canada Games and the 1994 Commonwealth Games. In the end, the Games were held in another city.
- When the Federal Government determined the Lands were surplus in 2001 a new era of negotiations and planning began. From 2005 to early 2009, the Musqueam Indian Band, the City and the Canada Lands Company worked together and developed a Memorandum of Understanding (MOU) to share and jointly develop the lands. Sixty-five acres of the site would have become a City park and open space.

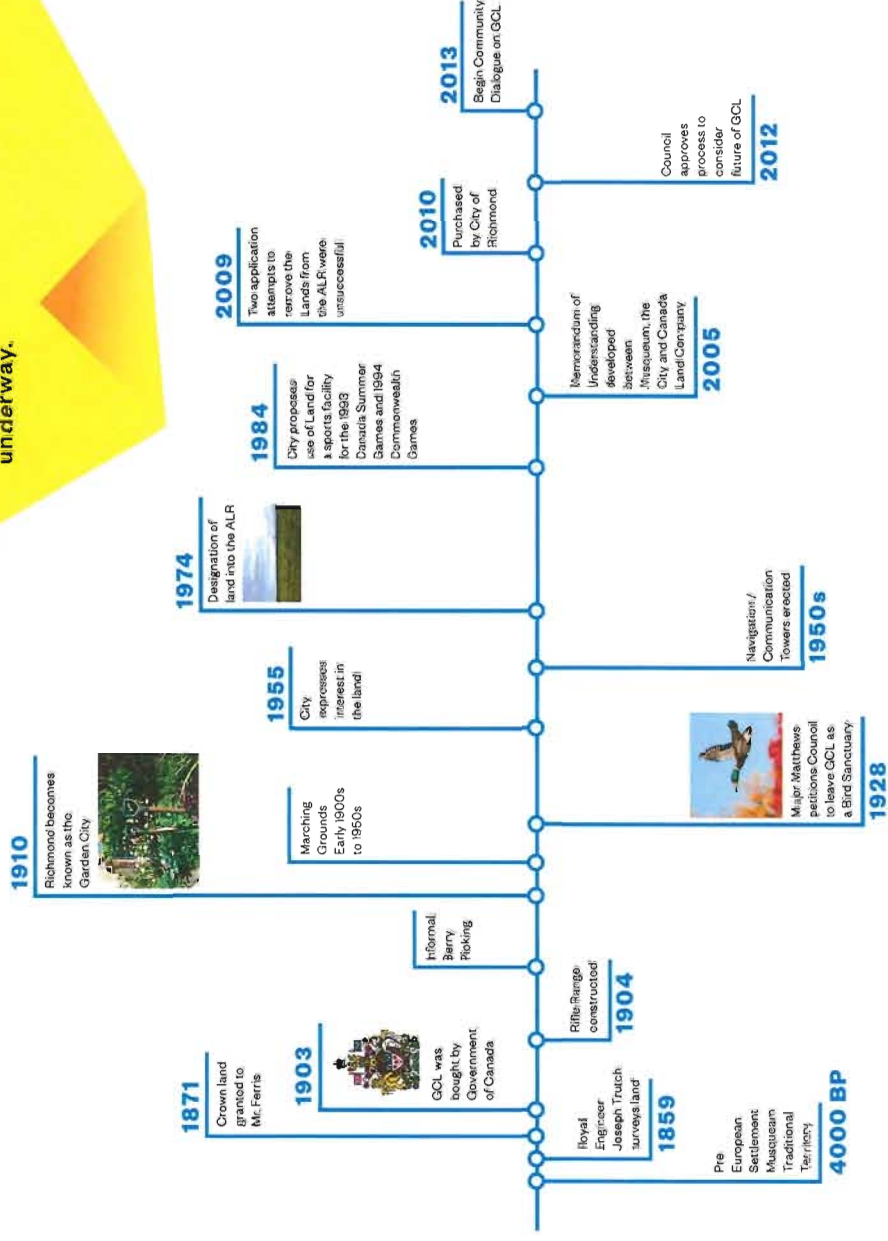
CNCL - 201

- A key condition, though, was the removal of the Lands from the ALR to allow for a range of land uses. This proposal was not supported by the Agricultural Land Commission during two separate applications.
- Throughout this time there was an extensive public hearing process with many views heard by Council. A number of community groups such as the Garden City Lands Coalition Society, Richmond Sports Council, Kwantlen Polytechnic University and the Food Security Society came forward with concept plans for alternative uses.
- In 2010, Council made a landmark decision to acquire all the Garden City Lands for community use.

1928

"It would be a pity to let it fall into private hands and ... hope to hear some day that Richmond has secured it." - J.S. Matthews

Finally, after 82 years, Major Matthews got his wish. Creating a legacy for the citizens of today and the future is now underway.



HERITAGE





The Environment

WHAT MAKES UP GARDEN CITY LANDS?



To some people the Garden City Lands may appear flat and seemingly vacant, however, a closer look reveals a web of complex ecological function and life.

- Garden City Lands provides a rare glimpse of the remaining natural bog heritage of Richmond
- It is the front edge of the large former Greater Lulu Island Bog which formed 4000- 5000 years ago
- To create 30 cm of a peat bog takes a long time - up to 500 years!
- The Garden City Lands has peat depths that vary between 50 and 100cm (2-3')

Bog environments are disappearing. Historically, they have been disturbed by peat mining, drainage, invasive plants, and removed for commercial cranberry and blueberry production.

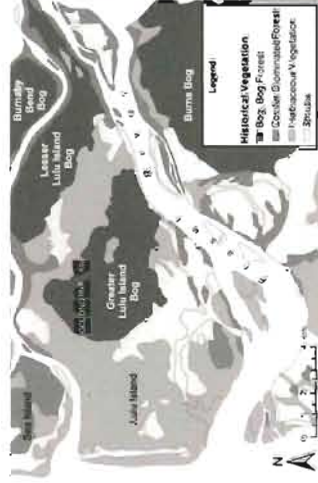
- Bogs were also burned to keep trees out of the bog and support the harvest of native cranberries and blueberries
 - More recently, bogs have become recognized for their environmental contribution as a carbon sink in helping to combat global climate change
- Garden City Lands add significantly to Richmond's green infrastructure and together with the Department of National Defence Lands and Nature Park, create a significant 472 acre ecological hub with connections to the river.**



ECOLOGICAL CONNECTIVITY DIAGRAM

What is a peat bog?

Peat bogs are poorly drained low-lying ground where water collects and sits. The decomposing plant material, which is often composed of mosses and is highly acidic. The lack of oxygen combines with the high acidity to slow down the decay of the plant materials, creating partially carbonized composites known as peat.



ENVIRONMENTAL SUSTAINABILITY



Site Ecology

The subtle changes in the topography, the soil conditions, and 100 years of management has resulted in a unique and biodiverse landscape.

DID YOU KNOW?

- The bog soil and hydrology supports unique plant and wildlife that are adapted to these very specific conditions.
- Why no trees? The Lands have been mown, cleared and even set fire to over the last 100 years.
- The result is a predominance of low-growing plants such as mosses, lichen, grasses, sedges, ferns, and small shrubs.
- Plants on the site are predominately native with some invasive plants (e.g. blackberry, reed canary grass and Japanese knotweed).
- A unique plant is the velvet-leaved blueberry. This plant is thought to be a remnant from the Ice Age. Its natural habitat is in Central and South-eastern British Columbia.
- Annual mowing has slowed down natural succession to dense trees and shrubs resulting in a diverse bog and fen wetland habitat.
- The wetland conditions provide nesting, perching, refuge, and foraging habitat for wildlife.



Throughout the year, the water is at or near the surface creating pooled water areas. During warm summer months the water regime can be ephemeral or even dry in some areas.

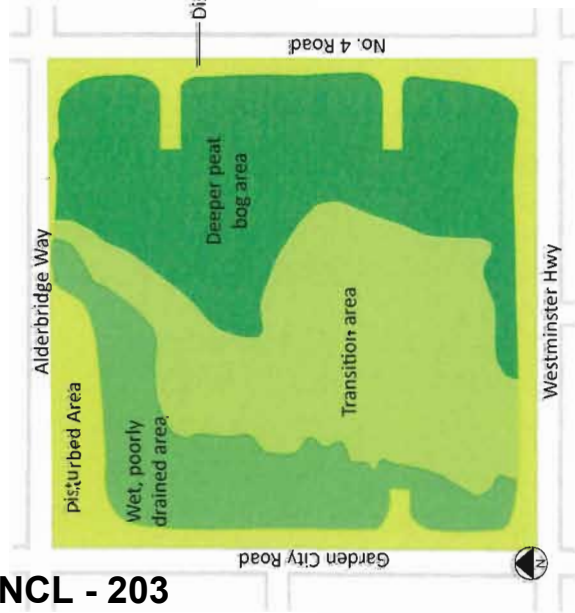


These are areas that are not natural to the site such as the road edges, the fill close to Alderbridge Way, and the former Coast Guard parking areas.



Managing the water is vital to maintain a healthy bog environment. Mowing has kept the plants low. If this is stopped new plants species will emerge such as trees.

CNCL - 203



General Map of Conditions

ENVIRONMENTAL SUSTAINABILITY



Some Ideas



maintain water areas on-site year round



restore sphagnum moss habitat



invasive plant control



protect ground nesting areas



CNCL - 204

plant for raptors



consider adding trees



create songbird habitat



the appropriate native plants



manage access to sensitive areas



provide educational programs



encourage curiosity

GARDEN CITY LANDS,
WHAT
IS YOUR
VISION?
...we want to know

ENVIRONMENTAL SUSTAINABILITY





Surrounding Community

Goals for the growth and development of the City Centre include:

- Build a vibrant, healthy, and inclusive community;
- Build a "green" and sustainable downtown;
- Build economic vitality; and
- Build a proud legacy for today and future generations.

DID YOU KNOW?

- Growth of Richmond's City Centre is booming.
- It has a central location in the region, new Canada Line service, and proximity to an enviable range of unique assets including its waterfront setting, panoramic mountain views, convenient transportation access, strong business and employment base, and extensive farmlands and natural areas such as Garden City Lands.
- Over the next 20 years, the City Centre's population is expected to double, from 45,000 to 90,000 residents.
- That is approximately 2,500 new residents each year!
- A 2 km walk! A large proportion of City Centre residents, workers, students, and visitors will be within a 2 km walking distance of the Garden City Lands.
- Consideration must be given to how Garden City Lands might be used to meet the area's growing park, public open space, and sustainable agricultural and environmental needs.

CNCL - 205

- The Garden City Lands, make up 5% of the City Centre's land base.

The Lands will act as a transition between the urban areas to the north, west and south and the natural and rural landscapes to the east.

NEIGHBOURHOODS

- | | | |
|---------------------------|----------------------|--------------------|
| 1 Bridgeport Village | 6 Odin Neighbourhood | 11 McLennan North |
| 2 Capstan Village | 7 Oval Village | 12 Moffatt |
| 3 The Oaks Neighbourhood | 8 Lansdowne Village | 13 Acheson Bennett |
| 4 Aberdeen Village | 9 ESA Strategy | 14 St Albans |
| 5 Alexandra Neighbourhood | 10 Bighouse Village | 15 McLennan South |

CONTEXT





Parks & Open Space Network

Parks and public open spaces that capture the social and natural heritage, culture and landscapes help create a 'distinctly made in Richmond' open space network.

DID YOU KNOW?

- As the City Centre grows, its need for convenient, attractive park and public open space will likewise grow, from roughly 77 ha (190 acres) today to 118 ha (292 acres) by 2031 – an increase of 41 ha (102 ac).
- The City Centre will have a wide range of parks in the future to provide a diversity of experiences and landscapes.
- The Lands has the potential to become a signature destination park within the City and Region due to its location, size, unique ecology and Agricultural Land Reserve designation.

It will also serve as a community and neighbourhood open space for the residents living and working in the surrounding neighbourhoods within an easy walking and cycling distance.

Garden City Lands will provide an opportunity for something completely different and complementary to other park spaces both in the City Centre and Richmond as a whole.



1. RICHMOND NATURE PARK
WILDLIFE CONSERVATION AND
EDUCATION



LEGEND

- Parks (city, city & community)
- Golf Course / Green Open Space
- Neighbourhood Parks
- Community Centres
- Future Parks

2. MINORU PARK
ACTIVE, RECREATION &
CULTURAL EVENTS



4. THE OVAL
OLYMPIC SPORTS CENTRE
& MIDDLE ARM
GREENWAY



3. GARDEN CITY PARK
PASSIVE RECREATION, NATURE
PLAY AND DISCOVERY



COMMUNITY HEALTH & WELLNESS





Wellness & Active Living

Contact with nature and even simple green spaces with grass and trees have been shown to have profound psychological and physical benefits.

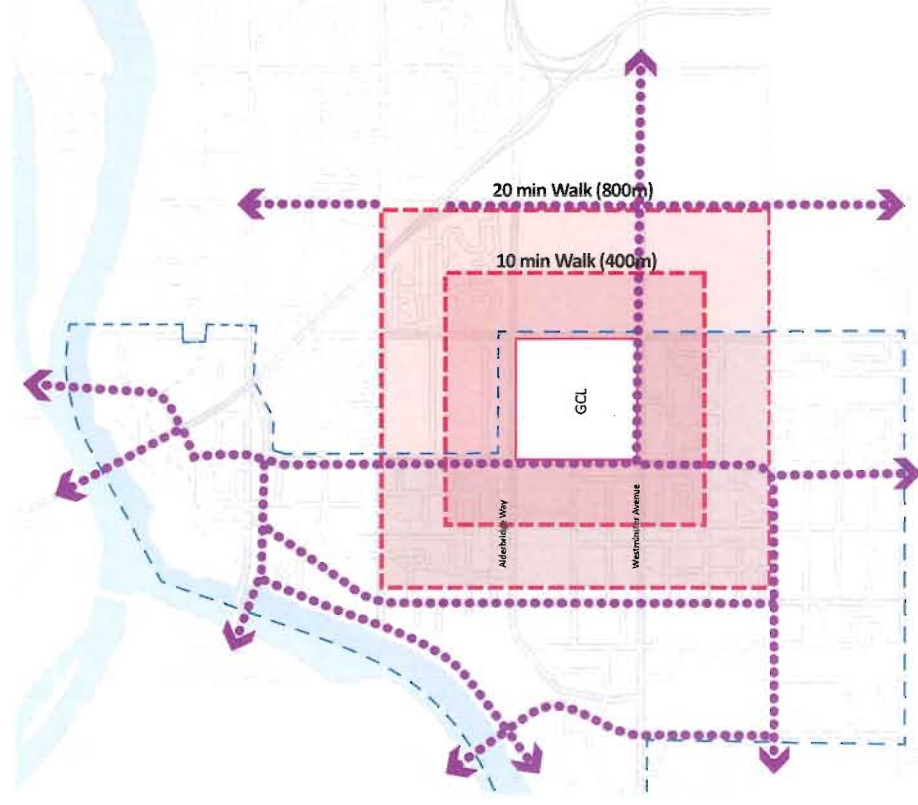
DID YOU KNOW?

- The number one recreational activity in Richmond is walking.
- Only a 2 km walk! Many of the City Centre residents, workers, students, and visitors will be within a 2 km walking distance of the Garden City Lands
- Linking People, Community and Nature – A key factor in creating a livable community is linking people to each other, to their neighbourhood, to their community amenities, and to nature.

CNCL - 207

Community cohesiveness is stronger where there is an opportunity to engage in informal social contact, to play together, and where people of diverse ages and backgrounds can engage in shared experiences.

- Being physically active can help increase strength and fitness, build self-esteem and confidence, and increase the likelihood of adopting healthy lifestyles.



LEGEND
 Pedestrian Access
 Walking Distance
 Sidewalk
 Bike Routes

COMMUNITY HEALTH & WELLNESS



Some Ideas



COMMUNITY HEALTH & WELLNESS





Placemaking

A great public space cannot be measured simply by physical attributes, it must serve people as a vital place.

DID YOU KNOW?

- Placemaking is a popular term used by many communities- for a good reason!
- It is about focusing on creating spaces that people enjoy, that are not only comfortable and safe but also memorable, vital, and build pride.
- Here is how people have described placemaking:
“creating an environment that people gravitate to.”
“the process of giving space a story that is shared by many.”
“purposely creating character and meaning in a public space.”
“leaving a legacy for our children”
- The opportunity for creativity and art can be integral to creating a Great Place. It is a way to spark our curiosity.
- Land-based artwork can heighten awareness of our relationship with the natural world by working with it.
- Incorporating art into functional things like benches or bridges helps interpret the world around us both in a serious and whimsical way.
- The arts provide an opportunity to build inspiring spaces.

CNCL 209



LAND ART



TEMPORARY ART INSTALLATIONS



CONCERTS



ARTS & CULTURE



Some Ideas



CNCL - 210



GARDEN CITY LANDS,
WHAT
IS YOUR
VISION?
...we want to know

ARTS & CULTURE



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- The Province established the Agricultural Land Reserve (ALR) in 1974 to protect British Columbia's dwindling supply of agricultural land.
- Richmond has significant amounts of agricultural land compared to most cities in the Lower Mainland. Nearly 39% (5,993 ha.) of its land base is protected within the ALR.
- Richmond has established many policies within its Official Community Plan to protect agricultural land and increase farm viability and manage the expansion of urban growth.
- The Garden City Lands have been protected in the ALR since 1974.
- According to historic land records, Garden City Lands have never been actively farmed.
- Permissible uses with the ALR have evolved over the years. For example, golf courses, once considered an acceptable use within the reserve, are now considered unacceptable.
- Permissible uses continue to evolve subject to new rulings and direction from the Agricultural Land Commission, the provincially-appointed agency that oversees the land reserve.

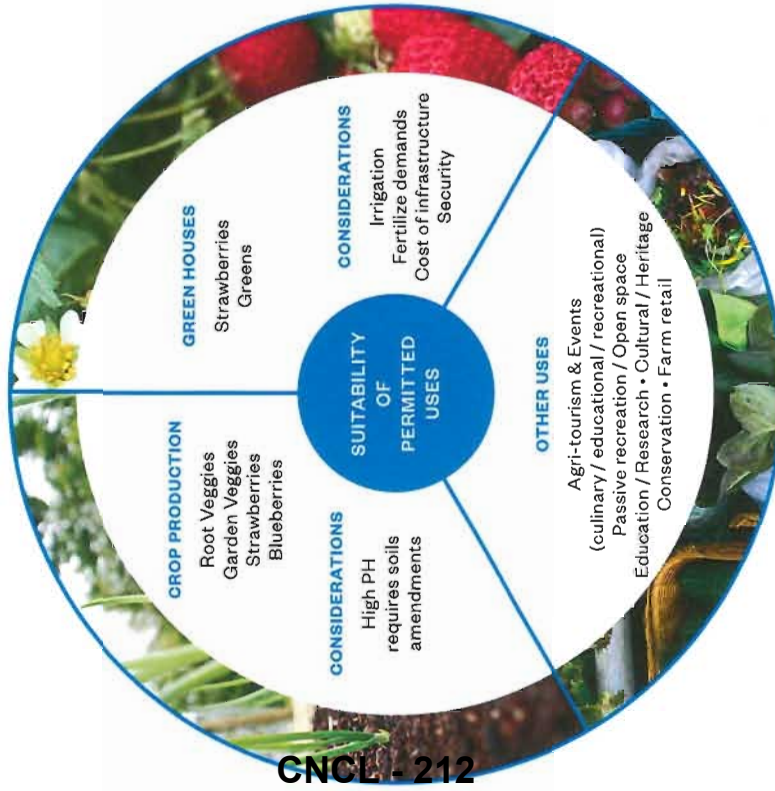
The ALR Act sets out land uses which are permitted in the ALR. In addition to farming (the cultivation of crops and animals), other types of land uses are permitted such as:

- Ecological reserves
- Passive recreation
- Open Parkland
- Horticulture and nurseries
- Education and Research
- Construction of buildings necessary for farming
- Storage and farm retail sales of agricultural products if they are produced on the farm on which the storage and sale is taking place
- Agri-tourism





Urban Agriculture



CNCL - 212

DID YOU KNOW?

- According to historic land records, the Garden City Lands have never been actively farmed.
- The soils are generally good for farming yet the high acidity of the soils are currently only suitable for a narrow range of crops.
- Any potential crop farming will require amending the soils, such as, adding lime to the soils. Infrastructure upgrades, like, adding drainage and bringing irrigation to the property will also be needed. There is a cost to making these improvements to the site.
- Conservation and agricultural considerations are part of new movements such as Agroecology-food production that uses ecological principles respecting the land.
- There are many innovative and creative ways to look at urban agriculture. Determining what is suitable and viable for agriculture on these lands will need creative solutions and partnerships.

“Agriculture must mediate between nature and the human community, with ties and obligations in both directions”
~ Wendell Berry

- The City owns a number of other sites at Terra Nova Rural Park, the Gilbert Road City Nursery site, and the Gardens (the former Fantasy Gardens) that currently or will soon support farming programs and partnerships.
- Consideration will need to be given to how Garden City Lands complement these other existing City lands and programs.





Some Ideas



CNCL - 213



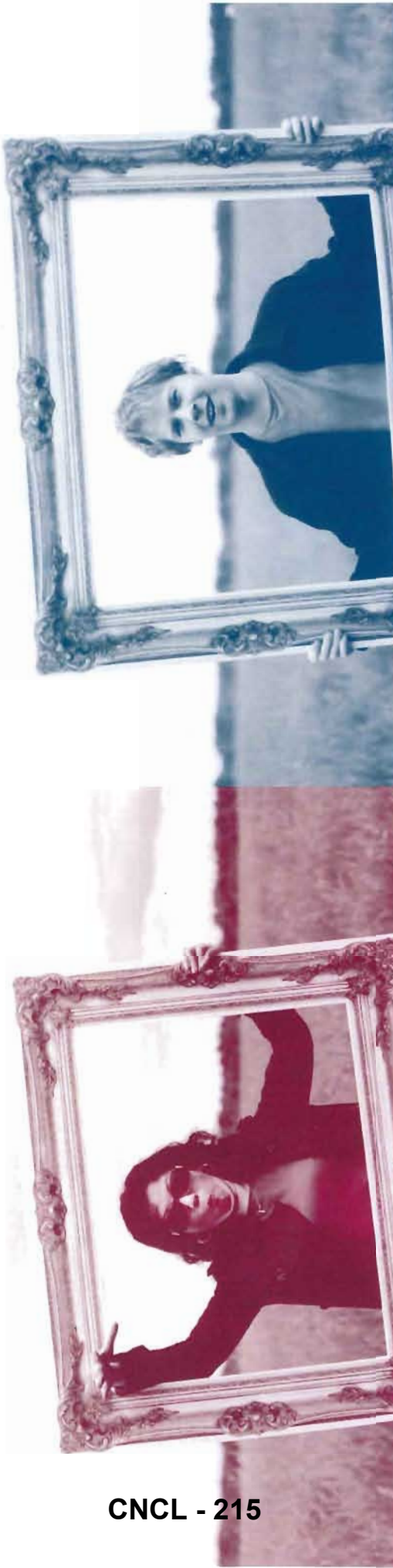
URBAN AGRICULTURE



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www.createlandscapecitylands.ca





CNCL - 215



what have we heard?

Public Engagement Summary
JUNE 2013



Prepared for: City of Richmond
Prepared by: CitySpaces Consulting Ltd.

create

garden citylands

CNCL - 216

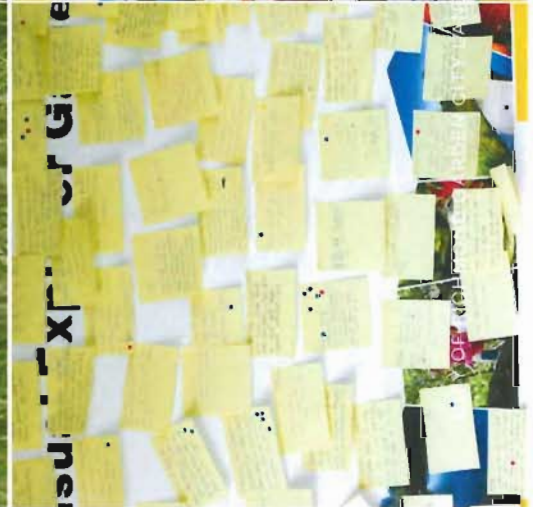




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I. Executive Summary

This document is the result of a community and stakeholder ideas and visioning process for the Garden City Lands in Richmond, B.C.

The Garden City Lands is a 55-hectare (136 acre) open space acquired by the City of Richmond in 2010. It is located in the growing City Centre and is surrounded on three sides by urban development and on the fourth side by natural and rural uses. The Lands are provincially designated Agricultural Land Reserve (ALR) and as Conservation by the City.

As part of the ALR, the Lands have a limited array of permitted potential uses. Yet, within those parameters, and noting that the City's population is anticipated to grow to 212,000 by 2021, the Garden City Lands present to the community a unique opportunity to **create a legacy for the future of Richmond**.

City Council initiated a six step planning effort to help shape this rare opportunity. The work is to be concluded by 2014. As part of the first phase Site Analysis and Public Engagement, the City undertook an extensive investigation into the Land's history, its natural systems, and its potential role in supporting City-wide policies. The intent of the site analysis was to inform a subsequent and interactive dialogue between the community and stakeholders about the future of the Garden City Lands.

These initial steps of the process, including development of the 'Create Garden City Lands' logo & graphics standards, culminated in an Ideas Fair at the Lands on Saturday June 1, 2013 where over 650 participants learned about the City owned property and provided their ideas for the future. A further stakeholder workshop was undertaken on Thursday June 6, 2013 to obtain ideas and input from a variety of groups, and to provide specialized insights.

Further City-wide participation was encouraged and all the materials developed for the Ideas Fair and the Stakeholder Workshop were provided on-line through the project web site at creategarden citylands.ca.





IDEAS FAIR

The Ideas Fair was held on Saturday, June 1, 2013 from 11:00am to 3:00pm. It provided members of the public the opportunity to tour the Lands, and view the displayed series of informative stations. This culminated in a series of interactive and themed stations to develop a collection of ideas for the future of the Lands.

Over 650 people attended and provided input via:

- Over 200 questionnaires
- Hundreds of ideas on post it notes
- Numerous dots on preferred images
- 28 video thoughts
- 11 ideas on folded paper animals; and
- 40 written "Postcards from the Future"



VIDEO

During the Ideas Fair, video footage was shot to gain peoples' insight into their memories or their ideas for the future. Twenty-eight people stood in front of the camera to share their thoughts. Over one hour of video was condensed down to a 2-4 minute overview and will be available through the project web site.



STAKEHOLDER WORKSHOP

A focused workshop was held on Thursday June 6, 2013 from 6:30 to 9:00. It was intended to build a shared understanding of the Lands and the various opportunities and constraints present. Specifically, the workshops served as an opportunity for community groups to express their values and visions for the site.

The inclusion of community groups in the public dialogue is valuable in building support for the process and fostering a sense of ownership of project outcomes. The discussion took into consideration the investment of time, energy and ideas previously made by the community in relation to the Garden City Lands.



COMMUNICATIONS

As part of the process the City committed to an extensive communication program to inform the public about the Garden City Lands project and offer them opportunities to engage with the project. A dedicated website, creategardencitylands.ca was developed, along with a supporting Facebook page, Twitter account and dedicated project email.

A unique project logo and visual identity was also created. From May 15th to June 1, 2013 Daily Fast Facts were provided on the website, on the Facebook page, and distributed via Twitter in the lead up to the Ideas Fair. Background information on the history, the process, a photo gallery and information on the Ideas Fair were also provided on the project website. All the materials from the Ideas Fair including the questionnaire have been uploaded to the site and the Let's Talk Richmond online engagement platform. To date approximately 112 questionnaires have been filled in on line. There have been approximately 2,000 visits to the website.



MEDIA COVERAGE

For this project, a community-wide/ media information campaign was undertaken including a 4-page newspaper wrap advertising the Ideas Fair in the Richmond Review and advertising in Sing Tao, Ming Pao and the World Journal.

The campaign generated coverage in a variety of local and regional news outlets, including extensive coverage in the Richmond Review and Richmond News and major Chinese language print radio and TV media. It also had feature coverage in the Vancouver Sun, News 1130, CBC, CKNW, Metro News and other outlets. Four media outlets attended the Ideas Fair and provided subsequent coverage. Media coverage also included an editorial cartoon by Graham Harrop in the Saturday, June 1st edition of the Vancouver Sun, as seen above.

In addition, invitations were mailed to 3500 residents in the surrounding area.

EMERGING DIRECTIONS

Through the input gathered at the Ideas Fair, online, at the Stakeholders Workshop, and through discussions and letters - some consistent messages have emerged:







II. Introduction

BACKGROUND

After close to 60 years of interest, the City of Richmond finally purchased the Garden City Lands in 2010. Acquired for community use, the City is now amidst a 6 step planning process to determine the future of the Lands. Given the vastness and strategic location of the Lands, this presents to the community a "once in a lifetime" opportunity to create a legacy park.

Knowing this, the City has undertaken the first few steps in its process - an extensive analysis of the Lands and its natural systems followed by an ideas-generating engagement effort with community residents and stakeholder groups. The intent of the public engagement process was to be as broad and inclusive as possible. While the site analysis continues, the summary of the initial engagement events is summarized through this report.

INVENTORY + ANALYSIS

The City of Richmond engaged a series of experts to undertake site-specific inventories of the history and heritage of the land; vegetation analysis; biodiversity analysis; wildlife assessment; soils assessment; agriculture capability and suitability.

This work provided the basis for a series of informational display panels on the planning process; site heritage and history; and the ecology of the site.

Further analysis work was undertaken to inform of the surrounding neighbourhoods in the City Centre area; the relationship of the Garden City Lands to the existing parks and open space network; health and wellness; place-making and the ALR.

Opportunities and limitations were identified and streamlined into a series of "Did you Know" information sections for each of the information display panels.

PUBLIC ENGAGEMENT

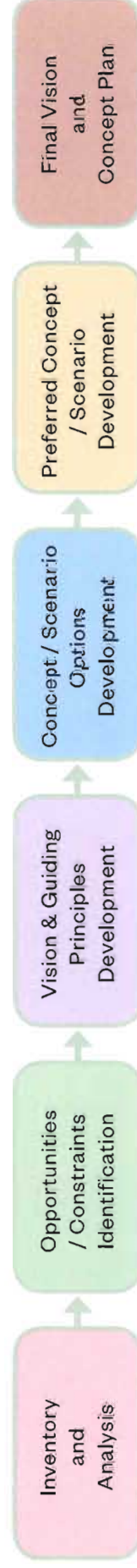
The informational panels were shared with the community at the Ideas Fair, the Stakeholder Workshop, and have remained on-line through the project web site.

The Ideas Fair was located on the Lands and provided the opportunity for people to experience the Lands first hand. It also provided the opportunity to see the views, the wide-open space, and the flora and fauna of the Lands. The ability to access the site was genuinely appreciated by the public attending, many doing so for the first time.

For the Stakeholder Workshop, post-it note brainstorming teased out the participants' thoughts on the values related to the Lands. This was complimented by graphic facilitation, where participants ideas are visually recorded, during a discussion on people's visions for the future.

The following pages provide more detailed information on both the Ideas Fair, Stakeholder Workshop, and the outcomes from the input gathered.

PLANNING STEPS





III. Ideas Fair

One of the objectives of the Ideas Fair was to engage people about their potential pre-conceptions of the Lands, inform participants on the opportunities and limitations inherent to the Lands and set them free to create and shape their ideas for the future.

GOALS

- Develop Community Awareness of the Garden City Lands
- Experience the Garden City Lands first hand
- Understand the parameters of the Agricultural Land Reserve
- Learn about the Ecology, Heritage, Context and the Planning Process
- Generate Ideas

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INFORMATIONAL DISPLAY PANELS

Informational display panels were developed to educate the community on the following Garden City Lands subjects:

- Planning Process & Framework
- Heritage & History
- Agriculture Land Reserve & Urban Agriculture
- The Environment & Site Ecology
- Surrounding Neighbourhood Context
- Parks & Open Space Context
- Wellness & Active Living
- Place-making





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IDEA GENERATING ACTIVITIES

Below are descriptions of some of the Ideas Fair public engagement efforts focused on engaging with people, and generating discussions and valuable feedback.



VISUAL EXPLORER GAME

The Visual Explorer™ game is a tool for creative conversations, using imagery. A wide variety of images were set out on a table. The images were tailored to those relevant to the Garden City Lands. Participants chose an image that inspired them. People then described why and what it meant in terms of the future of the Garden City Lands.

Comments voiced often by participants included:

- Preserve Nature
- Place for Picnics and Families
- Richmond Landmark
- Growing Food, Farm Tours
- Relax, Breath, Retreat



CREATE GARDEN CITY LANDS: THE GAME

Participants had the opportunity to show their creative side by working with various tools, such as post-it notes, tracing paper, coloured pens, Lego and small toys to describe what they envisioned at the Garden City Lands.

Themes that reoccurred when describing participants' creations included:

- Education and Interactive
- Wellness, peace, calm
- Natural - trees, plants, flowers
- Urban Agriculture, Community Gardens



VIDEO TO THE FUTURE

The video booth provided a window to the future. Participants held up a frame and provided their memories, comments and/or ideas for Garden City Lands.

A summary video is available through the website at creategardencitylands.ca.



FOLDING PAPER FUN

Drawing upon the Lands for inspiration, participants had the opportunity to learn the art of folding paper, creating animals, birds and shapes often found on the Garden City Lands, as a means of demonstrating the transformative power of creation. Some people drew or provided their thoughts on the final folded creations.

Two reoccurring comments included:

- A Park for All Ages
- Organic Agriculture



POSTCARDS FROM THE FUTURE

Participants were provided a postcard and asked to write or draw their vision as if they were in the year 2100. The messages shared describe what they saw at the Lands and how the Lands might look 100 years from now.

Popular messages from the future described:

- Preserved Park
- Community Pride, Ownership
- Walking Trails, Boardwalks
- Farming
- Iconic Destination



GARDEN CITY LANDS IMPRESSION TREE

The folded paper art, postcard & individual thoughts were attached to a string and hung on one of three trees to be shared with all those attending. The overall intent was to create a piece of temporary public art on the Lands during the event. The trees provided were re-planted in a street median the following week.



SITE TOURS

Site tours out onto the Lands were undertaken every 30 minutes guided by botanists and staff from the Nature Park. This provided the public with an understanding of the flora and fauna of the property. It also gave many attendees the first opportunity to experience the views, size and vastness of the Lands.



OPPORTUNITIES FOR FEEDBACK

In addition to those activities already identified, people were provided with a range of additional opportunities to provide feedback including:

- Questionnaires
- Sticky Notes
- Placing dots on images that resonated
- Verbal discussion with staff and the consultant team

The verbatim responses from all these opportunities were recorded and are available through the Appendix.

WHAT WE HEARD

Participants were asked "What did you learn today that you did not know before?". Bubble sizes correspond to the number of times each topic was indicated in feedback.



WHAT WE HEARD

Three possible themes have been previously identified for the Land by Council. However, other themes may be considered as well. We asked "How important are these themes to you?"

Members of the public were invited to rank the three major themes previously outlined by Council at the outset of the Garden City Lands. The intent of the question was to rank the three themes in order of importance, which most people did. Some people, however, chose to simply tick off the themes that resonated most to them. In either circumstance the order of importance remained similar.

The attendees were asked to describe other possible themes that might help shape the next phases of the process. Predominantly the "other" comments tended to focus more on uses than on themes including keeping it natural or as park.

Some further possibilities or future directions included provision of education, an art fair grounds, sports activities, and a zoo. Commercial or business development, an RV park, a hospital, and some form of Civic Centre were more intensive ideas identified. While all contributions are valued, it is noted that some of these other ideas are not consistent with the Agricultural Land Reserve parameters due to the intensity of development required.



1

ENABLING COMMUNITY WELLNESS AND HEALTHY LIFESTYLES



2

DEMONSTRATING ENVIRONMENTAL SUSTAINABILITY

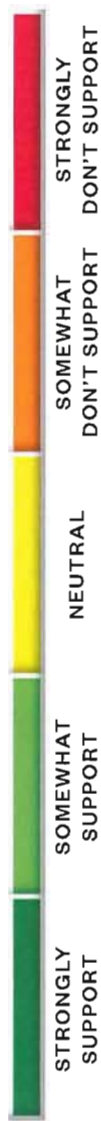


3

SHOWCASING URBAN AGRICULTURE

WHAT WE HEARD

Participants were asked "How would you create a legacy gift for all City residents? Tell us which of the following farm and non-farm activities permitted within the ALR you would support."



Ecological Reserve
(e.g. Richmond Natural Park)



Passive Recreation
(e.g. walking trails, boardwalks, bird watching, picnics)



Open Parkland
(e.g. community gathering spaces, community gardens)



Site-related Education and Research
(e.g. sustainability centre, farm school)



Crop Production
(e.g. root and green vegetables, berries, greenhouses)



Agricultural Tourism
(e.g. farmers markets, farm tours, farm retail)



Leave As Is
(e.g. for future generations)

QUOTES FROM IDEAS FAIR PARTICIPANTS

"23 years ago, there was nothing here in Richmond. Now there is too much development. Most people live in apartments. Need more public space."

"My grandfather used to tell me that this (land) was emergency landing for planes"

"More than once I have seen foxes in the GCL from my residence."

"I do biking a lot ... I like this wild place. It's hard to find such a place in an urban area ... the green grass, the blue sky, the yellow wild flowers and the birds together make a picture, which makes me very happy."

"Please come here in the morning during sun rise, the sun is up - the land gives you a lot of encouragement. Please love your land, where ever it is. Richmond is here because of this land!"

"The land was actually among the few things that attracted me to reside in Richmond in the first place. I'd like to see it still be there when I am old and my children bring back their children in the future."

"In 2006, when I was in ESL class, we had a discussion about this land. I said we could build a business centre, but now I say "NO WAY!"

"I grew up on Lansdowne Road. My mother used to send me to the bog with a little pale to pick some blueberries and she would bake a pie. In December I would take an axe in the bog and pick out a nice scotch pine for a Christmas tree ... hunters used to hunt pheasants in the bog and practice with clay pigeons. Used to be a lot of bird life, wild rabbits that had a lot of hiding spaces in the shrubs. One bad happening every late August and September was people smoking in the bog would drop lit cigarettes on the dry peat and start a bog fire that was impossible to put out. The October rains come and put the underground fires out."

"It was a wonder to see a coyote run along the GCL on an evening with a full moon - amazing sight in an urban area."

"Try to remember when you were a kid and your neighbourhood park where you could do everything without all the rules and penalties."

WHAT WE HEARD

IDEAS FOR TOMORROW

The questionnaire asked the community to take a short and long view in thinking about what should happen with the Lands today and in the future. These are some of the ideas identified for the short term:

- Community gathering place
- Natural and green | parks | views
- Controlled education | research
- Farm and organic area
- Family gathering
- Community market
- Recreation (spanning play with parks, recreation, trails & boardwalks)
- Multi-faceted (multi-generations, multi-cultural, multi-use)
- Next generations' future

IDEAS FOR YEAR 2100

These were identified as long terms ideas:

- Natural and green | Park
- Healthy recreation
- Agriculture
- Education
- Destination
- Family-oriented
- Well Planned | Wisdom
- 100 years of success stories



IMPRESSIONS OF THE LANDS: This is a “Word Cloud” highlighting people’s impressions of the Garden City Lands. The size of the text corresponds to how many times the word was mentioned.

From the material collected through all questionnaires, sticky notes, postcards and folded paper elements a number of directions began to emerge:

- **Retain the Lands as Green:** Words and ideas related to this direction included preserving habitat and nature; enhancing water elements on the Lands; providing trees; encouraging birds and enhancing ecological networks.
- **Improve Access, Links and Connectivity:** This included walking paths around and through the Lands; cycling improvements and connections; and ecological networks.
- **Provide Health & Wellness Opportunities:** along with walking and cycling, opportunities for low impact outdoor exercise like tai chi were identified.
- **Maintain the legacy views:** People desire to retain the views and some open space especially to the mountains.
- **Incorporate Environmental Art & Cultural Experiences:** The consensus was that arts, culture and place-making activities could occur on the Lands as long as they do not negatively affect the ecological health of the site. Performance space, festival space and land or agricultural art was identified as some of these complimentary opportunities.
- **Provide contemplative spaces:** Places to sit and view nature, picnic and experience the open space.
- **Consider an Education Centre:** Some form of education that incorporates agriculture or sustainability was seen as appropriate for the Lands. Related was the ability to have an agricultural teaching garden. Also some form of food services was indicated as a desire.
- **Incorporate youth and multi-cultural activities or opportunities:** youth participants in the Ideas Fair spoke of the Lands as one day serving their children, offering open space opportunities for multi-generations, across all cultures.
- **Incorporate Low Impact Agriculture:** Ideas related to this direction included community gardens, flower gardens, bee keeping, botanical gardens and interpretation; the opportunity to provide food to address food security.
- **Do something:** People loved the opportunity to come out onto the Lands and would like to see the City do something in the short term in relation to access and making use of the Lands.





IV. Stakeholder Workshop

BACKGROUND

Held on Thursday, June 6th, from 6:30pm to 9:00pm, the workshop brought together representatives from a number of community groups including the Advisory Committee on the Environment; Garden City Lands Conservation Society; the Heritage Commission; Public Art Advisory Committee; Richmond Food Security Society; Richmond Nature Park Society; Richmond Poverty Response Committee; Richmond Sports Council; S.U.C.C.E.S.S.; and Vancouver Coastal Health.

Other invited groups that conveyed their regrets included Agricultural Advisory Committee; City Centre Community Association; Community Services Advisory Committee; Intercultural Advisory Committee; Richmond Chinese Society; Richmond Multicultural Society; and the Seniors Advisory Committee.

To augment the workshop conversations, the City also undertook separate meetings and conversations with representatives from the Richmond Sports Council, Kwantlen Polytechnic University and the Richmond Centre for Disability.

WORKSHOP GOALS

- Build awareness of the current process
- Understand the core values of community group representatives
- Generate ideas for the future

GARDEN CITY LANDS STAKEHOLDERS' IMPRESSIONS

At the onset of the meeting attendees were asked for their spontaneous impressions of the Garden City Lands. These impressions were recorded. At end of the session, after the discussions, participants were asked if there were any further impressions they want to add. These impressions are highlighted as a "word cloud" at the end of this section with a discussion of the outcomes and the emerging directions.





PRESENTATION

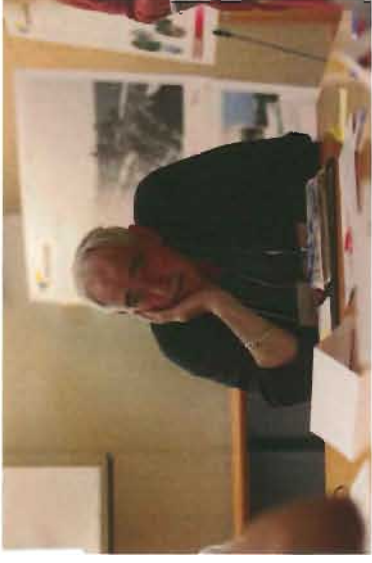
For those not able to attend the Ideas Fair on Saturday, June 1, a brief presentation was provided to the group focusing on the project process and the context of Garden City Lands including the surrounding neighbourhoods, parks and open space, and arts and cultural elements. Also presented was also specific information related to the Lands' history, its ecology and its designation within the Agricultural Land Reserve. It was identified that there will be further opportunities to provide input in future and subsequent phases of the process.



VALUES DISCUSSION

Underpinning discussions about the Garden City Lands and their future use rests a set of community or intrinsic values. With an interest to identify those inherent values a series of interactive methods were used to obtain input and encourage discourse. Through which, participants spoke to why the Garden City Lands were important to them or their group and if there were specific ideals that should be integrated into future thinking on the Garden City Lands. From the group discussion a series of observations were identified.

- **Priceless** – the Lands have an intrinsic value even without anything on them
- **Unique** – the Lands are a unique asset due to their size, location and existing habitat
- **Preservation and conservation** – the Lands are home to distinctive ecosystems and species
- **Wellness** – the Lands are a natural space that can potentially foster physical, social, mental, spiritual connections between nature and people
- **Flexible** – Future use of the Lands need to ensure flexibility in the long term
- **Accessible** – the Lands need to be accessible to all ages, social, ethnic and economic groups
- **Community** – the Lands are a benefit to the overall community and needs to be well integrated into the community
- **Agricultural** – the Lands are a viable agricultural food production resource for the community
- **Historical** – the Lands have heritage that should be celebrated while planning for the future



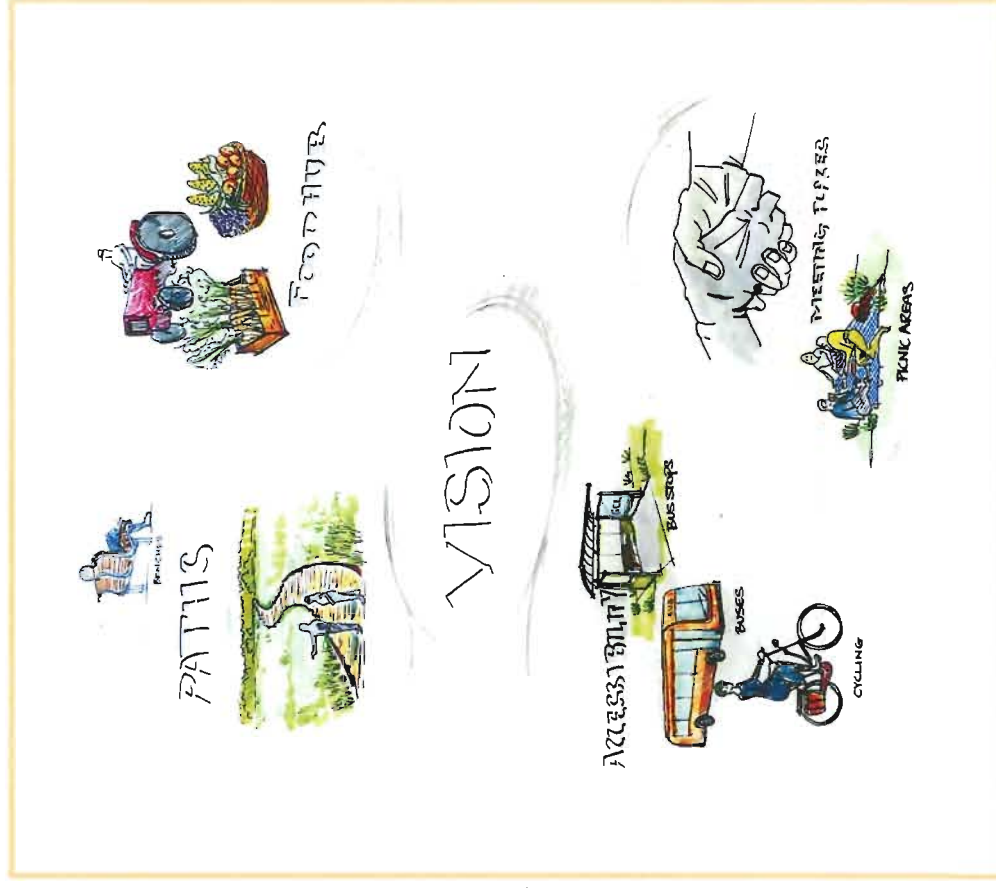
VISION DISCUSSION

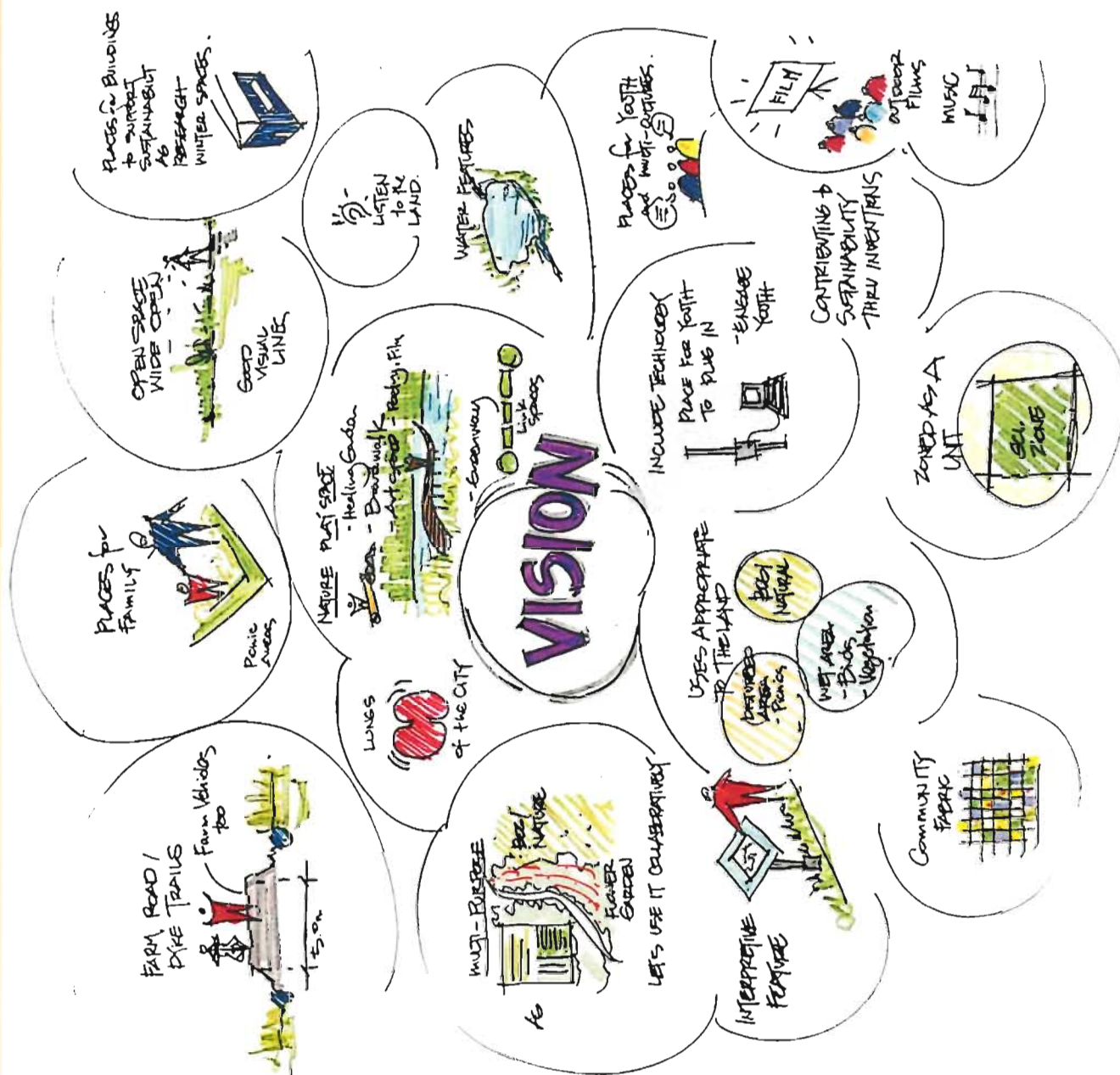
The second discussion of the Stakeholder Workshop focused on visions for the future. At times, the discussion focused on individual perspectives, and at other times reflected collaborative and shared perspectives. The synthesized ideas provide insights into potential future uses of the Lands.

Potential Visions for the Lands describe it as a place:

- To preserve natural, green, and diverse ecosystems and habitats
- That will strengthen the connections of nature and people, people-to-people and people-to-their-community
- For family, youth, seniors and multi-cultural groups to gather
- Where accessible trails, green-ways, paths and boardwalks are available to the community, and where water is enhanced and celebrated
- Where nature play spaces are incorporated without disturbing surrounding ecosystems
- For education about the land - its history, sustainability and agricultural e.g. demonstration gardens
- To incorporate interpretive features such as art, habitat, the bog, and First Nations
- Of technological innovations like outdoor spaces for youth to plug in
- Where temporary events like outdoor films, music or art fairs can be held so long as they do not impact the Lands
- For community farms and edible gardens as a food hub for sharing
- To connect art and nature with the community
- For social, spiritual and mental wellness

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WORKSHOP OUTCOMES

From a synthesis of the group discussions on values, ideals and potential visions, as well as plenary inputs, a series of directions emerged from the workshop.

- Provide a legacy for future generations through the preservation of natural, green and habitat areas
- Reflect the heritage and history of the past while focusing on the future
- Utilize the Lands for multi-purposes in a collaborative way i.e. agriculture, passive recreation; and education
- Build upon the spirit of the Agricultural Land Reserve incorporating agricultural uses like garden and farm spaces

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- Locate future uses in appropriate areas suitable to the land e.g. use the disturbed areas for more intensive uses like buildings or limited parking
- Provide connections that link spaces internally on the Lands and also link the Lands to the neighbourhoods and other parks, walks, bike routes and ecological resources
- Incorporate physical activity such as walking and biking to better promote wellness
- Create community spaces (social, spiritual & mental) for all ages and cultures
- Retain open and visual access across the Lands and mountain views
- Make access onto the lands available in the short term
- Plan for year round usage
- Limit the impact of human intervention by ensuring sustainable and multi-use.



This "Word Cloud" represents key words and impressions participants used when describing the Garden City Lands.



V. Conclusions

The Ideas Fair was extremely well attended by City Centre and Richmond-wide area residents. The feedback on the event was overwhelmingly positive in terms of the information provided, the multiple avenues to provide feedback, and for many, the opportunity to visit the Lands for the first time.

The Stakeholder Workshop was representative of a cross-section of interests with additional conversations having been undertaken by the City to ensure as broad a spectrum of input, as possible.

Overall there were approximately fifteen ways to provide input and feedback, including on the "Create Garden City Lands" website, and through "Lets Talk" online. The project also has a Facebook page and a Twitter presence. The review and synthesis of all feedback includes:

Ideas Fair - 220 questionnaires, several hundred sticky notes, 40 postcards, 28 video ideas, 11 thoughts on folded paper and hundreds of dots on preferred images.

Online input – 112 additional questionnaires

Stakeholder workshop input – 10 groups represented

City Discussions – 4 additional discussions with various groups

Letter/proposals – 6 provided to the City

Through all the input some consistent messages have emerged:

- Tread lightly on the Lands
- Provide a legacy for the future generations
- Preserve, conserve and enhance the natural and habitat assets
- Establish strong linkages and connections to and from the wider community
- Develop future uses collaboratively to include education, preservation, passive recreation and agriculture
- Build upon the values of the Agricultural Land Reserve
- Ensure limited human intervention
- Reflect the history and heritage of the Lands
- Incorporate social, spiritual and cultural gathering spaces
- Develop access in the short term without impacting future the Lands for future generations

The outcomes and emerging directions identified in this report, as well as the key messages outlined above, will form the basis for further refinement of the preliminary themes established by Council as the process progresses. The information will also provide the foundation for the development of a set of guiding principles to further shape the on-going community discussions about the Garden City Lands, its planning and its future.



Appendix



Garden City Lands Ideas Fair Questionnaire

Thank you for attending the Garden City Lands Ideas Fair. Your thoughts, ideas and comments are important as we kick-off this comprehensive community planning process to create a new legacy for the City of Richmond.

Please take a few minutes and complete this questionnaire before leaving today.

You can also complete the questionnaire online or get more information by visiting www.creategardenland.ca.

What is your postal code? _____ Are you a City of Richmond Resident? ☐ Y ☐ N
Which neighbourhood do you call home? _____ Did you enjoy today's Ideas Fair? ☐ Y ☐ N
What did you learn today that you did not know before? _____

THINK QUICK!

What words describe your FIRST IMPRESSIONS of the Garden City Lands upon arriving today?

What words would you use after having learned more about the Garden City Lands today?

LET'S GET STARTED

Below are three possible themes previously identified for the Lands by Council. However, other themes may be considered as well. How important are these themes to you? Please rank in order with 1 being the highest priority.

- ___ Community Wellness and Enabling Healthy Lifestyles
- ___ Showcasing Urban Agriculture
- ___ Demonstrating Environmental Sustainability
- ___ Other (please explain): _____

CREATE

How would you create a legacy gift for all City residents? Tell us which of the following farm and non-farm activities permitted within the Agricultural Land Reserve you would support:

- Crop Production (e.g. root and green vegetable, berries, greenhouses)**
 - ☐ Strongly support ☐ Somewhat support ☐ Neutral ☐ Somewhat don't support ☐ Strongly don't support
- Agricultural-Tourism (e.g. farmers markets, farm tours, farm retail)**
 - ☐ Strongly support ☐ Somewhat support ☐ Neutral ☐ Somewhat don't support ☐ Strongly don't support
- Ecological Reserve (e.g. Richmond Natural Park)**
 - ☐ Strongly support ☐ Somewhat support ☐ Neutral ☐ Somewhat don't support ☐ Strongly don't support

Continued



Passive Recreation (e.g. walking trails or boardwalks, bird watching, picnics)

- ☐ Strongly support ☐ Somewhat support ☐ Neutral ☐ Somewhat don't support ☐ Strongly don't support

Open Parkland (e.g. community gathering spaces, community gardens)

- ☐ Strongly support ☐ Somewhat support ☐ Neutral ☐ Somewhat don't support ☐ Strongly don't support

Site-Related Education & Research (e.g. sustainability centre, farm school)

- ☐ Strongly support ☐ Somewhat support ☐ Neutral ☐ Somewhat don't support ☐ Strongly don't support

Leave As Is (e.g. for future generations)

- ☐ Strongly support ☐ Somewhat support ☐ Neutral ☐ Somewhat don't support ☐ Strongly don't support

Other (please explain)

INSPIRE

Is there a cherished memory or a story of the Garden City Lands you would like to share?

ENVISION

Close your eyes and tell us what you see

Today?

Tomorrow?

100 years from now?

Until **Saturday June 15, 2013** your completed questionnaires or comments can be sent to:

THE CREATE GARDEN CITY LANDS PROJECT

c/o Community Services Department

City of Richmond, 6699 Lynas Lane, Richmond BC V7O 5B2

Email: gardenland.ca

Also, don't forget to visit www.creategardenland.ca and register yourself for continued updates, and more fun facts about this extraordinary open space called the Garden City Lands.





City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: June 28, 2013

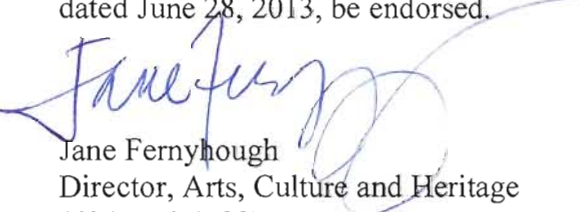
From: Jane Fernyhough
Director, Arts, Culture and Heritage

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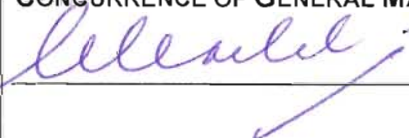

Re: West Richmond Community Centre Public Art Project

Staff Recommendation

That the concept proposal for the West Richmond Community Centre Public Art Project by artist Jeanette Lee as presented in the report from the Director, Arts, Culture and Heritage Services dated June 28, 2013, be endorsed.


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

Att. 3

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Budgets	<input checked="" type="checkbox"/>		
Project Development	<input checked="" type="checkbox"/>		
Facilities	<input checked="" type="checkbox"/>		
Recreation	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

The City's Community Public Art Program creates opportunities for collaborative art projects between community groups and professional artists of all disciplines. Working with a professional artist, the community group is involved in all stages of planning and commissioning of a public art project.

This report brings forward for consideration the concept proposal jointly developed by the West Richmond Community Centre (WRCC) and the artist Jeanette Lee. This initiative is in line with Council Term Goal 9.5:

Promote existing cultural resources and activities to increase public awareness, enhance quality of place and engage citizens across generations.

Analysis

Terms of Reference – Community Public Art Selection Process

On November 20, 2012, the Richmond Public Art Advisory Committee (RPAAC) reviewed a submission from the West Richmond Community Association to fund an intergenerational community public art project at the West Richmond Community Centre. RPAAC approved a recommendation that staff work with the West Richmond Community Association to develop an artist proposal call for the project and recommended that the Public Art Program provide matching funds from the community public art budget.

In accordance with the City Public Art Program procedures for the community program, a selection panel reviewed the portfolios of artists on the Community Public Art Roster, to short-list 3-5 artists for an interview process. The selection panel met on March 26, 2013 and included the following members:

- Mark Glavina, Artist, Richmond
- Emily Vera, Preschool Supervisor, West Richmond Community Centre
- Barbara Liska, Representative, West Richmond Community Association

Artists were evaluated on the basis of artistic merit of past work; appropriateness to the goals of the Program including past work with community groups and with youth in particular; and artist qualifications. The panel recommended that four artists be considered for this project.

On April 15th the panel interviewed the four artists and after careful deliberation recommended artist Jeanette Lee of Vancouver for this project.

Recommended Public Art Project

This project will make use of a hands-on approach to the making of public art, involving community members in all aspects of the project, from visualization through fabrication, installation and documentation. Community members of all age groups of West Richmond Community Centre will participate in the project. Emily Vera, Preschool Supervisor and lead contact will coordinate in class and after school activities.

The project is proposed for the West Richmond Community Centre's main entrance stairwell (**Attachment 1**) and will complement the existing community public art project entitled *Community Kaleidoscope* by artist Mark Glavina, installed in 2005. Artist Jeanette Lee has met with the WRCC lead contact to understand the project, generate ideas and develop the concept.

Public Art Concept

The theme for the art project will be *Movement*, in keeping with the proposed location of the artwork inside the stairwell walls. Artist Jeanette Lee will work with community members to make human profile shapes to be placed along the wall as one travels up or down the stairwell. These human profile shapes will be life-size. Images of shoes are proposed for the landings. Using paint and/or digital printing methods the profile shapes will be illustrated by community members of all ages. The Public Art Program will lead a City interdepartmental team to review the status of the project as it continues to progress and to facilitate technical reviews, including building code compliance, with the artist, Jeanette Lee.

Further information on the concept for the proposed art project (**Attachment 2**), and the artist's biography and examples of the artist's previous community public art projects (**Attachment 3**) is provided in the attachments to this report.

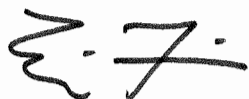
Financial Impact

The total funding of \$10,000 for this project will be shared between the West Richmond Community Association and the Richmond Public Art Program. The Public Art Program has allocated \$5,000 for this community project from existing funds in the approved 2012 Public Art Capital Project, which identifies an overall budget of \$20,000 towards pursuing community public art partnerships as they arise. An additional \$5,000 will be contributed by the West Richmond Community Association. Maintenance for this project will be the responsibility of the Public Art Program. City funds would be allocated out of the Public Art Program's annual operating budget.

Conclusion

Richmond's Community Public Art Program creates opportunities for collaborative public art projects between Richmond community groups and artists of all disciplines. The program is based on the belief that through the arts, communities can explore issues, ideas and concerns, voice community identity, express cultural spirit and create dialogue. The West Richmond Community Centre public art project outlined in this report reflects and embraces these intentions.

West Richmond Community Centre and the Richmond Public Art Advisory Committee have enthusiastically endorsed the public art concept. If endorsed, the project will move into the design and fabrication phase, with installation scheduled to be completed by Spring 2014.



Eric Fiss
Public Art Planner
(604-247-4612)



**City of
Richmond**

Community Public Art Program
Community Services Department
Arts Services

The West Richmond Community Centre at 9180 No. 1 Rd. seeks an artist or artist team to produce a socially engaged artwork. The artist or artist team will be required to work with children aged 3-12 years, teenagers 14-17 years and adults 55+.

Budget: \$10,000 (inclusive of artist fees, materials, production costs)
Start Date: September 2013
Location: West Richmond Community Centre within the main entrance stairwell. Please see Figure 1 and 2.



Figure 1- White wall

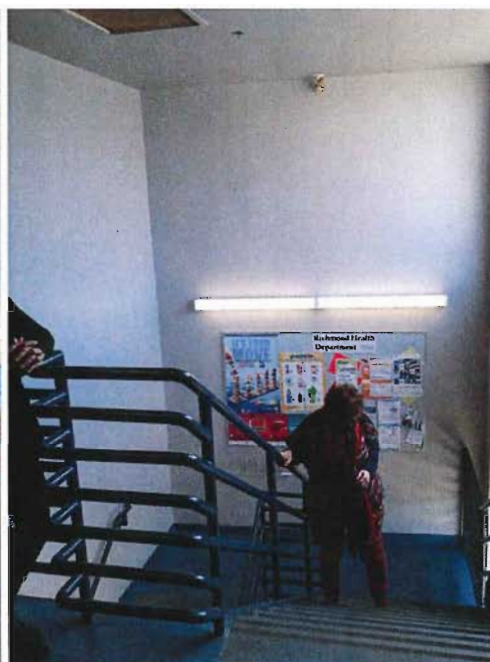


Figure 2 – Stairwell context

Five questions to consider prior to your interview with the artist selection panel on April 15th, 2013:

1. This project involves working with children ages 3-12, teenagers and seniors. Please share your vision of working with these different age groups. How can you make this project developmentally suitable for all age groups so that each group feels comfortable in contributing to the project's development and execution?
2. Please speak to your process of developing an idea/concept specific to Community Public Art? Given a start date in September 2013 and a budget of \$10,000 inclusive of artist fees, materials, and production, what kind of timeline would you envision for your project?
3. You are aware of our chosen location for this particularly community public art place. Please refer to Fig. 1&2. Can you identify the greatest challenges of working in such a space? Can you identify the hidden potential of this space?
4. In what ways, if any, would you say your work incorporates a sense of sustainability and an expression of our environment?
5. This project may involve working with material outside your chosen media. Can you comment on your ability and experience in working with a variety of different media, materials and fabrication methods?

Preliminary Concept Proposal

Meeting Tuesday April 30, 2013 with Emily Vera

PRELIMINARY THOUGHTS AND DISCUSSION:

Discussed a variety of ideas and possibilities relating to people in motion:

- a) preschool children and community people who use the stairs everyday
- b) ideas about "climbing" as in climbing the mountains of our lives or metaphor for the ups and downs of life (challenges)
- c) There are "interruptions on the pathway like the bulletin board- these are important stops but temporary.... Perhaps celebrate this stop by putting shoe images on the landing. Ideas of "where are we going to ? or leaving?
- d) Movement in life –travelling up the ladder of success or stairway to health(re:bulletin board)
- e) Liked the idea of using actual images or shapes of the stair users climbing up the stairs.
- f) Liked the idea of using metal silouettes, some flushed to the wall, others slightly away(to give depth) and a few in colour

Who:

- a) preschool children from Merry King
- b) seniors who already come to the centre. Outreach to Applegreen Housing across the road. Outreach to those living in the area possibly
- c) teens from Hugh Boyd high school. Lunch hour possibility

Roles or ways to engage:

- a) preschool kids : working with Emily and teachers can be photographed and drawn moving up and down the stairs. Their actual shapes can be used in background and foreground
- c) Seniors :Possibilities – support in working with preschool children painting shapes
 - models for shapes as well
 - models for shoes on landing

d) teens - possibilities - designers of shoe shapes and creators of the landing shoes . Materials flexible

Other participatory opportunities:

Using text somewhere – words, phrases, poetry

Possible Workshop areas: pool table utility room
: preschool classroom

possible materials:

various metals – ie: lightweight aluminum

- steel/stainless steel

- clay (landing shoes?)

- photo images on metal or on wood/ or some

sort of transfer process (possibly on surface of one figure)

Finishing is determined by metal choice.

Paints used by children – water based , permanent acrylic on primed metal

Steps:

a) more image gathering

b) confirmation of final artwork design

c) lazercutting images

d) setting up workshop dates, call and community outreach(word of mouth, flyers and notices) Booking facility

e) getting materials and numbers for workshop

f) installation

g) wrap up/unveiling

Jeanette Lee

Biography

Jeanette is a Vancouver-born artist whose family settled in B.C. over 100 years ago. Her love of the arts started at an early age through studying music and completing her A.R.C.T (Associateship from the Royal Conservatory of Music), University of Toronto. She completed her B.Arts Education at UBC and sent to further complete a post graduate diploma in 1991 at the Arts Students League in New York, where she majored in Sculpture.

Jeanette has held artist residencies at the New York Sculpture Centre twice and at the Studio School of the Aegean in Greece. While living in New York, Jeanette won several art awards including the Merit awards for drawing and sculpture at the ASL, the Nessa Cohen Memorial Scholarship, the Samuel May Rudin Foundation Award and the Kimon Nicolaides Drawing scholarship.

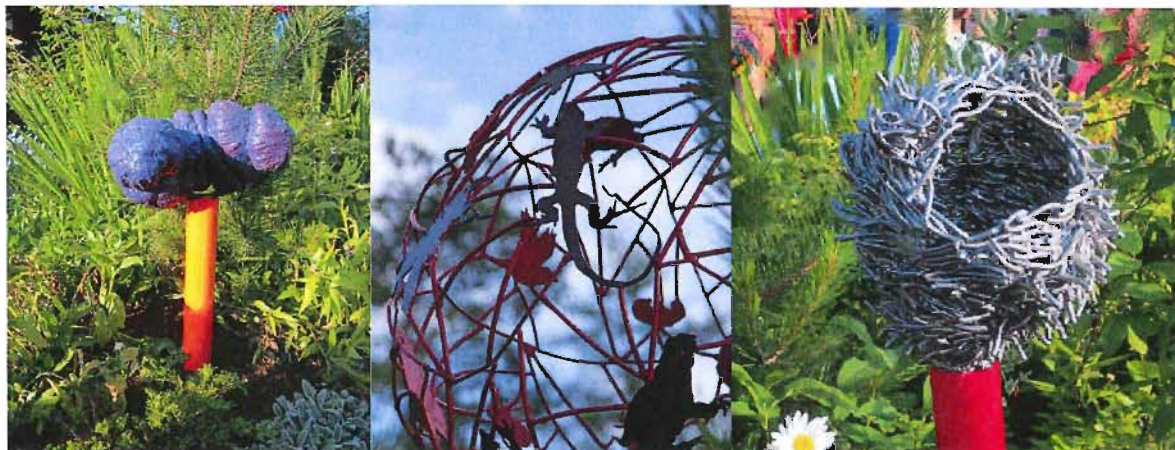
She has had solo exhibitions in New York, Switzerland and Vancouver and her works are part of the permanent collections of the Fukuyama Museum of Art in Japan, the ASL of New York, the Sol LeWitt Collection in Connecticut and the City of Richmond.

For the past few years, Jeanette has been involved in creating private and public art projects.

Selected Works



House of Roots, Paulik Neighbourhood Park, 2005



Green Symphony, Richmond Nature Park, 2011

Artworks Building, Studio #307
237 East 4th Ave.
Vancouver, BC V5T 4R4



City of Richmond

Report to Committee

To: Parks, Recreation and Cultural Services
Committee

Date: June 24, 2013

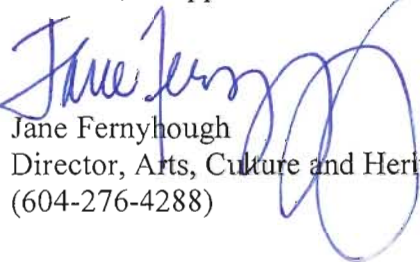
From: Jane Fernyhough
Director, Arts, Culture and Heritage Services

File: 11-7000-09-20-133/Vol
01

Re: Centro TerraWest Development Ltd. Donation of Public Art Project

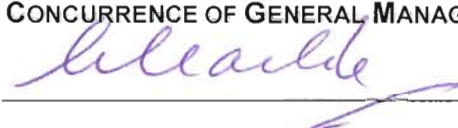

Staff Recommendation

That the artwork donation by Centro TerraWest Development Ltd. to the City of Richmond, as presented in the report dated June 24, 2013 from the Director, Arts, Culture and Heritage Services, be approved.



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

Att. 3

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
Planning	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

As part of the Centro TerraWest development at 6011 No. 1 Road, the developer proposes to donate a public artwork to the City. This report presents for Council's consideration the proposed public artwork, artist and location.

This initiative is in line with Council Term Goal 9.1:

Build culturally rich public spaces across Richmond through a commitment to strong urban design, investment in public art and placemaking.

Finding of Facts

Richmond Public Art Program

The Richmond Public Art Program sets a framework for creating opportunities for people to experience art in everyday life, encouraging citizens to take pride in public cultural expression, and complement the character of Richmond's diverse neighbourhoods through the creation of distinctive public spaces. Donations of artwork to the City are an important part of Richmond's growing Public Art Collection.

Development Proposal

The Centro TerraWest development consists of a 4-storey mixed-use commercial/residential complex consisting of commercial space and 36 dwelling units. It is located at 6011 No. 1 Road, at the intersection with Westminster Highway, and across the street from the Terra Nova Shopping Centre. Council approved the development's rezoning application (RZ 2011 586705) on March 26, 2012 and development permit (DP 2011 588094) on November 13, 2012. As part of the rezoning and development permit, the developer agreed to integrate a public art project on the development's site or vicinity.

Terms of Reference

The Public Art Terms of Reference (**Attachment 1**) describe the art opportunity, site description, theme, budget, schedule, artist selection process, and submission criteria. The Terms of Reference were reviewed and endorsed by the Public Art Advisory Committee. An artist call for submissions was issued Fall 2012 with a deadline of October 25, 2012.

Public Art Selection Process

Donations of artwork are reviewed by an arm's length selection panel before being accepted into the City's Public Art Collection. A three member selection panel comprised of artists, community members and the Developer (Juliana Loh, Jasmine Reimer, and Kush Panatch) met on November 29, 2012. The panel reviewed fifteen artist submissions and recommended the proposal by Mark Ashby and Kim Cooper for the commission. The Richmond Public Art Advisory Committee has reviewed this proposal and endorses it as presented (**Attachment 2**).

Proposed Artwork

The proposed artwork, entitled *Float*, playfully intersperses six super-sized fishing floats, supported on welded metal chains, in the public realm adjacent to the sidewalk and between the

trees of the landscaped boulevard adjacent to the new commercial sidewalk on Westminster Highway.

Proposed Location

The proposed location of four of the six “floats” is on City owned sidewalk and boulevard space along Westminster Highway, immediately in front of the Centre TerraWest development. The remaining two “floats” are proposed to be located immediately back of the City sidewalk within the private property of the development (**Attachment 3**).

Planning, Parks, Transportation and Engineering staff have reviewed the proposed location in terms of urban design, boulevard maintenance, pedestrian safety, vehicular visibility, and have no concerns. The artwork will be designed so that it can easily be moved and returned to its location by City street crews if future utility or street work is required.

Staff Comments on Proposed Artwork Donation to the City

The Richmond Public Art Advisory Committee reviewed the proposal on June 18, 2013 and recommends that Council support this proposal of donated artwork by Centro TerraWest Development Ltd.

Cost of the artwork donation

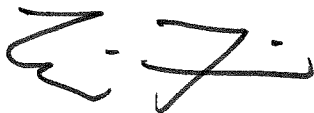
The developer has contributed \$26,705 towards the selection, fabrication and installation of public art as a condition of the development approval process. Of this contribution, \$4,005 (15%) has been transferred to the Public Art Provision for City administration of the project. The artist contract is for \$20,000. The remaining funds, \$2,700, are being held for contingencies. A tax receipt for the donation would not be issued as the donation of the artwork is in exchange for development approvals.

Financial Impact

The artwork will require minimal periodic washing and maintenance, and security monitoring by the City at an approximate cost of \$300 per cleaning every one or two years. City funds would be allocated out of the Public Art Program’s annual operating budget.

Conclusion

The proposed artwork by Kim Cooper and Mark Ashby and donated by Centro TerraWest Development Ltd. represents a significant gift to the City of Richmond. It is a continuing show of support by developers for the importance of public art to neighbourhoods and the City.



Eric Fiss
Public Art Planner
(604-247-4612)



City of
Richmond

Public Art Program



Centro TerraWest Public Art Project

Call to Artists – Request for Proposals Terms of Reference

The City of Richmond Public Art Program, on behalf of Centro TerraWest Development Ltd., seeks an artist or artist team to create a public artwork to accompany the construction of the mixed use project at 6011 & 6031 No. 1 Road, in the Thompson area of Richmond. This is an open call.

Budget:	\$20,000 all inclusive
Installation:	October, 2013
Deadline for Submissions:	Thursday, October 25, 2012 @ 2:00 pm

For more information, contact the Public Art Program:

Phone: Eric Fiss at 604-247-4612

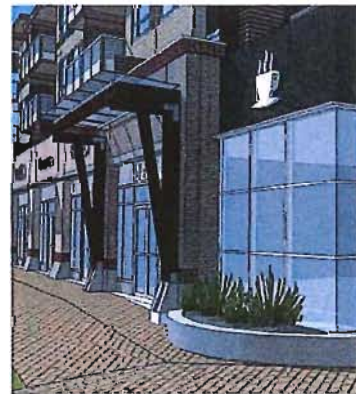
Email: publicart@richmond.ca

All images by Cotter Architects



Project Overview

Situated in the heart of the Thompson area of western Richmond (6011 and 6031 No. 1 Road, at No. 1 Road and the Westminster Highway) this development will anchor one of the neighbourhood's major intersections. TerraWest will be a mixed-use low-rise building that will include over 7700 square feet of commercial space at street level, and 36 residential units on the three upper floors. Designed in a contemporary West Coast style incorporating traditional materials, this development emphasizes integration into a liveable, pedestrian-friendly environment, with features such as rain gardens, seating, trees, and paving patterns.



Theme

TerraWest represents an exciting opportunity for art in a neighbourhood known for its access to schools, recreation, and parks, including nearby Terra Nova Rural Park and the dike trail. Artwork should not only serve as a place marker, but should enhance the streetscape experience for pedestrians. The selected artwork and theme will undergo development by the artist in discussion with the development project's design team.

Budget

The total budget established for this project is \$20,000. The budget includes (but is not limited to): artist fees, design, permitting as needed, engineering fees, fabrication, installation, photography and insurance. Travel to Richmond and/or accommodation is at the artist's expense.

For artist proposals that incorporate functional and/or planned features (including functional features such as balustrades, railings, concrete structures, brick fascia, etc.) the art budget is intended to "upgrade" the required element in order to make it an artistic feature.



Potential Artwork Sites

The best public exposure is to be found along the east (No. 1 Road) and north (Westminster Highway) sides of the building (above) and especially at or near the northeast corner of the building. Opportunities could potentially include placement among or enhancement of: green-space; public seating; bicycle stands; other ground level amenities; building features such as awning supports and work enhancing the exterior of the building itself.

Schedule (subject to change)

Submissions Close
Panel convened for recommendation
Technical review and concept development
Fabrication
Installation

2:00 p.m. on Thursday, October 25, 2012
November 2012
December 2012
begins January 2013
October 2013

Selection Panel & Process

A five-member selection panel will be appointed in accordance with the Public Art Program guidelines. The panel is likely to include the building architect and/or a representative of the developer. The panel may also include (but is not limited to) artists, design professionals, and community representation.

A five-person panel will review all submissions and select a proposal to recommend. The recommended artist and concept proposal will be reviewed by the Public Art Advisory Committee and presented to City Council for endorsement. The selected proposal will be subject to a Technical Review before implementation.

Selection Criteria

Submissions to the RFP will be reviewed and decisions made based on:

- Artist qualifications and proven capability to produce work of the highest quality;
- Artist's capacity to work in demanding environments with communities and other design professionals, where applicable;
- Appropriateness of the proposal to the project terms of reference and Public Art Program goals;
- Artistic merit of the proposal;
- Degree to which the proposal is site and community responsive, and technically feasible;
- Probability of successful completion;
- Environmental sustainability of the proposed artwork.
- Additional consideration may be given to proposals from artists who have not received commissions from the City of Richmond in the past three years.

Submission Requirements

All submissions should contain the following items and in the following order.

- Information Form (1 page)
 - A completed Information Form found on last page of this document.
- Letter of Interest (1 page maximum)
 - A typed letter of interest, including the artist's intent, rationale and a preliminary description of approach for this particular public art project. The letter should address the Selection Criteria (above) and include a statement about your artistic discipline and practice.
- Concept Sketch (1 page maximum)
 - Provide a concept sketch, maximum paper size 8.5 x 11 inches each. The final selected artist/artist team will be contracted to produce a final detailed design drawing or maquette under the terms of the artist agreement, prior to fabrication and installation of the artwork.
- Resume/Curriculum Vitae (2 pages maximum per artist)
 - Outline your experience as an artist, including any public art commissions. If you are submitting as a team, each member must provide a personal resume (each a maximum of 2 pages).
- Three References (1 page maximum)
 - Individuals who can speak to your art practice and interest and/or experience in public art projects. Please include: name, occupation, title, organization, address, primary phone number, email and a brief statement describing the nature of your working relationship to the reference listed.
 - Artist teams provide 3 references total. (on 1 page, maximum)
- Other Support Documentation (Optional) (2 pages maximum)
 - This documentation may include (please properly cite all sources):
 - Recent reviews and news clippings
 - Excerpts from programs, catalogues and other publications that include examples of your work
- Annotated List of Images of Past Work (1 page maximum)
 - Provide the following information for all images: title of work, medium, approx. dimensions, location and date and the image file name. Artists are also encouraged to include a brief description.
- Images of Past Work (10 images maximum)
 - One image per page (full size).
 - Do not place any text on or around the image

Submission Guidelines

This RFP accepts paper submissions via mail or delivered in person. Electronic submissions are accepted and encouraged. Submissions must be complete and strictly adhere to these guidelines and Submission Requirements (above) or risk not being considered. Faxed submissions will not be accepted.

- All submissions (electronic and print) must be formatted to 8.5 x 11 inch pages. Do not send any models or maquettes.
- The Artist's (or Team's) name should appear in the right header of every page.
- Do not submit any original materials or files. Submissions will not be returned.
- Do not bind, staple or use plastic cover sheets.

In addition, electronic submissions:

- Must be submitted in MS Word or PDF format. Do not submit materials that require plug-ins, extensions or other executables that need to be downloaded or installed. Do not compress (zip) files
- Must be self-contained. Do not imbed links to other websites or on-line documentation or media.
- Must be contained in one single document. Do not submit multiple electronic documents.
- Must be 10MB or smaller (if emailed). Submission over 10MB must be sent via PC-compatible CD.

Submitting as a Team

The team should designate one representative to complete the entry form. Team submissions must adhere to the specific submission guidelines with the following exceptions:

- Each team member must submit an individual Resume/CV (See Submission Requirements)
- All Team Members must list their full names on the space provided on the Information Form

Deadline for Submissions

Submissions must be received by Thursday, October 25, 2012 @ 2:00 pm. This is not a postmark date. Extensions to this deadline will not be granted under any circumstances. Submissions received after the deadline and those that are found to be incomplete will not be reviewed.

It is the applicant's responsibility to ensure the submission package reaches the City of Richmond by the deadline.

Email, mail or deliver submissions to:

Richmond Public Art Program
City of Richmond
6911 No.3 Road
Richmond, BC V6Y 2C1
604-204-8671
publicart@richmond.ca

For questions and information, contact:

Eric Fiss, MAIBC, MCIP, LEED AP
Public Art Planner
City of Richmond
604-247-4612
efiss@richmond.ca

Additional Information

Please be advised that the City and the selection panel are not obliged to accept any of the submissions, and may reject all submissions. The City reserves the right to reissue the RFP as required.

All information provided under the submission shall be considered confidential and shall only be disseminated to City staff and partners for the purposes of the selection process. All submissions to this RFP become the property of the City and will be held in confidence as required by law. The artist shall retain copyright in the concept proposal.

While every precaution will be taken to prevent the loss or damage of submissions, the City and its agents shall not be liable for any loss or damage, however caused.

For more information on the Public Art Program please visit www.richmond.ca/publicart.

CENTRO TERRAWEST Submission Deadline: Thursday, October 25, 2012 @ 2:00 pm

Attach one (1) copy of this form as the first page of the submission.

PLEASE NOTE: You can type your responses into this PDF document.

Name: _____

Team Name (if applicable): _____

Address: _____

City/Postal Code: _____

Primary Phone: _____ Secondary Phone: _____

Email: _____ Website: _____

(one website or blog only)

Submission Checklist

Please provide these items in the following order (as outlined in Submission Requirements):

- ☐ Information Form *(this page)*
- ☐ Letter of interest *(maximum 1 page)*
- ☐ Concept Sketch *(maximum 1 page)*
- ☐ Resume/Curriculum vitae *(maximum 2 pages per team member, if applicable)*
- ☐ Three References *(name, title, contact information: maximum 1 page)*
- ☐ Other Support Documentation *(Optional) (maximum 2 pages)*
- ☐ Annotated List of Past Work *(maximum 1 page)*
- ☐ Ten Images of Past Work *(maximum 10 pages: do not include multiple images on one page; inserting image files as pages in pdf submission documents is recommended; landscape orientation is recommended.)*

Incomplete or faxed submissions will not be accepted. Emailed submissions over 10MB will not be accepted. Information beyond what is listed in the checklist will not be reviewed.

List Team Member Names Here (Team Lead complete above portion):

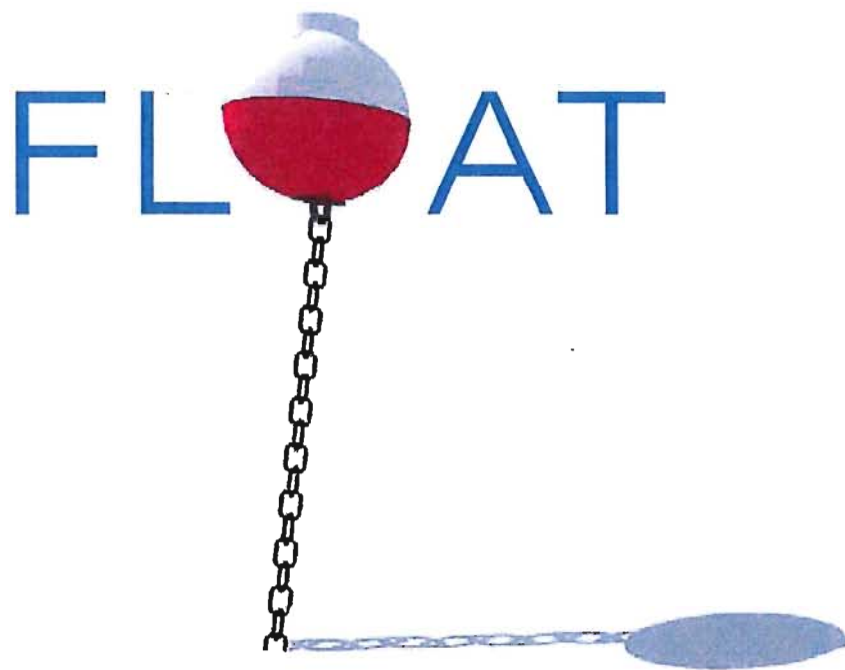
Please let us know how you found out about this opportunity:

Would you like to receive direct emails from the Richmond Public Art Program? _____

Signature: _____ Date: _____

Deliver to: City of Richmond, Public Art
6911 No. 3 Rd. Richmond, BC, V6Y 2C1

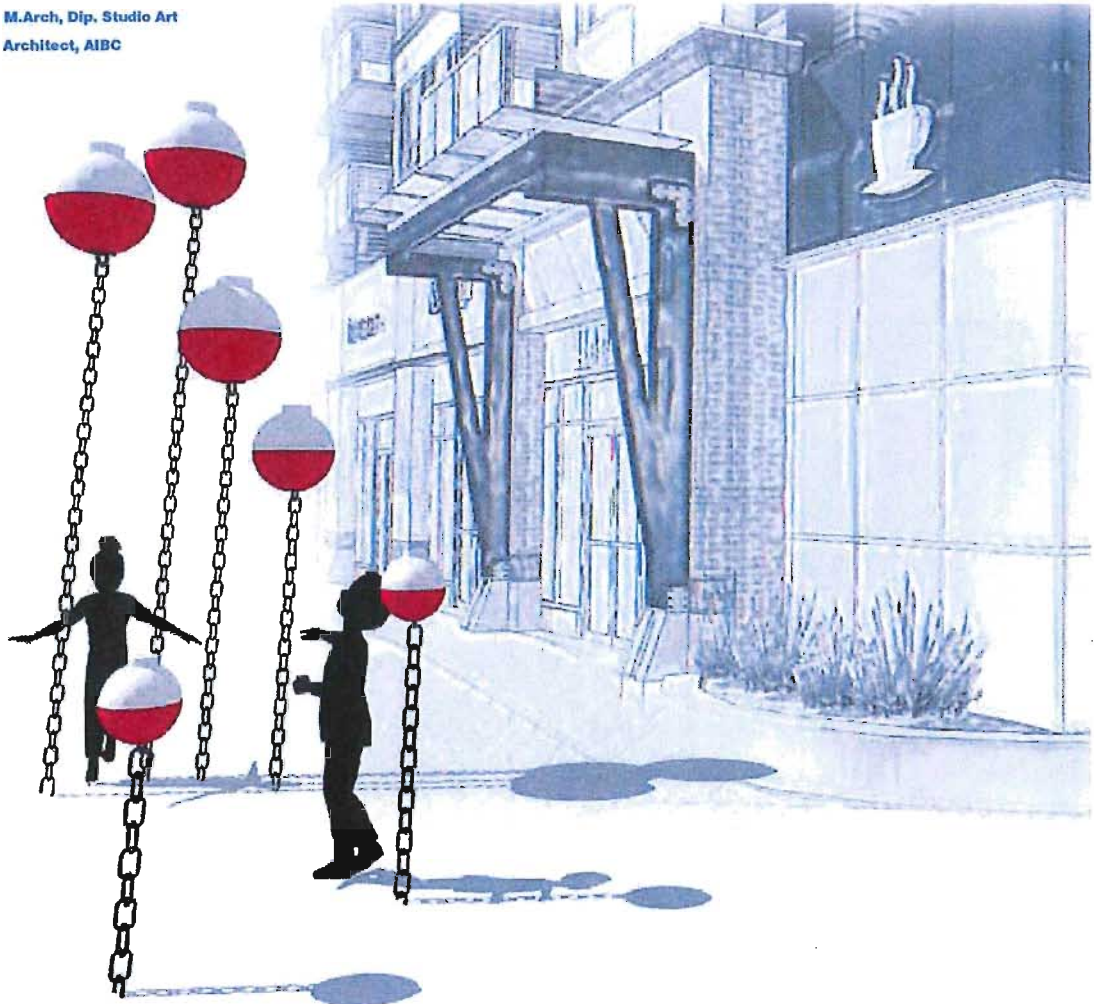
Or by email to:
publicart@richmond.ca



DESIGN DEVELOPMENT
13.05 24

Kim Cooper, *M.Arch, Dip. Studio Art*
Mark Ashby, *Architect, AIBC*

Kim Cooper, **M.Arch, Dip. Studio Art**
Mark Ashby, **Architect, AIBC**



original concept

A City grows in population and cultural sophistication in the inexorable context of change. Embraced by the flow, we are unconscious of the dynamics of our place until we encounter something fixed against which to measure our movement.



float is a sculptural arrangement of hollow balls supported on solid posts of welded, heavy-gauge chain. Accustomed as we are to the use of chain in the maritime environment, the piece will create the illusion of buoyancy causing the balls to appear to float.



Located on the landscaped boulevard, **float** will exist in dialog with the street-trees and lamp standards. Constructed from durable materials, **float** will provide infrastructure for ad-hoc children's games, a leaning post or a secure bicycle rack for the adjacent businesses.

The piece is deliberately open-ended, blending benign and sinister metaphors, celestial and microscopic scales, harsh environmental predictions and nostalgic childhood pass-times.

Kim Cooper, *M.Arch, Dip. Studio Art*
Mark Ashby, *Architect, AIBC*



Proposed location of artwork

Kim Cooper, **M.Arch, Dip. Studio Art**
Mark Ashby, **Architect, AIBC**

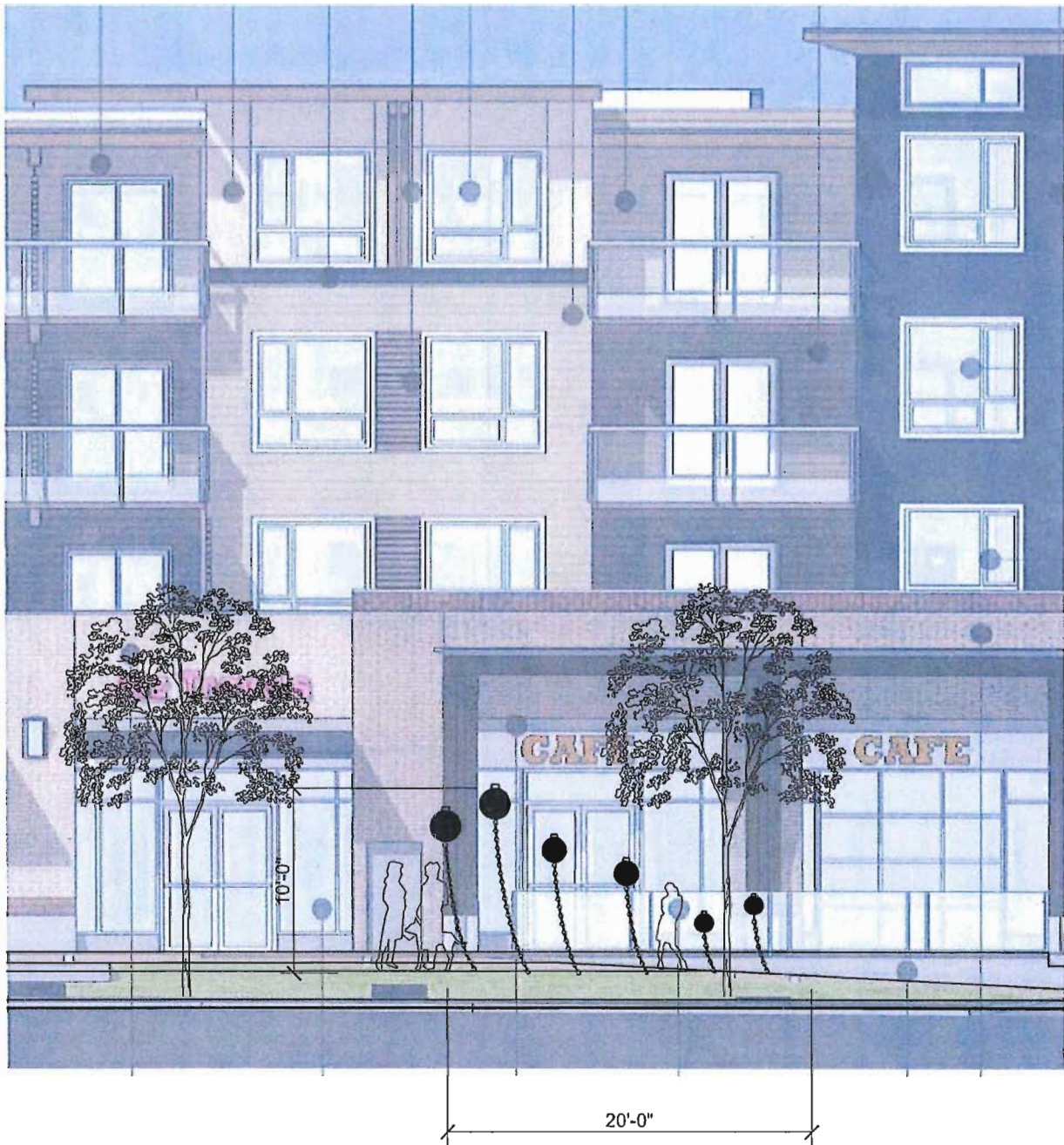


Aerial view looking west



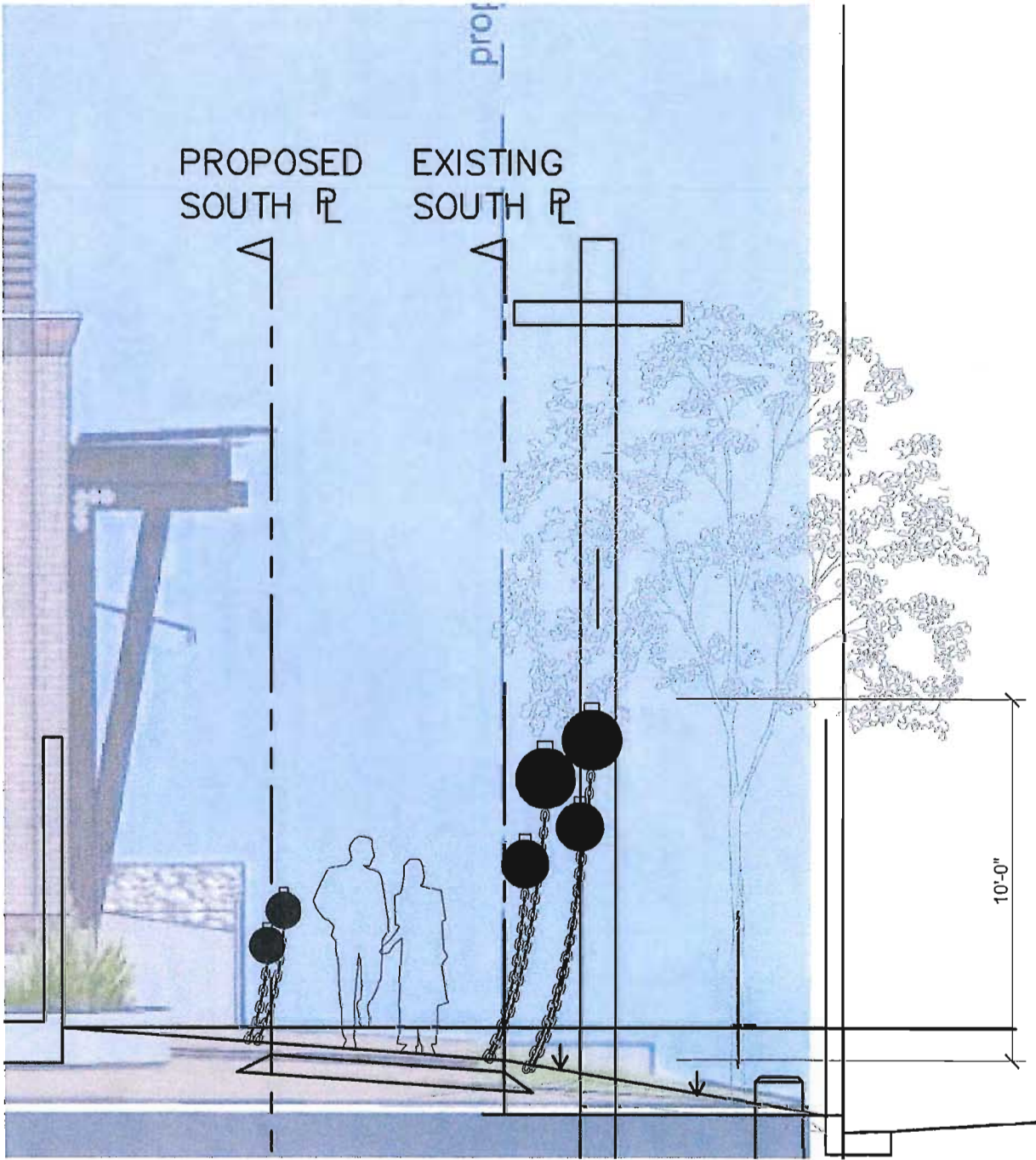
Aerial view looking southwest

Kim Cooper, **M.Arch, Dip. Studio Art**
Mark Ashby, **Architect, AIBC**



North elevation 1/8" = 1'-0"

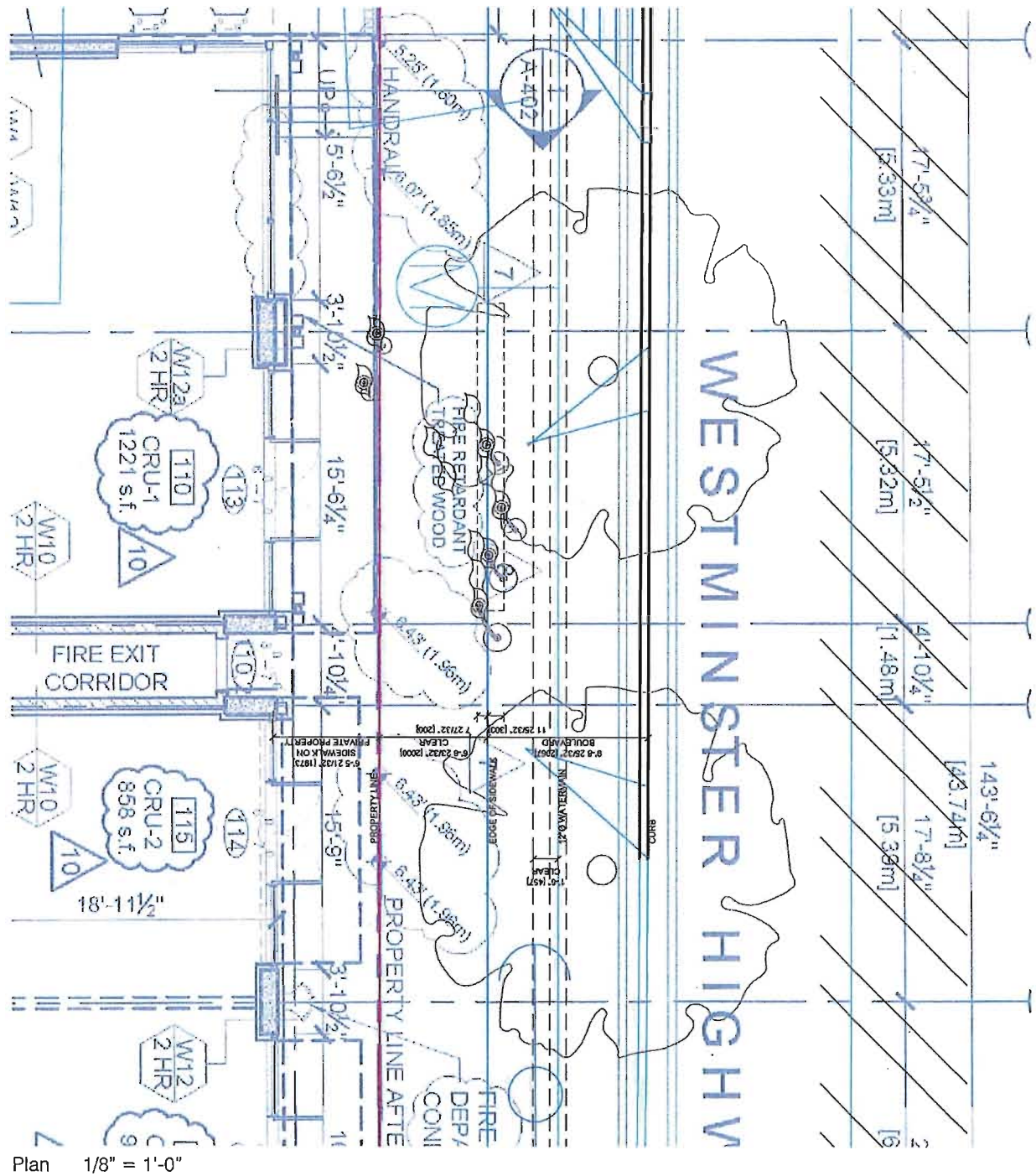
Kim Cooper, *M.Arch, Dip. Studio Art*
Mark Ashby, *Architect, AIBC*



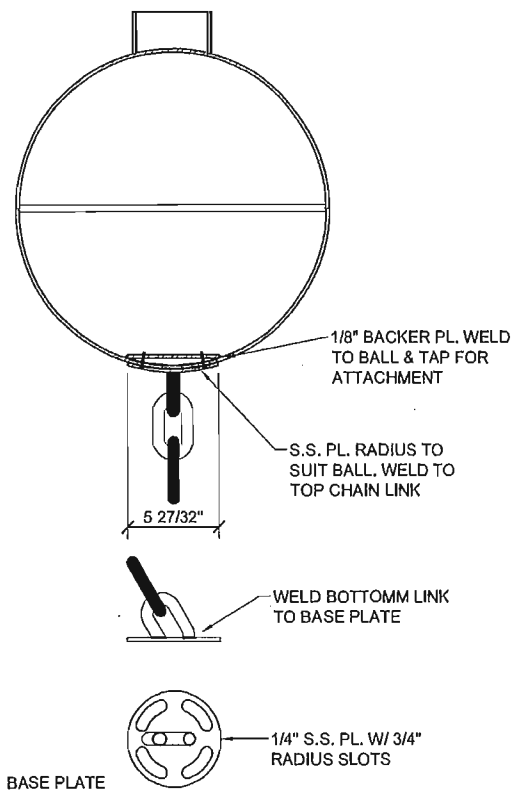
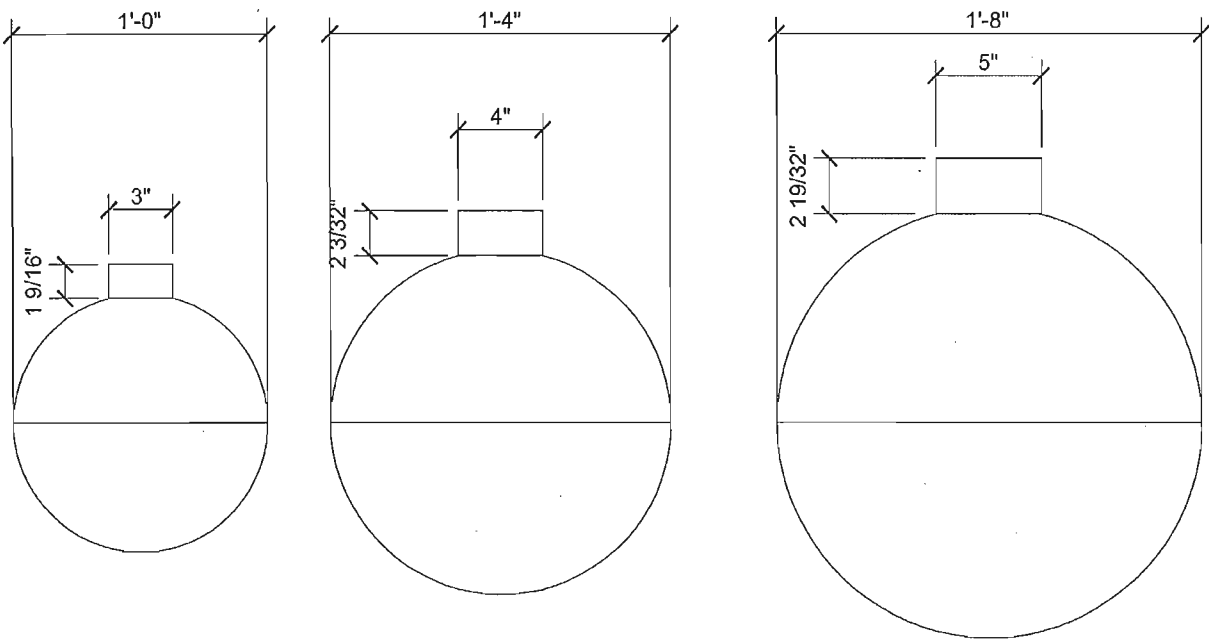
West elevation

1/4" = 1'-0"





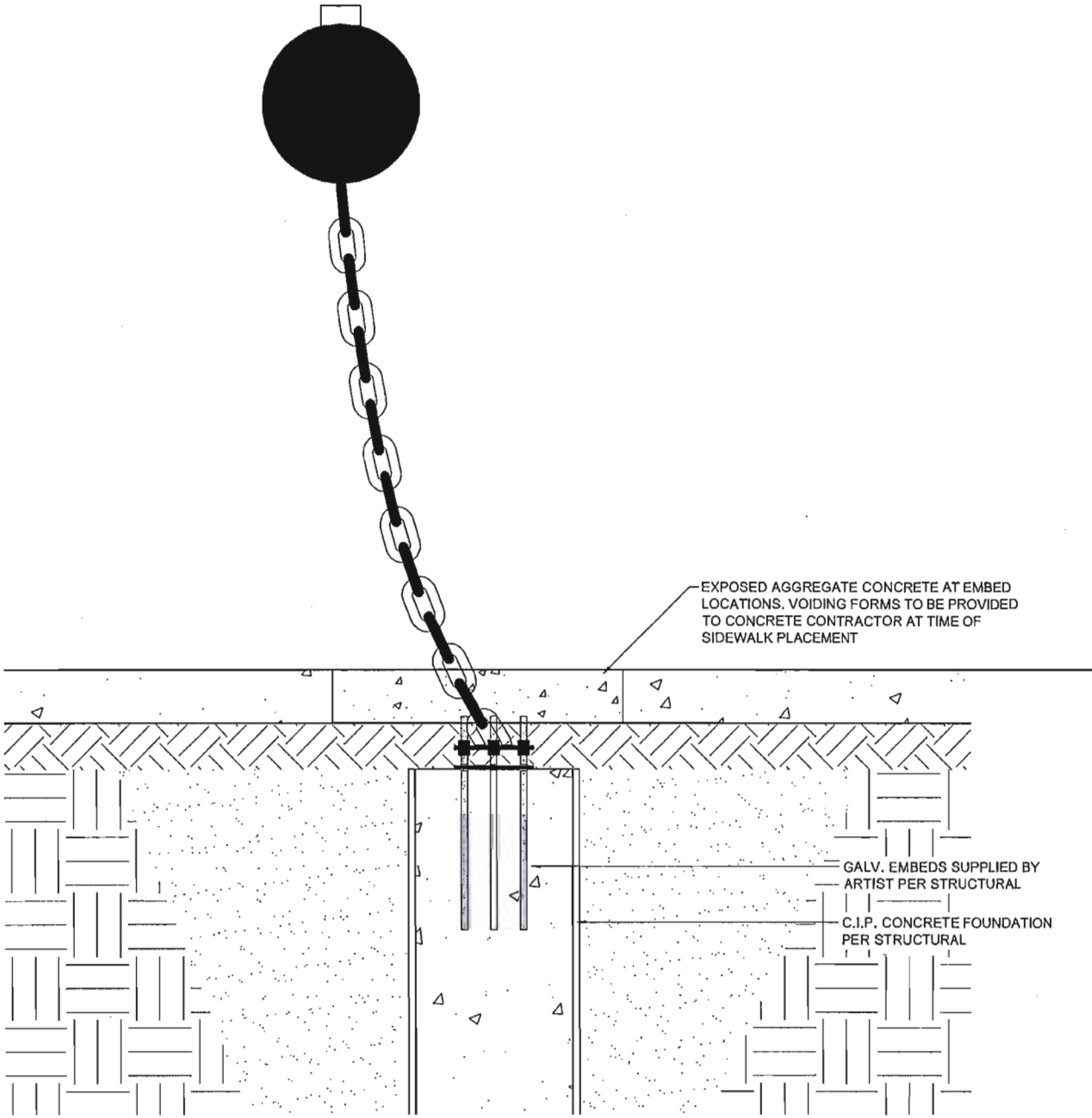
Kim Cooper, M.Arch, Dip. Studio Art
Mark Ashby, Architect, AIBC



Fabrication details

1 = 1'-0"

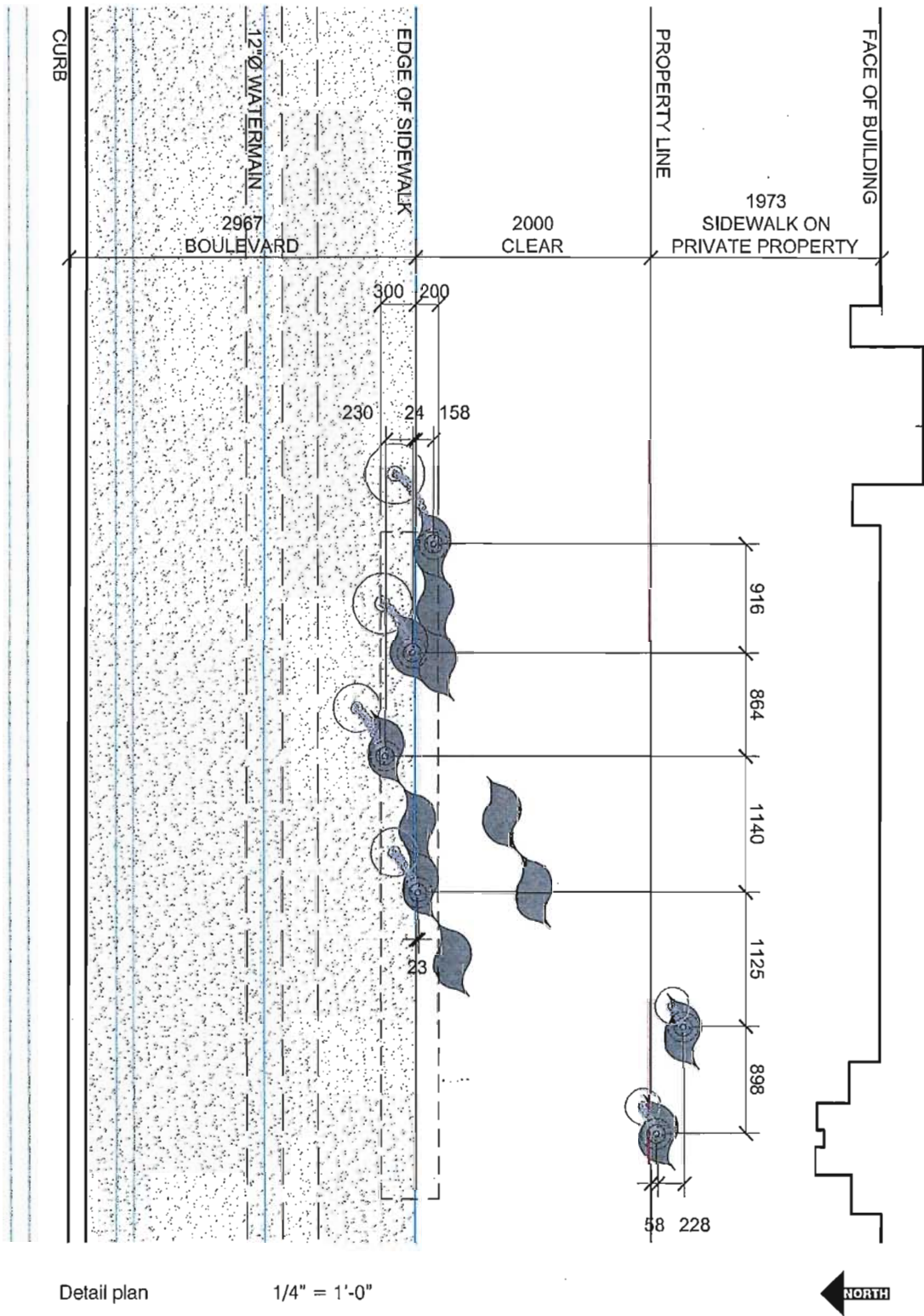
Kim Cooper, *M.Arch, Dip. Studio Art*
Mark Ashby, *Architect, AIBC*



Foundation detail

1" = 1'-0"

Kim Cooper, M.Arch, Dip. Studio Art
Mark Ashby, Architect, AIBC





City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee

Date: July 8, 2013

From: Joe Erceg, General Manager,
Planning and Development

File:

Re: Port Metro Vancouver Land Use Plan Update

Staff Recommendation

That, as per the report from the General Manager, Planning and Development, dated July 8, 2013, titled: Port Metro Vancouver Land Use Plan Update, the City of Richmond:

- (1) Advise Port Metro Vancouver that, as the City continues to strongly object to any Port use of agricultural lands, the Port state in its Land Use Plan that it will not use agricultural lands for Port expansion or operations; and
- (2) Advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities of the above recommendation.

Joe Erceg
General Manager, Planning and Development

JE:ttc

Att. 5

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY DIRECTORS	INITIALS: MR
REVIEWED BY CAO	INITIALS:

Staff Report

Origin

On June 17, 2013, Port Metro Vancouver (Port) invited Richmond and other Port stakeholders to attend one of the following Phase 3 Land Use Plan Stakeholder Workshops: June 18, 2013 in Vancouver, June 20, 2013 in Richmond, or June 26, 2013 in Surrey. Richmond staff attended the June 20, 2013 Workshop. This report summarizes the Workshop discussion and makes recommendations to address a Council priority - that of protecting agricultural land.

The protection of agricultural land in Richmond has always been a priority for Richmond Council, as it is limited and essential to the City's sustainability, and residents' livelihood and employment. Council has repeatedly stated this, for example, in its 1999 and new 2041 Official Community Plans (OCP). In 2008, the Port purchased the 200 acre Gilmore Farms lands and more purchases may come. The City of Richmond continues to object to any Port expansion or use of agricultural land. One way to protect agricultural lands is to request the Port to state in its Land Use Plan that it will not use agricultural land for port uses. As the deadline to comment on the draft Land Use Plan is July 31, 2013, there is an opportunity, before the final Plan is drafted, to ask the Port to state in its Land Use Plan that it will not use or expand its operations on agricultural land.

2011 – 2014 Council Term Goals

The report addresses the following 2011 - 2014 Council Term Goal:

- 7. Managing Growth and Development.

Background

Information Sources

Background information is provided in the following attachments:

- **Attachment 1** - Phase 3, Stakeholder Workshop Discussion Guide, Land Use Plan Update, June 2013,
- **Attachment 2** - Phase 2, Consultation Summary Report, Land Use Plan, March 2013, and
- **Attachment 3** - Excerpts of Port Comments Regarding Port Land Use Planning and Acquisition, July 2013.

Port Planning Phases

The preparation of the Port Land Use Plan (Plan) involves following phases:

- Phase 1: Information Gathering - Completed:
Gathering information of the top priorities for stakeholders, communities and First Nations which was combined with research regarding industry trends, port best practices and the Port's vision, mission and mandate to gain a better understanding of the major themes that should be addressed in the Land Use Plan.
- Phase 2: Developing Goals, Objectives and Policy Directions - Completed:
Drafting Goals, Objectives and Policy Directions and receiving feedback on them.
- Phase 3: Drafting The Plan – Currently Underway to the Fall 2013:
For the June 20, 2013 Port Workshop, the Port provided a Discussion Guide (**Attachment 1**) which included draft: (1) Goals, Objectives and Policy Directions, (2) Planning Areas, and

(3) Land and Water Designations. The key objectives of the Workshop were to: explain the Port's Land Use Plan update process and the function of the final Plan, present revised Land Use Plan goals, objectives and policy directions from Phase 2, and gather input on draft land and water use designations.

Richmond staff have supplied the Port with the necessary City mapping use (e.g., the 2041 Official Community Plan, area plans, zoning, its Fraser Estuary Management Program designations) and are following up with face to face discussions with the Port to ensure accuracy.

- Phase 4: Finalizing the Plan - Not Yet Started: Fall 2013 into 2014
During Phase 4, the Port will be finalizing the Plan and releasing the full draft Land Use Plan for consultation with stakeholders, First Nations and the wider community.

Summary of City - Port Discussions and Correspondence

Since the Port's land use planning process began, Richmond staff have participated by attending at least five Port workshops and additional meetings, a Richmond General Manager has written the Port and Richmond's Mayor has written the Minister of Transport Canada to repeatedly request that the Port not use agricultural land for Port purposes or expansion (**Attachments 4 and 5** contain the Richmond letters). Similar requests have been made by staff of the BC Ministry of Agriculture, the Agricultural Land Commission (ALC), Metro Vancouver and Delta, and environmental and agricultural citizen groups.

The Port's Phase Consultation Summary Report (**Attachment 2**) indicates that the Port has heard Richmond's requests that the Port not expand on agricultural land, as it states: "Participants felt that it was important to balance competing interests, and nowhere was this more evident than in the discussions around preserving industrial land and protecting agricultural land. Agricultural land was seen by many as being threatened by port expansion. A frequently voiced perspective was that agricultural lands should not be used for port expansion".

Analysis

Staff have reviewed the Port's draft Land Use Plan to see if there are any draft policies to protect agricultural land from Port use or expansion. There no evidence that the Port has taken into account the protection of agricultural land and the draft Port plan contains no policies to protect agricultural land from Port use or expansion.

The Port's Web Site, "Frequently Asked Questions and Answers" section states the following:

- Question: Are you going to consider the future use of agricultural land owned by the Port as part of your land use plan?
- Port Answer: The process to update the Land Use Plan will explore appropriate uses for agricultural lands owned by the Port. The Port respects that agricultural land is an important issue for communities and other regulatory authorities. We invite all those interested in this topic to participate in the process to update our Land Use Plan so we can ensure your views are considered as we develop policies for the use of agricultural land.

While the Port has stated above that it will explore appropriate uses for agricultural lands owned by the Port and consider stakeholder and public views as they prepare policies for the use of

agricultural land, there is no evidence that the Port has explored or considered how to protect or avoid using agricultural lands.

Richmond and Metro Vancouver's Land Use Planning Policies

While Richmond in its 2041 OCP and Metro Vancouver in the 2040 Regional Growth Strategy have better addressed protecting agricultural, the Port has not similarly indicated in its draft Plan that it will not use or expand on agricultural lands.

Richmond's 2041 Employment Lands Strategy states that the ALR should continue to be protected and there is no need to remove land from the Agricultural Land Reserve (ALR) to meet the City's 2041 employment land needs. As well, the 2041 OCP and 2041 Employment Lands Strategy indicate that Richmond's current industrial land supply is approximately 4,216 acres and by retaining these lands, in 2041 Richmond will need 3,561 acres and may possibly have a surplus of 642 acres of industrial lands. These City policies both protect industrial lands and provide an opportunity for the Port to expand and operate without using agricultural land.

To support this point, staff looked to see if in Richmond any Port lands have been lost to non - Port uses in the recent past. The results are that, since 1999, OCP lands designated for Industrial (e.g., port) use have not been reduced and remain at approximately 4,216 acres. This excludes the Port's recently purchased Gilmore Farms lands. The review also indicated that there has been a seven (7) fold increase in developed Port lands, from approximately nine (9) developed acres in 1999, to 70 developed acres in 2011. The City has also suggested that the Port consider acquiring non agricultural lands along the South Arm of the Fraser River for Port purposes. These examples indicate some of the ways in which Richmond's land uses policies support the Port without affecting agricultural land.

Potential Port Lands In The Metro Vancouver Region

While the Port has not indicated where in the Metro Vancouver Region it will expand, there are non agricultural lands in the Region which the Port could use (e.g., industrial waterfront lands in Port Moody). City staff have advised Port staff to consider these possibilities. With these Port expansion opportunities on non agricultural lands in the Region, Richmond does not consider it acceptable that the Port use or expand on Richmond's agricultural lands.

Summary

There is one more opportunity for the City to request the Port not to use agricultural land, before the Plan is drafted. After the Plan is drafted, while there will be further consultation and opportunities to comment on the Plan, it may be more difficult to change. To take advantage of this opportunity, staff recommend that Council, once again, request the Port to state in its Land Use Plan that it will not expand or operate on agricultural land, and advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities of the recommendation.

Financial Impact

None

Conclusion

Staff have reviewed Port Metro Vancouver's Phase 3 draft Land Use Plan and find that, after repeated Richmond requests, the draft Plan does not protect agricultural land from Port expansion or operations. Staff recommend that Council once again request Port Metro Vancouver to state in its Land Use Plan that it will not expand or operate on agricultural lands, and advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities of the recommendation.



Terry Crowe, Manager,
Policy Planning
(604-276-4139)

TC:cas

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| Attachment 1 | Phase 3, Stakeholder Workshop Discussion Guide, Land Use Plan Update, June 2013 |
| Attachment 2 | Phase 2, Consultation Summary Report, Land Use Plan, March 2013 |
| Attachment 3 | Excerpts of Port Comments Regarding Port Land Use Planning and Acquisition, July 2013 |
| Attachment 4 | Richmond General Manager's July 3, 2012 Letter to Port |
| Attachment 5 | Richmond Mayor Brodie's October 25, 2013 Letter to Port |

Land Use Plan Update

Phase 3 Stakeholder Workshops

Discussion Guide

To be reviewed with the Draft Designation Maps, available online at <http://tinyurl.com/n4jt2e5>

June 18, 2013: Vancouver

June 20, 2013: Richmond

June 26, 2013: Surrey



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Thank you for participating in Phase 3 workshops on Port Metro Vancouver's Land Use Plan update. This discussion guide provides you with important information to prepare you for the upcoming workshop.

Key objectives of the workshop are to:

- Explain the Port's Land Use Plan (LUP) update process and the function of the final plan.
- Present revised LUP goals, objectives, and policy directions from Phase 2.
- Gather input on draft land and water use designations.

Agenda

9:30	Registration
10:00	Welcome and introduction
10:40	Presentation on goals, objectives & policy directions
11:00	Small group discussions on goals, objectives & policy directions
12:00	Lunch break
12:45	Presentation on planning areas and draft designations
1:30	Round 1: Map-based small group discussion of draft designations
2:10	Round 2: Map-based small group discussion of draft designations
2:50	Afternoon Break
3:05	Round 3: Map-based small group discussion of draft designations
3:45	Plenary
4:15	Feedback
4:20	Closing remarks

Following an introductory presentation, we will spend the morning presenting the revised goals, objectives, and policy directions, highlighting how input from the earlier consultation was incorporated.

In the afternoon, we will start with a presentation on the existing planning areas, and draft land and water use designations. Then, we will invite you to comment on planning areas and draft designations. After three rounds of exploring designation maps from seven planning areas, we will wrap up with a plenary discussion and gather feedback.

NOTE: ALL MATERIALS PRESENTED IN THIS DISCUSSION GUIDE ARE PRELIMINARY AND FOR CONSULTATION PURPOSES ONLY.

FOR MORE INFORMATION

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Introduction

WHAT IS THE PORT METRO VANCOUVER LAND USE PLAN?

The Canada Marine Act requires each Canadian port authority to have a Land Use Plan that contains objectives and policies for the physical development of the property it manages. The Port's current Land Use Plan is a compilation of three separate plans from each of the region's former port authorities that amalgamated in 2008 to form Port Metro Vancouver.

In 2011, Port Metro Vancouver completed a strategic visioning initiative we called Port 2050. During this year-long initiative, we engaged a wide range of representatives from industry, government and local communities. A key outcome of Port 2050 was a new vision for Port Metro Vancouver:

To be the most efficient and sustainable Gateway for the customers we serve, benefiting communities locally and across the nation.

As one of our first steps towards implementing this new vision, we are updating the current Land Use Plan.

OBJECTIVES OF THE PLAN

- Guide the physical development of the Port
- Provide direction to port staff when reviewing development proposals
- Assist port tenants in identifying areas to locate or expand their operations and investments
- Facilitate coordination of land use and transportation planning with external agencies
- Provide neighbouring residents and communities with greater clarity about activities and uses that may occur on port lands, and how their interests will be considered in the planning process
- Communicate the Port's intentions of growing in an environmentally, economically and socially responsible manner



PROCESS TO DATE



During Phase 1, we gathered information on top priorities for stakeholders, communities and First Nations. We combined that with research into industry trends, port best practices and the port's vision, mission, and mandate to gain a better understanding of the major themes that should be addressed in the Land Use Plan.

In Phase 2, we developed draft goals, objectives and policy directions based on information we had gathered during Phase 1. Through a series of workshops, open houses, meetings and online feedback, we consulted on these materials to receive feedback on each policy, and to discover if we had missed anything. The results of this consultation are available at www.portmetrovanancouver.com/landuseplan.

In Phase 3, we will be developing the Land Use Plan document. At this point, we are finalizing the goals, objectives, and policy directions and developing land and water designations for the areas under the Port's jurisdiction. We are also mapping out these uses throughout the Port. We will be consulting with stakeholders, communities and First Nations through various activities.

During this first round of workshops, we will provide participants with an overview of and opportunity to comment on the following:

- Goals, objectives and policy directions
- Planning areas
- Draft land and water designations
- Maps of draft land and water designations

During Phase 4, we will be finalizing the Plan and releasing the full draft for consultation with stakeholders, First Nations and the wider community.

Goals, Objectives and Policy Directions

Draft Goals, Objectives & Policy Directions were developed in Phase 2 in order to provide a policy framework for the updated Land Use Plan. They were based on a combination of consultation, research into best practices, and the Port's mandate, mission and vision. We received hundreds of comments in Phase 2 from stakeholders, the community and First Nations on the draft goals, objectives, and policy Directions. Following that consultation period, we further reviewed them in order to see what changes could be made, and ensure they aligned with the scope of the Land Use Plan and Port Metro Vancouver's mandate.

While some of the feedback received referred to issues outside of the scope of a land use plan, we were able to identify some clear themes from the input we received. Based on these themes, we made significant changes, of which the major ones are outlined below. Please note that the changes highlighted below do not include the many other changes that were also made to in response to input received which improved clarity and consistency. The revised goals, objectives and policy directions will be a central component of the new Land Use Plan.

What we heard

Growth should not take place at the expense of the environment or communities.

Communication and engagement need to be strongly reflected in the policies.

Impacts to communities and the environment should be key considerations in the Land Use Plan.

Local and regional plans need to be taken into account when developing Port plans and strategies.

Major changes

Goal 1 and the related policy directions now emphasize that the Port manages - rather than just facilitates - growth to consider a wider range of economic, social, and environmental factors.

A new goal on communication and engagement has been created.

Objectives and policy directions have been revised to clarify the importance of identifying and addressing potential community and environmental impacts.

A new policy direction has been created to confirm that the plans of municipalities, First Nations and other agencies will be considered as part of port planning and development decision-making.

Goal 1: "Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy."

Goal 5: "Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters."

Policy direction and objectives: 1.2.1, 3.1.2, 3.3.5, 3.3.6, 4.2, 4.2.1, 4.2.3, 4.3, 4.3.1, 4.3.3

4.3.4: "Consider applicable plans of municipalities, First Nations and other agencies when developing Port plans and strategies."

Goal 1

Port Metro Vancouver manages port growth and activity in support of Canada's trade while preparing for anticipated transitions in the global economy.

CONTEXT STATEMENT

Port Metro Vancouver is a major North American gateway for our Asia Pacific trading partners and a major generator of jobs, taxes and financial value for the Canadian economy. Across Canada, port activities generated approximately 98,800 jobs and \$20 billion in economic output. The port has also been a driving force in the growth of the region, providing employment opportunities to local residents and enabling many of the region's businesses to flourish.

As we look forward to the next 15 to 20 years, growth is forecasted across almost all commodity sectors currently handled at the Port. A key challenge will be ensuring there is sufficient land to support this expected growth. While various land uses within the region—such as commercial, industrial and residential—are interdependent on one another, they also compete with one another for the very land needed to sustain them.

As we look beyond the 15 to 20 year timeframe of the Land Use Plan, we recognize our long term future may be very different from today. Through our recent Port 2050 strategic visioning initiative, we identified our anticipated future where a post-carbon economy emerges over the next 40 years, accompanied by more sustainable patterns of production and consumption. Port Metro Vancouver is uniquely positioned to take a leading role in managing its growth responsibly, and preparing the port community for that future so that together we may adapt to new challenges and seize the potential of new opportunities that will inevitably arise.



Objectives & Policy Directions

1.1 Protect the industrial land base to support port and related activities into the future.

- 1.1.1 Preserve the lands and waters under the Port's jurisdiction to support current and future port activities.
- 1.1.2 Collaborate with other land use authorities to protect the region's industrial land base.
- 1.1.3 Collaborate with local, regional and provincial governments and First Nations to identify opportunities to improve the compatibility of port and adjacent land uses across jurisdictional boundaries.

1.2 Optimize the use of existing port lands and waters.

- 1.2.1 Intensify the use and development of port lands to achieve the highest feasible operational capacities within the existing land base, considering the impacts intensified use may have on adjacent communities, transportation networks and the environment.
- 1.2.2 Promote the use and development of port lands and waters in a manner that takes advantage of a site's unique physical and geographical attributes in its broader context.
- 1.2.3 Manage new port development to create synergies and efficiencies between adjacent activities and uses.

1.3 Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.

- 1.3.1 Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings.
- 1.3.2 Consider the creation of new land for future port uses, such as new terminal development and environmental mitigation, when suitable existing lands are not expected to be available.
- 1.3.3 Develop a coordinated approach to anticipating and responding to property and infrastructure impacts, such as those associated with climate change, including sea level rise and more frequent/extreme flood events.

1.4 Lead the port community in anticipating and responding to economic trends and opportunities that will affect the growth, development and competitiveness of the port.

- 1.4.1 Monitor and research trends against measurable indicators to anticipate changes in the way port lands and waters will be used in the coming decades.
- 1.4.2 Develop innovative land management strategies and practices, in collaboration with customers, stakeholders and First Nations, to influence and adapt to expected changes in trade patterns, supply chains, technology and other key drivers of port activity.
- 1.4.3 Pursue investments in port lands and infrastructure in the context of anticipated long-term economic trends.
- 1.4.4 Pursue best practices in sustainable land use management, and support port operators in developing operating and management practices that align with the Port's vision for a sustainable future.

Goal 2

Port Metro Vancouver is a leader in ensuring the safe and efficient movement of port-related cargo, traffic and passengers throughout the region.

CONTEXT STATEMENT

The lands and waters managed by Port Metro Vancouver are small links in the chain of supply that delivers a product from its origin to a final destination. For a port tenant or terminal operator to be able to effectively use port land for the handling of their products, that land must be served by a reliable and efficient transportation network. In a port setting, that network consists of marine, road and rail transportation modes that all connect together to move cargo through the supply chain.

While local marine navigation is almost entirely within the Port's jurisdiction, most road and rail services that the Port depends on are provided by external organizations. The Land Use Plan provides an opportunity to communicate the Port's needs to those organizations in order to facilitate the coordination of transportation planning within the region. It also communicates our intent to consistently apply best practices in ensuring the safety and security of goods and passengers utilizing the gateway.



Objectives & Policy Directions

2.1 Improve operational efficiencies of transportation modes serving the port.

- 2.1.1 Monitor road, rail and marine traffic activities on an ongoing basis in order to identify and pursue opportunities for improvements to operating efficiency.
- 2.1.2 Collaborate with customers, stakeholders, local governments and other agencies to identify and implement operational changes that improve road, rail and marine traffic flows accessing the port.
- 2.1.3 Support the increased use of regional waterways for the transport of cargo.
- 2.1.4 Work with customers, stakeholders, local governments and other agencies to develop strategies and identify opportunities to optimize supply chain movements within and beyond the Metro Vancouver region.
- 2.1.5 Work with customers, stakeholders, local governments and First Nations to identify and monitor operational improvements to mitigate potential noise, congestion, air emissions and other impacts arising from port-related activities.

2.2 Preserve, maintain and improve transportation corridors and infrastructure critical to moving goods and passengers to and through the port.

- 2.2.1 Maintain and improve critical navigation infrastructure, port roadways and port-owned rail infrastructure and corridors in order to support the safe, efficient and effective movement of goods.
- 2.2.2 Support maintenance and improvement of land and marine transportation corridors and infrastructure outside of Port Metro Vancouver's jurisdiction required for current and future port activity.
- 2.2.3 Collaborate with industry, transportation agencies, local governments and other stakeholders to ensure the future capacity of the regional transportation network is sufficient to accommodate current and anticipated port-related traffic, in context of the needs of other transportation network users.
- 2.2.4 Pursue the Port's interests in an efficient and effective regional transportation network through advocacy and direct participation in the transportation planning initiatives of other agencies.
- 2.2.5 Support transit and transportation demand management initiatives that would increase the efficiency and capacity of the regional transportation network for the movement of goods.
- 2.2.6 Support investigation of options to provide improved transit service to port lands to increase transportation choice for port workers.

2.3 Ensure the safe and secure movement of goods and passengers through the port.

- 2.3.1 Support the implementation and enforcement of applicable best practices, regulations and standards for the safe use and operation of roads, railways and navigation channels servicing the port.
- 2.3.2 Assist port users in incorporating best practices for safety and security into all aspects of their operations.
- 2.3.3 Collaborate with relevant authorities and agencies to strengthen established emergency and post-emergency response plans for incidents originating in the port or directly impacting port operations.
- 2.3.4 Support emergency response planning of external agencies where Port resources may be of service in responding to emergencies affecting the broader region.

Goal 3

Port Metro Vancouver is a global leader among ports in the environmental stewardship of the lands and waters it manages.

CONTEXT STATEMENT

Port Metro Vancouver is striving to be a global leader in port sustainability. From an environmental perspective, the manner in which port property is physically used will influence how successful we are in achieving this goal. The more than 600 km of shoreline managed by the Port is used for a variety of purposes, ranging from industrial operations and commerce to recreation and other uses. Working with agencies, port users, local governments, local communities and First Nations, we identify environmental issues and risks posed by these activities and take action to reduce the potential impacts and improve environmental quality. The Land Use Plan will provide guiding policy to support this work.



Objectives & Policy Directions

3.1 Contribute to the overall ecological health of the region by reducing impacts from port activity and protecting, sustaining and enhancing ecosystems.

- 3.1.1 Develop and promote best practices and programs to protect ecosystems and enhance fish and wildlife and their habitats.
- 3.1.2 Minimize potential adverse impacts on habitat quality or, where necessary, mitigate such impacts and compensate for loss of habitat resulting from new port development.
- 3.1.3 Support the creation, enhancement and/or restoration of critical fish and wildlife habitat at appropriate locations within the Port's jurisdiction, or when such locations are not available, at locations outside of the Port's jurisdiction.
- 3.1.4 Collaborate with environmental agencies, local governments, First Nations and stakeholders to monitor and protect critical terrestrial, marine and estuarine environments.
- 3.1.5 Assess, mitigate and monitor land, air and marine environmental impacts from port operations and developments.

3.2 Reduce air emissions, including greenhouse gas intensity, and promote energy conservation in port operations and developments.

- 3.2.1 Reduce air emissions from port activities by applying best practices and best available technologies for reducing emissions and improving regional air quality.
- 3.2.2 Encourage energy conservation and delivery of alternative or renewable energy to support port operations and developments and achieve reductions in air emissions.
- 3.2.3 Monitor and report on port-related air emissions and air quality.
- 3.2.4 Maintain dialogue with regional agencies on monitoring and reducing air emissions.

3.3 Improve land and water quality within the port.

- 3.3.1 Manage contamination risks within the port with remediation and risk management approaches to address lands and sediments that have been contaminated historically.
- 3.3.2 Work with agencies, port customers and stakeholders to monitor and assess port uses to prevent contamination from port-related activities, and periodically review monitoring and assessment practices to ensure they reflect best practice.
- 3.3.3 Ensure sediment and soil quality of tenanted sites is maintained or improved from the time a site becomes occupied to the time it becomes vacant.
- 3.3.4 Pursue removal of derelict structures and vessels that pose a hazard to safety and/or the environment.
- 3.3.5 Ensure that proposed developments and works on port lands include appropriate measures to protect water quality and meet best practices for storm water management.
- 3.3.6 Ensure environmental assessments are undertaken for all projects proposed on lands and waters managed by Port Metro Vancouver to determine that there are no significant adverse environmental effects.

3.4 Promote sustainable practices in design and construction, operations and administration in the port.

- 3.4.1 Promote green infrastructure within the port based on best practices and related standards.
- 3.4.2 Encourage port customers to adopt corporate social responsibility and sustainability principles into their organizations in a way that integrates social and environmental matters into decision making, strategy and operations, in a transparent, accountable and economically viable manner.
- 3.4.3 Develop sustainability and other guidelines, as appropriate, to assist in the review of projects proposed on lands and waters managed by Port Metro Vancouver.

Goal 4

Port activity and development is a positive contributor to local communities and First Nations.

CONTEXT STATEMENT

Port Metro Vancouver operates in a complex jurisdictional context. Port lands and waters are located within 16 municipalities and border the lands of one Treaty First Nation. The Port's jurisdiction also intersects with the traditional territories of several other First Nations. While our mission is to support trade in the best interest of all Canadians, we recognize that local interests must also be addressed.

Trade activities result in substantial local benefits. For example, there are currently 57,000 jobs in the Lower Mainland that rely on the Port, directly and indirectly. Many port jobs are high-paid – as of 2012, the average salary of a port worker is \$67,000, which was 50% greater than the average Canadian wage of \$44,000. In addition to the positive economic impacts of a thriving port, port activity can also provide opportunities for public waterfront access and other goals of local communities and First Nations. However, port activity can also present challenges for local residents such as noise, traffic congestion and environmental impacts. We do our best to address these challenges while ensuring the viability of port businesses. Ultimately, our intent is that the benefits for those living and working in this region alongside a successful and growing port far outweigh the impacts.



Objectives & Policy Directions

4.1 Generate sustainable local and national economic benefits through the use and development of port lands and waters.

- 4.1.1 Support creation and expansion of business activities within the port that provide local economic opportunities for Metro Vancouver residents.
- 4.1.2 Explore opportunities for employment and contracting within the port for First Nations whose traditional territories intersect with the port.
- 4.1.3 Encourage industry training initiatives designed to provide necessary skills for workers of businesses operating within the port.
- 4.1.4 Maintain a program where a portion of the Port's net income is invested in the communities in which the Port operates.

4.2 Ensure public recreational opportunities and waterfront access is provided within the Port in a manner compatible with port activities and the protection of fish and wildlife.

- 4.2.1 Support the continuation of park use within the port and explore new opportunities for public waterfront access and views, where such opportunities would not adversely impact port development and operations, introduce safety hazards, or negatively impact fish and wildlife.
- 4.2.2 Collaborate with local communities and First Nations to explore opportunities within publicly accessible port areas to recognize the historic uses of port lands and waters by Aboriginal peoples and early settlers.
- 4.2.3 Manage private recreational dock development in a manner that protects the environment and supports the public use and enjoyment of foreshore and intertidal areas accessible within their communities.

4.3 Seek to minimize the impacts from port operations and development on local communities and First Nations.

- 4.3.1 Ensure potential impacts from new development, such as noise, lighting glare, dust, obstructed views, emissions, traffic congestion and disturbances to archaeological deposits are identified and appropriately minimized and/or mitigated by administering a comprehensive and thorough Project Review Process that solicits and incorporates input from potentially affected communities, First Nations and stakeholders, and requires appropriate actions and monitoring by project proponents.
- 4.3.2 Work with port businesses to develop and implement effective and appropriate solutions for minimizing impacts from their on-going operations on adjacent communities and First Nations.
- 4.3.3 Develop guidelines based on best practices to assist in identifying and responding to the presence of archaeological sites and deposits.
- 4.3.4 Consider applicable plans of municipalities, First Nations and other agencies when developing Port plans and strategies.

Goal 5

Port Metro Vancouver is a leader in communication and engagement in support of the use and development of port lands and waters.

CONTEXT STATEMENT

Port Metro Vancouver values working with our neighbouring communities to identify shared interests and to respond to concerns about port operations and development. We engage with communities in a variety of ways – through liaison groups and at community events, by supporting the outreach efforts of port industry partners, by building solid relationships with local governments and First Nations, and by investing in community amenities. The Port's Project Review Process provides a variety of opportunities for public notification and consultation tailored to the scope and level of interest in proposed developments. We seek to address issues that arise regarding on-going port operations and proposed developments in a manner that is proactive, reasonable and consistent. In a rapidly growing region where urban and port development are in close proximity, the need for strong communication and engagement processes will only continue to grow. Port Metro Vancouver is committed to a process of continual improvement in how and when it engages communities and stakeholders in the growth and development of our port.



Objective & Policy Directions

5.1 Provide a relevant range of opportunities for communication, consultation and engagement that reflects the scale, scope, impacts and community interest in the use and development of port lands and waters.

- 5.1.1 Provide current and accessible information on significant development proposals, and work towards a system that makes publicly available all development proposals under review.
- 5.1.2 Periodically review the Project Review Process to ensure it provides appropriate opportunities for consultation and engagement with interested parties.
- 5.1.3 Consult with First Nations through the Port's Project Review Process on development activities that have the potential to adversely impact Aboriginal or treaty rights.
- 5.1.4 Upon acquiring new lands, undertake a consultation process to solicit input from interested and affected parties on any potential change of the land use designation applicable to those lands as part of a process to amend the Land Use Plan.
- 5.1.5 Explore opportunities for establishing agreements with other agencies to guide collaboration and engagement on matters of shared interest related to the use and development of port lands and waters.



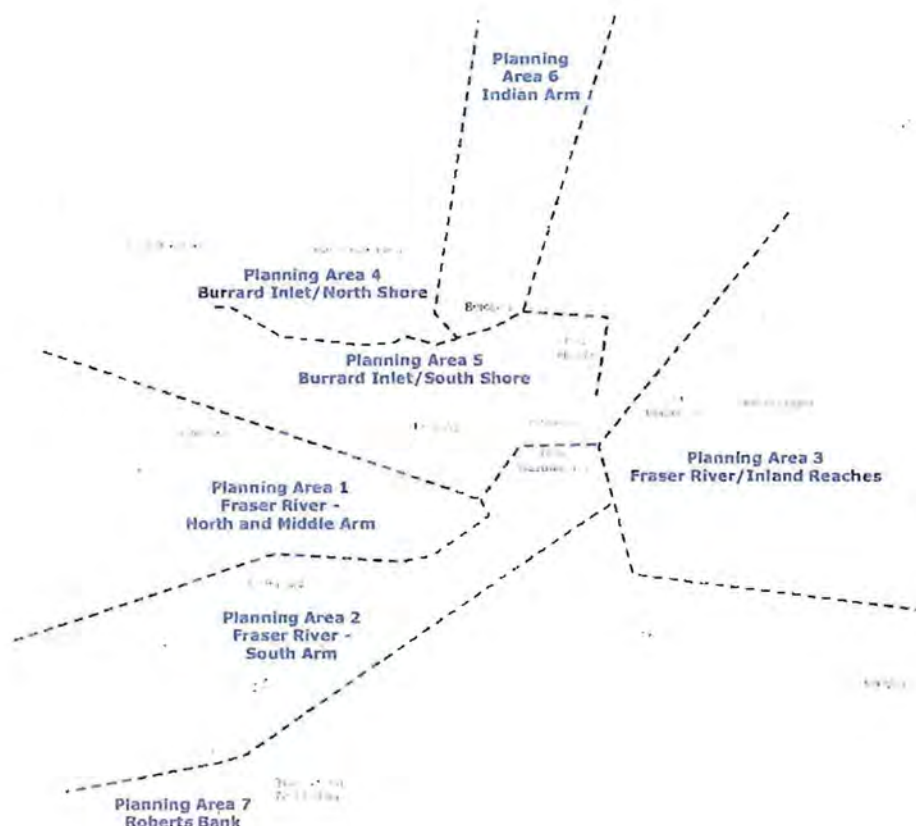
Planning Areas

Port Metro Vancouver's jurisdiction, which covers over 600 km of shoreline, has been organized into seven specific planning areas for ease of reference. The following section describes the location, physical characteristics, current use, and future challenges and opportunities within each planning area.

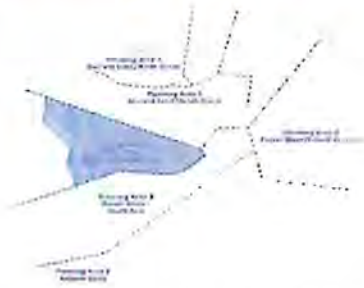
- Planning Area 1: Fraser River - North and Middle Arm
- Planning Area 2: Fraser River - South Arm
- Planning Area 3: Fraser River - Inland Reaches
- Planning Area 4: Burrard Inlet - North Shore
- Planning Area 5: Burrard Inlet - South Shore
- Planning Area 6: Indian Arm
- Planning Area 7: Roberts Bank



For detailed maps, refer to Draft Designation Maps document at <http://tinyurl.com/n4jt2e5>



Planning Area 1: Fraser River - North and Middle Arm



The North and Middle Arms of the Fraser River extend from the North Arm Jetty and Sturgeon Bank to the end of Poplar Island. The area borders The University of British Columbia, Vancouver International Airport, the municipalities of Vancouver, Richmond, Burnaby and New Westminster, and the reserve lands of the Musqueam Indian Band.

The North and Middle Arm of the Fraser River consist of domestic and local navigation channels, which are relatively shallow in depth. Currently, the area is primarily used for log storage, industrial, commercial, conservation and recreational uses.

Future port-related uses in this area will likely continue to include a mix of existing uses with moderate growth expected. One of the external challenges facing this planning area include the conversion of existing industrial uplands to residential or other non-industrial uses, further limiting the stock of industrial lands in the area.

Planning Area 2: Fraser River - South Arm



The Fraser River South Arm extends from Sand Heads to west of the Port Mann Bridge and is the main area of port activity on the Fraser River. The area borders the municipalities of Richmond, Delta, Surrey, New Westminster, and Coquitlam. A portion of the South Arm is within the Provincial Head-Lease Area, which consists of Provincial lands and waters managed by Port Metro Vancouver.

The South Arm of the Fraser River is considered a deep-sea shipping channel, with facilities designed to accommodate deep-sea and short-sea shipping. This includes three deep-sea terminals: Fraser Wharves in Richmond and Fraser Surrey Docks in Surrey, both of which handle a variety of bulk and break bulk products; and WWL in New Westminster, which specializes in automobiles. The Richmond Logistics Hub also provides important warehousing and intermodal capabilities for the area and the port in general. In 2012, approximately 27 million metric tonnes of cargo moved through the South Arm.

In addition, there is a wide variety of port-related industrial and commercial uses such as ship repair, ship building, marinas, fuelling facilities, log storage and river-related commercial activities. Conservation and recreation uses also exist throughout this area.

This area will continue to be the main hub of shipping and goods movement in the Fraser River, with anticipated intensification of use and growth in all sectors including bulk, break bulk, liquid bulk and other commodities.

There will also be additional pressures from non-port-owned industrial lands for water access, particularly as industrial lands in other areas of the Port become more limited.

Like other areas of the Port, the South Arm of the Fraser River is also facing the continued conversion of existing industrial uplands to residential and other non-industrial uses by neighbouring municipalities. This may create the potential to increase conflicts between port-related and non-industrial uses in the community. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas.



Planning Area 3: Fraser River - Inland Reaches

The Fraser River Inland Reaches extends east from the Port Mann Bridge to Pitt River and Kanaka Creek in Maple Ridge. The area borders the municipalities of Port Coquitlam, Pitt Meadows, Surrey, Township of Langley and Maple Ridge, and the reserve lands of the Katzie First Nation and the Kwikwetlem First Nation.



The Inland Reaches of the Fraser River consist of domestic and local navigation channels, which are relatively shallow in depth. Currently, the area is primarily used for log storage, industrial, commercial, conservation and recreational uses. Future port-related uses in this area will likely continue to include a mix of existing uses. Continued conversion of existing industrial uplands to residential or other non-industrial uses is expected, further limiting the stock of industrial lands in the area.

Planning Area 4: Burrard Inlet North Shore



The North Shore spans from Ambleside Park in West Vancouver to Cates Park in the District of North Vancouver. The North Shore Planning Area in the Burrard Inlet borders the District of West Vancouver, the City of North Vancouver, the District of North Vancouver and reserve lands of the Squamish Nation and Tsleil-Waututh Nation.

The North Shore consists of a deep-sea shipping channel and is one of the major trading areas in Port Metro Vancouver. In 2012, the North Shore handled over 22 per cent of all cargo volume through Port Metro Vancouver, and remains an integral connection for Canadian exports to overseas markets. It is a critical export gateway to the Asia-Pacific region and supports export-based industries, including agriculture, forestry, mining and manufacturing in BC, throughout western Canada, and across Canada as a whole.

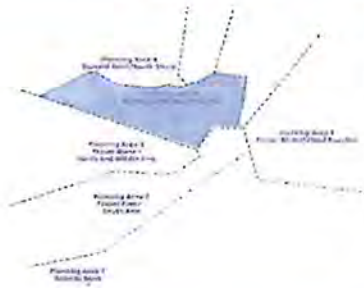
Major terminals and industrial activities in this area include Richardson International, Cargill, Neptune, Lynnterm, Univar Canada, Canexus, Kinder Morgan and Seaspam, moving containers, dry bulk, liquid bulk and break-bulk products. There are also some industrial and commercial uses, as well as conservation and recreation activities in the area. This area is also a main rail line for Canadian Pacific Railway (CPR) and Canadian National Railway (CN).

It is anticipated that there will be continued growth of port-related uses in all commodity sectors on the North Shore, particularly in dry, liquid and break bulk activities. Further intensification of port-related industrial uses on existing sites is likely, particularly as industrial lands in other areas of the Port become more limited and more industrial lands in the area are converted to residential and non-industrial uses by adjacent municipalities.

Due to the close proximity of residential areas to port-related activities, and the continued conversion of industrial lands to non-industrial uses in this area, there is a potential for conflicts between port-related and non-industrial uses in the community to increase. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas.

Current and future investments in rail and road infrastructure, such as Low Level Road, are expected to improve access, throughput capacity and efficiencies while lessening impacts from rail noise and traffic generated by port-related activities in the community.

Planning Area 5: Burrard Inlet South Shore



Spanning from Stanley Park in Vancouver to Port Moody Arm in Port Moody, the South Shore Planning Area borders the municipalities of Vancouver, Burnaby, Port Moody, and the reserve lands of the Squamish Nation. It also includes the sub-area plan of the East Vancouver Port Lands (EVPL), which borders Victoria Drive to Council Road north of McGill Street in Vancouver, and which has specific policies related to port development in the area.

The South Shore consists of a deep-sea shipping channel and is one of the major trading areas in Port Metro Vancouver. In 2012, the area



handled approximately 30 million metric tonnes of cargo and over 666,000 cruise passengers. Major terminals along the South Shore include Canada Place, Centerm, Vanterm, Ballantyne Cruise Terminal, Cascadia, Stanovan, Shellburn, Westridge, Burrard Products Terminal, Pacific Coast Terminals and Kinder Morgan, moving cruise passengers, containers and dry, liquid and break bulk materials. The area is also connected to the main Canadian Pacific Railway (CPR) corridor and regional truck routes to the rest of Canada. The South Shore includes industrial and commercial activities, and a number of conservation and recreational uses and waterfront parks.

It is anticipated that there will be continued growth of port-related uses in all commodity sectors on the South Shore, particularly in container, dry bulk and liquid bulk activities and industrial uses. Further intensification of port-related industrial uses on existing sites is likely, particularly as industrial lands in other areas of the Port become more limited and more industrial lands in the area are converted to residential and non-industrial uses by adjacent municipalities.

Due to the close proximity of residential and commercial areas to port land, there is ongoing potential for conflicts between port-related and non-industrial uses. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas.

Current and future investments in rail and road infrastructure, such as the South Shore Corridor Project and other improvement projects, are expected to improve efficiencies and lessen impacts from rail noise and traffic generated by port-related activities in the community.

Planning Area 6: Indian Arm



Indian Arm is a natural fjord characterized by deep water, steep slopes and undeveloped upland forests. The Indian Arm Planning Area borders Belcarra, the District of North Vancouver, Electoral Area A, provincial park lands and the reserve lands of the Tsleil-Waututh Nation.

A majority of the upland area in Indian Arm consists of Cates Park, Say Nuth Khaw Yum / Indian Arm Provincial Park and Belcarra Regional Park. Existing uses include residential moorage facilities, marinas, and public wharves. Future port-related uses in this area will likely continue to be limited, mainly consisting of a mix of commercial, recreational and conservation uses.

Planning Area 7: Roberts Bank



The Roberts Bank Planning Area extends into the Strait of Georgia from the foreshore of Delta and the Tsawwassen First Nations lands. Port facilities in this area consist of a 105 hectare man-made land mass and causeway built by the federal government in the 1970s and expanded in the 1980s.

Roberts Bank is one of the main trading areas of Port Metro Vancouver, consisting of the Port's largest bulk facility, Westshore Terminals and the Port's largest container terminal, Deltaport. In 2012, over 38 million metric tonnes of container and bulk cargo flowed through Roberts Bank. It is served by a rail and road system that connects to major regional, national and United States highway systems.

The Roberts Bank Planning Area is anticipated to undergo significant growth over the next 10 years as part of PMV's Container Capacity Improvement Program, a long-term strategy to meet anticipated growth in container capacity demand. This includes investments into many road and rail improvement projects, as well as the Roberts Bank Terminal 2 project, which will expand the existing Deltaport container terminal. Further intensification of port-related activities and uses will also likely to continue at the existing site. The Roberts Bank Rail corridor upgrades will also improve efficiency while decreasing congestion and other community impacts.

Draft Designations



For complete maps, refer to the Draft Designation Maps document at <http://tinyurl.com/n4jt2e5>

CONTEXT

Since 2008, Port Metro Vancouver's existing Land Use Plan has been a consolidation of three land use plans from the former Vancouver Port Authority, North Fraser Port Authority and the Fraser Port Authority. Each plan had its own set of designations, definitions and policies which were developed over many years and which are now in need of an update. One of the main objectives of our current Land Use Plan update is to create a set of land and water use designations that are clear and consistent across the Port's jurisdiction.

Currently, the Port has a mixture of over 15 designations, some of which are based on the Area Designations as established by the Fraser River Estuary Management Plan (FREMP). To create a consistent set of land and water designations, there are now eight draft designations proposed, each with a specific intent and list of uses. Below is the list of the draft designations and their intent.

Draft Designation	Description
Port Terminal	Areas primarily designated for deep-sea and marine terminals which handle a variety of commodities including autos, break-bulk, dry-bulk, liquid bulk, containers and passengers. This includes uses that support shipping, transportation and the handling of goods and passengers.
Industrial	Areas primarily designated for industrial uses in support of port operations and marine support services. This includes uses that support shipping, transportation and the handling of goods.
Commercial	Areas primarily designated for commercial uses related to port or marine support services, tourism related businesses, transportation of passengers, and the handling and storage of goods.
Log Storage & Barge Moorage	Areas primarily designated for log storage and associated activities.
Port Water	Applies to open water and foreshore areas adjacent to Port and non-Port lands primarily for shipping and navigation.
Recreation	Areas primarily designated for public recreational use.
Conservation	Areas primarily designated for habitat conservation, enhancement, restoration, creation and off-setting, and may be publicly accessible.
Special Study Area	Areas that require additional study, consultation and planning to determine future use

TABLE OF SPECIFIC USES

Below is a table indicating Primary and Ancillary Uses, Secondary Uses and Conditional Uses for each of the 8 draft designations. Please note that the uses listed are not intended to be an exhaustive list. They highlight the common uses that are currently operating in the port. All developments and activities proposed within PMV's jurisdiction are subject to PMV review and approval, and must be consistent with port-related uses permitted under the Canada Marine Act and PMV's Letters Patent.

DEFINITIONS

Primary Use is a use that is considered to be the main and preferred use within a specific designation. Ancillary uses are considered to be supplementary to a primary use and may be permitted if in conjunction with a primary use.

Secondary Uses are related to the primary use permitted within a specific designation. Secondary uses may be permitted without an existing primary use on the site.

Conditional Uses may be permitted subject to specific regulations or policies and/or may be permitted on an interim or temporary basis.

Draft Designations	Primary and Ancillary Use	Secondary Use	Conditional Use
Port Terminal	<ul style="list-style-type: none"> Terminals for autos, bulk, break bulk, liquid bulk, containers, cruise and passengers. Uses related to the shipping, transportation and the handling of goods and passengers. 	<ul style="list-style-type: none"> Intermodal yard Marine support services Warehousing Moorage 	<ul style="list-style-type: none"> Tourism related businesses Public recreation areas
Industrial	<ul style="list-style-type: none"> Intermodal yards Marine support services Warehousing Materials processing Uses related to the shipping, transportation and handling of goods. 		<ul style="list-style-type: none"> Log storage & barge moorage Public recreation areas
Commercial	<ul style="list-style-type: none"> Marinas Float plane terminals Marine support services Warehousing Moorage 		<ul style="list-style-type: none"> Tourism related businesses
Log Storage & Barge Moorage	<ul style="list-style-type: none"> Log storage Booming grounds Barge moorage 		<ul style="list-style-type: none"> Public recreation areas
Port Water	<ul style="list-style-type: none"> Shipping Navigation Anchorage Moorage 		<ul style="list-style-type: none"> Private recreational docks Existing residential uses on PMV foreshore & upland areas Public recreation areas
Recreation	<ul style="list-style-type: none"> Public parks Public recreation areas Public wharves Moorage 		<ul style="list-style-type: none"> Tourism related businesses
Conservation	<ul style="list-style-type: none"> Conservation areas Habitat creation Habitat enhancement Habitat restoration Habitat conservation Habitat off-setting 		<ul style="list-style-type: none"> Log storage & barge moorage Public recreation areas
Special Study Area	<ul style="list-style-type: none"> Existing use 		

SPECIFIC POLICIES ON ALLOWABLE & CONDITIONAL USES

ALLOWABLE USES IN ALL DESIGNATIONS

Allowable uses are generally permitted in all designations, subject to PMV review, approvals and applicable policies.

- **Conservation:** Conservation uses such as the use of lands and water for habitat conservation, restoration, creation, enhancement and offsetting are permitted in all designations where compatible with primary and secondary uses.
- **Parking:** Vehicle or truck parking is permitted in all land-based designations on a permanent or temporary basis, where compatible with primary and secondary uses on the site.
- **Utilities & Telecommunications:** Utilities and telecommunication uses are permitted in all designations where compatible with the primary and secondary uses on the site.

CONDITIONAL USES

Conditional uses are only allowable in specific designations, and may be subject to specific regulations, policies and procedures established by the Port. All conditional uses are subject to PMV review and approvals.

- **Log Storage & Barge Moorage:** Log storage and barge moorage are permitted in Industrial and Conservation designated areas where they are compatible with the primary use of the site.
- **Private Recreational Docks:** Private recreational docks (single or shared) may be permitted in the Port Water designation and in certain locations within PMV's jurisdiction and must be associated with a residential upland use or with the consent of the upland owner/municipality. All private recreational docks will be reviewed on a case-by-case basis and subject to PMV's recreational dock policies and guidelines.
- **Public Recreation Areas & Uses:** Public recreation areas and uses such as public wharves, viewing platforms, trails, and pathways may be permitted in areas where they are considered to be a safe and compatible use with the primary or secondary use of the site.
- **Tourism Related Businesses:** Tourism related businesses such as restaurants, hotels, retail shops, and entertainment services may be permitted in Port Terminal, Commercial and Recreation designated areas and only in specific locations within the Port's jurisdiction in accordance with PMV's Letters Patent, and must be compatible with the primary use of the site.
- **Float Homes:** New or relocated float homes are only permitted in specific areas of the Fraser River, adjacent to existing authorized float homes, and within established maximum numbers.

Overview of Draft Designation Changes

BACKGROUND

This section provides an overview of the draft designation changes that are being considered for land and water areas within the PMV's jurisdiction, and outlines the changes from former legacy port authority designations (legacy designations) to the draft designations. The draft designations provided are a preliminary step in creating a comprehensive land and water designation map set for the Port. In April and May of 2013, we asked key municipal stakeholders, regional, provincial and federal agencies to provide early input into the existing legacy designations and identify any major areas of concern. This first version of the Draft Designation Maps is the result of reviewing key stakeholder recommendations and input from PMV staff.

We consider these draft designation maps a work in progress, and we look forward to additional comments from stakeholders, tenants, customers, and First Nations during the consultation period to assist us in further refining land and water use designations to be incorporated into the Land Use Plan.

This is the first comprehensive review and update of land and water designations to take place within the Port for over a decade. The North Fraser and Fraser River Port Authority Land Use Plans used a mixture of FREMP Area Designations and their own policies in determining land and water uses in the Fraser River. In certain areas, legacy designations were inconsistent with FREMP Area Designations and existing uses were never reflected or updated in those plans. Meanwhile in the Vancouver Port Authority Land Use Plan, a different set of designations were used with different definitions and objectives. There were also some mapping inconsistencies that needed review and correction.

OBJECTIVES

Given the varying mix of designations and inconsistencies that currently exists in the Port due to the amalgamation of three legacy port authority land use plans, the proposed designation changes you see in the Draft Designation Maps are mainly the result of four main objectives:

1. Designations should be consistent throughout the Port's jurisdiction whether it is in the Burrard Inlet or the Fraser River;
2. Designations should be clear and consistent with existing or intended primary uses of a site;
3. Designations should provide flexibility to accommodate existing or intended secondary and conditional uses on a site;
4. Where possible, designations should be compatible with existing upland uses and Fraser River Estuary Management Program (FREMP) Area Designations.

SUMMARY OF DRAFT DESIGNATION CHANGES

General designation changes included:

- **Deleting duplicate categories of designations:** There were a total of 16 legacy designations, which were reduced to eight in order to create one set of defined draft designations.
- **Eliminating overlapping designations:** The legacy land use plans included overlapping designations for some sites. Sites are now assigned a single draft designation, based on their existing or intended primary use.
- **Ensuring consistent designation:** Assigned draft designations that are consistent with existing or intended future uses
- **Ensuring all sites are designated:** All sites were reviewed to determine their primary use or assigned a Special Study Area draft designation.

Vancouver Port Authority Legacy Designations	
Legacy Designation	Overview of Changes
Port Marine Land / Port Marine Water	<ul style="list-style-type: none"> • These legacy designations included port terminal and marine industrial uses. • Areas with Port Marine Land or Water legacy designations are now generally assigned the draft designations of Port Terminal or Industrial, to provide further clarity on existing or intended primary uses.
Urban and Mixed Port Land/ Urban and Mixed Port Water	<ul style="list-style-type: none"> • These legacy designations included mixed port and urban land uses. • Areas with Urban and Mixed Port Land and Water legacy designations are now generally assigned the draft designations of Commercial or Industrial to provide further clarity on existing or intended primary uses.
Port Water	<ul style="list-style-type: none"> • This legacy designation applied to open water and foreshore areas. • Areas with Port Water legacy designation are now generally assigned the draft designation of Port Water with similar intended uses.
Park Areas Land / Park Areas Water	<ul style="list-style-type: none"> • These legacy designations applied to parks, plazas and water areas available for public recreation use. • Areas with the Park Areas Land and Water legacy designation are now generally assigned the draft designation of Recreation to capture all intended public recreational uses including park areas.
Conservation Areas Land / Conservation Areas Water	<ul style="list-style-type: none"> • These legacy designations were intended for areas with fisheries or wildlife habitat conservation or enhancement. • Areas with the Conservation legacy designation are now generally assigned the draft designation of Conservation that reflect similar intended uses.

North Fraser and Fraser River Port Authority Legacy Designations

Legacy Designation	Overview of Changes
Port/Terminal	<ul style="list-style-type: none"> These legacy designations applied to areas with good land transportation connection, which were adjacent to sufficient upland space for terminal development. Areas with Port/Terminal legacy designations are now generally assigned the draft designation of Terminal with a defined set of primary, secondary and conditional uses.
Industry	<ul style="list-style-type: none"> This legacy designation referred to areas with operations that required water-borne transportation, surface use of the water and/or use of submerged lands. Areas with Industry legacy designations are now generally assigned the draft designation of Industrial with a similar set of primary uses.
Log Storage and Moorage	<ul style="list-style-type: none"> This legacy designation referred to areas with log storage and barge moorage operations. Areas with the Log Storage and Moorage legacy designations are now generally assigned the draft designation of Log Storage and Barge Moorage with a similar set of primary uses.
Water-Oriented Residential/Commercial	<ul style="list-style-type: none"> This legacy designation was intended for areas designated for residential use (e.g. float homes) and/or for amenities supporting urban/commercial activities on adjacent uplands. Areas with Water-Oriented Residential/Commercial legacy designations are now generally assigned the draft designation of Commercial to reflect the existing or intended primary use (i.e. marinas, marinas for float homes). Float homes are now considered a proposed conditional use subject to specific PMV policies and allowances under PMV's Letters Patent.
Small Craft Moorage	<ul style="list-style-type: none"> This legacy designation was intended for moorage of small crafts. Areas with Small Craft Moorage designation are now generally assigned the draft designation of Port Water that allows individual private recreational moorage.
Recreation/Park	<ul style="list-style-type: none"> This legacy designation was intended for areas adjoining public open space uplands designated for recreational or other park uses. Areas with the Recreation/Park legacy designations are now generally assigned the draft designation of Recreation to capture all intended public recreational uses.
Conservation	<ul style="list-style-type: none"> This legacy designation was intended for areas with log storage and barge moorage operations. Areas with the Conservation legacy designation are now generally assigned the draft designation of Conservation that reflects similar intended uses.
Undetermined	<ul style="list-style-type: none"> This legacy designation did not have an intended primary or secondary use. Areas with the Undetermined legacy designation are now generally assigned draft designations that reflect the existing or intended primary use of the site, or where warranted, assigned the proposed designation of Special Study Area if determined further study and consultation is required to determine the primary use of the site.

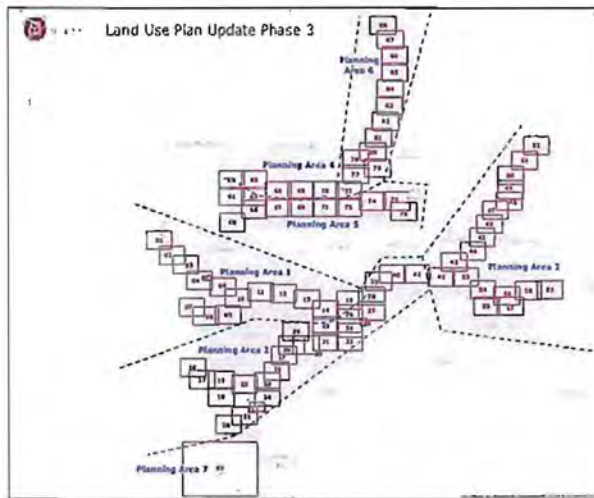
SUMMARY OF DRAFT DESIGNATION CHANGES, BY PLANNING AREA

Planning Area	Overview of Changes
No. 1: Fraser River – North and Middle Arm	<ul style="list-style-type: none"> Changes proposed, mainly consisting of proposed designations that reflect the existing or intended primary uses on a site (proposed designations of Industrial and Log Storage and Barge Moorage, and a lesser extent, Commercial, Recreation and Conservation designations). Addition of proposed Special Study Area designated areas.
No. 2: Fraser River – South Arm	<ul style="list-style-type: none"> Changes proposed, mainly consisting of proposed designations that reflect the existing or intended primary uses on a site (proposed designations of Port Terminal, Industrial and Log Storage and Barge Moorage, Commercial and to a lesser extent, Recreation and Conservation designations). Addition of proposed Terminal and Special Study Area designated areas.
No. 3: Fraser River – Inland Reaches	<ul style="list-style-type: none"> Changes proposed, mainly consisting of proposed designations that reflect the existing or intended primary uses on a site (proposed designations of Industrial and Log Storage and Barge Moorage, and a lesser extent, Commercial, Recreation and Conservation designations).
No. 4: Burrard Inlet – North Shore	<ul style="list-style-type: none"> Minor changes proposed, mainly consisting of proposed Industrial designations to better reflect the existing and intended primary uses on a site.
No. 5: Burrard Inlet South Shore	<ul style="list-style-type: none"> Minor changes proposed, mainly consisting of proposed Commercial designations for existing marinas and float plane terminal and the addition of a proposed Special Study Area designated area.
No. 6: Indian Arm	<ul style="list-style-type: none"> Minor changes proposed, mainly consisting of proposed Commercial and Industrial designations to better reflect the existing and intended primary uses of sites towards the northern part of Indian Arm.
No. 7: Roberts Bank	<ul style="list-style-type: none"> No changes proposed.

Draft Designation Maps

Draft Designation Maps are available for download at:
<http://tinyurl.com/n4jt2e5>

Draft designation maps are available at the link provided above. Please refer to these maps for site-specific draft designations, including a list of changes. The document consists of over 90 pages of 11x17 inch-sized maps. The maps should be used in conjunction with this discussion guide and the feedback forms.



Planning Area 1 - Fraser River North & Middle Arm Proposed Designation DRAFT Changes

Block No.	Proposed Designation	Existing Designation
1.1	Industrial	Industrial
1.2	Industrial	Industrial
1.3	Industrial	Industrial
1.4	Industrial	Industrial
1.5	Industrial	Industrial
1.6	Industrial	Industrial
1.7	Industrial	Industrial
1.8	Industrial	Industrial
1.9	Industrial	Industrial
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1.95	Industrial	Industrial
1.96	Industrial	Industrial
1.97	Industrial	Industrial
1.98	Industrial	Industrial
1.99	Industrial	Industrial
2.00	Industrial	Industrial

Glossary of Terms

Area Designation:	An agreement between individual municipalities and member agencies of the Fraser River Estuary Management Plan (FREMP) on foreshore and water uses for specific reaches in the Fraser River estuary.
Break Bulk Cargo:	Generalized cargo that is not containerized but are bundled. Typical break bulk cargos include goods such as lumber, steel, pulp and machinery.
Bulk Cargo:	Unpackaged goods shipped in bulk carriers.
Canada Marine Act:	The Federal legislation introduced to make the system of Canadian ports competitive, efficient and commercially oriented by providing for the establishment of port authorities and the divestiture of certain harbours and ports.
Dry Bulk Cargo:	Dry cargo that is poured or placed into ships in bulk, such as grain, sulphur, coal and minerals.
Environmental Stewardship:	Working to promote sustainable practices and contribute to the overall ecological health of the region.
Foreshore Area:	Those lands located between the ordinary or mean high water mark and the ordinary or mean low water mark.
FREMP:	Fraser River Estuary Management Program. The program office was closed on March 31, 2013 due to changes in the mandates of partner organizations.
Gateway:	Gateways are points of entry into major trading regions. Corridors such as the North Fraser connect gateways as directly and efficiently as possible.
Intermodal:	The shipment of cargo by means of multiple interconnected methods including rail, water, air and road.
Jurisdiction:	A defined area which a government or its agent is empowered to administer and regulate.
Land Use Plan:	PMV's vision and policies for the growth and development of lands and waters under its jurisdiction over the next 10 - 15 years.
Letters Patent:	The letters patent establishing PMV describe the navigable waters that are within the Port Authority's jurisdiction; the federal property under the management of the Port Authority; and the real property other than federal real property, held or occupied by the Port Authority. The letters patent also outline the activities of the Port Authority and possible subsidiaries.
Liquid Bulk:	Cargo Liquid cargo that is poured or pumped into ships such as crude petroleum, refined petroleum, edible oils and petrochemicals.
Marine Support Services:	Marine related works such as ship-building, ship repair and fabrication, marine services and supplies.
Moorage:	A place where marine vessels such as vessels or barges can anchor or tie up.
Navigation:	In the context of this plan, responsibility for navigation refers to the Port Authority's responsibility to ensure the effective and efficient movement of vessels within its jurisdiction.
Planning Areas:	Geographical division of land/water that falls within PMV's authority.
PMV:	Port Metro Vancouver

Port 2050:	Strategic visioning process to help guide future business priorities, shape new initiatives and ultimately transform every aspect of Port Metro Vancouver's operations.
Project Review Process:	Port Metro Vancouver's process for reviewing land use and development proposals within its jurisdiction.
Throughput:	The movement of cargo and passengers through a marine terminal over a given period of time.
Upland:	Land above the high-water mark, adjacent to PMV land or water.
VFPA:	Vancouver Fraser Port Authority - Legal name of the Port Authority resulting from the combination of the Fraser River Port Authority, North Fraser Port Authority and Vancouver Port Authority in 2008. VFPA operates as Port Metro Vancouver.
Water Lot:	A property that is wholly or partially covered by water.



PORT METRO
vancouver

Land Use Plan Update Phase 2 Consultation Summary Report

March 2013 (Updated May 2013 to include First Nation
consultation activities and feedback)



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1. Phase 2 Consultation Overview

1.1 INTRODUCTION

The Canada Marine Act requires every Canadian port authority to have a land use plan that contains objectives and policies for the physical development of the property it manages. Port Metro Vancouver's (PMV's) current Land Use Plan is a compilation of three separate plans from each of the region's former port authorities that amalgamated in 2008 to form Port Metro Vancouver.

In January 2012, Port Metro Vancouver began a two-year, four-phase process to update its Land Use Plan. The new Plan has the following objectives:

- Guide the physical development of the Port;
- Provide direction to PMV staff when reviewing development proposals;
- Assist tenants and customers in identifying areas to locate or expand their operations and investments;
- Facilitate coordination of land use and transportation planning with external agencies;
- Provide neighbouring residents with greater clarity about activities and uses that may occur on PMV lands; and
- Communicate PMV's intentions of growing in an environmentally, economically and socially responsible manner.



Although the *Canada Marine Act* requires only one public open house as part of the land use planning process, Port Metro Vancouver has chosen to extensively involve the community, First Nations, and stakeholders in order to create a more thoughtful and inclusive plan. As of December 2012, the Port had organized eight stakeholder workshops, three First Nations workshops and six public open houses, plus many more separate meetings with individual agencies and stakeholders. More events will be taking place in 2013.

In the first phase of the process, between January and July 2012, PMV sought input from stakeholders, customers, First Nations, and members of the public to share information and identify topics that mattered most as we moved forward in updating the plan. This information was then combined in Phase 2 with further research into best practices to develop draft goals, objectives and policy directions which would guide the development of the Port. Phase 2 of the process ran between August and November 2012, with First Nations consultation continuing until early 2013.

During the Phase 2 consultations, Port Metro Vancouver went back to stakeholders, First Nations and the community to get feedback on the draft goals, objectives, and policy directions. Activities in this phase included:

- three stakeholder workshops
- First Nations engagement
- three public open houses
- an online/paper feedback form
- PortTalk, an online engagement forum
- additional written submissions and comments, as received

The following report outlines the consultation process followed during Phase 2 of Port Metro Vancouver's Land Use Plan process, and summarizes the input gathered for the draft goals, objectives and policy directions. Discussions during the workshops, meetings with First Nations, open houses, and input from the feedback forms have been collated in order to highlight common, cross-cutting themes.

The Appendix contains the transcribed flip chart notes from the workshop, the complete quantitative and qualitative results of the feedback form, and the open house display boards. Submissions received from agencies have also been included in the Appendix and incorporated into the following summary.

1.2 PHASE 2 STAKEHOLDER WORKSHOPS

Three stakeholder workshops were held in Phase 2. The objectives of the workshops were to:

- Report on activities and input received to date from Phase 1
- Present and gather feedback on draft goals, objectives and policy directions
- Describe next steps in Land Use Plan process

All workshops followed the same format. They started with presentations on the Land Use Plan objectives, process and findings to date, followed by a review of the draft goals, objectives and policy directions. Participants then had two opportunities to take part in detailed break-out discussions on two of the draft goal areas. Those who wished to discuss all four goal areas were invited to attend a second workshop.

Participants were also encouraged to provide more detailed feedback on the draft goals, objectives and policy directions through the feedback forms, which were sent out online and in hard copy. For the purpose of this summary, comments on specific policy directions were reviewed in conjunction with the comments made on policy directions in the feedback form. The workshops adhered to the following agenda:

9:00 am	Welcome
9:05 am	Introductory presentation
9:20 am	Draft goals and objectives
9:30 am	Introduction to small table discussions
9:40 am	Small table discussion – Session 1
10:20 am	Small table discussion – Session 2
11:10 am	Plenary: Reports from tables
11:40 am	Complete and submit feedback forms

The workshops were held at the following times and locations:

- October 24, 2012, 9 – 12 pm
Delta Town and Country Inn
- October 30, 2012, 9 – 12 pm
Old Mill Boathouse, Port Moody
- November 6, 2012, 9 – 12 pm
BCIT Downtown Campus, Vancouver



Workshop Participation

A total of 119 stakeholders attended the three workshops, representing the following 84 organizations:

- ADESA Vancouver
- Against Port Expansion
- Ashcroft Terminal
- Boundary Bay Conservation Coalition
- BC Ministry of Agriculture
- BC Ministry of Environment
- BC Ministry of Transportation and Infrastructure
- BC Nature
- Berezan Management (BC) Ltd.
- BIEAP-FREMP
- BNSF Railway
- Burke Mountain Naturalists
- Burrard Inlet Marine Enhancement Society
- Burrard Yacht Club
- Burrardview Community Association
- Canadian Marine Environment Protection Society/Marine Life Sanctuaries Society
- Canpotex
- Catalyst Pulp and Paper Sales Inc.
- CBRE Limited
- City of Burnaby
- City of Coquitlam
- City of New Westminster
- City of Pitt Meadows
- City of Port Moody
- City of Richmond
- City of Surrey
- City of Vancouver
- City Transfer
- CN
- Corporation of Delta
- David Suzuki Foundation
- Delta Chamber of Commerce
- Delta Farmers' Institute
- Delta Port Committee
- Delta South Constituency Office
- District of North Vancouver
- Emerson Real Estate Group
- Eric Vance & Associates
- Fisheries and Oceans Canada
- Forrest Marine Ltd.
- FortisBC
- Fraser River Pile & Dredge
- Fraser Surrey Docks
- Georgia Strait
- Georgia Strait Alliance
- Greater Vancouver Gateway Council
- Hapag-Lloyd
- Hemmera
- High Water Ventures Ltd.
- Hwlitsum First Nation
- ILWU Canada
- Kingfisher Docks & Boats Inc.
- Lafarge Canada Inc.
- Metro Vancouver
- Mill & Timber
- MLA, Port Moody - Coquitlam
- Nature Vancouver
- Neptune Terminals
- North Shore Waterfront Liaison Committee
- Pacific Coast Marina Ltd
- Pacific Salmon Foundation
- Pacific Wildlife Foundation
- Rabbit River Farms
- Reed Point Marina
- Residential Waterlot Leaseholders Association
- Richmond Chamber of Commerce
- Scotiabank
- South Fraser Action Network
- Shato Holdings
- Southern Railway of BC
- Teck Resources
- Trans Mountain Expansion Project
- TransLink
- Transport Canada
- TSI Terminal Systems Inc.
- Univar Canada
- Vancouver Pile Driving
- Variety Marine Services Ltd.
- West Coast Reduction Ltd.
- Western Stevedoring
- Wharf St. Committee

1.3 OPEN HOUSES

Three public open houses were held for the general public, following the completion of the stakeholder workshops. At these events, community members were invited to review the draft goals, objectives and policy directions, engage with PMV planning staff about these materials, and fill in the feedback form.

The open houses were held at the following times and locations:

- Thursday November 15, 2012, 4 – 7 pm
Brighthouse Elementary School, Richmond
- Saturday November 17, 2012, 1 – 4 pm
Coast Tsawwassen Inn, Delta
- Tuesday November 20, 2012, 4 – 7 pm
John Braithwaite Community Centre, North Vancouver

The events were advertised in the following newspapers:

- Vancouver Sun: Tuesday November 6, 2012
- Delta Optimist: Wednesday November 7, 2012
- North Shore News: Friday November 9, 2012
- Richmond Review: Friday November 9, 2012
- New Westminster: Friday November 9, 2012
- Vancouver Courier: Friday November 9, 2012
- Tri City News: Friday November 9, 2012
- Burnaby Now: Friday November 9, 2012

The open houses were also advertised by email, Twitter, PortTalk, and the PMV website.

Feedback from the open houses was generally in the form of notes taken by Port Metro Vancouver staff based on conversations with attendees, as well as the feedback forms. The results have been incorporated into the following summary.

Participants were invited to fill in feedback forms on the proposed materials, either online or by completing a survey at the event.



1.4 ENGAGEMENT WITH FIRST NATIONS

Port Metro Vancouver invited Lower Mainland First Nations with asserted traditional territories that intersect the lands and waters managed by the Port to participate in the Land Use Plan Update process.

In Phase 2, Port Metro Vancouver invited First Nations to review the document entitled, "Closing the Loop", which included a report of activities and input received from Phase 1. First Nations were also asked to review draft goals, objectives and policy directions and submit comments to PMV.

To help facilitate First Nations' review of these documents, Port Metro Vancouver offered to meet with First Nations individually in order to present the Land Use Plan objectives, process and findings to date, and the draft goals, objectives and policy directions.

A total of 8 meetings took place with First Nations in Phase 2 between November 2012 and March 2013, and Port Metro Vancouver received written comments from 4 First Nations. Comments provided included specific feedback on the individual goals, objectives and policy directions as well as general comments on the Land Use Plan content and process.

Participants in Phase 2 include: Tsleil-Waututh First Nation, Tsawwassen First Nation, Kwikwetlem First Nation, Qayqayt First Nation, Musqueam Indian Band, Squamish Nation, Tsawwassen First Nation, and the Cowichan Nation Alliance.

1.5 SOCIAL MEDIA

PortTalk.ca

Port Metro Vancouver launched the Land Use Plan on PortTalk.ca in Phase 2. PortTalk is the Port's new online engagement platform, which provides a convenient way for people to find information and provide feedback on active Port-led consultations.

PortTalk provided opportunities for online Q&A and encouraged viewers to fill in the feedback form. It also advertised all workshops and open houses, as well as provided access to resource materials.

Twitter

PMV actively promoted the Land Use Plan feedback form, stakeholder workshops and open houses on Twitter. Twenty-two tweets on the Land Use Plan were posted by PMV between October 30 and November 30, 2012.

1.6 FEEDBACK FORMS

In order to obtain specific input and gauge the community's level of agreement on draft goals, objectives, and policy directions, Port Metro Vancouver invited all stakeholders and community members to complete a feedback form on the draft materials. The feedback form was available online from November 6, 2012 to November 30, 2012. Feedback forms were also distributed at stakeholder workshops and during open houses as a primary vehicle for getting input on Phase 2 materials.

The feedback forms asked respondents to rank, on a scale from 1 to 5 (1 = strongly oppose; 5 = strongly support), the level to which they supported each goal, objective and

policy direction. They also provided space for respondents to provide comments or suggested revisions.

122 individuals began and 77 completed the feedback forms, resulting in a completion rate of 63%. The complete results of the feedback forms can be found in the Appendix, although the overall summary of results has been incorporated into the following section of this document. Respondents identified themselves in the following groups (not all respondents chose to answer this question):

	Number
Community Association or Port Liaison Committee representative	11
Environmental, community, or special interest group	16
Federal government or agency representative	0
First Nations representative	1
Industry or business association member	10
Interested community member	29
Municipal government representative	10
Provincial government or agency representative	2
Tenant and/or customer	22

When asked which land use plan events they had attended, respondents indicated that they had attended the following events. Note that because not all workshop attendees completed a feedback form, the numbers in the following table are lower than the figures for event attendance.

	Number
Stakeholder Workshop – October 24, 2012 – Delta	14
Stakeholder Workshop – October 30, 2012 – Port Moody	15
Stakeholder Workshop – November 6, 2012 – Vancouver	16
Open House – November 15, 2012	5
Open House – November 17, 2012	1
Open House – November 20, 2012	6
I did not attend any events	24

2. Phase 2 Consultation Summary

The following is a summary of comments received from stakeholders, First Nations, and the public on the draft goals, objectives and policy directions as part of Phase 2 of Port Metro Vancouver's Land Use Plan update process.

2.1 GOAL 1

The Port facilitates expected growth in Canada's trade while preparing for anticipated transitions in the global economy.

The question of growth and future planning received a great deal of attention, and was in fact a polarizing topic for many participants. While everyone agreed that planning for the future was important, the specifics of what that future should be, and how PMV should facilitate it, was much debated. Some felt that Port Metro Vancouver should anticipate the business needs of industry to create a more stable and secure economy, while others questioned PMV's growth projections and argued that growth needed to be reduced or stopped to ensure that social and environmental interests are not compromised.

Participants felt that it was important to balance competing interests, and nowhere was this more evident than in the discussions around preserving industrial land and protecting agricultural land. Although industrial land – especially the kind which can be used for port activity – is in short supply, participants were concerned that PMV was not being specific about the type of land which it might acquire to support port growth and activity. Agricultural land was seen by many as being threatened by port expansion. A frequently voiced perspective was that agricultural lands should not be used for port expansion.

Participants also felt that the Port should focus on efficiency by making best use of what is already available, intensifying operations within existing port lands, and ensuring that uses and facilities are complementary. Within this goal, Objective 1.2, "Optimize the use of existing port lands and waters," received the most support, as many felt that promoting more efficient use of existing port lands should be the priority. Creating hubs for similar activities and upgrading infrastructure were common suggestions. Rail infrastructure was seen as particularly important. Some participants recommended that the Port explore potential options to utilize lands and facilities off the waterfront or outside its jurisdiction to support port activity and reduce the need for the Port to acquire new land. First Nations felt that all proposed new port developments need to be complementary to existing use of land and water, including for traditional activities.

However, some participants felt that the word "optimize" needed to be expanded and clarified, as its implications were somewhat unclear. Some were also concerned about the effects of intensification on the surrounding community and the environment.

Objective 1.3, "Ensure the availability of suitable lands within the region for future port-related use," received a mixed reaction, with a roughly even split between respondents who were in support and respondents who were opposed. Most of the concerns centered on the impact of port expansion on the environment, local communities, and the supply of agricultural land. Concern was also expressed that the Port would develop and act on its plans without regard for municipal, regional, or First Nation plans.

Objective 1.4, "Lead the port community in responding to economic trends and opportunities that will affect the growth and development of the Port," and most of its associated policy directions, were generally supported.

Policy 1.1.3, "Collaborate with local, regional and provincial governments to improve the compatibility of port and adjacent land uses across jurisdictional boundaries," was well received. However, respondents wanted more clarity on exactly who PMV would collaborate with and how it would be done. There was also a call for more genuine collaboration and engagement with the community. Greater clarity was needed on the level of coordination already in place and on how the Port will interact with local, provincial, and federal agencies in the future.

2.2 GOAL 2

The Port is a leader in ensuring the safe and efficient movement of port-related trade and passengers throughout the region.

Stakeholders felt that it was important to support the supply chain by creating the necessary infrastructure and continuing to coordinate effectively with other agencies. They supported strong safety standards, including emergency planning and spill response at terminals and in the harbour.

Balancing competing interests was also a major theme, in terms of balancing the national interest to move goods, weighed against the local interests and community impacts. Participants were concerned that fulfilling this goal would come at the expense of the environment and quality of life. They wanted guarantees that the environment would be well protected against the effects of port operations. Railways were preferred over roads and trucks to handle the growth in goods movement to and from the port.

Collaboration and coordination with other agencies were particularly important in this area, as Port Metro Vancouver has no authority over transportation corridors outside of its jurisdiction. It was noted that the many of the objectives within this goal complemented those of the wider region.

In terms of the goal statement itself, participants felt that more clarity was needed in the definition of the "region" impacted by goods movement as well as the composition of the "passengers" referenced in the goal.

There was general support for Objective 2.1, "Improve operational efficiencies of transportation modes serving the Port." Participants supported initiatives that would reduce truck traffic and promote rail and short-sea shipping. However, some were concerned that efficient goods movement would take place at the expense of wildlife habitat and the environment. It was noted that collaboration would be key to fulfilling this objective, as the Port has limited power over transportation corridors outside of its jurisdiction.

Corresponding policies within 2.1 were well supported, although some participants questioned the increased use of waterways for transport. First Nations were specifically concerned about the potential impacts on fisheries. Most people supported Policy 2.1.5, "Work with customers, stakeholders, First Nations and local communities to identify operational improvements to mitigate noise, congestion, air emissions and other impacts arising from port-related activities." However, First Nations identified the need to implement measures to regulate and enforce water and sediment quality. Overall, respondents felt that these policy directions needed to be more specific and consistent in the Identification of which stakeholders PMV would collaborate with, and how. Respondents also urged using strong, specific targets to help gauge success.

Participants agreed on the importance of enhancing infrastructure, as identified in Objective 2.2, "Protect and enhance transportation corridors and infrastructure critical to moving goods and passengers through the Port," but were concerned about the effect this may have on the environment and local communities. They urged more focus on efficiency and collaboration. Clarity was also needed on the implications of certain words, such as "protect" and "enhance". In addition, participants felt that "passengers" needed to be defined.

Objective 2.3, "Ensure the safe and secure movement of goods and passengers through the Port," was strongly supported. Safety was a high priority for respondents, especially emergency planning, terminal security, and spill response. Some pointed out the effects of goods movement on traffic congestion and road safety in the region, while others noted a desire to monitor the types of commodities that are traded through the region in hopes that it may support safer movement of goods. Within the corresponding policy directions, respondents requested more clarity on what constitutes "best practices" and who is ultimately responsible for emergency response.

2.3 GOAL 3

The Port is a global leader among ports in the environmental stewardship of the lands and waters it manages.

Participants agreed with the overall intent and tone of the environmental goal, objectives and policy directions. However, many felt that they were too open-ended and needed more detail to be impactful. Workshop participants argued that the Port should move from the position of encouraging to requiring environmental best practices which would allow the Port to position itself as a true environmental leader. For example, respondents felt that Objective 3.1, "Contribute to the overall ecological health of the region by reducing impacts from port activities and protecting, maintaining and enhancing ecosystems," should start with "Lead" rather than "Contribute" to the ecological health of the region. Many respondents urged stricter enforcement and monitoring of regulations for port users and tenants. In the feedback forms, Goal 3 gathered a great deal of support. However, comments centered on concern that the Port would not follow through with its implementation. First Nations felt that Policy 3.1.2, "Mitigate potential impacts on habitat quality..." should first prioritize the avoidance of adverse impacts on habitat. They also felt that Policy 3.1.3, "Support the creation, enhancement, and/or restoration of critical fish and wildlife habitat..." should be further defined to the effect that more habitat is added than what was lost.

Many respondents encouraged a more holistic approach to sustainability. They felt that it should be approached through the lenses of ecology, health, and social well-being rather than mitigation of effects. Some argued that mitigation and compensation for adverse effects were not always possible, since the cumulative effects of development could not be accurately measured. Instead, they felt that rather than dividing environment into separate "land" and "water" issues, the preservation of the entire ecosystem should be the main priority. The environmental impact of the specific commodities traded through the Port was a concern for participants, as were the effects of air emissions and dredging.

At the same time, other respondents were worried about the impact that stricter environmental regulations may have on port tenants and operators – they felt that it would have adverse impacts on economic activity and business viability. Stakeholders encouraged

increased collaboration with other levels of government in order to balance competing interests. Comments from First Nations included requests for the Port to work with First Nations to jointly develop environmental policies and initiatives, and provide funding and resourcing support to facilitate meaningful consultation around environmental concerns.

Also, as part of Objective 3.1, one First Nation requested that an additional policy be created aimed at transitioning to closed-containment stockpiles in order to prevent unnecessary environmental impacts.

Objective 3.2, "Reduce air emissions and greenhouse gases and promote energy conservation in port operations and developments," received almost unanimous support. Respondents felt that the Port should take a stronger stance with this objective and set targets that exceed current best practices. First Nations felt that the Port should use its influences to set standards throughout the gateway. Incentives, targets and monitoring were needed for these policies to be successful. Participants also urged PMV to go beyond monitoring and reporting on emissions, as specified in Policy 3.2.3, and focus on reducing emissions.

Objective 3.3, "Improve land and water quality within the Port," was strongly supported. Some participants felt that more detail was needed in Policy 3.3.1 to explain the way that site contamination risks would be managed. Feedback on Policy 3.3.3, "Ensure sediment and soil quality of tenanted sites is maintained or improved from the time a site becomes occupied to the time it becomes vacant," centered on concern about the extent to which a site should be remediated during tenancy/before it is vacated, and to what standards. Some called for stricter leasing or regulatory requirements, while others called for greater consideration of business interests.

Most participants supported Objective 3.4, "Promote sustainable practices in design and construction, operations and administration in the Port," noting that specific standards or targets should be established, such as for green building design, and tenants should be required to meet industry best practices. First Nations questioned how sustainability could be supported at the same time as growth.

2.4 GOAL 4

Port activity and development provides benefits and addresses impacts to local communities and First Nations.

Relationships, collaboration and involvement with communities and First Nations was a key theme during discussions on Goal 4, with many participants arguing that collaboration should be a stand-alone goal rather than a theme woven through all four goals. Greater collaboration between the Port and different levels of government was seen as particularly important, especially in terms of addressing overlapping jurisdictions and mandates. Respondents and comments collected from all forums stressed the need for greater transparency in port processes and development of decision-making.

Comments from First Nations included the need to collaborate with First Nations and local communities in identifying solutions for mitigating impacts and in identifying a transparent consultation process for future port projects.

Other comments from First Nations requested that First Nations be identified separately from local communities and stakeholders as they have constitutionally protected rights. Some First Nations requested a separate goal specifically related to First Nations, and others requested that First Nations received more representation throughout the entire plan.

Feedback focused on impacts to the community arising from port and related activity such as congestion, noise, and pollution. "Cumulative impacts" were a concern, as well as the question of whether such impacts could ever be properly measured or mitigated. First Nations expressed concern about the project-by-project approach to assessing impacts, and instead stated that cumulative impacts of all port-activities should be addressed in the plan. However, some participants recognized the importance of the jobs the Port brings to the local economy, and there was a call for better education and awareness around the economic benefits.

Participants called for stronger links between economic, environmental, and social elements of sustainability, especially around complex issues such as sea level rise, sustainable growth, and the ALR. In addition, they called for strong monitoring and implementation of the policies and objectives, once finalized. Issues which were important to the river community, such as dredging, needed to be better addressed in the plan.

A number of feedback form respondents felt that Goal 4 should be more aspirational and less of a "statement." Suggestions were provided on how to rephrase the goal, using stronger and more decisive language.

Objective 4.1, "Generate local economic benefits through the use and development of port lands and waters," was supported by most respondents. However, there was some concern that implementation would have environmental repercussions, with economic growth taking place at the expense of social and ecological health. Some respondents indicated that they wanted full-cost accounting of the economic benefits of projects to determine whether they truly outweighed the social and environmental impacts. There was also a desire for First Nations and community rights to be more explicitly discussed. Within the policy directions, respondents favoured 4.1.1 for its focus on economic opportunities for the local community, and they also urged PMV to expand the community benefits program, identified in 4.1.4, and elaborate on the economic benefits to First Nations.

There was strong support for Objective 4.2, "Ensure public recreational opportunities and waterfront access are provided within the Port in a manner compatible with port activities." Respondents brought up concerns about conflicting recreational uses, such as private docks impeding public beach access and the needs of recreational vessels. First Nations expressed concern about impacts to the shoreline and sensitive habitats. Policy direction 4.2.3, "Manage private recreational dock development in a manner that supports the public use and enjoyment of foreshore and intertidal areas accessible within their communities," garnered a considerable amount of feedback, as many people felt that private docks were a significant impediment to the public use and enjoyment of the foreshore, and that the proliferation of docks should be addressed. Respondents felt that consultation and engagement should be a key component of Objective 4.3, "Address the Impacts from port operations and development on local communities and First Nations." They emphasized the need for more community input and more transparent and accountable decision-making. First Nations requested greater transparency in the Port's consultation process, and that Aboriginal rights and title should be protected through an additional policy. There was concern about how port expansion would impact the local community, as well as a lack of clarity on how the Port would implement this objective. Some suggested that the word "address" should be changed to "minimize", and that the objective should also include the impacts of port-related operations.

Respondents focused their input on Policy 4.3.5, "When acquiring new lands, commence a consultation process within a reasonable timeframe to solicit input from interested and affected parties on any potential change of use to that land." They felt that more detail was needed to flesh out the policy. They suggested that the Port should communicate and consult about its intention to buy land before it is purchased, and that there should be assurances that feedback would be heard. Others argued that the Port should only acquire new lands as a last resort, while some felt that the Port should not acquire new land at all. As in other sections of the feedback form, many respondents re-iterated that the Port should not use agricultural land to support port growth.

First Nations highlighted the need for a more explicit policy on archaeology that would ensure all appropriate steps and best practices are taken, in accordance with the *Heritage Conservation Act*.

**Excerpts of Port Comments Regarding
Port Land Use Planning And Acquisition.**

1. Purpose

The purpose of this section is to present relevant excerpts from Port Metro Vancouver's planning documents regarding Port land use planning and land acquisition.

2. What is the Port Metro Vancouver Land Use Plan?

The Canada Marine Act requires each Canadian port authority to have a Land Use Plan that contains objectives and policies for the physical development of the property it manages. The Port's current Land Use Plan is a compilation of three separate plans from each of the region's former port authorities that amalgamated in 2008 to form Port Metro Vancouver. In 2011, Port Metro Vancouver completed a strategic visioning initiative called "Port 2050" which contains the following Vision: *To be the most efficient and sustainable Gateway for the customers we serve, benefiting communities locally and across the nation.* The Port's Land Use Plan will help the Port achieve its 2050 Vision and needs for the next 15 to 20 years (e.g., 2028 - 2033).

3. Scope of the Land Use Plan

Port staff advise that the Land Use Plan will attempt to: (1) establish a single unified Port management system for Port land and water designations from the three former port authorities, (2) resolve inconsistencies, (3) reconcile current designations against what is actually on the ground, and (4) identify potential changes. The updated Port Land Use Plan designations are to apply to all lands and waters under the Port's jurisdiction, including the Head Lease areas. The Port advises that municipal land use designations will be key factors in preparing the Port's designations due to the interdependencies of the water with the upland.

4. The Port's Web site "Frequently Asked Questions and Answers Section"

The Port's Web site "Frequently Asked Questions and Answers Section" states the following:

(1) Question: Are you going to consider the future use of agricultural land owned by the Port as part of your land use plan?

- Port Answer: The process to update the Land Use Plan will explore appropriate uses for agricultural lands owned by the Port. The Port respects that agricultural land is an important issue for communities and other regulatory authorities. We invite all those interested in this topic to participate in the process to update our Land Use Plan so we can ensure your views are considered as we develop policies for the use of agricultural land.

(2) Question: What is the Port's position on the region's industrial land supply?

- Port Answer: The retention of a viable industrial land base in the region is critical to a strong local economy. Although the demand for industrial land in our region continues to rise, the supply of such lands is declining as it comes under increasing pressure for redevelopment to other uses that provide a more immediate return on investment. We wish to work with all other jurisdictions having authority over land use in the region to reverse this trend.

(3) Question: Is the Land Use Plan the same as a zoning bylaw? Is it a master plan?

- Port Answer: The Land Use Plan will be less specific than a zoning bylaw. It will identify appropriate types of uses for Port lands and water but it will not include specific development criteria such as the location of buildings or how big lots should be. The Land Use Plan is not the same as a master plan either. Where a master plan may look at the entire operations of a Port, the Land Use Plan will focus primarily on land use and related interests. Rather than designate lands for specific commodities, the Land Use Plan will identify a range of uses that would be appropriate to develop on any given parcel.

5. Port Metro Vancouver's Phase 3 Stakeholder Workshops Discussion Guide

The Phase 3 Stakeholder Workshops Discussion Guide (Attachment 1) comments on the Richmond portions of the Port, as follows:

(1) Planning Area 1: Fraser River - North and Middle Arm

- The North and Middle Arms of the Fraser River extend from the North Arm Jetty and Sturgeon Bank to the end of Poplar Island. The area borders The University of British Columbia, Vancouver International Airport, the municipalities of Vancouver, Richmond, Burnaby and New Westminster, and the reserve lands of the Musqueam Indian Band.
- The North and Middle Arm of the Fraser River consist of domestic and local navigation channels, which are relatively shallow in depth. Currently, the area is primarily used for log storage, industrial, commercial, conservation and recreational uses.

- Challenges: Future port-related uses in this area will likely continue to include a mix of existing uses with moderate growth expected. One of the external challenges facing this planning area include the conversion of existing industrial uplands to residential or other non-industrial uses, further limiting the stock of industrial lands in the area.

(2) Planning Area 2: Fraser River - South Arm

- The Fraser River South Arm extends from Sand Heads to west of the Port Mann Bridge and is the main area of port activity on the Fraser River. The area borders the municipalities of Richmond, Delta, Surrey, New Westminster, and Coquitlam. A portion of the South Arm is within the Provincial Head-Lease Area, which consists of Provincial lands and waters managed by Port Metro Vancouver. The South Arm of the Fraser River is considered a deep-sea shipping channel, with facilities designed to accommodate deep-sea and shortsea shipping. This includes three deep-sea terminals: Fraser Wharves in Richmond and Fraser Surrey Docks in Surrey, both of which handle a variety of bulk and break bulk products; and Wallenius Wilhelmsen Logistics (WWL) in New Westminster, which specializes in automobiles. The Richmond Logistics Hub also provides important warehousing and intermodal capabilities for the area and the port in general. In 2012, approximately 27 million metric tonnes of cargo moved through the South Arm. In addition, there is a wide variety of port-related industrial and commercial uses such as ship repair, ship building, marinas, fuelling facilities, log storage and river-related commercial activities. Conservation and recreation uses also exist throughout this area. This area will continue to be the main hub of shipping and goods movement in the Fraser River, with anticipated intensification of use and growth in all sectors including bulk, break bulk, liquid bulk and other commodities.
- Challenges: There will also be additional pressures from non-port-owned industrial lands for water access, particularly as industrial lands in other areas of the Port become more limited. Like other areas of the Port, the South Arm of the Fraser River is also facing the continued conversion of existing industrial uplands to residential and other non-industrial uses by neighbouring municipalities. This may create the potential to increase conflicts between port-related and non-industrial uses in the community. Mitigation measures to lessen impacts will need to be considered by municipalities, proponents and PMV when looking at port-related and non-port related developments in these areas. Future port-related uses in this area will likely continue to include a mix of existing uses with moderate growth expected. One of the external challenges facing this planning area include the conversion of existing industrial uplands to residential or other non-industrial uses, further limiting the stock of industrial lands in the area.

6. Discussion Guide Policy Directions:

- 1.1 Protect the industrial land base to support port and related activities into the future.
 - 1.1.1 Preserve the lands and waters under the Port's jurisdiction to support current and future port activities.
 - 1.1.2 Collaborate with other land use authorities to protect the region's industrial land base.
 - 1.1.3 Collaborate with local, regional and provincial governments and First Nations to identify opportunities to improve the compatibility of port and adjacent land uses across jurisdictional boundaries.
- 1.2 Optimize the use of existing port lands and waters.
 - 1.2.1 Intensify the use and development of port lands to achieve the highest feasible operational capacities within the existing land base, considering the impacts intensified use may have on adjacent communities, transportation networks and the environment.
 - 1.2.2 Promote the use and development of port lands and waters in a manner that takes advantage of a site's unique physical and geographical attributes in its broader context.
 - 1.2.3 Manage new port development to create synergies and efficiencies between adjacent activities and uses.
- 1.3 Ensure the availability of a land base within the region that is sufficient to support future port and port-related activities.
 - 1.3.1 Consider acquisition of sites to protect their availability for future port use, giving priority to lands that demonstrate ready access to shipping and/or transportation networks and close proximity to existing Port Metro Vancouver holdings.
 - 1.3.2 Consider the creation of new land for future port uses, such as new terminal development and environmental mitigation, when suitable existing lands are not expected to be available.
 - 1.3.3 Develop a coordinated approach to anticipating and responding to property and infrastructure impacts, such as those associated with climate change, including sea level rise and more frequent/extreme flood events.

- Draft Plan policy 4.3.4 states that the Port will "Consider applicable plans of municipalities, First Nations and other agencies when developing Port plans and strategies"
- Draft Plan policy 5.1.4 states "Upon acquiring new lands, undertake a consultation process to solicit input from interested and affected parties on any potential change of the land use designation applicable to those lands as part of a process to amend the Land Use Plan."

Prepared By
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Planning and Development Department
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Peter Xotta
Vice-President, Planning & Operations
Port Metro Vancouver
100 The Pointe, 999 Canada Place
Vancouver, BC V6C 3T4

Dear Mr. Xotta:

Re: Proposed Port Metro Vancouver Land Use Plan and Implications to Richmond

The purpose of this letter is to summarize Richmond's key comments in response to the Proposed Land Use Plan of Port Metro Vancouver (PMV). These comments were previously expressed to PMV staff at the April 16, 2012 Richmond General Purposes Committee meeting, various senior staff meetings between the two agencies over last year and more recently, by Richmond staff at the PMV's Phase 1 Spring 2012 Land Use Plan Stakeholder Workshops and Public Open Houses.

Firstly, we would like to thank you for consulting with Richmond as the PMV updates its Land Use Plan. We understand that the PMV's current Land Use Plan is a compilation of the land use plans of the previous three ports which were amalgamated in 2008 and that this will be the first amalgamated Port Land Use Plan.

As the PMV's Land Use Plan would have significant implications to Richmond, especially in land use and transportation, we reiterate our key issues as outlined below:

1. Intrusion into Agricultural Land

As clearly stated by Council at the Richmond General Purposes Committee and staff, expanding Port facilities into the Provincial Agricultural Land Reserve (ALR), or on City Official Community Plan designated and agriculturally zoned land is of grave concern to the City of Richmond. As such, Richmond strongly opposes any further PMV's property acquisitions similar to the Gilmore Land purchase which may convert agricultural lands to port industrial uses in the future. This agricultural land intrusion is fundamentally contrary to the City's long term land use vision as agricultural lands are limited and necessary for sustainable agricultural food production and security which cannot be replaced. If and when Port expansion in Richmond is necessary, PMV should seriously consider expansion only to other existing industrial zoned lands adjacent to the Fraser Richmond site while preserving the existing adjacent agricultural properties (including the Gilmore Lands) for agricultural purposes.

2. Implications of PMV's Expansion Plan on Richmond's Infrastructure

Richmond requests that PMV continues to work closely with the City regarding its port expansion plans. This is important as the City's land use and transportation plans do not account for the increased Port industrial footprints and related infrastructure. Hence, any gaps in meeting the infrastructural needs, including funding, to support PMV's growth must be jointly identified early on in the planning stages. As PMV is not required to pay Development Cost Charges like other developers and Richmond has limited resources to fund the necessary local infrastructure improvements, this funding issue must be addressed by the Port so the City will not bear the financial burden of the upgrades.

3. PMV's Deltaport Expansion Truck Impact Study

Since February 2012, Richmond has repeatedly requested a copy of the truck impact study undertaken as part of PMV's Deltaport Container Capacity Improvement Program. The findings of this study will provide valuable information to the City in undertaking the future transportation improvements for goods movement in the area of the PMV's properties in Richmond. Information from this study can also be used for the current planning work on the George Massey Tunnel and Steveston Interchange by the Ministry of Transportation and Infrastructure. Please advise when Richmond will be provided with a copy of such study.

4. Continued Coordinated Port and City Planning

Richmond continues to request continued and meaningful consultation into 2013 with the PMV as it prepares its Plan. Through this collaborative process, Richmond would like to explore ideas to achieve mutually acceptable solutions (e.g., recent joint partnership in the Nelson Road Interchange project) to meet our respective land use and transportation objectives. This approach is necessary to avoid unilateral decisions made by one party that may significantly affect the other.

We look forward to your cooperation in addressing the key issues of Richmond as noted above. If you have any questions or wish to discuss this matter further, please contact me at 604-276-4214.

Yours truly,



Joe Erceg, MCIP
General Manager, Planning & Development

pc: Mayor and Councillors
TAG
Brian Jackson, Director, Development Applications
Victor Wei, Director, Transportation
Terry Crowe, Manager Policy Planning



City of
Richmond

Malcolm D. Brodie
Mayor

6911 No. 3 Road,
Richmond, BC V6Y 2C1
Telephone: 604-276-4123
Fax No: 604-276-4332
www.richmond.ca

0140-20-PMV:11

October 25, 2012

The Honourable Denis Lebel
Minister of Transport, Infrastructure and Communities
House of Commons
Ottawa, Ontario K1A 0A6

Dear Minister Lebel:

Re: Port Metro Vancouver's Land Use Planning & YVR's Proposed Shopping Mall


This is to advise that at its Regular Council meeting held on October 22, 2012, Richmond City Council announced the following resolution:

- (1) *That the Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities be:*
 - (a) *requested to ask the Federal Government to formally intervene to stop Port Metro Vancouver from using ALR land for Port expansion purposes;*
- (2) *That City ask the Province (e.g., BC Minister of Agriculture, Agricultural Land Commission) and Metro Vancouver to support the above intervention in 1(a).*

Richmond City Council is very concerned that Port Metro Vancouver will continue to expand on Agricultural Land Reserve (ALR) lands. These lands are to be protected by the Province of British Columbia and the City of Richmond for long-term agricultural use and not for Port expansion. The Port has already purchased 200 acres of ALR lands north of its current Fraser Richmond site for future Port expansion. Richmond City Council continues to strongly object to this acquisition and wishes that the Port would permanently return the lands to its former agricultural use through a sale to the farming community. Also, there are clear alternatives for Port Metro Vancouver to expand on non-ALR lands. Furthermore, the recent 2040 Metro Vancouver Regional Growth Strategy encourages Port Metro Vancouver to expand within the urban footprint and not on ALR lands, as does the City's proposed 2041 Official Community Plan.

Richmond City Council would appreciate any effort that you could undertake to stop Port Metro Vancouver from utilizing ALR lands for Port expansion.

Yours truly,



Malcolm D. Brodie

Mayor



To: Mayor and Councillors
From: Terry Crowe,
Manager, Policy Planning

Date: July 19, 2013

File:

Re: Port Metro Vancouver "Undetermined" Map Designations

Purpose

The July 16, 2013, Planning Committee minutes indicate that Planning Committee requested staff to "...provide copies of the current draft Port "Undetermined" map designations associated with the Port's draft Land Use Plan to Council". This memo responds to this request.

Details

The existing Port Metro Vancouver Land Use Plan shows that there are four designated "Undetermined" sites in Richmond (**Attachment 1**). All sites are in the Agricultural Land Reserve (ALR). The Port either owns or partially owns these four sites which are often called: Site 1 - the Golden Garden site, Site 2 - The Esterbrooke Milling (Rabbit Farm) site, and Sites 3 and 4 - the Gilmore Farm lands.

Since the Planning Committee meeting, the Port has advised by email that they are proposing to re-designate the four "Undetermined" sites as "Special Study Area" sites and that there will be further consultation and study before the Port applies a final land use designation to them.

Currently, Richmond's 2041 OCP and Zoning Bylaw designate these areas "Agricultural".

For reference, the July 16, 2013, Planning Committee recommendation states:

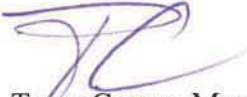
"That, as per the report from the General Manager, Planning and Development, dated June 27, 2013, titled: Port Metro Vancouver Land Use Plan Update, the City Of Richmond:

- (1) Advise Port Metro Vancouver that, as the City continues to strongly object to any Port use of agricultural lands, the Port state in its final Land Use Plan that it will not use agricultural lands, including the Gilmore Farm, Rabbit River Farm, and other Port owned agricultural lands, for Port expansion or operations and that any future purchased land will abide by City zoning; and*
- (2) Advise the Minister of Transport Canada, the BC Minister of Agriculture, the Chair of the BC Agricultural Land Commission, the Metro Vancouver Board and all Metro Vancouver municipalities be advised of the above recommendation."*

July 19, 2013

- 2 -

For clarification, please contact me at 604-276-4139.

A handwritten signature in purple ink, appearing to be 'TC' with a stylized flourish.

Terry Crowe, Manager
Policy Planning

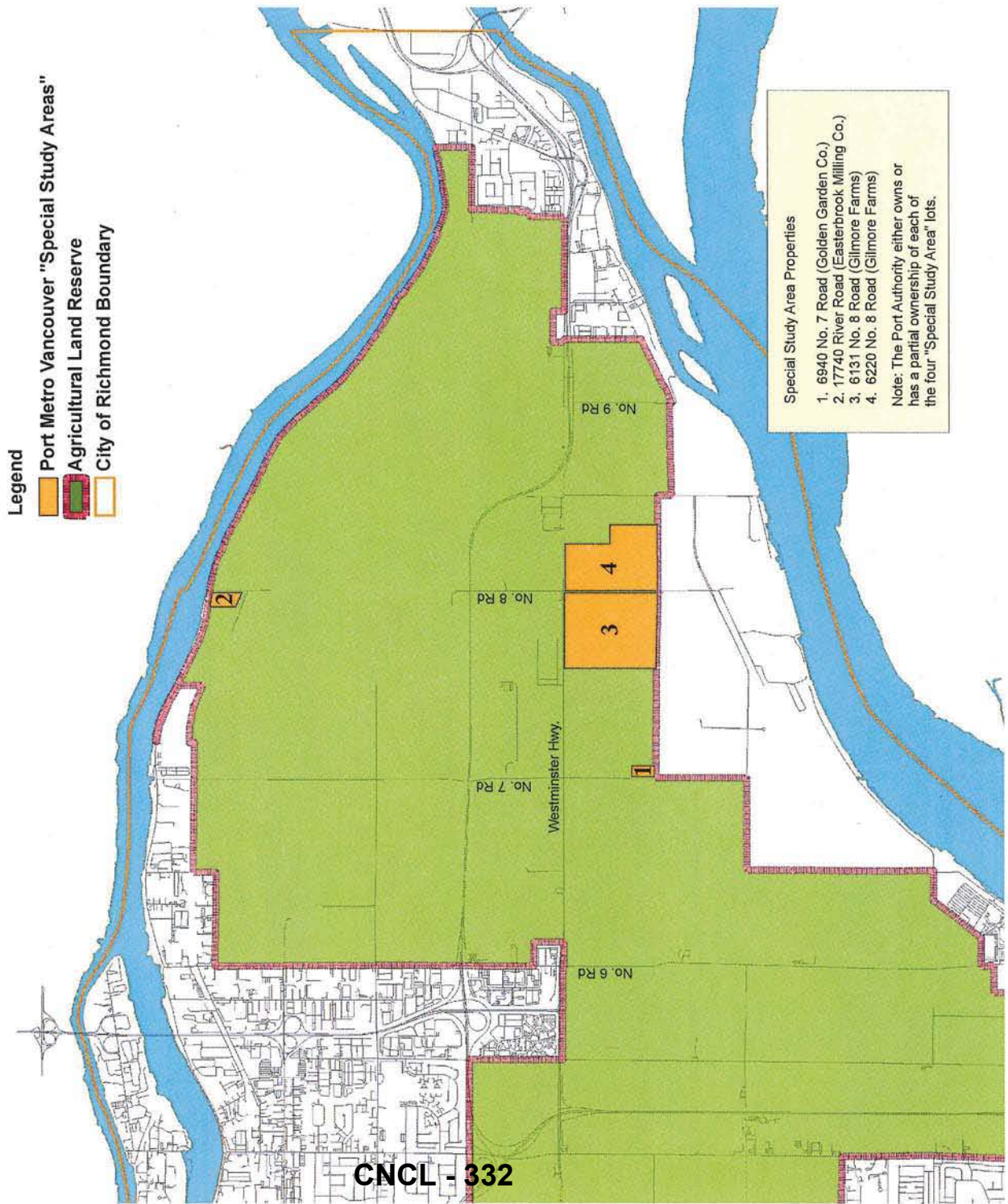
TTC:cas

Att. 1

pc: Joe Erceg, General Manager, Planning and Development
David Brownlee, Planner 2
Kevin Eng, Planner 1

Port Metro Vancouver "Special Study Areas" within the Agricultural Land Reserve

ATTACHMENT 1





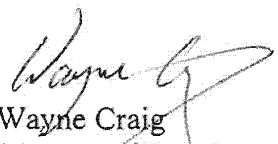
City of Richmond

Report to Committee Planning and Development Department

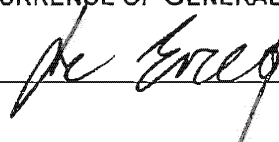
To: Planning Committee
From: Wayne Craig
Director of Development
Date: July 8, 2013
File: RZ-12-619503
Re: **Application by Sandhill Homes Ltd. for Rezoning at 9080 No. 3 Road from Assembly (ASY) to Medium Density Townhouses (RTM2)**

Staff Recommendation

1. That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, to redesignate 9080 No. 3 Road from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1, be introduced and given first reading.
2. That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, having been considered in conjunction with:
 - The City's Financial Plan and Capital Program; and
 - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Official Community Plan Bylaw 9000, Amendment Bylaw 9030, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9043, for the rezoning of 9080 No. 3 Road from "Assembly (ASY)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.


Wayne Craig
Director of Development

EL:blg
Att.

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

Staff Report

Origin

Sandhill Homes Ltd. has applied to the City of Richmond for permission to rezone 9080 No. 3 Road (**Attachment A**) in order to permit the development of 12 townhouse units with vehicle access from 9100 No. 3 Road. The original proposal was to rezone the subject site from Assembly (ASY) to Low Density Townhouses (RTL4). A Report to Committee (**Attachment B**) was taken to Planning Committee on May 22, 2013. In response to the referral motion carried at the Planning Committee meeting, the applicant has revised the proposal to rezone the subject site from Assembly (ASY) to Medium Density Townhouses (RTM2). A revised preliminary site plan is contained in **Attachment C**.

Background

The following referral motion was carried at the May 22, 2013 Planning Committee meeting:

- “(1) That the Application by Sandhill Homes Ltd. for rezoning at 9080 No. 3 Road from Assembly (ASY) to Low Density Townhouses (RTL4) be referred back to staff to examine the issue of green space; and*
- (2) That staff examine in general:*
 - (a) the question of repayment of taxes to the City if a permissive tax exemption was granted; and*
 - (b) any other principles that may be applied to such applications.”*

This supplemental report is being brought forward now to provide a summary of revisions made to the site plan, history of permissive tax exemption on the subject site, and a discussion on amenity contributions.

Findings of Fact

Please refer to the attached updated Development Application Data Sheet (**Attachment D**) for a comparison of the proposed development data with the relevant bylaw requirements. Please refer to the original Staff Report dated May 10, 2013 (**Attachment B**) for information pertaining to related City's policies and studies, pre-Planning Committee public input and responses, as well as staff comments on tree retention and replacement, site servicing and frontage improvements, vehicle access, and covenants and easements currently registered on Title.

Changes Proposed on Site Planning Relating to Green Space

As requested by the adjacent residents of the single-family homes on Rideau Drive, the proposed outdoor amenity area has been relocated to the south-east corner of the site. The setback from the proposed two-storey townhouse units to the east property line has been increased from 4.5 m to 6.36 m.

Other changes to the site plan include the relocation of a visitor parking stall and a slight shift of the internal drive aisle. These changes will be reviewed in the context of the overall detailed design of the project, including site design and landscaping at the Development Permit stage.

History of Permissive Tax Exemption on the Subject Site

The consolidated Eitz Chaim Synagogue site at 8080 Francis Road was granted a tax exemption until 2004, as the Eitz Chaim Synagogue was demolished in January, 2005. After the Eitz Chaim Synagogue site was subdivided into two (2) lots in 2005 to facilitate the townhouse development at 8080 Francis Road, the remnant parcel (i.e., the subject site at 9080 No. 3 Road) has become taxable and has been taxed at a “Seasonal/Recreational” (Class 08) rate. This class includes all churches, recreational use land, and non-profit organization’s land, etc.

The total payable property tax is based on assessed value of the property and the assessment classification. The property taxes paid per square foot of land are comparable between the Assembly land and the Single-Family Residential land, due to the fact that, while the assessed value of an Assembly site is less than the value of the residential property, the tax rate for Assembly properties (i.e. Class 08) is higher than the rate for Residential properties (i.e. Class 01). Upon submission of the rezoning application, BC Assessment was advised that the subject site at 9080 No. 3 Road is a potential redevelopment site and should be taxed at a “Residential” (Class 01) rate.

Since no permissive tax exemption has been granted to the subject site since it was created in 2005, no repayment of taxes is warranted.

Amenity Contributions – Conversion of Community Institutional Land

Based on Council’s May 24, 2011 revised “Community Institutional” Assemble Use Policy and the 2041 Official Community Plan (OCP), no community benefits were sought as part of the proposed conversion of Assembly lands. Without clear policy direction on other principles that may be applied to such applications, staff worked with the applicant to respond to Planning Committee’s concern regarding the lack of additional amenity contributions when redesignating Assembly lands for the purpose of redevelopment. The developer advised that the purchase agreement for the subject site was negotiated and agreed to based on the above Policy and OCP, and that there is no room in their pro forma to provide additional contributions based on the density at 0.6 Floor Area Ratio (FAR). However, the developer has agreed to provide an additional voluntarily contribution in the amount of \$35,000 to the City’s Affordable Housing Fund Reserve in exchange for a modest density increase of 0.05 FAR.

Options

Two (2) options are appropriate to proceed with this application:

Option 1: Approve the proposed rezoning to Low Density Townhouses (RTL4) with no additional amenity contribution.

This option complies with the Council’s May 24, 2011 Revised “Community Institutional” Assemble Use Policy and the 2041 Official Community Plan (OCP), but does not address Planning Committee’s concerns discussed at the May 22, 2013 Planning Committee meeting.

Option 2: Approve the proposed rezoning to Medium Density Townhouses (RTM2) with an additional amenity contribution in the amount of \$35,000. (Recommended)

This option addresses Planning Committee's concerns regarding the lack of amenity contributions when redesignating lands from Assembly use to other OCP designations for the purpose of redevelopment. By allowing a higher density at 0.65 FAR (instead of 0.6 FAR), the developer agrees to provide an additional voluntary amenity contribution, in the amount of \$35,000, to the City's Affordable Housing Fund Reserve.

The proposed zoning will be revised from "Low Density Townhouses (RTL4)" (at 0.60 FAR) to "Medium Density Townhouses (RTM2)" (at 0.65 FAR). Staff support the proposed amendment to the proposal based on the following:

- 0.65 FAR is still within the normal density range outside the City Centre.
- According to the Arterial Road Policy, additional density may be considered where additional community benefits are provided; in this case, additional Affordable Housing Contribution over and beyond the amount required in accordance to the City's Affordable Housing Strategy.
- The number of units proposed will remain at 12 units.
- The proposed height, siting, and orientation of the buildings generally remains the same as the previous plan, except that additional floor areas are to be added to the 2-storey duplex units at the southeast corner of the site, with a larger setback to the east property line.
- The subject site is located on a transit route and in proximity to local commercial.

Conclusion

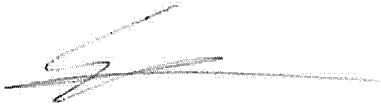
The site plan is revised to address the neighbouring residents' request to have a larger green/buffer area on-site between the proposed townhouse units and the existing adjacent single-family homes.

No repayment of taxes is warranted because no permissive tax exemption has been granted to the site since it was created.

An additional voluntary amenity contribution to the City's Affordable Housing Fund Reserve, in the amount of \$35,000, is to be provided by the developer for redesignating lands from Assembly use to other OCP designations for the purpose of redevelopment. The revised list of rezoning considerations is included as **Attachment E** (signed concurrence on file).

The proposed 12-unit townhouse development is consistent with the 2041 Official Community Plan (OCP) regarding the conversion of Assembly sites along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood.

Based on the above, staff recommend that the proposed Official Community Plan Amendment and rezoning of 9080 No. 3 Road to Medium Density Townhouses (RTM2) be approved.



Edwin Lee
Planning Technician – Design
(604-276-4121)

EL:blg

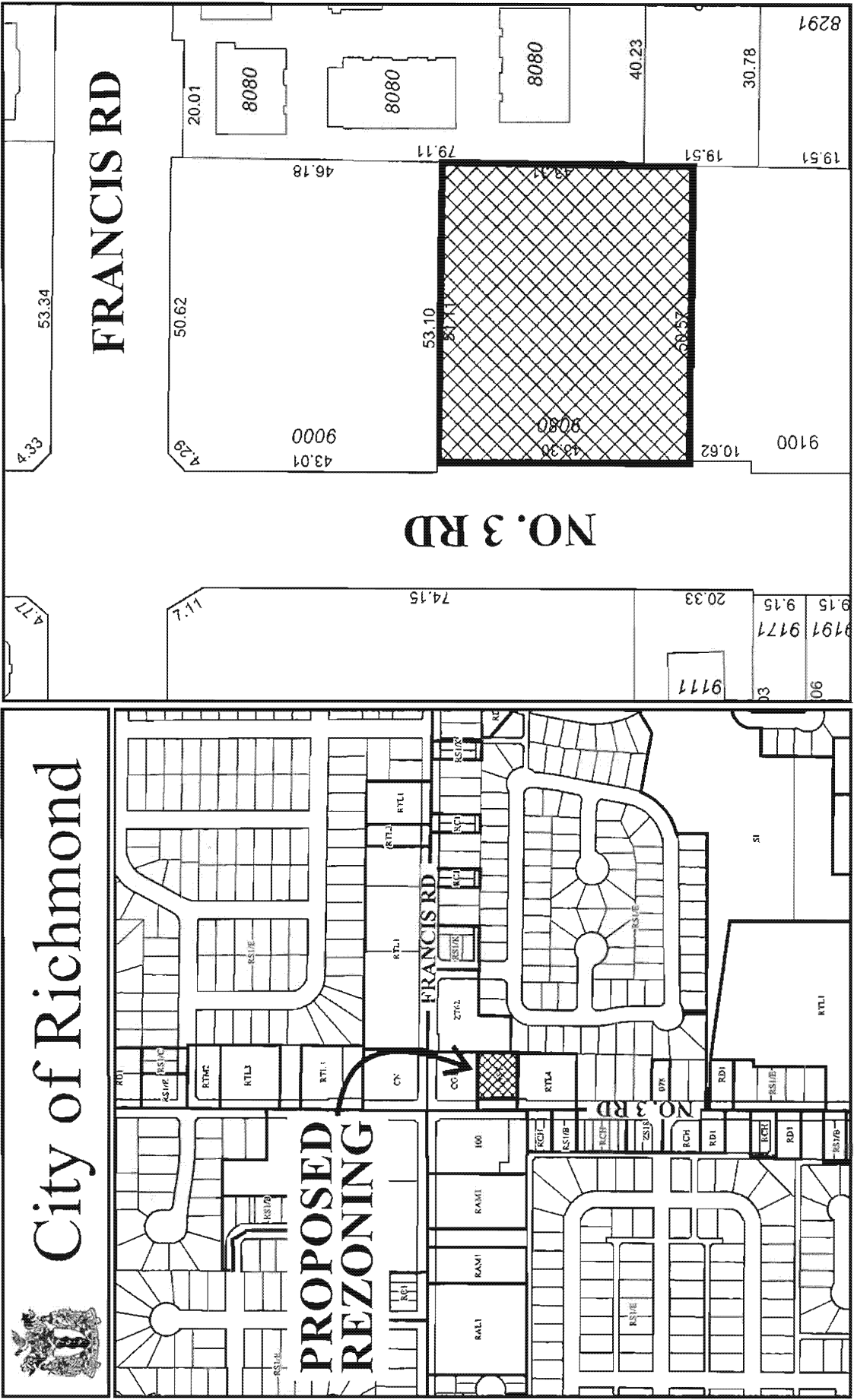
Attachment A: Location Map


Attachment B: Report to Committee dated May 10, 2013

Attachment C: Revised Site Plan

Attachment D: Updated Development Application Data Sheet

Attachment E: Updated Rezoning Considerations Concurrence

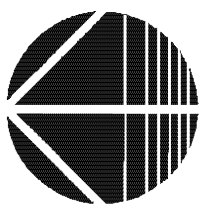




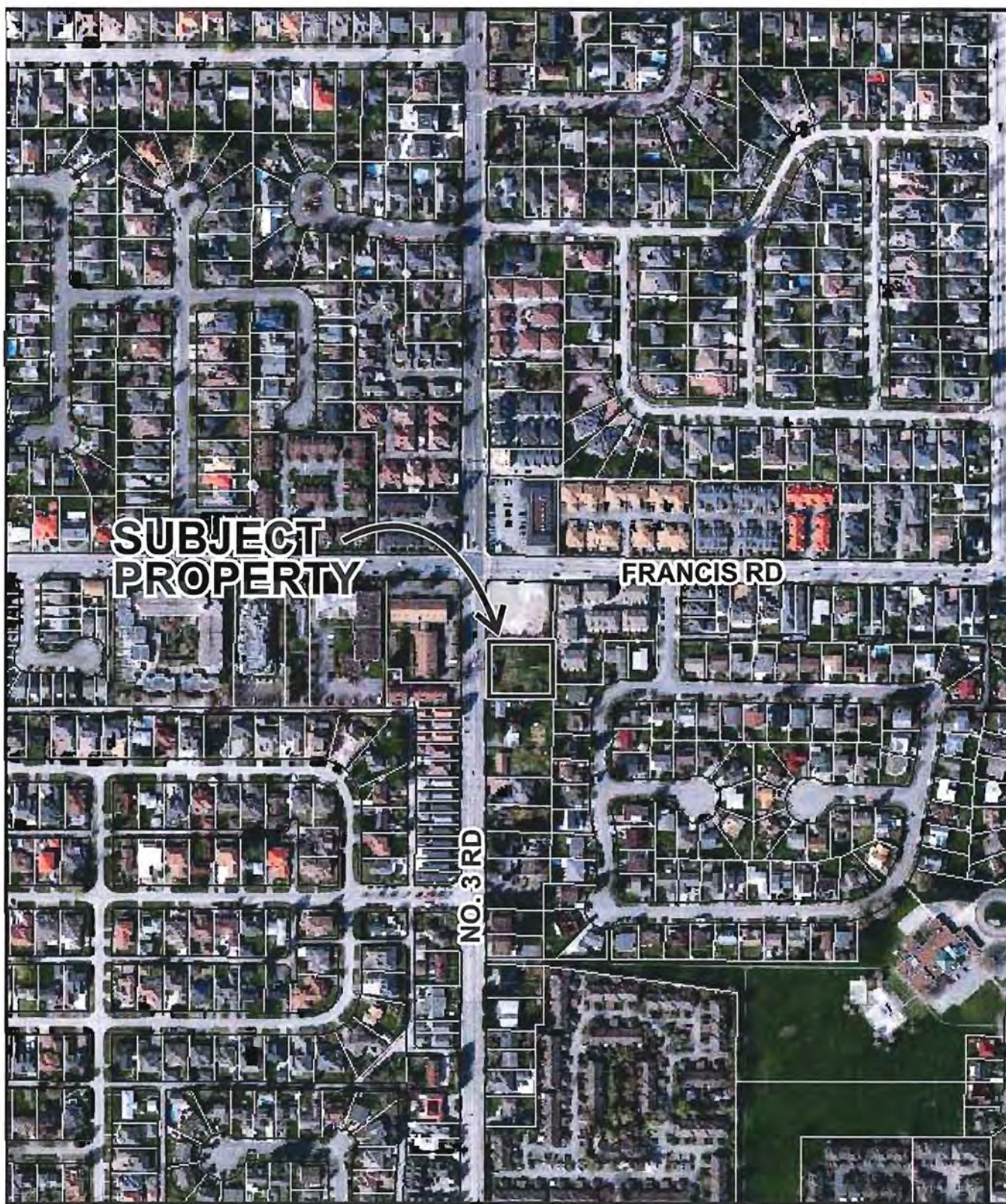
City of Richmond

PROPOSED REZONING

RZ 12-619503



Original Date: 09/18/12
Revision Date: 04/30/13
Note: Dimensions are in METRES



RZ 12-619503

Original Date: 09/18/12

Amended Date: 04/25/13

Note: Dimensions are in METRES



**City of
Richmond**

Report to Committee
Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: May 10, 2013
File: RZ 12-619503

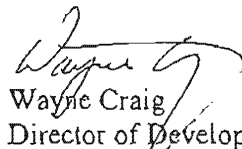
Re: Application by Sandhill Homes Ltd. for Rezoning at 9080 No. 3 Road from
Assembly (ASY) to Low Density Townhouses (RTL4)

Staff Recommendation

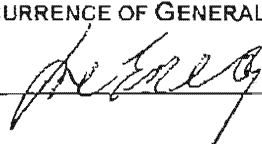
1. That Official Community Plan Amendment Bylaw 9030, to redesignate 9080 No. 3 Road from "Community Institutional" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000, be introduced and given first reading.
2. That Bylaw 9030, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

3. That Bylaw 9030, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.
4. That Bylaw 9031, for the rezoning of 9080 No. 3 Road from "Assembly (ASY)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director of Development

EL:kt
Att.

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

Staff Report

Origin

Sandhill Homes Ltd. has applied to the City of Richmond for permission to rezone 9080 No. 3 Road (**Attachment 1**) from Assembly (ASY) to Low Density Townhouses (RTL4) in order to permit the development of 12 townhouse units with vehicle access from 9100 No. 3 Road. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

Findings of Fact

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

Surrounding Development

- To the North: A vacant site zoned Gas and Service Stations (CG1) at the corner of Francis Road and No. 3 Road.
- To the East: Existing 28 unit three-storey townhouse development to the northeast at 8080 Francis Road and single-family dwellings on lots zoned Single Detached (RS1/E) to the southeast, fronting Rideau Drive.
- To the South: Recently approved 18 unit two- to three-storey townhouse development at 9100 No. 3 Road.
- To the West: Across No. 3 Road, existing two-storey apartment buildings on lots in Land Use Contract (LUC100).

Background

The subject site formerly contained two (2) single-family homes (9060 and 9080 No. 3 Road) in the 1980's.

On August 26, 1991, Council adopted Official Community Plan Amendment Bylaw 5683 and Zoning Amendment Bylaw 5684 to designate 9080 No. 3 Road (the original single-family parcel) and 8100 & 8120 Francis Road (presently 8080 Francis Road) "Public, Institutional and Open Space" (presently "Community Institutional"); and to rezone the site to "Assembly District (ASY)" (presently "Assembly (ASY)") to allow the Etiz Chaim Synagogue to construct and expand a modernized Synagogue at the site (REZ 90-147).

On February 17, 1992, Council adopted Official Community Plan Amendment Bylaw 5827 and Zoning Amendment Bylaw 5828 to designate 9060 No. 3 Road "Public, Institutional and Open Space" (presently "Community Institutional"); and to rezone the site to "Assembly District (ASY)" (presently "Assembly (ASY)") to allow this lot be included in the Etiz Chaim Synagogue expansion proposal (REZ 91-283).

Subsequently, 9060 & 9080 No. 3 Road and 8100 & 8120 Francis Road were consolidated into one site for Assembly purposes – 8080 Francis Road (the consolidated Synagogue site); however, the new Synagogue was never built on this Assembly site.

On January 24, 2006, Council adopted Zoning Amendment Bylaw 7860 to rezone the north-eastern portion of the consolidated Synagogue site to "Comprehensive Development District (CD/159)" (presently "Town Housing (ZT62) – Francis Road") to permit the development of 28 three-storey townhouses (RZ 03-243383). The Development Permit for the 28 unit townhouse development was issued on February 27, 2006 (DP 03-247945).

To facilitate the proposed townhouse development fronting Francis Road, the consolidated Synagogue site was subdivided into two (2) lots (SD 03-254712) in May 24, 2005:

- 8080 Francis Road - zoned "Town Housing (ZT62) – Francis Road" with a 28 unit townhouse development; and
- 9080 No. 3 Road (subject site of this report) - zoned "Assembly (ASY)", and is currently vacant.

Related Policies & Studies

Council's May 24, 2011 Revised "Community Institutional" Assembly Use Policy

On May 24, 2011, Council approved the following policy to manage the conversion of assembly sites:

- *"Whereas applications to redesignate from "Community Institutional" to other OCP designations for the purpose of redevelopment will be entertained and brought forward via the Planning Committee for consideration, without the need to retain assembly uses. This represents a change in approach as historically redesignation of "Community Institutional" sites has been discouraged; and*
- *Whereas staff will ensure that typical development elements (e.g. access, parking, layout, tree protection, etc.) are reviewed and evaluated; and*
- *Whereas staff will negotiate typical development requirements (e.g. child care, public art, Affordable Housing Strategy requirements, servicing upgrades, etc.) but will not specifically require a "community benefit" provision; and*
- *Whereas each application will be brought forward to Planning Committee for consideration on a case by case basis as quickly as possible;*
- *THEREFORE be it resolved, that when proposals to rezone Assembly zoned land or to change the OCP designation of such land come forward, Staff and Council will each review and address such applications on a case by case basis."*

2041 Official Community Plan (OCP)

The above policy has been incorporated into the 2041 OCP as follows:

Chapter 3, Section 3.2 Neighbourhood Character and Sense of Place, Objective 2: Enhance neighbourhood character and sense of place by considering community values, Policy c states:

"applications to re-designate from "Community Institutional" to other OCP designations and to rezone Assembly zoned land for the purpose of redevelopment will be considered on a case by case basis:

- *without the need to retain assembly uses;*

- *subject to typical development requirements (e.g., access; parking; layout; tree preservation; child care; public art; Affordable Housing Strategy requirements; servicing upgrades; etc.)."*

It is on the basis of the May 24, 2011 Council Resolution and the 2041 OCP policy that this application has been reviewed. Should Council wish to revisit the need for community benefit as part of the conversion of Institution lands, this application should be referred back to staff for further analysis.

Arterial Road Policy

The 2041 OCP Bylaw 9000 Arterial Road Redevelopment Policy is supportive of multiple-family residential developments along certain arterial roads with these sites being identified on the Arterial Road Development Map. Although the subject site is not specifically identified on the Arterial Road Development Map for townhouse development, it meets the location criteria set out in the OCP for additional new townhouse areas; e.g., within walking distance (800 m) of a Neighbourhood Centre (Broadmoor Shopping Centre) and within 400 m of a Commercial Service use (neighbourhood commercial establishments at the northeast corner of Francis Road and No. 3 Road). The subject site is also located adjacent to other existing and approved townhouse developments fronting Francis Road and No. 3 Road.

Floodplain Management Implementation Strategy

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

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$28,440.00.

Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$10,949.40.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. Adjacent property owners on Rideau Drive expressed opposition to the proposed residential development (**Attachment 4**). A list of public concerns is provided below, along with staff responses in *italics*:

1. Twelve (12) townhouses on the subject site would be much more invasive to the quality of life of the adjacent property owners than the construction of an institutional facility under Assembly zoning. The site is ideal for health care service uses.

Since a Development Permit is not required for institutional uses at the subject site, the City would have more control over the form and character of a multiple-family development than an institutional development at the subject site.

While the maximum building height in both the Assembly (ASY) and Low Density Townhouses (RTL4) zones are at 12 m (approximately three-storeys), no three-storey interface with existing single-family development is allowed under the Arterial Road Policy for townhouse development. In comparison, three-storey buildings may be built 7.5 m away from the side and rear property lines under Assembly (ASY) zoning. The developer is proposing to build a two-storey duplex with a 4.5 m setback to the east property line and an approximately 5.75 m setback to the south property line. The closest three-storey building proposed onsite will be approximately 18.5 m away from the northwest corner of the adjacent single-family lot (8311 Rideau Drive). These kinds of building height and building setbacks will be controlled through the Development Permit process.

Parking requirements for Assembly uses would be much higher than for residential use (10 spaces per 100 m² of gross leasable floor area of building vs. 2.2 spaces per unit). In addition, parking stalls provided on properties zoned Assembly (ASY) may be located 1.5 m to the rear and interior side lot line. While there is no provision related to parking stall setbacks in multiple-family residential developments, parking stalls located within the required yard areas are discouraged. Based on the proposed site layout, no outdoor parking stall is being proposed adjacent to the neighbouring single-family lot; and this arrangement will be controlled through the Development Permit process, as necessary.

While the Low Density Townhouses (RTL4) zone permits Town Housing and secondary uses that are typically allowed in Single Detached zones (e.g. Boarding and Lodging, Minor Community Care Facility, and Home Business), Assembly zone permits higher intensity uses such as Education, Private Club, and Religious Assembly as principal uses and Interment Facility and Dormitory as secondary uses.

Health Services is not a permitted use in the Assembly (ASY) zone.

2. Allowing 9080 No. 3 Road to be removed from the Assembly land use designation would contravene Bylaw 7860 and Bylaw 8533.

Bylaw 8533

Bylaw 8533 was a proposed Official Community Plan Amendment bylaw that has never been adopted by Council. The purpose of Bylaw 8533 was to add a new OCP policy and definition of "Community Institutional" lands, to clarify under what conditions existing religious assembly sites can be converted to other uses outside the City Centre and not in the Agricultural Land Reserve (i.e., that at least 50% of the site must be retained for religious assembly use and its onsite parking and the remainder can only be converted to built affordable subsidized rental housing, affordable low end market rental housing, residential community care facilities, and affordable congregate housing, with its own

parking). This bylaw was never adopted because, instead, Council approved the Revised "Community Institutional" Assembly Use Policy on May 24, 2011 as discussed in the Related Policies & Studies section above. The subject proposal complies with the 2041 OCP Community Institution Policy (3.2 Objective 2c).

Bylaw 7860

The purposes of Zoning Amendment Bylaw 7860 were:

- a. to introduce a new multi-family residential zone entitled Comprehensive Development Zone (CD/159) (presently "Town Housing (ZT62) – Francis Road") having a maximum floor area ratio of 0.70, a maximum building height of 11 m (36 ft.) and a maximum lot coverage of 40%; and
- b. to rezone a portion of 8080 Francis Road from Assembly District (ASY) to Comprehensive Development District (CD/159), to permit development of a 28-unit three-storey multi-family complex.

It is noted that a community benefit provision was in place in the early 2000's when the consolidated Synagogue site was rezoned to permit a multiple-family development (RZ 03-243383). The community benefit provision was intended to discourage land speculation on sites that have a public benefit, like Assembly sites. As part of the rezoning application RZ 03-243383, a volunteer contribution in the amount of \$325,000 to the City Statutory Affordable Housing Fund was provided in lieu of on-site community benefits. Bylaw 7860 does not restrict future redevelopment of the remnant parcel (i.e. 9080 No. 3 Road).

3. Richmond City Councillors (2004) were quite adamant that the remainder of the Eitz Chaim property at 9080 No. 3 Road remain as Assembly. Residents concern that the needed assembly land will be lost as a result of this application.

Staff reviewed the Planning Committee Meeting Minutes and the Public Hearing Minutes related to the Eitz Chaim Rezoning Application RZ 03-243383 (Bylaw 7860) but could not find any related reference that Council requested the remnant parcel of the consolidated Synagogue site be retained for Assembly use perpetually. No related covenant is registered on title.

4. What Community benefit is derived by losing scarce Assembly land by allowing 12 town homes to be built?

As per City policies, the proposal will provide the following community benefits:

- \$28,440.00 to the Affordable Housing Reserve Fund in accordance to the City's Affordable Housing Strategy;
- \$10,949.40 to the City's Public Art fund in accordance to the City's Public Art Program;
- \$5,000 towards the proposed Audible Pedestrian Sign (APS) system upgrade at the No. 3 Road/Francis Road intersection;
- A total of \$49,000.00 in-lieu of on-site indoor amenity space; and
- Servicing Agreement for frontage improvements.

5. There is no guarantee that vehicle access to this site through the adjacent townhouse development would be permitted by the future strata council at 9100 No. 3 Road.

A Public Rights-of-Passage (PROP) statutory rights-of-way (ROW) over the internal drive aisle of the proposed townhouse development at 9100 No. 3 Road, allowing access to/from the future townhouse development sites at 9080 No. 3 Road, has been secured as part of the Rezoning application of 9100 No. 3 Road.

Staff Comments

Trees Retention and Replacement

Tree Removal

A Tree Survey and a Certified Arborist's report were submitted in support of the application; 14 on-site trees and one (1) off-site tree were identified and assessed (see Tree Preservation Plan in **Attachment 5**).

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurs with the arborist's recommendation to remove 11 onsite trees as they all have either existing structural defects (previously topped, upper canopy cavities, co-dominant branches with inclusions), exhibit visible stem decay, or are in decline.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 16 new trees on-site; size of replacement trees and landscape design will be reviewed in detail at the Development Permit stage. Staff will also work with the landscape architect to explore additional tree planting opportunities at the Development Permit stage. The applicant has agreed to provide a voluntary contribution of \$3,000 to the City's Tree Compensation Fund in lieu of planting the remaining six (6) replacement trees should they not be accommodated on the site.

Tree Protection

The developer is proposing to retain and protect three (3) onsite trees located along the east property line and one (1) offsite tree along the north property line. Tree protection fencing is required to be installed as per the arborist's recommendations prior to any construction activities occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance.

In order to ensure that the three (3) protected onsite trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the arborist, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be

retained, and submit the tree survival security and tree compensation cash-in-lieu (i.e. \$14,000 in total) to ensure the replacement planting will be provided.

Site Servicing and Frontage Improvements

No capacity analysis and service upgrades are required but site analysis will be required on the Servicing Agreement drawings (see notes under Servicing Agreement Requirements in Attachment 6).

Prior to final adoption, the developer is required to provide a \$5,000 contribution to the Accessible Pedestrian Signals (APS) upgrade at the No. 3 Road/Francis Road intersection and to enter into a standard Servicing Agreement for the design and construction of frontage improvements and service connections. Works to include, but not limited to: removing the existing sidewalk behind the existing curb and gutter (which remains), construction of a new 1.5 m concrete sidewalk along the front property line, installation of a grass and treed boulevard between the sidewalk and the curb, and extension of existing Street Lighting from the south property line to the north property line of the site along No. 3 Road.

Vehicle Access

Sole vehicular access to this new townhouse project is to be from No. 3 Road through the existing Public Right of Passage Statutory Right of Way (CA 2872307 and EPP22896) on the adjacent property (9100 No. 3 Road) only. No direct vehicular access is permitted to No. 3 Road. This access arrangement was envisioned when the original Rezoning and Development Permit applications for the adjacent townhouse development at 9100 No. 3 Road (RZ 11-577561) were approved by Council. Registration of a legal agreement on title ensuring vehicle access is from this Statutory Right of Way on 9100 No. 3 Road will be required prior to final adoption of the rezoning bylaw.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$12,000 as per the Official Community Plan (OCP) and Council Policy.

Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Staff will work with the applicant at the Development Permit stage to ensure the size, configuration, and design of the outdoor amenity space meets the Development Permit Guidelines in the Official Community Plan (OCP).

Discharge of Covenants

Two (2) covenants (Covenant BE214259 and Covenant BE214260) were registered on title of the subject property concurrently on August 30, 1991 as a result of the Rezoning application (RZ 90-147) to rezone 8100/8120 Francis Road and 9080 No. 3 Road to Assembly (ASY) zone. The property at that time consisted of a single lot with access on both No. 3 Road and Francis Road. This parcel was subdivided in 2005 into two (2) lots: 8080 Francis Road (Lot 1) and 9080 No. 3 Road (Lot 2).

- Covenant BE214259 requiring access from Francis Road only makes sense when considered in the context of a single parcel of land. Following the subdivision in 2005, there was no longer any access for 9080 No. 3 Road onto Francis Road.
- Covenant BE214260 requiring a child care facility be provided on site if the lands are to be used as a site of a synagogue, social hall and school. This requirement for a child care facility would apply only if a synagogue was constructed on the site. The covenant does not indicate that the property is reserved for institutional use.

Since these two (2) covenants are no longer appropriate and needed for the proposed development, the applicant may request to discharge the covenants and dispense with the restrictions/requirements at the applicant's sole cost.

Release of Easement

An Easement with Section 219 Covenant (BX297160 and BX297161) were registered on title of the subject property concurrently on December 12, 2005 as a result of the Development Applications (RZ 03-243383 & DP 03-247945) to permit the construction of 28 three-storey townhouses at 8080 Francis Road. To address the indoor amenity requirement, the developer of 8080 Francis Road secured permission to use the meeting space (a minimum of 70 m²) within the future congregation building on 9080 No. 3 Road by the townhouse residents.

Based on this legal obligation, an indoor amenity space is required to be provided on site for the benefit of the townhouse owners of 8080 Francis Road. However, the developers of the subject Rezoning application advised that they have reached an agreement with the Strata Council of 8080 Francis Road to release this easement and that no indoor amenity space will be provided on site. The developers of the subject site and the Strata Council of 8080 Francis Road have been advised that all 28 owners of the strata at 8080 Francis Road are required to sign off the release of easement and discharge of covenant; these documents cannot be released or discharged by majority vote.

The release of easement with Section 219 Covenant (BX297160 and BX297161) must be completed prior to the future Development Permit application for the subject proposal being forwarded to Development Permit Panel for review; otherwise, an indoor amenity space (minimum 70 m²) for the benefit of the townhouse owners of 8080 Francis Road must be included in the proposal.

Since no indoor amenity space or cash-in-lieu were provided as part of the townhouse development at 8080 Francis Road, as a condition to City's agreement to discharge the related Section 219 Covenant, a contribution in-lieu of on-site indoor amenity space at 8080 Francis Road in the amount of \$37,000 is required to be provided prior to final adoption of this rezoning application. This contribution amount is calculated based on Council Policy 5041 *Cash In Lieu of Indoor Amenity Space*, which was adopted on December 15, 2003.

Analysis

Official Community Plan (OCP) Compliance

The proposed development is consistent with the 2041 OCP Community Institution Policy (Section 3.2 Objective 2c) and the Development Permit Guidelines for arterial road townhouse developments. The proposed height, siting and orientation of the buildings respect the massing of the existing and recently approved townhouse developments to the east and south respectively, as well as to the existing single-family homes to the southeast. The three-storey building proposed at the northeast corner of the site (adjacent to the vacant gas/service station site to the north) complement the existing three-storey townhouse development to the east. The end units of the street fronting buildings are stepped down to two-storeys at the side yard to provide a better side yard interface with the adjacent developments. The southeast building located adjacent to the neighbouring single-family home has been limited to two-storeys to minimize overlooking opportunity. The building height and massing will be controlled through the Development Permit process.

Development Potential of 9000 No. 3 Road

Located to the north of the subject site at 9000 No. 3 Road is a vacant, former gas/service station site. The site is designated "Commercial" in the Official Community Plan (Attachment I to Schedule 1 of Bylaw 9000), which is intended for principal uses such as retail, restaurant, office, business, personal service, art, culture, recreational, entertainment, institutional, hospitality and hotel accommodation. The site is zoned "Gas & Service Station (CG1)"; a Rezoning application will be required for any proposed uses other than gas/service station.

As part of the 2041 OCP Update, the City undertook an Employment Lands Strategy. This Strategy concluded that Central Richmond would need all of its Commercial lands to serve the area's population growth and employment needs. Therefore, City staff have taken the position on a number of land use enquiries regarding 9000 No. 3 Road and similar vacant gas/service station sites that they should not be redeveloped for purely residential purposes. In other words, the current Commercial designation would either be retained or perhaps be replaced with a Mixed Use designation (e.g., commercial on the ground floor and residential or office space above).

Requested Variances

The proposed development is generally in compliance with the Low Density Townhouses (RTL4) zone. Based on the review of the current site plan for the project, the following variances are being requested:

1. Reduce the minimum lot width on major arterial road from 50.0 m to 43.3 m.

Staff supports the proposed variances since the subject site is an orphan lot located between a vacant gas/service station site and a recently approved multiple-family development. This development could be considered as an extension of the adjacent townhouse development to the south as sole vehicle access is to be through this adjacent site.

2. Reduce the front yard setback from 6.0 m to 5.15 m on the ground floor and to 4.85 m on the second floor of the southernmost unit in Building No. 4.

These variances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

3. Increase the rate of tandem parking spaces from 50% to 67% to allow a total of sixteen (16) tandem parking spaces in eight (8) three-storey townhouse units; and to allow a total of four (4) small car parking spaces in four (4) two-storey townhouse units.

Staff supports the proposed variances since the proposal was submitted prior to the new direction on tandem parking arrangements was given and the related bylaw amendment was approved by Council in March 2013.

Prior to March 2013, staff typically supports variances related to tandem parking arrangements on the basis that tandem parking reduces pavement area on site and facilitate a more flexible site layout. In order to address recent concerns related to the potential impact on street parking, the developer is proposing to provide an additional visitor parking stalls on site.

At present, no stopping is permitted on both sides of No. 3 Road and no parking is permitted on Francis Road in front of the adjacent vacant gas/service station site. An additional visitor parking stalls on site should alleviate the demand of street parking from the visitors of the proposed development and minimize impact to the neighbouring single-family neighbourhood. Transportation Division staff have reviewed the proposal and have no concerns. A restrictive covenant to prohibit the conversion of the garage area into habitable space is required prior to final adoption.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9080 No. 3 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.
- Location, size and manoeuvring capacity of visitor parking stalls.
- Building form and architectural character.
- Provision of a convertible unit and design of other accessibility/aging-in-place features.
- Site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space.
- Adequate size and access to private outdoor space for each unit.
- Design development of the outdoor amenity space to comply with the Development Permit Guidelines in terms of size and configuration, as well as provision of children's play equipments.

- Provision of a buffer area between the proposed townhouse buildings and the adjacent single-family homes.

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

Financial Impact or Economic Impact

None.

Conclusion

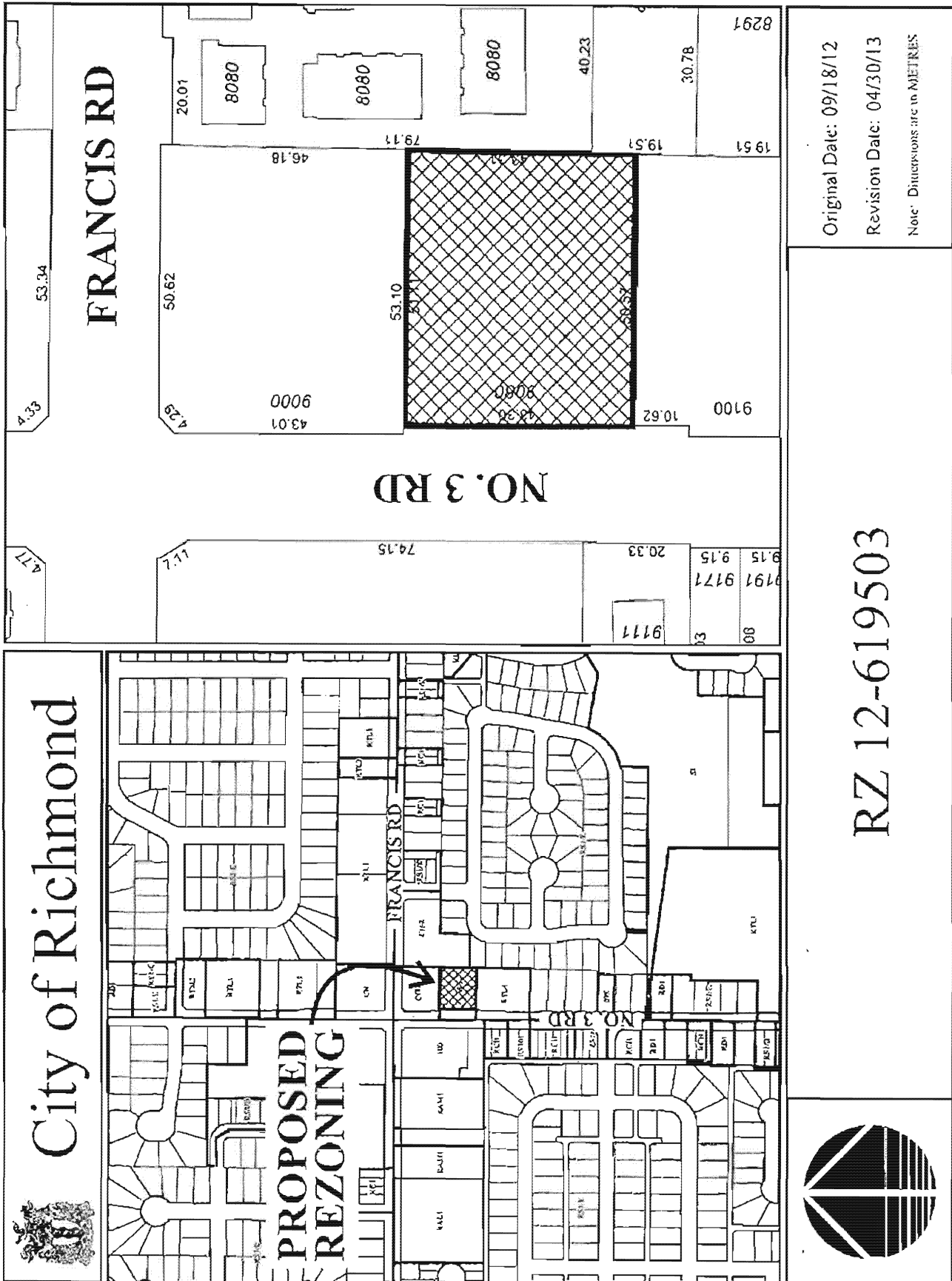
The proposed 12-unit townhouse development is consistent with the 2041 Official Community Plan (OCP) regarding the conversion of Assembly sites along major arterial roads. Overall, the proposed land use, site plan, and building massing complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 6**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend that the proposed Official Community Plan Amendment and Rezoning be approved.

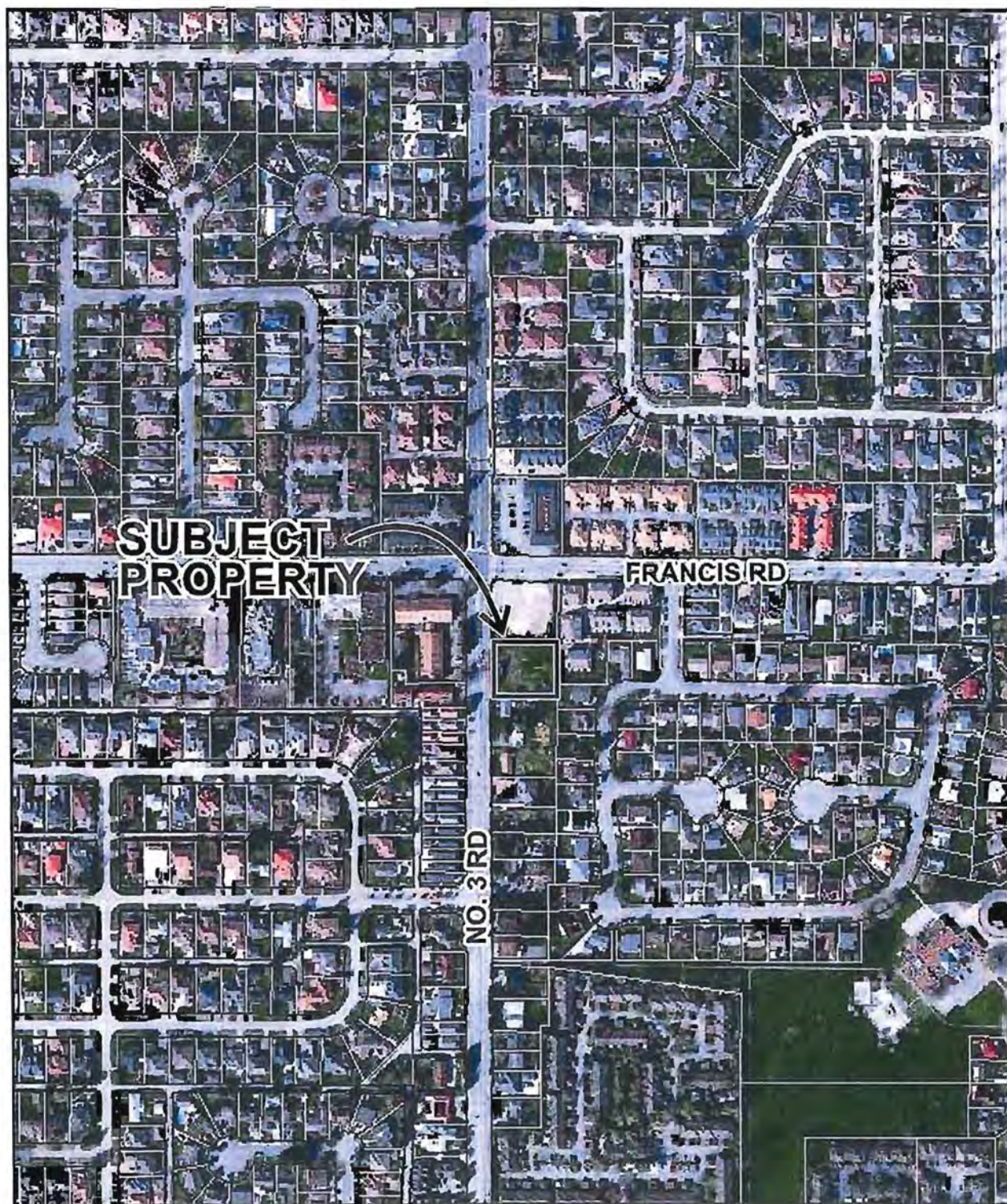


Edwin Lee
Planning Technician - Design

EL:kt

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Letters Received
- Attachment 5: Tree Preservation Plan
- Attachment 6: Rezoning Considerations Concurrence





RZ 12-619503

Original Date: 09/18/12

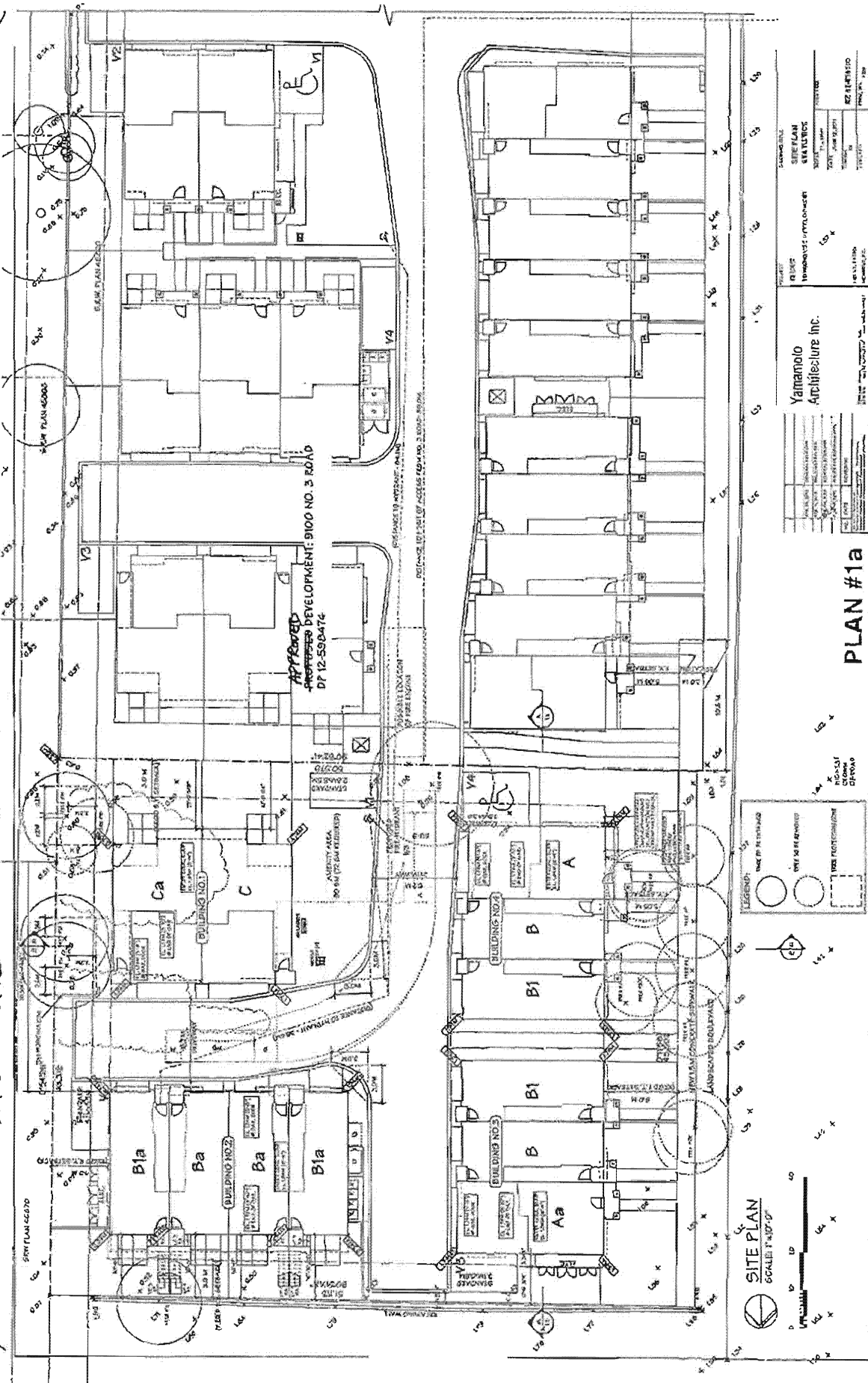
Amended Date: 04/25/13

Note: Dimensions are in METRES

9080 NO. 3 ROAD

9100 NO. 3 ROAD

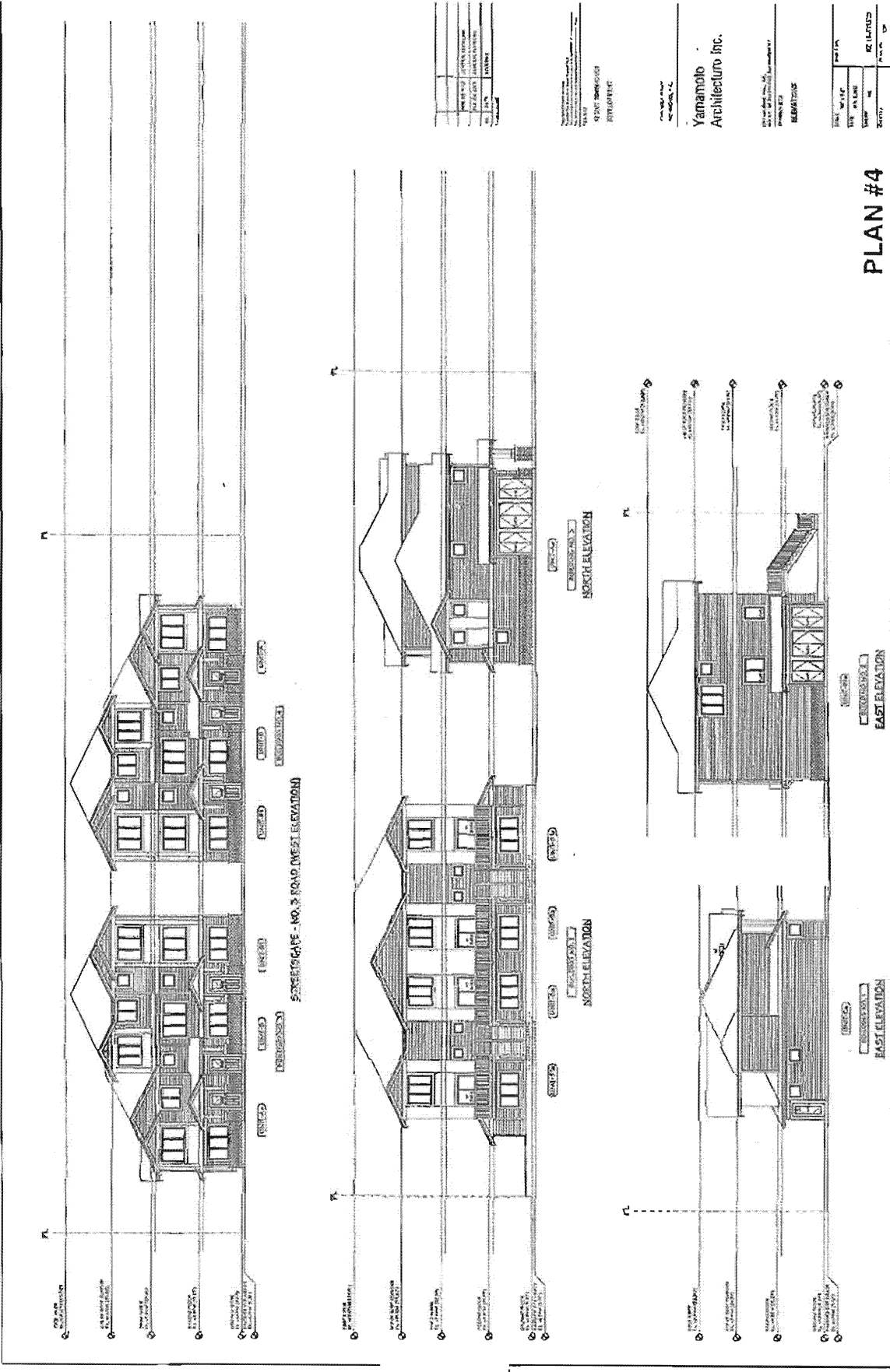
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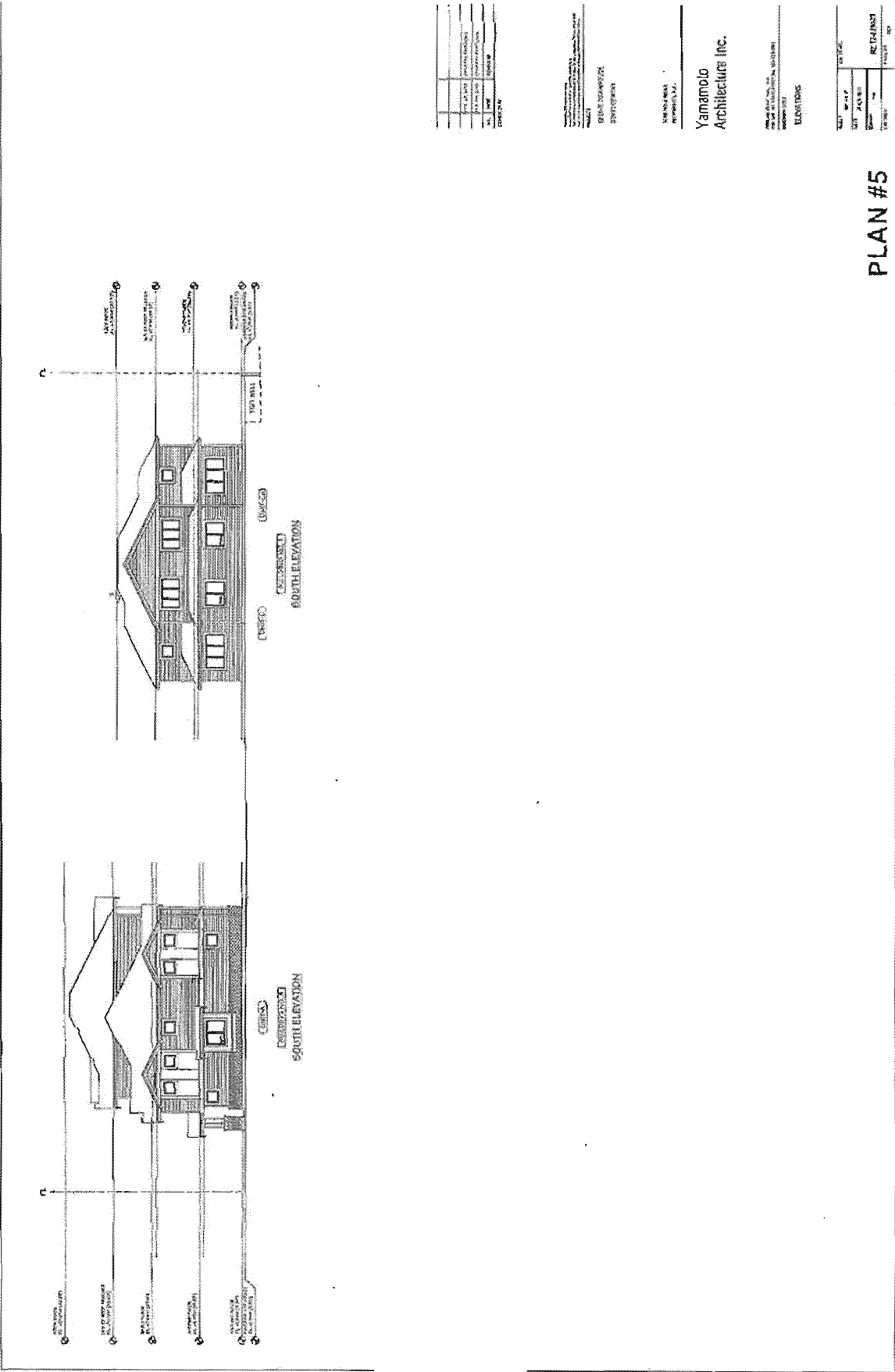


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104



NO.	DESCRIPTION	DATE
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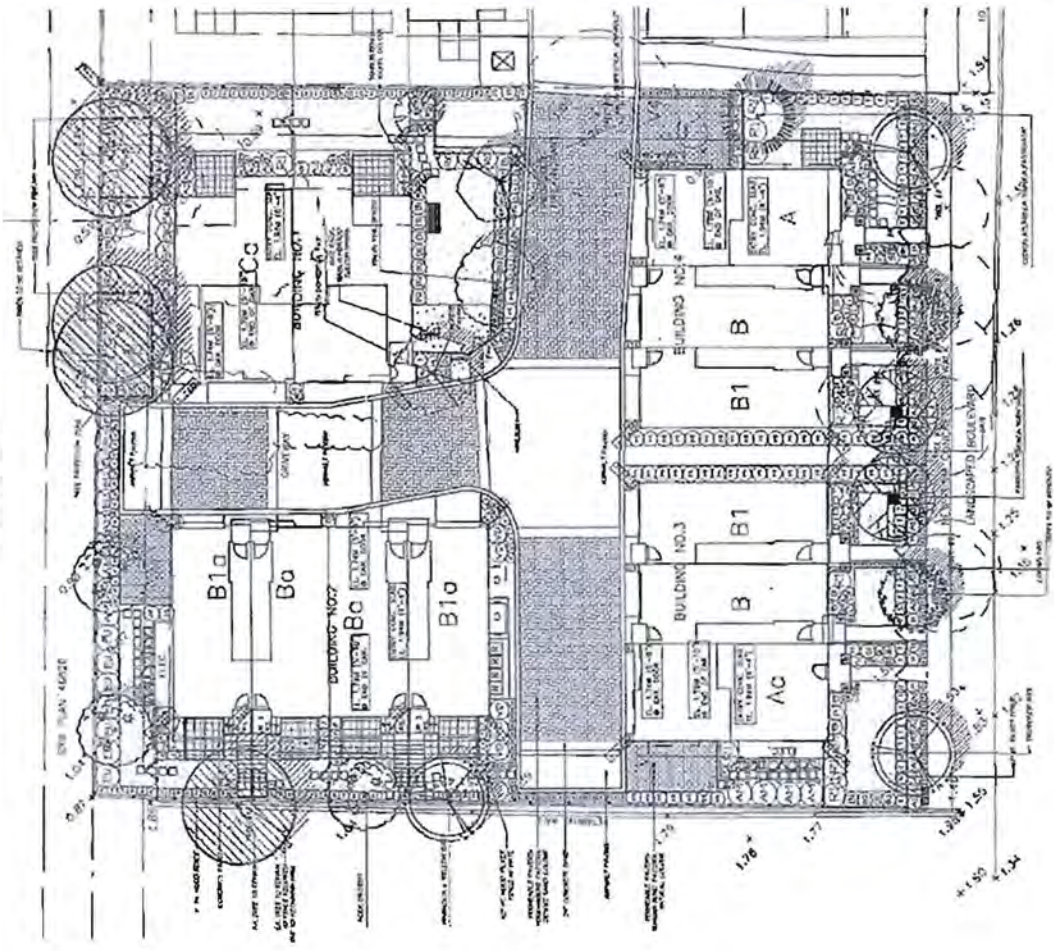
PROJECT
 11 UNIT
 TOWNHOUSE B.V.
 1234 Main St.
 Fort Lauderdale, FL

LANDSCAPE PLAN

DATE 12/31/2023
SCALE 1" = 10'-0"
PROJECT NUMBER 104
DATE 12/31/2023

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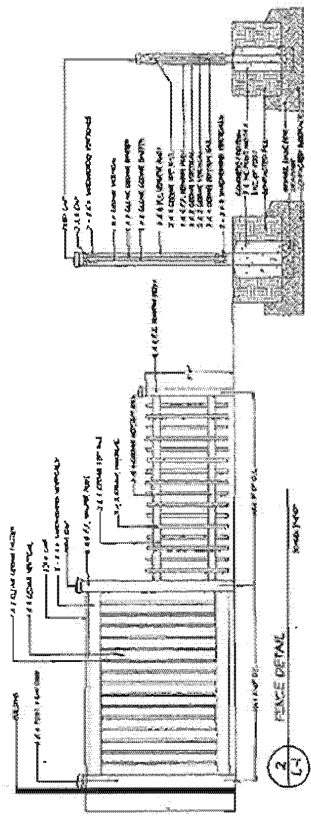
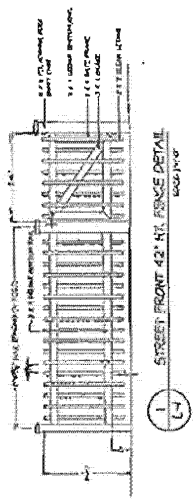
ALL PLANT MATERIALS TO BE PROVIDED FROM REPUTED 3RD PARTY NURSERY. PLANT CERTIFICATION REQUIRED.



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2014



NO.	DATE	DESCRIPTION	BY
1	01/14/14	ISSUED FOR PERMIT	EL
2	01/14/14	ISSUED FOR PERMIT	EL
3	01/14/14	ISSUED FOR PERMIT	EL
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PROJECT:
23 UNIT
TOWNHOUSE DRV.
PHOENIX, AZ
P&G LANDSCAPE, LLC

LANDSCAPE
DETAILS

DATE: 01/14/14
DRAWN: P&G
CHECKED: P&G
SCALE: 1/4" = 1'-0"
SHEET: 01/1
TOTAL: 01/1



RZ 12-619503

Attachment 3

Address: 9080 No. 3 Road

Applicant: Sandhill Homes Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Congregation Bayit	To be determined.
Site Size (m ²):	2,202 m ²	No Change
Land Uses:	Vacant	Multiple-Family Residential
OCP Designation:	Community Institutional	Neighbourhood Residential
Area Plan Designation:	N/A	N/A
702 Policy Designation:	N/A	N/A
Zoning:	Assembly (ASY)	Low Density Townhouses (RTL4)
Number of Units:	0	12
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	43.3 m	Variance Requested
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.33 (V) per unit	none
Off-street Parking Spaces – Total:	27	28	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50%	16 spaces (67%)	Variance Requested
Small Car Parking Spaces	Not permitted	4	Variance Requested
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 12 units = 72 m ²	90 m ²	none

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

MARCH 8/2013

ATTACHMENT 4

FOR EDWIN LEE (R212-61950)

FIND ENCLOSED AN ADDENDUM TO
OUR ORIGINAL SUBMISSION REGARDING
OUR OPPOSITION TO THE ZONING AT
9080 H3RD. IT APPEARS TO US THAT THE
STAFF CONCERNS AND RECOMMENDATIONS AS WELL AS
RICHMOND COUNCIL'S INTENT ARE BEING IGNORED
IN ALLOWING MARKET VALUE HOUSING TO BE
BUILT ON ASSEMBLY LAND. WE WOULD LIKE OUR
CONCERNS ADDRESSED AT OR BEFORE THE SCHEDULED
PLANNING COMMITTEE MEETING BY "COUNCIL"
RESPECTIVELY SUBMITTED BY,
4 CONCERNED RICHMOND PROPERTY OWNERS.

P.S. A COUPLE OF THESE PROPERTY OWNERS MAY
NOT BE AVAILABLE UNTIL AFTER APRIL 15/2013

February 28, 2013,

To Richmond City Council.

The staff reports in support of Bylaws #7860 (Oct. 28th, 2004) and # 8533 (Nov.4, 2009) appear to be very clear and consistent on what is meant by the terms "community institutional" and "community benefit" as well as establishing the parameters of use for those organizations owning lands designated "ASSEMBLY". It is our understanding that staff reports are a matter of public record. The following are excerpts taken from these 2 reports with the intent of asking the question "Why is the Assembly land located at 9080 # 3rd being allowed to be rezoned to allow for 12 town homes which are to be sold at market value without any defined community benefit?" In the staff report to Bylaw #7860, the staff specifically state that "Development of market housing on a assembly zoned site (ASY) is strongly discouraged, unless the proposal incorporates a community benefit." As well, this staff report spells out quite emphatically that "The community benefit provision is intended to discourage land speculation on sites that have a public benefit, like assembly sites." In the staff report to Bylaw # 8533, the staff state that "Religious assembly uses are an important part of component of community life in Richmond." and that Richmond's "growing population will need more such lands, the current supply is limited, developers are speculating if they can be redeveloped for market purposes (e.g., multi family) and such sites will be difficult to replace if they are converted to higher value land uses (e.g. residential)."

As concerned citizens and adjacent neighbours, we are asking why this application for rezoning of this property at 9080 # 3rd, has been allowed to proceed this far?

The rezoning application at this site is also making the assumption that the entrance and exit to the 12 town-homes will be through another development at 9100 # 3 RD. It is our understanding that for this to occur the strata council at 9100 # 3rd will have to give their permission. There is no guarantee that this will happen.

Respectively submitted,

The 4 adjacent Rideau Drive Home-Owners

November 19/2012

To The City of Richmond (C/O Edwin Lee) re- RZ 12-619503

We the residents on Rideau Drive were somewhat shocked to see a rezoning application sign posted on the property located at 9080 # 3 Road. Since 2004, we have been waiting for and looking forward to the building of a Jewish synagogue on said property by the EITZ CHLAM faith community. Architectural drawings of the building were circulated to the immediate neighbours after the synagogue's property at 8080 Francis Rd. was allowed to be rezoned from ASSEMBLY (ASY) to COMPREHENSIVE DEVELOPMENT DISTRICT (CD/159) in order to construct 28 town-homes. The plans for this new synagogue on # 3 Rd. were innovative and quite acceptable to the owners of the adjacent properties.

We the residents on Rideau Drive cannot support the application by Sandhill Construction to change the rezoning from Assembly to RTZ (4) which would allow for the construction of 12 more town homes. Having endured the construction of 28 townhomes to the south of us in the recent past on the former Assembly property at 8080 Francis Rd. as well as the present construction of 18 town homes to the west and south of us at 9100 # 3Rd., the thought of another 12 town homes draped in a solid column within 5 meters of our property line leaves us dumbfounded. Twelve town homes on this property will be much more invasive to the quality of life of the adjacent property owners than the construction of an institutional facility under Assembly zoning.

When the owner of the Assembly land at 8080 Francis Rd. was given the green light to rezone to a multi-family designation in 2004, the faith community(owner) as well as GBL Architects stood to gain a more significant return on their investment. The extra income from this rezoning and subsequent townhouse sales was to assist the Jewish community in the erection of a synagogue on their assembly zoned land at 9080 # 3Rd. As well, because of the loss of Assembly land on Francis road, Richmond City Councillors (2004) were quite adamant that the remainder of the Eitz Chaim property at 9080 # 3 Rd. remain as (ASY). Their rationale was based on the fact that the city had been losing tracts of Assembly land and they wanted to retain what they had left.

We understand that circumstances regarding the construction of the synagogue may have changed and that the anticipated synagogue will not become a reality; however, it appears the option of selling this Assembly zoned property as an Assembly package has not been explored. When Our Saviour Lutheran Church decided to sell their property at 8080 Francis Rd. in the late 1980's, they, in good faith, advertised and sold said property as an Assembly package. There were several institutional parties including the Eitz Chaim faith community, who expressed an interest in purchasing this Assembly package with all the amenities that this zoning included. Today, Richmond has become a vibrant multi-cultural community composed of immigrants from around the world who have brought with them elements of their previous culture including new faith communities. Some of these faith groups are presently renting temporary premises in churches and schools and may soon be looking for more permanent facilities. As well, Richmond has an aging population and the demand for more health care services, both public and private, are on the increase and the location of this property is ideally suited for such institutional use. We, as was the Richmond City Council of 2004, are concerned that needed Assembly land will be lost as a result of this application.

We would like to ask today's CITY COUNCIL what COMMUNITY BENEFIT is derived by losing scarce Assembly Land and allowing 12 town homes to be built on said property? Bylaw No.7860 appears to have been abandoned if this faith's community land at 9080 # 3Rd is allowed to be removed from the ASSEMBLY classification. The residents of the Rideau subdivision had been looking forward to the addition of a faith facility as laid out in Bylaw 7860, not another 12 townhouses which would be much more intrusive in nature.

RESPECTIVELY SUBMITTED BY,

8311 Rideau Drive
8291 Rideau DriveGERALD TANG
CHANG CHIN-SIENG8331 Rideau Drive
8271 Rideau DriveJoseph Ho
Jon Henderson



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 9080 No. 3 Road

File No.: RZ 12-619503

Prior to final adoption of Zoning Amendment Bylaw 9031, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9030.
2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on title ensuring that the only means of vehicle access is from the existing Cross-Access Statutory Right of Way (SRW CA2872307 and Plan EPP22896) on 9100 No. 3 Road (property to the south) and that there be no direct vehicular access to No. 3 Road.
4. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
5. Discharge of Covenants BE214259 and BE214260.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$28,440.00) to the City's affordable housing fund.
7. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$10,949.40) to the City's public art fund.
8. City acceptance of the developer's offer to voluntarily contribute \$3,000.00 to the City's Tree Compensation Fund for the planting of replacement trees within the City. If additional replacement trees (over and beyond the 16 replacement trees as proposed at the Rezoning stage) could be accommodated on-site (as determined at Development Permit stage), the above cash-in-lieu contribution would be reduced in the rate of \$500 per additional replacement trees to be planted on site.
9. City acceptance of the developer's offer to voluntarily contribute \$5,000 towards the proposed Audible Pedestrian Sign (APS) system upgrade at the No.3 Road/Francis Road intersection.
10. Contribution of \$1000.00 per dwelling unit (e.g. \$12,000.00) in-lieu of on-site indoor amenity space.
11. City acceptance of the developer's offer to voluntarily contribute \$37,000.00 in-lieu of on-site indoor amenity space for the benefit of 8080 Francis Road.
12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
13. Enter into a Servicing Agreement* for the design and construction of frontage improvements and service connections. Works include, but may not be limited to, removing the existing sidewalk behind the existing curb & gutter (which remains), construct a new 1.5 m concrete sidewalk along the front property line, install a grass and treed boulevard between the sidewalk and the curb, and extend existing Street Lighting from the south property line to the north property line of the site on No 3 Road. Design to include Water, Storm and Sanitary Service Connections.

Note:

i. Water:

- a. Using the OCP Model, there is 1020 L/s available at 20 psi residual. Based on the proposed rezoning, the site requires a minimum fire flow of 220 L/s. Water analysis is not required. However, once the building design have been confirmed at the Building Permit stage, fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow must be submitted.

ii. Sanitary:

- a. Sanitary analysis and upgrades are not required. A site analysis will be required on the servicing agreement drawings (for site connection only).

- b. The site is to connect to existing manhole SMH2136, located in the rear yard of 8311 Rideau Dr, approximately 1.5 m north of the south property line of the development site.
- iii. Storm
 - a. Storm analysis and upgrades are not required. A site analysis will be required on the servicing agreement drawings for the site connection only.
 - b. If the site connection is placed beneath the existing AC water main on No 3 Rd, then that section of water main shall be renewed by the City at the developer's cost.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

- 1. Discharge of Easement with Section 219 Covenant (BX297160 and BX297161); otherwise, an indoor amenity space (minimum 70 m²) for the benefit of the townhouse owners of 8080 Francis Road must be included in the proposal.

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

- 1. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near or 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. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

- 1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit the tree survival security and tree compensation cash-in-lieu (i.e. \$14,000 in total) to ensure the replacement planting will be provided.
- 2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 3. Incorporation of accessibility measures and sustainability features in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

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

Signed

Date



RZ 12-619503

Attachment D

Address: 9080 No. 3 Road

Applicant: Sandhill Homes Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	Congregation Bayit	To be determined.
Site Size (m ²):	2,202 m ²	No Change
Land Uses:	Vacant	Multiple-Family Residential
OCP Designation:	Community Institutional	Neighbourhood Residential
Area Plan Designation:	N/A	N/A
702 Policy Designation:	N/A	N/A
Zoning:	Assembly (ASY)	Medium Density Townhouses (RTM2)
Number of Units:	0	12
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	4.5 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	43.3 m	Variance Requested
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.33 (V) per unit	none
Off-street Parking Spaces – Total:	27	28	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50%	16 spaces (67%)	Variance Requested
Small Car Parking Spaces	Not permitted	2	Variance Requested
Handicap Parking Spaces:	1	1	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 12 units = 72 m ²	122 m ²	none

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



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 9080 No. 3 Road

File No.: RZ 12-619503

Prior to final adoption of Zoning Amendment Bylaw 9043 , the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9030.
2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on title ensuring that the only means of vehicle access is from the existing Cross-Access Statutory Right of Way (SRW CA2872307 and Plan EPP22896) on 9100 No. 3 Road (property to the south) and that there be no direct vehicular access to No. 3 Road.
4. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
5. Discharge of Covenants BE214259 and BE214260.
6. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$28,440.00) to the City's affordable housing fund.
7. City acceptance of the developer's offer to voluntarily contribute \$35,000 towards the City's affordable housing fund for the re-designation of Assembly lands to other OCP designations for the purpose of redevelopment.
8. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$10,949.40) to the City's public art fund.
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CNCL - 375

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[signed copy on file]

Signed

Date



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9030 (RZ 12-619503)
9080 No. 3 Road**

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

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it Neighbourhood Residential.

P.I.D. 026-301-130

Lot 2 Section 28 Block 4 North Range 6 West New Westminster District Plan BCP17848

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9030"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500
Amendment Bylaw 9043 (RZ 12-619503)
9080 No. 3 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 **MEDIUM DENSITY TOWNHOUSES (RTM2)**.

P.I.D. 026-301-130

Lot 2 Section 28 Block 4 North Range 6 West New Westminster District Plan BCP17848

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9043**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by <i>E.L.</i>
APPROVED by Director or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: June 21, 2013
File: RZ 13 - 631467

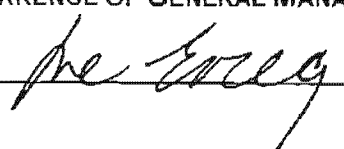
Re: Application by Johnny W.W. Leung Architect for Rezoning at 6433 Dyke Road from Single Detached (ZS6) - London Landing (Steveston) to Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)

Staff Recommendations:

1. That Richmond Zoning Bylaw 8500 Amendment Bylaw 9028, to create the "Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)" and for the rezoning of 6433 Dyke Road from "Single Detached (ZS6) - London Landing (Steveston)" to "Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)", be introduced and given first reading.


Wayne Craig
Director of Development

WC:bk
Att. 5

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

Staff Report

Origin

Johnny W.W. Leung, Architect has applied to the City of Richmond for permission to rezone the property at 6433 Dyke Road (**Attachment 1**) from “Single Detached (ZS6) - London Landing (Steveston)” to “Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)” to permit the development of a two-unit dwelling on the subject property. The proposed zone would be a new site-specific zoning for the subject property.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

To the North: Existing Multiple-family development, zoned “Town Housing (ZT43) – London Landing (Steveston)”;

To the East: Existing Two-Unit Dwelling, zoned “Heritage Two-Unit Dwelling (ZD1) – London Landing (Steveston)”;

To the South: Foreshore of the Fraser River (across Dyke Road) zoned “School & Institutional Use (SI)”;

To the West: Existing Multiple-family development, zoned “Town Housing (ZT43) – London Landing (Steveston)”

Related Policies & Studies

Steveston Area Plan

The subject property is located within the Steveston Area Plan, Schedule 2.4 of the Official Community Plan (OCP). The Land Use Map in the Steveston Area Plan designates the subject property for “Heritage Residential”. This designation is intended to accommodate “...residential structures of recognized importance, or new structures designed to a distinctive heritage appearance reflective of Steveston’s character.”

Under the guidelines for this area, new development in the “Heritage Residential” area should:

1. Exhibit a similar scale, form, massing, character, architectural details and features (e.g., porches), and materials as that of London Farm, the McKinney House, and any other relocated houses;
2. Where buildings front Dyke Road, exhibit a strong single-family home character regardless of the number of units contained within a single structure; and
3. Use colour to reinforce the intended “heritage appeal” of this area and its image on the waterfront.

The proposed two-unit dwelling meets these criteria, and staff supports the design.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw No.8204. In accordance with the Floodplain Management Implementation Strategy, a Restrictive Covenant for Flood Indemnity specifying the minimum flood construction level of 2.9 m geodetic survey datum is required prior to final adoption of Zoning Amendment Bylaw No. 9028. A 6.0 m wide statutory right-of-way for dyke access will be required over the south portion of the site.

Affordable Housing Strategy

The Richmond Affordable Housing Strategy a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications. The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area for this development (i.e. \$3,745.00). This contribution has been reviewed and is endorsed by Community Services.

Public Input

A rezoning notice sign was placed on the property the first week of May 2013. In response to the signage, staff has received:

Two emails from residents in support of the pathway proposal; and

One email seeking additional information on the proposed rezoning.

Staff responded to the latter email with the requested information. No additional correspondence was received.

Consultation

Heritage Commission

The proposed rezoning was referred to the Heritage Commission for review as the subject property is designated for "Heritage Residential" use. The proposal reviewed at the May 15 2013 meeting of the Commission, and was endorsed. The Chair of the Commission made a motion to bring the item back for review at the June 16 2013 meeting for further review. Staff were able to provide updated house designs at the meeting, and the revised proposal was supported as being consistent with the Steveston Area Plan guidelines and the "Heritage Residential" land use designation. Draft minutes of the June 16, 2013 meeting of the Heritage Commission are provided (**Attachment 3**).

Staff Comments

Analysis

Previous Development Application (RZ 02 – 207804)

A development application to amend the CD50 zone for the subject property was submitted in 2002, in order to increase the maximum house size permitted under the CD50 zone to a maximum FAR (Floor Area Ratio) of 1.0. Bylaw No. 7721 to amend CD50 zone for the subject site received third reading on November 15, 2004. Subsequent to the Public Hearing the owner did not actively pursue resolution of condition of Final Adoption, and the file was closed and the bylaw was abandoned in November of 2009.

Proposed Use

The proposed two-unit dwelling is consistent with the Neighbourhood Residential designation in the Official Community Plan, and the "Heritage Residential" designation in the Steveston Area Plan. The adjacent site to the north and west is designated is similarly designated and is occupied by single family dwellings to the west and townhouses to the north. The property to the east at 6461 / 6463 Road is occupied by an existing two-unit dwelling, which was approved under Rezoning Application RZ 03 -237482. The proposed two-unit dwelling for the subject property would be compatible with these uses.

Heritage Character

The general heritage residential character of the area is defined by two existing single family homes, both of which are designated heritage resources: the McKinney House at 6471 Dyke Road, and the Abercrombie House at 13333 Princess Street. We note that both the McKinney House and the Abercrombie House were relocated to their current locations from elsewhere in Richmond.

As a component of the rezoning application, staff has undertaken a review of the character of the proposed two-unit dwelling, and have worked with the project architect to ensure that the proposed building design would be compatible with existing heritage residential character of the surrounding area. As the subject lot is the last un-developed parcel in the area, ensuring design compatibility has been a key component of the review of the proposal.

The proposed design of the two-unit dwelling meets several guidelines of the Steveston Area Plan: the face of the house oriented towards Dyke Road has the appearance of a single family dwelling; a wrap-around porch has been proposed for the two-unit dwelling, which is a feature found on a number of houses to the west; proposed building materials include horizontal hardie-plank siding and hardie shingles for the gable ends, also consistent with materials used on surrounding homes; accent materials include a cultured stone base, high profile asphalt roof shingles, wooden railings and posts, double wood painted columns; and window detailing is consistent with the intended heritage character of the area.

The rezoning considerations include a requirement for the owner to submit a set of building permit-ready building design drawings, in accordance with the house plans attached as Attachment 4 to this report.

Proposed Zoning

In order to accommodate the proposed two-unit dwelling, the applicant has applied to rezone the site from "Single Detached (ZS6) - London Landing (Steveston)" to a new site-specific "Heritage Two-Unit Dwelling (ZD4) - London Landing (Steveston)" zone. This zone is similar to the site specific "Heritage Two-Unit Dwelling (ZD1) – London Landing (Steveston)" zone for the adjacent property at 6461 and 6463 Dyke Road, but has been tailored for the subject application.

Details of the proposed zone are provided in the following table:

	Proposed ZD4	Existing ZD1 (east adjacent two-unit dwelling)
FAR	0.7	1.0 - .76 for building; .24 for covered areas open on one side
Building Coverage	50%	50%
Height	12.5 m No more than two habitable storeys	15.0 m

The proposed site-specific zone will be an effective transition from the larger two-unit dwelling to the east to the lower density single family homes west of the subject property.

Road Dedication

Dedication of a 1.5 m wide portion of the site at the north-east corner has been identified as a requirement of the rezoning. The dedication will provide the additional road width to facilitate access to and from the subject property and from the two-unit dwelling to the east at 6461 and 6463 Dyke Road. A statutory right-of-way of 0.6 m along the east property line is also required for boulevard widening.

Driveway Access

The subject property was included in the rezoning application of the west adjacent property. Under this rezoning, a Section 219 Restrictive Covenant was registered on the title of the subject property, prohibiting any direct access to Dyke Road and requiring access only from Princess Lane. The proposed site access satisfies the requirements of this covenant.

Parking

Richmond Zoning Bylaw No. 8500 requires that a two-unit dwelling provide 2.0 parking spaces per dwelling unit. The proposed design (**Attachment 4**) illustrates that the east-most unit will feature a side-by-side two-car garage, and the west-most unit would provide parking in a single car garage. A second parking space for the west-most unit is proposed at-grade, along the west side of the house. Although this portion of the site is encumbered with a statutory right-of-way for storm drainage, the terms of the right-of-way allow the area to be used for vehicle parking. With the combination of garage parking spaces and at-grade parking, the proposed two-unit dwelling would meet the bylaw requirements for off-street parking.

Riparian Setback Requirements

The subject property is adjacent to a watercourse which falls within the City's Riparian Management Area network. This watercourse is classified as fish habitat as it contributes water flow to downstream habitat (Fraser River).

Under the requirements of the provincial Riparian Areas Regulation, variances to established riparian setbacks require assessment by a Qualified Environmental Professional (QEP). The owners have provided a QEP report (**Attachment 5**) which assessed a variance to the established 15 metre Riparian Management Area (measured from the top of the bank) on the adjacent watercourse. The QEP recommendation is for a 10 m setback with reductions in some areas to 8 m. The variance has been approved by the Department of Fisheries and Oceans (DFO), subject to the owner installing compensatory plantings in the yard of the proposed two-unit dwelling and within the Riparian Management Area. Submission of a Landscape Plan for the compensatory plantings and a landscape security for the provision of the compensation plantings, in accordance with **Attachment 5** of this report is a condition of rezoning adoption.

Walkway

The adjacent residential development to the west was approved in April 2003, and features a meandering pedestrian path along the south property line, which ends at the east property line of the subject property. The subject property has been vacant since that time, and residents have accessed Princess Lane and Dyke Road by walking through the property, creating an informal 'walkway'.

In order to ensure that a pedestrian access is maintained to Princess Lane and Dyke Road, the owner will provide a pedestrian connection from the existing walkway to the west across the frontage of the property. This pedestrian connection will be located within the road dedication for Dyke Road.

Provision of the pathway meets the policy objective of the Steveston Area Plan (London / Princess Node) to link publicly-oriented and residential uses via an informal network of pedestrian routes. The Steveston Area Plan also provides a design guideline for the development of the area to provide linear open spaces, trails and pedestrian routes linking residents and local amenities and the river, and providing an informal network of narrow, interesting routes through the mixed use area.

We note that this location would also fall within the required riparian setback from the top of the bank, as shown on the riparian compensation plan (**Attachment 5**). The proposed walkway would taper from 2.0 m to 1.4 m in width, and would be a pervious gravel surface. The walkway to the west has been finished with paving stones, a surface treatment which – under current requirements and policy – is not supported in such close proximity to a watercourse. Staff in the Sustainability Division have recommended the gravel surface for better water infiltration and flow in the adjacent watercourse.

The provision of the walkway increases the impacts on the required 10 m riparian setback from the top of the bank of the ditch, which has been addressed through additional compensation planting along the bank, both in front of the adjacent site and in front of the the adjacent development at 6400 Princess Lane. The additional plantings in front of adjacent development would be planted within the road allowance for Dyke Road and would not impact the on-site plantings associated with that project. The walkway proposal and habitat compensation plantings has been reviewed and endorsed by the Department of Fisheries and Oceans (DFO), Sustainability staff, and by the Parks Division.

Trees

There are no trees on the subject property, but there is a tree located on the adjacent townhouse site. The branches of this tree overhang the property line, and the site plan provided indicates that minimal pruning of this tree will be required. In addition, the proposed parking area on the west side of the building will utilize hand-laid paving stones, to minimize damage to the existing root system of this tree. The project architect advises staff that no excavation within the root zone of this tree will be required.

Existing Utility Right-of-Way

There is an existing 3.0 m wide utility right-of-way (ROW) along the western portion of the subject site. The applicants have been advised that no encroachment into the ROW is permitted, including no building construction, and planting of trees, but the ROW area may be used for vehicle parking.

Discharge of Existing Restrictive Covenant

The subject lot was created as part of the rezoning and development of the adjacent (west) properties, and through the rezoning process, a Restrictive Covenant (under charge Number BP005925) was registered on the title of the lot to specify a minimum habitable elevation of 2.6 m geodetic survey datum. Since that time, the current flood protection elevation for this area has been set at 2.9 m geodetic survey datum. It is recommended that Restrictive Covenant BP005925 be discharged from the title of the lot. A new covenant will be registered to require the current flood protection standard for habitable floor area be built at 2.9 m geodetic survey datum.

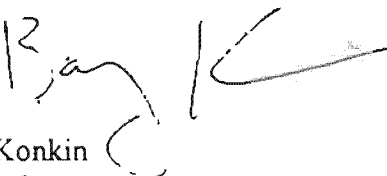
Conclusion

This rezoning application to permit a two-unit dwelling complies with applicable policies and land use designations contained within the Official Community Plan and the Steveston Area

Plan. The proposed two-unit dwelling is consistent with the established land uses and urban design in the surrounding area.

The list of rezoning considerations is included as **Attachment 6**, which has been agreed to by the applicant (signed concurrence is on file).

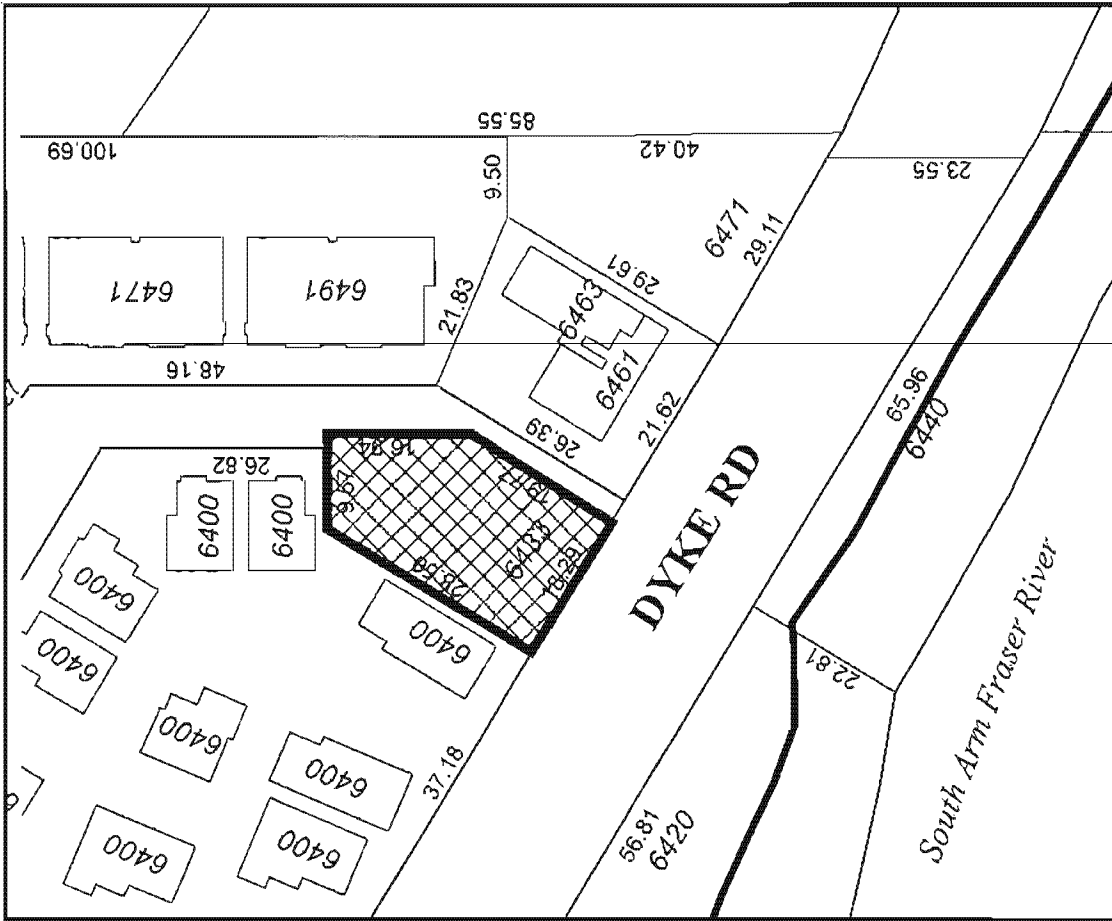
On this basis, staff recommends support for the application.



Barry Konkin
Planner 2

BK:cas

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Draft Minutes - June 16, 2103 Richmond Heritage Commission Meeting
- Attachment 4: Conceptual Development Plans
- Attachment 5: Riparian Assessment Report and Addendum
- Attachment 6: Rezoning Considerations Concurrence

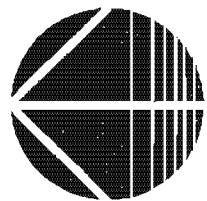
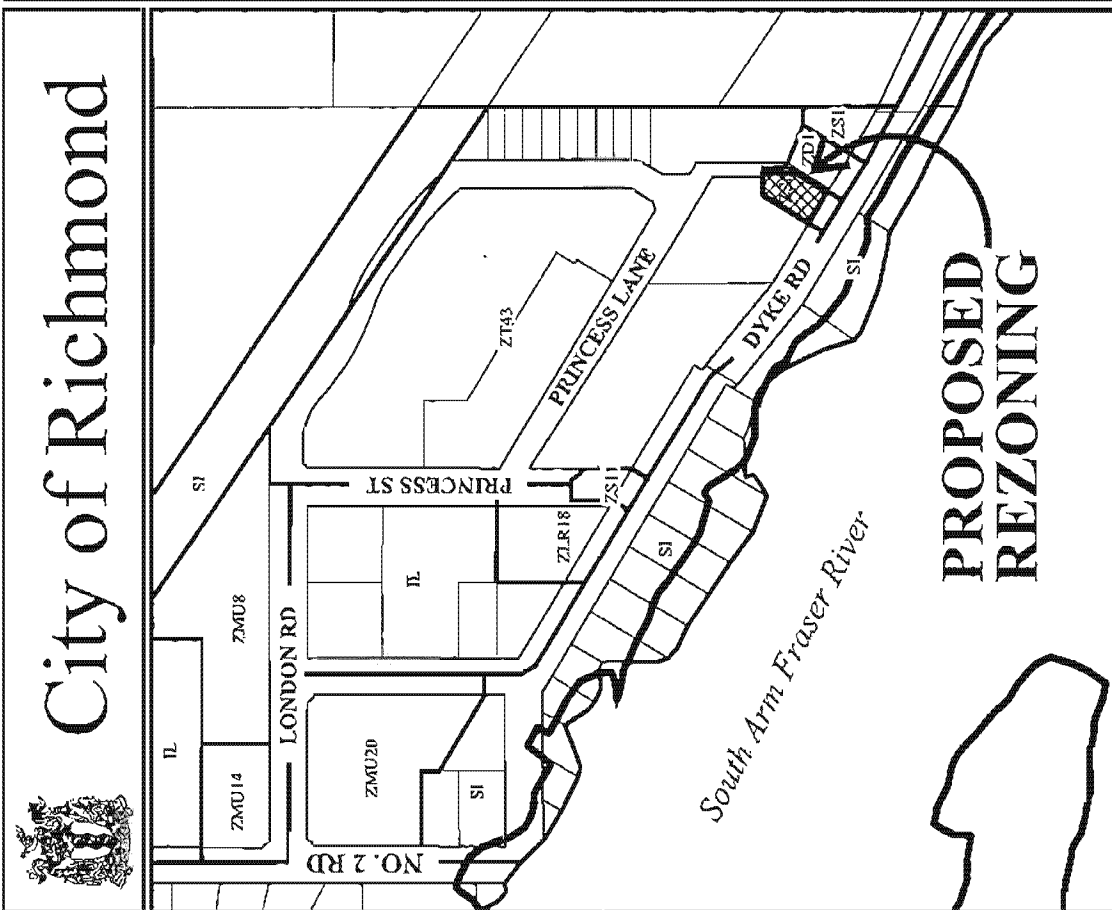


Original Date: 03/08/13

Revision Date:

Note: Dimensions are in METRES

RZ 13-631467





RZ 13-631467

Original Date: 03/08/13

Amended Date:

Note: Dimensions are in METRES



RZ 13 - 631467

Attachment 2

Address: 6433 Dyke Road

Applicant: Johnny W.W. Leung Architect

Planning Area(s): OCP - Steveston Area Plan – London-Princess Sub-Area

	Existing	Proposed
Owner:	Hui Y Li, Sui K Li, Wing H Li, Wing O Li	No change
Site Size (m ²):	536 sq.m (5,769 sq.ft)	508 sq.m (5,479 sq.ft) after road dedication
Land Uses:	Vacant	Housing, Two-Unit
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Heritage Residential	No change
702 Policy Designation:	NA	NA
Zoning:	Single Detached (ZS6) – London Landing (Steveston)	Heritage Two-Unit Dwelling (ZD4) – London Landing (Steveston)
Number of Units:	Vacant	2

	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	15.4 upa	none permitted
Floor Area Ratio:	0.7	0.7	none permitted
Lot Coverage – Building:	Max. 50%	50%	none
Lot Size (min. dimensions):	500 m ²	508.96 m ²	none
Setback – Front Yard (m):	Min. 6.5 m	6.5 m Min.	none
Setback – Side (east) (m) Side (west) (m) Side (north-east) Rear Yard (m):	Min. 2.2 m Min 3.0 m Min 1.5 m Min 6.0 m	Min. 2.2 m Min 3.0 m Min 1.5 m Min 6.0 m	none
Height (m):	12.5 m	12.5 m	none

RICHMOND HERITAGE COMMISSION
Wednesday, June 19, 2013

4. BUSINESS ARISING

a. Garden City Lands Open House

Mr. Virani noted that he attended this Open House which was attended by stakeholder groups in Richmond to make recommendations on potential uses for the Garden City lands. Mr. Virani noted his recommendation to make a heritage park and have heritage houses moved here. It was noted that the land is under the ALR and is over 130 acres in size.

b. Application Referral Process

Discussion ensued on how the referral process can be improved. Commission members expressed interest in having a clearer process to bring things to the table and give Commission members ample time to circulate information and research before the meetings.

Discussion ensued on changing the Commission's procedure, ensuring applications are relevant to the Commission's mandate, and electronic vs. courier for distributing information. It was decided that the Commission's preference is for electronic delivery of information unless stated to staff otherwise on a case-by-case basis.

It was moved and seconded

That the Richmond Heritage Commission accept item number 4 as written, with the amendment to electronic capability instead of courier.

CARRIED

It was moved and seconded

That the Richmond Heritage Commission bring back to committee the rezoning application reviewed at last meeting to further review in more detail.

CARRIED

The Commission looked at this rezoning with the amendments made to accommodate more heritage detail on this structure. It was noted that changes have been made to the type of shingle, windows, door, and columns to keep the heritage feel. Staff also provided an update on the scale, height, pedestrian boulevard, landscaping, and enforcement procedures of certain design elements.

It was moved and seconded

That the Richmond Heritage Commission support this rezoning with the proposed changes.

CARRIED

c. 2014 Commission Meeting Dates

It was noted that the Commission meeting dates for 2014 will be January 15, February 19, March 19, April 16, May 21, June 18, July 16, with no meeting in August, September 17, October 15, November 19, and December 17, in keeping with the third Wednesday of the month format.

d. Distribution of Maps of Heritage Areas

Mr. Konkin distributed maps of the character area key map and other maps relevant to the Commission.

RICHMOND HERITAGE COMMISSION
Wednesday, May 15, 2013

5. NEW BUSINESS

- a. Discussion ensued on the Commission's mandate and current workplan. Discussion ensued on specific objectives that Commission members would like to see in the workplan including updating the heritage inventory. Commission members discussed ways of coordinating within the resources available to create a comprehensive workplan. Staff agreed to put together a summary of discussion and staff costs as well as lay the groundwork to take this to the next step.

It was moved and seconded

That the Heritage Commission enter into a workplan process with an in-house staff facilitator, while keeping in consideration cost and staff resources to establish a medium to long-term workplan.

CARRIED

- b. Discussion ensued on a recent rezoning in Steveston at Moncton and No. 2 Rd.
- c. The Commission received the invoice for their contributions to the Doors Open event.

It was moved and seconded

That the Heritage Commission will pay the invoice for their contribution to the Doors Open event.

CARRIED

- d. Staff noted that there will be a Heritage 101 workshop being put on for the Facilities division. Any Commission members who have not gone to this course yet are welcome to come. It will be from 8-3 at the Chinese Bunkhouse in Britannia. Interested Commission members are encouraged to contact Mr. Konkin.

-
- e. Rezoning Application RZ 13 -631467

Discussion ensued on a rezoning occurring in London Landing along the dyke near to the McKinney house. It was noted that this area is in the Steveston Area Plan and has been recognized as in an area of historical significance. The character of the area and proposed changes were discussed. Members are encouraged to send feedback through staff. It was noted that the Commission encourages this new building to be of heritage character in its look and feel.

It was moved and seconded

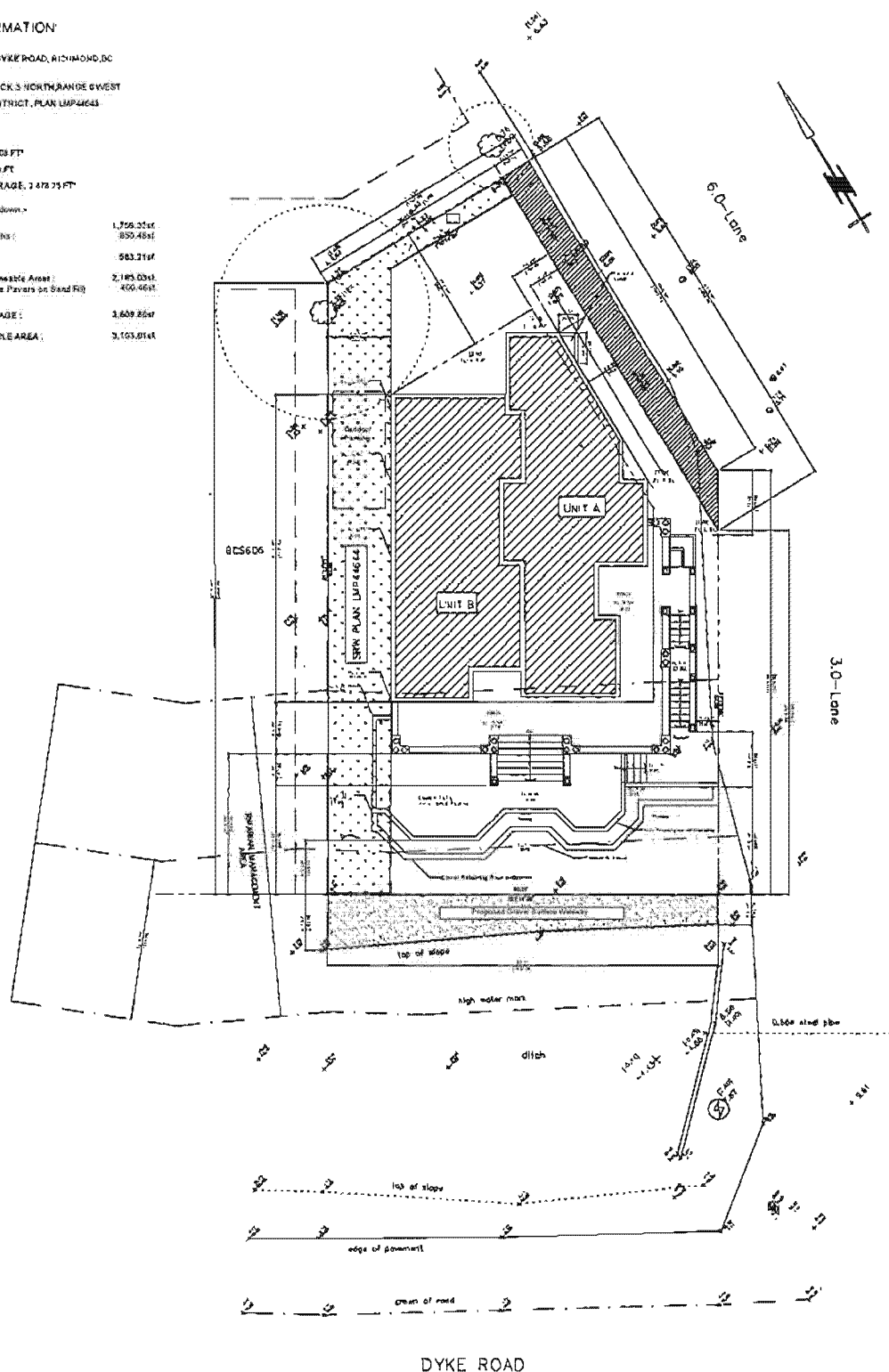
That the Heritage Commission support this project in keeping with the heritage guidelines for the area and the keeping the heritage character of the London Princess node and strongly encourage selecting a colour from the Vancouver "True Colours" palette, and be consistent to the colours used on the properties to the west.

CARRIED

PROJECT INFORMATION

DIVISION ADDRESS: 6433 DYKE ROAD, RICHMOND, DC
 LEGAL DESCRIPTION:
 LOT 4, SECTION 16, BLOCK 3 NORTH AND E WEST
 NEW WESTMINSTER DISTRICT, PLAN LMP4614
 ZONE: Z01
 LOT AREA: 5,796.5 FT²
 ALLOWABLE FAR: 5.12503 FT²
 PROPOSED FAR: 50 FT²
 ALLOWABLE LOT COVERAGE: 2,478.75 FT²

Lot Coverage Breakdown:
 Building Footprint: 1,759.35sf
 Deck, Stairs and Walks: 850.46sf
 Driveway: 583.21sf
 Landscaping and Permeable Area:
 Lower Patio: (Loose Pavers on Sand Fill) 2,195.03sf
 450.46sf
 PROPOSED LOT COVERAGE: 3,609.86sf
 PROPOSED IMPERMEABLE AREA: 3,103.81sf



Site Plan

Scale: 1/16" = 1' - 0"



Johnny w.w. Leung Architect

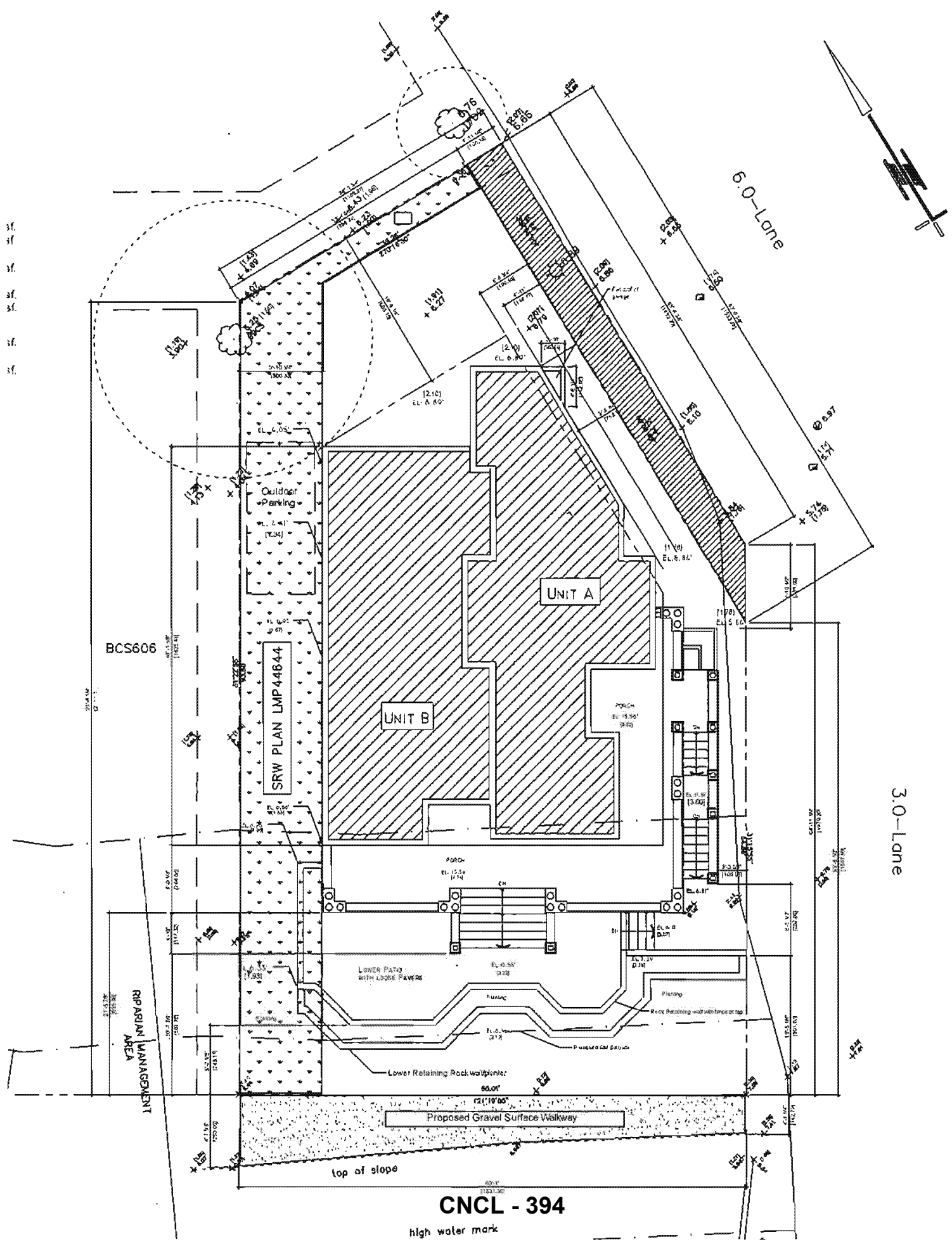
Project:
Custom Duplex

Address:
6433 Dyke Road,
Richmond, DC

Site Plan
393

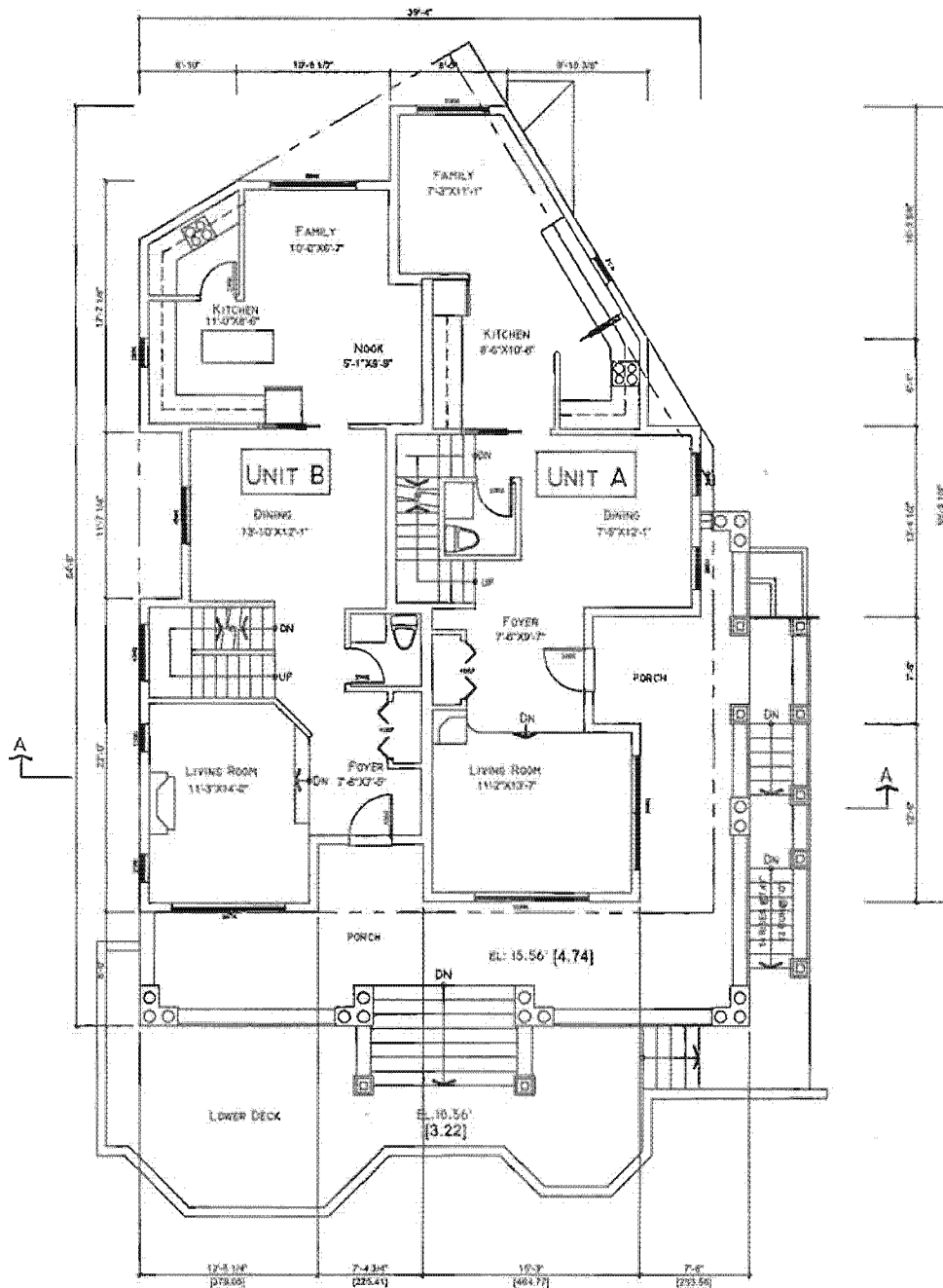
April 8th 2013
 April 12th 2013
 April 18th 2013
 June 17th 2013

A-0
 Sheet 1 of 7



CNCL - 394

high water mark



FLOOR AREA:

UNIT A 871.00SF.

UNIT B 888.32SF. Total Area: 1,759.32sf.

Main Level

Scale: 1/8" = 1'-0"



Johnny w.w. Leung Architect

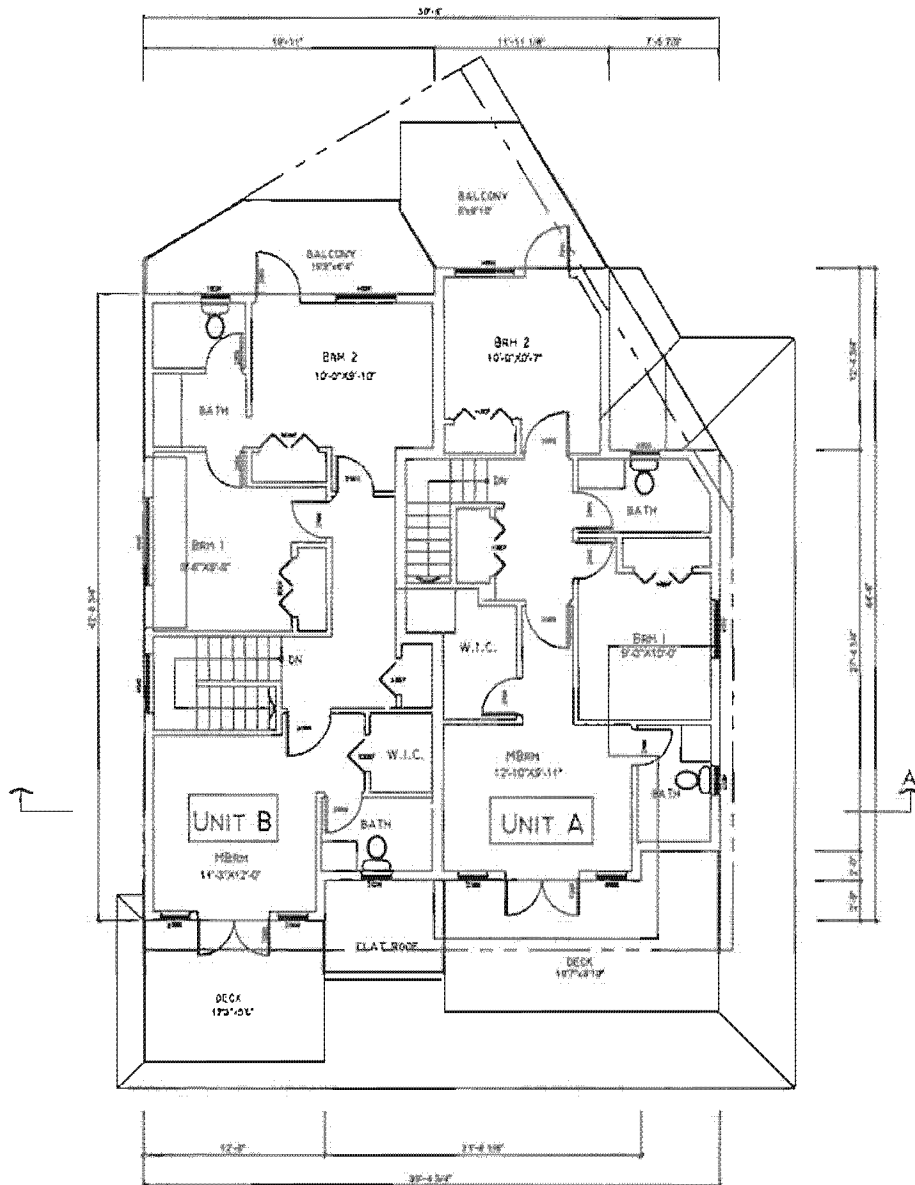
Project:
Custom Duplex

Address:
6433 Dyke Road
Richmond, B.C.

Main Level Plan
- 395

April 8th 2013
April 18th 2013
June 17th 2013

A-1
Sheet 2 of 7



FLOOR AREA:

UNIT A 734.49sf.

UNIT B 797.64sf. Total Area: 1,532.13sf.

Upper Level

Area: 1,759.08sf.

Scale: 1/8" = 1'-0"



Johnny w.w. Leung Architect

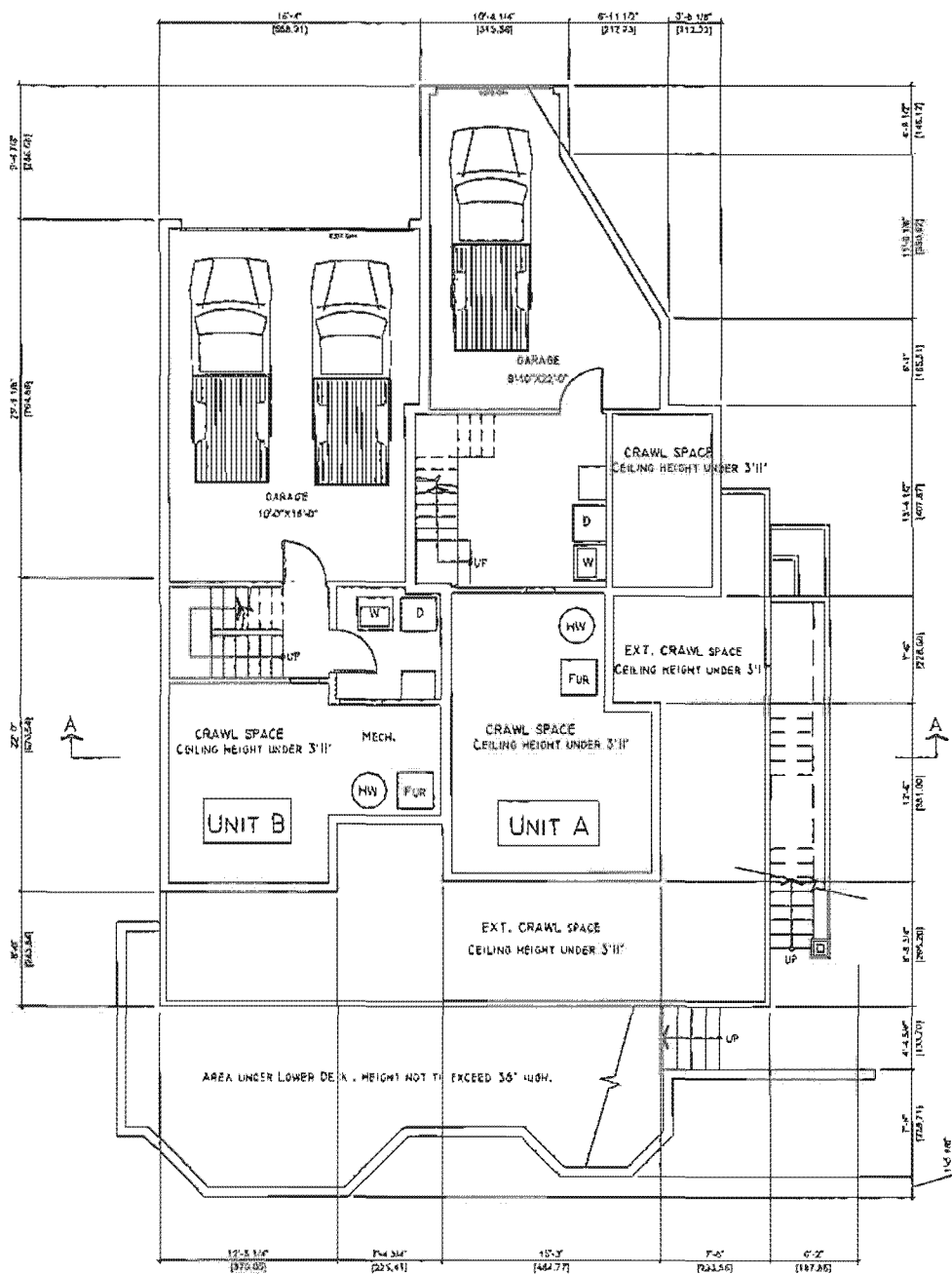
Project:
Custom Duplex

Address:
6433 Dyke Road
Richmond, BC

Elevations
396

April 8th 2013
April 18th 2013

A-2
Sheet 3 of 7



FLOOR AREA:

UNIT A 154.08SF.

UNIT B 271.43SF.

Total Area: 425.51sf.

Basement Level

Scale: 1/8" = 1'-0"



Johnny w.w. Leung Architect

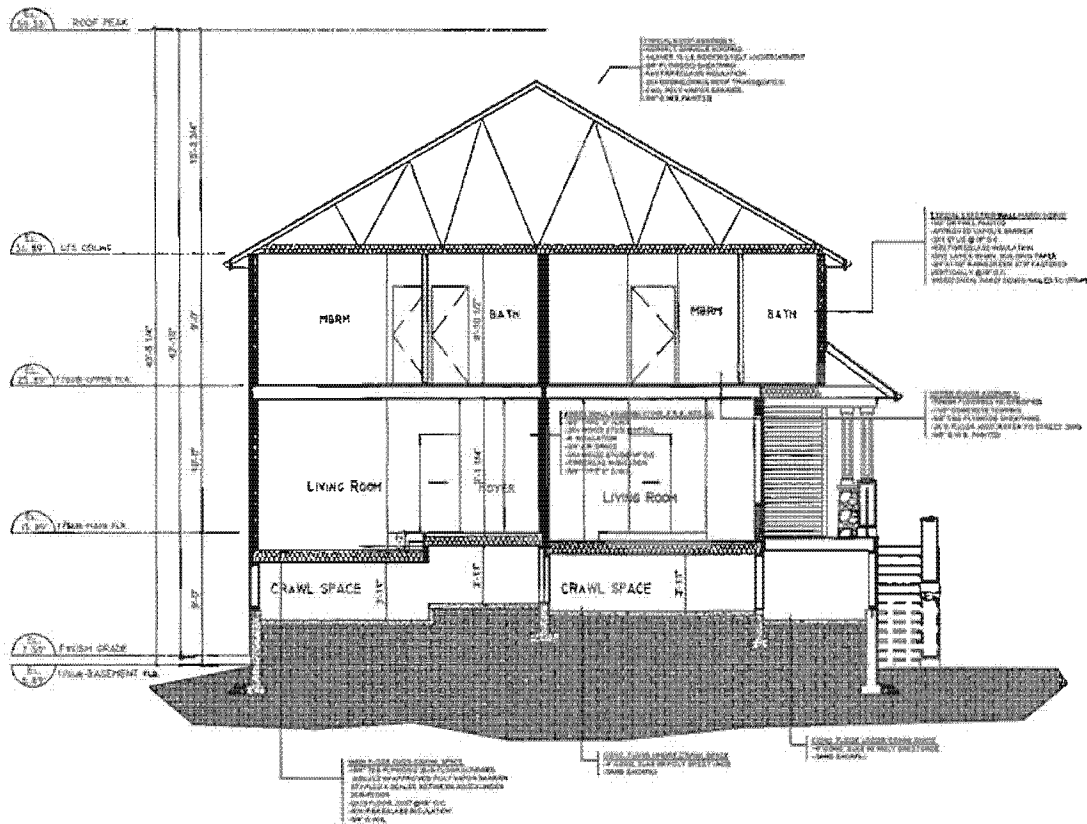
Project:
Custom Duplex

Address:
6433 Dyke Road
Richmond, BC

Elevations
- 397

April 8th 2013
April 18th 2013
June 17th 2013

A-3
Sheet 4 of 7



Color and Exterior Finish Schedule

Material Description	Color	Specification	Supplier
Sidings/Claddings			
Horizontal Hardie Siding	Desert Wood	SW3030	Sherwin Williams
Hardi Shingles	Desert Wood	SW3030 - half tone	Sherwin Williams
Column Base	Cultured Stone/Veneer	Dressed Fieldstone-Chardonay	Borals - BC Bricks
Trim Work			
Trims	Cape Cod Red	SW3020	Sherwin Williams
Facia	Cape Cod Red	SW3020	Sherwin Williams
Wood Columns	Desert Wood	SW3030 - 3/4 tone	Sherwin Williams
Metals			
Gutter and Downpipe	Dark Brown	196 Stewart House Brown	ICI Paints
Wood Railing	Dark Brown	196 Stewart House Brown	ICI Paints
Openings			
Wood Cladded Window	Dark Brown		
Exterior Doors	Cape Cod Red	SW3020 - half tone	Sherwin Williams
Fence and Barriers			
Masonry Retaining Wall	Dry Stack Rocks	8" to 24" size natural rocks	Northern Landscape Supplies
Cedar Fence	Century Red Wood	1904 Semi-Transparent Stain	Superdeck
Roofing			
Asphalt Shingles	Aged Redwood	Cambridge AR Premium Series	IKO - Roof Mart
Flashings	Dark Brown	196 Stewart House Brown	ICI Paints



Johnny w.w. Leung Architect

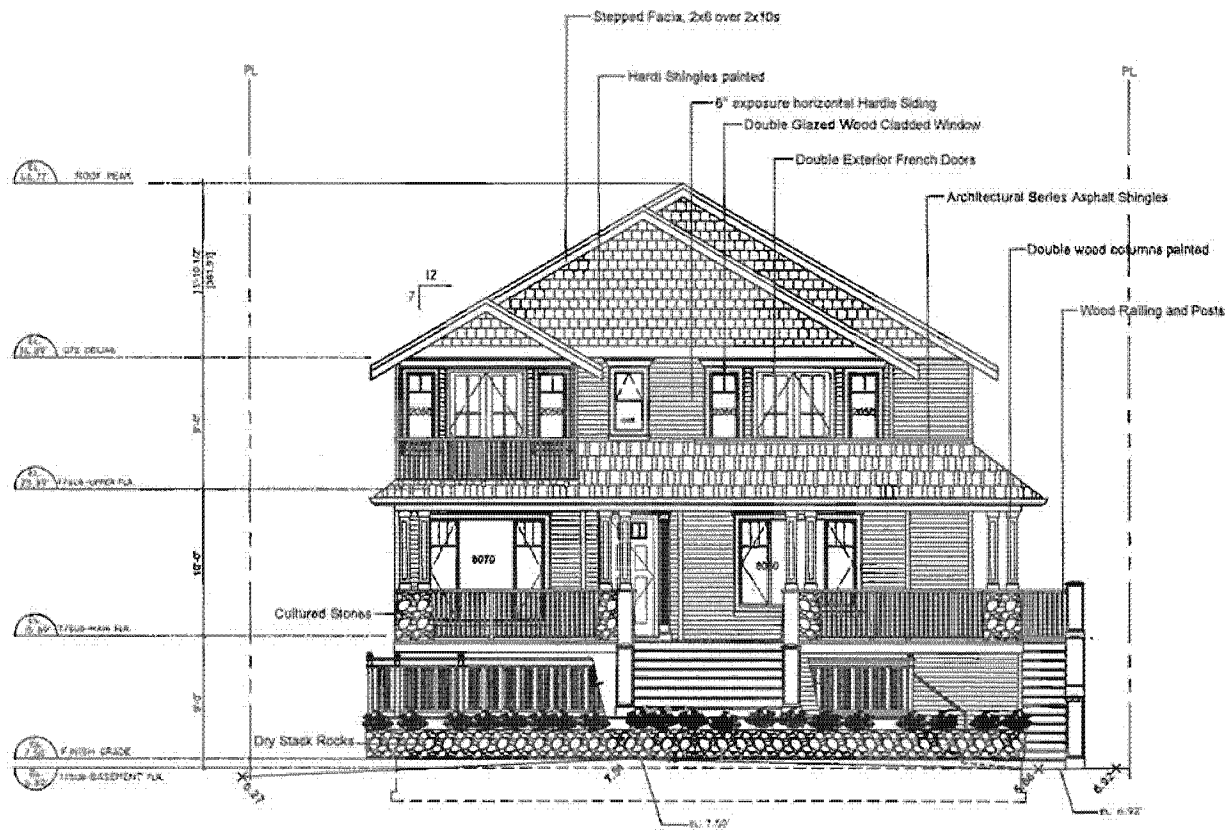
Project:
Custom Duplex

Address:
6433 Dyke Road
Richmond, BC

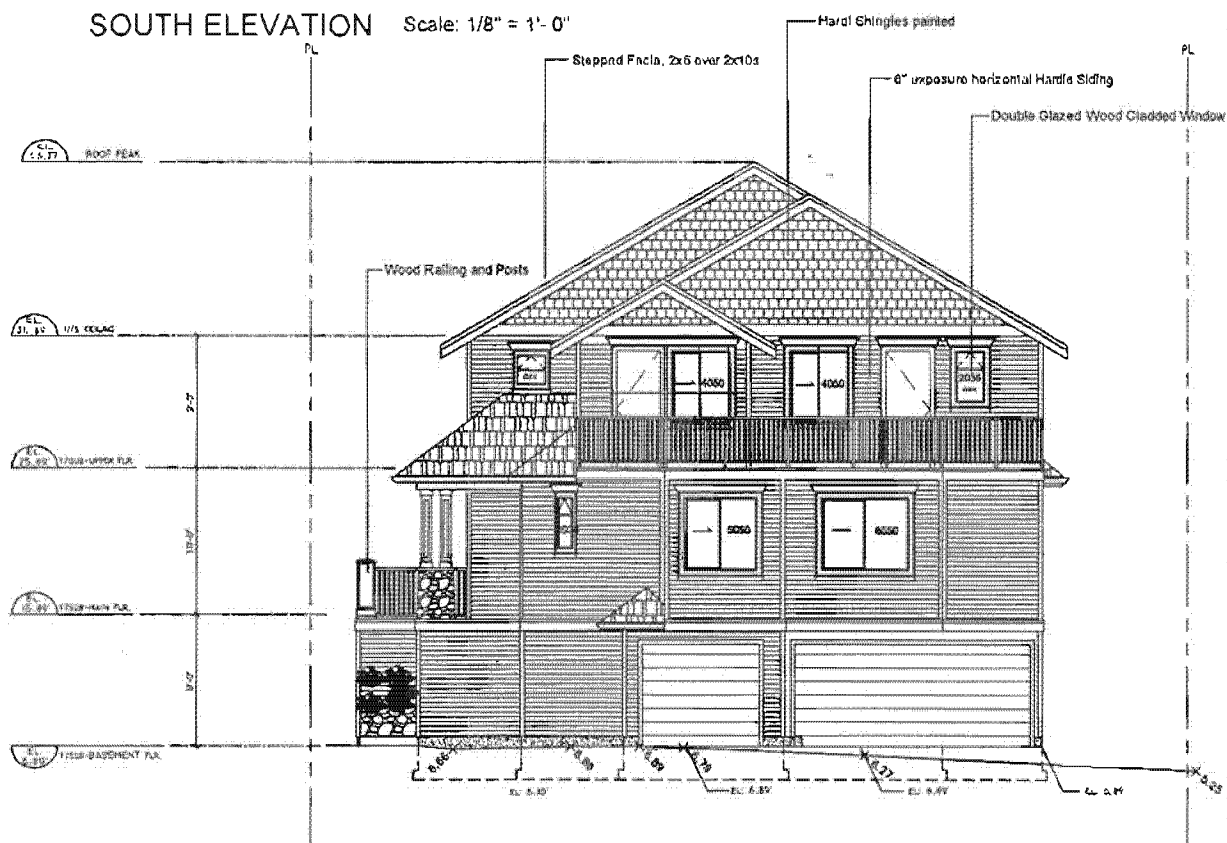
Section
398

April 8th 2013
April 18th 2013
June 17th 2013

A-4
Sheet 6 of 7



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



NORTH ELEVATION

Scale: 1/8" = 1'-0"



Johnny w.w. Leung Architect

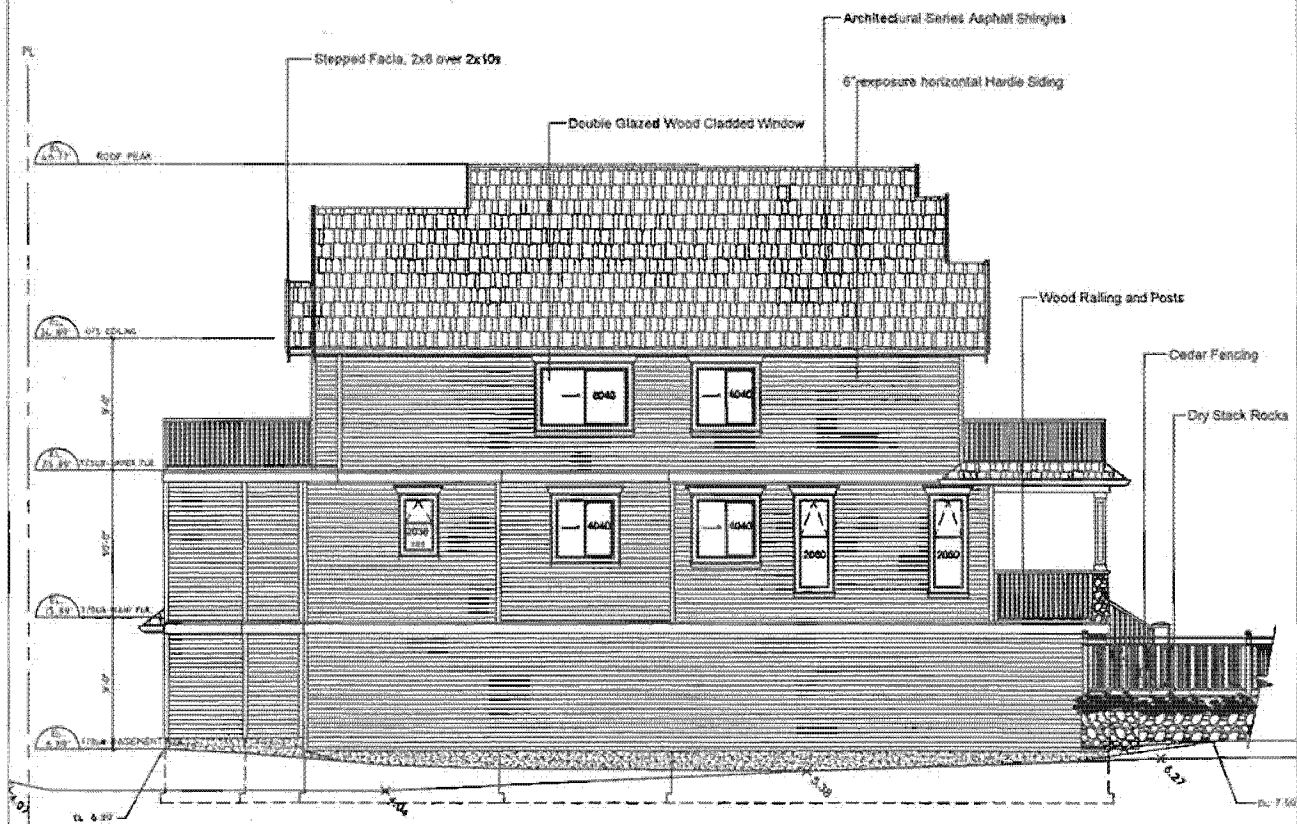
Project:
Custom Duplex

Address:
6433 Dyke Road
Richmond, BC

Elevations
- 399

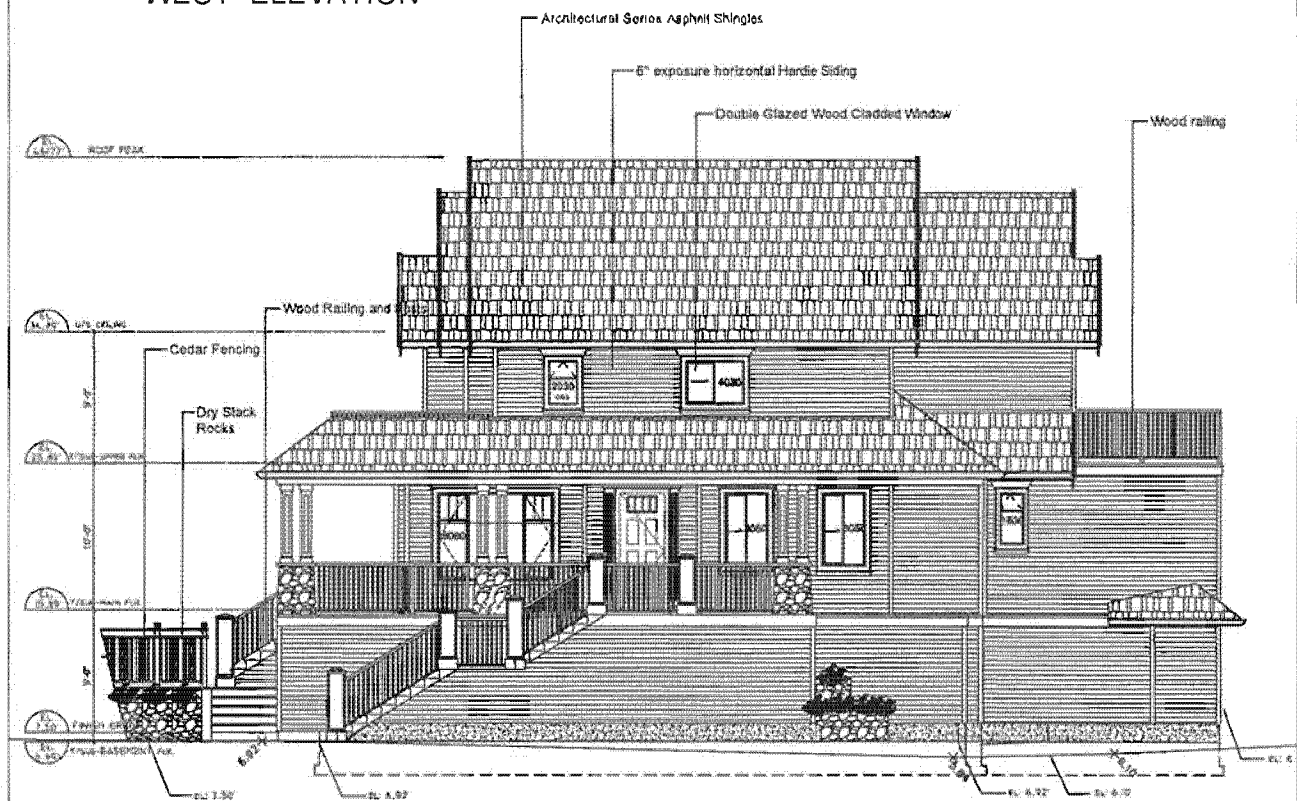
April 8th 2013
April 18th 2013
June 17th 2013

A-5
Sheet 5 of 7



WEST ELEVATION

Scale: 1/8" = 1'-0"



EAST ELEVATION

Scale: 1/8" = 1'-0"



Johnny w.w. Leung Architect

Project:
Custom Duplex

Address:
6433 Dyke Road
Richmond, BC

Elevations
- 400

April 8th 2013
April 12th 2013
April 18th 2013

A-6
Sheet 7 of 7



envirowest consultants inc.

Suite 130 - 3700 North Fraser Way
Burnaby, British Columbia
Canada V5J 5H4

office: 604-451-0505
facsimile: 604-451-0557

December 05, 2012

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

Dear Mr. Appleton,

**RE: PROPOSED RESIDENTIAL DEVELOPMENT AT 6433 DYKE ROAD,
RICHMOND
PROPOSED SETBACKS AND RIPARIAN ENHANCEMENT**

Envirowest Consultants Inc. (Envirowest) has been retained by Johnny Leung Consultants and Associates (Proponent) to provide environmental consulting services associated with the proposed residential development at the referenced address (Property). The Property occurs adjacent to a channelized stream. This correspondence provides proposed setbacks from the drainage and associated habitat enhancements to maintain and augment ecological integrity of the drainage adjacent to the development parcel.

Property and Biophysical Overview

Please refer to Attachment A for an aerial representation and Attachment B for site photographs.

The Property occurs immediately north of the south arm of the Fraser River, and is separated from the river by a constructed dyke running along the north shoulder of Dyke Road. The Property is further bounded by single family residential dwellings to its west and east.

Existing vegetation on the Property is predominantly grasses, Himalayan blackberry (*Rubus discolor*) and sapling black cottonwood (*Populus balsamifera* ssp. *trichocarpa*). The northeast corner of the Property is comprised of a gravel parking pad.

A channelized stream fronting Dyke Road occurs along the south extent of the Property and is bounded by a constructed dyke along its south bank. Vegetation within the drainage fronting the Property is predominantly grasses, cattail (*Typha latifolia*) and Himalayan blackberry, with occasional scotch broom (*Cytisus scoparius*). Adjacent residences to the west have constructed rock retaining walls along the channel banks, and have planted primarily non-native deciduous

ornamental vegetation and manicured lawns. A pedestrian pathway has been constructed along the top-of-bank on adjacent properties.

Proposed Works, Setbacks and Riparian Enhancements

Please refer to the Landscape Plan, included as Attachment C.

The Proponent proposes to construct a residential duplex on the Property. The Property occurs within an Environmentally Sensitive Area (ESA) associated with the drainage along the south extent. As per the City of Richmond (City)'s Riparian Areas Regulation (RAR) Response Strategy, a 15 metre (m) Environmental Management Area (EMA) would be applied to this drainage. Instead, Envirowest proposes to utilize the detailed assessment methodology of the provincial RAR associated with a fish-bearing channelized stream, which applies a 10 m setback. A variance to the 10 m setback by approximately 2 m would be required. Habitat enhancements are proposed to offset the setback variance. Enhancements would comprise clearing of invasive blackberry and scotch broom and planting native shrubs within the proposed setback. As depicted in the planting plan, additional plantings east of the proposed building would further offset the 2 m variance to the proposed setback. Shrub species were selected in accordance with the provisions of the City's "Criteria for the Protection of Environmentally Sensitive Areas" design manual. The planted riparian assemblage would contribute nutrient inputs and temperature regulation to downstream reaches of the watercourse.

Additional measures to protect the EMA throughout the works would be followed. These include following Best Management Practices¹ for works adjacent to the watercourse.

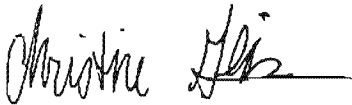
¹ BC Ministry of Water, Land and Air Protection. 2004. Standards and Best Practices for Instream Works. Produced by Biodiversity Branch of the Ministry of Water, Land and Air Protection. Victoria, BC. 168p.

The proposed duplex at 6433 Dyke Road would occur within an Environmentally Sensitive Area associated with a channelized stream that delineates the south perimeter of the subject property. Consequently, a 10 metre (m) setback from the high-water mark is proposed, as per the detailed methodology of the provincial Riparian Areas Regulation. A 2 m variance to the 10 m setback is requested. To offset the 2 m setback loss, riparian habitat enhancements are proposed, comprising planting native shrubs, to contribute nutrients and temperature regulation to downstream fish habitat.

Please contact me at (604) 451-0505 or at gibson@envirowest.ca should you have comments or questions regarding this correspondence.

Sincerely,

ENVIROWEST CONSULTANTS INC.



Christie Gibson, B.I.T.
Project Biologist

CWG

Attachments:

- A. Aerial Representation
- B. Site Photographs
- C. Envirowest Drawing No. 1750-01-01 "Landscape Plan" (December 04, 2012)

Copy: Johnny Leung

ATTACHMENT A
Aerial Representation



REFERENCE DRAWINGS
2003 Air photo From City of Richmond.

JOHNNY LEUNG CONSULTANTS AND
ASSOCIATES

6433 DYKE ROAD
Richmond, BC



envirowest consultants inc.

Suite 120 - 3700 North Fraser Way
Burnaby, British Columbia
Canada V5J 5H4
office: 604-451-0005
facsimile: 604-451-0057

www.envirowest.ca

AERIAL PHOTO

DESIGN CG	DRAWN SCM	CHECKED NW	DATE 00	REVISION 00
SCALE 1:500			DRAWN BY JL	
DATE December 04, 2012			FIGURE 1	

right © City of Richmond, 2003. Data Accuracy and Completeness Not Guaranteed.

ATTACHMENT B
Site Photographs



Photograph 1. South view of east property line, taken from paved parking area in northeast corner; existing Himalayan blackberry within southeast corner proposed to be replaced with native shrubs (October 15, 2012).



Photograph 2. North view of property and frontage ditch; predominant vegetation within the property is Himalayan blackberry, grasses and black cottonwood saplings; ditch vegetation predominated by cattail (November 05, 2012).



Photograph 3. West view of frontage ditch; adjacent property has pedestrian pathway, manicured lawn and planted ornamental species within and adjacent to the ditch (November 05, 2012).



Photograph 4. East view of frontage ditch; predominance of Himalayan blackberry visible within southeast corner of property and extending around a headwall; this area proposed to be enhanced with native shrubs, in addition to areas within proposed setback (November 05, 2012).

Attachment B: Site Photographs

Mr. Andrew Appleton, City of Richmond

Proposed Residential Development at 6433 Dyke Road, Richmond

Proposed Setbacks and Riparian Enhancement

December 05, 2012

ATTACHMENT C
Envirowest Drawing No. 1750-01-01 "Landscape Plan" (December 04, 2012)

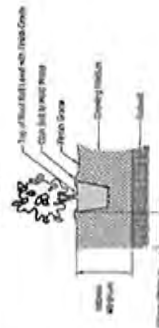
EFFORT	CONCEPT NAME	UNIT VALUE	SCORE	EXPLANATION
1	1	Any system	1	
2	2	Control Display Assembly	2	
3	3	Control Display Assembly	3	
4	4	Control Display Assembly	4	
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GENERAL LINGUISTIC DIFFERENCES

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The map shows a study area bounded by a rectangle. Within this area, a specific study site is marked with a circle. The site is located in a cluster of colored circles (pink, orange, yellow, green, blue) representing different vegetation types. A dashed line indicates a boundary or road. A north arrow is located in the top left corner. Labels 'Study Area' and 'Study Site' are present on the map.

N.T.S.



EXPERIMENTAL

6433 DYKE ROAD
Richmond, BC



envirowest consultants inc.

3000 140 • 3700 North Front Street
Burlington, Ontario L7R 4A6
Canada 9A 2005
Phone: 905-433-8000
Fax: 905-433-1400
www.3m.com

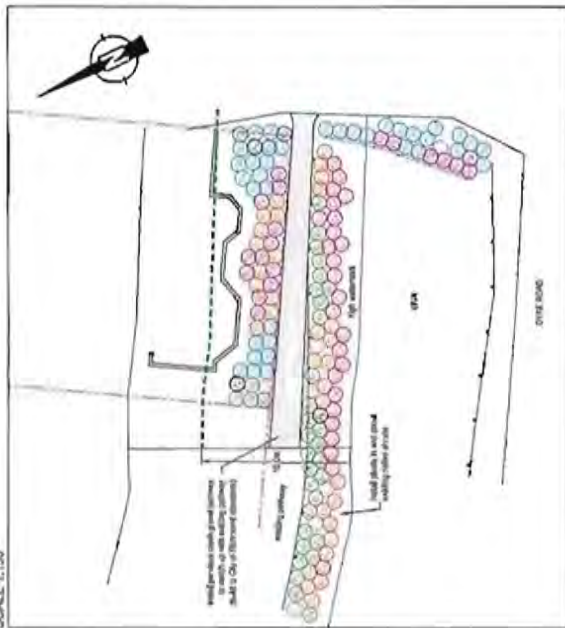
LANDSCAPE PLAN

NAME	DATE	TIME	SCORE	REMARKS
PUN			SCM	
NAME	DATE	TIME	SCORE	REMARKS
			At School	

[illegible]

The diagram shows a cross-section of a tooth. The top part is the crown, which is covered by enamel. Below the crown is the root, which is embedded in the gum tissue. The pulp chamber is located within the crown, and the pulp root is located within the root. The pulp space is the area containing the pulp. The diagram is labeled with 'Pulp Chamber', 'Pulp Root', 'Crown', 'Root', and 'Gum Tissue'. A bracket indicates the 'Pulp Space'.

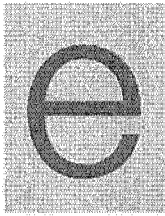
PLAN
SCALE 1:150



6433 DYKE ROAD
Richmond, BC



DATE	ISSUED	BY	FOR
PUR	SCM	01	JUNE 06, 2012
SCALE: At Shop		DRAWING & DESIGN	
		1750-01-01	



envirowest consultants inc.

Suite 101 - 1515 Broadway Street
Port Coquitlam, British Columbia
Canada V3C 6M2
604-944-0502

June 19, 2013

Mr. Johnny Leung
Johnny W.W. Leung Architect
8879 Selkirk Street,
Vancouver, B.C., V6P 4J6

Dear Sir,

**RE: 6433 DYKE ROAD, RICHMOND
COST ESTIMATE – HABITAT AREA**

We have estimated costs associated with the landscaping of the Habitat Protection Area. Reference is made to Envirowest Drawings 1750-01-01 Revision 01 "Landscape Plan" (June 5, 2013). Items are summarized below not including taxes.

Item	Quantity	Unit Cost	Total Cost
Trees and Shrubs – No. 2	158	\$9.00	\$1,422.00
Labour – No. 2	158	\$5.00	\$790.00
Misc. (soil, seeding)	L/S	\$1,300.00	\$1,300.00
Gravel Pathway	L/S	\$3,000.00	\$3,000.00
Maintenance	2	\$1,000.00	\$2,000.00
Monitoring	2	\$500.00	\$1,000.00
Sub Total			\$9,512.00
Pathway including Pavers would require an additional \$800.00			
Total			\$10,312.00

I trust this information meets your needs. Please call me at 604-944-0502 should you have any questions.

Yours truly,
ENVIROWEST CONSULTANTS INC.

Pete Willows
Environmental Technician

PJW

copy Ian Whyte Envirowest Consultants Inc.
Christie Gibson Envirowest Consultants Inc.



City of Richmond

Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 6433 Dyke Road

File No.: RZ 13 - 631467

Prior to final adoption of Zoning Amendment Bylaw 9028 , the developer is required to complete the following:

1. Dedication of 27.18 m² for road along the north-east frontage.
2. Registration of a 0.6 m wide statutory right-of-way for public access / boulevard along the east property line. The City of Richmond will assume maintenance and liability for the right-of-way area.
3. Submission of a Habitat Restoration Plan / 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 reflect the recommendations of the December 5, 2012 report as prepared by Envirowest Consulting, and match the recommended planting plans in the report.
4. Submission of a Contract entered into between the applicant and a Qualified Environmental Professional (QEP) for supervision of any on-site works conducted within the riparian setback / protection zone. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the QEP to submit a post-construction assessment report to the City for review.
5. Submission of a Landscaping Survival Security to the City in the amount of \$10,312 for the gravel walkway and the planting to be done within the riparian area. The security shall be retained for two years. The City of Richmond Parks Department will assume maintenance and liability for the gravel walkway area.
6. 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.
7. Discharge of Restrictive Covenant BP005925, which specifies a minimum habitable elevation of 2.6 m GSC for flood protection purposes.
8. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
9. Registration of a 6.0 m wide statutory right-of-way for dike access along the south property line.
10. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the proposed two-unit developments (i.e. \$3,745) to the City's Affordable Housing Reserve Fund.
11. Submission of building permit-ready set of house plans, in accordance with the drawings attached as Attachment 4 to the Report to Committee dated June 21, 2013.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Provide Service Connection Designs for the proposed water, storm & sanitary connections.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.
5. A work order will be required for any improvement within the dedicated road area for Princess Lane.

CNCL - 413

Note:

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9028 (RZ 13 - 631467)
6433 Dyke Road**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - i. Inserting the following after Section 16.3:
 - 16.4 Heritage Two-Unit Dwelling (ZD4) – London Landing (Steveston)**
 - 16.4.1 Purpose**

The zone provides for a heritage-style two-unit dwelling.
 - 16.4.2 Permitted Uses**
 - housing, two-unit
 - 16.4.3 Secondary Uses**
 - boarding and lodging
 - home business
 - 16.4.4 Permitted Density**
 1. The maximum density is one two-unit housing unit.
 2. The maximum floor area ratio is 0.70, together with 0.1 floor area ratio which must be used exclusively for covered areas of the principal building which are open on one or more sides.
 - 16.4.5 Permitted Lot Coverage**
 1. The maximum lot coverage is 50% for buildings.
 2. No more than 80% of a lot may be occupied by buildings, structures and non-porous surfaces.
 3. 20% of the lot area is restricted to landscaping with live plant material.
 - 16.4.6 Yards & Setbacks**
 1. The minimum front yard is 6.5 m, except that entry stairs may project into the front yard for a distance of no more than 1.5 m.
 2. The minimum west side yard is 3.0 m.
 3. The minimum east side yard is 2.2 m, except that entry stairs may project into the east side yard by no more than 1.0 m.

4. The minimum north-east **side yard** is 1.5 m.
5. The minimum **rear yard** is 6.0 m.
6. **Porches, balconies, bay windows, and cantilevered roofs** forming part of the **principal building** may project into the **exterior side yard** and **side yard** for a distance of not more than 0.6 m.

16.4.7 Permitted Heights

1. The maximum **height** for **principal buildings** is 12.5 m, but containing not more than 2 habitable **storeys**.
2. The maximum **height** for **accessory structures** is 4.0 m.

16.4.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 500.0 m².
2. There are no minimum **frontage, lot width** or **lot depth** requirements.

16.4.9 Landscaping & Screening

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

16.4.10 On-site Parking & Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

16.4.11 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 **HERITAGE TWO-UNIT DWELLING (ZD4) – LONDON LANDING (STEVESTON)**.

P.I.D. 024-669-750

Lot 4 Section 18 Block 3 North Range 6 West New Westminster District Plan
LMP44643

3. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9028".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____	CITY OF RICHMOND

_____	APPROVED by <i>DC</i>
_____	APPROVED by Director or Solicitor <i>ul</i>

MAYOR

CORPORATE OFFICER



To: Planning Committee
From: Wayne Craig
Director of Development

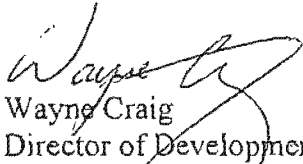
Date: July 4, 2013
File: RZ 11-566630

Re: Application by Dava Developments Ltd. for Rezoning at 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road from Light Industrial (IL) to Auto-Oriented Commercial (CA)

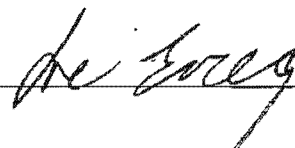
Staff Recommendation

1. That Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041, to facilitate the construction of commercial uses on the subject site, by:
 - a) In Schedule 1, amending the existing land use designation in Attachment 1 (City of Richmond 2041 OCP Land Use Map) to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Commercial"; and
 - b) In Schedule 2.10 (City Centre), amending the existing land use designation in the Generalized Land Use Map (2031), Specific Land Use Map: Bridgeport Village (2031), and reference maps throughout the Plan to redesignate the block bounded by River Road, No. 3 Road, Bridgeport Road, and the rear lane, including the subject site, from "Park" to "Urban Centre T5 (45 m)"; to introduce the extension of minor Douglas Street from No. 3 Road to River Road; and to amend the area designated for park purposes within the Bridgeport Village area; together with related minor map and text amendments;be introduced and given first reading.
2. That Bylaw 9041, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw 9041, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9042, which makes minor amendments to the "CA" zone specific to 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road and rezones that property from "Light Industrial (IL)" to "Auto-Oriented Commercial (CA)", be introduced and given first reading.
5. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, be abandoned.


Wayne Craig
Director of Development

SB:kt
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	

Staff Report

Origin

Dava Developments Ltd. has applied to the City of Richmond to rezone 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road in the City Centre's Bridgeport Village from Light Industrial (IL) to Auto-Oriented Commercial (CA) to permit the construction of a low rise low density commercial development (**Attachments 1 & 2**). More specifically, the proposed rezoning provides for the subdivision of the subject site into two (2) lots separated by a new public street (Douglas Street) and the construction of two commercial two-storey buildings totalling approximately 2,360 m² (25,400 ft²).

The application includes amendments to the 2041 Official Community Plan (OCP) and City Centre Area Plan (CCAP) to amend the land use designation of the entire block bounded by Bridgeport Road to the south, No. 3 Road to the east, River Road to the north, and a rear lane to the west and to amend the area designated for park purposes within the Bridgeport Village area. The block includes the subject site and the neighbouring site to the north at 2651 No. 3 Road (**Attachment 3**).

The application also includes a recommendation to abandon Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, to relocate the CCAP park designation from the entire block noted above, eastward to Smith Street. The Bylaw received first reading on April 14, 2009, but failed to receive support at the Public Hearing on June 21, 2010, and is rendered obsolete as a result of the subject rezoning application and associated OCP amendments.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 4**).

Surrounding Development

The subject site is situated in the Bridgeport Village – a transitional City Centre area designated for medium-density, mid and high-rise, business, entertainment, hospitality, arts, transportation hub uses. The Bridgeport Village also includes a pedestrian-oriented retail high street along No. 3 Road and an industrial reserve east of Great Canadian Way. The subject shallow site is vacant, but contains a significant London Plane tree and the Canada Line overhead guide way, supporting columns and associated substation. Development in the vicinity of the subject site includes:

To the North: a strata-titled one-storey light industrial building zoned Light Industrial (IL). Further north, across River Road, is the casino parking structure.

To the East: across No. 3 Road, is a mix of low rise industrial uses zoned Light Industrial (IL).

To the South: across Bridgeport Road, a rezoning application is under review (RZ 13-628557) for a mid-rise mixed-use development at 8320, 8340, 8440 Bridgeport Road and 8311, 8351 Sea Island Way.

To the West: across the rear lane, is a mix of low rise industrial uses zoned Light Industrial (IL). Further west, across River Road, a rezoning application is under review (RZ 12-598104) for a multi-phase mixed-use development of up to 4 million square feet of floor space on the land and foreshore at Duck Island (River Road); 8351 River Road and 8411, 8431, 8451 West Road.

Related Policies & Studies

Development of the subject site is affected by the City Centre Area Plan (CCAP) and related policies (e.g. Aircraft Noise Sensitive Development). An overview of these policies is provided in the "Analysis" section of this report.

Consultation & Public Input

- a) Ministry of Transportation & Infrastructure (MOTI): Consultation with MOTI is required due to the proximity of Bridgeport Road, a roadway under Provincial jurisdiction. MOTI staff have reviewed the proposal on a preliminary basis and final MOTI approval is required prior to rezoning adoption.
- b) Ministry of Environment (MOE): The Ministry of Environment (MOE) has issued instruments indicating that the subject site is not contaminated in that standards for commercial land use have been met.
- c) South Coast British Columbia Transportation Authority (TransLink): The applicant has entered into a formal review process with Translink regarding the development proposal and associated Servicing Agreement for public road and infrastructure works. Translink staff have advised that formal comments will be provided to the City when the review is complete. Final confirmation that Translink does not have concerns associated with the development proposal is required prior to rezoning adoption.
- d) School District: This application was not referred to School District No. 38 (Richmond) because it does not include any residential uses. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application does not include any dwelling units as new residential uses are prohibited in this CCAP high aircraft noise area.
- e) Neighbours: The applicant has consulted with its neighbours along No. 3 Road and across the rear lane, regarding the subject development and the proposal to block the lane connection to Bridgeport Road. No concerns have been received.
- f) General Public: Signage is posted on-site to notify the public of the subject application. At the time of writing this report, no correspondence regarding the subject application had been received. The statutory Public Hearing will provide local property owners and other interested parties with additional opportunity to comment.

Staff Comments

Based on staff's review of the subject application, including the developer's preliminary Transportation Impact Analysis (TIA), staff are supportive of the subject rezoning, provided that the developer fully satisfies the Rezoning Considerations (**Attachment 5**).

Analysis

Dava Developments Ltd. has applied to the City of Richmond to rezone the subject 6,246.6 m² (1.54 ac) shallow site fronting onto No. 3 Road that was part of the Canada Line land assembly, and sold for private development after the Canada Line construction was completed. The Canada Line alignment is located along the rear of the property and crosses over the northern portion of the property and then over No. 3 Road. The Light Industrial (IL) zoned land is vacant save for the Canada Line overhead guideway, supporting columns and associated substation. The purpose of the OCP amendments and rezoning is to permit the subdivision of the subject site into two (2) lots separated by a new public street (Douglas Street) and the construction of two (2) commercial two-storey buildings totalling approximately 2,360 m² (25,400 ft²) (**Attachment 6**). The subject development is notable for the challenges of developing in such close proximity to the Canada Line and is a gateway to the development lands west of No. 3 Road along the river.

The CCAP designates the Bridgeport Village for medium-density, mid- and high-rise, business, entertainment, hospitality, arts, transportation hub uses along with an industrial reserve east of Great Canadian Way and pedestrian-oriented retail high street along No. 3 Road.

The CCAP designates the entire block bounded by Bridgeport Road to the south, No. 3 Road to the east, River Road to the north, and a rear lane to the west, as a Neighbourhood Park (Future to 2031). The park designation applies to the subject site and the neighbouring site to the north at 2651 No. 3 Road.

In 2009, staff recommended relocating the park designation from No. 3 Road eastward to Smith Street. The associated Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, Received First Reading on April 14, 2009, but failed to receive support at the Public Hearing on June 21, 2010. In response to the 2009 proposal, at the Public Hearing on June 21, 2010 Council indicated that:

- The proposed park location on Smith Street would place unreasonable hardship on existing small businesses.
- It was premature to locate the park until development of the area had progressed to a point where the City can better understand local park needs and, based on that, where park space should be located.

Staff recommend that Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8479, be abandoned. The Bylaw failed to receive support at the Public Hearing on June 21, 2010, and is rendered obsolete as a result of the subject rezoning application.

Based on Council's comments, staff recommend that the existing park designation along the west side of No. 3 Road be replaced with an "orange diamond" to indicate "Neighbourhood Park (Future to 2013) – Configuration & Location to be Determined". An "orange diamond" would be added to the Bridgeport Village map in the vicinity of No. 3 Road. The configuration, location and timing of the park will depend on the level of local development activity and related park demand.

The current "Park" designation along the west side of No. 3 Road will be removed and the affected lots will be designated as per the existing designation of adjacent lands to the north, south, east and west:

- To "Commercial" in the City of Richmond 2041 OCP Land Use Map.
- To "Urban Centre T5 (45 m)" (2 FAR) and "Village Centre Bonus" (1 FAR) in the CCAP.

The CCAP is also proposed to be amended to extend a portion of Douglas Street as a minor street through the site, particularly from No. 3 Road to River Road. This road will be instrumental in servicing the future development potential of the waterfront lands to the west.

Staff's review of the proposed development shows it to be consistent with City policies and supportive CCAP objectives for the Bridgeport Village, as indicated below:

a) Sustainable Development:

- ***District Energy Utility (DEU):*** The small low density site is not required to be "DEU-ready" as the estimated heating demand (primary demand would be cooling) would be too low to make it economical at this time.
- ***Leadership in Energy and Environmental Design (LEED):*** The CCAP requires that all rezoning applications greater than 2,000 m² in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy and will demonstrate this at Development Permit stage.
- ***Tree Protection:*** Richmond's Tree Protection Bylaw is intended to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm dbh (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer's proposal satisfies the City policy, as they have agreed to save the only existing tree on the site, the significant London Plane at the intersection of No. 3 Road and Bridgeport Road. The tree is large (approximately 1.2 m dbh), in excellent health and a highly visible location. Confirmation of a contract with a registered Arborist for the protection of the tree is a requirement of rezoning. The Arborist needs to be involved in any planned work within the trees' dripline.

- ***Flood Management Strategy:*** In accordance with the City's Flood Plain Designation and Protection Bylaw 8204, the commercial development will have a minimum elevation of 0.3 m above the crown of the fronting street to maintain accessibility and commercial vibrancy along this shallow site. Registration of a flood indemnity covenant is a requirement of rezoning.
 - ***Aircraft Noise Sensitive Development (ANSD):*** The subject site is situated within ANSD "Area 1a", which prohibits new ANSD uses (e.g. residential, child care), and requires that a restrictive covenant be registered on title, including information to address aircraft noise mitigation and public awareness. The proposed development complies with the policy. Registration of an aircraft noise indemnity covenant is a requirement of rezoning.
- b) **Public Art:** The developer has agreed to participate in the City's Public Art Program. A voluntary contribution of approximately \$12,156, based on \$0.41 per buildable square foot, to the City's Public Art fund as a condition of rezoning.
- c) **Infrastructure Improvements:** The City requires the coordinated design and construction of private development and City infrastructure with the aim of implementing cost-effective solutions to serving the needs of Richmond's rapidly growing City Centre. In light of this, staff recommend and the developer has agreed to the following:
- ***Road Network Improvements:*** the developer shall be responsible for road dedications and statutory right-of-ways (e.g., new Douglas Road, No. 3 Road widening, functional rear lane); the design and construction of: new Douglas Road, a functional rear lane, extension of bike routes and pedestrian walkways, pre-ducting for a signal at No. 3 Road and Douglas Street; and traffic signal improvements for an added advanced southbound left turn signal phase at No. 3 Road and Sea Island Way.
 - ***Engineering Improvements:*** The developer shall be responsible for the design and construction of required storm sewer upgrade, pre-ducting for private utilities, servicing of road works, coordination of works with MOTI, Kinder Morgan and Translink, and related improvements, as determined to the satisfaction of the City.
 - The developer is required to enter into a Servicing Agreement for the design and construction of the required road network and engineering works prior to rezoning adoption. Opportunities for Development Cost Charge (DCC) credits will be reviewed as part of the SA.
- d) **Form of Development:** The developer proposes to construct a two-storey, low density, commercial development, including ground level retail on a prominent site located in the Bridgeport Village. The site will be subdivided by the new Douglas Street. The site includes significant Canada Line infrastructure, including a substation, and guideway with supporting columns running along the west edge of the site and crossing over the north edge of the site. The developer's proposed form of development generally conforms to the CCAP and its Development Permit (DP) guidelines although at a significantly lower density to address the constraints and opportunities of its site.

Development Permit (DP) approval to the satisfaction of the Director of Development for the proposal is required prior to rezoning adoption. At DP stage, among other things, the following will be addressed:

- Detailed architectural, landscaping and open space design.
 - Explore opportunities to create vibrant retail streetscape that contribute to the animation, pedestrian-amenity, and commercial success of the development and its surroundings.
 - Refine decorative rooftop concept, taking into consideration how the low two-storey rooftop will be viewed from Canada Line trains and future potential surrounding taller development.
 - Demonstration of LEED Silver (equivalency) or better.
 - Identified minimum 6.7 m internal drive aisle width triggers a variance that is supported by Transportation based on the modest size of the development and associated amount of traffic generated.
 - Vehicle and bicycle parking; truck loading; garbage, recycling and food scraps storage and collection; and private utility servicing.
- e) Zoning Bylaw Amendment: The CCAP identifies new roads that are to be secured as voluntary developer contributions via Richmond's development approval processes. In cases where such roads are not eligible for financial compensation via the Development Cost Charge (DCC) program, such as in the case for the subject application, the CCAP permits those roads to be dedicated without any reduction to the developer's buildable floor area. In order to implement this CCAP policy in respect to the new portion of Douglas Street west of No. 3 Road, as part of the subject rezoning, minor amendments are proposed to the CA zone specific to the subject site to allow for a higher density after road dedication.
- f) Community Planning: As per CCAP policy, the developer proposes to voluntarily contribute approximately \$7,412, based on \$0.25 per buildable square foot, to the City's community planning reserve fund.

Financial Impact or Economic Impact

None.

Conclusion

The subject development is consistent with Richmond's objectives for the Bridgeport Village, as set out in the City Centre Area Plan (CCAP) and proposed OCP amendments. The proposed low-rise project, pedestrian-oriented streetscapes, intersection improvements, Douglas Road extension and frontage improvements for pedestrians, bicycles, and vehicles will assist in making Bridgeport Village a transit-oriented, urban community. On this basis, staff recommend support for the subject rezoning and related bylaws.



Sara Badyal, M. Arch, MCIP, RPP
Planner 2

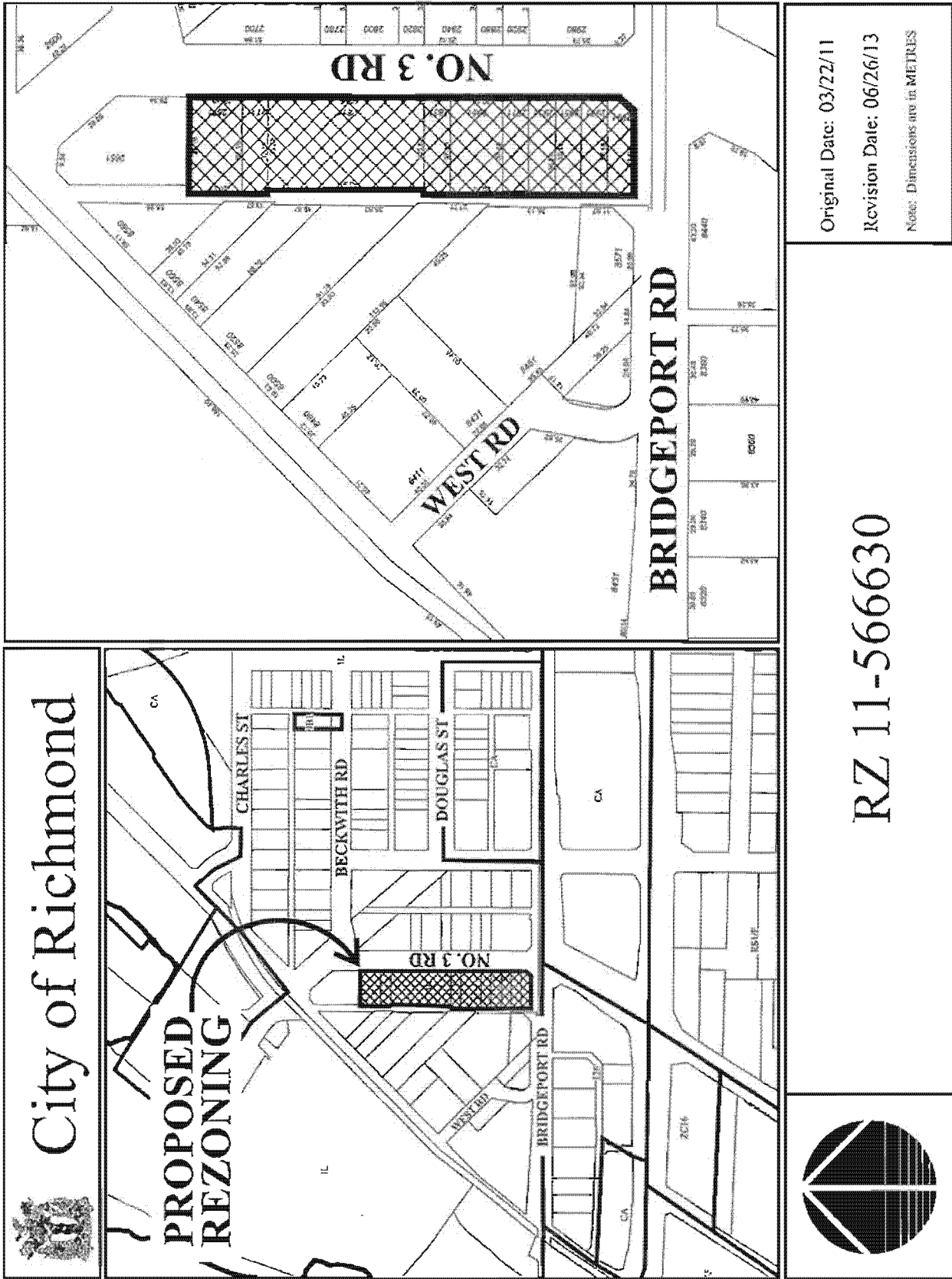


Terry Crowe
Manager, Policy Planning

SB:kt

Attachments

1. Location Map
2. Aerial Photograph
3. City Centre Area Plan Specific Land Use Map: Bridgeport Village (2031)
4. Development Application Data Sheet
5. Rezoning Considerations
6. Development Concept



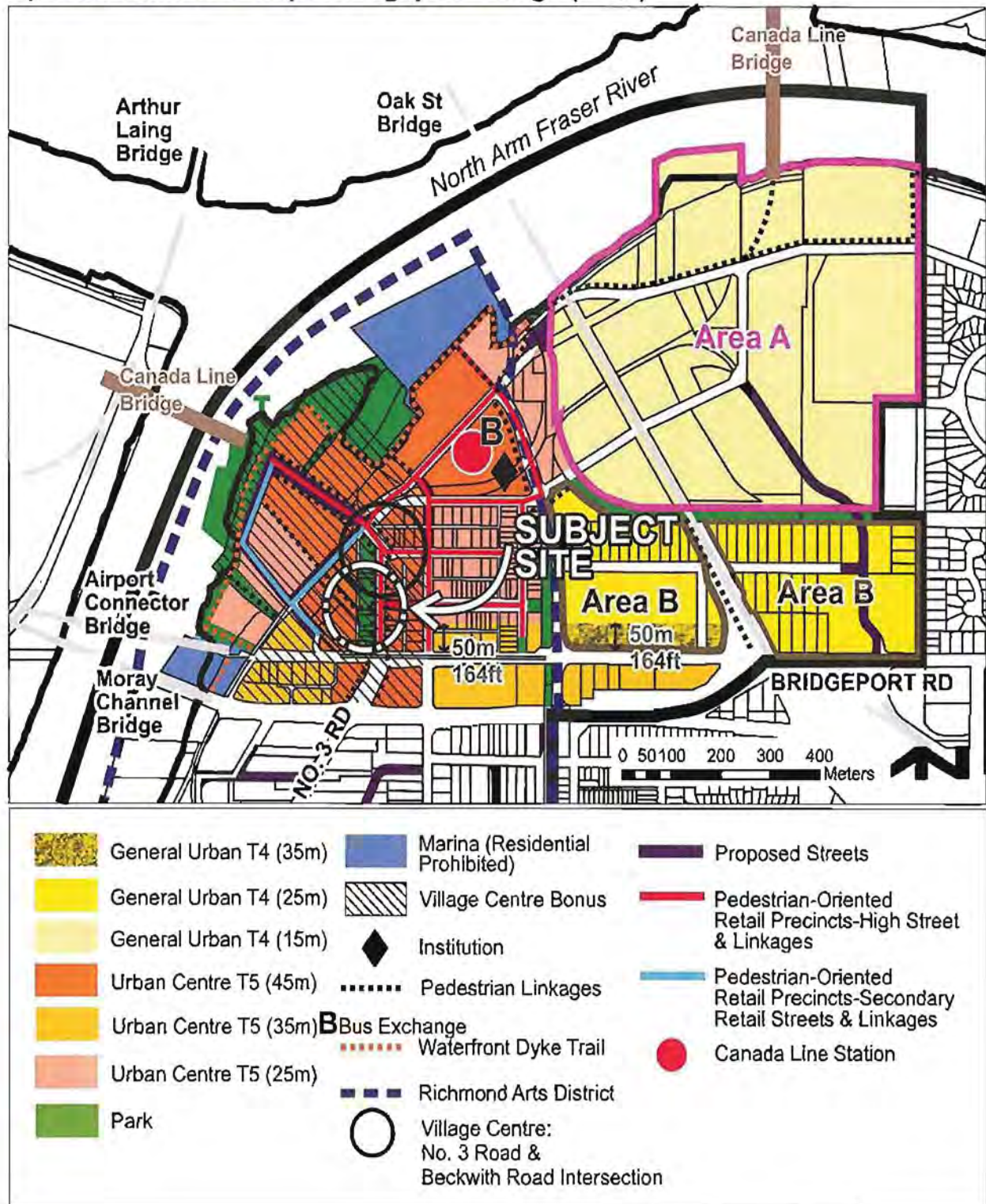


RZ 11-566630

Original Date: 03/22/11

Revision Date: 06/23/13

Note: Dimensions are in METRES

Specific Land Use Map: Bridgeport Village (2013)



RZ 11-566630

Attachment 4

Address: 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road

Applicant: Dava Developments Ltd.

Planning Area(s): Bridgeport Village (City Centre)

	Existing	Proposed
Owner:	675249 B.C. Ltd., Inc. No. BC0675249	Same
Site Size (m ²):	6,246.6 m ²	North Parcel: 2,555.6 m ² South Parcel: 2,953.5 m ² Road Dedication: 737.6 m ²
Land Uses:	Vacant	Commercial
OCP Designation:	Park	Commercial
Area Plan Designation:	Park	Urban Centre T5 (45m)
Zoning:	Light Industrial (IL)	Auto-Oriented Commercial (CA)
Number of Units:	Nil	Two (2) two-storey multi-unit commercial buildings

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5 FAR	North Parcel: 0.37 FAR South Parcel: 0.54 FAR Total Net: 0.46 FAR	None permitted
Lot Coverage – Building:	Max. 50%	North Parcel: 20% South Parcel: 32%	None
Setbacks: No. 3 Road Bridgeport Road Douglas Street Rear Lane North Rear Yard	Min. 3.0 m	3 m 10 m 3 m 18 m 22 m	None
Height:	45 m for Hotels 12 m	12 m	None
Off-street Parking Spaces:	84	84	None



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971
and 2991 No. 3 Road

File No.: RZ 11-566630

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9042, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 9041.
2. Provincial Ministry of Transportation & Infrastructure Approval.
3. Confirmation that there are no South Coast British Columbia Transportation Authority (TransLink) concerns regarding the proposed development and Servicing Agreement.
4. Consolidation of all the lots into two development parcels.
5. Road dedication:
 - a) Douglas Street – 20 m wide road dedication required along the entire south property line of 2811 No. 3 Road
 - b) Corner cuts required:
 - (1) 4m x 4m corner cuts at the northwest and southwest corners of No. 3 Road and future Douglas Street.
 - (2) 3m x 3m corner cuts at the northeast and southeast corners of future Douglas Street and the rear lane.
 - (3) 4m x 4m corner cut required at the No. 3 Road and Bridgeport Road intersection, measured from the new PROP line as identified in 6(a) below.
6. The granting of statutory PROP rights-of-way, City maintenance and liability:
 - a) No. 3 Road – 3 m wide PROP required along entire the No. 3 Road frontage for a new 3 m wide sidewalk.
 - b) Rear Lane – Provide the necessary PROP within the development site to upgrade to a functional lane (e.g. approximately 6m where feasible).
7. Registration of a flood indemnity covenant on title.
8. Registration of an aircraft noise indemnity covenant on title.
9. City acceptance of the developer's offer to voluntarily contribute \$45,531 for sanitary sewer upgrades and \$14,550 for pump station upgrades (2253-10-000-14912-0000), resulting from the impact of the increase in density from the City's 2041 OCP related to the site, on the sanitary system's capacity for future developments within the catchment.
10. City acceptance of the developer's offer to voluntarily contribute \$0.41 per buildable square foot (e.g. \$12,156) to the City's public art reserve fund (7750-80-000-00000-0000).
11. City acceptance of the developer's offer to voluntarily contribute \$0.25 per buildable square foot (e.g. \$7,412) to the City's community planning reserve fund.
12. 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.
13. 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.
14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
15. Enter into a Servicing Agreement* for the design and construction of road network improvements, engineering infrastructure improvements, including, but not be limited to:
 - a) The protection and retention of the existing London Plane tree.
 - b) No. 3 Road frontage improvements – Upgrade with new 3 m wide sidewalk at its ultimate location in the new 3 m wide PROP, landscaped boulevard behind the existing curb, and pre-ducting for private utilities.

- c) Bridgeport Road frontage improvements – Upgraded with new 2.5 m wide sidewalk at the existing property line, and landscaped boulevard between sidewalk and existing curb.
- d) Douglas Street – New road with 20 m wide road cross-section, between No. 3 Road and the north-south lane, flanked with 2.5 m wide sidewalks, 1.35 m landscaped boulevards, and complete with signal pre-ducting at No. 3 Road and Douglas Street.
- e) Rear Lane - Upgrade to a functional lane (e.g. approximately 6 m where feasible with appropriate drainage and lighting), with traffic barrier to close the existing connection to Bridgeport Road in close proximity to No. 3 Road.
- f) Signal Upgrade - Added advanced southbound left turn signal phase at No.3 Road and Sea Island Way.
- g) Storm Sewer Upgrades:
 - (1) Upgrade existing storm sewer along the No 3 Road frontage from 675 mm to 750 mm diameter (between manholes STMH9200 & STM9212).
 - (2) Upgrade existing storm sewer along the Bridgeport Road frontage from 200 mm diameter (between manholes STMH9184 & STM9179). If servicing road drainage only, upgrade to 450 mm diameter. If servicing properties, upgrade to the greater of 600 mm diameter or OCP size.
- h) Capacity analysis calculations and detail design.
- i) The developer is responsible for contacting the following for any permits, requirements and approvals:
 - (1) MOTI, for works on Bridgeport Road within their jurisdiction.
 - (2) Kinder Morgan, for works in close proximity (less than 100 m) to the jet fuel line.
 - (3) TransLink, for works in close proximity to the Canada Line guideway.
 - (4) Private utility companies, for rights-of-ways required on the development site for their equipment (i.e. vistas, kiosks, transformers, etc.). The developer is required to contact the private utility companies to learn of their requirements and incorporate the equipment into their onsite design.

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

- 1. Incorporation of sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 2. Submission of fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water flow.
- 3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division, including: parking for services, deliveries, workers, loading, application for any lane closures, and construction traffic controls as per Traffic Control Manual for works on Roadways (by MOTI) and MMCD Traffic Regulation Section 01570.
- 4. Obtain a Building Permit (BP) for any construction hoarding. If 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.

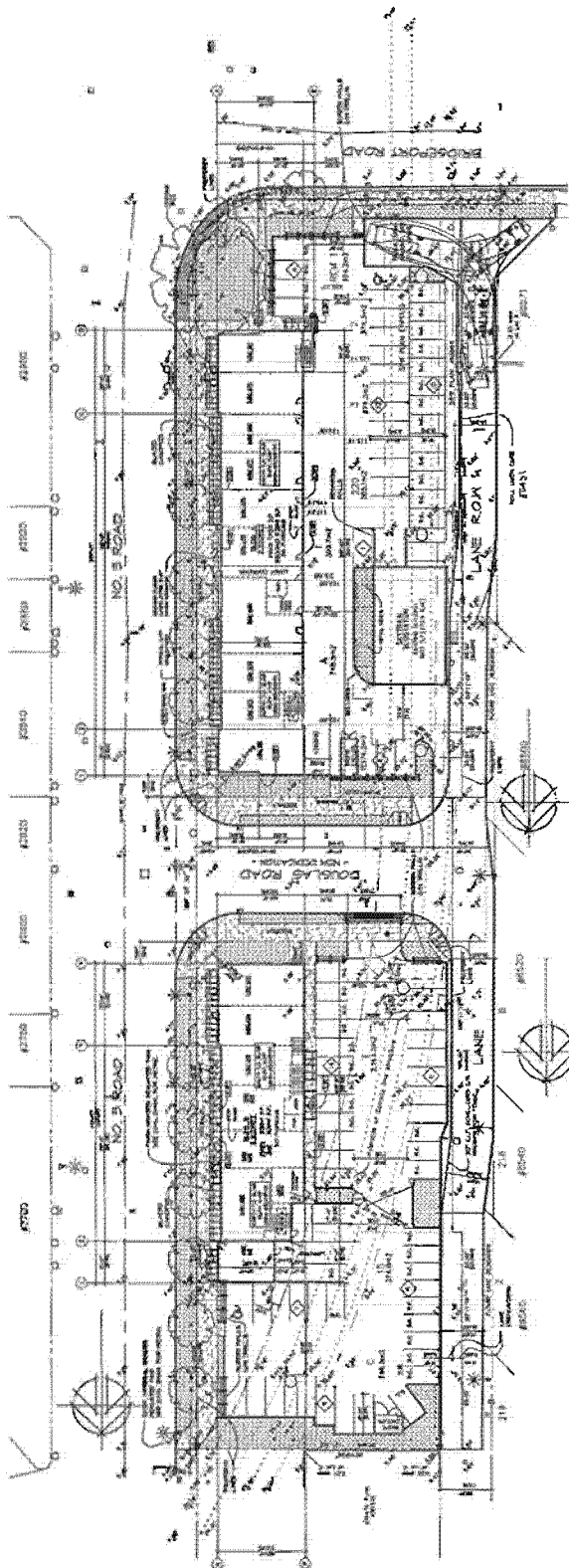
Note:

- * 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 bylaw.

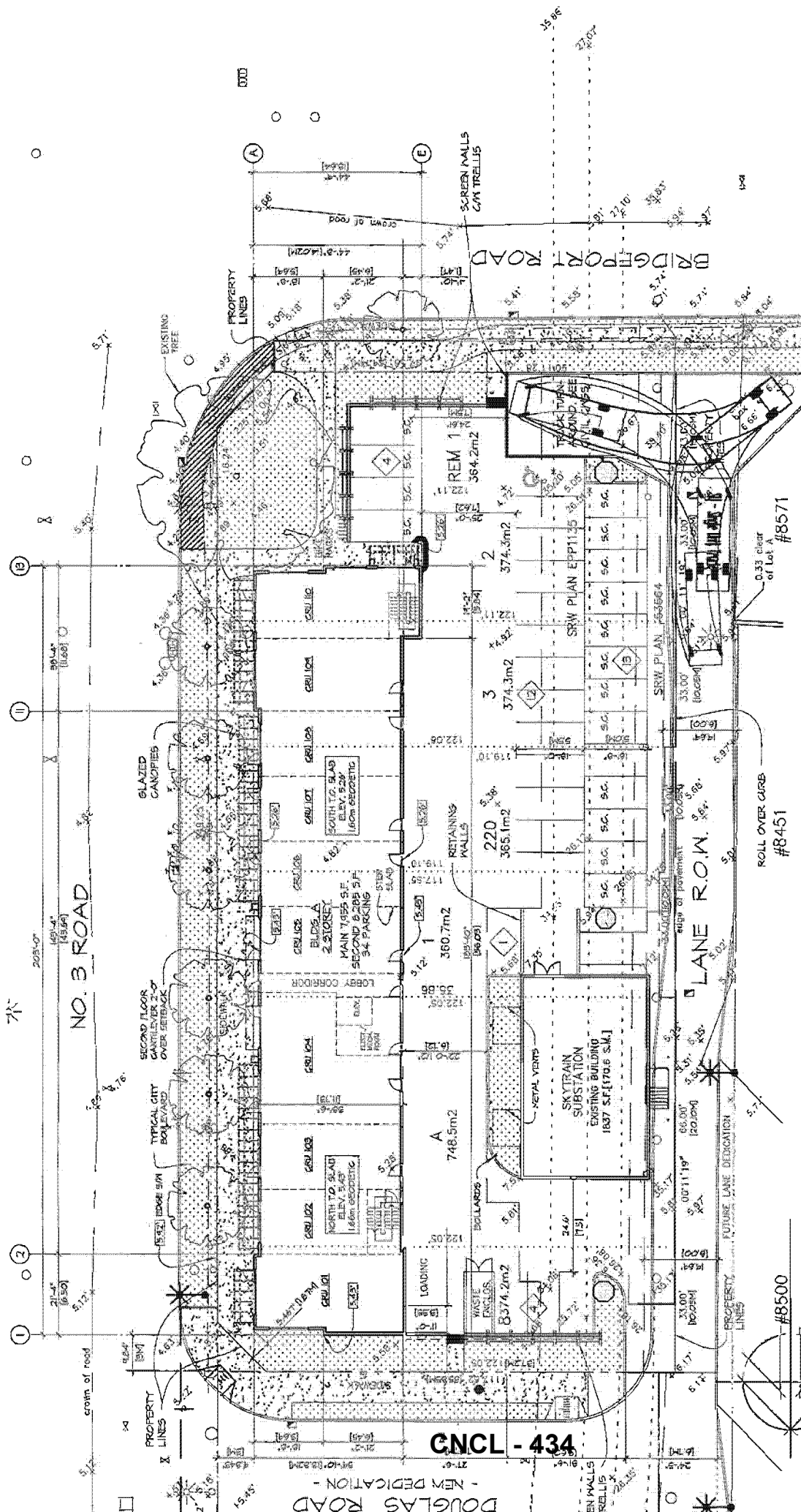
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director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

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

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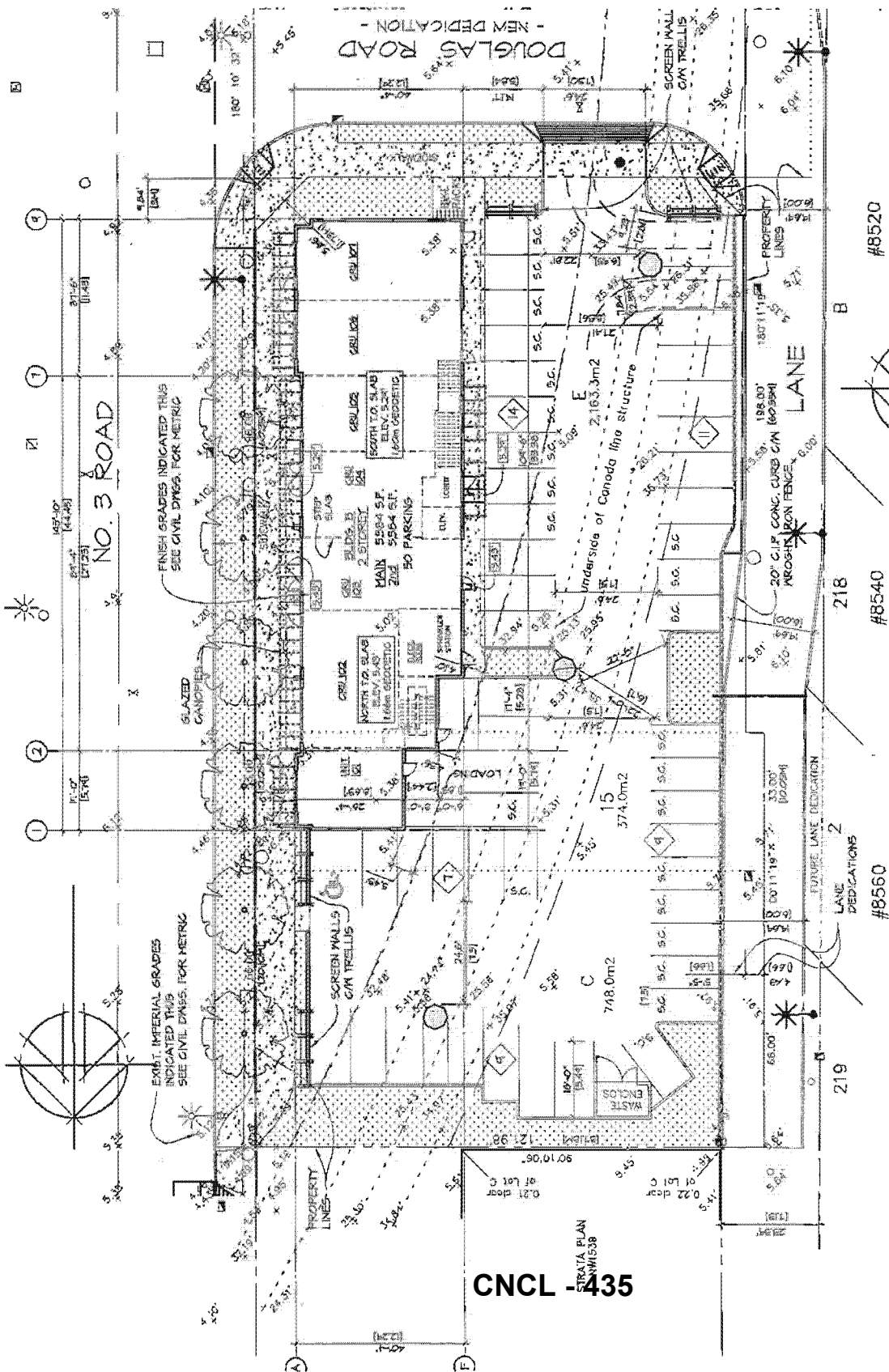
CONCEPT
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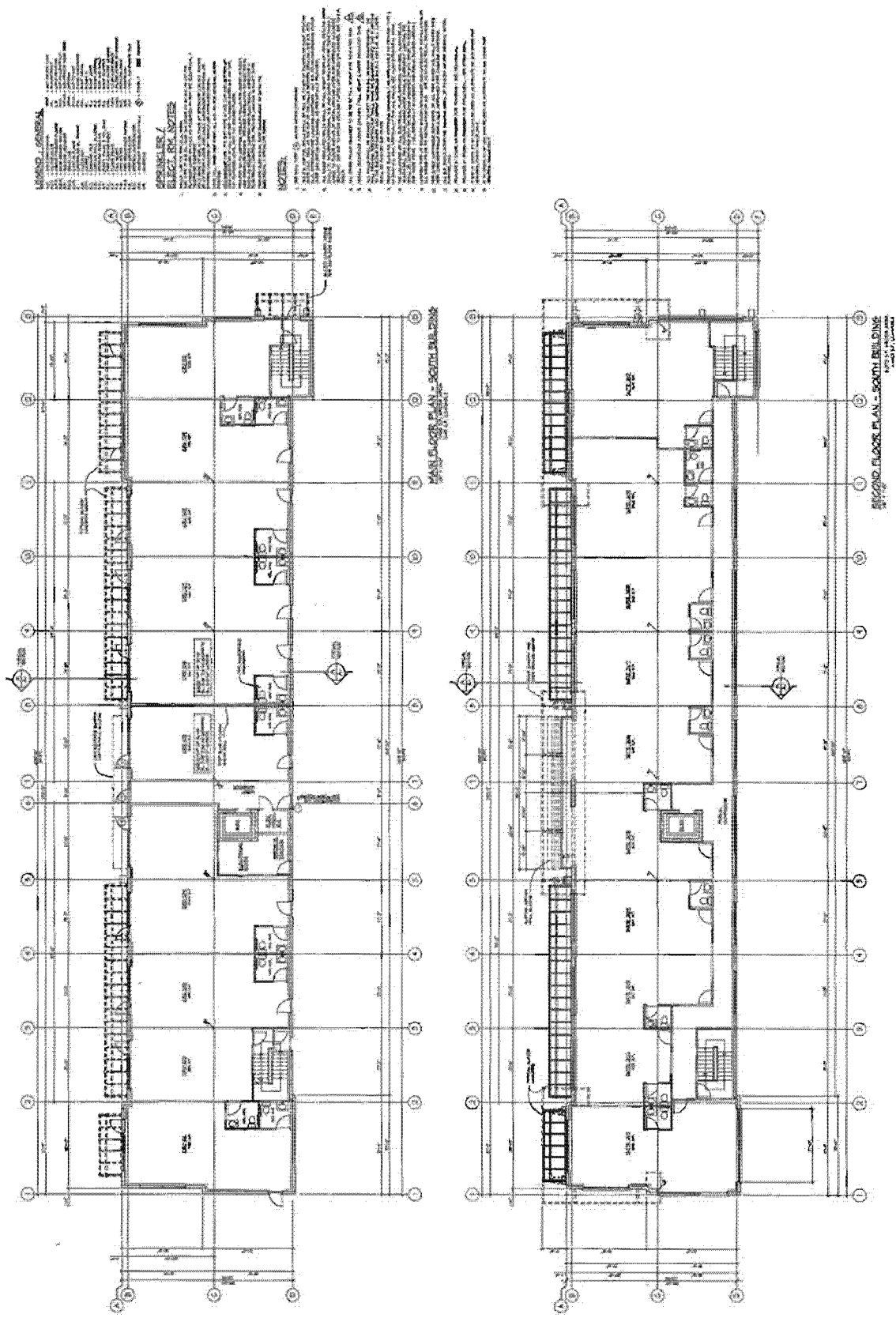
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CNCL - 434

DOUGLAS ROAD - NEW DEDICATION -





LEGEND - GENERAL

SPRINKLER / ELECT. RCM NOTES

NOTES

1. ALL ROOMS SHALL BE SPRINKLERED IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 13 CODE.

2. ALL ELECTRICAL ROOMS SHALL BE SPRINKLERED IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 13 CODE.

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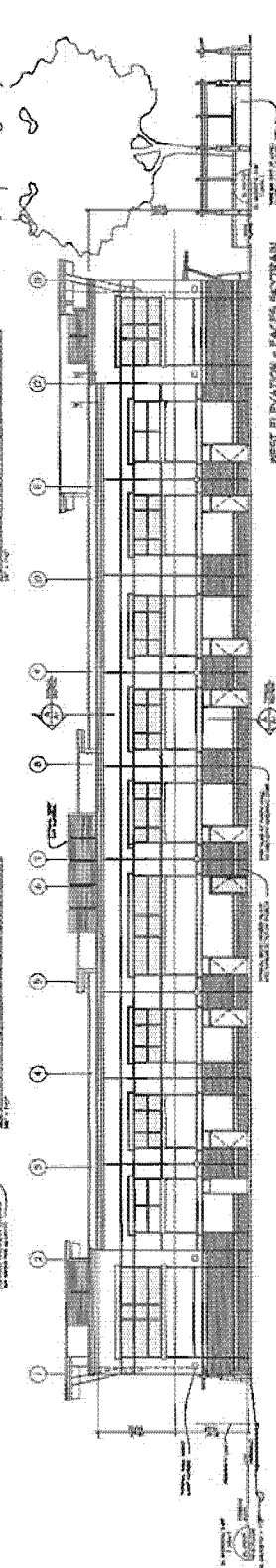
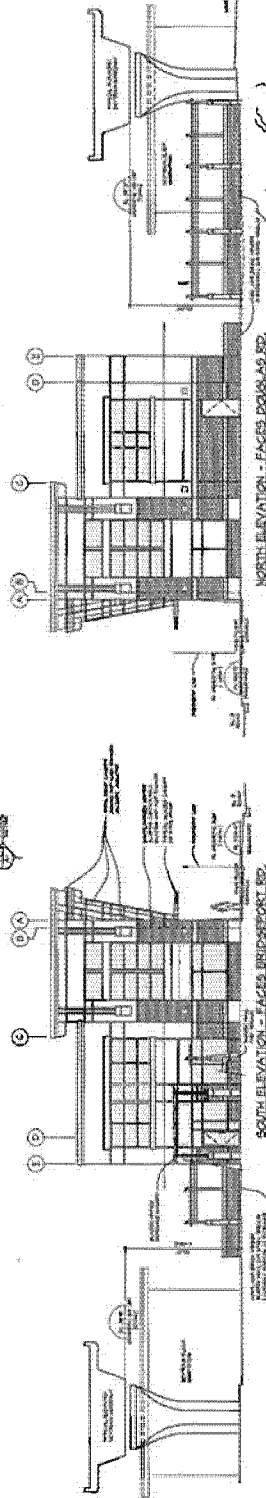
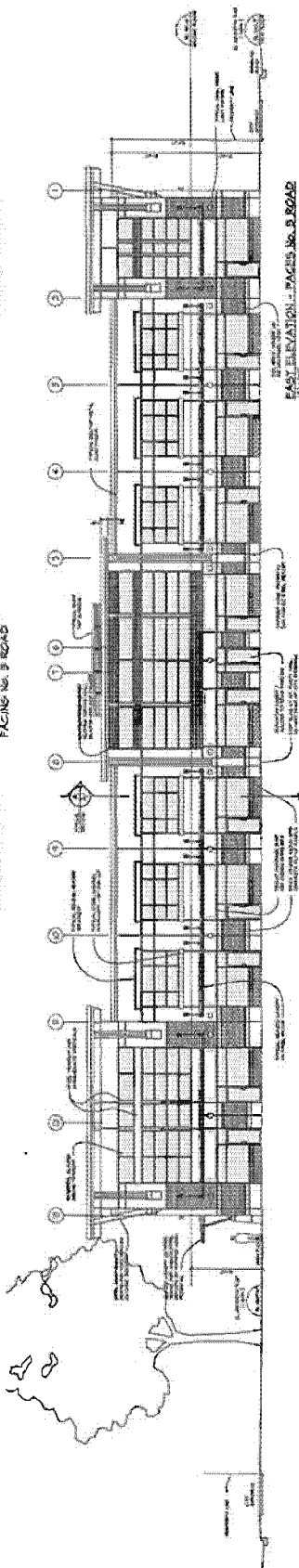
7. ALL ELECTRICAL ROOMS SHALL BE SPRINKLERED IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 13 CODE.

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sanford design group 1000 10TH AVENUE, SUITE 1000 DENVER, CO 80202 TEL: 303.733.1000 FAX: 303.733.1001 WWW.SANFORDDESIGN.COM		MICHAEL D. BARTLEY ARCHITECT 1000 10TH AVENUE, SUITE 1000 DENVER, CO 80202 TEL: 303.733.1000 FAX: 303.733.1001 WWW.SANFORDDESIGN.COM	PROJECT 1000 10TH AVENUE, SUITE 1000 DENVER, CO 80202 TEL: 303.733.1000 FAX: 303.733.1001 WWW.SANFORDDESIGN.COM	DATE 10/1/2010 BY M.D.B. CHECKED M.D.B. SCALE 1/8" = 1'-0"	REVISIONS 1. 10/1/2010 2. 10/1/2010 3. 10/1/2010 4. 10/1/2010 5. 10/1/2010 6. 10/1/2010 7. 10/1/2010 8. 10/1/2010 9. 10/1/2010 10. 10/1/2010
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TENANT SIGNAGE GUIDELINES

1. All signage must be approved by the City of Vancouver and the Building Department.

2. Signage must be placed in a location that does not obstruct the view of the building or the street.

3. Signage must be placed in a location that does not obstruct the view of the building or the street.

4. Signage must be placed in a location that does not obstruct the view of the building or the street.

5. Signage must be placed in a location that does not obstruct the view of the building or the street.

6. Signage must be placed in a location that does not obstruct the view of the building or the street.

7. Signage must be placed in a location that does not obstruct the view of the building or the street.

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9. Signage must be placed in a location that does not obstruct the view of the building or the street.

10. Signage must be placed in a location that does not obstruct the view of the building or the street.

GENERAL NOTES - ELEVATIONS

1. All elevations are shown in section.

2. All elevations are shown in section.

3. All elevations are shown in section.

4. All elevations are shown in section.

5. All elevations are shown in section.

6. All elevations are shown in section.

7. All elevations are shown in section.

8. All elevations are shown in section.

9. All elevations are shown in section.

10. All elevations are shown in section.

SKETCHING NOTES

1. All sketches are shown in section.

2. All sketches are shown in section.

3. All sketches are shown in section.

4. All sketches are shown in section.

5. All sketches are shown in section.

6. All sketches are shown in section.

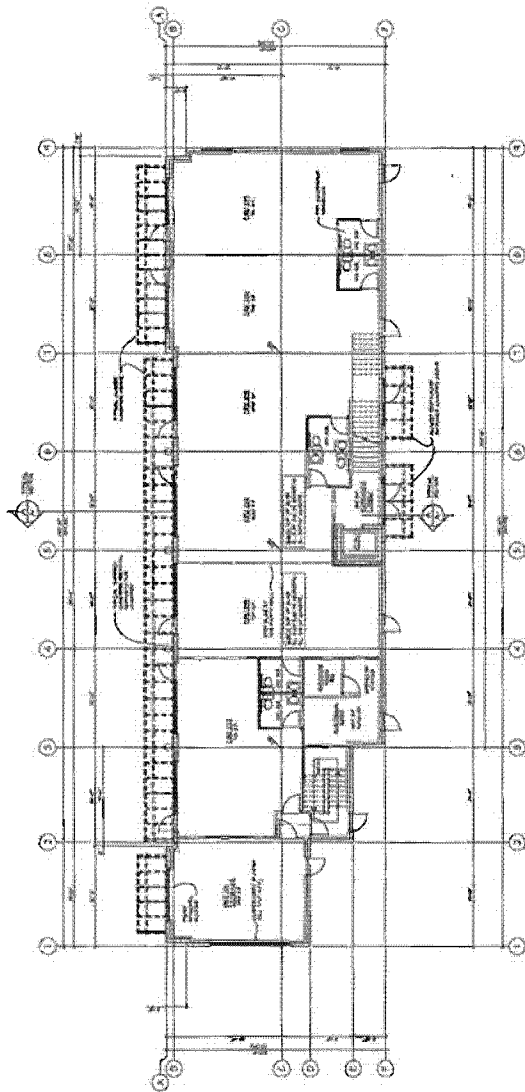
7. All sketches are shown in section.

8. All sketches are shown in section.

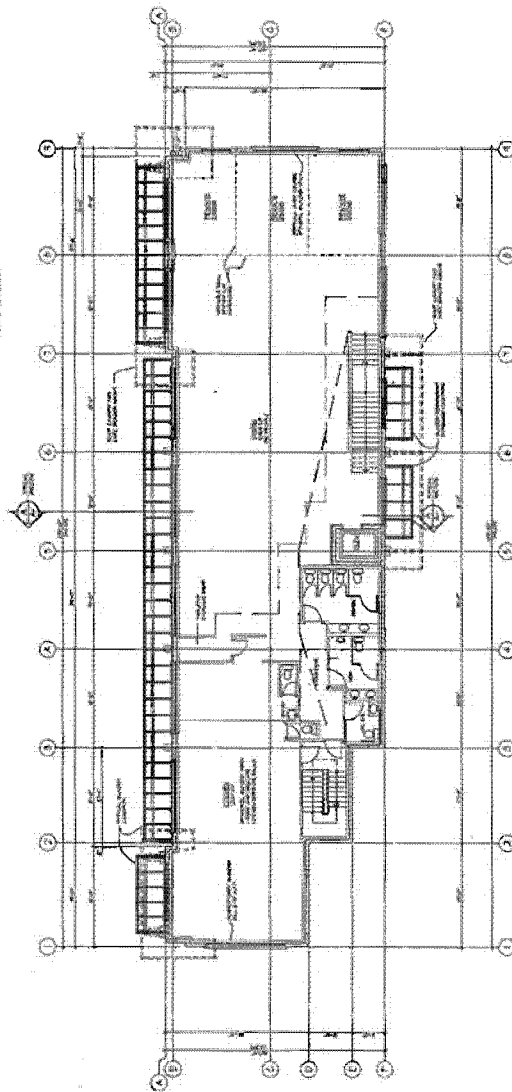
9. All sketches are shown in section.

10. All sketches are shown in section.

sanford design group 100-100 JESSIE ST. VANCOUVER, B.C. V6A 1A1 TEL: 604-681-1111 FAX: 604-681-1112 WWW.SANFORDDESIGN.COM		MICHAEL D. BARTLEY ARCHITECT 100-100 JESSIE ST. VANCOUVER, B.C. V6A 1A1 TEL: 604-681-1111 FAX: 604-681-1112 WWW.SANFORDDESIGN.COM	
PROJECT NO. 100-100 JESSIE ST. VANCOUVER, B.C. V6A 1A1 CLIENT: 100-100 JESSIE ST. VANCOUVER, B.C. V6A 1A1 DATE: 100-100 JESSIE ST. VANCOUVER, B.C. V6A 1A1		DRAWING NO. 100-100 JESSIE ST. VANCOUVER, B.C. V6A 1A1 SCALE: 100-100 JESSIE ST. VANCOUVER, B.C. V6A 1A1 SHEET: 100-100 JESSIE ST. VANCOUVER, B.C. V6A 1A1	



MAIN FLOOR PLAN - NORTH BUILDING



SECOND FLOOR PLAN - NORTH BUILDING

LEGEND / SYMBOLS

- 1. ROOMS
- 2. WALLS
- 3. DOORS
- 4. WINDOWS
- 5. STAIRS
- 6. ELEVATORS
- 7. HALLWAYS
- 8. RESTROOMS
- 9. OFFICES
- 10. CONFERENCE ROOMS
- 11. STORAGE
- 12. MECHANICAL
- 13. ELECTRICAL
- 14. TELEPHONE
- 15. FURNITURE
- 16. PLANTS
- 17. ARTWORK
- 18. LIGHTING
- 19. SIGNAGE
- 20. OTHER

SPRINKLER / ELEC. DIA. NOTES

1. ALL SPRINKLER SYSTEMS SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 13 CODE.

2. ALL ELECTRICAL SYSTEMS SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 70 CODE.

3. ALL SPRINKLER SYSTEMS SHALL BE DESIGNED TO PROTECT THE BUILDING AND ITS CONTENTS FROM FIRE.

4. ALL ELECTRICAL SYSTEMS SHALL BE DESIGNED TO PROVIDE ADEQUATE POWER TO THE BUILDING AND ITS EQUIPMENT.

5. ALL SPRINKLER SYSTEMS SHALL BE DESIGNED TO PROVIDE ADEQUATE PROTECTION TO THE BUILDING AND ITS EQUIPMENT.

6. ALL ELECTRICAL SYSTEMS SHALL BE DESIGNED TO PROVIDE ADEQUATE PROTECTION TO THE BUILDING AND ITS EQUIPMENT.

7. ALL SPRINKLER SYSTEMS SHALL BE DESIGNED TO PROVIDE ADEQUATE PROTECTION TO THE BUILDING AND ITS EQUIPMENT.

8. ALL ELECTRICAL SYSTEMS SHALL BE DESIGNED TO PROVIDE ADEQUATE PROTECTION TO THE BUILDING AND ITS EQUIPMENT.

9. ALL SPRINKLER SYSTEMS SHALL BE DESIGNED TO PROVIDE ADEQUATE PROTECTION TO THE BUILDING AND ITS EQUIPMENT.

10. ALL ELECTRICAL SYSTEMS SHALL BE DESIGNED TO PROVIDE ADEQUATE PROTECTION TO THE BUILDING AND ITS EQUIPMENT.

NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 13 CODE.

2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 70 CODE.

3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 101 CODE.

4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 102 CODE.

5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 103 CODE.

6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 104 CODE.

7. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 105 CODE.

8. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 106 CODE.

9. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 107 CODE.

10. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE NFPA 108 CODE.

sanford design group BUILDING & INTERIOR DESIGN CONSULTANTS 1000 10TH AVENUE, SUITE 1000, DENVER, CO 80202 TEL: 303.733.1234 FAX: 303.733.1235		MICHAEL D. BARTLEY ARCHITECT 1000 10TH AVENUE, SUITE 1000, DENVER, CO 80202 TEL: 303.733.1234 FAX: 303.733.1235	REVIEWED FOR DESIGN REVISIONS DATE BY	REVIEWED FOR CONSTRUCTION REVISIONS DATE BY	REVIEWED FOR PERMITS REVISIONS DATE BY
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**Richmond Official Community Plan Bylaws 7100 and 9000
Amendment Bylaw 9041 (11-566630)
2651, 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971
and 2991 No. 3 Road**

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

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 (City of Richmond 2041 OCP Land Use Map) to Schedule 1 thereof of the following area and by designating it "Commercial".

P.I.D. 001-826-182

Strata Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-191

Strata Lot 2 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-204

Strata Lot 3 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-212

Strata Lot 4 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-221

Strata Lot 5 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-239

Strata Lot 6 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 003-811-301

Lot "C" Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-894-126

Lot 15 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 018-192-181

Lot E Section 21 Block 5 North Range 6 West New Westminster District Plan LMP9768

P.I.D. 003-736-415

Lot 8 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-491-552

Lot "A" Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 19077

P.I.D. 024-019-984

Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Plan LMP36622

P.I.D. 004-209-028

Lot 220 Section 21 Block 5 North Range 6 West New Westminster District Plan 56728

P.I.D. 003-748-499

Lot 3 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-421

Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

2. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

- a) Repealing the existing land use designation in the Generalized Land Use Map (2031) thereof the following area, and by designating it "Urban Centre T5".

P.I.D. 001-826-182

Strata Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-191

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P.I.D. 001-826-204

Strata Lot 3 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-212

Strata Lot 4 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-221

Strata Lot 5 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-239

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P.I.D. 003-894-126

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P.I.D. 018-192-181

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P.I.D. 003-736-415

Lot 8 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-491-552

Lot "A" Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 19077

P.I.D. 024-019-984

Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Plan LMP36622

P.I.D. 004-209-028

Lot 220 Section 21 Block 5 North Range 6 West New Westminster District Plan 56728

P.I.D. 003-748-499

Lot 3 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-421

Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

- b) In the Generalized Land Use Map (2031) thereof, designating along the south property line of 2811 No. 3 Road, through 8500 River Road, and along common property lines of 8431 and 8451 West Road, and 8480 and 8500 River Road "Proposed Streets".

- c) Repealing the existing land use designation in the Specific Land Use Map: Bridgeport Village (2031) thereof the following area, and by designating it "Urban Centre T5 (45 m)".

P.I.D. 001-826-182

Strata Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-191

Strata Lot 2 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-204

Strata Lot 3 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-212

Strata Lot 4 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-221

Strata Lot 5 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 001-826-239

Strata Lot 6 Section 21 Block 5 North Range 6 West New Westminster District Strata Plan NW1539 together with an interest in the common property in proportion to the unit entitlement of the Strata Lot as shown on Form 1

P.I.D. 003-811-301

Lot "C" Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-894-126

Lot 15 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 018-192-181

Lot E Section 21 Block 5 North Range 6 West New Westminster District Plan LMP9768

P.I.D. 003-736-415

Lot 8 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-491-552

Lot "A" Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 19077

P.I.D. 024-019-984

Lot 1 Section 21 Block 5 North Range 6 West New Westminster District Plan LMP36622

P.I.D. 004-209-028

Lot 220 Section 21 Block 5 North Range 6 West New Westminster District Plan 56728

P.I.D. 003-748-499

Lot 3 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-421

Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

- d) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating along the south property line of 2811 No. 3 Road, through 8500 River Road, and along common property lines of 8431 and 8451 West Road, and 8480 and 8500 River Road "Proposed Streets".
 - e) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating a portion of the intersection of Beckwith Road and Sexsmith Road "Park – Configuration & location to be determined".
 - f) Making various text and graphic amendments to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use Map: Bridgeport Village (2031) as amended.
3. This Bylaw may be cited as **"Richmond Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041"**.

FIRST READING



PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____	<div style="text-align: center;">CITY OF RICHMOND</div> <div style="text-align: center;">APPROVED by </div> <div style="text-align: center;">APPROVED by Manager or Solicitor </div>

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9042 (11-566630)
2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971
and 2991 No. 3 Road**

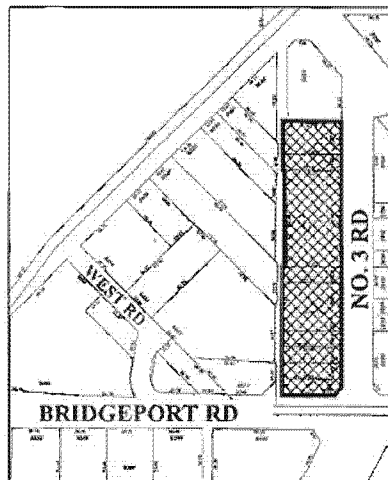
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

- 1.1. Inserting Section 10.3.4.4 as follows:

- “4. Notwithstanding Sections 10.3.4.1 and 10.3.4.2, the maximum **floor area ratio** for the net **site** area of the **site** located within the **City Centre** shown on Figure 1 below shall be 0.5, provided that the **owner** dedicates not less than 700 m² of the **site** as road.

Figure 1



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 **AUTO-ORIENTED COMMERCIAL (CA)**.

P.I.D. 003-811-301

Lot “C” Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-894-126

Lot 15 Block 75 Section 21 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 018-192-181

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Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9042**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Fast Track Application Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

Date: July 3, 2013
File: RZ 13-634617

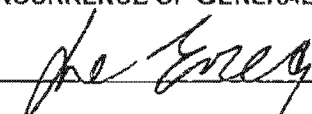
Re: Application by Rocky Sethi for Rezoning at 10591 No. 1 Road from Single Detached (RS1E) to Coach Houses (RCH1)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9045, for the rezoning of 10591 No. 1 Road from "Single Detached (RS1E)" to "Coach Houses (RCH1)", be introduced and given first reading.


Wayne Craig
Director of Development

CL:kt
Att.

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

Staff Report

Item	Details	
Applicant	Rocky Sethi	
Location	10591 No. 1 Road - See Attachment 1	
Development Data Sheet	See Attachment 2	
Zoning	Existing – Single Detached (RS1/E)	
	Proposed – Coach Houses (RCH1)	
2041 OCP Land Use Map Designation	Neighbourhood Residential	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Steveston Area Plan Land Use Map Designation	Single-Family	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Other Designations	The 2041 Arterial Road Policy identifies the subject site for redevelopment to Compact Lots or Coach Houses, with rear lane access	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	The Affordable Housing Strategy requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft ² of total building area toward the City's Affordable Housing Reserve Fund for single-family rezoning applications. This proposal to permit a subdivision to create two (2) lots, each with a principal single detached dwelling and accessory coach house above a detached garage, conforms to the Affordable Housing Strategy.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on Title is required prior to rezoning approval.	
Surrounding Development	North & South: Older-character single detached dwellings on a large lots zoned "Single Detached (RS1/E)".	
	East: Directly across No. 1 Road are older character single detached dwellings on medium-sized lots that are under Land Use Contract 148.	
	West: Across the rear lane that parallels No. 1 Road, is a newer single detached dwelling on a large lot zoned "Single Detached (RS1/E) that fronts Sorrel Drive".	
Rezoning Considerations	See Attachment 3	

Staff CommentsBackground

This rezoning application is to enable the creation of two (2) compact lots (approximately 9 m wide, and 337 m² in area), each with a principal single detached dwelling and accessory coach house above a detached garage, with vehicle access from the existing rear lane. Potential exists for other lots on the west side of this block of No. 1 Road to redevelop in the same manner.

This is the first rezoning application under the new “Coach Houses (RCH1)” sub-zone to be brought before Council for consideration. City Council amended the “Coach Houses (RCH)” zone in March of 2013 to address concerns associated with the design of coach houses that were being constructed on the rear of lots fronting arterial roads. Improvements introduced with the RCH1 sub-zone included:

- A reduction in the maximum coach house building height, to control the bulk mass.
- An increase to the minimum lot depth and area requirements, to enable better site planning and design.
- An increase in the building separation space between the coach house building and the principal single detached dwelling.
- New provisions regulating a 1st storey sloping roof and requiring stairs to be enclosed within the coach house building, to improve the aesthetics of the coach house and to reduce the bulky design.
- New provisions associated with required parking, private outdoor space, landscaping, and screening.

At the same time that the RCH1 sub-zone was introduced, a new procedure was introduced as part of the rezoning application review process to enable staff and Council to have an idea of the proposed exterior design of a coach house at the rezoning stage, and to discourage speculative rezoning applications. The new procedure requires the applicant to:

- Submit building permit-like drawings to Planning Committee to ensure that Council is satisfied with the proposed exterior design of the coach house building.
- Apply for and have a building permit ready for issuance for the coach house building prior to final adoption of the rezoning bylaw.

The review process for this rezoning application at 10591 No. 1 Road has followed the new procedure and the applicant submitted building permit-like drawings for the coach house building. Staff conducted a review of the coach house drawings for consistency with the new RCH1 sub-zone and, while not required, staff also reviewed the drawings for consistency with the new Development Permit guidelines for coach houses in the Edgemere neighbourhood.

The proposed plans respond to the new zone, the coach house guidelines, and the design concerns expressed by Council through:

- A reduction in the coach house building height;
- The enclosure of entry stairs to the coach house;

- The provision of a private outdoor space on-site in the rear yard between the coach house and the principal dwelling that exceeds the minimum zoning requirement;
- Improved building articulation;
- Differentiation of building materials to provide visual interest and to clearly define the 1st and 2nd storeys of the coach house;
- Locating the balcony for the coach house facing the lane; and,
- Screening of the on-site garbage and recycling storage area;

The proposed drawings included in **Attachment 4** have satisfactorily addressed the staff comments identified as part of the rezoning application review process.

Prior to rezoning approval, the applicant must apply for and have a building permit ready for issuance for the coach house building (proposed building permit plans must comply with zoning and all other relevant City regulations). The process exists to ensure coordination between Building Approvals and Planning staff to ensure that building permit plans are consistent with those viewed by Council at rezoning stage.

As mentioned in the Trees & Landscaping section (below), prior to rezoning approval the applicant must provide a Landscape Plan prepared by a Registered Landscape Architect (along with a landscaping security), to enhance the proposed future yards and to demonstrate consistency with the new landscaping and screening provisions of the RCH1 zone.

Proposed RCH1 Zone Amendment

As part of this rezoning application, staff propose two minor amendments to the RCH1 zone to:

- include a provision for a lane-facing balcony of a coach house to project 0.6 m into the rear yard to enable facade articulation and visual interest; and
- clarify the intent of Section 8.3.7.8 of the zone, with respect to the maximum height to the top of the roof of the 1st storey of a coach house facing the single detached housing building.

Trees & Landscaping

A tree survey submitted by the applicant shows the location of:

- Three (3) bylaw-sized trees on-site.
- One (1) bylaw-sized tree and two (2) undersized trees on the neighbouring site to the south at 10611 No. 1 Road.

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the proposed development. The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted a Visual Tree Assessment (VTA), and concurs with the Report recommendations to:

- To protect Trees # 2, 3, and 4 at 10611 No. 1 Road.
- Remove Trees # 1 and 5 due to poor form and structure.

- Remove Tree # 6 due to conflict with the coach house building envelope. Although the tree is in good condition, it would require special measures to retain it and this is not warranted due to its location within the coach house building envelope and the potential impacts with retention.

The Tree Retention Plan is reflected in **Attachment 5**, and includes a list of tree species proposed to be removed and retained.

Tree Protection Fencing must be installed on-site around the driplines of off-site Trees # 2, 3, and 4 that encroach into the subject site. Tree Protection Fencing must be installed to City standard in accordance with the City's Tree Protection Bulletin (TREE-03) prior to demolition of the existing dwelling and must remain in place until construction and landscaping on the future lots is completed.

Prior to final adoption of the rezoning bylaw, the applicant is required to submit a contract with a certified Arborist to supervise any on-site works within the Tree Protection Zone of off-site Trees # 2, 3, and 4 at 10611 No. 1 Road. The Contract must include the scope of work to be conducted, the proposed number of monitoring inspections at specified stages of construction, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

Based on the 2:1 replacement ratio goal in the OCP, a total of six (6) replacement trees are required to be planted and maintained on the future lots (sizes are identified in **Attachment 3**). To ensure that the replacement trees are planted on-site, and that the yards of the future lots are enhanced, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (based on 100% of the cost estimate provided by the Landscape Architect, including installation costs). The Landscape Plan must be submitted prior to rezoning adoption. A variety of suitable native and non-native replacement trees must be incorporated into the required Landscape Plan for the site, ensuring a visually rich urban environment and diverse habitat for urban wildlife.

Site Servicing & Vehicle Access

There are no servicing concerns or requirements with rezoning.

Vehicle access to No. 1 Road is not permitted in accordance with Residential Lot (Vehicular) Access Regulation – Bylaw 7222. Vehicle access to the lots at development stage will be from the existing rear lane.

Subdivision

At Subdivision stage, the applicant is required to pay Development Cost Charges (City and GVS & DD), Engineering Improvement Charge for future lane upgrading, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

Conclusion

This rezoning application is to permit subdivision of an existing large lot into two (2) smaller lots, each with a principal single detached dwelling and a coach house above a detached garage, with vehicle access to the existing rear lane. Other lots on the west side of this block of No. 1 Road have the potential to redevelop in the same manner.

This rezoning application complies with all applicable policies and land use designations contained within the OCP, and the building permit-like drawings submitted by the applicant have satisfactorily addressed the staff comments identified as part of the rezoning application review process.

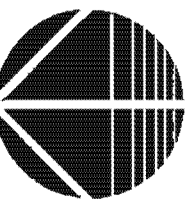
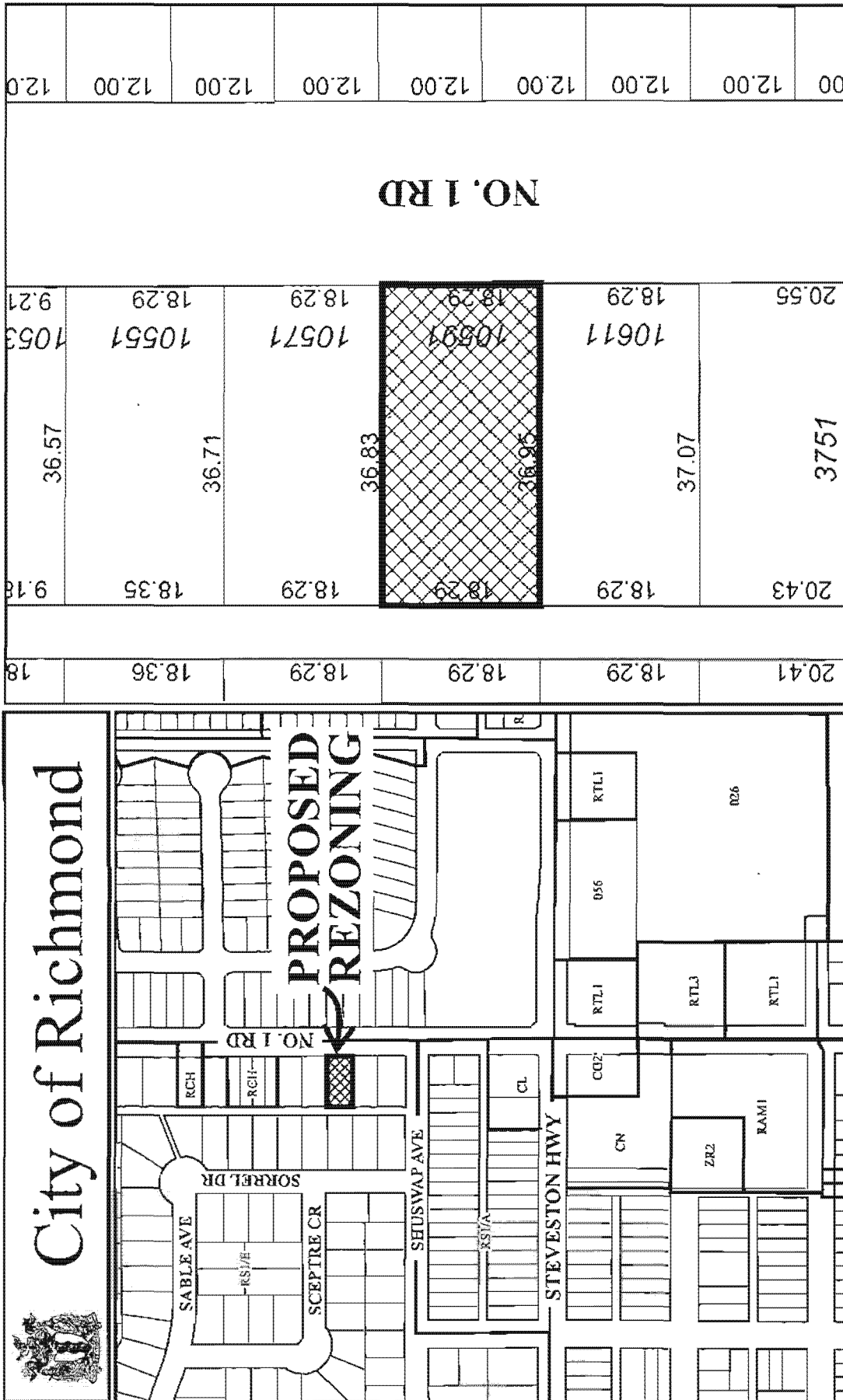
Prior to rezoning adoption, the applicant must apply for and have a building permit ready for issuance for the coach house building (proposed building permit plans must comply with zoning and all other relevant City regulations).

The list of rezoning considerations is included in **Attachment 3**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application.



Cynthia Lussier
Planning Technician
604-276-4108
CL:kt



RZ 13-634617

Original Date: 04/18/13

Revision Date:

Note: Dimensions are in METRES



RZ 13-634617

Original Date: 04/18/13

Amended Date:

Note: Dimensions are in METRES

CNCL - 456



RZ 13-634617

Attachment 2

Address: 10591 No. 1 Road

Applicant: Rocky Sethi

Date Received: April 15, 2013 Fast Track Compliance: May 24, 2013

	Existing	Proposed
Owner	Rockinder J Sethi Kanchangeet B Sethi	To be determined
Site Size (m²)	674 m ² (7,255 ft ²)	Two (2) lots – each approx 337 m ² (3,627 ft ²)
Land Uses	One (1) single detached dwelling	Two (2) residential lots, each with a single detached dwelling and a coach house above a detached garage, with rear lane access.
2041 OCP Land Use Map Designation	Neighbourhood Residential	No change
Steveston Area Plan Land Use Map Designation	Single-Family	No change
Other Designations	The 2041 Arterial Road Policy identifies the subject site for redevelopment to Compact Lots or Coach Houses, with rear lane access	No change
Zoning	Single Detached (RS1/E)	Coach Houses (RCH1)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.6	Max. 0.6	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, and non-porous surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 20%	Min. 20%	none
Setback – Front Yard (m)	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yards (m)	Principal dwelling – Min. 1.2 m Coach house – 0.6 m for lots of less than 10.0 m	Principal dwelling – Min. 1.2 m Coach house – 0.6 m for lots of less than 10.0 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setback – Rear Yard (m)	Principal dwelling – Min. 6.0 m Coach house – Min. 1.2 m and max. 10.0 m	Principal dwelling – Min. 6.0 m Coach house – Min. 1.2 m and max. 10.0 m	none
Building Separation Space between Principal Dwelling & Coach House (m)	Min. 4.5 m	Min. 4.5 m	
Height (m)	Principal dwelling – 2 ½ storeys or 9.0 m Coach house – 2 storeys or 6.0 m, whichever is less	Principal dwelling – 2 ½ storeys or 9.0 m Coach house – 2 storeys or 6.0 m, whichever is less	none
Lot Size	Min. 315 m ²	Two (2) lots – each approx. 337 m ²	none
Lot Width	Min. 9.0 m	Two (2) lots – each approx. 9.14 m	none

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



City of Richmond

Rezoning Considerations
Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 10591 No. 1 Road

File No.: RZ 13-634617

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9045, the developer is required to complete the following:

1. Submit 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 Compact Lot Development Requirements in the 2041 OCP Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of suitable coniferous and deciduous native and non-native replacement trees, which ensure a visually rich urban environment and diverse habitat for urban wildlife;
 - include the dimensions of tree protection fencing in accordance with the City's Tree Protection Bulletin (TREE-03); and
 - include the six (6) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree		Minimum Height of Coniferous Tree
2	11 cm	or	6 m
2	8 cm		4 m
2	6 cm		3.5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

2. Submit 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 Trees # 2, 3, and 4 located on the neighbouring lot to the south at 10611 No. 1 Road. 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.
3. Apply for and have a Building Permit ready for issuance for the coach house building.
4. Register a flood indemnity covenant on title.

At Demolition stage* the developer must complete the following requirements:

- Install Tree Protection Fencing on-site around the driplines of off-site Trees # 2, 3, and 4 that encroach into the subject site. Tree Protection Fencing must be installed to City standard in accordance with the City's Tree Protection Bulletin (TREE-03) and must remain in place until construction and landscaping on the future lots is completed.

At Subdivision stage*, the developer must complete the following requirements:

- Pay Development Cost Charges (City and GVS & DD), Engineering Improvement Charge for future lane upgrading, School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

At Building permit stage*, the developer must complete the following requirements:

- Submit a Construction Parking and Traffic Management Plan to the Transportation Division. The Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

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

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

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

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

[signed original on file]

Signed

Date

RECOGNITION:
The first place BSA TL was awarded in April A. 2004 QSL.
and
the first place BSA TL was also awarded by USA Hockey national
in 2004-2005.

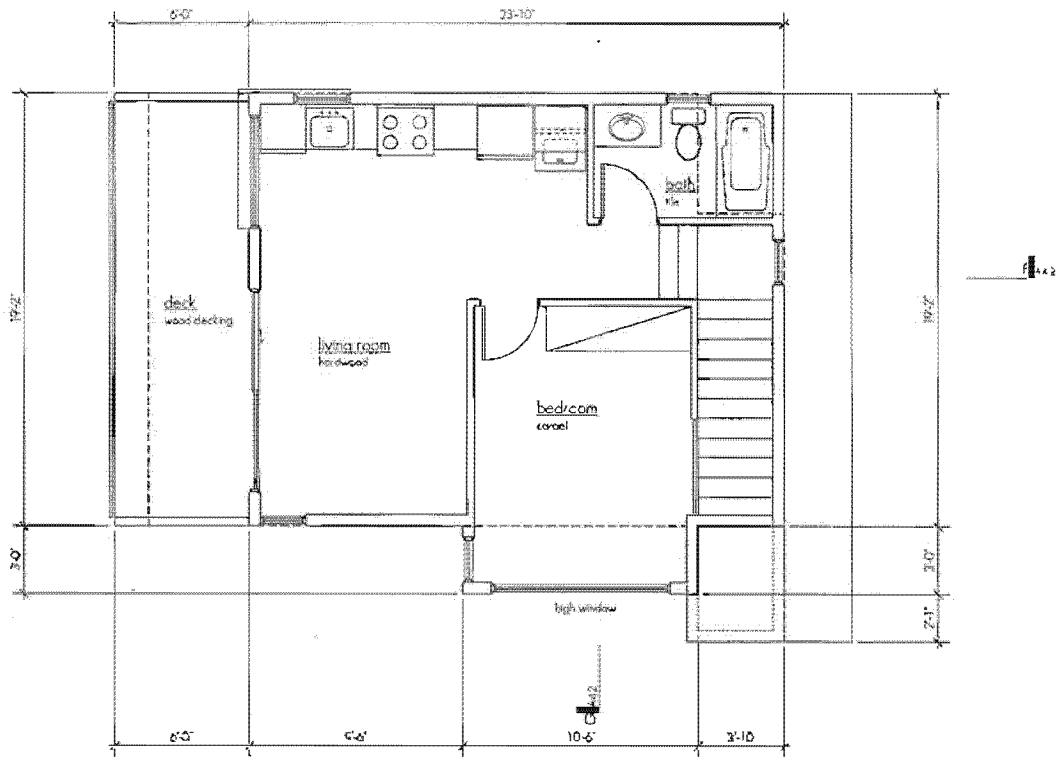
DRK design

1285 wester 7th avenue, westchester, hampshire, southampton sp4 8jg phone 0459781010 fax 0459781011 e-mail drk@drkdesign.co.uk

DESIGNER	DRK
SURF	200% 25% 50% 100%
STRETCH	anywhere
CUSTOMISE	any
PROJECT NO.	9037902
DATE	1998

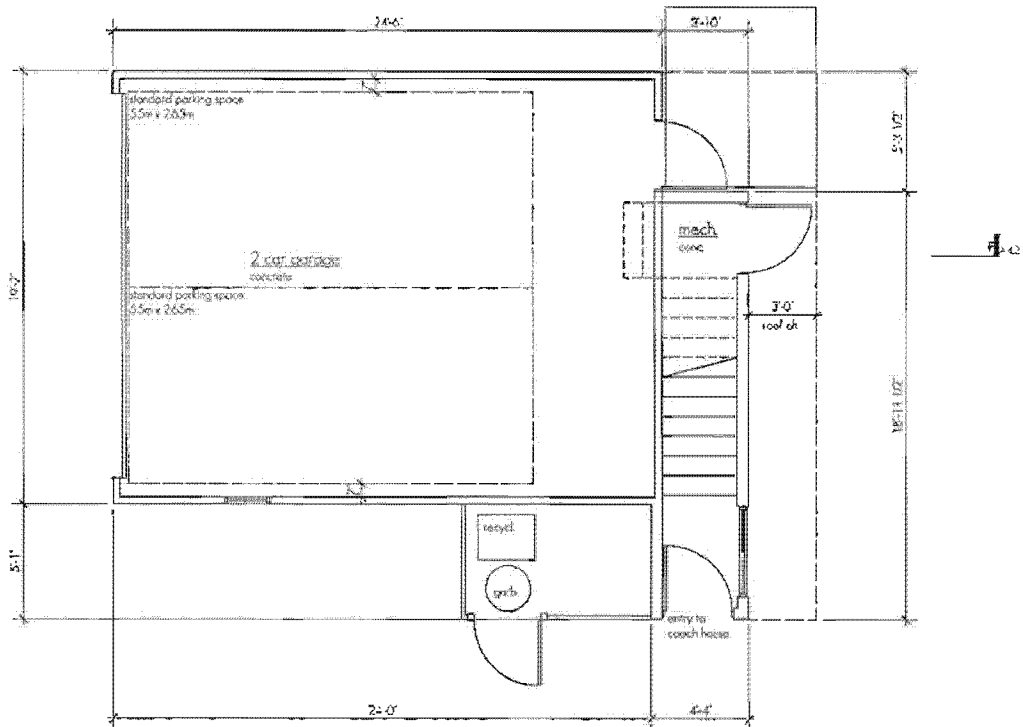
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bill plan
statistics
statistics

PCH1 harvey & nichols house 42
10551 n.1 road
city of richmond, N.Y.



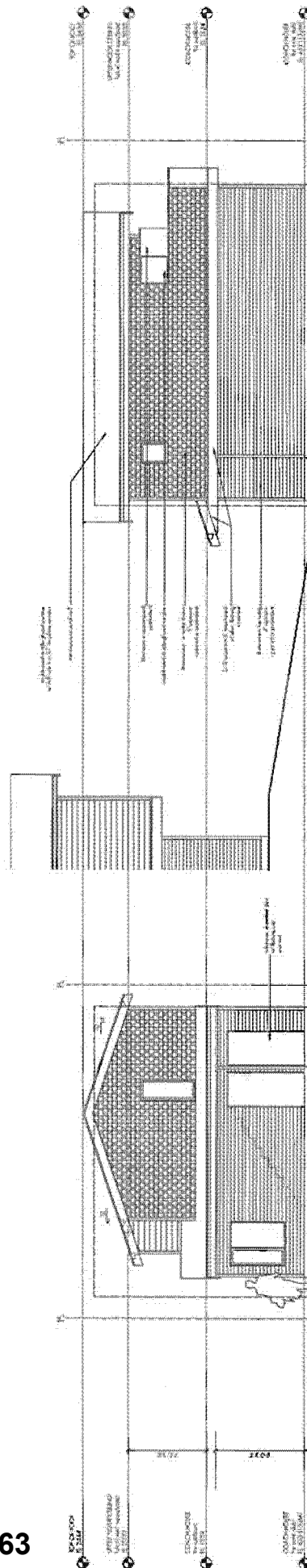
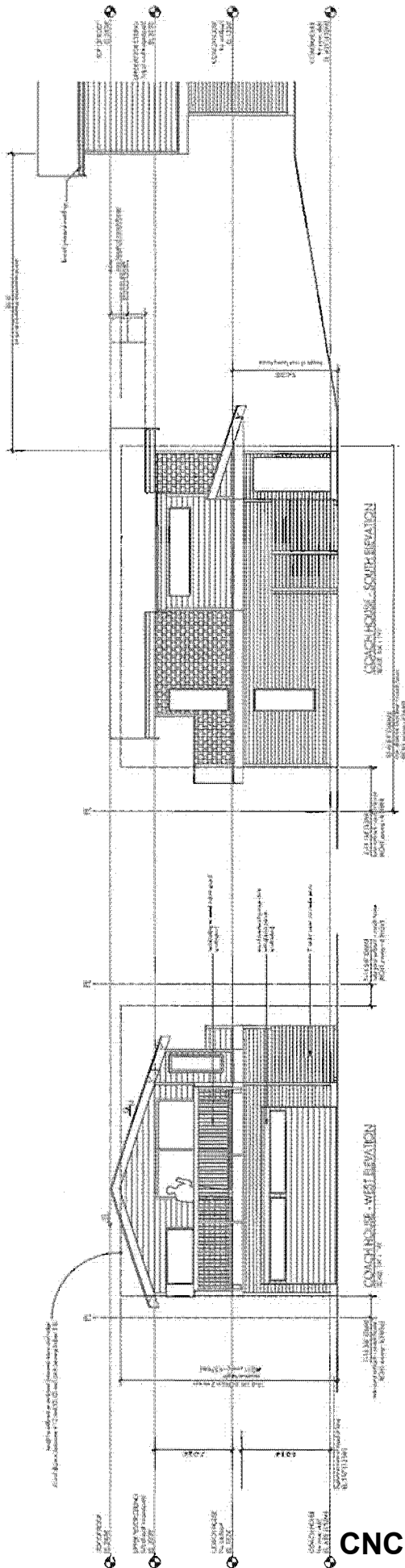
COACH HOUSE - UPPER FLOOR PLAN

scale: 1/4" = 1'-0"
 ceiling height: 7'-0" (vaulted up to 10'-0")
 proposed floor area: 439.6 sqft
 stair opening exclusion: 48.8 sqft
 deck area: 82.8 sqft.



COACH HOUSE - GROUND FLOOR PLAN

scale: 1/4" = 1'-0"
 ceiling height: 8'-0"
 proposed floor area: 72.5 sqft
 garage area: 469.6 sqft.



DRK design

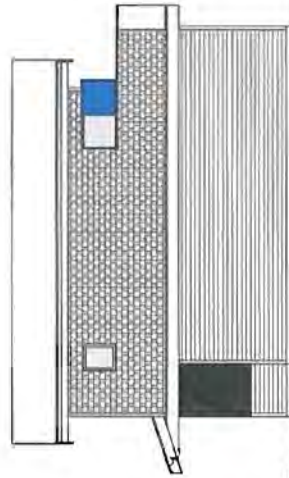
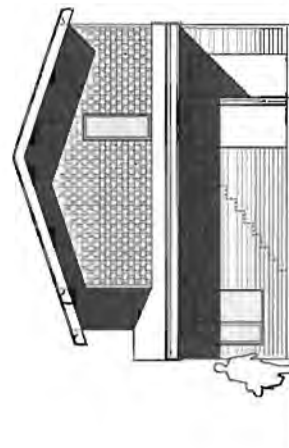
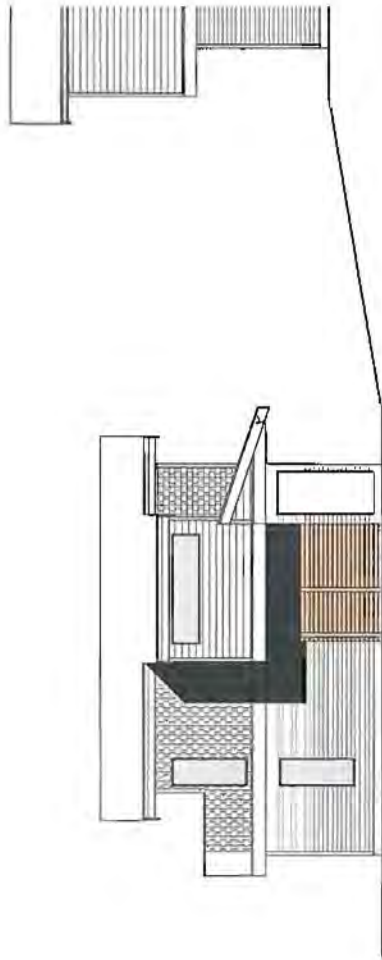
1250 West 7th Avenue, Suite 110, Phone 604-693-1400, Fax 604-693-1401

COACH HOUSE - NORTH ELEVATION
 Scale: 1/4" = 1'-0"

28'0" Overall Height
 8'0" Porch Height
 10'0" Porch Width

Materials: Brick, Wood Siding

North Arrow



TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 603 SECTION 34 BLOCK 4 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT PLAN 42890

#10591 NO. 1 ROAD,
RICHMOND, B.C.
P.L.D. 003-970-507

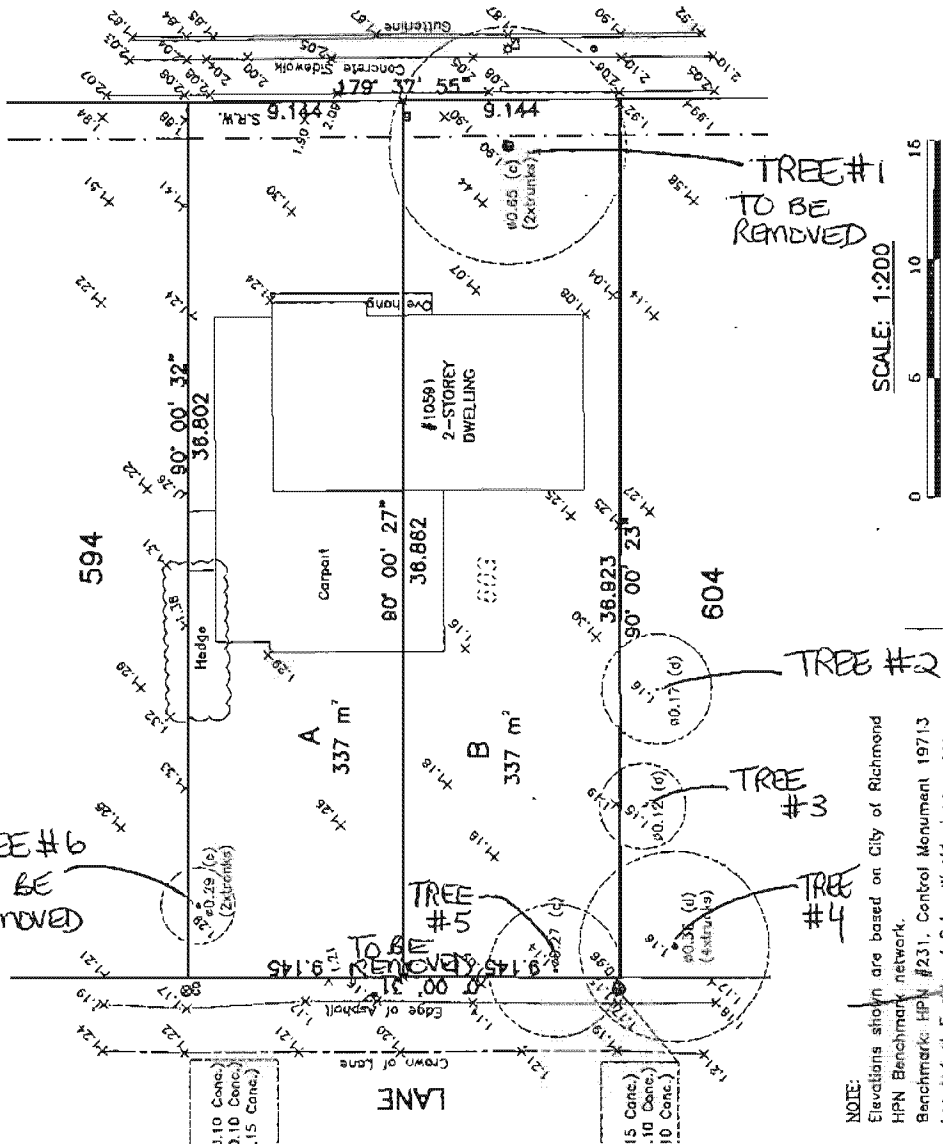


CNCL - 465

END:
(c) denotes coniferous
(d) denotes deciduous
o denotes power pole
● denotes round catch
■ denotes water meter
□ denotes cleanout
LS denotes lamp standard

copyright
J. C. Tam and Associa
Canada and B.C. Land
115 - 8833 Odlin Cr
Richmond, B.C. V6X 3T
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.ca
Website: www.jctam.com
Job No. 5105
FB-225 P93-94
Drawn By: TH

DWG No. 5105-TOPO



NOTE:
Elevations shown are based on City of Richmond
HPN Benchmark network.
Benchmark: HPN #231, Central Monument 19713
Located at E side of Dyke, W side lagoon opp.
Mariner Park, PPL By 4x4 posts
Elevation = 3.415 metres

CERTIFIED CORRECT;
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.

MARCH 19th, 2013

SCALE: 1:200

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

TO BE
RETAINED
&
PROTECTED



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9045 (RZ 13-634617)
10591 No. 1 Road**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - i. Inserting the following new subsection directly after Section 8.3.6.11:

“12. An unenclosed and uncovered **balcony** of a detached **coach house** in the RCH1 **zone**, located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**, may project 0.6 m into the **rear yard**.”
 - ii. Replacing Section 8.3.7.8, with the following:

“8. The maximum **height** to the top of the roof of the first **storey** of a **coach house** facing the **building separation space** between the **single detached housing** and the **coach house** in the RCH1 **zone** shall be 4.0 m above **grade**.”
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 **COACH HOUSES (RCH1)**.

P.I.D. 003-970-507

Lot 603 Section 34 Block 4 North Range 7 West New Westminster District Plan 42890

3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9045**”.

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: Public Works & Transportation Committee
From: Victor Wei, P. Eng.
Director, Transportation
Glenn McLaughlin
Chief Licence Inspector & Risk Manager
Date: June 28, 2013
File: 12-8275-02/2013-Vol
01
Re: **APPLICATION BY GARDEN CITY CABS TO PASSENGER TRANSPORTATION BOARD**

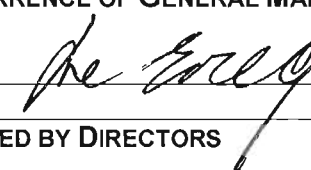


Staff Recommendation

1. That a letter be sent to the Chair of the Passenger Transportation Board of BC:
 - expressing the City's concern with the potential erosion of taxicab service within Richmond should the application from Garden City Cabs be approved in whole; and
 - requesting that the application be approved in part with the number of additional five accessible vehicles to be associated only with the specific service area of Richmond including Vancouver International Airport, with all other fleet vehicles continuing to be excluded from servicing YVR.
2. Should the Passenger Transportation Board approve an increase in the number of accessible and conventional taxicabs, that staff be directed to bring forward a bylaw amendment to the Business Licence Bylaw to increase the number of licensed Vehicle for Hire vehicles regulated under the Vehicle for Hire Bylaw.


Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)


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

Att. 4

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
	
REVIEWED BY DIRECTORS	INITIALS: 
REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

The City received notice (see **Attachment 1**) on June 14, 2013 from legal counsel for Garden City Cabs that the company has applied to the provincial Passenger Transportation Board (PTB) to add a total of nine taxicab licences, of which five vehicles would serve Vancouver International Airport (YVR) on a full-time basis. The application process allows an opportunity for the City to provide comments to the PTB. This report recommends that the City advise the PTB of its concerns with the potential negative impacts to taxicab service within Richmond should the application be approved in whole, which could allow the company in the future to allocate more of its fleet to serve YVR without requiring further PTB approval or input from the City.

Analysis

1. City Regulation of Taxicabs

The City regulates the number of taxicabs in Richmond through the Business Licence Bylaw. Increasing the number of licensed taxis in Richmond would require an amendment to this Bylaw. The City defaults to the review and diligence of the PTB in the determination of the demand for additional taxi licenses but retains the ability and authority to make its own determination to issue the required Business Licence to permit their respective operation in the city.

2. Current Licence Conditions of Garden City Cabs

Following a lengthy hearing held during December 2007 through March 2008 regarding an application by Garden City Cabs to begin new taxicab operations in Richmond, the PTB granted authorization in June 2008 for the company to operate a maximum of 30 vehicles, of which 12 must be accessible, with a specific restriction to its service area that precludes the transportation of passengers originating from Vancouver International Airport (YVR). The operating restriction was a key factor in the PTB's decision to grant authorization:

"In addition, the applicant clearly and repeatedly stated its intent to operate within, and to serve, the City of Richmond, to the exclusion of YVR. The panel's determination of public need in consideration of this application is based on this operating configuration, and the terms and conditions of licence will reflect such a restriction."

3. Application by Garden City Cabs

The Municipal Notice indicates that of the nine additional requested vehicles, four would be for conventional vehicles that would service Richmond excluding YVR, which is consistent with its existing licence conditions. The five accessible vehicles would service the main terminal of YVR, which would require a change to its existing licence conditions to permit the transportation of passengers originating from points within the City of Richmond including YVR.

However, the Application Summary published by PTB in the June 12, 2013 edition of its Weekly Bulletin (see **Attachment 2**) states that the application is to:

- *Change the Originating area for Service 1 by removing “excluding the Vancouver International Airport”*
- *Add 9 vehicles (4 conventional & 5 accessible). New fleet size would be 39 vehicles of which 22 may be conventional; all others must be accessible taxis.*

There is no indication in the Application Summary that the change to the originating area by removing “excluding YVR” is to apply only to the five additional accessible vehicles as indicated on the Municipal Notice. Staff sought clarification of this issue with the PTB who advised that Garden City Cabs indicated in its application materials that it was “*applying to add the right to pick up fares at the Vancouver International Airport and to add 9 vehicles – 4 conventional; 5 accessible.*” The application summary that appeared in the Weekly Bulletin was based on that information. PTB staff further advised that “*Garden City later expanded on its application, indicating that YVR is prepared to allow 5 accessible taxis to pick up at YVR and that “Garden City plans to add 5 accessible taxis that will work full time at the YVR terminals.”*”

In a letter to staff (see **Attachment 3**), legal counsel for Garden City Cabs reiterated that, should the application be approved, the intent of the company is to operate only the five additional accessible vehicles at YVR with the remaining 30 vehicles continuing to operate in Richmond excluding YVR. Legal counsel for Garden City Cabs also provided staff with an extract of its letter sent to the PTB in response to objections filed by nine metro Vancouver taxi companies to the application by Garden City Cabs (see **Attachment 4**). This extract indicates that Garden City Cabs would be willing to accept a specific licence restriction limiting the company’s origination of fares at YVR to the five additional accessible vehicles being sought.

4. YVR Regulation of Taxicabs

The Vancouver Airport Authority (VAA) licences taxis to line up at the airport for passenger pick-ups through a contracting process with individual companies. As shown in Table 1, a total of 16 companies with 525 taxicabs are licensed to operate at YVR including the other two taxicab companies based in Richmond: Kimber Cabs and Richmond Taxi. Currently, 18 of Kimber Cab’s total of 21 vehicles and 74 of Richmond Taxi’s total of 83 vehicles may operate at YVR.

Per the operating conditions of the contracts with VAA, each vehicle must execute a minimum of 45 trips monthly, which is verified through the use of transponders in the vehicles. Richmond Taxi and Kimber Cabs are the only companies that may serve the south terminal and both are required to supply a minimum of four and one vehicles respectively at the curb with mandatory use and access to a GPS system.

VAA staff advise that the process to add new companies and/or issue additional licences to operate at YVR is undertaken relatively infrequently and typically occurs as part of the renewal process of the 5-year term agreements with the taxicab companies. During the most recent renewals of the agreements, no additional licences were added in 2008 and the June 2013 renewal will increase the number of additional licences by five to 530 should the application by Garden City Cabs be approved.

Table 1: Taxi Companies that Operate at YVR

Taxi Company	Licences
Bonny's	81
Black Top	5
Coquitlam	30
Delta Sunshine	54
Guildford	17
Kimber	18
MacLure's	29
Newton-Whalley	16
North Shore	31
Richmond Taxi	74
Royal City	9
Sunshine	28
Surdell Kennedy	40
Vancouver	3
White Rock	28
Yellow	62
Total	525

With respect to the Garden City Cabs application to operate five accessible vehicles at YVR, VAA staff advise that the application is supported for the following reasons:

- the company's geographical proximity to the airport allows for faster customer response should there be a sudden demand for more taxicabs at the airport;
- a high percentage of customer outbound trips are destined for Richmond and a local company is viewed as having better knowledge of the area and thus better service levels;
- taxicab account holders expect to be able to access all local taxi companies (i.e., all those based in Richmond) when departing the airport;
- business peaks at YVR are different from those within Richmond such that a local company can serve both markets; and
- the company is well-established with a good reputation and, in terms of equitable access, a local company in particular should not be excluded from operating at YVR.

5. PTB Consideration of Application

PTB staff advise that a panel of the Board reviews all the application materials prior to making a decision. The Board may approve, in whole or in part, or refuse an application. If the application were approved in whole, then the service area exclusion would be removed and Garden City Cabs could allocate its vehicles as it chooses, subject to any agreements with third parties such as VAA.

If the application were approved in part, the Board would set different terms and conditions of licence from those that were published. For example, the Board has, in the past, specified the number of vehicles that may be associated with a specific service area or tied its approval of additional vehicles to a specific contract, including an airport contract.

6. Staff Comments

If the application was approved by the PTB in whole, then all 39 vehicles in Garden City Cabs' fleet would be permitted to service the airport subject to VAA granting the additional licences. Notwithstanding Garden City Cabs' stated current commitment to operate only the five additional accessible vehicles at YVR, the complete removal of the service area restriction would allow the company in the future to allocate more of its fleet to serve YVR (assuming VAA issues more licences) without requiring PTB approval or input from the City. This potential scenario could be detrimental to taxicab service within Richmond as there would be fewer vehicles available to serve the community.

The application is supportable, for the reasons stated by VAA staff in Section 4 and the potential increase in taxis to serve the community, on the condition that the removal of the service area restriction is applied only to the new additional accessible vehicles as indicated by legal counsel for Garden City Cabs in Attachment 4. Accordingly, staff recommend that the City provide a submission to the PTB regarding the application by Garden City Cabs that:

- expresses the City's concern with the potential erosion of taxicab service within Richmond should the application from Garden City Cabs be approved in whole; and
- requests that the application be approved in part with the five additional accessible vehicles to be associated only with the specific service area of Richmond including YVR, with all

other fleet vehicles (i.e., the original 30 vehicles plus the additional four conventional vehicles) continuing to be excluded from servicing YVR.

The effect of the application being approved in part as proposed above would ensure that any future efforts of Garden City Cabs to allocate more taxis to serve YVR would require an application to the PTB and thus municipal consultation and input into the approval process.

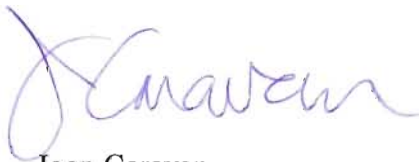
Should the Passenger Transportation Board approve the application, staff would bring forward a bylaw amendment to the Business Licence Bylaw to increase the number of licensed Vehicle for Hire vehicles regulated under the Vehicle for Hire Bylaw.

Financial Impact

None.

Conclusion

The submission of City comments to the Passenger Transportation Board with respect to the application by Garden City Cabs for additional vehicles as well as the ability to serve YVR would assist the Board in considering the potential negative impacts to taxicab service levels within Richmond during its decision process.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:lce

Municipal Notice | Taxi Applications PT Board Form 4

About this Form:

The form has 2 pages. It must be completed by:

- ✓ Licensees applying to operate a taxi in a new municipality (see Part 1)
- ✓ Licensees applying to add more taxis to their fleet (see Part 1)
- ✓ New applicants applying to start a taxi service (see Part 2)

Applicants must:

- (a) send completed forms to each municipality where they are licensed (or seek a licence) to pick up passengers, and
- (b) include copies of the forms in their application package.

Note: The Passenger Transportation Board sends applicants a copy of any negative comments it receives from a municipality. Applicants will have a chance to send their comments to the Board.

NOTICE

To: Chief Administrative Officer

City of Richmond

Name of Municipality

June 12, 2013

Date

Please be advised that the Licensee or New Applicant listed on page 2 of this Notice is applying to the **Passenger Transportation Board** to provide taxi service in your municipality.

A municipality may send comments about this application or taxi services in general to the Passenger Transportation Board by:

Fax: (250) 953-3788
 E-mail: ptboard@gov.bc.ca
 Mail: PO Box 9850 STN PROV GOVT
 Victoria British Columbia V8W 9T5

We recommend that municipalities comment **within 30 days** of receipt of this notice. This should ensure that comments are received on time.

After an applicant sends its municipal notices and submits its application, the Board publishes the application in the Board's "Weekly Bulletin." Bulletins are published on Wednesdays. They may be viewed online at: <http://www.th.gov.bc.ca/ptb/bulletins.htm>. The Board will consider any comments received up until 15 days after publication in the "Weekly Bulletin".

To confirm whether the comment period is still open, municipal representatives can call the Board office at 250-953-3777 or email ptboard@gov.bc.ca.

Part 1: To be completed by PT Licensees

Licensee	
Legal Name:	<u>Garden City Cabs of Richmond Ltd.</u>
Trade Name:	<u>Garden City Cabs</u>
PT Licence Number:	<u>71373</u>

Fleet Size (Taxis only)	
Current Number of Conventional Taxis:	<u>18</u>
Current Number of Accessible Taxis:	<u>12</u>
Number of Additional Conventional Taxis Requested:	<u>4</u>
Number of Additional Accessible Taxis Requested	<u>5 (to service YVR Main Terminal)</u>

Operating Area (check one)	
<input checked="" type="checkbox"/>	I operate in this municipality <u>(current licence prevents pick up of passengers at Vancouver International Airport)</u>
<input type="checkbox"/>	I am applying to operate in this municipality _____
My total originating area is: <u>City of Richmond - if application approved, Garden City Cabs will be permitted to add 5 accessible cabs to its fleet that will pick up passengers at the YVR Main Terminal and 4 conventional taxis that will pick up passengers in the City of Richmond proper.</u>	

Part 2: To be completed by new applicants

Applicant	
Legal Name:	_____
Trade Name:	_____

Fleet Size Requested	
Number of Conventional Taxis:	_____
Number of Accessible Taxis:	_____

Operating Area	
The originating area I'm applying for is: (please list all municipalities and areas)	



TRANSPORTATION BOARD 202-940 BLANSHARD STREET • PO BOX 9850 STN PROV GOVT • VICTORIA BC V8W 9T5

Application Summary

Taxi - Amendment to Licence

Application #	109-13	Applicant	Garden City Cabs of Richmond Ltd.
Trade Name (s)	Garden City Cabs		
Principals	HUNDAL, Surinderjit S. RANDHAWA, Paramjit S.	PUREWAL, Amrik S. WAHLLA, Joginder S.	
Address	148 – 2633 Viking Way, Richmond BC V6V 3B6		
Current Licence	71373 {copy attached}		
Application Summary	<ul style="list-style-type: none"> Change Originating area for Service 1 by removing “excluding the Vancouver International Airport” Add 9 vehicles (4 conventional & 5 accessible). New fleet size would be 39 vehicles of which 22 may be conventional; all others must be accessible taxis. 		

The applicant seeks the following new terms and conditions of licence.

Special Authorization:	Passenger Directed Vehicle (PDV)
Terms & Conditions:	
Maximum Fleet Size:	39 motor vehicles of which a maximum of 22 may be conventional taxis. All other vehicles are accessible taxis.
Vehicle Mix Requirements:	At all times, the licensee must operate a fleet of vehicles with where the mix of vehicles is at a minimum ratio of 3 to 1 conventional taxis to accessible taxis.
Minimum Operating Requirement:	A minimum of two wheel chair accessible vehicles in the fleet must be available to serve passengers originating in the City of Richmond 24 hours a day, 7 days a week.
Flip Seat Authorization:	Passengers may be seated in moveable “flip seats” or “let down seats” that are installed behind the driver in accordance with Division 10.07(5) of the Motor Vehicle Act Regulations.
Service Priority Limitation:	Persons with mobility aids who require the accessible taxi for transportation purposes are priority clients for the dispatch of accessible taxis. The applicant must at all times use a dispatch and reservation system that dispatches accessible taxis on a priority basis to clients who have a need for accessible vehicles.
Specialty Vehicles:	The accessible taxis must be operated in accordance with the <i>Motor Vehicle Act Regulations</i> including Division 10 (<i>motor carriers</i>) and Division 44 (<i>mobility</i>

	<i>aid accessible taxi standards</i>), as amended from time to time, and in accordance with any other applicable equipment regulations and standards.
Eco-Friendly Taxis:	Any additional conventional taxis approved for this licence on or after May 16, 2007 and for which a passenger transportation identifier is issued, must be operated as 'eco-friendly taxis' as defined by Board Policy Guidelines in effect at the time the vehicle is issued a passenger transportation identifier.
Vehicle Capacity:	A driver and not less than 2 and not more than 7 passengers.
Service 1:	<i>The following terms and conditions apply to Service 1.</i>
Originating Area:	Transportation of passengers may only originate from points within the City of Richmond.
Destination Area:	Transportation of passengers may terminate at any point in British Columbia and beyond the British Columbia border when engaged in an extra-provincial undertaking.
Return Trips:	The same passengers may only be returned from where their <i>return trip</i> terminates in the <i>destination area</i> to any point within the <i>originating area</i> when the <i>return trip</i> is arranged by the time the originating trip terminates.
Reverse Trips:	Transportation of passengers may only originate from the <i>destination area</i> when the transportation terminates within the <i>originating area</i> and the cost of the <i>reverse trip</i> is billed to an active account held by the licence holder that was established before the trip was arranged.
Express Authorizations:	<ul style="list-style-type: none"> (i) Vehicles must be equipped with a meter that calculates fares on a time and distance basis. (ii) Vehicles may be equipped with a top light. (iii) The operator of the vehicle may, from within the originating area only, pick up passengers who hail or flag the motor vehicle from the street.
Taxi Bill of Rights:	<ul style="list-style-type: none"> a) A Taxi Bill of Rights issued by the Ministry of Transportation ("Taxi Bill of Rights") must be affixed to an interior rear-seat, side window of each taxicab operated under the licence. b) The Taxi Bill of Rights must at all times be displayed in an upright position with the complete text intact and visible to passengers. c) Licensees may only display a current Taxi Bill of Rights.
Taxi Cameras:	Taxi camera equipment may only be installed and operated in vehicles when the licensee is in compliance with applicable taxi camera rules, standards and orders of the Passenger Transportation Board.
Share Restriction:	<ol style="list-style-type: none"> 1. For a period of five years following the initial licence issuance, no share or shares of Garden City Cabs of Richmond Ltd. can be transferred without the prior written consent of the Passenger Transportation Board. 2. For a period of four years following the initial licence issuance Garden

	City Cabs of Richmond Ltd. must, at the time of licence renewal, submit a notarized list of all its current shareholders and officers to the Registrar of Passenger Transportation.
Transfer of a licence:	This special authorization may not be assigned or transferred except with the approval of the Board pursuant to section 30 of the Passenger Transportation Act.

For office use only	
Publication of Application:	June 12, 2013
Deadline for Submissions:	June 27, 2013

Heenan Blaikie

BY E-MAIL (vwei@richmond.ca)

June 27, 2013

Of Counsel
The Right Honourable Pierre Elliott Trudeau, P.C., C.C., C.H., Q.C., FRSC (1984 - 2000)
The Right Honourable Jean Chrétien, P.C., C.C., O.M., Q.C.
The Honourable Donald J. Johnston, P.C., O.C., Q.C.
Donald R. Munroe, Q.C.
Pierre Marc Johnson, G.O.Q., FRSC
The Honourable Michel Beaulac, C.C.
The Honourable René Dussault, O.C., O.Q., FRSC, Ad. E.
Peter M. Blaikie, Q.C.
André Bureau, O.C., O.Q.

Our Reference: 047781-0008

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

Attention: Victor Wei, P.Eng., Director, Transportation
Glen McLaughlin, Chief Licence Officer & Risk Manager

**Re: Passenger Transportation Application 109-13
Garden City Cabs of Richmond Ltd.**

Dear Sirs:

I act for Garden City Cabs of Richmond Ltd. ("Garden City") on its application for nine additional taxi licences to its current fleet of 30 vehicles. In that capacity, I was copied on a letter from the BC Passenger Transportation Board ("PT Board") to the City of Richmond dated June 26, 2013. That letter was in response to one from the City dated June 25, 2013.

As noted on page 1 of the response from the PT Board, if Application 109-13 is approved, Garden City intends to add five accessible taxis to its fleet that will operate full time at Vancouver International Airport ("YVR"). Support for Garden City's application is by way of a letter dated April 29, 2013 from the Vancouver Airport Authority ("Airport Authority") to Garden City. The letter has been submitted to the PT Board as part of Garden City's application package. A copy is enclosed as Appendix A.

The letter from the Airport Authority indicates that, subject to approval of the PT Board, it intends to enter into a contract with Garden City to operate five accessible taxis at YVR. For your information, this contract will be on the same terms as the new contracts between the existing 16 Metro Vancouver taxi companies and Airport Authority that were signed and submitted by each of the 16 companies to Airport Authority management on June 26, 2013. All the new airport taxi contracts are for a minimum term ending on December 31, 2017.

In terms of the number of taxis that the Airport Authority will contractually permit to sit in the taxi queues at YVR, the only change between the current contracts with the 16 taxi companies and the new contracts with 17 taxi companies (including Garden City) is that the maximum YVR taxi fleet will increase to 530 taxis from the current maximum of 525. The additional five vehicles will be accessible taxis to be operated by Garden City.

Tobin S. Robbins

T 604 891.1194
F 1 866 591.8103
trobbs@heenan.ca

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Vancouver, British Columbia
Canada V6E 2E9
heenanblaikie.com

Heenan Blaikie LLP, an Alberta Limited Liability Partnership
Lawyers | Patent and Trade-mark Agents
Vancouver Victoria Calgary Montreal Toronto Ottawa Québec Sherbrooke Trois-Rivières
Paris Singapore

In its Manual of Operational Policies, at OPIII.9 (copy attached as Appendix B), the PT Board defines Vancouver International Airport for purposes of the terms and conditions of taxi company operating licences as "... the international, domestic or south terminals of the Airport, together with all Canada Line stations located on Sea Island. It does not refer to other businesses and organizations on Sea Island in the Municipality of Richmond."

Should the PT Board approve Garden City's application to remove the YVR operating exclusion from its Passenger Transportation Licence and add five additional accessible vehicles to its fleet, Garden City intends to immediately sign a contract with the Airport Authority to operate these five vehicles on a full-time basis at YVR. Under the terms of the contract, it is only these five vehicles that will be permitted to sit in the taxi queues in order to pick up passengers at any of the domestic, international or south terminals.

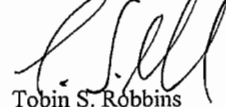
Further, under the terms of Garden City's contract with the Airport Authority, the existing 30 vehicles in Garden City's fleet will not be permitted to sit in the taxi queues at any of the three terminals. Garden City's existing fleet will continue to operate as it does currently originating fares from customers in the City of Richmond, excluding YVR. The very limited circumstances where any of the 30 vehicles in Garden City's current fleet is able to pick up a fare at YVR, will not change if Application 109-13 is granted. The "reverse trip" must originate at YVR, terminate elsewhere in Richmond and the cost of the trip must be billed to a Garden City active account customer.

Finally, Application 109-13, if approved in its entirety, would allow Garden City to add four additional conventional taxis to its current fleet of 18 conventional vehicles. These four additional vehicles will not be part of the contract with the Airport Authority and at no time will any of them be permitted to sit in the taxi queues at YVR.

My client hopes that this letter will provide assurance to the City of Richmond that if the YVR service exclusion is removed from the Company's PT Licence, Garden City only intends to operate the five additional accessible vehicles being applied for under Application 109-13, and no other vehicles, in the Airport Authority managed taxi queues at YVR.

Yours truly,

Heenan Blaikie LLP



Tobin S. Robbins

TSR/mm

Encls.

cc: B.C. Passenger Transportation Board
Attention: Jan Broocke, Director and Secretary to the Board

Client
HBdocs - 14225325v1

Heenan Blaikie



APPENDIX A

April 29, 2013

Garden City Cabs
148 – 2633 Viking Way
Richmond, BC
V6V 3B6

Please accept this letter as confirmation that the Vancouver Airport Authority supports Garden City Cabs application to alter their existing condition of license to include pickup rights from the Vancouver Airport.

The Authority intends to include Garden City Cabs (pending approval from the Passenger Transportation Board) as an addition to our existing 16 taxi operators under terms currently being finalized on a new taxi agreement at the airport.

The Authority is in receipt of an offer from the existing 16 taxi companies that includes the addition of 5 Wheelchair Accessible Taxis (WATs) to our existing 525 licensed fleet. If approved by the PTB, Garden City would begin service when a fully executed agreement is in operation.

Please advise the PTB that they can contact us if they have any further questions or if we can be of assistance in any way.

Sincerely yours,

A handwritten signature in cursive script, reading 'Susan Stiene', is written over a horizontal line.

Susan Stiene
Director, Commercial Services

P.O. BOX 23750
AIRPORT POSTAL OUTLET
RICHMOND, BC CANADA V7B 1Y7
WWW.YVR.CA
TELEPHONE 604.276.6500
FACSIMILE 604.276.6505

APPENDIX B

	verbally or by motion.
Policy	Unless otherwise approved by the Board, authorization to pick up passengers who hail or flag a motor vehicle from the street will be applied to taxi services.
Effective Date	November 10, 2004 Revised May 28, 2008

 To
OP III.9**Definition of Vancouver International Airport****Purpose**

To clarify the term "Vancouver International Airport" (YVR) as it is used in some terms and conditions of licence.

Legislation

The Passenger Transportation Act, section 28(2)(a), enables the Board to establish terms and conditions of licence on Special Authorization licences.

Context

Some taxi and limousine licences permit or prohibit the origination or destination of passengers at the "Vancouver International Airport" (YVR).

YVR is located on Sea Island, in the City of Richmond. Facilities at the airport proper include two parallel east-west runways and one cross-wind runway. Connected International and Domestic terminals serve destinations in Canada, the United States and around the world. The South Terminal serves smaller communities across British Columbia. As well, 3 Canada Line stations are located on Sea Island to serve Vancouver International Airport.

There are also about 360 businesses and organizations located on Sea Island as well as airline maintenance, helicopter and executive aircraft facilities, and a floatplane base.

Policy

For the purposes of terms and conditions of licence, unless otherwise specified, a reference to the "Vancouver International Airport" should be read as referring to the international, domestic or south terminals of the Airport, together with all Canada Line stations located on Sea Island. It does not refer to other businesses and organizations on Sea Island in the Municipality of Richmond.

Note

This policy clarification is only applicable to terms and conditions of licences approved by the Passenger Transportation Board. Ground transportation at YVR is managed by the Vancouver Airport Authority (YVRA) which may have additional requirements or regulations governing the pick up and drop off of passengers at the Airport.

Effective Date June 24, 2009 Revised

 To

**Excerpt of Letter from Legal Counsel for Garden City Cabs
to Passenger Transportation Board**

There are three reasons that GCCR is planning, if Application 109-13 is approved, to place five new (additional) accessible vehicles at YVR. First, the Airport Authority requires the additional vehicles to be accessible. Accessible vehicles, though more expensive to operate than eco-friendly taxis, serve a dual purpose, wheelchair bound passengers can be easily transported when the need arises and at other times, these vehicles can transport a larger number of passengers and more luggage.

Second, to properly service GCCR's current level of business in the City of Richmond, the Company does not have sufficient excess vehicle capacity during periods of the day and week to be in a position to divert five vehicles on a full time basis to operate at YVR.

Third, in a letter to the PT Board dated June 25, 2013, the City of Richmond expressed a concern about GCCR potentially moving vehicles to YVR and away from servicing taxi users elsewhere in the City of Richmond. This concern has arisen because objector Kimber Cabs Ltd. has for many years diverted all 18 vehicles in its fleet to full-time operation at YVR. Kimber offers no dispatch and little or no taxi service in Richmond.

To allay the City of Richmond's concern, GCCR has advised Victor Wei, the City's Director of Transportation, and by this submission is advising the PT Board, of its willingness to accept a specific licence restriction limiting GCCR's origination of fares at YVR, except by way of the "reverse trips" provision in the Company's current PT licence, to the five additional accessible vehicles being applied for in Application 109-13.



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: John Irving, P. Eng., MPA
Director Engineering
Re: Hamilton Child Care Centre Project

Date: June 27, 2013
File: 06-2052-25-
DCHA1/Vol 01

Staff Recommendation

That the approved project description be revised to include construction methods other than modular building as acceptable construction methodologies for the Hamilton Child Care facility.

John Irving, P. Eng., MPA
Director Engineering
(604-276-4140)

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Community Social Development	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS: GI

Staff Report

Origin

As part of Rezoning Agreement RZ 09-484669 with Translink, to develop a Bus Operations and Maintenance Facility in the Hamilton Area, the City negotiated the transfer of 2.43 acres plus a monetary contribution of approximately \$1,770,000 for community amenities. In June 2010, Council endorsed the use of these lands (at 23591 Westminster Highway) and funds for the establishment of a City owned child care facility. The report and Council approved project scope was specific that the facility was to be of modular construction.

The purpose of this report is to seek Council approval for staff to also consider construction of the child care facility using wood frame construction.

Analysis

Past child care Needs Assessments have shown that there exists a strong need for this type of facility in the Hamilton area. The contemplated facility design is nearing completion and will be approximately 3,400 ft² in order to accommodate 33 child care spaces. The anticipated facility delivery timeframe is July 2014 and the approved project budget is \$1,770,000.

In June 2010, Council approved the rezoning report which included a stipulation that the child care facility would be of modular construction.

Through the course of the child care facility design, it was found that there is now very limited competition in the modular building construction industry. Specifically, one of the two local fabricators of modular buildings are no longer in business, leaving only one to provide pricing to construct this facility and complete delivery within the defined timeframe.

An alternative construction method for the child care facility is using standard wood-frame construction (completed on the site as opposed to in a fabrication shop). Wood-frame construction is a well established industry standard for facilities which are the size and type of the proposed child care facility. It is typical of what would be used for residential houses, townhouse complexes, etc., throughout the Province.

It is anticipated that construction using the wood-frame methodology will reflect cost savings and be favourable to the project schedule, without compromising the end-user's needs. Accordingly, it is recommended that construction of the child care facility not be limited to modular, in order to ensure that best value can be realized.

Financial Impact

None.

Conclusion

Through the rezoning process the City negotiated funding to complete construction of a new Hamilton child care facility through modular construction. As there is limited local modular construction suppliers, standard wood-frame construction should also be considered. Wood frame construction is a well established industry practice which is likely to provide project cost savings on this child care facility project.



Jim V. Young, P. Eng.
Senior Manager
(604-247-4610)

JY:tvvv



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** June 14, 2013
From: John Irving, P.Eng. MPA **File:** 10-6340-01/2013-Vol
Director, Engineering 01
Re: **No. 2 Road Drainage Box Culvert Replacement Funding**

Staff Recommendation

That \$251,500 of Drainage Utility Reserve funding be approved for the No. 2 Road Drainage Box Culvert Replacement, and that the 2013 – 2017 Five Year Financial Plan Bylaw be amended accordingly.

John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Finance Division	<input checked="" type="checkbox"/>		
Sewerage & Drainage	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: DW	REVIEWED BY CAO	INITIALS:

Staff Report

Origin

In February 2013, sinkholes appeared in the gravel boulevard adjacent to 11400 No. 2 Road. Further investigation revealed significant cracks and settlement in the old box culvert. Staff immediately proceeded to have an engineering design completed and requested quotations from the contracting community to complete the work.

The purpose of this report is to request a resolution of Council to amend the 2013 – 2017 Five Year Financial Plan Bylaw to include the No. 2 Road Drainage Box Culvert Replacement and request the associated funding.

Analysis

Recently, monitoring of the box culvert showed continued deterioration and an immediate repair response was now necessary to ensure damage from the sinkholes did not continue further and compromise public health and safety. Therefore, in accordance with Procurement Policy 3104 a contractor has now been retained to carry out emergency repair works in order to return the drainage service to normal.

The estimated cost of the repair is \$251,500 based on quotations that staff received from contractors. There is sufficient Drainage Utility Reserve funding available to fund the \$251,500 project cost.

Financial Impact

The financial impact will be \$251,500 funded from the Drainage Utility Reserve. This adjustment will be reflected in the amendment of the 2013-2017 Five Year Financial Plan Bylaw.

Conclusion

Given the emergency nature of the repair and the need for an immediate response, staff recommends that the 2013 – 2017 Five Year Financial Plan Bylaw be amended to include the No. 2 Road Drainage Box Culvert Replacement and the associated cost of \$251,500 be provided through the Drainage Utility Reserve funding.



Anthony Fu, P.Eng.
Project Engineer
Engineering Design & Construction
(4905)
AF:af



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: Tom Stewart, AScT.
Director, Public Works Operations
Date: June 24, 2013
File: 10-6370-10-05/2013-
Vol 01
Re: **Options for Food Scraps and Organics Collection Services for Multi-Family Dwellings and Commercial Businesses**

Staff Recommendation

1. That a pilot program for food scraps and organics collection services for multi-family dwellings and commercial businesses, as outlined in Option 1 of the staff report dated June 24, 2013 from the Director – Public Works Operations, be approved.
2. That the Chief Administrative Officer and General Manager, Engineering & Public Works be authorized to negotiate and execute an amendment to Contract T.2988, Residential Solid Waste & Recycling Collection Services, to service, acquire, store, assemble, label, deliver, replace and undertake related tasks for the carts, kitchen containers and related items associated with this temporary pilot program.
3. That an amendment to the City's Five Year Financial Plan (2013-2017) to include capital costs of \$200,000 and operating costs of \$120,000 for undertaking a pilot program for food scraps and organics collection services for Multi-Family Dwellings and Commercial Businesses, with funding from the City's general solid waste and recycling provision, be brought forward for Council consideration.

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

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

Staff Report

Origin

At their September 24, 2012 meeting, Council approved new and enhanced levels of service for residential food scraps and organics recycling collection services via the 'Green Cart' program – which commenced June 1, 2013. This service is geared to single-family and ground level townhome dwellings, but does not include multi-level multi-family or apartment-style dwellings. As such, Council requested that staff review and report on potential options for food scraps and organics collection services for residents in multi-family dwellings and commercial businesses. This report responds to Council's request.

Analysis

Background

The June 1, 2013 launch of the new 'Green Cart' program expanded food scraps/organics collection service to over 11,000 townhome dwellings. When combined with existing service to single-family dwellings, food scraps/organics recycling collection service is now available to approximately 60% of total residential dwellings in Richmond, or over 40,000 units. The next logical progression is to expand food scraps and organics recycling collection to residents in multi-level multi-family dwellings in order to make this service available to 100% of residents in Richmond. This is an important next step to ensure all residents in Richmond have access to food scraps/organics recycling services by 2015, when a ban on all compostable organics is contemplated in the Metro Vancouver Integrated Solid Waste and Resource Management Plan.

Service to multi-family developments is challenging for a number of reasons including: space limitations for recycling containers; lack of quality control regarding materials being placed in communal containers (since it cannot be determined which resident placed non-acceptable materials in them) – this also complicates the ability for targeted education; and reduced ability to motivate residents through limitations on garbage disposal since dumpster-style containers are traditionally used for garbage. Many commercial businesses have similar challenges and may not be familiar with pending disposal bans on compostable organics. To help expand food scraps/organics recycling to these sectors in a manner which addresses key challenges and adequately prepares residents and businesses for the upcoming disposal ban in 2015, this report explores options which could be pursued by the City.

Options

Three options are presented in detail for Council's consideration as follows.

Option 1: Pilot Program (Recommended)

A program modelled somewhat after the "Green Cart" program could be undertaken at approximately 100 sites/buildings (comprising approximately 5,000 units) and including a variety of multi-family, and mixed use developments. Several smaller-style commercial strip malls (four to six) could also be incorporated into the pilot, at the option of the business and/or property manager. The pilot would be based on communally situated carts of a size suitable to

the unique requirements of each complex. Individual in-suite collection containers (i.e. 'kitchen containers') would be provided for convenient, temporary storage of scraps which can then be emptied into the communal carts. A variety of approaches could be tested at various sites including:

- carts lined with City-provided, approved compostable plastic liner bags vs. unlined carts where cart cleaning services may be provided;
- scraps wrapped in paper-only based materials vs. encouraging residents to collect scraps in any style plastic bag which the resident would then empty into the communal cart/s -- a convenient disposal receptacle would be provided to discard the emptied plastic bags into;
- an option for building managers to temporarily remove their garbage dumpster/s and instead use city-provided garbage carts (serviced by the City) to address space challenges, evaluate garbage disposal cost reduction opportunities, and provide additional incentives to residents to reduce garbage (i.e. reduced capacity for garbage disposal and increased capacity for food scraps/organics recycling);
- varied approaches to education such as door-to-door only vs. lobby information sessions coupled with individual building/site recycling champions.

The approach under this option would be somewhat fluid in order to work with individual building representatives/strata councils to customize the program as much as possible to promote participation and gain valuable information from which to model a full-scale program. Issues such as contamination levels, logistical issues, quantity and type of materials collected, estimated diversion and resident feedback would be measured.

Staff propose that the program be implemented in a transitional manner commencing in the fall, 2013 and run through the end of 2014 as the trial period. Collection services could be provided under an agreement with the City's existing recycling and waste collection service provider, Sierra Waste Services. The key terms of the agreement are outlined in Attachment 1. A progress report could be provided after approximately six months as part of starting to formulate recommendations for a permanent, full-scale program.

The estimated cost of this option is \$200,000 for capital start up costs, plus monthly operating costs ranging from \$25,000 to \$40,000, depending on quantities of materials collected. Operating costs in 2013 would not exceed \$120,000, based on a projected October, 2013 implementation. Total costs in 2014 (based on full year costs) would range from approximately \$330,000 to \$450,000, depending on whether the multi-family dwellings elect to use City service for garbage collection in addition to organics. Should this option be approved, staff recommend that the cost of the program be funded from the sanitation and recycling provision. Due to the nature of the program being a pilot, service is typically provided at no cost to residents for the duration of the program since it is designed to gather information and data to assist the City in formulating future program design options. Any commercial business participants would be assessed servicing fees on a cost-recovery basis.

Option 2: Issue Request for Proposals for a Full-Scale Program

Under this option, a request for proposals would be issued to the market place to design, develop, implement, manage and monitor/evaluate performance of a food scraps/organics collection program for all multi-level multi-family dwellings -- including the option for commercial businesses to opt into the program on a cost-recovery basis. This would allow the City to test the marketplace and gather a variety of proposed approaches from which to implement a program.

The benefits of this option are that it will result in full-scale implementation at commencement of the contract, i.e. likely late Spring, 2014. The disadvantages are that it does not provide the option for the City to test different collection models and approaches nor seek public consultation on program design parameters prior to implementing the service on a permanent basis. For these reasons, this Option is not recommended.

Option 3: Mandate Food Scraps/Organics Recycling Only

With this option, the City mandates recycling of food scraps/organics but has no involvement in developing the program or providing service to residents in multi-level multi-family dwellings or commercial businesses. This leaves the program and service level design entirely at the discretion of each individual complex where they would contract privately/make their own servicing arrangements independent of the City. The City's role would become one of education and enforcement only.

This option is not considered to deliver best value to residents due to the 'piecemeal' nature of the individual servicing approaches. It does not provide City support to residents and may be perceived as a service inequity since these services are provided by the City to residents in single-family homes and townhomes. The City would also not be able to gather participation and diversion data under this option in order to measure progress toward our goals. For these reasons, this option is not recommended.

Next Steps

Should Council approve the recommended Option 1 – Pilot Program, next steps would include:

1. Enter into an amendment agreement under T.2988 to provide food scraps/organics recycling collection service for the duration of the pilot with the City's existing service provider, Sierra Waste Services.
2. Finalize the pilot scope including complexes and commercial businesses to be included, including engagement of building/property managers.
3. Engage contract and other resources to finalize program design, scope and outreach materials.
4. Commence program launch in the Fall (estimated October, 2013).

Financial Impact

The capital/start-up cost of the proposed pilot program is \$200,000, which is comprised of \$109,800 in contractual costs plus \$90,200 for external consultant support and development and

delivery of communications outreach materials. Should Council approve this program, costs for a full year of operations (in 2014) would range between \$330,000 - \$450,000, depending on the quantities of materials collected. This includes annual contractual operating costs of approximately \$200,000, plus other costs ranging between \$130,000-\$250,000 for processing and disposal costs (volume dependent), program administration and education. For 2013 the annual pro-rated operating costs are \$120,000.

It is proposed to fund the cost of the program from the general solid waste and recycling provision. Service to commercial sites would be on a cost-recovery basis. The service would be provided at no cost to multi-family dwelling owners/residents during the pilot phase. Staff note that a key purpose of the pilot is to help assess overall potential gains or cost offsets for multi-family dwellings in their overall waste management costs, i.e. potential savings in garbage disposal costs.

Conclusion

Food scraps and organics collection services is currently being provided to all single-family and ground level townhome dwellings representing 60% of all residential dwellings in Richmond. Residents in multi-level multi-family dwellings currently do not have organics recycling services provided by the City.

As part of advancing toward 70% waste diversion by 2015, the Metro Vancouver region is intending to ban all compostable organics from disposal in 2015. To help all residents and commercial businesses prepare for the upcoming disposal ban, this report proposes a pilot program to test approaches and strategies for food scraps/organics collection commencing Fall, 2013. Information from this program will be key to developing a successful model for a potential full scale program implementation.



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

SJB:

Attachment 1

Key Agreement Terms for Multi-Family/Commercial Food Scraps Recycling Pilot Project

Item	Key Agreement Terms	Unit Cost	Estimated Units	Estimated Cost	Estimated Total
1.	Project start up and customer service support to assist with final scope definition and program implementation tasks, including the following items:				
a)	Acquisition of collection carts, kitchen containers, disposal containers and cart liners as directed by the City <ul style="list-style-type: none"> o 80 litre o 120 litre o 240 litre o 360 litre o Liners o Disposal containers o Kitchen containers 	<ul style="list-style-type: none"> o Range from \$40-\$80/cart o At Cost o At Cost o \$6.00/container 	<ul style="list-style-type: none"> o 600 o Allowance o Allowance o 5,000 	<ul style="list-style-type: none"> o \$35,000.00 o \$ 7,500.00 o \$ 7,500.00 o \$30,000.00 	\$ 80,000.00
	Total (exclusive of taxes)				
b)	i) Assembly and delivery of carts kitchen containers to central site location	i) \$8.00/each	i) 600	i) \$ 4,800.00	
	ii) Delivery of kitchen containers in suite	ii) At Cost	ii) Allowance	ii) \$25,000.00	
	Total				\$ 29,800.00
	TOTAL AGREEMENT RELATED START UP COSTS (exclusive of applicable taxes)				\$109,800.00
2.	Collection of organic waste and garbage from approximately 5,000 multi-family units and 4-6 commercial complexes as follows:				
a)	Provision of equipment and staffing for collection of materials, transportation of materials to designated recycling/disposal facility	\$13,000.00/month	15 months	\$195,000.00	
b)	Program adjustments (scope modifications)	At cost	At cost	\$ 15,000.00	
c)	Statistics tracking and reporting	Included	N/A		
d)	Cart cleaning services	At cost	Allowance	\$ 28,000.00	
e)	Route management and scheduling	Included	N/A		
f)	Provide and replace bag liners and dispose of empty bag receptacles, where required	At cost	Allowance	\$ 7,500.00	
	TOTAL AGREEMENT RELATED OPERATING COSTS (exclusive of applicable taxes)				\$245,500.00
3.	General agreement terms:				
a)	Term of 15 months, from October 1, 2013 – December 31, 2014				
b)	Option for the City to extend the term on a month-to-month basis until such time as the City terminates the pilot				
c)	Option for the City to terminate the pilot with 30 days prior written notice				
d)	Otherwise comply with all other terms and conditions of Contract T.2988, as amended				



To:	Public Works and Transportation Committee	Date:	June 24, 2013
From:	Tom Stewart, ASCT. Director, Public Works Operations	File:	10-6370-01/2013-Vol 01
Re:	2012 Update: Recycling and Solid Waste Management – Proposed Increased Service Levels		

Staff Recommendation

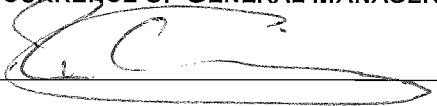


1. That the annual *Report 2012: Recycling and Solid Waste Management – Expanding Services to Achieve Our Goals* be endorsed and made available to the community through the City's website and other communication medium.
2. That dry-cell batteries (up to 5 kgs) and cell phones be added to the scope of materials accepted at the City's Recycling Depot and that the Chief Administrator Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute an agreement with Call2Recycle Canada, Inc. on the terms and conditions set out in the report from the Director, Public Works Operations dated June 24, 2013, including specifically that the City grant an indemnity to Call2Recycle Canada, Inc. for any losses they may suffer in connection with the agreement.
3. That used books be added to the scope of materials accepted at the City's Recycling Depot and that the Chief Administrator Officer and General Manager, Engineering and Public Works be authorized to negotiate and execute an agreement with Discover Books Ltd. on the terms and conditions set out in the report from the Director, Public Works Operations dated June 24, 2013.
4. That polystyrene foam (Styrofoam) be added to the scope of materials accepted at the City's Recycling Depot.

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

Att. 1

June 24, 2013

- 2 -

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

Staff Report

Origin

The City has established a waste diversion target of 70% by 2015, aspiring to 80% by 2020 in accordance with the regional Integrated Solid Waste and Resource Management Plan (ISWRMP). The City offers a number of waste reduction and recycling programs to the community in working toward these targets. To track progress on these programs and report back to the community, the annual *Report 2012: Recycling and Solid Waste Management – Expanding Services to Achieve Our Goals* is presented (**Attachment 1**). This report highlights Richmond's comprehensive programs and results achieved in 2012, as well as provides insights into upcoming initiatives.

Further, the City is continually reviewing opportunities to expand our services through new initiatives such as product stewardship programs and through growth in recycling commodity markets. To that end, this report outlines items for Council's consideration which could be added to the scope of materials accepted at the City Recycling Depot.

Analysis

Report 2012 Overview

As highlighted in *Report 2012* Chapters 1 – 3, key recycling and solid waste management actions centered on establishing foundational elements for expanding organics recycling services (i.e. the Green Cart program), including to multi-family town home residences, in 2013. Expanding the scope of materials accepted at the Recycling Depot and enhancing recycling in public spaces and at public events was another focus area. Continued community engagement to promote recycling through workshops, displays, theatrical productions at elementary schools, the REaDY Summit, and youth involvement via the Green Ambassador volunteer program was another important aspect to the activities undertaken during 2012.

Key results included 61% waste diversion from single-family residences with over 9,300 tonnes of traditional recyclables collected through the Blue Box and Blue Cart programs and over 15,000 tonnes of yard trimmings and food scraps collected through curbside and drop off programs. These and other results are described in more detail in *Report 2012*.

An overview of planned and future considerations, such as continued expansion of organics service to high-rise, multi-family residences, expanded recycling of demolition waste and options to encourage increased recycling through disincentives on garbage disposal (such as transitioning to bi-weekly collection service and/or pay-as-you-throw pricing incentives), is discussed in Chapter 4 – Towards Our Goals.

Chapter 5 is included as a handy reference guide for residents and outlines specific locations and details on where and how to dispose of a wide variety of household items. It also includes detailed information on the wide variety of materials accepted in the City's various recycling programs.

As part of sharing the results of our progress in 2012, staff recommends that the annual *Report 2012: Recycling and Solid Waste Management – Expanding Services to Achieve Our Goals* be posted on the City's website and made available through various communications tools including social media channels and as part of other community outreach initiatives.

Expanded Services at Recycling Depot

As part of the ongoing review in making recycling services more convenient and accessible for residents, the City regularly evaluates new stewardship programs and monitors growth in recycling commodity markets with a view toward expanding the range of materials accepted.

In relation to the Recycling Depot, the City has been in contact with the product steward representative for used consumer batteries and cell phones, with an offer for the City to collect these materials where compensation is provided by the steward. In addition, Discover Books has requested that the City consider installing a used book container at the Recycling Depot. In each case, an agreement would be entered into and the key terms are highlighted below. In addition to these items, staff are also recommending that polystyrene foam (i.e. Styrofoam) also be added as a material accepted at the Recycling Depot on an ongoing basis. These materials can be handled/managed within existing staff resources allocated to the Recycling Depot.

Consumer Batteries and Cell Phones – are captured under Schedule 3, Electronic and Electrical Product Category, of the BC Environmental Management Act - Recycling Regulation. Materials collected under this program include dry-cell batteries weighing less than 5 kg each (including nickel cadmium, nickel metal hydride, lithium ion, nickel zinc, small sealed lead, single-use batteries – like alkaline) and all types of cell phones with or without the cell phone battery (but not cell phone chargers). Batteries and cell phones are recycled and used to create other types of materials, including new batteries and stainless steel products.

Call2Recycle Canada, Inc. is an approved steward for this program and has offered the City to act as a collection site. Key details of the agreement include:

- The City accepts the materials at no charge from consumers in accordance with required collection standards and guidelines. The City invoices Call2Recycle Canada, Inc. (on a quarterly basis) a material handling fee of \$0.38 per kilogram of materials received (approximately \$100/drum) plus shipping costs. Materials are shipped to Toxco Waste Management in Trail, B.C.;
- The City is responsible for costs associated with managing contaminants above 5% by weight;
- The agreement term is one year, with automatic renewals in successive one year terms unless terminated by either party. The agreement may be terminated upon 90 days written notice by either party, or in 60 days in cases where any breaches to the agreement have not been remedied by either party;
- The City must maintain minimum insurance coverages.

- The City has title to the collected materials until they are shipped to Call2Recycle Canada Inc.
- Each party grants the other party an indemnity from liability associated with negligent acts/omissions or wilful misconduct in the performance of duties under the agreement. These indemnifications survive the expiration, termination or cancellation of the agreement.

Recommendation: It is recommended that dry-cell batteries and cell phones be added to the scope of materials accepted at the City's Recycling Depot and that the City enter into an agreement with Call2Recycle Canada, Inc. in respect to these materials. The effective date will coincide with agreement execution and timeframe requirements for operational site set up, i.e. expected within two to three months of Council approval.

Book Bin – Discover Books Ltd. has requested to place one of their bins at the Recycling Depot to collect used books. Discover Books Ltd. works with schools, libraries and charity organizations to promote various reading programs. They will sell and reuse books, and recycle those that are in poor condition or are damaged. In making the service available at the Recycling Depot, this would allow the City to enhance convenient recycling services for residents, contribute toward increased waste diversion, and promote education through reuse and recycling of books.

To accommodate this service, the City can enter into a partnering agreement with Discover Books Ltd. which would allow placement of the bin on City land at no cost to Discover Books Ltd. In accordance with the *Community Charter*, this partnering arrangement must first be advertised before the City is able to allow Discover Books Ltd. to use City land (i.e. Recycling Depot) for free. Key details of the agreement include:

- Discover Books Ltd. provides the collection container/book bin, transports and empties the contents on a weekly basis, cleans the area around the book bin and maintains the book bin in a presentable manner (free of graffiti or rust).
- Discover Books Ltd. takes responsibility for handling/management of all books and provides records and statistics to the City including items such as tonnage, books re-used, recycled or disposed, and the names of approved organizations receiving books.
- No fees will be paid by Discover Books Ltd. to the City for the placement of bins on City land. Similarly, no fees will be paid by the City for the service provided by Discover Books Ltd.
- Discover Books Ltd. grants indemnity to the City of Richmond for its errors, omissions or acts and maintains insurance satisfactory to the City and naming the City as an additional insured.
- Agreement term is one year, with automatic renewals unless terminated by either party. The agreement can be terminated upon 10 days prior written notice by either party.

Recommendation: It is recommended that used books be added to the scope of materials accepted at the City's Recycling Depot and that the City enter into a partnering agreement with Discover Books Ltd. The effective date will coincide with agreement execution and timeframe requirements for operational site set up, i.e. expected within two to three months of Council approval.

Polystyrene Foam (Styrofoam) – The City has, for the last several years, offered temporary (approximately one month duration) collection of polystyrene foam (Styrofoam) to coincide with the Christmas season. Until this time, collection has been limited due to the lack of sufficient, suitable recycling markets for this material. Given improvements in the local market capacity, staff is recommending that polystyrene foam be added as an item accepted on an on-going basis at the City's Recycling Depot.

Items that would be accepted under this program include: white Styrofoam blocks and bagged packing peanuts, electronics packing (i.e. foam sheets), foam food containers (cleaned clam shells, meat trays, plates, egg cartons). All Styrofoam must be clean and free of contaminants. Expanding foam, coloured foam, foam insulation, painted foam, etc. are not accepted. The Styrofoam is repurposed into consumer items such as picture frames, crown mouldings, paving stones and parking lot curbing.

A large (40–50 cubic yard) bin would be installed at the Recycling Depot for residents to deposit foam materials. Acceptable quantities would be limited to coincide with operational capacity issues (approximately one cubic yard per person per day). The bin would be transported by a contracted service provider to suitable recycler/s in the region. Total costs vary based on volumes received for bin transportation and recycling charges. Transportation charges are approximately \$175/per pick up/drop off. Recycling charges are approximately \$100 per container. Based on an estimate of one container emptied twice weekly, total annual costs would be approximately \$28,600, plus applicable taxes. Costs in 2013 are estimated at approximately \$9,500 based on a September implementation timeline, and will be accommodated with the 2013 Sanitation and Recycling Utility budget. Appropriate amounts will be included in the 2014 and future budgets to coincide with service level requirements.

Recommendation: It is recommended that polystyrene foam be added to the scope of materials accepted at the City's Recycling Depot. The effective date will coincide with requirements for operational site set up, i.e. expected in September, 2013.

New and Future Planned Initiatives

Two new key initiatives were introduced in 2013 – the Green Cart and Large Item Pick Up programs – which both launched on June 3rd. Early indications are that the Green Cart program is making significant progress toward our 70% waste diversion goal. A significant number of residents are also taking advantage of the Large Item Pick Up program, an indication of how well received this new level of service has been. Further details will be provided under a separate report once further data and trending is better established.

In addition, the City is continuously reviewing options for new programs and initiatives to maximize diversion as we strive toward 70% waste diversion by 2015. As outlined in *Report*

2012 Chapter 4 (pages 38 and 39), the City is looking at opportunities to leverage and/or modify existing programs as well as consider new initiatives to drive further reduction. Key highlights include:

- Recycling Depot service expansion to an Eco Centre model, where maximum convenience is provided to the public by being able to deliver a much broader range of materials to this conveniently located facility, i.e. 'one stop dropping'.
- Expansion of organics collection to multi-family and, potentially, commercial properties. A pilot program based on a centralized collection model will be proposed to help formulate options for full scale implementation of organics collection from high-rise, multi-family dwellings.
- Garbage collection service level review where provision of carts for garbage collection and a review of service levels will be evaluated. This review will include consideration of bi-weekly garbage collection and/or pay-as-you-throw financial incentives as tools to drive further reduction in garbage disposal, while also serving to promote increased recycling and waste diversion.
- Review opportunities to expand the range of materials collected in residential recycling programs as a result of the new stewardship program for packaging and printed paper (i.e. Multi-Material B.C.)

Information on these programs will be presented to Council for consideration as they are developed.

Financial Impact

The addition of consumer batteries and cell phones will result in revenues to the City of \$0.38 per kg or approximately \$100 per drum. Total revenues will depend on quantities of material received, but are estimated to be less than \$5,000 annually.


Costs associated with accepting polystyrene foam are based on \$175 per container service (dump and return) and \$100 per load. Total annual costs will vary based on the volume of material received, but are estimated to be approximately \$30,000. Costs in 2013, based on a September, 2013 start-up are estimated at \$9,500 and will be accommodated within the existing Sanitation and Recycling Utility Budget. Required allocations will be included in the 2014 and future Sanitation and Recycling Utility budget submissions to reflect total annual costs.

Conclusion

The City offers a wide range of recycling and solid waste management services to the community as part of responsible environmental stewardship and contributing toward regional waste diversion targets. Program performance and the year's highlights are captured in *Report 2012: Recycling and Solid Waste Management – Expanding Services to Achieve Our Goals*. *Report 2012* also provides one-stop information on program details and drop off locations for convenient disposal of many common household items. To promote the results of our residents'

efforts in recycling and waste diversion, it is recommended that *Report 2012* be made available to the community through the City's website and other communications medium.

To provide further opportunities as part of expanding our recycling efforts, it is recommended that additional materials be added to the scope of materials accepted at the City's Recycling Depot including consumer batteries and cell phones; used books and polystyrene foam (Styrofoam).

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

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



EXPANDING SERVICES TO ACHIEVE OUR GOALS

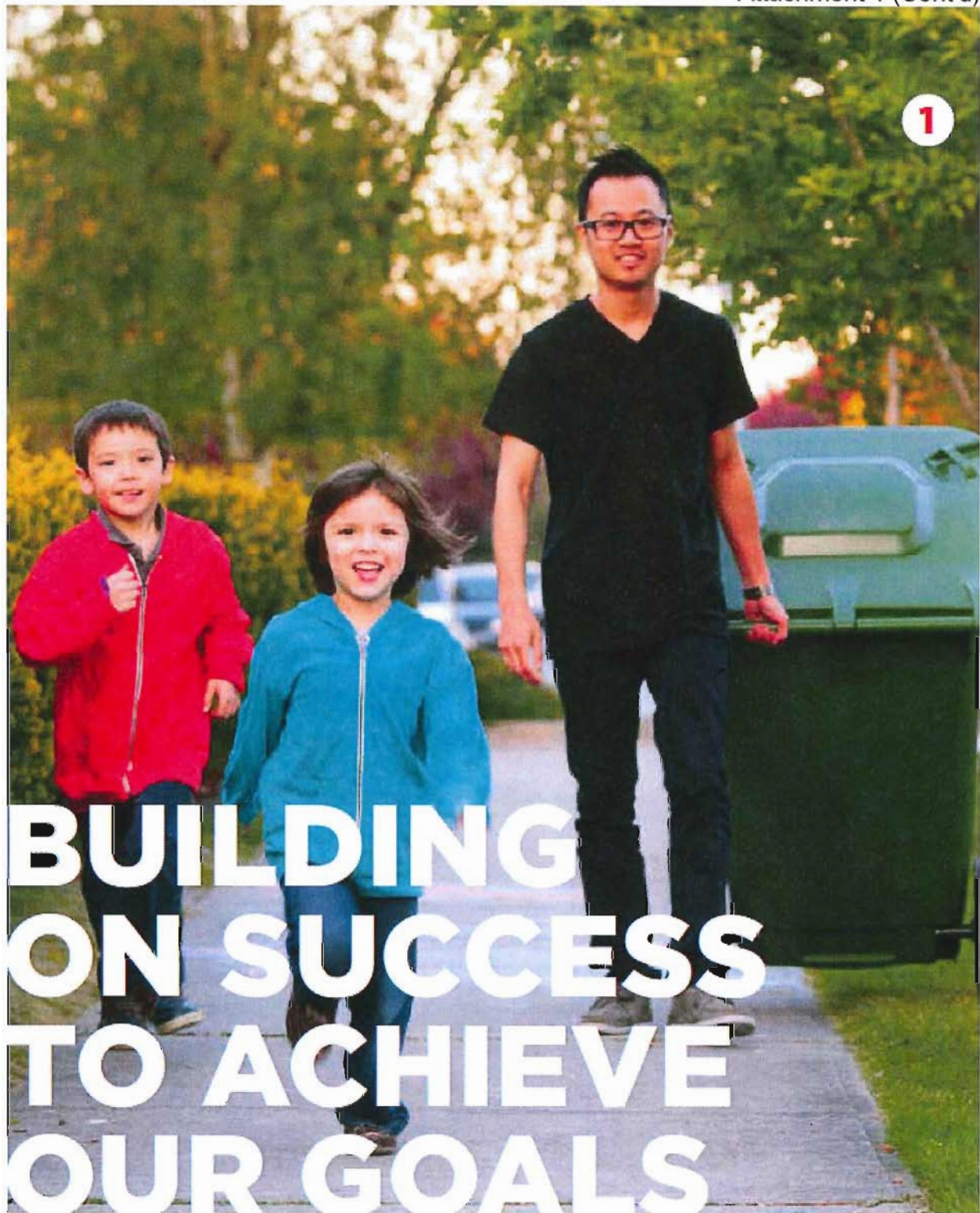
Let's trim our waste!





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2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

ANNUAL OUTLOOK

EXPANDED AND ENHANCED SERVICES

TOGETHER, WE'RE MAKING CHANGE HAPPEN

The City's proactive approach to deliver new and enhanced services makes it easy and convenient to recycle in Richmond.

As a member municipality in the Metro Vancouver region, the City of Richmond is committed to actions in the regional *Integrated Solid Waste and Resource Management Plan (ISWRMP)* concerning waste reduction, reuse and recycling. The ISWRMP contains a number of strategies designed to meet regional waste diversion goals of 70% by 2015, aspiring to 80% diversion by 2020. These include garbage disposal bans on many materials that can be recycled, such as yard trimmings, paper products, tin and aluminium cans and rigid plastic containers with codes ♻️. To help residents comply with these bans, the City is continually reviewing and expanding its services to ensure residents have convenient access to recycling programs. During 2012, the City spent considerable effort evaluating strategies to help residents comply with the upcoming 2015 disposal ban on food scraps/organics. To that end, City Council approved expansion of food scraps/organics collection service to more than 11,000 townhome residential units to commence in June 2013. In addition, Council approved provision of Green Carts to residents in single-family homes to promote greater recycling of food scraps in secure containers. The new Green Cart program is an enhanced service with customized cart sizes, no weight limits thanks to automated lifting devices on collection trucks, wheels for easy manoeuvring of carts, and attached lids. Collection of materials from Green Carts starts in June 2013. In 2013, City Council will consider options for providing food scraps/organics collection service for residents in multi-level multi-family developments, as well as incentives for yard trimmings drop-off.

A review of opportunities for increased recycling, waste diversion and litter prevention contributed to the development of the new Large Item Pick Up program, which was approved by Council in 2012 and starts in June 2013. This new curbside collection service provides residents in single-family homes and townhomes who receive City garbage collection and/or Blue Box service with curbside collection of up to four large household items each year.

The City also expanded the materials accepted at the Recycling Depot, located at 5555 Lynas Lane to include exercise and hobby machines, light bulbs, sewing/knitting and textile machines and power tools. This helps our residents have greater access to one-stop 'dropping' for disposing of hard-to-recycle items. The City continues to look at opportunities to accept other materials at its Recycling Depot. Items being considered in 2013 include batteries, Styrofoam and books.

To increase recycling while on the go, the City's successful Go!Recycle public spaces recycling program demonstrated that conveniently placed recycling bins in public spaces can help to decrease garbage by 35%. Go!Recycle bins have been rolled out to City facilities to increase access to recycling and are in Steveston Village and Hugh Boyd Park. In 2013, these recycling containers will be expanded to new sites in various streetscapes, parks, trails, and other areas as existing containers require replacement.

CITY OF RICHMOND

Let's get to 70% waste diversion together, by trimming our waste through recycling, reduced consumption and reuse of products.

As part of continuing to promote recycling in public spaces, in 2012 the City worked with its student Green Ambassadors to set up recycling at 16 different events. Green Ambassador volunteers contributed nearly 4,000 hours to help support recycling at these events. The City Green Ambassador program has grown to 200 (up from 128 in 2011). This important community engagement program helps to promote environmental stewardship with youth by involving them in grassroots recycling efforts. In 2013, the City is working to launch an "Event Recycling Guide" which will provide waste/recycling guidelines to event organizers, as well as make containers available for loaning out to promote recycling at public events as part of public spaces recycling.

Through the City's many waste reduction, re-use and recycling programs, residents in single-family homes are now diverting 61% of household waste from landfills. With increased emphasis on food scraps recycling and through its continued partnerships with producers, the City is expecting recycling rates to increase even higher, and in 2013, the City will be evaluating opportunities to expand the range of materials that can be collected through the Blue Box and Blue Cart recycling programs.

In summary, in 2012 Richmond moved forward with significant improvements to its recycling and waste management programs. These programs are integral to achieving the City's vision for sustainability and its key goal to be a "Recycling Smart City." Over the past 20 years, the City has seen tremendous success with its waste diversion through recycling and sustainable waste management. Richmond will continue to capitalize on its successful programs by exploring new options for expanding programs to reduce and recycle, and by leveraging opportunities through new partnerships and outreach in the community. The City's commitment to delivering excellence in recycling services is the foundation for Richmond and its residents to achieve the City's goal to divert 70% of its waste from disposal by 2015.

**THREE EASY STEPS**

Richmond can achieve its targets with the help of community commitment to these three easy steps to reduce waste:

1 REDUCE

BE CHOOSY WHEN YOU SHOP – SELECT PRODUCTS WITH MINIMAL OR NO PACKAGING AND ITEMS THAT CAN BE RECYCLED.

2 REUSE

DONATE BEFORE YOU DISPOSE – CONSIDER DONATING OR SELLING GENTLY USED PRODUCTS.

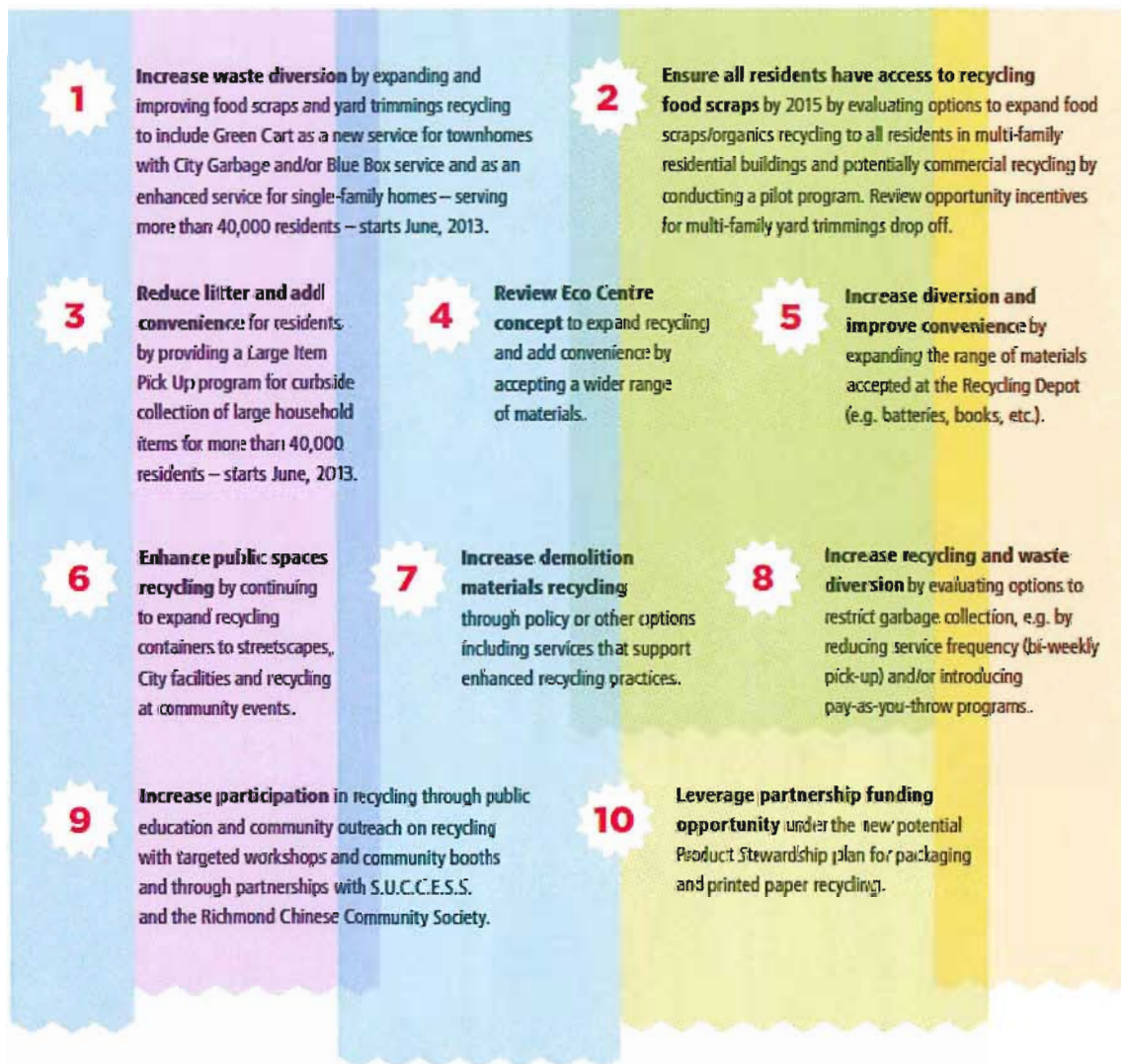
3 RECYCLE

RAMP UP RECYCLING – EXPAND YOUR RECYCLING TO INCLUDE FOOD SCRAPS AND OTHER RECYCLABLE MATERIALS ACCEPTED THROUGH RICHMOND'S COLLECTION SERVICES, RECYCLING DEPOT AND TAKE BACK PROGRAMS.

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

OUR GOALS

Richmond's overall goals are to be a Recycling Smart City and divert 70% of its waste from disposal by 2015. To support these goals, Richmond is focused on providing convenient recycling programs and services and working in partnership with the community to increase recycling and achieve waste reduction targets. As part of continuous improvement, Richmond has established objectives to build on its success in 2013, and details on the next steps to achieve these goals are summarized in Towards our Goals on page 35.



Attachment 1 (Cont'd)

CITY OF RICHMOND

OUR TOP ACCOMPLISHMENTS IN 2012

The following are some of the key accomplishments in 2012:

GREEN CART PROGRAM EXPANSION

Completed assessment of Green Cart Pilot Program, which resulted in excellent insights and information used to create expanded Green Cart program recommendations. Project successes included diverting 22% of food scraps and organics during the pilot period – excellent waste diversion! This led to Council approval to expand service to approximately 11,000 townhomes and enhance service to single-family homes by providing a Green Cart and kitchen container in 2013.

LITTER MANAGEMENT

Serviced nearly 4,500 containers and approximately 1,687 acres of parkland and City spaces each week, with services to high-profile areas being provided seven days per week.

LARGE ITEM PICK UP PROGRAM

Obtained Council approval to introduce a new Large Item Pick Up program in 2013 to provide curbside collection of large household items for more than 40,000 residents.

COMMUNICATION

Implemented new Recycling Communications campaign "Let's trim our waste!" to support the City's sustainability target to be a "Recycling Smart City" and achieve the City's goal to divert 70% of our waste by 2015.

RECYCLING DEPOT COLLECTION

Expanded collection service at the City's Recycling Depot to accept exercise and hobby machines (e.g. treadmills, elliptical/cross trainers, cycling machines), lights (e.g. halogen and incandescent, light emitting diode (LED), high intensity discharge (HID) and other mercury containing lamps, sewing, knitting and textile machines, and power tools (e.g. grinders, jigsaws, trimmers, heat guns, etc.).

CUSTOMER SERVICE

Responded to more than 7,100 service requests related to garbage and recycling via the Environmental Programs Information Line. Sold more than 196 compost bins, 9,700 Garbage Tags and 407 Garbage Disposal Vouchers out of the City's Recycling Depot and other City facilities.

GREEN AMBASSADORS

Engaged 200 high school students as Green Ambassadors who volunteered more than 3,690 hours, including assistance at 16 events.

COMMUNITY OUTREACH

Enhanced Public Education and Community Outreach with focused programming on recycling, composting and waste reduction workshops and community event booths.

PUBLIC SPACES RECYCLING

Expanded Go! Recycle public spaces recycling program following review and assessment of pilot program. Installed 68 containers in 13 City facilities. Pilot program successes included increased recycling and reduced overall waste generation, with a 41% decrease in recyclable containers in the garbage at Steveston Village and a 39% reduction in overall waste in the pilot areas. The successful "Go! Recycle" branding will be a key identifier going forward.

STUDENT ENGAGEMENT

Collaborated with the Richmond School Board and the David Suzuki Foundation to host the City's first annual Richmond Earth Day Youth Summit (REaDY Summit) to increase awareness on environmental sustainability among youth. Engaged students and staff in "My School Sparkles" contest to address littering, vandalism, and graffiti and promote opportunities to keep the community sparkling clean, with awards going to Bridge and McNeely elementary schools.



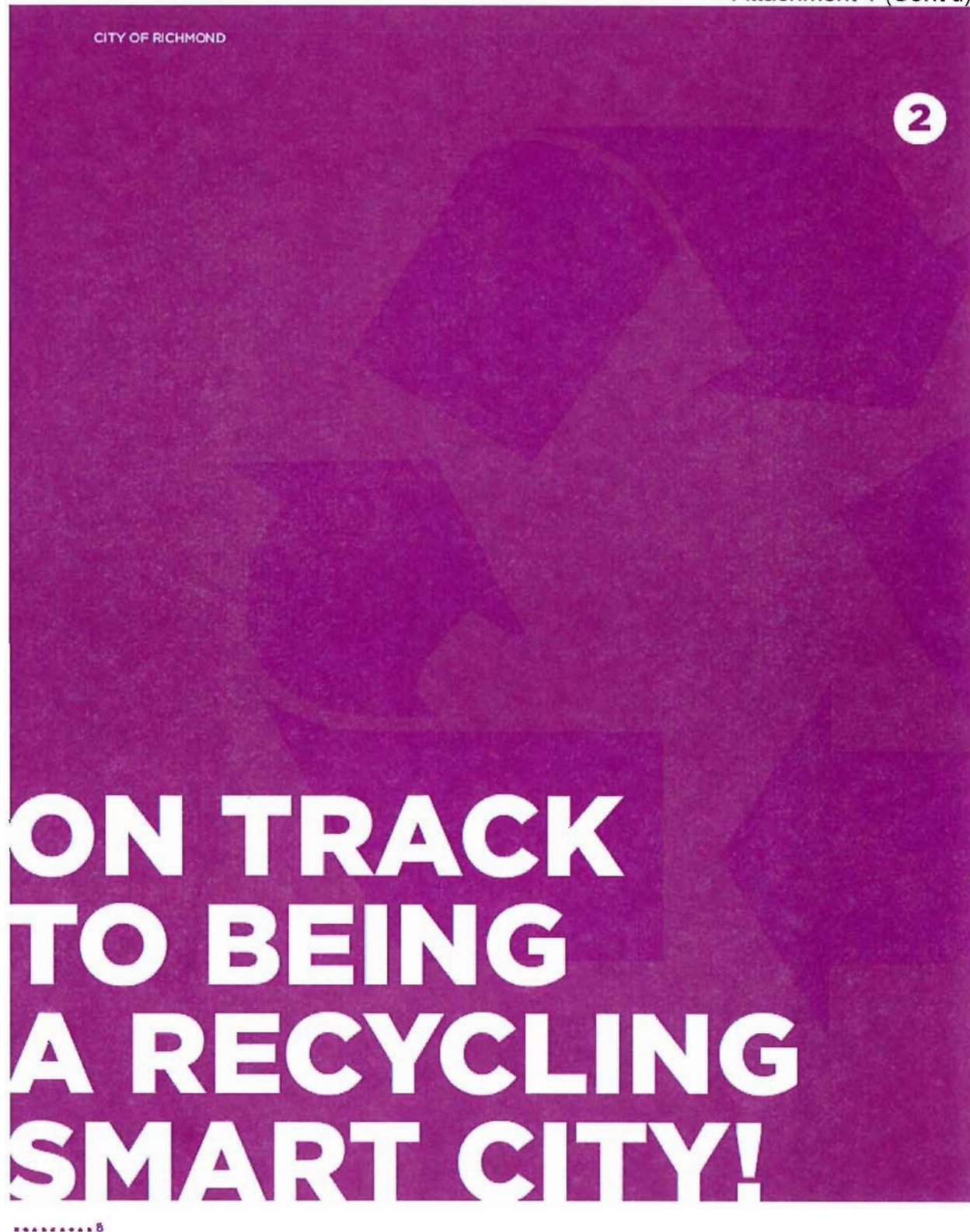
THANK YOU RICHMOND RESIDENTS

Our thanks and appreciation go to Richmond residents for recycling and reducing waste in our community.

Richmond continues to move toward its targets for recycling and waste diversion thanks to the recycling done by residents. Residents in single-family homes have demonstrated tremendous leadership in recycling by maximizing their Blue Box and Green Can recycling services, and their efforts are noted in the 61% waste diversion achieved in 2012.

Richmond residents also contribute directly to the improvement and expansion of services by participating in pilot projects and sharing input on services in the community. In 2012, special thanks go to the residents who participated in the Green Cart Pilot Project and to residents who shared input on Green Cans. We learned some important details about food scraps recycling requirements during the pilot program and from residents who use Green Can. In response we developed a new Green Cart program tailored to residents that was approved by Council to start in June 2013. This includes custom cart sizes, attached lids, wheels and semi-automated collection to eliminate weight limits and improve manoeuvrability, and a complimentary kitchen container for convenient transfer of food scraps to the Green Cart.

We value and appreciate our residents as our primary partner in achieving our goal to be a Recycling Smart City with 70% of our waste diverted from the landfill. Thank you for recycling, for reducing waste and for sharing ideas and input for continuous improvement.



PROGRAMS AND SERVICES

EXPANDING SERVICES TO MAKE RECYCLING EASY AND CONVENIENT

Richmond residents have consistently demonstrated a commitment to recycling and have successfully diverted more than half of their waste. Richmond is expanding the opportunities for residents to recycle by creating new and enhanced programs for recycling at home and when on the go in the community. As new programs become available, residents are encouraged to expand their personal recycling to include food scraps and large household items. Residents can also drop off a growing list of recyclable items at the City's Recycling Depot and other drop-off facilities.

Working in partnership with residents, product stewardship groups and businesses is essential to long-term success in sustainable waste management. By maximizing use of recycling services, Richmond residents can divert 70% of the community's waste from the landfill by 2015.



Residents in single-family homes are continuing to improve their recycling and are now diverting approximately 61% of their waste.

Attachment 1 (Cont'd)



RICHMOND RECYCLING AND WASTE MANAGEMENT

Richmond delivers a wide range of recycling and waste management services for residents to ensure that all waste is managed effectively and efficiently and adheres to sustainability principles. The following are the key recycling and waste management services offered through the City of Richmond.

BLUE BOX

Weekly curbside collection for recycling paper and newsprint, glass, rigid plastic containers coded ♻️♻️♻️♻️, and tin and aluminium containers. This program is provided to more than 40,200 residential units in single-family homes and townhomes. For details on this program, see page 42.

BLUE CART

Weekly recycling collection for paper and newsprint, glass, rigid plastic containers coded ♻️♻️♻️♻️, and tin and aluminium containers. This program is provided to more than 28,100 multi-family units. For details on this program, see page 43.

GREEN CAN / GREEN CART*

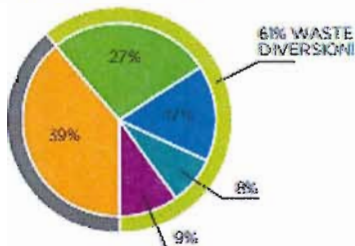
Curbside collection for recycling foods scraps and yard trimmings. These programs are provided to residents in single-family homes and some townhomes. For details on this program, see page 44.

*New and enhanced Green Cart program to launch in June 2013.

RECYCLING DEPOT

Drop-off service for products ranging from yard trimmings and household items, to hazardous materials and take-back program products. This service is available to all residents and in limited quantities for commercial operators. The Depot also sells compost bins, rain barrels, Garbage Tags, and Garbage Disposal Vouchers for use at the Vancouver Landfill. For details on this program, see page 48.

Attachment 1 (Cont'd)

**SINGLE-FAMILY RECYCLING**

- FOOD SCRAPS / YARD TRIMMINGS (10,548.67 TONNES)
- BLUE BOX (3,322.91 TONNES)
- RECYCLING DEPOT (3,142.95 TONNES)
- HOME COMPOSTING & YARD TRIMMINGS DROP OFF (3,616.25 TONNES)
- GARBAGE (15,059.83 TONNES)

Residents in single-family homes recycled or reduced nearly 24,000 tonnes in 2012, or nearly 61% of total estimated waste generated through a number of recycling and waste reduction opportunities, including curbside and Recycling Depot collection, as well as composting programs.

GO! RECYCLE PUBLIC SPACES AND EVENT RECYCLING

Recycling bins in the community make it easy to recycle on the go, such as in parks, at community centres, in the Steveston business district and at the Canada Line stations and Richmond central bus stop.

COMPOSTING

Support for residential composting through the sale of compost bins, a composting garden and related workshops. These services are available to all residents. For more information visit www.richmond.ca/recycle.

CURBSIDE GARBAGE COLLECTION

Curbside collection of garbage, not including banned items such as hazardous waste and materials that can be recycled. This service is available to residents in single-family homes and some townhomes. *New Large Item Pick Up program for curbside collection of up to four large household items to launch in June 2013.

EXTRA GARBAGE DISPOSAL

Garbage disposal tags and vouchers for the Vancouver Landfill provide options for residents when they need to dispose of additional garbage or large items.

COMMUNITY AND SCHOOL ENGAGEMENT

Through partnerships with students, teachers and the School District, Richmond sponsors educational shows, awareness programs and volunteer opportunities to increase understanding of recycling and the benefits of reducing waste.

DID YOU KNOW?

Plastic takes one million years to break down in a landfill, whereas recycled plastic can be used to make bottles, clothing, carpet, picnic tables, drainage pipes, bags, trash cans, paneling flower pots and pallets.



RESIDENTIAL RECYCLING PROGRAMS

With weekly collection services, drop-off programs, public spaces recycling and community take back programs, it's easy and convenient to recycle in Richmond. Richmond offers residents a range of services to support recycling at home and on the go.

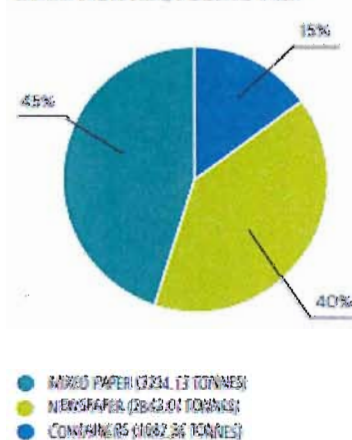
BLUE BOX RECYCLING PROGRAM

The Blue Box Recycling Program provides convenient collection services in the community. Residents in single-family homes and some townhome complexes use City-provided blue boxes, blue bags and yellow bags to recycle newspaper, paper products and cardboard along with tin, aluminium, and glass food and rigid plastic containers (♻️♻️♻️). More than 40,200 residential units are serviced with weekly collection under this program.

In 2012, more than 7,100 tonnes of materials were recycled in the Blue Box program. Of this, 45% was mixed paper, 40% was newspaper and 15% was co-mingled containers.

Items that can be recycled through this program are listed in the Tips and Resources section of this publication and at www.richmond.ca/recycle.

BLUE BOX RECYCLING MIX



BLUE CART RECYCLING PROGRAM

People who live in multi-family complexes can recycle the same products as residents who use the Blue Box program through the City's Blue Cart Recycling Program. The City provides recycling carts for a mini recycling depot at each complex, which is generally located in the garbage enclosure or other convenient location. This service is currently available to over 28,100 multi-family units, and the City has information tools such as Blue Cart decals, posters and brochures that are offered to stratas and property managers to help raise awareness and increase participation.

In 2012, nearly 2,200 tonnes of materials were recycled through the Blue Cart Recycling Program.

For a detailed list of items that can be recycled through the Blue Cart recycling program see the Tips and Resources section or visit www.richmond.ca/recycle.



TIP FOR RESIDENTS

Residents can pick up a complimentary Blue Box and Yellow and Blue Bag supplies at the Richmond Recycling Depot and City Hall, or order them online at www.richmond.ca/recycle.

Residents in multi-family complexes with Blue Cart service can pick up an indoor collection bag at Richmond Recycling Depot or order a bag online at www.richmond.ca/recycle.



Attachment 1 (Cont'd)

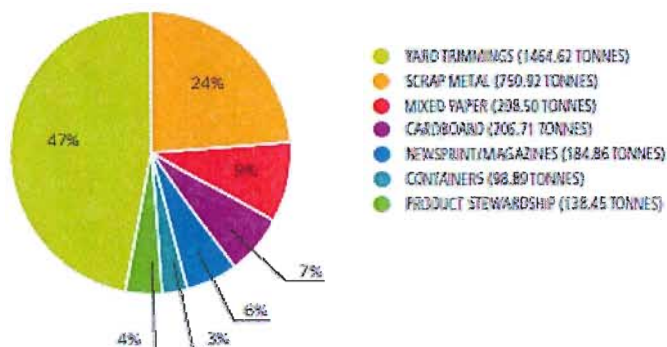
CITY OF RICHMOND

**RECYCLING DEPOT PROGRAM**

The Recycling Depot is located at 5555 Lynas Lane and is open from 9:00 a.m. – 6:15 p.m., Wednesday to Sunday for drop off of a broad range of materials. The Depot also sells compost bins, rain barrels, Garbage Tags and Garbage Disposal Vouchers. The Recycling Depot is a Product Stewardship (Take Back) collection site for small appliances, paints, solvents, flammable liquids, pesticides and fluorescent lamps.

RECYCLING DEPOT SERVICES

This facility accepts a wide range of materials including cardboard, yard and garden trimmings, mixed paper, newspapers and now also accepts lighting fixtures, fluorescent lights and cooking oil. The facility also accepts large appliances (e.g. fridges, stoves, washing machines), metal items (e.g. bike frames, barbecues, lawn mowers), glass bottles, jars, tin and aluminium cans, paints, pesticides and solvents. For a detailed list of items see pages 48 - 50. The Recycling Depot is owned and operated by the City of Richmond, with two full-time staff and additional staff support in the summer months to manage increased recycling volumes. Staff on site are available to answer questions and provide assistance with unloading awkward or heavy items.

DEPOT RECYCLING: BREAKDOWN OF MATERIALS COLLECTED IN 2012**TOTAL TONNAGE = 3,142.95**

In 2012, 3,142.95 tonnes of recyclable materials were collected at the Recycling Depot. This includes yard trimmings, scrap metal, mixed paper products and rigid plastic containers. For more information on drop-off programs for yard trimmings, see page 17.

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

DEPOT RECYCLING: MATERIALS AND AMOUNTS COLLECTED THROUGH TAKE BACK PROGRAMS



FOR SALE AT THE RECYCLING DEPOT

Residents can purchase the following items from the Depot:

- Compost bins - \$25 each
- Rain barrels - \$20 each and \$16 water diverter device
- Extra Garbage Tags - \$2 each
- Garbage Disposal Vouchers - \$5 each for Richmond residents and value is \$20 at the Vancouver Landfill

NEW IN 2012

In 2012, Richmond expanded its free drop-off program to include:

- Exercise and hobby machines (e.g. treadmills, cycling machines);
- Lights and lighting fixtures (e.g. halogen and incandescent, light emitting diode (LED), high intensity discharge (HID) and other mercury containing lamps);
- Sewing, knitting and textile machines; and
- Power tools (e.g. grinders, jigsaws, trimmers, heat guns, etc)

For a full list of items that can be recycled at the Recycling Depot, please see Tips and Resources.



TIP FOR RESIDENTS

fats, oils and grease should never be disposed down sinks, drains or garburators as the material hardens and builds up on the inside of sewage lines, causing blockages. This can lead to breaks and sewage spills or overflows. Recycle food scraps and grease in your Green Car/ Cart, and take used cooking oils and liquid fats in a sealed container to the Recycling Depot (5555 Lynas Lane, open Wednesday to Sunday from 9:00 a.m. to 6:15 p.m.) for free disposal.

Attachment 1 (Cont'd)

CITY OF RICHMOND

**COMPOSTING PROGRAMS**

Composting is a simple and organic process that can reduce household waste by up to 40%—significantly reducing the amount of waste that goes to the landfill. Fruit and vegetable peelings, along with grass, leaves and other yard trimmings can be added to a compost bin. In addition, composted matter produces a very nutrient-rich soil to keep lawns and gardens healthy.

BACKYARD COMPOST BIN DISTRIBUTION PROGRAM

The City of Richmond supports composting by providing free composting workshops from January to November, which include information on backyard and worm composting and how to harvest compost. The City offers compost bins for sale at the Recycling Depot for \$25 each. Backyard composting is the most effective way to dispose of fruit and vegetable peelings, eggshells, coffee grounds, filters, tea bags and yard trimming materials. Since this program started in 1992, more than 10,470 compost bins have been distributed, resulting in annual waste reduction of more than 3,600 tonnes.

Additional tips and information on composting are provided in the Tips and Resources section and at www.richmond.ca/recycle.

COMPOST DEMONSTRATION GARDEN

To help residents learn about backyard composting, the City offers a Compost Demonstration area in the Terra Nova Rural Park Centre located at 2631 Westminster Highway just west of No.1 Road. It is open from dawn to dusk year-round, and is supplemented by workshops. Residents are encouraged to take a self-guided tour to learn about different types of compost bins and the benefits of composting.

**TIP FOR RESIDENTS**

The Compost Hotline at 604-736-2250 offers tips and advice on how to compost and use the nutrient-rich soil produced for home gardens. Compost from yard trimmings drop-off programs and through the Green Cart and Green Can collection programs are sold for use in the landscaping industry.

Richmond residents are generating their own compost to enrich their garden soil. With over 10,470 bins sold, home composting helps to divert more than 3,600 tonnes of organic materials from the garbage disposal system each year.

YARD TRIMMINGS DROP-OFF PROGRAMS

ECOWASTE INDUSTRIES

The City offers residents the option to drop off unlimited quantities of yard and garden trimmings for free at Ecowaste Industries located at 15111 Triangle Road. Proof of Richmond residency is required.

Visit ecowaste.com or call 604-277-1410 for hours of operation and directions.

RECYCLING DEPOT

Residents may drop off limited quantities of yard and garden trimmings (up to 1 cubic yard) at the City's Recycling Depot. A fee of \$20 applies for each additional cubic yard. Commercial operators may also use the Recycling Depot for dropping off of trimmings for a fee of \$20 per each cubic yard. The Recycling Depot is located at 5555 Lynas Lane and is open from 9:00 a.m. – 6:15 p.m., Wednesday to Sunday.

For a detailed list of all items that can be recycled at the Depot, please refer to the Tips and Resources section on page 48.

DID YOU KNOW?

Composting is a great way to turn waste into a valuable resource. The composting cycle takes food scraps and yard trimmings and turns them into nutrient-rich soil used in the landscaping industry.

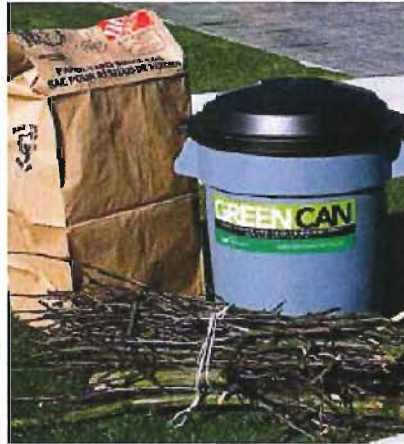
DROP OFF TONNAGE 2012

In 2012, more than 5,300 tonnes of yard trimmings were collected at the Recycling Depot and through the Ecowaste residential and commercial drop-off service.



Attachment 1 (Cont'd)

CITY OF RICHMOND



GREEN CAN AND GREEN CART RECYCLING PROGRAMS

Through Richmond's Green Can and Pilot Green Cart programs, more than 10,500 tonnes of food scraps and yard trimmings were collected in 2012, and total garbage volumes collected from single-family homes went down by nearly 400 tonnes. Food scraps and yard trimmings represent about 40% of household waste, and about 20% of the total waste going to landfills. Recycling these materials will take Richmond closer toward its goal to divert 70% of its waste from the landfill.

GREEN CAN AND GREEN CART

Food scraps and yard trimmings recycling represent a major opportunity to increase recycling and help turn waste into a valuable resource through composting to produce nutrient-rich soil. Richmond residents in single-family homes have had curbside collection of food scraps and yard trimmings through the Green Can program since 2010, and their annual recycling using their Green Can has consistently increased.

DID YOU KNOW?

With over half of waste generated by residents already being diverted from landfill, Richmond is now working with residents to increase recycling of yard trimmings and food scraps, expanded use of take back programs and other waste reduction measures to increase diversion.

TIPPING FEES, CURRENT AND PROJECTED, PER TONNE



Recycling food scraps and yard trimmings is becoming increasingly important as the cost of tipping fees at the landfill continue to rise. Regional tipping fees are expected to increase to more than \$150/tonne in 2017 – more than double the cost since 2007.

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

GREEN CART PILOT PROGRAM

Yard trimmings and food scraps recycling is steadily increasing since the introduction of the food scraps recycling program.

11.29 kg AVERAGE COLLECTED
PER MONTH, PER TOWNHOUSE

GREEN CART PILOT PROJECT
COLLECTED NEARLY **400** TONNES
IN 2012!

GREEN CART PILOT PROJECT

Recognizing the need to expand this recycling service to townhomes, the City of Richmond launched a Green Cart Pilot Project to determine program options for delivering food scraps and yard trimmings recycling as a new service to townhome residents. The pilot project was launched in 2011, and in 2012 a full review and assessment of the project was completed to assist with the development of recommendations for an expanded program that would include townhomes. Green Cart collection service continued for the pilot group in 2012, with a total of nearly 400 tonnes of recycling collected from only those in the pilot group, or an estimated 22% of townhomes total waste. A review of this pilot project led to a Council-approved program to expand yard trimmings and food scraps recycling to all townhomes with City garbage and/or Blue Box services.



CITY OF RICHMOND



RICHMOND LAUNCHES NEW GREEN CART PROGRAM

Building on the successful Green Can program and input from the Green Cart pilot project, in 2012, Richmond Council approved a new, expanded Green Cart program to start in June 2013.

2012: ASSESSING OPTIONS FOR RICHMOND'S NEW GREEN CART PROGRAM

Richmond completed a full review and assessment of the outcomes and experiences from the Green Cart pilot project. The project resulted in an average of 11.29 kg of Green Cart recycling collection per townhome per month. As well, residents in the project shared their input on how a new Green Cart program could be developed for other townhomes. Residents who shared their input on the pilot program provided positive feedback and 78% indicated their garbage was reduced by 50 – 70%, and 84% indicated they were placing their carts out for weekly collection. As well, the pilot program helped to divert about 22% of the total estimated townhome waste being generated.

In their feedback, residents involved in the pilot program noted cart sizes were too big for the limited space at townhome complexes and that it would be helpful to have a bin for the kitchen to transfer food scraps to the carts. The study also determined that sturdy bins with attached lids would be an added deterrent to rodents or other wildlife.

DEVELOPING RICHMOND'S NEW GREEN CART PROGRAM

Richmond has developed an enhanced Green Cart service to make it easier and more convenient to recycle food scraps and yard trimmings. This enhanced program starts in June 2013, is designed based on input from residents and addresses concerns about the Green Can program, such as weight restrictions, preferences for wheels and the need for attached lids. The Green Cart program is an enhanced service for single-family residents, and is a new service to more than 11,000 townhome units with the City's garbage collection and/or Blue Box service. By expanding this recycling service, Richmond is supporting residents in food scraps recycling well ahead of the anticipated ban on food scraps disposal scheduled for 2015.

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS



ACHIEVING AN ENHANCED LEVEL OF SERVICE

- Residents are able to select a preferred cart size
- Green Carts are easier to use thanks to:
 - Wheels that make it easy for residents to move
 - Attached and secure lids
 - Sturdy and rodent/animal resistant design
- Larger cart capacity helps reduce the need for purchasing paper yard waste bags
- There will be no weight limits (within cart capacity limitations) for Green Carts due to the use of automated tippers for collection. Green Carts are easy for collectors to spot, which reduces the chance of missed collection
- Complimentary kitchen containers and information kits on the new program will be provided to residents as part of the new program implementation



TIP FOR RESIDENTS

Green Cans can continue to be used for excess food scraps and yard trimmings, and paper yard waste bags and tied bundles of yard trimmings are also accepted. (The 20 kg (44 lb) limit will continue to apply to Green Cans, yard waste bags and tied bundles.)

CART SIZE OPTIONS – SINGLE-FAMILY HOMES AND TOWNHOMES

SINGLE-FAMILY

EXTRA LARGE
360 litresLARGE
240 litresMEDIUM
120 litresSMALL
80 litres

STANDARD

TOWNHOMES

SMALL
80 litresCOMPACT
46.5 litres

STANDARD

The Green Cart program will serve more than 40,000 homes ~ 60% of all Richmond residents ~ to provide convenient access to yard trimmings and food scraps recycling.

CITY OF RICHMOND



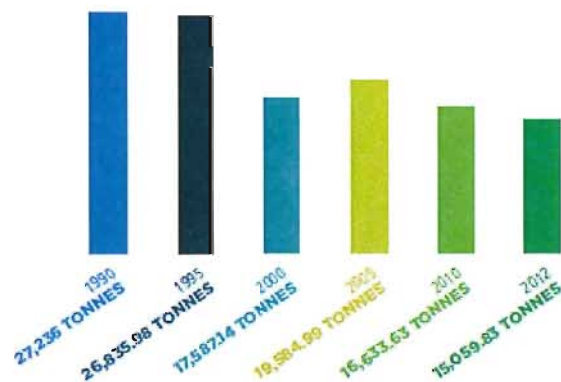
GARBAGE COLLECTION SERVICES

Weekly curbside collection of garbage provides residents with a convenient service for waste disposal. The new Large Item Pick Up program approved by Council provides an enhanced level of service.

GARBAGE COLLECTION

The City of Richmond provides weekly garbage collection services for all single-family homes and some townhome developments. In providing these services, the City has aimed to strike a realistic balance between meeting its recycling goals while enabling residents to have reasonable means to dispose of garbage by implementing a two-can limit each week for curbside collection. Additional garbage cans may be put out, but each extra container or bag must display a tag that can be purchased at City facilities for \$2 each. Certain items, such as hazardous waste materials and those items that can be recycled, are prohibited from garbage bins (see the chart on page 46 for more information on prohibited items).

GARBAGE DISPOSAL OVER THE YEARS



As conscientious recyclers, residents have drastically reduced the amount of garbage disposed since 1990.

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

**DID YOU KNOW?**

Used mattresses are sometimes being illegally dumped in the community, and most of these mattresses could easily be recycled. Residents can take them to Recyc-Mattresses Inc. in Langley (604-856-8383), MattressRecycling.ca in Burnaby (604-973-0183) or Canadian Mattress Recycling Inc. in Delta (604-777-0324). (Please call for information on pick up charges and recycling rates.)

Or call and request a pick up through the City's Large Item Pick Up program.

CURBSIDE COLLECTION FOR LARGE HOUSEHOLD ITEMS

As part of its review of services and goals for continuous improvement, Richmond identified an opportunity to add a new Large Item Pick Up program to make it more convenient for residents to recycle large household items. In 2012, Richmond reviewed program requirements and contract options and developed the new Large Item Pick Up program for up to four large items per year starting in June 2013. This program will be provided to residents in single-family homes and townhomes with the City's garbage collection and/or Blue Box program. This curbside collection service makes it easier for residents who do not have access to a vehicle to dispose of large items. Residents will be able to contact the City's service provider to arrange for collection of up to four large items per year. All four large items can be picked up at the same time, or in varying bundles for a total of four items. Collection will be on resident's garbage/recycling collection day.

Items accepted in this program include furniture, appliances and small household goods. Restrictions will apply to items that can be reasonably handled from curbside. If residents have more than four large items to dispose, they can purchase a Garbage Disposal Voucher for \$5 from any City facility and use the voucher to dispose of up to \$20 worth of garbage items at the Vancouver Landfill.

For more information on the new program, see Tips and Resources or visit www.richmond.ca/recycle.

**TIP FOR RESIDENTS**

Richmond Residents may purchase a Garbage Disposal Voucher for \$5 at all City facilities and these vouchers are good for \$20 at the Vancouver Landfill. There is a limit of one per household per year.

Attachment 1 (Cont'd)

CITY OF RICHMOND

**LITTER COLLECTION SERVICES**

Maintaining a litter-free city is a key focus area to ensure residents can enjoy clean parks and public spaces. The City of Richmond has made efforts to ensure that there are garbage cans, and in many cases recycling options, in public spaces throughout the city.

In addition, City crews work seven days a week to collect litter from parks, school grounds, roadsides, sidewalks and boulevards. They empty garbage and recycling from approximately 4,500 City litter and recycling receptacles in the community each week, and assist with removing graffiti from City garbage cans. As well, they collect illegally-dumped materials found on City property and provide safe disposal and recycling of these items. Together, these measures help to support a safe and appealing community.

DID YOU KNOW?

Thanks to the new Go!Recycle bins in public spaces such as Steveston Village, in parks and at City facilities, about 35% of waste at these locations is now being recycled instead of going into the garbage.

4,000 LOADS OF LITTER & RECYCLABLES COLLECTED
FROM APPROXIMATELY **4,500** CITY LITTER & RECYCLING RECEPTACLES

Recycling is most successful when it's simple and convenient. For commercial buildings and multi-family complexes, recycling can be made easier by design. Richmond has developed guidelines to help ensure commercial buildings and multi-family complexes are designed with accessible, centralized and well-organized recycling facilities. Meeting these standards helps Richmond take recycling to a new level by creating new opportunities to trim our waste and turn recyclable materials into resources.

COMMERCIAL BUILDING GUIDELINES

Effective garbage and recycling management at commercial buildings is most successful when these facilities are integrated into the design and operations of the building or site. To support this, the City of Richmond has developed commercial building guidelines that are outlined in the City of Richmond Design Considerations for Commercial Properties: Recycling and Garbage. These guidelines assist designers and developers of commercial buildings in three key areas:

- the design of storage facilities for garbage and recycling;
- selection of containers for garbage and recycling; and
- planning of access for both tenants and collection service providers.

These guidelines help commercial property owners by giving general advice for meeting City regulations and suggesting goals for effective garbage and recycling programs. This information is provided as a resource and should be used with, not in place of, all applicable building codes, City standards and other relevant legislation.

For more information, visit www.richmond.ca/recycle.

MULTI-FAMILY BUILDING GUIDELINES

All multi-family residential and mixed-use buildings in Richmond require adequate storage for garbage and recycling, and these storage areas must meet Building Code Regulations. At the same time, garbage and recycling collection at multi-family and mixed-use buildings is an area where there is potential for future expansion and improvement.

As an important foundation, the City of Richmond has developed Multi-family Building Guidelines to help support consistent standards at all buildings. The guidelines include information such as basic service requirements, container access for residents and collection, and maximum container size. The information is provided as a convenient source of information, and property owners are responsible for ensuring they meet all applicable building codes, City standards and other relevant legislation.

For more information, visit www.richmond.ca/recycle.

DID YOU KNOW?

The City's "Partners for Beautification Program" invites community participation in adoption initiatives for streets and other stewardship programs. Visit www.richmond.ca/parks for more information.

Attachment 1 (Cont'd)

CITY OF RICHMOND



GO! RECYCLE PUBLIC SPACES RECYCLING



Richmond's new public spaces recycling program is approved for continued growth following a review and assessment of its highly successful Go!Recycle pilot project to increase the number of recycling bins available throughout the community. With these recycling bins in place, residents and visitors make positive choices to recycle beverage containers and other materials thanks to the convenient bin locations.

Following a full review of the pilot program, Council accepted the pilot program as the model to be used to expand public spaces recycling in a graduated manner to City facilities, at City events, and to other City properties, including streetscapes, open spaces and parks. As part of the public spaces recycling program expansion in 2012, the containers and promotional branding/signage were used to expand recycling services to the community at City facilities. A total of 68 containers were installed in 13 City facilities to ensure easy access to recycling services by residents when participating in activities at these facilities, as well as to demonstrate responsible recycling and waste management leadership. As well, Richmond worked with volunteers and community partners to set-up recycling at more than 30 events. A total of 3,891 Green Ambassador hours were recorded in 2011/12 school year involving more than 200 Green Ambassadors.

Building on the success of these programs, Richmond is now developing an expanded program to extend public spaces recycling to include both indoor and outdoor locations, such as community facilities, parks and streetscapes. The program will be implemented in a graduated fashion.

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS



EVENT RECYCLING PROGRAM IN DEVELOPMENT

With the success of the Go! Recycle program in public spaces, Richmond identified an opportunity to improve recycling by providing a program that supports recycling stations at events.

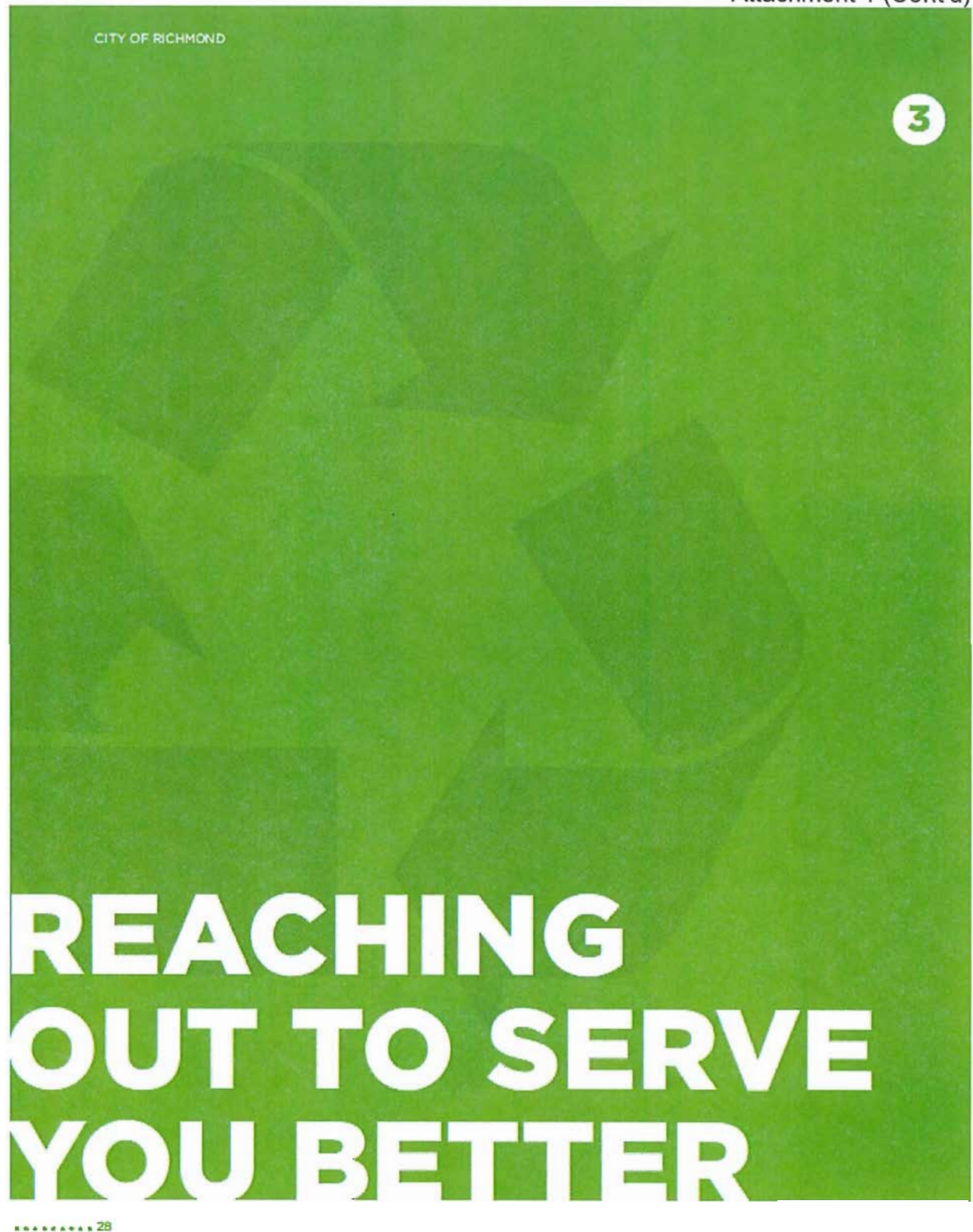
As part of its event management and venue requirements, event organizers are responsible for recycling and waste management during events, including litter pick-up and ensuring there are adequate facilities to collect recycling and garbage. The City of Richmond is exploring options to provide services to support these requirements, including the potential use of short-term rentals of garbage and recycling bins, signage and collection services. As well, the City is in the process of developing an Event Recycling Guide that will assist event organizers with assessing their recycling requirements and the operational aspects of setting up recycling stations.

By providing convenient resources, such as bin rentals and a "how to" guide for event recycling, the City's objective is to make it easy for event organizers to keep the venue clean and recyclables out of the landfill. Common materials generated at events such as bottles and cans, paper, cardboard, plastic containers with code ♻️ are banned from the garbage and must be recycled. Recycling at events helps turn waste into resources and supports Richmond's goal to divert 70% of waste from landfills by 2015.



TIP FOR EVENT ORGANIZERS

Recruit volunteers to manage the recycling stations to ensure proper disposal of waste and recyclables. Ideally, staff all recycling stations at all times. If this is not possible, assign a "floater" to check each area periodically.



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OUTREACH AND CUSTOMER SERVICE

SUPPORTING AWARENESS AND EDUCATION

Richmond residents have multiple opportunities to learn more about how to reduce, reuse and recycle thanks to the extensive public education and community outreach offered throughout the year. Richmond hosts free workshops, participates in community events and works with students to raise awareness about recycling. Participants benefit from new ideas and other tips on topics ranging from backyard composting to waste reduction tactics. The City also provides residents with multiple options to connect with staff to learn more about programs, services and the best way to manage waste. Together, Richmond and local residents are expanding their understanding of how to make Richmond a Recycling Smart City where recycling is a way of life.



Reached more than 4,300 people,
supported 3,890 student volunteer
hours, and engaged thousands
of residents.



CUSTOMER SERVICE

Richmond is focused on delivering exceptional customer service and offers a number of tools to respond to customer needs and priorities.

The Environmental Programs Information Line staff assisted customers on more than 7,100 calls in 2012, answering questions, assisting with requests relating to garbage and recycling and providing guidance on where to go for additional information and resources. Richmond also assists customers directly at the Recycling Depot, and through its outreach programs in the community.

At the Depot, staff provide assistance with where and how to recycle using its drop-off options, answer questions about City programs and services and sell products such as compost bins and rain barrels as well as Garbage Tags and Garbage Disposal Vouchers. Through outreach, Richmond goes into the community to connect with residents to share information and respond to questions.

2012 Customer Service Highlights:

196 COMPOST
BINS SOLD

7,100 CUSTOMER
SERVICE CALLS

9,700
GARBAGE TAGS

407 GARBAGE
DISPOSAL VOUCHERS

Richmond has extended its community outreach to include information displays at shopping centres and community centres. With the launch of the new Green Cart program, these new displays provided residents with more detailed information and an opportunity to view new carts to help with selecting their preferred cart size. These information displays also offer proactive communication opportunities to share information and provide tips to increase recycling and reduce waste.

NEW IN 2012!

WEBSITE UPDATES

The City recently updated its website, including improved navigation for information on recycling and waste management. Richmond also expanded its social media use via Richmond's Facebook page to provide timely updates and links to resources.

RE-COLLECT APP

In addition to its website updates and social posts, Richmond offers a free app that provides regular reminders about recycling and garbage collection days for residents in single family homes. Residents can set up how they want to receive reminders, which are available by email, text message, Twitter or a phone call. The tool is simple and easy to use. Please visit www.richmond.ca/recycle to sign up.

ENHANCED COMMUNICATIONS

Along with its commitment to continuous improvement of programs and services, the City has expanded and enhanced its communication and information materials to increase awareness of the importance of recycling as well as how to maximize all of the City's recycling and waste management programs. With its new "Let's trim our waste!" campaign, the City has expanded its information materials including new brochures on its various services, and Chinese translation of these materials. These expanded materials also include a number of targeted communications to raise awareness about the new Green Cart and Large Item Pick Up programs. As well, the City has developed new information displays to support community outreach and has created new recycling guides in both English and Chinese, with tips and resources on how to recycle in Richmond.

CITY OF RICHMOND



GREAT CANADIAN SHORELINE CLEAN-UP

Jointly led by the Vancouver Aquarium and World Wildlife Foundation, the Great Canadian Shoreline Clean-Up focuses on educating and empowering people to make a difference through community clean-up events. As part of this initiative, Environmental Programs partnered with Parks to support 10 community clean-up events on the City's waterfront involving 300 volunteers. The groups leading these activities include the Gulf of Georgia Cannery, WorkSafe BC, Richmond Chinese Evangelical Free Church, Richmond Capstan Alliance Church, Buddha's Light International Association, Iglesia Ni Cristo Church of Christ, Seafair Minor Hockey, the Rotaract Club of Richmond, Ricoh Canada, and Richmond's Green Ambassadors.

SCHOOL PARTNERSHIPS

In 2012 the City hosted *Clean-Up Your Act* shows at eight different schools. The show, which promotes sparkling clean communities through responsible actions to avoid littering, graffiti and vandalism, reached 865 elementary school students and 35 teachers. These schools participated in the "Make Richmond Sparkle" contest, which evaluates those schools most improved and those with the least amount of litter. Winners in 2012 were Bridge and McNeely Elementary Schools. Congratulations to these students for modeling community leadership in making their school grounds sparkle.

Zero Heroes is a school production delivered on behalf of the City to teach youth about recycling and solid waste reduction. Approximately 3,456 elementary students and 140 teachers were treated to this DreamRider production in 2012, which promotes environmental stewardship in a fun and engaging interactive theatrical presentation.

RICHMOND HOSTS FIRST ANNUAL EARTH DAY SUMMIT

Richmond staff collaborated with the Richmond School Board and the David Suzuki Foundation to support High School Green Teams in hosting the City's first annual summit called "Richmond Earth Day Youth Summit" (REaDY Summit) at Steveston/London High School.

The summit was successful in increasing awareness of environmental sustainability, fostering continual interest in recycling and reducing waste, and raising awareness on sustainability issues identified by local youth. Approximately 20 workshops ranging from recycling and waste reduction to a climate change showdown and energy and water conservation were offered. The Green Ambassadors spent approximately 2,000 hours to support this successful outreach initiative. Over 360 delegates attended, including 100 Richmond Green Ambassadors from eight Richmond high schools.

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS



CHRISTMAS TREE RECYCLING

The City hosted its annual Christmas Tree Recycling service at Garry Point. Thanks to the participation of residents who brought their trees in for recycling, Richmond collected and chipped 13,600 kilograms of chips and sent them to Harvest Power for composting.

COMMUNITY WORKSHOPS

Richmond's free community workshops provide education and tips that support recycling and waste reduction techniques. The following is a summary of workshops that focus on helping residents towards the City's goal for 70% waste diversion.

For information on the workshops, email esoutreach@richmond.ca. To attend free workshops offered by the City, visit richmond.ca/register or call 604-276-4300 and press "2" at the prompt (Monday to Friday from 8:30 a.m. to 5:30 p.m.) to register.

COMMUNITY WORKSHOPS	
Backyard and Worm Composting Held seven times	Whether a novice or an experienced compost creator, participants learn how to effectively convert organic food and yard waste into an organic soil conditioner.
Second Hand to First Rate Held twice	Turn second hand items into amazing treasures. Participants learn party ideas, how to make great kids and decorating items and tricks and tips to dress from head to toe all for under \$30.
Harvest Compost Held twice	Participants learn some simple compost harvesting techniques and how to use compost to increase the health of soil and plants. A composting expert also provides assessment of finished composting samples provided by participants.
Eco-cleaning Held twice	Homemade household cleaners work well, save money and are less harmful to people, animals and the environment. With a few easy steps, participants learn to make and use eco-friendly cleaners. Eco-cleaning reduces the use of toxic household items and the course includes tips on how to recycle and safely dispose of these harmful materials.



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TOWARDS OUR GOALS

NEXT STEPS FOR SUSTAINABLE WASTE MANAGEMENT

The national trend towards sustainable waste management is driving innovation, policy changes and new partnerships at a national, provincial, regional and local level. The National Zero Waste Council is exploring options to engage Canadians to re-think waste. This includes influencing industry and producers and changing consumer behaviours. At a regional level, the City has endorsed the *Integrated Solid Waste and Resource Management Plan* as a foundation for future waste management. And in our community, Richmond is expanding and improving recycling services and residents are using these services to divert waste.

Together, we are making change happen today, as well as looking towards the future. There are increasing opportunities for innovation, such as leveraging waste as a resource as well as policies that engage industry and producers to minimize waste and facilitate recycling. As individuals, we can work together to share personal responsibility to reduce and recycle waste.

These measures will create a platform that supports Richmond's vision for a sustainable future as a Recycling Smart City.



Our goal is 70% diversion
by 2015.



STRATEGIES FOR 70% DIVERSION BY 2015

To achieve its goals, Richmond is focused on maximizing use of existing recycling services, expanding recycling services to new customer groups, and reducing waste at the source through reduced packaging and consumption.

Over the next three years, Richmond needs to divert additional waste to achieve its goal for 70% diversion. Residents in single-family homes are already diverting 61% of their waste as they were among the first to receive a range of recycling services. Richmond has continued to expand services to other customer groups, such as residents in townhomes and multi-family complexes, and is exploring options to support recycling in the business and industrial/commercial sectors.

Richmond's plan for enhancing and expanding recycling and waste management services includes established deliverables for 2013 and a work plan for 2014 and 2015 that includes exploring new service options, addressing changes in policy and legislative requirements and enhancing existing programs to accommodate increased recycling.

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

**NEW IN 2013****IMPLEMENTATION OF NEW GREEN CART PROGRAM – JUNE 2013**

Richmond's new Green Cart program is an enhanced service for residents and single-family homes and a new service to townhomes with the City's garbage collection and/or Blue Box service. By expanding the service to townhomes, Richmond is reaching more than 11,000 new homes with this recycling collection service and ensuring residents have access to food scraps recycling well in advance of the anticipated disposal ban on food scraps in 2015.

The program builds on the success of Green Can recycling and addresses challenges with the existing program to make it even easier and more convenient to recycle food scraps and yard trimmings. The program offers a range of cart sizes that residents can select based on their recycling needs. The larger carts have wheels, making them easy to move, there are no weight limits thanks to automated lifts on the trucks and they come with attached lids. As well, the large size reduces the need for purchasing extra paper yard waste bags. Residents can continue to use their Green Cans, paper yard waste bags and bundled yard trimmings to supplement their Green Cart when needed, such as during spring and fall clean up.

IMPLEMENTATION OF NEW LARGE ITEM PICK UP PROGRAM – JUNE 2013

Starting in June, Richmond's new Large Item Pick Up program will provide a convenient curbside collection service for up to four large household items per year, including mattresses, furniture and appliances. This new service is available to single-family homes and townhomes with City garbage collection and/or Blue Box recycling service.

The Large Item Pick Up program adds convenience for residents, particularly those who do not have large vehicles to dispose of items. It is also anticipated that this new program will support recycling of many large household items that would otherwise go to the landfill, and will help to reduce problems with illegal dumping in the community.

COMMUNITY AWARENESS AND EDUCATION

Richmond will continue to encourage recycling at home and on the go in the community by providing information and educational outreach. The City's recycling promotion campaign, "Let's trim our waste!" is designed to increase understanding of why recycling and waste reduction is important, raise awareness about the various recycling programs and services available from the City and its partners in the community, and provide instructions on how to use recycling services effectively to reduce and divert waste.

The communications involve a mix of tactics ranging from direct communication to residents and outreach programs through event booths and workshops, to general information sharing through advertising in both English and Chinese newspapers. Richmond is also expanding its public relations through increased partnerships in the community, such as the Richmond School District, S.U.C.C.E.S.S. and other local organizations who work directly with cultural and interest groups in the community.

CITY OF RICHMOND

With City recycling programs in place for the majority of residents, Richmond has significantly cut its waste going to landfill and the new and enhanced programs being implemented in 2013 will further extend resident recycling of food scraps, yard trimmings and large household items. Achieving 70% diversion involves more than maximizing existing services – it will take expanded programs and a shared commitment by residents, businesses, and commercial and industrial sectors working together to divert waste.

OTHER PLANNED INITIATIVES AND FUTURE CONSIDERATIONS

Richmond is exploring options to reach new customer groups, leverage existing programs in new ways and create new programs that serve the community with consideration to budget, resources and feasibility for implementation. There are a number of significant recycling/waste management initiatives that are active, planned or marked as a potential future consideration that are designed to expand the reach of recycling programs and align with emerging requirements and legislation affecting waste management.

EXPANDING SERVICES

Eco Centres

Eco Centres are an initiative under the *Integrated Solid Waste and Resource Management Plan* to provide a one-stop centre for a multitude of recycling services. Staff are working with Metro Vancouver to review the issue of equity for communities that host regional transfer stations where Metro Vancouver intends to provide enhanced recycling services versus those municipalities who provide recycling services independently at municipally-owned recycling depot sites.

As part of a future consideration for this type of service, Richmond is exploring options that include a possible expansion of the City's existing Recycling Depot into a larger facility that accepts a much broader range of materials and offers additional services (re-use centre, education facility, etc.).

Review of New/Expanded Programs for Recycling Depot

Staff continually review the range of services at the Recycling Depot to consider whether new products may be added. For example, residential light fixtures and exercise equipment were recently added to the range of materials accepted. Other items being considered include books, Styrofoam and batteries.

Review of Organics Collection Options for Multi-family and Commercial

In accordance with Council direction, staff are reviewing options to develop a pilot project to collect food scraps and yard trimmings from multi-family buildings, residential/commercial mixed use, and commercial businesses. Centralized collection is envisioned as likely the most practical approach. The results of the pilot project would be used to help formulate collection models and approaches for the multi-family and commercial business sectors.

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

**Potential Expansion of Municipal Recycling Services**

With a goal to increase the types of materials that can be conveniently recycled in Richmond, staff will review opportunities to expand the range of materials collected in the City's Blue Box, multi-family and Recycling Depot programs. This expansion of materials is determined in part by the availability of recycling facilities and partners who accept these materials as well as implications related to recycling additional packaging materials under the new stewardship program for packaging and printed paper, scheduled to commence in May 2014.

Introduce Carts for Curbside Garbage Collection

Information from the Green Cart program expansion will be used to evaluate the potential for introducing City-provided carts for garbage collection and options to encourage greater recycling.

ALIGNMENT WITH EMERGING REQUIREMENTS AND LEGISLATION**Packaging and Printed Paper/Multi-material BC (MMBC) Stewardship Plan**

There is currently work underway at the provincial level that would result in industry assuming responsibility for packaging and printed paper recycling collection. Richmond is evaluating how this change would impact the City's Blue Box, multi-family and Recycling Depot programs and how the City can leverage this program to enhance service to residents.

Demolition Materials Recycling

Metro Vancouver has developed a model bylaw for review and potential implementation by municipalities to require recycling/solid waste management plans for new construction/demolitions. The intention is to require recycling and appropriate disposal of waste generated through demolition activities. Staff plan to review the model bylaw for potential implementation in Richmond.

Garbage Collection Service Level Review

Staff will review existing service levels for garbage collection, e.g. weekly collection versus bi-weekly collection or pay-as-you-throw costing incentives. Changes in the frequency of garbage collection have been implemented in other municipalities with a goal to improve recycling participation levels. The review is focused on ensuring effective waste management and customer service while facilitating and encouraging recycling.



2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

TIPS AND RESOURCES

EASY STEPS TO INCREASE RECYCLING AND REDUCE WASTE

In Richmond, we care about our community, and we are working together to trim our waste. The City works with residents and community partners to make it easy and convenient to reuse and recycle at home and on the go. It's all about making recycling a way of life. This at-a-glance resource on the various types of recycling programs and services available through the City of Richmond is a valuable guide to support being recycling smart in Richmond. The Tips and Resources include highlights such as how and where to recycle, what to do with hazardous waste and where to find additional information.

Resources also include contact information and locations for Richmond services and community partners involved in take back collection through product stewardship programs. Together these tips and resources help to support maximum recycling with minimum contamination in the waste going to the landfill.



Richmond's Environmental Program staff share information on tips and resources by phone, through outreach events and on the website.

Attachment 1 (Cont'd)

CITY OF RICHMOND

BLUE BOX

In Richmond, recyclable materials from Blue Boxes, Blue Bags and Yellow Bags are collected from single-family homes and some townhome complexes on the same day that garbage is collected.

The residential *2013 Recycling and Garbage Collection Schedule* is available at www.richmond.ca/recycle or call 604-276-4010 to request a copy. Recyclable materials are banned from the garbage.



	NEWSPRINT	PAPER PRODUCTS	CORRUGATED CARDBOARD	CONTAINERS
	Blue Bag	Yellow Bag	Yellow Bag or bundled	Blue Box
WHAT IS ACCEPTED	<ul style="list-style-type: none"> ✓ Newspaper ✓ Non-glossy flyers and inserts 	<ul style="list-style-type: none"> ✓ 100% fibre paper ✓ Glossy paper ✓ Junk mail ✓ Magazines & catalogues ✓ Paper and cereal boxes ✓ Paper egg cartons ✓ Window envelopes 	<ul style="list-style-type: none"> ✓ Small pieces of clean corrugated cardboard ✓ Clean corrugated cardboard boxes ✓ One bundle per week <p>Note: Oversized/excessive amounts can be dropped off at the City Recycling Depot</p>	<ul style="list-style-type: none"> ✓ Glass food & beverage containers ✓ Plastic bottles ✓ Aluminium food & beverage cans, foil and plates ✓ Tin cans ✓ Rigid plastic containers with coding ♻️♻️♻️
HOW TO RECYCLE	Place items in Blue Bag	Place in Yellow Bag <ul style="list-style-type: none"> • Remove all food scraps • Remove plastic liners • Remove metal attachments • Flatten 	Set at curb with Blue Box <ul style="list-style-type: none"> • Flatten and place in Yellow Bag; or • Flatten and bundle, to 3 ft x 2 ft x 4 in (90 cm x 60 cm x 10 cm) 	Place in Blue Box <ul style="list-style-type: none"> • Remove lids • Rinse clean • Remove labels • Flatten
WHEN SORTING, DO NOT INCLUDE	<ul style="list-style-type: none"> ✗ Other types of paper ✗ String ✗ Plastic or paper bags 	<ul style="list-style-type: none"> ✗ Bathroom or tissue paper ✗ Carbon paper ✗ Drink boxes ✗ Metallic gift wrap ✗ Milk cartons ✗ Paper clips ✗ Paper towels ✗ Waxed paper 	<ul style="list-style-type: none"> ✗ Plastic or wax coated cardboard ✗ Unflattened boxes 	<ul style="list-style-type: none"> ✗ Aerosol cans ✗ Containers with code ♻️♻️♻️ ✗ Ceramics (plates/cups) ✗ Drinking glasses ✗ Flower pots ✗ Milk cartons ✗ Other plastics (plastic film and grocery bags) ✗ Styrofoam

Set Out Time

Before 7:30 a.m. on collection day.

Report a Missed Collection

Call 604-276-4010 or email garbageandrecycling@richmond.ca.

How to Get a Blue Box, Blue Bag or Yellow Bag

There is no charge for new or replacement blue boxes, blue bags or yellow bags.

For additional boxes and bags call 604-276-4010, order them online at www.richmond.ca/recycle, or pick them up at the following locations:

City Recycling Depot

5555 Lynas Lane
Wednesday to Sunday (Closed on Mondays, Tuesdays & Statutory Holidays)
9:00 a.m. to 6:15 p.m.

City Hall

6911 No. 3 Road
Monday to Friday (Closed on Saturdays, Sundays & Statutory Holidays)
8:15 a.m. to 5:00 p.m.

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

BLUE CART

All vertically stacking multi-family dwellings and some townhome complexes have a recycling depot consisting of a number of blue recycling carts. They are generally located in the garbage room or other convenient location. For information about the recycling depot location in your building, contact your building manager or property manager.

The carts are emptied once a week. Statutory holidays do not generally affect the collection; however, Christmas Day may delay collection by one day if it falls on a weekday.



	NEWSPRINT	PAPER PRODUCTS	CORRUGATED CARDBOARD	CONTAINERS
WHAT IS ACCEPTED	<ul style="list-style-type: none"> ✓ Newspaper ✓ Non-glossy flyers and inserts 	<ul style="list-style-type: none"> ✓ 100% fibre paper ✓ Glossy paper ✓ Empty pizza boxes ✓ Junk mail ✓ Magazines & catalogues ✓ Office papers ✓ Paper boxes ✓ Paper egg cartons ✓ Window envelopes 	<ul style="list-style-type: none"> ✓ Small pieces of clean corrugated cardboard ✓ Clean corrugated cardboard boxes <p><i>Note: Oversized/excessive amounts can be dropped off at the City Recycling Depot</i></p>	<ul style="list-style-type: none"> ✓ Aluminium food & beverage cans, foil and plates ✓ Tin cans ✓ Glass food & beverage containers ✓ Rigid plastic containers with coding ♻️♻️♻️
HOW TO RECYCLE	Place items in Newsprint Blue Cart	Place in Paper Products Blue Cart <ul style="list-style-type: none"> • Remove all food scraps • Remove plastic liners • Remove metal attachments • Flatten 	Place in Paper Products Blue Cart or place in onsite Corrugated Cardboard recycling container <ul style="list-style-type: none"> • Flatten • Cut to 1 ft x 1 ft (30 cm x 30 cm) 	Place in Containers Blue Cart <ul style="list-style-type: none"> • Rinse clean • Remove lids • Remove labels • Flatten
WHEN SORTING, DO NOT INCLUDE	<ul style="list-style-type: none"> ✗ Other types of paper ✗ String ✗ Plastic or paper bags 	<ul style="list-style-type: none"> ✗ Bathroom and tissue paper ✗ Carbon paper ✗ Drink boxes ✗ Metallic gift wrap ✗ Milk cartons ✗ Paper clips ✗ Paper towels ✗ Waxed paper 	<ul style="list-style-type: none"> ✗ Plastic or wax coated cardboard ✗ Unflattened boxes 	<ul style="list-style-type: none"> ✗ Aerosol cans ✗ Containers with code ♻️♻️♻️ ✗ Ceramics (plates/cups) ✗ Drinking glasses ✗ Flower pots ✗ Milk cartons ✗ Other plastics (plastic film and grocery bags) ✗ Styrofoam

Cart Emptying

Some carts are retrieved from their site, however, some are brought out to a collection area.

Carts brought out must be at the collection area before 7:30 a.m.

Report a Missed Collection

Call 604-276-4010 or email garbageandrecycling@richmond.ca.

How to Get an Indoor Collection Bag for Blue Cart Recycling

There is no charge for new or replacement blue cart recycling bags. For additional bags call 604-276-4010, order them online at www.richmond.ca/recycle, or pick them up at the following locations:

City Recycling Depot

5555 Lynas Lane
Wednesday to Sunday (Closed on Mondays, Tuesdays & Statutory Holidays)
9:00 a.m. to 6:15 p.m.

City Hall

6911 No. 3 Road
Monday to Friday (Closed on Saturdays, Sundays & Statutory Holidays)
8:15 a.m. to 5:00 p.m.

Attachment 1 (Cont'd)

CITY OF RICHMOND

FOUR EASY STEPS
FOR USING YOUR
GREEN CART

- 1** Collect food scraps in your kitchen container.
- 2** Empty materials from your kitchen container into your Green Cart.
- 3** Place yard trimmings into Green Cart along with your food scraps. (Extra yard trimmings can go in large paper bags or additional labeled Green Cans). Please note that plastic bags including compostable/biodegradable plastic bags are NOT accepted.
- 4** Place your Green Cart at the curb along with unlimited paper yard trimmings bags and/or Green Cans, Blue Box and garbage by 7:30 a.m. on your regular collection day.

Yard Trimmings Drop-off Locations

Richmond residents can drop off yard trimmings (see above for materials accepted) at the following locations, free of charge with proof of residency.

Charge will be applied to anyone deemed to be operating for commercial purposes.

GREEN CART

The Green Cart program starting in June 2013 makes it easy and convenient to recycle food scraps and yard trimmings. The new Green Carts are an enhanced service for residents in single-family homes and it's a new recycling service for townhomes with City garbage collection and/or Blue Box service.

Green Carts make it easier to recycle with great new benefits for residents, including no weight limits, wheels make them easy to move, secured lids help with odour and pest management and custom sizes.

You can combine your food scraps and yard trimmings together in the Green Cart. Any additional materials that won't fit into the cart can be placed in Green Cans, paper yard waste bags or tied bundles. Please note that Green Carts stay with the property. If residents move to another house in Richmond, they will have a Green Cart at that location. If there is no cart, please call 604-276-4010.

WHAT TO DO WITH GREEN CANS

- Continue to use existing Green Cans to recycle food scraps and yard trimmings. (Program restrictions apply such as weight limit, container size, clearly displayed decals, etc.)
- Remove the "Green Can" decal and use the container as a garbage can
- Bring Green Cans to the City's Recycling Depot at 5555 Lynas Lane (Wednesday to Sunday from 9:00 a.m. to 6:15 p.m.) during 2013 for reuse or recycling

	FOOD SCRAPS	YARD TRIMMINGS
WHAT IS ACCEPTED	<ul style="list-style-type: none"> ✓ Fruit ✓ Breads, pasta, rice & noodles ✓ Coffee grounds & filters ✓ Table scraps & food scrapings ✓ Meat, poultry, fish, shellfish & bones ✓ Eggshells ✓ Paper towels/napkins/plates ✓ Pizza delivery boxes ✓ Vegetables ✓ Tea bags ✓ Dairy products 	<ul style="list-style-type: none"> ✓ Flowers ✓ Grass clippings ✓ Leaves ✓ Other organic yard materials ✓ Plants (living or dead/dried) ✓ Plant trimmings ✓ Tree & hedge prunings
WHEN SORTING, DO NOT INCLUDE	<ul style="list-style-type: none"> ✗ Coffee cups ✗ Cork or Styrofoam cups, meat trays or takeout containers ✗ Grease or liquids ✗ Pet feces or kitty litter ✗ Plastic bags, biodegradable or compostable bags ✗ Plastic wraps 	<ul style="list-style-type: none"> ✗ Diseased plants ✗ Garden hoses or flower pots ✗ Prunings over 4 inches (10 cm) in diameter ✗ Rocks, dirt or sod ✗ Wood products

Ecowaste Industries

15111 Williams Road
Open Monday to Friday from 7:00 a.m. to 5:30 p.m.
(last load in at 5:30 p.m.)
Visit ecowaste.com or call 604-277-1410 for detailed information.

City Recycling Depot

5555 Lynas Lane
Wednesday to Sunday (Closed on Mondays, Tuesdays & Statutory Holidays)
9:00 a.m. to 6:15 p.m.

No charge for dropping off amounts less than one cubic yard (a car, station wagon or minivan load). Large loads are charged a fee of \$20 per cubic yard.

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS



HOME COMPOSTING

Home composting turns your food scraps and yard trimmings into nutrient-rich soil that can be spread on lawns and flowerbeds.

BACKYARD COMPOST BIN

"Garden Gourmet" compost bins are available to Richmond residents at the Recycling Depot for \$25 plus tax. The bin dimensions are 36 inches (90 cm) high, 22 inches (56 cm) wide and 22 inches (56 cm) deep. They are suitable for residential backyard composting of grass, leaves, vegetable trimmings, fruit trimmings and other miscellaneous organic garden trimmings.

COMPOSTING WORKSHOPS

To learn about composting, attend a Richmond composting workshop, which are held from January to November. Visit www.richmond.ca/register for workshop dates and locations or call Parks & Recreation at 604-276-4300 and press '2' from Monday to Friday between 8:30 a.m. to 5:30 p.m.

COMPOST HOTLINE

The Compost Hotline offers support and tips for best practices in home composting. It is operated by City Farmer, which has researched and promoted the best methods of urban composting since 1978.

Compost Hotline

Phone: 604-736-2250

Email: composthotline@telus.net

COMPOST DEMONSTRATION GARDEN

A compost demonstration garden is located at 2631 Westminster Highway in the Terra Nova Rural Park. Composting demonstration units are on display for viewing year-round, from dawn to dusk.



Nitrogen Rich Green Materials:

- PLANT TRIMMINGS
- FRUIT & VEGETABLE PEELINGS
- FRESH GRASS CLIPPINGS
- COFFEE GROUNDS & TEA LEAVES

Carbon Rich Brown Materials:

- DRY LEAVES
- SAWDUST
- STRAW
- SHREDDED NEWSPAPER CLIPPINGS

HOW TO COMPOST

- 1** USING A BACKYARD COMPOST BIN, START WITH A GOOD LAYER OF COARSE ORGANIC MATERIAL, SUCH AS STRAW, LEAVES OR PRUNING AT THE BOTTOM TO ALLOW AIR TO CIRCULATE.
- 2** ADD A GOOD LAYER OF NITROGEN-RICH GREEN MATERIAL FOLLOWED BY ONE LAYER OF CARBON-RICH BROWN MATERIAL, UNTIL THE BIN IS FULL.
- 3** COMPOST REQUIRES AIR. TURN AND STIR YOUR COMPOST WEEKLY SO THE ORGANISMS GET NECESSARY OXYGEN.
- 4** COMPOST REQUIRES MOISTURE. WATER YOUR COMPOST BIN FREQUENTLY TO ENSURE IT STAYS AS MOIST AS A WRUNG-OUT SPONGE.
- 5** GIVE IT TIME - IN 12-18 MONTHS, MATERIAL AT THE BOTTOM AND MIDDLE OF THE BIN SHOULD BE COMPOSTED. USE THIS THROUGHOUT YOUR GARDEN. USE THE UN-COMPOSTED MATERIAL TO START A NEW BATCH. CHIPPING OR CHOPPING THE MATERIAL CAN INCREASE THE SPEED OF THE PROCESS. REGULAR AERATION IS KEY TO SUCCESSFUL COMPOSTING.

Attachment 1 (Cont'd)

CITY OF RICHMOND

GARBAGE COLLECTION

CURBSIDE COLLECTION SERVICE

Two Can Limit

Garbage is collected weekly for all single-family residents and some townhome complexes.

Garbage pickup in Richmond is limited to two containers (cans or bags) per week for each address or service. A \$2 tag is required for each additional container or equivalent.

How Big is a "Can"?

For the purposes of garbage pickup in Richmond, each of the following represents one can:

- A garbage can with lid
- Standard size: 19 inches x 22 inches (48 cm x 56 cm)
- Maximum size allowed: 24 inches x 32 inches (61 cm x 81 cm)
- An equivalent container should not exceed 3 cubic feet (100 L)

How Big is a "Bag"?

- Standard size: 24 inches x 36 inches (61 cm x 91 cm)
- Maximum size allowed: 30 inches x 48 inches (76 cm x 120 cm)
- An equivalent item should not exceed 3 feet x 2 feet (91 cm x 60 cm)

Preparing Garbage for Collection

Loose garbage must be securely packed in plastic bags. This includes ashes, kitty litter, disposal diapers, vacuum cleaner sweepings and other loose household garbage.

To reduce litter and damage by animals, place bags and other garbage in plastic cans wherever possible. Garbage must be packed in plastic bags and then placed in cans with secure lids. Loose plastic bags must not rip when lifted.

All garbage must be placed at curbside before 7:30 a.m. on collection day but no earlier than 8:00 p.m. the day before. Do not place receptacles or other items on the road.

Residents are responsible for cleaning up any loose materials that have been scattered over the ground by animals, wind or vandalism.

Extra Item Disposal Options

Purchase Garbage Tags or Garbage Disposal Vouchers to dispose of extra garbage.

\$2 Garbage Tags

Garbage Tags are available for purchase at all City facilities. One Garbage Tag is good for an additional garbage bag or can.

Garbage Disposal Vouchers

Richmond residents may purchase a garbage disposal voucher for \$5 at all City facilities. These vouchers are good for \$20 at the Vancouver Landfill, and are valid anytime. They are limited to one per household. Visit www.richmond.ca/recycle for a list of City facilities selling Garbage Tags and Garbage Disposal Vouchers.

The following items are **not** accepted in the garbage:

MATERIAL	HOW TO RECYCLE OR DISPOSE
X DEMOLITION WASTE	• Check Metro Vancouver's website at www.metrovancouver.org/buildsmart or call the RCBC Recycling hotline at 604-RECYCLE (732-9253).
X DIRT, ROCK, CONCRETE OR BRICKS	• Take to Ecowaste Industries. Visit ecowaste.com or call 604-277-1410 for accepted items & hours.
X DRYWALL	• Take to the Vancouver Landfill at 5400 72nd Street, Delta (Maximum 1/2 sheet with paid load of garbage) or Ecowaste Industries. Visit ecowaste.com or call 604-277-1410 for accepted items & hours.
X GARBAGE BEYOND THE TWO CAN LIMIT	• Purchase a \$2 Garbage Tag for City facilities and put on can or bag. See Extra Item Disposal Options.
X GARBAGE THAT IS TOO BIG OR MAY DAMAGE TRUCK	• Take garbage to the City of Vancouver Landfill at 5400 72nd Street, Delta. See Extra Item Disposal Options.
X HAZARDOUS WASTE	• Call RCBC Recycling Hotline at 604-RECYCLE or visit www.metrovancouverrecycles.org .
X PROVINCIAL PRODUCT STEWARDSHIP COLLECTION (TAKE-BACK) ITEMS	• Visit bcstewards.com or call 604-RECYCLE.
X RECYCLABLES (BLUE BOX & BLUE CART)	• Place in appropriate recycling receptacle unless it is contaminated by food or other waste.
X UNWRAPPED OR LOOSE GARBAGE	• Must be in garbage bag or can.
X YARD TRIMMINGS	<ul style="list-style-type: none"> • Place in Green Carts or paper yard waste bags. • If one cubic yard or less, drop off at Recycling Depot. Unlimited amounts can be dropped off at Ecowaste Industries with proof of residency. • Check Green Cart section for restrictions and accepted materials on page 44.

LARGE ITEM PICK UP

CURBSIDE COLLECTION FOR LARGE HOUSEHOLD ITEMS

Starting in June 2013, your new Large Item Pick Up program will provide a convenient curbside collection service for up to four large household items per year, including mattresses, furniture and appliances. This new service is available to single-family homes and townhomes with City garbage collection and/or Blue Box recycling service.

HOW THE PROGRAM WORKS

- Residents contact the City's service provider, Sierra Waste Services Ltd Customer Service at 604-270-4722 to arrange for collection of up to four items per year. Residents can bundle these four items as follows:

- | | | | |
|---|---------------------------------------|---|---|
| 1 1 item picked up
4 separate times | 2 2 items picked up
2 times | 3 3 items picked up
1 time and 1 item
another time | 4 4 items picked up
all at once |
|---|---------------------------------------|---|---|

- The collection limit is four large items per year – there is no carry forward if residents do not use the service in a given year.
- Large items will be picked up on the same day as garbage/recycling. Residents must make arrangements for pick up by 5:00 p.m. on the Thursday prior to the following week's collection day.
- If the large item is a refrigerator, freezer, icebox or other container that is equipped with a latch or locking device, the door/latch must be removed and placed beside the large item for safety reasons.
- To help keep our neighbourhoods tidy, residents must remove any large items that were not collected by 9:00 p.m. on their scheduled collection day. Large items will not be collected if they are:
 - Tagged as being inappropriate or unacceptable, or
 - Not scheduled for pick-up by 5:00 p.m. on the Thursday prior to the collection day. Call 604-270-4722 to confirm the next collection day option.
- Residents can continue to purchase a Garbage Disposal Voucher for \$5 from any City facility and use the voucher to dispose of up to \$20 worth of garbage items at the Vancouver Landfill.

For more information visit www.richmond.ca/recycle or call Environmental Programs at 604-276-4010.

LIST OF ITEMS ACCEPTED

The following guide provides a list of examples of accepted items for pick up along with examples of what cannot be collected through this program due to safety concerns.


ACCEPTED	NOT ACCEPTED
<ul style="list-style-type: none"> ✓ Furniture (e.g. couches, coffee tables, chairs, desks, dressers, TV stands, cabinets, drawers, tables, hutches, cribs, high chairs, entertainment centers) ✓ Appliances (e.g. stoves, dishwashers, washers and/or dryers, hot water tanks, refrigerators, freezers, microwaves, coolers) ✓ Small household goods, which must be in boxes or bundled and are a reasonable size (one box or bundle is equal to one of the resident's four allotted items) ✓ Barbecues (remove lava rock briquettes and/or propane tank) ✓ Outdoor furniture (e.g. chairs, patio tables, patio umbrellas) ✓ Weight training equipment (e.g. treadmills, ellipticals, stationary bikes, stair masters, weight sets) ✓ Electric lawnmowers ✓ Mattresses (including headboard and frame) <p>Note: The item(s) must be able to be safely handled from curbside in order to qualify for collection</p>	<ul style="list-style-type: none"> ✗ Car bodies or parts ✗ Tree stumps ✗ Carpets ✗ Lumber, demolition or home renovation materials ✗ Hazardous waste ✗ Propane tanks ✗ Tires ✗ Gas mowers <p>Note: Items that contain any hazardous liquids such as gas, oil, etc. will not be accepted.</p>

Attachment 1 (Cont'd)

CITY OF RICHMOND

RECYCLING DEPOT

The City of Richmond Recycling Depot is located at 5555 Lynas Lane and is open from Wednesday through Sunday from 9:00 a.m. to 6:15 p.m. The depot accepts large appliances, large metal items and yard trimmings, as well as recyclables normally placed at curbside.

Residents are encouraged to use the curbside recyclables collection for rigid plastic codes , newsprint and mixed paper. Businesses are encouraged to subscribe to onsite collection services if a large quantity of recyclables is produced. Residents and small business operators can drop off 1 cubic yard of recyclables and 3 large appliances at the depot per day.

In addition, the depot is a Product Stewardship (Take Back) Collection site for paint, solvents, flammable liquids, pesticides, lights, lighting fixtures and small appliances.

FOR SALE AT THE RECYCLING DEPOT

Residents can purchase the following items from the Depot:

- Compost bins - \$25 each
- Rain barrels - \$20 and \$16 for water diverter device
- Extra Garbage Tags - \$2 each
- Garbage Disposal Vouchers (cost is \$5 for Richmond residents and value is \$20 at the Vancouver Landfill)



	NEWSPAPER	MIXED PAPER	CORRUGATED CARDBOARD	MAGAZINES
WHAT IS ACCEPTED	<ul style="list-style-type: none"> ✓ Newspaper ✓ Non-glossy flyers and inserts 	<ul style="list-style-type: none"> ✓ Cereal & paper boxes ✓ Envelopes ✓ Junk mail ✓ Non-glossy inserts ✓ Office papers ✓ Packaged food boxes ✓ Paper egg cartons ✓ Paperback books ✓ Telephone books 	<ul style="list-style-type: none"> ✓ Clean corrugated cardboard boxes ✓ Clean pizza boxes 	<ul style="list-style-type: none"> ✓ Glossy catalogues ✓ Glossy flyers ✓ Glossy magazines
HOW TO RECYCLE	Place in Newsprint bin <ul style="list-style-type: none"> • Do not bag or bundle 	Place in Mixed Paper bin <ul style="list-style-type: none"> • Remove all food scraps • Remove plastic liners & tabs • Remove metal attachments • Flatten 	Place in Corrugated Cardboard bin <ul style="list-style-type: none"> • Flatten • Discard Styrofoam & plastic packaging 	Place in Magazine bin <ul style="list-style-type: none"> • Remove plastic covers
WHEN SORTING, DO NOT INCLUDE	<ul style="list-style-type: none"> ✗ Glossy paper ✗ Mixed paper products ✗ Paperback books ✗ Shopping bags ✗ Packing paper 	<ul style="list-style-type: none"> ✗ Bathroom tissue ✗ Corrugated cardboard ✗ Drink boxes ✗ Juice boxes ✗ Metallic gift wrap ✗ Milk cartons ✗ Paper towels ✗ Plastic bags ✗ Tissue paper ✗ Waxed paper 	<ul style="list-style-type: none"> ✗ Plastic or waxed coated cardboard ✗ Styrofoam packaging material ✗ Unflattened boxes 	<ul style="list-style-type: none"> ✗ Drinking boxes ✗ Mixed paper ✗ Newspaper ✗ Paperback books ✗ Waxed paper

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS



	PLASTIC CONTAINERS	GLASS BOTTLES & JARS	ALUMINIUM & TIN CANS	COOKING OIL & ANIMAL FAT	YARD TRIMMINGS
WHAT IS ACCEPTED	<ul style="list-style-type: none"> ✓ Rigid plastic containers with coding ✓ Beverage containers ✓ Dairy containers & milk jugs ✓ Detergent & shampoo bottles ✓ Food containers 	<ul style="list-style-type: none"> ✓ Glass bottles & food jars (clear & coloured) 	<ul style="list-style-type: none"> ✓ Aluminium foil ✓ Clean aluminium pie plates ✓ Food & beverage cans 	<ul style="list-style-type: none"> ✓ Cooking oil ✓ Animal fat or grease <p>Note: this program is limited to hydrogenated and non-hydrogenated food-based oils and fat only</p>	<ul style="list-style-type: none"> ✓ Branches & limbs ✓ Trees & shrubs ✓ Grass & leaves <p>Drop-off Limits & Charges Richmond residents can drop off one cubic yard free at the City's Recycling Depot. Charged \$20 per cubic yard if over limit. Commercial operators are charged \$20 per cubic yard.</p>
HOW TO RECYCLE	Place in Plastics Containers bin <ul style="list-style-type: none"> • Rinse • Remove lids or caps • Remove labels (if possible) • Flatten 	Place in Clear Glass or Coloured Glass bin <ul style="list-style-type: none"> • Rinse • Remove and discard caps 	Place in Tin & Aluminium Cans bin <ul style="list-style-type: none"> • Rinse • Remove labels • Flatten cans 	<ul style="list-style-type: none"> • Bring cooking oil and animal fats/grease in food cans or other suitable containers • Up to 2 x 5-litre containers are accepted 	Place in area marked Trees & Shrubs or Grass & Leaves bin <ul style="list-style-type: none"> • Limbs/trunks up to 4 inches (10 cm) in diameter only • De-bag all material at the depot
WHEN SORTING, DO NOT INCLUDE	<ul style="list-style-type: none"> x Aerosol cans x Milk cartons x Motor oil containers x Other plastics x Plastic bags x Styrofoam x Plastic film 	<ul style="list-style-type: none"> x Aquariums x Ceramics (plates/cups) x Drinking glasses x Fluorescent tubes x Headlights x Light bulbs x Mirrors 	<ul style="list-style-type: none"> x Aerosol cans x Fuel cans x Paint cans 	<ul style="list-style-type: none"> x Vehicle oil or fluids 	<ul style="list-style-type: none"> x Asphalt or concrete x Soil and/or Dirt x Large limbs x Lumber or wood products x Plastic bags x Rocks or stones x Sod x Stumps

Attachment 1 (Cont'd)

CITY OF RICHMOND

DID YOU KNOW?

Four, 2-litre plastic bottles can be recycled into one t-shirt, filling for a ski jacket and two ball caps.



	PAINTS, SOLVENTS & PESTICIDES	LARGE METAL ITEMS	LARGE APPLIANCES	SMALL APPLIANCES	LIGHTS & LIGHTING FIXTURES
WHAT IS ACCEPTED	<ul style="list-style-type: none"> ✓ Domestic pesticides Max. size: 10 L / 2.6 gal ✓ Flammable aerosols Max. size: 660 g / 24 oz ✓ Flammable liquids Max. size: 10 L / 2.6 gal ✓ Gasoline Max. size: 25 L / 6.5 gal ✓ Household paints Max. size: 18.9 L / 4.9 gal, full or empty ✓ Paint aerosols Max. size: 660 g / 24 oz, full or empty 	<ul style="list-style-type: none"> ✓ Bike frames ✓ Clean 45 gal drums (one end open) ✓ Clean automotive parts ✓ Clean barbecues ✓ Lawn chairs ✓ Lawn mowers ✓ Sheet / scrap metal ✓ Steel coat hangers ✓ Steel or lead piping 	<ul style="list-style-type: none"> ✓ Dishwashers ✓ Fridges & freezers ✓ Furnaces ✓ Hot water tanks ✓ Metal microwaves ✓ Stoves ✓ Washing machines & dryers 	<ul style="list-style-type: none"> ✓ Kitchen countertop ✓ Personal care ✓ Floor cleaning ✓ Weight measurement ✓ Garment care ✓ Air treatment ✓ Time measurement ✓ Designated very small items 	<ul style="list-style-type: none"> ✓ Fluorescent tubes (straight, curved, U, circular, square etc.) ✓ UV and germicidal lamps ✓ Incandescent and halogen bulbs ✓ Compact fluorescent lights (CFLs) ✓ Light emitting diodes (LEDs) ✓ Ultra High Performance (UHP) lamps (replacement projector lamps) ✓ High-intensity discharge lamps (HIDs)
HOW TO RECYCLE	<ul style="list-style-type: none"> • In original containers bearing the "flammable" symbol • In approved Underwriters Laboratories of Canada (ULC) containers • In original containers showing skull & crossbones & Pest Control Product (PCP) numbers 	<ul style="list-style-type: none"> Place in area marked Large Metal Items or bin • Remove non-metal attachments • Remove fuel tank • Drain out gasoline 	<ul style="list-style-type: none"> Place in area marked Refrigerators & Freezers or Furnaces & Hot Water Tanks or Large Appliances • Remove door from fridges and leave freon systems complete 	<ul style="list-style-type: none"> • Remove all food residue, liquids or vacuum bags 	<ul style="list-style-type: none"> • Handle fluorescent lights carefully • Wrap lights in paper or place them in original packaging <p>Note: Maximum limit for return at one time is a total of 16 tubes and 16 bulbs</p>
WHEN SORTING, DO NOT INCLUDE	<ul style="list-style-type: none"> ✗ Brushes, rags & rollers ✗ Caulking tubes ✗ Cosmetics, health & beauty ✗ Diesel, propane or butane ✗ Fertilizer ✗ Insect repellents, disinfectants & pet products ✗ Non-flammable glues & adhesives ✗ Products that are leaking or improperly sealed ✗ Products that can't be identified 	<ul style="list-style-type: none"> ✗ Computer monitors ✗ Helium tanks ✗ Propane & fuel tanks ✗ Televisions 	<ul style="list-style-type: none"> ✗ Large or small furniture (couches, sofas, mattresses, boxsprings) 	<ul style="list-style-type: none"> ✗ Appliances powered by gasoline ✗ Appliance de-icing for commercial/industrial use ✗ Appliances still containing food residue, liquids or vacuum bags 	<ul style="list-style-type: none"> ✗ Broken or punctured CFLs or fluorescent tubes

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

COMMUNITY RESOURCES AND PARTNERS**METRO VANCOUVER RECYCLES — REUSE AND RECYCLE IN THE REGION**

A convenient web tool called Metro Vancouver Recycles makes it easy to connect with people who could use products you don't need, or to find options for recycling products that cannot be included in your curbside collection, visit metrovanancouverrecycles.org.

There are also convenient links to online services if you want to sell or give away goods. The following are just a few examples in the Metro Vancouver region:

weRecycle

iPhone app (available from iPhone App Store and at metrovanancouverrecycles.org)

MetroVan Reuses

bc.reuses.com

Metro Vancouver Recycling Directory
metrovanancouverrecycles.org**Richmond Shares**
richmondshares.bc.ca**RCBC COMMUNITY RESOURCES****Recycling Hotline**

Monday to Friday, 9 a.m. to 4 p.m.

Phone: 604-RECYCLE (604-732-9253)

Email: hotline@rcbc.bc.ca

RCBC Recyclepedia at rcbc.bc.ca/recyclepedia

Smart Phone App: BC Recyclepedia App

(available at iPhone App Store and Android Market)

RCBC MATERIALS EXCHANGE PROGRAM (MEX)

The RCBC MEX program is a completely self-serve web-based program comprised of Residential Reuse Programs and the BC Industrial Materials Exchange (BC IMEX) and is available at bc.reuses.com

**TIP FOR RESIDENTS**

Many electronics products can be reused by others and there are convenient services to sell them or give them away. You can also give them to a number of organizations who accept donated equipment to redistribute in the community. Please contact these agencies in advance to ensure they will accept specific items for donation.

BC Electronics Material Exchange: bcmex.ca

Free Geek Vancouver: freegeekvancouver.org

PRODUCT STEWARDSHIP PROGRAMS

The City of Richmond works with local companies and organizations like Product Care and Encorp to support BC's Product Stewardship Programs.

These programs are often called take back programs or Extended Producer Responsibility (EPR) programs, and they are based on the principle that whoever designs, produces, sells or uses a product is also responsible for minimizing that product's environmental impact. The key participants in these programs are the BC government, local governments, producers, retailers and consumers who bring their products to designated collection sites when they are at their end of life. The cost of these programs is covered by consumers and producers, sometimes in the form of a deposit or levy that is charged at the time of purchase. In the case of beverage containers, there are refunds available when they are returned at a collection site.

Take back programs are important as they expand the opportunities for recycling beyond the curbside collection services. There are many household items that can be recycled through businesses and organizations in the community who participate in BC's Product Stewardship Program. Many of these items are also considered hazardous waste, and they are restricted from garbage as they are not accepted at the landfill. The take back programs helps to ensure that these expired or end-of-life products will be disposed of safely, and recycled where possible.

Attachment 1 (Cont'd)

CITY OF RICHMOND

DID YOU KNOW?

Bike tires can be recycled simply by dropping them off for free at a number of participating bike retailers across BC. The program includes all types of bike tires and tubes, except for tubular tires, which are attached to special rims by glue and are

not commonly used anymore. This industry-led recycling program is funded by Tire Stewardship BC and you can locate the nearest drop-off location at tirestewardshipbc.ca/bike.php or call 1-866-759-0488.

PRODUCT STEWARDSHIP PROGRAM CATEGORIES


The following categories highlight the products that can be returned to retailers and other community partners. For a list of drop-off locations for each category, please see the Tips and Resources section.

TAKE BACK PROGRAMS	WHAT IS INCLUDED	STEWARDSHIP AGENCY
BATTERIES	Household batteries	<p>Call2Recycle</p> <p>Contact call2recycle.ca 1-888-224-9764 info@call2recycle.ca</p> <p>Drop off site locator 1-877-273-2925</p>
BEVERAGE CONTAINERS	Almost all types of beverage containers	<p>Encorp Pacific (Canada)</p> <p>Contact return-it.ca/locations 1-800-330-9767 or 604-473-2400 encorp@encorpcan.com</p> <p>Note: Beverage containers like pop and juice cans and bottles can be recycled with the Blue Box or Blue Cart or can be dropped off at Richmond's Recycling Depot as part of the City's recycling services. Beverage containers can also be returned for a refund on the deposit at a number of Return-It Depots locations in Richmond.</p>
CELL PHONES	Mobile/wireless devices that connect to a cellular or paging network, including all cell phones, smart phones, wireless personal digital assistants (PDAs), external air cards and pagers, as well as cell phone batteries and accessories, including headsets and chargers	<p>Canadian Wireless Telecommunications Association</p> <p>Contact RecycleMyCell.ca 1-888-797-1740 info@recyclemycell.ca</p>
ELECTRONICS	Televisions and computer and printer products such as desktop computers, display devices, portable (laptop) computers, desktop printers and fax machines and computer accessories like keyboards, pointing devices, track balls and mice	<p>Encorp Pacific (Canada)</p> <p>Contact return-it.ca/electronics 1-800-330-9767</p>

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Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS



TAKE BACK PROGRAMS	WHAT IS INCLUDED	STEWARDSHIP AGENCY
MEDICATION	All expired or leftover prescription medication, non-prescription medication and mineral supplements, anti-fungal and anti-bacterial creams	Health Products Stewardship Association Contact medicationsreturn.ca 613-723-7262 info@medicationsreturn.ca
PAINTS, SOLVENTS, PESTICIDES AND GASOLINE	Paints, solvents, pesticides and gasoline	Product Care Association Contact productcare.org/BC-Paint-Program
SMALL APPLIANCES AND POWER TOOLS	Kitchen countertop appliances (e.g. toasters, microwaves, coffee makers and food processors), electric bathroom scales, hair dryers, carpet cleaners, vacuum cleaners, portable fans, power tools, sewing and exercise machines	ElectroRecycle is a non-profit, province-wide, small electrical appliance recycling program in B.C. and the first of its kind in Canada through the Canadian Electrical Stewardship Association (CESA) with the help of BC's Product Care Association Contact electrorecycle.ca 1-800-667-4321
TIRES	Car tires, truck tires and some agricultural and logger/skidder tires	Tire Stewardship BC (TSBC) Contact tsbc.ca 1-866-759-0488
THERMOSTATS	Mercury-containing and electronic thermostats	Heating, Refrigeration and Air Conditioning Institute of Canada in partnership with the Canadian Institute of Plumbing and Heating, and delivered by Summerhill Impact. Contact switchthestat.ca 416-922-2448 (ext 232) icourt@summerhillgroup.ca
USED OIL AND ANTIFREEZE	Motor oil, oil filters, empty oil containers, antifreeze and used antifreeze containers	BC Used Oil Management Association Contact usedoilrecycling.com/bc 604-703-1990 rdriedger@usedoilrecycling.ca

DID YOU KNOW?

Recycled tires are used in products such as athletic tracks, playground safety surfaces, synthetic turf fields and roofing products.

CITY OF RICHMOND

HAZARDOUS WASTE AND OTHER DISPOSAL ITEMS

The careless handling of hazardous products can cause serious injury as well as damage to the environment. Hazardous products that are dumped in sewers or green spaces can injure livestock, wildlife and plant life. Careful and often specialized disposal is essential for these materials.

There are certain materials that Metro Vancouver disposal facilities do not accept, either because there are already disposal programs set up for these items, or because they are hazardous to waste collection workers, the public and the environment.

At disposal sites, garbage loads are inspected for banned and prohibited materials. Loads that arrive at the disposal sites containing prohibited materials are assessed a \$50 minimum surcharge, plus the cost of removal, clean-up or remediation. Loads containing banned materials are assessed a 50% tipping fee surcharge.

Many common hazardous household and automotive products must be recycled or disposed through special depots. Disposal sites and take back collection options for hazardous and banned materials are listed on the following pages. Please note that this information is provided as a reference for your convenience; however, it is not guaranteed. Please call first to confirm that the site is still open to accept these take-back products and to check hours of operation.

Please visit www.richmond.ca/recycle for more information.


BANNED/PROHIBITED FROM LANDFILL

EXAMPLES OF MATERIALS

Please refer to the Tips and Resources section for ways to safely dispose of these materials or call RCBC at 604-RECYCLE (732-9253).

- | | | |
|--|--|---|
| <ul style="list-style-type: none"> × Asbestos × Automobile bodies and parts × Batteries × Barrels or drums in excess of 205 litres (45 gallons) × Clean or treated wood exceeding 2.5 metres in length × Electronics and electrical products (limited) × Fluorescent lights | <ul style="list-style-type: none"> × Gypsum × Hazardous waste × Inert fill materials including soil, sod, gravel, concrete and asphalt in quantities exceeding 0.5 cubic metres per load × Lead acid batteries × Liquids and sludge × Mattresses | <ul style="list-style-type: none"> × Oil containers, oil filters, paint products, solvents and flammable liquids × Household or commercial appliances × Pesticide products × Pharmaceuticals × Propane tanks × Thermostats × Tires |
|--|--|---|

BANNED MATERIALS THAT CAN BE RECYCLED

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> × Corrugated cardboard × Recyclable paper | <ul style="list-style-type: none"> × Containers made of glass, metal or banned recycled plastic  | <ul style="list-style-type: none"> × Beverage containers (all except milk cartons) × Yard and garden trimmings |
|--|--|--|

For a list of Banned and Prohibited Materials, please visit www.metrovancouver.org/services/solidwaste/disposal/Pages/bannedmaterials.aspx

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

**TIP FOR RESIDENTS**

To spot hazardous waste, look for the words Danger, Warning, or Caution on the product label, and any of the symbols shown above.

**ANTIFREEZE AND EMPTY CONTAINERS^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
Richmond Audi	5680 Parkwood Way	604-279-9663
Canadian Tire	3500 No. 3 Road	604-273-2970
Certigard Petro-Canada	4011 Francis Road	604-277-3620
Cowell Motors Ltd. - Volkswagen	13611 Smallwood Place	604-273-3922
Esso Service	7991 No. 1 Road	604-277-1105
Jaguar Land Rover of Richmond	5660 Parkwood Way	604-273-6068
Lubeworld	10991 No. 4 Road	604-951-6662
Meltron Auto Service Ltd.	104 - 8077 Alexandra Road	604-270-1668
Mr. Lube	9120 Westminster Highway	604-273-5823
Rainbow Auto Service	142 - 11788 River Road	604-276-2820

For a complete list of antifreeze or containers accepted, visit <http://usedoilrecycling.com/en/bc> or call 604-RECYCLE.

APPLIANCES - SMALL^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Ironwood Bottle & Return-It Depot	110 - 11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Regional Recycling	13300 Vulcan Way	604-276-8270

For a complete list of small appliances accepted, visit electrorecycle.ca or call 604-RECYCLE.

AUDIO VISUAL AND CONSUMER ELECTRONICS EQUIPMENT^{DB}, TELEPHONES & TELEPHONE ANSWERING SYSTEMS^{DB}, TELEVISIONS^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
Best Buy	700 - 5300 No. 3 Road	604-273-7335
Future Shop	102 - 5300 No. 3 Road	604-232-9772
Ironwood Bottle & Return-It Depot	110 - 11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Ralph's Pick-n-Pull	12011 Mitchell Road	604-325-8323
Regional Recycling	13300 Vulcan Way	604-276-8270

For a complete list of audio visual & consumer equipment, telephones and telephone answering systems and television accepted, please visit return-it.ca/electronics or call 604-473-2400.

DB: Disposal ban | * A fee is charged

Please note: Drop-off locations may change without notice. Please call individual locations to confirm address and hours of operation.

Attachment 1 (Cont'd)

CITY OF RICHMOND

**AUTOMOTIVE BATTERIES ^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
Canadian Tire	3500 No. 3 Road	604-273-2970
	11388 Steveston Highway	604-271-6651
Kal Tire (Richmond Centre)	6551 No. 3 Road	604-207-1203
Ralph's Pick-n-Pull	12011 Mitchell Road	604-325-8323
Regional Recycling *	13300 Vulcan Way	604-276-8270

Note: All retail locations accept a used car battery for each new one purchased. For a list of collection sites, please visit www.recyclemybattery.ca

BABY CAR SEATS

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill *	5400 72nd Street, Delta	604-873-7000

BATTERIES AND MOBILE PHONES ^{DB}
Weight of five kilograms or less.

DROP-OFF LOCATION	ADDRESS	PHONE
Batteries Included	319 - 5300 No. 3 Road	604-270-9989
Canadian Tire	11388 Steveston Highway	604-271-6651
Dr Battery	135 - 13900 Maycrest Way	604-273-8248
Future Shop	102 - 5300 No. 3 Road	604-232-9772
Home Depot	2700 Sweden Way	604-303-7360
London Drugs	5971 No. 3 Road	604-448-4811
	3200 - 11666 Steveston Highway	604-448-4852
Pharmasave	116 - 10151 No. 3 Road	604-241-2898
Rona	7111 Elmbridge Way	604-273-4606
Staples	1 - 6390 No. 3 Road	604-270-9589
	110 - 2780 Sweden Way	604-303-7850

For a complete list of batteries accepted, please visit call2recycle.ca or call 1-888-224-9764.

For a complete list of mobile phones drop off locations, visit call2recycle.ca/locator

CARBON MONOXIDE (CO), SMOKE AND COMBINATION SMOKE AND CO ALARMS ^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
London Drugs	5971 No. 3 Road	604-448-4811
	3200 - 11666 Steveston Highway	604-448-4852

For a complete list of alarms accepted, please visit productcare.org/Smoke-Alarms or call 604-RECYCLE.

**CELLULAR/MOBILE PHONES ^{DB}**

All cellular/mobile phone stores accepts used cellular/mobile phones for refurbishing or recycling.

To erase information from your device, including text messages, contacts and personal files, use Cell Phone Data Erasers by recyclemycell.ca/recycling-your-device available for free.

Visit recyclemycell.ca or call 1-888-797-1740 for a list of collection sites. Pre-paid mail-back label to return cellular phone through Canada Post is available through recyclemycell.ca/labels.

Mobile phones are also accepted by all Call2Recycle locations, visit call2recycle.ca/locations.

COFFEE CUPS (PAPER OR SYTROFOAM)

DROP-OFF LOCATION	ADDRESS	PHONE
Household garbage		

COMPUTERS ^{DB}, COMPUTER MONITORS/KEYBOARD/MICE & OTHER PERIPHERALS ^{DB}, DESKTOP PRINTERS ^{DB}, DESKTOP & PORTABLE SCANNERS/FAX MACHINES & COPYING EQUIPMENT ^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
Best Buy	700 - 5300 No. 3 Road	604-273-7335
Future Shop	102 - 5300 No. 3 Road	604-232-9772
Ironwood Bottle & Return-It Depot	110 - 11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Ralph's Pick-n-Pull	12011 Mitchell Road	604-325-8323
Regional Recycling	13300 Vulcan Way	604-276-8270
Computers for Schools - computers only for reuse	206 - 6741 Cariboo Road, Burnaby	604-294-6886
Free Geek Vancouver - computers only for reuse	1820 Pandora Street, Vancouver	604-879-4335
London Drugs - computers only	5971 No. 3 Road	604-448-4811
	3200 - 11666 Steveston Highway	604-448-4852

To erase data from hard drive or physical destruction, please visit return-it.ca/electronics/recycling/datasecurity/website.

For a complete list of computers, computer monitors/keyboard/mice and other peripherals, printers, scanners, fax machine and copying equipment accepted, please visit return-it.ca/electronics/ or call 604-473-2400.

DB: Disposal ban | * A fee is charged

Please note: Drop-off locations may change without notice. Please call individual locations to confirm address and hours of operation.

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

DID YOU KNOW?

The Product Stewardship Program helps with take back of many recyclable materials and is guided by the principle that whoever designs, produces, sells or uses a product takes responsibility for minimizing that product's environmental impact. The costs for

recycling these products are covered through environmental handling fees that are charged on the sale of products and through refundable deposits on items like beverage containers.

**EXERCISE & HOBBY MACHINES^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Ironwood Bottle & Return-It Depot	110-11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Regional Recycling	13300 Vulcan Way	604-276-8270

EYEGLASSES

DROP-OFF LOCATION	ADDRESS	PHONE
Canadian National Institute for the Blind	5055 Joyce Street, Vancouver	604-431-2121

FIRE EXTINGUISHERS

DROP-OFF LOCATION	ADDRESS	PHONE
Contact Recycling Council of BC at 604-RECYCLE for more information.		

FLAMMABLE LIQUIDS^{DB}, PESTICIDES^{DB}, SOLVENTS^{DB}, GASOLINE^{DB}

(Gasoline must be in approved ULC container)

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010

For a complete list of flammable liquids, gasoline, pesticides and solvents accepted, please visit productcare.org/BC-Paint-Program or call 604-RECYCLE.

GENERAL HAZARDOUS MATERIALS

DROP-OFF LOCATION	ADDRESS	PHONE
Hazco Environmental *	160 - 13511 Vulcan Way	604-214-7000
Newalta Corporation *	9 - 7483 Progress Way, Ladner	604-952-1220 604-940-9655

GYPHUM DRYWALL^{DB}

No other materials attached to or on drywall

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill *	5400 72nd Street, Delta	604-873-7000
(Maximum 1/2 sheet with a paid load of garbage)		
Ecowaste Industries Ltd. *	15111 Triangle Road	604-277-1410
Fairway Disposal *	11560 Twigg Place	604-327-7100
New West Gypsum Recycling *	38 Vulcan Street, New Westminster	604-534-9925

HYPODERMIC NEEDLES

Purchase a "Sharps Container" from a pharmacy and return the container to same pharmacy when full.

LIGHTS & LIGHTING FIXTURES^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Canadian Tire	11388 Steveston Highway	604-271-6651
Home Depot	2700 Sweden Way	604-303-7360
London Drugs	5971 No. 3 Road	604-448-4811
	3200 - 11666 Steveston Highway	604-448-4852

For a complete list of fluorescent lamps accepted, please visit productcare.org/lights or call 604-RECYCLE.

DB: Disposal ban | * A fee is charged

Please note: Drop-off locations may change without notice. Please call individual locations to confirm address and hours of operation.

CITY OF RICHMOND

Working together with the City of Richmond, producers, retailers and residents can divert hazardous waste and other special disposal items from the landfill. Producers and retailers who support product stewardship and related take-back programs assist with recycling and proper disposal, and residents can use these programs to help turn waste into resources.


**LUBRICATING (USED) OIL DB, OIL FILTERS DB,
PLASTIC OIL CONTAINERS DB**

DROP-OFF LOCATION	ADDRESS	PHONE
Acurus Automotive	140 - 4280 No. 3 Road	604-273-4141
Audi of Richmond	5680 Parkwood Way	604-279-9663
Canadian Tire	3500 No. 3 Road	604-273-2939
	11388 Steveston Highway	604-271-6651
Certigard Petro-Canada	4011 Francis Road	604-277-3620
Cowell Motors Ltd. - Volkswagen	13611 Smallwood Place	604-273-3922
Esso Service Station (Blundell)	7991 No. 1 Road	604-277-1105
Jaguar Land Rover of Richmond	5660 Parkwood Way	604-273-6068
Lubeworld	10991 No. 4 Road	604-951-6662
Metron Auto Service Ltd.	104 - 8077 Alexandra Road	604-270-1668
Mr. Lube	9120 Westminster Highway	604-273-5823
OK Tire Service Centre	5831 Minoru Boulevard	604-278-5171
Rainbow Auto Service	142 - 11788 River Road	604-276-2820
Richmond Acura	4211 No. 3 Road	604-278-8999
Sky Auto Services	110 - 5791 Minoru Boulevard	604-233-1828

For a complete list of lubricating oil, oil filters and plastic oil containers accepted, visit www.usedoilrecycling.com or call 604-RECYCLE.

MATTRESSES AND BOXSPRINGS DB

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill*	5400 72nd Street, Delta	604-873-7000

Richmond's Large Item Pick Up Program: Contact Sierra Waste at 604-270-4722. Please note some restrictions apply. See page 47.

DB: Disposal ban | * A fee is charged

Please note: Drop-off locations may change without notice. Please call individual locations to confirm address and hours of operation.

MEDICAL DEVICES & EQUIPMENT DB

DROP-OFF LOCATION	ADDRESS	PHONE
Best Buy	700 - 5300 No. 3 Road	604-273-7335
Future Shop	102 - 5300 No. 3 Road	604-232-9772
Ironwood Bottle & Return-It Depot	110 - 11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Ralph's Pick-n-Pull	12011 Mitchell Road	604-325-8323
Regional Recycling	13300 Vulcan Way	604-276-8270

MILK CARTONS

DROP-OFF LOCATION	ADDRESS	PHONE
Ironwood Bottle & Return-It Depot	110 - 11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Blundell Return-It Centre	130 - 8180 No. 2 Road	604-274-1999
Richmond Return-It Bottle Depot	135 - 8171 Westminster Highway	604-232-5555
Steveston Bottle Depot	2 - 12320 Trites Road	604-241-9177
Regional Recycling	13300 Vulcan Way	604-276-8270

MUSICAL INSTRUMENTS DB

DROP-OFF LOCATION	ADDRESS	PHONE
Best Buy	700 - 5300 No. 3 Road	604-273-7335
Future Shop	102 - 5300 No. 3 Road	604-232-9772
Ironwood Bottle & Return-It Depot	110 - 11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Ralph's Pick-n-Pull	12011 Mitchell Road	604-325-8323
Regional Recycling	13300 Vulcan Way	604-276-8270

Attachment 1 (Cont'd)

2012 REPORT • EXPANDING SERVICES TO ACHIEVE OUR GOALS

**PAINT & PAINT AEROSOL CONTAINERS ^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Rona	7111 Elmbidge Way	604-273-4606

For a complete list of paint & paint aerosol containers accepted, please visit productcare.org/BC-Paint-Program or call 604-RECYCLE.

PHARMACEUTICAL ^{DB}

All pharmacies accepted left over or outdated prescription drugs, non-prescription medications, herbal products, mineral supplements, vitamin supplements and throat lozenges for safe disposal.

For a list of pharmacies and/or drugs, medications, herbal products and mineral supplements accepted, visit medicationsreturn.ca/british_columbia_en.php or call 604-RECYCLE.

Note: Please do not wash these items down the drain or throw them in the garbage.

PLASTIC SCRAP AND FLOWER POTS

DROP-OFF LOCATION	ADDRESS	PHONE
Westcoast Plastic Recycling Inc	3 - 2480 Shell Road	604-247-1664

Example of items accepted include nursery pots/trays, shrink wrap, shopping bags, bubble wrap, strapping, etc. Visit westcoastplasticrecycling.com for a complete list of acceptable materials.

PROPANE TANKS - REFILLABLE (EMPTY)

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill	5400 72nd Street, Delta	604-873-7000
Husky Autogas	9060 Bridgeport Road	604-278-0011
Richmond Husky Service *	8011 No. 3 Road	604-270-3822

PROPANE TANKS (SMALL) - DISPOSABLE (EMPTY)

DROP-OFF LOCATION	ADDRESS	PHONE
City of Vancouver Landfill	5400 72nd Street, Delta	604-873-7000

DB: Disposal ban | * A fee is charged

Please note: Drop-off locations may change without notice. Please call individual locations to confirm address and hours of operation.

**OUTDOOR POWER EQUIPMENT ^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
Regional Recycling	13300 Vulkan Way	604-276-8270

SEWING, KNITTING & TEXTILE MACHINES ^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Ironwood Bottle & Return-It Depot	110 - 11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Regional Recycling	13300 Vulkan Way	604-276-8270

STYROFOAM - MOLDED PACKAGING

DROP-OFF LOCATION	ADDRESS	PHONE
Mansonville Plastics (BC) Ltd	19402 56 Avenue, Surrey	604-534-8626

London Drugs customers can return the moulded packaging Styrofoam from their appliance, computer and accessories products to any London Drugs store with proof of purchase.

Westcoast Plastic Recycling Inc	3 - 2480 Shell Road	604-247-1664
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STYROFOAM CHIPS (PEANUTS)

DROP-OFF LOCATION	ADDRESS	PHONE
The UPS Store	185 - 9040 Blundell Road	604-231-9643
	186 - 8120 No. 2 Road	604-304-0077
Packaging Depot	6360 Kingway, Burnaby	604-451-1206
	5524 Cambie Street, Vancouver	604-325-9966
Westcoast Plastic Recycling Inc	3 - 2480 Shell Road	604-247-1664

TELUS EQUIPMENT (RENTAL OR RETAIL) ^{DB}

All TELUS rental or retail equipment such as cordless/corded phones, Voice Over IP (VOIP) phones, Global Positioning System (GPS) equipment and video/telephone conference equipment can be returned via Canada Post, call 604-310-2255 for more information.

Attachment 1 (Cont'd)

CITY OF RICHMOND

**THERMOSTATS ^{DB}**

DROP-OFF LOCATION	ADDRESS	PHONE
Andrew Sheret Ltd.	4500 Vanguard Road	604-278-3766

For a complete list of thermostats accepted, visit switchthestat.ca/eng/dropoff.php or call 1-416-922-2448 ext 232.

TIRES ^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
A & D Workshop Inc.	180 - 12871 Clarke Place	604-351-7696
Acurus Automotive Ltd.	140 - 4280 No. 3 Road	604-273-4141
Canadian Tire	3500 No. 3 Road	604-273-2939
	11388 Steveston Highway	604-271-6651
Charix Tire	404 - 5940 No. 6 Road	604-276-2966
Costco Wholesale	9151 Bridgeport Road	604-270-3647
Express Lube & Tune Centre	2840 No. 3 Road	604-278-1018
Fountain Tire	8971 Bridgeport Road	604-273-3751
Kal Tire	6551 No. 3 Road	604-207-1203
	2633 No. 5 Road	604-278-9181
Metro Tires Ltd.	12311 Mitchell Road	604-783-4435
Midway Tirecraft	170 - 2251 No. 5 Road	604-276-8558
OK Tire Store	5831 Minoru Boulevard	604-278-5171
P & P Tire and Auto Service	150 - 8531 Capstan Way	604-278-3777
Pedline Automotive Ltd.	1 - 11711 No. 5 Road	604-277-4269
Richmond Country Tire	11880 Machina Way	604-241-5555
Roadrunners Dial A Tire Ltd.	11386 Railway Avenue	604-274-8473
Shortstop Auto Service	11251 Bridgeport Road	604-244-0464
Signature Mazda	13800 Smallwood Place	604-278-3185
Vancouver Landfill (Passenger/light truck, with/ without rims limit of 10)	5400 72nd Street, Delta	604-873-7000

Note: All retail locations accept a used tire for a new one purchased.
For a complete list of tires accepted, visit tsbc.ca or call 1-866-759-0488.

**TIRES AND TUBES - BICYCLE**

DROP-OFF LOCATION	ADDRESS	PHONE
Ace Cycles	3155 West Broadway, Vancouver	604-738-9818
Bike Doctor	137 West Broadway, Vancouver	604-873-2453
Cap's Bicycle Shop	434 East Columbia Street, New Westminster	604-524-3611
Dream Cycle	1010 Commercial Drive, Vancouver	604-253-3737
Kissing Crows Cyclery	4562 Main Street, Vancouver	604-872-5477
La Bicicletta Pro Shop	233 West Broadway, Vancouver	604-872-2424

For more information on the program, visit tsbc.ca/bike.php or call 1-866-759-0488

TOOLS - POWER (ELECTRONIC & ELECTRICAL) ^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
City's Recycling Depot	5555 Lynas Lane	604-276-4010
Ironwood Bottle & Return-It Depot	110-11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Regional Recycling	13300 Vulcan Way	604-276-8270
Ralph's Pick-n-Pull	12011 Mitchell Road	604-325-8323

TOYS (ELECTRONIC & ELECTRICAL) INCLUDING VIDEO GAMING SYSTEMS & ACCESSORIES ^{DB}

DROP-OFF LOCATION	ADDRESS	PHONE
Best Buy	700 - 5300 No. 3 Road	604-273-7335
Future Shop	102 - 5300 No. 3 Road	604-232-9722
Ironwood Bottle & Return-It Depot	110-11020 Horseshoe Way	604-275-0585
OK Bottle Depot	8151 Capstan Way	604-244-0008
Ralph's Pick-n-Pull	12011 Mitchell Road	604-325-8323
Regional Recycling	13300 Vulcan Way	604-276-8270

NON HAZARDOUS MISCELLANEOUS ITEMS

Vancouver Landfill *	5400 72nd Street, Delta	604-873-7000
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DB: Disposal ban | * A fee is charged

Please note: Drop-off locations may change without notice. Please call individual locations to confirm address and hours of operation.



ACKNOWLEDGEMENTS

The information and data for this report included input from a number of organizations working in solid waste management and recycling in the region. The City of Richmond thanks the following organizations for generously providing assistance, information, photographs, and data to support the development of this report:

Metro Vancouver
Encorp Pacific (Canada)
Tire Stewardship BC
BC Used Oil Management Association
Product Care Association
Recycling Council of British Columbia

CITY OF RICHMOND

Environmental Programs Information Line:
604-276-4010

www.richmond.ca/recycle

Printed on Mohawk Options Smooth,
which contains 100% post-consumer
recycled fibre, is FSC Certified and
is acid and elemental chlorine free.

July 17, 2013

To: Richmond City Council and City Clerk's Office

The Interim Management Board for Bristol Court (8020, 8040, 8060, 8080 Ryan Road, Richmond, BC) respectfully request time on the agenda of the next Council meeting on Monday July 22, 2013 at 7:00 pm.

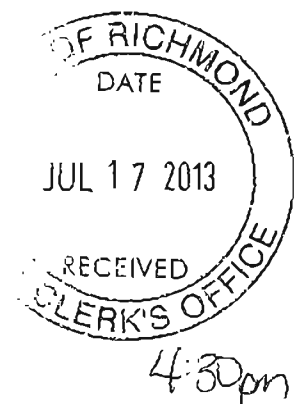
We represent concerned leaseholders in this complex of 110 units. Without prior consent and relevant disclosure to the leaseholders, the management company Westsea Construction Ltd. initiated an extensive Remedial Work to the buildings. Westsea also imposes a payment plan on their term with a short notice and no consultation with the leaseholders. The terms will create extreme financial hardship on many leaseholders who are primarily seniors and/or people on a low or fixed-income stream. Without assistance these Richmond residents are looking at potentially losing their homes. We are bringing this to Council's attention as Council has identified the needs of seniors in the community and affordable housing as priorities in Council's TERM GOALS 2011 – 2014 for Community Social Services.

We seek Council's assistance in

- Reviewing the building permit application in stream. We ask the permit can not be issued until approval from the Interim Management Board is provided; and
- Liaising with other levels of government or agencies who share an interest in affordable housing and can provide options, financially or other, to the leaseholders .

Your sincerely,

The Interim Management Board for Bristol Court



CNCL - 565

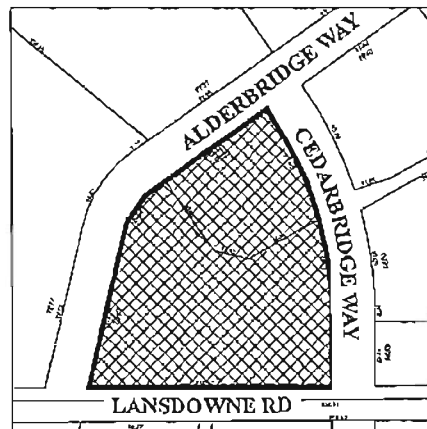


**Richmond Zoning Bylaw 8500
Amendment Bylaw 8946 (RZ 11-593705)
7680 and 7720 Alderbridge Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 9.4.4.7 as follows:
 - “7. Notwithstanding Section 9.4.4.3, for the RCL2 zone the maximum floor area ratio for the net site area of the site located within the City Centre shown on Figure 1 below shall be 2.252, provided that the owner:
 - a) complies with the conditions set out in either paragraph 9.4.4.3(a) or (b); and
 - b) creates a lot with an area of not less than 1,139 m² within the site as park.

Figure 1



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 **RESIDENTIAL / LIMITED COMMERCIAL (RCL2)**.

P.I.D. 001-183-222

Lot 1 Section 5 Block 4 North Range 6 West New Westminster District Plan 69080

P.I.D. 001-183-231

Lot 2 Section 5 Block 4 North Range 6 West New Westminster District Plan 69080

3. This Bylaw may be cited as “Richmond Zoning Bylaw 8500, Amendment Bylaw 8946”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

OCT 22 2012

NOV 19 2012

NOV 19 2012

NOV 19 2012

JUL 17 2013



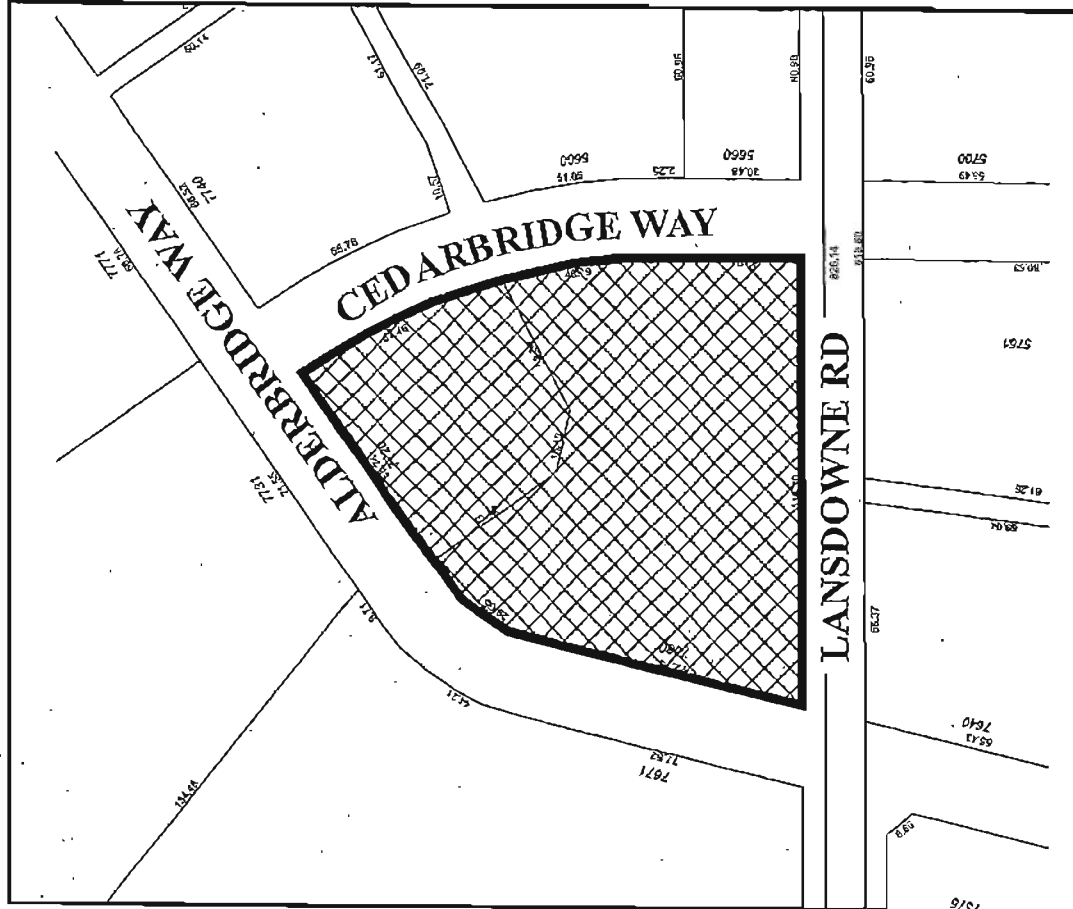
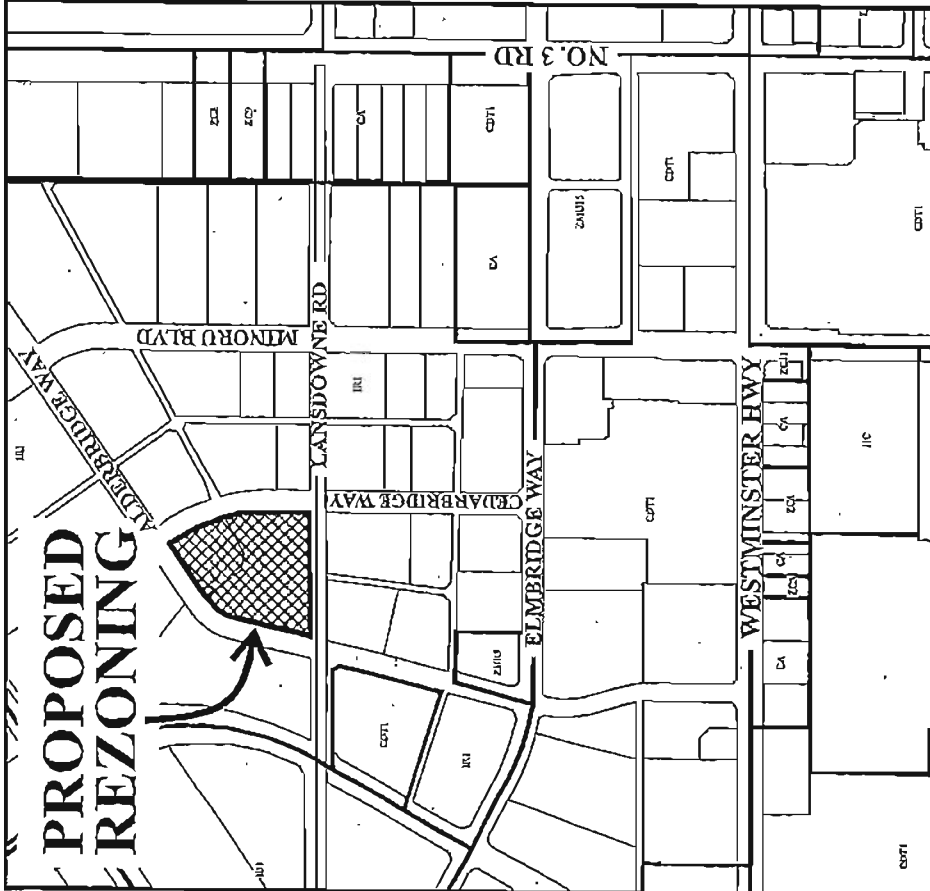
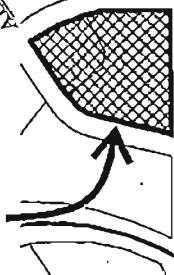
MAYOR

CORPORATE OFFICER



City of Richmond

**PROPOSED
REZONING**



RZ 11-593705

Original Date: 11/15/11

Revision Date:

Note: Dimensions are in METRES



**Arts, Culture and Heritage Capital Reserve Fund
Establishment Bylaw No. 9032**

WHEREAS:

- A. Section 188(1) of the *Community Charter* authorizes Council to establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund;
- B. Council wishes to establish a reserve fund for the purposes of supporting capital costs related to arts, culture and heritage facilities, properties and activities,

The Council of the City of Richmond enacts as follows:

- 1. The Arts, Culture and Heritage Capital Reserve Fund is hereby established.
- 2. Any and all amounts in the Arts, Culture and Heritage Capital Reserve Fund, including any interest earned and accrued, may be used and expended solely for capital costs for any one or more of the following purposes (whether or not undertaken by the City):
 - (a) the development of arts, cultural or heritage facilities;
 - (b) the restoration of heritage properties;
 - (c) the renovation or restoration of facilities or properties that are or will be used for arts, cultural and heritage activities.
- 3. If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

4. This Bylaw is cited as "Arts, Culture and Heritage Capital Reserve Fund Establishment Bylaw No. 9032".

FIRST READING

JUL 8 2013

SECOND READING

JUL 8 2013

THIRD READING

JUL 8 2013

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>Q</i>
APPROVED for legality by Solicitor <i>ng</i>

MAYOR

CORPORATE OFFICER



Inter-municipal Business Licence Agreement Bylaw No. 9033

A By-law to enter into an agreement among the City of Burnaby, the Corporation of Delta, the City of New Westminster, the City of Richmond, the City of Surrey, and the City of Vancouver (the "Participating Municipalities") regarding an Inter-municipal Business Licence Scheme

THE COUNCIL OF THE CITY OF RICHMOND, in public meeting, enacts as follows:

1. Council hereby authorizes the City to enter into an Agreement with the City of Burnaby, the Corporation of Delta, the City of New Westminster, the City of Richmond, the City of Surrey, and the City of Vancouver, in substantially the form and substance of the Agreement attached to this Bylaw as Schedule A, and also authorizes the Chief Administrative Officer and the General Manager, Corporate and Financial Services to execute the Agreement on behalf of the City, and to deliver it to the Participating Municipalities on such terms and conditions as the Chief Administrative Officer and the General Manager, Corporate and Financial Services deem fit.
2. This Bylaw is cited as "Inter-municipal Business Licence Agreement Bylaw No. 9033".

FIRST READING

JUN 24 2013



SECOND READING

JUN 24 2013

THIRD READING

JUN 24 2013

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept

APPROVED for legality by Solicitor


MAYOR

CORPORATE OFFICER

Schedule A

Inter-municipal Business Licence Agreement

WHEREAS the City of Burnaby, the Corporation of Delta, the City of New Westminster, the City of Richmond, the City of Surrey, and the City of Vancouver (hereinafter the "*Participating Municipalities*") wish to permit certain categories of Businesses to operate across their jurisdictional boundaries while minimizing the need to obtain a separate municipal business licence in each jurisdiction;

NOW THEREFORE the City of Burnaby, the Corporation of Delta, the City of New Westminster, the City of Richmond, the City of Surrey, and the City of Vancouver agree as follows:

1. The *Participating Municipalities* agree to establish an inter-municipal business licence scheme among the *Participating Municipalities*, pursuant to section 14 of the *Community Charter* and section 192.1 of the *Vancouver Charter*.
2. The *Participating Municipalities* will request their respective municipal Councils to each ratify this Agreement and enact a bylaw to implement the inter-municipal business licence scheme effective October 1, 2013.
3. The term of this Agreement and the inter-municipal business licence scheme will be October 1, 2013 to December 31, 2015.
4. In this Agreement:

"*Business*" has the meaning in the *Community Charter*;

"*Community Charter*" means the Community Charter, S.B.C. 2003, c. 26;

"*Inter-municipal Business*" means a trades contractor or other professional related to the construction industry that provides a service or product other than from their Premises;

"*Inter-municipal Business Licence*" means a business licence which authorizes an *Inter-municipal Business* to be carried on within the jurisdictional boundaries of any or all of the *Participating Municipalities*;

"*Inter-municipal Business Licence Bylaw*" means the bylaw adopted by the Council of each *Participating Municipality* to implement the inter-municipal business licence scheme contemplated by this Agreement;

"*Municipal Business Licence*" means a licence or permit, other than an *Inter-municipal Business Licence*, issued by a *Participating Municipality* that authorizes a *Business* to be carried on within the jurisdictional boundaries of that *Participating Municipality*;

"Participating Municipality" means any one of the *"Participating Municipalities"*;

"Person" has the meaning in the *Interpretation Act*, S.B.C. 1996, c. 238;

"Premises" means one or more fixed or permanent locations where the Person ordinarily carries on *Business*;

"Principal Municipality" means the *Participating Municipality* where a *Business* is located or has *Premises*; and

"Vancouver Charter" means the *Vancouver Charter*, S.B.C. 1953 c. 55.

5. Subject to the provisions of the *Inter-municipal Business Licence Bylaw*, the *Participating Municipalities* will permit a Person who has obtained an *Inter-municipal Business Licence* to carry on *Business* within any *Participating Municipality* for the term authorized by the *Inter-municipal Business Licence* without obtaining a *Municipal Business Licence* in the other *Participating Municipalities*.
6. A *Principal Municipality* may issue an *Inter-municipal Business Licence* to an applicant if the applicant is an *Inter-municipal Business* and meets the requirements of the *Inter-municipal Business Licence Bylaw*, in addition to the requirements of the *Principal Municipality's* bylaw that applies to a *Municipal Business Licence*.
7. Notwithstanding that a *Person* may hold an *Intermunicipal Business Licence* that would make it unnecessary to obtain a *Municipal Business Licence* in other *Participating Municipalities*, the *Person* must still comply with all other regulations of any municipal business licence bylaw or regulation in addition to any other bylaws that may apply within any jurisdiction in which the *Person* carries on *Business*.
8. An *Inter-municipal Business Licence* must be issued by the *Participating Municipality* in which the applicant maintains *Premises*.
9. The *Participating Municipalities* will require that the holder of an *Inter-municipal Business Licence* also obtain a *Municipal Business Licence* for *Premises* that are maintained by the licence holder within the jurisdiction of the *Participating Municipality*.
10. The *Inter-municipal Business Licence* fee is \$250 and is payable to the *Principal Municipality*.
11. The *Inter-municipal Business Licence* fee is separate from and in addition to any *Municipal Business Licence* fee that may be required by a *Participating Municipality*.
12. Despite paragraphs 17(a) and (b), the *Inter-municipal Business Licence* fee will not be pro-rated.

13. The *Participating Municipalities* will distribute revenue generated from *Inter-municipal Business Licence* fees amongst all *Participating Municipalities* based on the revenue sharing formula referred to in Schedule 1 to this Agreement.
14. The *Participating Municipalities* will review the inter-municipal business licence scheme and the revenue sharing formula established by this Agreement from time to time and may alter the formula in Schedule 1 by written agreement of all *Participating Municipalities*.
15. The first distribution of revenue generated from *Inter-municipal Business Licence* fees will take place following the nine month period of October 1, 2013 to June 30, 2014.
16. After June 30, 2014, each subsequent distribution of revenue generated from *Inter-municipal Business Licence* fees will take place following each subsequent six month period.
17. The length of term of an *Inter-municipal Business Licence* is twelve (12) months, except that:
 - (a) at the option of a *Participating Municipality*, the length of term of the initial *Inter-municipal Business Licence* issued to an *Inter-municipal Business* in that municipality may be less than twelve (12) months in order to harmonize the expiry date of the *Inter-municipal Business Licence* with the expiry date of the *Municipal Business Licence*; and
 - (b) any *Inter-municipal Business Licence* issued on or after January 1, 2015 will expire on December 31, 2015.
18. An *Inter-municipal Business Licence* will be valid within the jurisdictional boundaries of all of the *Participating Municipalities* until its term expires, unless the *Inter-municipal Business Licence* is suspended or cancelled or a *Participating Municipality* withdraws from the inter-municipal business licence scheme among the *Participating Municipalities* in accordance the *Inter-municipal Business Licence Bylaw*.
19. Each *Participating Municipality* will share a database of *Inter-municipal Business Licences*, which will be available for the use of all *Participating Municipalities*.
20. Each *Participating Municipality* which issues an *Inter-municipal Business Licence* will promptly update the shared database after the issuance of that licence.
21. A *Participating Municipality* may exercise the authority of the *Principal Municipality* and suspend an *Inter-municipal Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to suspend a business licence under the *Community Charter* or *Vancouver Charter* or under the business licence bylaw of the *Participating Municipality*. The suspension will be in effect throughout all of the *Participating Municipalities* and it will be unlawful for the

holder to carry on the *Business* authorized by the *Inter-municipal Business Licence* in any *Participating Municipality* for the period of the suspension.

22. A *Participating Municipality* may exercise the authority of the *Principal Municipality* and cancel an *Inter-municipal Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to cancel a business licence under the *Community Charter* or *Vancouver Charter* or the business licence bylaw of the *Participating Municipality*. The cancellation will be in effect throughout all of the *Participating Municipalities*.
23. The cancellation of an *Inter-municipal Business Licence* under section 22 will not affect the authority of a *Participating Municipality* to issue a business licence, other than an *Inter-municipal Business Licence*, to the holder of the cancelled *Inter-municipal Business Licence*.
24. Nothing in this Agreement affects the authority of a *Participating Municipality* to suspend or cancel any business licence issued by that municipality or to enact regulations in respect of any category of *Business* under section 15 of the *Community Charter* or sections 272, 273, 279A, 279A.1, 279B, and 279C of the *Vancouver Charter*.
25. A *Participating Municipality* may, by notice in writing to each of the other *Participating Municipalities*, withdraw from the inter-municipal business licence scheme among the *Participating Municipalities*, and the notice must:
 - (a) set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of *Inter-municipal Business Licences*, which date must be at least six months from the date of the notice; and
 - (b) include a certified copy of the municipal Council resolution or bylaw authorizing the municipality's withdrawal from the *Inter-municipal Business Licence* scheme.
26. Prior to the effective date of a withdrawal under section 25 of this Agreement, the remaining *Participating Municipalities* will review and enter into an agreement to amend the revenue distribution formula set-out in Schedule 1 of this Agreement.
27. Nothing contained or implied in this Agreement shall fetter in any way the discretion of the Council of the *Participating Municipalities*. Further, nothing contained or implied in this Agreement shall prejudice or affect the *Participating Municipalities'* rights, powers, duties or obligation in the exercise of its functions pursuant to the *Community Charter*, *Vancouver Charter*, or the *Local Government Act*, as amended or replaced from time to time, or act to fetter or otherwise affect the *Participating Municipalities'* discretion, and the rights, powers, duties and obligations under all public and private statutes, bylaws, orders and regulations, which may be, if each *Participating Municipality* so elects, as fully and effectively exercised as if this Agreement had not been executed and delivered by the *Participating Municipalities*.

SIGNED AND DELIVERED on behalf of the *Participating Municipalities*, the Councils of each of which has, by bylaw, ratified this Agreement and authorized their signatures to sign on behalf of the respective Councils, on the dates indicated below.

CITY OF BURNABY

Mayor _____
Clerk _____
Date _____

CORPORATION OF DELTA

Mayor _____
Clerk _____
Date _____

CITY OF NEW WESTMINSTER

Mayor _____
Clerk _____
Date _____

CITY OF RICHMOND

Chief Administrative Officer _____
General Manager, Corporate and Financial Services _____
Date _____

CITY OF SURREY

Mayor

Clerk

Date

CITY OF VANCOUVER

Director of Legal
Services

Date

Schedule 1

The revenue generated from Inter-municipal Business Licence fees will be distributed based on the following revenue sharing formula:

Participating Municipality	% share of revenue generated from Inter-municipal Business Licence fees
City of Burnaby	14.37%
Corporation of Delta	9.67%
City of New Westminster	9.34%
City of Richmond	18.86%
City of Surrey	23.46%
City of Vancouver	24.30%
Total	100%



(5640 Hollybridge Way) Bylaw No. 9039

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out in Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: 006-096-115 Lot 109, Section 5, Block 4, North Range 6,
West New Westminster District Plan 46385

2. This Bylaw is cited as “**Housing Agreement (5640 Hollybridge Way) Bylaw No. 9039**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

JUL 8 2013

JUL 8 2013

JUL 8 2013

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor


MAYOR

CORPORATE OFFICER

Schedule A

To Housing Agreement (Cressey Gilbert Holdings Ltd. Inc. No. BC 0915877) Bylaw No. 9039

HOUSING AGREEMENT BETWEEN CRESSEY GILBERT HOLDINGS LTD. (INC.
NO. BC 0915877) AND THE CITY OF RICHMOND

HOUSING AGREEMENT

AFFORDABLE HOUSING SPECIAL DEVELOPMENT CIRCUMSTANCE (Section 905 *Local Government Act*)

THIS AGREEMENT is dated for reference _____, 2013,

BETWEEN:

CRESSEY GILBERT HOLDINGS LTD. (Inc. No. BC0915877), a corporation pursuant to the Business Corporations Act and having an address at 800 – 925 West Georgia Street, Vancouver, British Columbia, V6C 3L2

(the "Owner")

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the "City")

WHEREAS:

- A. Section 905 of the *Local Government Act* permits the City to enter into and, by legal notation on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined);
- C. The Owner and the City intend that the Affordable Housing Units (as hereinafter defined) shall be rented by the Owner in perpetuity at rents which would result in the Permitted Rent (as herein defined) for eligible tenants being less than the rents for Affordable Subsidized Rental Housing as stipulated in the Affordable Housing Strategy (as herein defined);
- D. The Owner and the City intend that the Affordable Housing Units will be operated and managed by a Non-Profit Housing Provider (as herein defined); and
- E. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement.

V.6

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5640 Hollybridge Way
Application No. RZ 2012- 602449
Rezoning Condition No. 8

NOW THEREFORE in consideration of the matters referred to in the foregoing recitals, the covenants and agreements herein contained and the sum of Ten Dollars (\$10.00) now paid by the City to the Owner and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the parties), the parties hereto hereby covenant and agree as follows:

ARTICLE 1 **DEFINITIONS AND INTERPRETATION**

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Component"** means a 3-story component of the Development, such component to be constructed by the Vendor pursuant to this Agreement, to be located within that portion of the Lands comprising the AHAP and containing all the Affordable Housing Units, and meeting all other construction conditions as specified in this Agreement;
- (b) **"Affordable Housing Strategy"** means the Richmond Affordable Housing Strategy approved by the City on May 28, 2007, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be amended or replaced from time to time;
- (c) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Units charged by this Agreement;
- (d) **"Affordable Subsidized Rental Housing"** has the meaning given in the Affordable Housing Strategy, and applicable addenda thereto, as amended from time to time;
- (e) **"Agreement"** or **"this Agreement"** means this agreement and includes all recitals and schedules to this agreement and all instruments comprising this agreement;
- (f) **"AHAP"** or **"Affordable Housing Airspace Parcel"** means the airspace parcel to be created by the Owner by a subdivision of the Lands, which airspace parcel will contain the Affordable Housing Component;
- (g) **"Business Day"** means a day which is not a Saturday, Sunday or statutory holiday (as defined in the *Employment Standards Act* (British Columbia)) in British Columbia;
- (h) **"CAP"** or **"Childcare Airspace Parcel"** means the airspace parcel to be created by the Owner by a subdivision of the Lands, which airspace parcel will contain the Childcare Facility and will be located adjacent to the AHAP;
- (i) **"CCAP"** means the City of Richmond City Centre Area Plan, as may be amended or replaced from time to time;

V.5

Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5640 Hollybridge Way
Application No. RZ 2012- 602449
Rezoning Condition No. 8

- (j) **"Childcare Facility"** means the City-owned childcare facility located adjacent to the Affordable Housing Component, located within the CAP, and to be operated by a non-profit childcare services provider on the basis, *inter alia*, that preference will be given to the children of Tenants for available childcare spaces;
- (k) **"City"** or **"City of Richmond"** means the City of Richmond and is called the "City" when referring to the corporate entity and "City of Richmond" when referring to the geographic location;
- (l) **"City Personnel"** means the City's officials, officers, employees, agents, contractors, licensees, permittees, nominees and delegates;
- (m) **"City Solicitor"** means the individual appointed from time to time to be the City Solicitor of the Law Division of the City, or his or her designate;
- (n) **"Co-ordinated Services"** has the meaning given in section 6.3 of this Agreement;
- (o) **"Core Need Income Threshold"** means the housing income limit established from time to time in the Affordable Housing Strategy on the basis of income level designated by Canada Mortgage Housing Corporation as the upper income eligibility limit for households living in affordable rental housing;
- (p) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (q) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since date as per above, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 5.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (r) **"Development"** means any building, improvement or structure constructed or to be constructed by or on behalf of the Owner on the Lands, (or any part thereof) and/or the subdivision of the Lands (or any part thereof) that would be permitted by the rezoning of the Lands;
- (s) **"Director of Development"** means the individual appointed to be the Director of Development of the Development Applications Division of the City of Richmond and his or her designate;
- (t) **"Manager, Community Social Development"** means the individual appointed to be the Manager, Community Social Development from time to time of the Community Services Department of the City and his or her designate;
- (u) **"Dwelling Unit"** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings,

duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;

- (v) **"Eligible Tenant Family"** means a single parent family comprising of one adult individual and one or more minor and dependent children residing primarily with that adult individual in regards to a two bedroom unit and a pregnant woman in regards to the studio unit, having a cumulative annual income of:

- (i) in respect to a studio unit, \$33,500 or less; or
- (ii) in respect to a two bedroom unit, \$45,500 or less,

or such other maximum incomes as may be stipulated in the Affordable Housing Strategy from time to time for Affordable Subsidized Rental Housing, in accordance with the Core Need Income Threshold. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In regards to the studio unit, the Eligible Tenant shall include a pregnant woman and may extend to up to one (1) year after the birth the child(ren). In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant Family's permitted income in any particular year shall be final and conclusive;

- (w) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) registered against title to the Lands in connection with Rezoning Application No. RZ 2012-602449;
- (x) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (y) **"Land Title Act"** means the *Land Title Act*, RSBC 1996, c. 250, and amendments thereto and re-enactments thereof;
- (z) **"Lands"** means parcel identifier: 006-096-115, Lot 109 Section 5 Block 4 North Range 6 West New Westminster District Plan 46385;
- (aa) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 1996, Chapter 323, together with all amendments thereto and replacements thereof;
- (bb) **"LTO"** means the Lower Mainland Land Title Office or its successor;
- (cc) **"Non-Profit Housing Provider (NHAP)"** has the meaning given in section 6.3 of this Agreement;
- (dd) **"OCP"** means the City of Richmond Official Community Plan Bylaw No. 7100, as may be amended or replaced from time to time;

- (ee) "Operating Agreement" has the meaning given in section 6.3 of this Agreement;
- (ff) "Owner" means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (gg) "Permitted Rent" means rents, payable by a Tenant to the Non-Profit Housing Provider, no greater than:
 - (i) \$800.00 a month for a studio unit; and
 - (ii) \$950.00 a month for a two bedroom unit;

provided that the rents set-out above may be adjusted in accordance with the percentage rate increases as set out in the current City Affordable Housing Strategy as approved annually by the Council of the City. In the absence of obvious error or mistake, any calculation or determination by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (hh) "*Real Estate Development Marketing Act*" means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (ii) "Receivable Rent" means a rent that is:
 - (i) payable by the Non-Profit Housing Provider to the Owner under the Operating Agreement;
 - (ii) within the specified range of minimum and maximum monthly rents set out in the column titled "Non-Profit" in the table in Schedule B of this Agreement, in respect of the type of Dwelling Unit in question; and
 - (iii) inclusive of Permitted Rent for each Dwelling Unit covered by the Operating Agreement, and rental financial assistance, if any, provided by the Non-Profit Housing Provider or other agency to or on behalf of a Tenant,

provided that the amounts set out in Schedule B may be adjusted in accordance with the percentage rate increases as set out in the current City Affordable Housing Strategy as approved annually by the Council of the City. In the absence of obvious error or mistake, any calculation or determination by the City of the Receivable Rent in any particular year shall be final and conclusive;

- (jj) "Remainder Lands" means:
 - (i) the remainder of the Lands after creation of the AHAP, CAP and any other airspace or other subdivision plans that further subdivide the Lands; and

- (ii) such other airspace or other parcels, including the CAP, created by the subdivision of the Lands;
- (kk) "**Residential Tenancy Act**" means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (ll) "**Strata Property Act**" means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (mm) "**Subdivide**" means to divide, apportion, consolidate or subdivide the Lands, or any portion thereof, including the ownership or right to possession or occupation of the Lands, or any portion thereof, into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the *Real Estate Development Marketing Act*;
- (nn) "**Targeted Gross Shelter Costs**" means a cost of housing including rent and electricity that is within the specified range of minimum and maximum monthly shelter costs set out in Schedule B of this Agreement in respect of the type of Dwelling Unit in question, provided that the amounts set out in Schedule B may be adjusted in accordance with the percentage rate increases as set out in the current City Affordable Housing Strategy as approved annually by the Council of the City. In the absence of obvious error or mistake, any calculation or determination by the City of the Targeted Gross Shelter Costs in any particular year shall be final and conclusive;
- (oo) "**Tenancy Agreement**" means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit;
- (pp) "**Tenant**" means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement;
- (qq) "**Terms of Reference**" means the non-exhaustive framework of terms and conditions to be included in the Operating Agreement, a copy of which is attached as Schedule C to this Agreement;
- (rr) "**Zoning Bylaw**" means the City of Richmond Zoning Bylaw No. 8500, as may be amended or replaced from time to time.

1.2 In this Agreement:

- (a) words importing the singular number only will include the plural and vice versa, words importing the masculine gender will include the feminine and neuter genders and vice versa and words importing persons will include individuals, partnerships, associations, trusts, unincorporated organizations and corporations, and vice versa;

- (b) the division of this Agreement into Articles and the insertion of headings are for the convenience of reference only and will not affect the construction or interpretation of this Agreement. The terms "this Agreement", "hereof", "hereunder" and similar expressions refer to this Agreement and not to any particular Article or other portion hereof and include any agreement or instrument supplemental or ancillary hereto. Unless something in the subject matter or context is inconsistent therewith, references herein to Articles are to Articles of this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) all provisions are to be interpreted as always speaking;
- (h) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant Family, agent, officer and invitee of the party;
- (i) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided;
- (j) the word "including", when following any general statement, term or matter, will not be construed to limit such general statement, term or matter to the specific items or matters set forth immediately following such word or to similar items or matters, but will be construed to refer to all other items or matters that could reasonably fall within the scope of such general statement, term or matter, whether or not non-limiting language (such as "without limitation", "but not limited to" or words of similar import) is used with reference thereto; and
- (k) any interest in land created hereby, as being found in certain Articles, sections, paragraphs or parts of this Agreement, will be construed, interpreted and given force in the context of those portions of this Agreement:
 - (i) which define the terms used herein;
 - (ii) which deal with the interpretation of this Agreement; and
 - (iii) which are otherwise of general application.

1.3 Schedules

The following Schedules are attached hereto and form part of this Agreement:

Schedule "A"	Statutory Declaration
Schedule "B"	Permitted Rent
Schedule "C"	Terms of Reference for Operating Agreement

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may, in perpetuity, only be used as a permanent residence occupied by one Eligible Tenant Family. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as an Eligible Tenant Family), or any tenant or guest of the Owner, other than an Eligible Tenant Family. For the purposes of this Article, "permanent residence" means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Tenant Family.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City the statutory declarations as collected by the NPHP, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Schedule "A", sworn by the NPHP, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect of each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the NPHP may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide, with the assistance of the NPHP, to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.
- 2.3 The Owner will, in addition to providing the City with the statutory declarations as described in Section 2.2, provide the City with a copy of the Operating Agreement, as amended from time to time.
- 2.4 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.5 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not occupy, nor permit any person to occupy any portion of any building, in part or in whole, on the Remainder Lands and the City will not be obligated to permit occupancy of any building on the Remainder Lands until all of the following conditions are satisfied:

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- (a) the Affordable Housing Component, Affordable Housing Units, Childcare Facility and related uses and areas are constructed in accordance with Development Permit DP 13-629846, the approved Building Permit and with interior layouts and finishes to the satisfaction of the City;
- (b) the Affordable Housing Component, the Affordable Housing Units and the Childcare Facility have received final building permit inspection permitting occupancy; and
- (c) the Owner is not otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of the Lands.

ARTICLE 3 DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will, and will ensure that the Operating Agreement will provide that the Non-Profit Housing Provider will, repair and maintain the AHAP in good and clean order and condition, excepting reasonable wear and tear.
- 3.2 The Owner will, and will ensure that the Operating Agreement will provide that the Non-Profit Housing Provider will, include a clause in each Tenancy Agreement requiring the Tenants to repair and maintain the Affordable Housing Units in good order and condition, excepting reasonable wear and tear.
- 3.3 The Owner will not, and will ensure that that the Operating Agreement will provide that the Non-Profit Housing Provider will not, permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.4 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than five (5) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) Affordable Housing Units.
- 3.5 The Owner will ensure that the Operating Agreement will provide that the Non-Profit Housing Provider must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant Family and except in accordance with the following additional conditions:
 - (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable by a Tenant for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will ensure that the Operating Agreement will provide that the Non-Profit Housing Provider will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all common indoor and outdoor

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amenities and facilities on the AHAP and Remainder Lands or any subdivided portion thereof, including parking facilities, in accordance with the Zoning Bylaw, the City's OCP, CCAP policy and included within the registered easements on the Lands in favour of the AHAP intended for such purposes, as may be amended or replaced from time to time;

- (d) the Owner will ensure that the Operating Agreement will provide that the Non-Profit Housing Provider will not require the Tenant or any permitted occupant to pay any extra charges or fees for use of any common areas, facilities or amenities on the AHAP, Remainder Lands or any subdivided portion thereof except for those same specific rental and cleaning fees that may be charged to the strata market residential units owners associated with exclusive facility room bookings that may be made at the discretion of the NPHP or its occupants, or for sanitary sewer, storm sewer, other utilities (with the exception of water, if applicable), property or similar tax; provided, however, the Owner or Non-Profit Housing Provider may charge the Tenant their cost, if any, of providing cablevision, telephone, other telecommunications, gas, or electricity fees, charges or rates;
- (e) the Owner will ensure that the Operating Agreement will provide that the Non-Profit Housing Provider will attach a copy of this Agreement to every Tenancy Agreement;
- (f) the Owner will ensure that the Operating Agreement will provide that the Non-Profit Housing Provider will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) the Owner will ensure that the Operating Agreement will provide that the Non-Profit Housing Provider will include in the Tenancy Agreement a clause entitling the Non-Profit Housing Provider to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant Family;
 - (ii) the annual income of an Eligible Tenant Family rises above the applicable maximum amount specified in section 1.1(v) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to, and to ensure that that the Operating Agreement will provide that the Non-Profit Housing Provider will, forthwith provide to the Tenant a notice of termination. Except for section 3.5(g)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(v) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.5(g)(ii) of this Agreement, termination shall be effective (1) on the day that is six (6) months following the date that the notice of termination was provided to the Tenant and (2) the day before the day in the month, or in the other period on which the tenancy is based, that rent is payable under the Tenancy Agreement, or as otherwise stipulated in the *Residential Tenancy Act*. The Owner acknowledges and agrees, and will ensure that the Operating Agreement will provide that the Non-Profit Housing Provider acknowledges and agrees, that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any payments that the Owner or Non-Profit Housing Provider may be required to pay to the Tenant under the *Residential Tenancy Act*, whether or not such payments relate directly or indirectly to the operation of this Agreement;

- (h) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (i) the Owner will, and will ensure the Operating Agreement requires the Non-Profit Housing Provider to, forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

- 3.6 If the NPHP has terminated the Tenancy Agreement, then the Owner shall, and will ensure that that the Operating Agreement will provide that the Non-Profit Housing Provider shall, use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

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and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 DEFAULT AND REMEDIES

- 5.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or Target Gross Shelter Costs or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after ten (10) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) Business Days following receipt by the Owner of an invoice from the City for the same, and such invoice will be given and deemed received in accordance with section 6.10 [Notice] of this Agreement.
- 5.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 6 MISCELLANEOUS

6.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 905 of the *Local Government Act*, and
- (b) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 905 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The Owner acknowledges and agrees that notwithstanding a partial

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discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended.

6.2 Modification

Subject to section 6.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

6.3 Management and Co-ordinated Services

The Owner covenants and agrees that it will:

- (a) work with the City in a joint selection process, based on criteria established jointly by the City and the Owner, for the selection of a qualified non-profit affordable housing provider with the skill and expertise to manage the Affordable Housing Units and the Co-ordinated Services jointly with the Owner (the "**Non-Profit Housing Provider**") that is mutually agreed upon by the Owner and the City;
- (b) at the Owner's expense, hire the selected Non-Profit Housing Provider to, jointly with the Owner, furnish efficient management of the Affordable Housing Units and the Co-ordinated Services
- (c) enter into an agreement with the selected Non-Profit Housing Provider that relates to the operation and management of the Affordable Housing Component and Affordable Housing Units and the provision and management of Co-ordinated Services to the Tenants on terms and conditions substantially consistent with the Terms of Reference, (the "**Operating Agreement**");
- (d) obtain the City's written approval of the Operating Agreement before entering into the Operating Agreement with the Non-Profit Housing Provider, and will not amend the Operating Agreement without the prior written approval of the City;
- (e) work collaboratively with the City, Non-Profit Housing Provider and other non-profit and provincial housing, community service and health providers, in the development of a coordinated approach for the delivery of accessible affordable housing, social programs and support for families, including in the areas of life skills, self sufficiency, financial literacy, health education, higher education, and employment opportunities (the "**Co-ordinated Services**"); and
- (f) furnish good and efficient management of the Affordable Housing Component and will permit representatives of the City to inspect the Affordable Housing Component at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Component in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands and in accordance with the Terms of Reference in Schedule "C". Notwithstanding the foregoing, if the Affordable Housing Component is not in a good state of repair and fit for habitation, the Owner acknowledges and agrees that the City, may require the Owner, at the Owner's

expense, to hire a person or company with the skill and expertise in property management to undertake management of the Affordable Housing Component to ensure a good state of repair fitness for habitation, such person or company to be selected by the Owner based on criteria jointly developed by the City and Owner.

6.4 Indemnity

Except in the case of negligence or wilful misconduct by the City and/or the City Personnel, the Owner hereby releases and indemnifies and saves harmless the City and the City Personnel from all loss, damage, costs (including without limitation, legal costs), expenses, actions, suits, debts, accounts, claims and demands, including without limitation, any and all claims of third parties, which the City or the City Personnel may suffer, incur or be put to arising out of or in connection, directly or indirectly or that would not or could not have occurred "but for":

- (a) this Agreement;
- (b) any breach by the Owner of any covenant or agreement contained in this Agreement;
- (c) any personal injury, death or damage occurring in or on the AHAP or CAP, including the Affordable Housing Units and Childcare Facility;
- (d) the exercise of discretion by any City Personnel for any matter relating to this Agreement;
- (e) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands, Affordable Housing Component or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (f) the exercise by the City of any of its rights under this Agreement or an enactment.

6.5 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

6.6 Priority

The Owner agrees, if required by the City Solicitor, to cause the registrable interests in land granted pursuant to this Agreement to be registered as first registered charges against the Lands, at the Owner's expense, save only for any reservations, liens, charges or encumbrances:

- (a) contained in any grant from Her Majesty the Queen in Right of the Province of British Columbia respecting the Lands;

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- (b) registered in favour of the City; or
- (c) which the City has determined may rank in priority to the registrable interests in land granted pursuant to this Agreement,

and that a notice under section 905(5) of the *Local Government Act* will be filed on the title to the Lands.

6.7 No Fettering and No Derogation

Nothing contained or implied in this Agreement shall fetter in any way the discretion of the City or the Council of the City. Further, nothing contained or implied in this Agreement shall derogate from the obligations of the Owner under any other agreement with the City or, if the City so elects, prejudice or affect the City's rights, powers, duties or obligations in the exercise of its functions pursuant to the *Community Charter* or the *Local Government Act*, as amended or replaced from time to time, or act to fetter or otherwise affect the City's discretion, and the rights, powers, duties and obligations of the City under all public and private statutes, by-laws, orders and regulations, which may be, if the City so elects, as fully and effectively exercised in relation to the Lands, or any Subdivided portion thereof, and the Owner, as if this Agreement had not been executed and delivered by the Owner and the City.

6.8 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Remainder Lands or the Affordable Housing Component or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

6.9 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

6.10 Notice

Any notice or communication required or permitted to be given pursuant to this Agreement will be in writing and delivered by hand or sent by prepaid mail or facsimile to the party to which it is to be given as follows:

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(a) to the City:

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

Attention: City Clerk
Fax: 604 276-5139

with a copy to the Director of Development, the Manager, Community and Social Development and the City Solicitor;

(b) to the Owner, to the address as set out on the title for the Lands,

or to such other address or fax number as any party may in writing advise. Any notice or communication will be deemed to have been given when delivered if delivered by hand, two Business Days following mailing if sent by prepaid mail, and on the following Business Day after transmission if sent by facsimile.

6.11 Enurement

This Agreement will enure to the benefit of and be binding upon the parties hereto and their respective successors, administrators and assigns.

6.12 Severability

If any Article, section, subsection, sentence, clause or phrase in this Agreement is for any reason held to be invalid by the decision of a Court of competent jurisdiction, the remainder of this Agreement will continue in full force and effect and, in such case, the parties hereto will agree upon an amendment to be made to the Article, section, subsection, sentence, clause or phrase previously found to be invalid and will do or cause to be done all acts reasonably necessary in order to amend this Agreement so as to reflect its original spirit and intent.

6.13 No Waiver and Remedies

The Owner and the City acknowledge and agree that no failure on the part of either party hereto to exercise and no delay in exercising any right under this Agreement will operate as a waiver thereof nor will any single or partial exercise by either party of any right under this Agreement preclude any other or future exercise thereof or the exercise of any other right. The remedies provided in this Agreement will be cumulative and not exclusive of any other remedies provided by law and all remedies stipulated for either party in this Agreement will be deemed to be in addition to and not, except as expressly stated in this Agreement, restrictive of the remedies of either party hereto at law or in equity.

6.14 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

6.15 Further Acts

The parties to this Agreement will do and cause to be done all things and execute and cause to be executed all documents which may be necessary to give proper effect to the intention of this Agreement.

6.16 Equitable Relief

The Owner covenants and agrees that in addition to any remedies which are available under this Agreement or at law, the City will be entitled to all equitable remedies, including, without limitation, specific performance, injunction and declaratory relief, or any combination thereof, to enforce its rights under this Agreement. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy for a default by the Owner under this Agreement. The Owner acknowledges and agrees that no failure or delay on the part of the City to exercise any right under this Agreement will operate as a waiver by the City of such right.

6.17 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

6.18 Governing Law

This Agreement will be governed by and construed in accordance with the laws of the Province of British Columbia and the laws of Canada applicable therein.

6.19 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

6.20 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

6.21 No Liability

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The parties agree that neither the Owner, nor any successor in title to the Lands, or Remainder Lands, or portions thereof, will be liable for breaches of or non-observance or non-performance of covenants contained in this Agreement occurring after the date that the Owner or its successor in title, as the case may be, ceases to be the registered or beneficial owner of the Lands or Remainder Lands or portions thereof; provided, however, the Owner or its successors in title, as the case may be, shall remain liable after ceasing to be the registered or beneficial owner of the Lands or Remainder Lands or portions thereof for all breaches of and non-observance and non-performance of covenants in this Agreement if the breach, non-observance or non-performance occurred prior to the Owner or any successor in title, as the case may be, ceasing to be the registered or beneficial owner the Lands, Remainder Lands or portions thereof.

6.22 City Approval and Exercise of Discretion

Any City approval or consent to be given pursuant to or in connection with this Agreement is not effective or valid unless provided by the City in writing. Any City approval or consent to be granted by the City in this Agreement may, unless stated expressly otherwise, be granted or withheld in the absolute discretion of the City.

6.23 No Compensation

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands, Remainder Lands, or any subdivided portion thereof, and for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

6.24 Runs with land

The interest in lands including all covenants, rights of way and easements as the case may be, contained in this Agreement will, unless discharged in accordance with this Agreement, run with and bind the Lands, Remainder Lands and AHAP in perpetuity.

6.25 Time of Essence

Time, where mentioned herein, will be of the essence of this Agreement.

6.26 Assignment of Rights

The City, upon prior written notice to the Owner, may assign or license all or any part of this Agreement or any or all of the City's rights under this Agreement to any governmental agency or to any corporation or entity charged with the responsibility for providing or administering the Affordable Housing Strategy or other related public facilities, services or utilities. The Owner may not assign all or any part of this Agreement without the City's prior written consent.

6.27 Counterparts

This Agreement may be signed by the parties hereto in counterparts and by facsimile or pdf email transmission, each such counterpart, facsimile or pdf email transmission copy

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shall constitute an original document and such counterparts, taken together, shall constitute one and the same instrument and may be compiled for registration, if registration is required, as a single document.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

CRESSEY GILBERT HOLDINGS LTD.

by its authorized signatory(ies):

Per: _____

Name: _____

Per: _____

Name: _____

CITY OF RICHMOND

by its authorized signatory(ies):

Per: _____

Malcolm D. Brodie, Mayor

Per: _____

David Weber, Corporate Officer

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

SCHEDULE "A"
STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A HOUSING
)	AGREEMENT WITH THE CITY OF
PROVINCE OF BRITISH COLUMBIA)	RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____ the Affordable Housing Unit was occupied only by the Eligible Tenant Family (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

[Names, addresses and phone numbers of Eligible Tenant Family and their employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$_____ per month;
 - (b) the rent on the date of this statutory declaration: \$_____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$_____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

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Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5640 Hollybridge Way
Application No. RZ 2012- 602449
Rezoning Condition No. 8

CNCL - 600

6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of _____, in the Province of British Columbia, this _____ day of _____, 20____.

A Commissioner for Taking Affidavits in the
Province of British Columbia

DECLARANT

SCHEDULE "B"

PERMITTED RENT AND RECEIVABLE RENT

2 Bedroom Units	Tenant	Non-Profit
Minimum Monthly Rent ¹	\$0	\$950
Minimum Shelter Costs (i.e. rent and electricity)	\$0	\$994
Maximum Monthly Rent	\$950	\$1,137
Maximum Shelter Costs (i.e. rent and electricity)	\$994	\$1,137

Studio Units	Tenant	Non-Profit
Minimum Monthly Rent ¹	\$0	\$800
Minimum Shelter Costs (i.e. rent and electricity)	\$0	\$837
Maximum Monthly Rent	\$800	\$800
Maximum Shelter Costs (i.e. rent and electricity)	\$837	\$837

SCHEDULE "C"

TERMS OF REFERENCE FOR OPERATING AGREEMENT

Definitions

All capitalized terms used in these Terms of Reference have, unless otherwise indicated, the meanings given in the Housing Agreement to which these Terms of Reference are attached.

Background

The City and Owner wish to construct the Affordable Housing Component, Affordable Housing Units and Childcare Facility at the Owner's development on the Lands (the "Development"). The Affordable Housing Units will consist of:

- 15 units of Affordable Subsidized Rental Housing (14 2-bedroom units and 1 studio unit);
- A 470 sf2 amenity room with a kitchen (the "Amenity Room");
- Common halls, easement access to the elevator core, stairway and adjacent landing and lobby areas down to the basement P1 level of the Development;
- Designated refuse and recycling areas; and
- Indoor parking within the Development's parkade, with a minimum of 13 resident spaces within the AHAP and 3 visitor spaces in the general visitor parking on the Remainder Lands.

Purpose

The purpose of the City's project with the Owner (the "Project") is to support low income single parent families to gain self-sufficiency through the access and delivery of affordable housing, social programs and support for families, such as life skills, self sufficiency opportunities, financial literacy, health education, higher education, and employment.

The City and Owner will work together to select a Non-Profit Housing Provider to manage and operate the Affordable Housing Units, and to develop and manage the Co-ordinated Services.

The Owner will enter into an Operating Agreement with the Non-Profit Housing Provider.

Key Terms

The Operating Agreement to be entered into between the Owner and the Non-Profit Housing Provider will be consistent with the Housing Agreement to which these Terms of Reference are attached, and the purpose and social and community principles of the Project.

The Operating Agreement will contain provisions relating to the following key areas:

- **Term.** The Operating Agreement will be a long-term agreement of at least [10] years, to be decided based on factors including financial viability, timeframes for meeting the purposes of the Project, and City approval.
- **Renewal.** Any renewal of the Term should be subject to City approval.

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Housing Agreement (Affordable Housing)
Section 905 *Local Government Act*
5640 Hollybridge Way
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- **Standards.** The Owner and Non-Profit Housing Provider will operate and manage each Affordable Housing Unit in accordance with the Affordable Housing Strategy and City guidelines for Affordable Subsidized Rental Housing in effect from time to time, unless otherwise agreed to by the Owner, the Director of Development and the Manager, Community Social Development, and to the standards as would ordinarily be expected from a qualified, skilled and experienced Canadian housing provider undertaking similar services.
- **Co-ordinated Services.** The Non-Profit Housing Provider will manage the Co-ordinated Services, which are defined in the Affordable Housing Agreement as collaboration with the City and other non-profit and provincial housing, community service and health providers, in the development of a coordinated approach for the delivery of accessible affordable housing, social programs and support for families, including in the areas of life skills, self sufficiency, financial literacy, health education, higher education, and employment opportunities.
- **Tenancy Agreements.** The Non-Profit Housing Provider will enter into Tenancy Agreements with Tenants, for rents not greater than the Permitted Rent.
- **Ability to reduce rents.** The Non-Profit Housing Provider may, in its sole discretion, charge Tenants rents lower than the Permitted Rent amounts as set out in the Schedule of Rents paragraph below.
- **Rent collection.** The Non-Profit Housing Provider will collect all rents due from Tenants and from any other assisting agency or body making all or a portion of rent payments on behalf of any Tenants.
- **Payments to Owner.** The Non-Profit Housing Provider will pay the Receivable Rents to the Owner.
- **Potential Additional Rent.** The Non-Profit Housing Provider may, in its sole discretion, pay to the Owner an additional monthly rent of \$187 for a 2-bedroom Dwelling Unit, provided that such payments of additional rent to the Owner do not impair the Non-Profit Housing Provider's ability to charge Tenants rents lower than the Permitted Rent amounts or compromise the quality of delivery of the Co-ordinated Services to the Tenants.
- **Schedule of Rents.** The Operating Agreement will include a schedule of rents as follows:

2 Bedroom Units (14 Units)	Tenant (Permitted Rents)	Non-Profit (Receivable Rents)
Minimum Monthly Rent ¹	\$0	\$950
Minimum Shelter Costs (i.e. rent and electricity)	\$0	\$994
Maximum Monthly Rent	\$950	\$1,137
Maximum Shelter Costs (i.e.	\$994	\$1,137

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Housing Agreement (Affordable Housing)
 Section 905 Local Government Act
 5640 Hollybridge Way
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rent and electricity)		
Studio Units (1 Unit)	Tenant	Non-Profit
Minimum Monthly Rent ¹	\$0	\$800
Minimum Shelter Costs (i.e. rent and electricity)	\$0	\$837
Maximum Monthly Rent	\$800	\$800
Maximum Shelter Costs (i.e. rent, power and water)	\$837	\$837

¹This is the minimum total rent to be received by the Owner from the Non-Profit Housing Provider, comprising Permitted Rent amounts and any financial assistance provided to or on behalf of Tenants by any social, community, health, provincial or other agency or body.

- **Securing support.** The Owner and Non-Profit Housing Provider will agree to co-operate to seek and secure financial support from senior levels of government and/or the private sector for the operation of the Affordable Housing Units.
- **Inspection.** The Operating Agreement will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*.
- **Maintenance of Units.** The Owner and Non-Profit Housing Provider will jointly maintain the Affordable Housing Units and the AHAP in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. The Non-Profit Housing Provider will, include a clause in each Tenancy Agreement requiring the Tenant to, repair and maintain the Affordable Housing Units in good order and condition, excepting reasonable wear and tear.
- **Capital repairs and maintenance.** The Owner will maintain the envelope of the Affordable Housing Building and will make all capital repairs to the Affordable Housing Building and Affordable Housing Units at its own expense. The Non-Profit Housing Provider will have no obligations in this regard.
- **City approval.** The City's approval of the terms and conditions of the final form of Operating Agreement will be required, and no amendments to the Operating Agreement may be made without the City's prior written approval.
- **Representations and Warranties.** The Non-Profit Housing Provider will provide the usual warranties as to legal standing, authorization, financial ability, funding or other support enabling the provision of the services under the Operating Agreement.
- **Access.** The Non-Profit Housing Provider will provide access to the Affordable Housing Building, including the Amenity Room and the Childcare Facility, for providers of Co-ordinated Services.
- **Housing Agreement.** The Owner will ensure that the Operating Agreement is consistent with the terms of the Housing Agreement and Housing Covenant entered into

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Housing Agreement (Affordable Housing)
 Section 905 *Local Government Act*
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between the Owner and the City, with particular reference to Article 3 of the Housing Agreement.

- **Statutory Declaration.** The Owner will ensure that the Operating Agreement obliges the Non-Profit Housing Provider to provide the City with Statutory Declarations in compliance with the applicable Affordable Housing Provisions.
- **Usual provisions.** The Operating Agreement will contain all the other usual provisions contained in operating agreements between property owners and providers of affordable housing, including but not limited to policies, procedures and manuals to be used for the operation and management of the Affordable Housing Units, including but not limited to:
 - Tenancy Agreements and addenda;
 - Tenant regulations and manuals;
 - Access to and security of the building and individual units;
 - Maintaining accurate and complete operational and other records;
 - Retention, disclosure and access to records;
 - Monitoring and reporting obligations;
 - Operational review;
 - Compliance with statutory health and safety standards;
 - Fire safety: carrying out regular inspections and observation of fire regulations;
 - Insurance requirements;
 - Financial management, including operating budgets, reserve and contingency funds, rental arrears policies and procedures;
 - Fair, transparent, consistent and non-discriminatory policies and procedures for Tenant selection, including eligibility criteria, waiting lists, application procedures and guidelines;
 - Liability;
 - Events of default;
 - Consequences of default;
 - Termination;
 - Dispute Resolution; and
 - General provisions and interpretation.



INTER-MUNICIPAL BUSINESS LICENCE BYLAW NO. 9040

WHEREAS the City of Burnaby, the Corporation of Delta, the City of New Westminster, the City of Richmond, the City of Surrey, and the City of Vancouver (the "*Participating Municipalities*") wish to permit certain categories of Businesses to operate across their jurisdictional boundaries while minimizing the need to obtain a separate municipal business licence in each jurisdiction;

AND WHEREAS each of the *Participating Municipalities* has or will adopt a similar Bylaw and has or will enter into an agreement with the other *Participating Municipalities* to implement the inter-municipal business licence scheme,

NOW THEREFORE the Council of the City of Richmond enacts as follows:

1. There is hereby established an inter-municipal business licence scheme among the *Participating Municipalities*, pursuant to section 14 of the *Community Charter* and section 192.1 of the *Vancouver Charter*.
2. The inter-municipal business licence scheme established by this Bylaw will operate for a 27-month period, from October 1, 2013 to December 31, 2015.

3. In this Bylaw:

"*Business*" has the meaning in the *Community Charter*;

"*Community Charter*" means the *Community Charter*, S.B.C. 2003, c. 26;

"*Inter-municipal Business*" means a trades contractor or other professional related to the construction industry that provides a service or product other than from their *Premises*;

"*Inter-municipal Business Licence*" means a business licence which authorizes an *Inter-municipal Business* to be carried on within the jurisdictional boundaries of any or all of the *Participating Municipalities*;

"*Municipal Business Licence*" means a licence or permit, other than an *Inter-municipal Business Licence*, issued by a *Participating Municipality* that authorizes a *Business* to be carried on within the jurisdictional boundaries of that *Participating Municipality*;

"*Participating Municipality*" means any one of the *Participating Municipalities*;

"*Person*" has the meaning in the *Interpretation Act*, S.B.C. 1996, c. 238;

"*Premises*" means one or more fixed or permanent locations where the Person ordinarily carries on *Business*;

"Principal Municipality" means the *Participating Municipality* where a *Business* is located or has a Premises; and

"Vancouver Charter" means the Vancouver Charter, S.B.C. 1953 c. 55.

4. Subject to the provisions of this Bylaw, the *Participating Municipalities* will permit a Person who has obtained an *Inter-municipal Business Licence* to carry on *Business* within any *Participating Municipality* for the term authorized by the *Inter-municipal Business Licence* without obtaining a *Municipal Business Licence* in the other *Participating Municipalities*.
5. A *Principal Municipality* may issue an *Inter-municipal Business Licence* to an applicant if the applicant is an *Inter-municipal Business* and meets the requirements of this Bylaw, in addition to the requirements of the *Principal Municipality's* bylaw that applies to a *Municipal Business Licence*.
6. Notwithstanding that a *Person* may hold an *Intermunicipal Business Licence* that would make it unnecessary to obtain a *Municipal Business Licence* in other *Participating Municipalities*, the *Person* must still comply with all other regulations of any municipal business licence bylaw or regulation in addition to any other bylaws that may apply within any jurisdiction in which the *Person* carries on *Business*.
7. An *Inter-municipal Business Licence* must be issued by the *Participating Municipality* in which the applicant maintains *Premises*.
8. The *Participating Municipalities* will require that the holder of an *Inter-municipal Business Licence* also obtain a *Municipal Business Licence* for Premises that are maintained by the licence holder within the jurisdiction of the *Participating Municipality*.
9. The *Inter-municipal Business Licence* fee is \$250 and is payable to the *Principal Municipality*.
10. The *Inter-municipal Business Licence* fee is separate from and in addition to any *Municipal Business Licence* fee that may be required by a *Participating Municipality*.
11. Despite paragraphs 12(a) and (b), the *Inter-municipal Business Licence* fee will not be pro-rated.
12. The length of term of an *Inter-municipal Business Licence* is twelve (12) months, except that:
 - (a) at the option of a *Participating Municipality*, the length of term of the initial *Inter-municipal Business Licence* issued to an *Inter-municipal Business* in that municipality may be less than twelve (12) months in order to harmonize the expiry date of the *Inter-municipal Business Licence* with the expiry date of the *Municipal Business Licence*; and

- (b) any *Inter-municipal Business Licence* issued on or after January 1, 2015 will expire on December 31, 2015.
13. An *Inter-municipal Business Licence* will be valid within the jurisdictional boundaries of all of the *Participating Municipalities* until its term expires, unless the *Inter-municipal Business Licence* is suspended or cancelled or a *Participating Municipality* withdraws from the inter-municipal business licence scheme among the *Participating Municipalities* in accordance with this Bylaw.
14. A *Participating Municipality* may exercise the authority of the *Principal Municipality* and suspend an *Inter-municipal Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to suspend a business licence under the *Community Charter* or *Vancouver Charter* or under the business licence bylaw of the *Participating Municipality*. The suspension will be in effect throughout all of the *Participating Municipalities* and it will be unlawful for the holder to carry on the *Business* authorized by the *Inter-municipal Business Licence* in any *Participating Municipality* for the period of the suspension.
15. A *Participating Municipality* may exercise the authority of the *Principal Municipality* and cancel an *Inter-municipal Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to cancel a business licence under the *Community Charter* or *Vancouver Charter* or the business licence bylaw of the *Participating Municipality*. The cancellation will be in effect throughout all of the *Participating Municipalities*.
16. The cancellation of an *Inter-municipal Business Licence* under section 15 will not affect the authority of a *Participating Municipality* to issue a business licence, other than an *Inter-municipal Business Licence*, to the holder of the cancelled *Inter-municipal Business Licence*.
17. Nothing in this Bylaw affects the authority of a *Participating Municipality* to suspend or cancel any business licence issued by that municipality or to enact regulations in respect of any category of *Business* under section 15 of the *Community Charter* or sections 272, 273, 279A, 279A.1, 279B, and 279C of the *Vancouver Charter*.
18. A *Participating Municipality* may, by notice in writing to each of the other *Participating Municipalities*, withdraw from the inter-municipal business licence scheme among the *Participating Municipalities*, and the notice must:
- (a) set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of *Inter-municipal Business Licences*, which date must be at least six months from the date of the notice; and
 - (b) include a certified copy of the municipal Council resolution or by-law authorizing the municipality's withdrawal from the *Inter-municipal Business Licence* scheme.

19. The invalidity or unenforceability of any provision of this Bylaw shall not affect the validity or enforceability of any other provisions of this Bylaw and any such invalid or unenforceable provision shall be deemed to be severable.
20. This Bylaw shall come into force and take effect on the 1st day of October, 2013.
21. This Bylaw is cited as "**Inter-municipal Business Licence Bylaw No. 9040**".

FIRST READING

JUN 24 2013

SECOND READING

JUN 24 2013

THIRD READING

JUN 24 2013

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.

APPROVED for legality by Solicitor


MAYOR

CORPORATE OFFICER



**Development Permit Panel
Wednesday, July 10, 2013**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Dave Semple, General Manager, Community Services
John Irving, Director, Engineering

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, June 12, 2013, be adopted.

CARRIED

The Chair suspended the regular order of the agenda and moved to Item No. 3.

3. Development Permit DV 13-637143

(File Ref. No.: DP 13-637143) (REDMS No. 3866336)

APPLICANT: Oris Consulting Ltd.

PROPERTY LOCATION: 10197 River Drive

INTENT OF PERMIT:

That a Development Variance Permit be issued, which would vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum side and rear yard requirements for the geothermal energy centre building, as shown in DP 11-564405, from:

- a) 6.0 m to 0 m for the east side yard and rear yard; and
- b) 6.0 m to 3.4 m for the west side yard;

to permit a subdivision to create a lot for the energy centre at 10197 River Drive on a site

1.

Development Permit Panel

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zoned "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)".

Applicant's Comments

Dana Westernmark, Oris Consulting Ltd., gave a brief overview of the proposed development with respect to the reduction in the minimum side and rear yard setbacks, as a result of the requirement by BC Hydro, that the building containing the energy centre be located on its own fee-simple lot. The applicant indicated that the energy centre will be semi-recessed, covered with a landscape treatment and will have a large glassed wall allowing direct views into the facility. Code equivalency was addressed during the building permit process.

Panel Discussion

In reply to a query, Mr. Westernmark advised that the location and design of the energy centre was part of the original Development Permit and had not changed. The proposed new lot and subsequent variances are necessary to meet BC Hydro requirements.

Staff Comments

None.

Correspondence

None.

Gallery Comments

None.

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 reduce the minimum side and rear yard requirements for the geothermal energy centre building, as shown in DP 11-564405, from:

- a) 6.0 m to 0 m for the east side yard and rear yard; and*
- b) 6.0 m to 3.4 m for the west side yard;*

to permit a subdivision to create a lot for the energy centre at 10197 River Drive on a site zoned "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)".

CARRIED

The Panel resumed to the regular order of the agenda.

Development Permit Panel
Wednesday, July 10, 2013

2. Development Permit DV 13-634940

(File Ref. No.: DP 13-634940) (REDMS No. 3890358 v.3)

APPLICANT: Onni 7731 Alderbridge Holding Corp.

PROPERTY LOCATION: 7731 and 7771 Alderbridge Way

INTENT OF PERMIT:

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to reduce the visitor parking requirement from 0.15 spaces/unit, as per DP 12-615424, to 0.10 spaces/unit for the development located at 7731 and 7771 Alderbridge Way on a site zoned "High Density Low Rise Apartments (RAH2)".

Applicant's Comments

Eric Hughes, Onni Construction Ltd., and Mladen Pecanac, IBI – Traffic Division, gave a brief overview of the development with respect to the proposed reduction in visitor parking. Under a previous Development Permit (12-615424) the visitor parking rate was varied by 25% from 0.20 to 0.15 spaces/unit on each of Lot 1 and Lot 2. Onni is seeking a further reduction of the provided visitor parking from 0.15 to 0.10 spaces/unit in order to improve the marketability of the project. A parking study to identify the potential demand for visitor parking was provided. IBI conducted a snapshot survey of two (2) large developments of a similar character within 250 to 800 metres from Canada Line Stations. The study was conducted over two weekends during peak visitor hours with findings indicating the demand for visitor parking was 0.09 spaces/unit. The parking study also included Richmond-specific results from the Regional Residential Parking Study prepared by Metro Vancouver which indicated the demand for visitor parking was 0.10 spaces/unit or less in similar developments.

Panel Discussion

In reply to queries from the Panel the following additional information was provided:

- the two study sites were fully occupied developments;
- 33 parking stalls are proposed to be reallocated to residential parking to increase the marketability of the residential units;
- the visitor parkade entrance intercoms for each building will be interconnected to allow shared visitor parking for the development; and
- the applicant has not provided a buffer should the visitor parking be inadequate in the future but noted that there will be on-street parking spaces provided along Cedarbridge Way.

Development Permit Panel

Wednesday, July 10, 2013

Staff Comments

Wayne Craig, Director of Development, advised that there was a comprehensive Transportation Demand Management (TDM) package presented with the original Development Permit and the proposed variance does not reduce the overall number of parking spaces but is a reallocation of parking spaces to provide for more residential parking. In terms of the development itself, access between the parkades, the proximity to transit, and the availability of on-street parking were factors in considering the application.

Victor Wei, Director, Transportation, advised that the Transportation Demand Management package provided a \$100,000.00 contribution for the construction of a bike/pedestrian pathway in order to encourage non-vehicular traffic. 20% of the residential parking spaces will be electrical vehicle ready and electrical outlets will be provided in bicycle storage areas.

Panel Discussion

In reply to a query, Mr. Wei stated that Transportation staff is willing to support the application based on the Traffic Study submitted with the application; however, future applicants will have to provide similar evidence for reduced visitor parking. An overall reduction in the Richmond Zoning Bylaw to allow for 0.10 visitor parking spaces/unit would not be supported by staff at this time.

In response to a query, Mr. Craig noted that staff has not received an application from existing strata developments to convert residential parking spaces to visitor parking spaces.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel was not prepared to support the application as insufficient information was provided with regard to adequate visitor parking measurements, Metro Vancouver study methodology, and utilization of the residential parking spaces.

Development Permit Panel
Wednesday, July 10, 2013

Panel Decision

It was moved and seconded

That the application be referred back to staff for more consideration and additional research.

CARRIED

3. New Business

It was moved and seconded

That the July 24, 2013 meeting of the Development Permit Panel be cancelled due to lack of applications.

CARRIED

4. Date Of Next Meeting: Wednesday, August 14, 2013

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:17 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, July 10, 2013.

Joe Erceg
Chair

Heather Howey
Committee Clerk



City of Richmond

Report to Council

To: Richmond City Council

Date: July 17, 2013

From: Dave Semple
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2013-Vol 01

Re: Development Permit Panel Meetings Held on May 29, 2013 and
March 27, 2013

Staff Recommendation

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

- i. a Development Permit (DP 12-622179) for the property at 7000 No. 3 Road and 8040 Granville Avenue;
- ii. a Development Permit (DP 12-626615) for the property at 7680 and 7720 Alderbridge Way; and
- iii. a Development Permit (DP 11-587954) for the property at 6611 Pearson Way;

be endorsed, and the Permits so issued.

Dave Semple
Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered the following items at its meetings held on May 29, 2013 and March 27, 2013.

DP 12-622179 – WESGROUP PROPERTIES – 7000 NO. 3 ROAD AND
8040 GRANVILLE AVENUE
(May 29, 2013)

The Panel considered a Development Permit application to permit the construction of a one-storey commercial building on a site zoned “Auto-Oriented Commercial (CA)”. There are no variances included in the proposal.

Architect, Craig Taylor, of Taylor Kurtz Architecture & Design Inc., and applicant, Adam Donnelly, of Wesgroup Properties, provided a brief presentation.

In response to Panel queries, it was noted that the applicant does not propose to roof the mechanical enclosure and 7 cm caliper trees are proposed along the streetscapes.

In response to a query, Wayne Craig, Director of Development, advised that the proposed drive aisle meets the minimum requirements of the Zoning Bylaw and that any reduction to the aisle would require a variance.

Staff supported the Development Permit application and advised:

- The site is being under developed in terms of development potential in the City Centre Area Plan, but is consistent with the existing zoning on the site.
- The project is designed to meet the City’s Urban Design objectives and will be continuing the off-site improvements along both No. 3 Road and Granville Avenue frontages.
- Required statutory rights-of-way are provided for future short-term and long-term transportation improvements.

In response to Panel queries, staff noted that the previous owner is legally bound under the Contaminated Sites Act to resolve any off-site contaminated soils. The Ministry of Environment has issued a Certificate of Compliance for the on-site soils. The project will be installing pre-ducting for future undergrounding of the overhead hydro lines as BC Hydro has indicated a preference to deal with the entire block on a comprehensive basis in the future.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel supported the project, with the recommendation that the applicant be sensitive to the noise level from the roof-top mechanical units for neighbouring residential development.

The Panel recommends that the Permit be issued.

DP 12-626615 – ROBERT CICCOZZI ARCHITECTURE INC.
– 7680 AND 7720 ALDERBRIDGE WAY
(May 29, 2013)

The Panel considered a Development Permit application to permit the construction of a mixed-use development that includes 237 residential units and 457 m² (4915 sq. ft.) of commercial space. The proposal includes a variance to reduce the commercial parking aisle width.

Architect, Robert Ciccozzi, of Robert Ciccozzi Architecture Inc., and landscape architect, Mark Van der Zalm, of Van der Zalm & Associates Inc., gave a brief presentation.

In reply to Panel queries, the following information was provided:

- The gated entrances to the parkade are slightly recessed and expected to be open during the day, minimizing impact to vehicular traffic flow on Alderbridge Way and Cedarbridge Way.
- Exterior lighting to emphasize the curvature of the buildings is not proposed.
- The pool and outdoor amenity space is a marketing feature and the long term maintenance of the outdoor amenity space will be the responsibility of the strata.
- Loose elements provide adventure play for children with nearby seating for parents.
- There are gardening plots, tool storage shed, and a small orchard provided as part of the outdoor amenity space.

Staff supported the Development Permit application and requested variance. Staff advised:

- The Lansdowne linear parkway will be designed through a Servicing Agreement.
- The proposed development is District Energy Utility ready.
- The 14 Affordable Housing Units are designed with the Basic Universal Housing features
- All units incorporate Aging-In-Place features.
- A comprehensive Transportation Demand Management package that includes; 20% of the parking stalls as electrical vehicle ready; electrical outlets are provided in all bicycle rooms for electric bicycles; and an interim pathway on Alderbridge Way will be from Lansdowne Road to Cedarbridge Way.
- There are extensive green roofs on portions of the buildings.
- The buildings have been designed to achieve the City's Aircraft Noise Management Policy objectives related to interior noise quality.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommends that the Permit be issued.

DP 11-587954 – OVAL 8 HOLDINGS LTD. – 6611 PEARSON WAY (PARCEL 9)
(March 27, 2013)

The Panel considered a Development Permit application to permit the construction of a residential development consisting of a 12-storey and a 14-storey building containing 173 dwelling units a site zoned “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)”. No variances are included in the proposal.

Architect, Martin Bruckner, of IBI Group, and Landscape Architect, Lin Lin, of Phillips Farevaag Smallerberg, provided a brief presentation, including:

- The two (2) large buildings and high quality of the architecture, materials and finishes of the buildings complement the Olympic Oval and are purposely different from Lot 12.
- The buildings step down to the north, a new building form in Richmond, to capitalize views of the site.
- The different heights of the buildings provide a more varied skyline.
- Substantial overhangs in the buildings offer solar protection to the west and south sides.
- This site will implement Phase 1 of the waterfront park/dike.
- The main landscaping features are dike path, Hollybridge Way upper and lower plazas and pier landmark feature; hard surface arrival courtyard accessed from Pearson Way; north-south pedestrian “mews” with waterfront access from Pearson Way; courtyard waterscape and landscape islands extending toward the waterfront; and the 7 m wide Hollybridge Way greenway with large street trees, planting, and seating areas.
- The elevation of the dike will be raised from 3.7 m to 4.7 m, and 3.75 m near Hollybridge Way due to the need for the existing pump station to retain its present elevation.
- The developer will contribute \$ 1,000,000 to the design and construction of the pier; the shape of the pier reflects river currents and a floating walkway goes down to the river.

In response to Panel queries, the following information was provided:

- The hydro kiosks are contained within the building.
- The frontage of the servicing area in the east building is treated; the tower base is stone clad.
- Persons in wheelchairs can access the dike from the north end of Hollybridge Way through a 4 m wide walkway with a 5% slope.
- Shadowing is more severe in the early morning hours as shown in the shadow diagram; and shadowing is minimal for an equivalent amount of time during the latter part of the day.
- The new River Road is expected to be finished by September of this year, and before the existing River Road on the site can be closed.
- The playground will be provided in the next phase, on adjacent Parcel 10.

Staff supported the Development Permit application and requested variance. Staff advised:

- The buildings are designed to incorporate acoustical and ventilation requirements in compliance with the City's Aircraft and Noise Policy.
- The buildings are District Energy Utility (DEU) ready.
- There are various Servicing Agreements associated with the subject development which will provide a number of off-site improvements.
- Green roofs are being proposed over the indoor amenity and central lobby.
- The proposed Public Art is in keeping with the master plan developed for the site.
- The buildings are designed to be LEED Silver equivalent.

In response to Panel queries, staff advised:

- The construction of the pier will be subject to a future Capital Works Program. Planning and Parks staff are currently investigating whether there are ways to phase the development of the pier so that the construction will start sooner using the \$1 million contribution from the developer. The actual delivery date of the pier is still to be determined.
- The construction of the turnaround at end of Hollybridge Way is a condition of the Servicing Agreement associated with the subject development.

No correspondence was submitted to the Panel regarding the Development Permit application.

Thereafter, the Chair advised staff that in view of the magnitude of their presence on the site, the pier and floating dock should be constructed simultaneously with the subject development.

The Chair also expressed appreciation for the design and unique architecture of the buildings which are complementary to each other.

The Panel noted that the detailing work and amenities are exceptional and the project is strategically located to become a benchmark welcoming feature in the City.

The Panel recommends that the Permit be issued.



City of Richmond

Report to Council

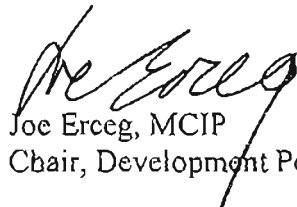
To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel
Date: July 17, 2013
File: 01-0100-20-DPER1-
01/2013-Vol 01
Re: Development Permit Panel Meetings held on July 10, 2013, May 15, 2013,
August 22, 2012

Staff Recommendation

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

- i. a Development Variance Permit (DV 13-637143) for the property at 10197 River Drive;
- ii. a Development Permit (DP 11-575759) for the property at 6160 London Road (formerly 6160 London Road and 13100, 13120, 13140, 13160 and 13200 No. 2 Road); and
- iii. a Development Permit (DP 11-587896) for the property at 6622 Pearson Way;

be endorsed, and the Permits so issued.



Joe Erceg, MCIP
Chair, Development Permit Panel

DN:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on July 10, 2013, May 15, 2013 and August 22, 2012.

DV 13-637143- ORIS CONSULTING LTD. – 10197 RIVER DRIVE
(July 10, 2013)

The Panel considered a Development Variance Permit to vary the minimum east, west and rear yard setbacks to permit a subdivision to create a lot for the energy centre at 10197 River Drive.

Dana Westermarck, of Oris Consulting Ltd., gave a brief overview of the proposal to vary the minimum side and rear yard setbacks:

- BC Hydro requires that the building containing the energy centre be located on its own fee-simple lot.
- The energy centre will be semi-recessed, covered with a landscape treatment and will have a large glassed wall allowing direct views into the facility.
- Code equivalency was addressed during the Building Permit process.

In response to a Panel query, Mr. Westermarck advised that the location and design of the energy centre was determined as part of the original Development Permit and had not changed. The proposed new lot and subsequent variances are necessary to meet BC Hydro requirements.

No correspondence was submitted to the Panel regarding the Development Variance Permit application.

The Panel recommends that the Permit be issued.

DP 11-575759 – ORIS DEVELOPMENT (KAWAKI) CORP. – 6160 LONDON ROAD
(FORMERLY 6160 LONDON ROAD AND 13100, 13120, 13140, 13160 and
13200 NO. 2 ROAD)
(May 15, 2013)

The Panel considered a Development Permit application to permit the construction of a mixed-use development containing 76 residential units and 1,311.0 m² (14,112 ft²) commercial area on a site zoned “Commercial/Mixed Use (ZMU20) – London Landing (Steveston)”. Variances are included in the proposal for reduced side yard setbacks.

Applicant, Dana Westermarck, of Oris Development (Kawaki) Corp.; Architect, Rob Whetter, of Cotter Architects; and Landscape Architect, Joseph Fry, of Hapa Collaborative, advised that:

- The west side yard variance for roof columns is needed due to corner cut road dedication.
- A Montessori School, music studio, and commercial units are proposed in building ‘B’, while a restaurant space and smaller commercial units wrap around building ‘A’.
- Off-site Servicing Agreements associated with the development cover the following works: Waterfront Park, Dike, and frontage upgrades on London Road and Dyke Road.

- The overhead hydro lines along No. 2 Road and London Road will be removed.
- The design reflects local historical cannery buildings and the buildings are separated by a pedestrian mews which will have a public access Public Right-of-Passage (PROP) Right-of-Way (ROW).
- The open space design integrates the development with the waterfront public spaces.

In response to Panel queries, it was noted that:

- Parking is provided on-site and there are nine (9) off-site public parking spaces along No. 2 Road.
- The development will meet LEED Silver equivalency through standard features, such as energy efficient lighting, Low E glazing systems, and eco-friendly paints and sealants.
- The development includes a geothermal heating and cooling system.
- The development will be built out in one (1) phase.

Staff supported the Development Permit application and requested variances. Staff advised that the proposed development includes 45 Basic Universal Housing units.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel commended the exemplary efforts of the consultants and staff in recreating a village at London's Landing and were in support of the project.

The Panel recommends that the Permit be issued.

DP 11-587896 – OVAL 8 HOLDINGS LTD. - 6622 PEARSON WAY (PARCEL 12)
(August 22, 2012)

The Panel considered a Development Permit application to permit the construction of a mixed-use development consisting of two (2) high-rise towers, 268 dwellings, and 2,531.5 m² (27,249 ft²) of commercial space on a site zoned "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)". Variances are included in the proposal for canopies along Hollybridge Way, Pearson Way and River Road.

Architect, Martin Bruckner, of IBI/HB Architects, provided a brief presentation, including:

- The site is bounded by streets on four (4) sides; there are no lanes; the west tower is opposite the Olympic Oval; and the large floor plate of the proposed project makes it more compatible with the size of the adjacent Olympic Oval.
- The entire ground floor area along the new River Road is for small commercial retail units.
- There is a four-storey street wall with two (2) levels of two-storey townhouse units along three (3) sides of the subject site.
- The parking podium is invisible; there is a parking entrance off Hollybridge Road for commercial parking, with a second parking entrance off Pearson Way for residential parking.

- The main, formal access to the two (2) towers is the driveway into the interior courtyard, with each tower also having a secondary access.
- Materials include glass, spandrel glass, window walls, and a frameless curtain wall.
- The 15-storey tower, at the corner of Hollybridge Way and the new River Road, is a signature corner landmark.

In response to Chair queries, Mr. Bruckner advised:

- The two-storey upper level townhouse units have indoor amenity spaces that extend onto semi-private outdoor patios/decks that create a transition area.
- Indoor amenity space for residents on Level 2 and 3 includes meeting rooms, and an indoor pool; outdoor amenity courtyards and green roof areas are provided at a variety of levels.
- Units in the east tower have a view and units on the west side have a partial view.
- There are four (4) accessible units and one (1) of the bathrooms in each unit in the proposed project is provided with blocking in the walls, to allow for future installation of grab bars.

In response to Panel queries, information was provided that:

- The curb line on the east side of Hollybridge Way tapers in the northbound lane to accommodate larger vehicles going southbound to negotiate left turns on Hollybridge Way.
- Commercial units face Hollybridge Way, with no access doors to Pearson Way.
- The request to increase the maximum allowable canopy projection onto the required road setback along the commercial frontage is for weather protection; natural lighting will be provided through the flat canopies of glass framed with metal.
- Parking is designed for people to walk between the subject site and the Olympic Oval, with all commercial parking on the same level. In addition, pedestrians exiting the parkade walk up only a few steps to access the dike.
- There are 66 off-street parking spaces shared by visitors and commercial units.
- A Public Rights-of-Passage (PROP) Right-of-Way (ROW) will provide public access to the plaza area on the south side of the project, which is privately managed space.

Staff supported the Development Permit application and requested variances. Staff advised:

- The development will be designed to connect to a future District Energy Unit.
- The buildings have been designed acoustically and mechanically for interior comfort regarding noise levels and thermal environmental conditions.

No correspondence was submitted to the Panel regarding the Development Permit application.

There was general agreement that the attractive project connects well to the Oval Village neighbourhood.

The Panel recommends that the Permit be issued.