



City Council

Council Chambers, City Hall
6911 No. 3 Road

Monday, September 12, 2011
7:00 p.m.

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ITEM

MINUTES

1. *Motion to adopt:*

- (1) *the minutes of the Regular Council Meeting held on Monday, July 25, 2011 (distributed previously);*
- CNCL-11 (2) *the minutes of the Special Council Meeting for Public Hearings held on Tuesday, July 26, 2011; and*
- CNCL-91 (3) *the minutes of the Regular Council Meeting for Public Hearings held on Wednesday, September 7, 2011.*



AGENDA ADDITIONS & DELETIONS

PRESENTATION

Robert Gonzalez, General Manager, Engineering and Public Works, to speak to Item No. 14, *Jet Fuel Pipeline Update*.

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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. 17.)

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
- Amendments to the 5 Year Financial Plan (2011-2015) Bylaw No. 8707
- Sento Enterprises Ltd., Doing Business as Take Sento Japanese Restaurant, Unit 2130 - 8391 Alexandra Road
- City of Richmond Comments on Metro Vancouver's Integrated Air Quality and Greenhouse Gas Management Plan - Implementation Matrix
- Council Term Goals Update
- Land use applications for first reading (to be further considered at the Public Hearing on Monday, October 17, 2011):
 - 10600, 10700 Cambie Road – Rezone from (CA), (CG1) & (IR1) to (CA) (Abbarch Architecture Inc. – applicant)
 - 3680/3700 Blundell Road – Rezone from (RD1) to (RS2/B) (Navjeven Grewal – applicant)

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- 9640/9660 Seacote Road – Rezone from (RS1/E) to (RS2/B) (Gurjit Bapla – applicant)

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



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6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-105 (1) *the Finance Committee meeting held on Tuesday, September 6, 2011;*
- CNCL-107 (2) *the General Purposes Committee meeting held on Tuesday, September 6, 2011; and*
- CNCL-111 (3) *the Planning Committee meeting held on Wednesday, September 7, 2011;*

be received for information.



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7. **AMENDMENTS TO THE 5 YEAR FINANCIAL PLAN (2011-2015) BYLAW NO. 8707**

(File Ref. No. 03-0900-01) (REDMS No. 3315836)

TO VIEW eREPORT CLICK HERE

FIN-33

See Page **FIN-33** of the Finance agenda for full hardcopy report

FINANCE COMMITTEE RECOMMENDATION

- (1) *That the 5 Year Financial Plan (2011 – 2015) be amended to reflect the previously approved Council changes as per the attached report;*
- (2) *That the 5 Year Financial Plan (2011 – 2015) be amended to reflect the administrative changes as per the attached report; and*
- (3) *That the 5 Year Financial Plan (2011 – 2015) Bylaw No. 8707, Amendment Bylaw 8809, which would incorporate and put into effect the changes to the 2011 Capital and Operating Budgets (as summarized in Attachment 1), be introduced and given first, second and third readings.*



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8. **SENTO ENTERPRISES LTD., DOING BUSINESS AS TAKE SENTO JAPANESE RESTAURANT, UNIT 2130 – 8391 ALEXANDRA ROAD**
(File Ref. No.) (REDMS No. 3307968)

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GP-13

See Page **GP-13** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES RECOMMENDATION

That the application by Sento Enterprises Ltd., doing business as Take Sento Japanese Restaurant, for an amendment to increase the hours of liquor service under Food Primary Liquor License No. 304341 from Monday to Sunday 11:00 a.m. to 12:00 a.m. to Monday to Sunday 11:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

- (1) Council supports the amendment for an increase in liquor service, as the increase will not have a significant impact on the community;*
- (2) Council's comments on the prescribed criteria (set out in section 53 of the Liquor Control and Licensing Regulations) are as follows:*
 - (a) The potential for additional noise and traffic in the area if the application is approved was considered;*
 - (b) The impact on the community if the application is approved was assessed through a community consultation process and considered;*
 - (c) The amendment to permit extended hours of liquor service under the Food Primary Liquor License should not change the establishment so that it is operated in a manner that is contrary to its primary purpose as there has been no history of non-compliance with this operation;*
- (3) As the operation of a licensed establishment may affect nearby residents the City gathered the views of the residents as follows:*
 - (a) Property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and provided instructions on how community comments or concerns could be submitted;*
 - (b) Signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted;*
- (4) Council's comments and recommendations respecting the views of the residents are as follows:*

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- (a) *That based on the number of letters sent and the lack of response received from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.*



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9. **CITY OF RICHMOND COMMENTS ON METRO VANCOUVER'S INTEGRATED AIR QUALITY AND GREENHOUSE GAS MANAGEMENT PLAN – IMPLEMENTATION MATRIX**

(File Ref. No.: 10-6000-01) (REDMS No. 3339325)

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GP-21

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

GENERAL PURPOSES RECOMMENDATION

That Attachment 1 to the staff report from the Interim Director of Sustainability and District Energy be endorsed and forwarded to Metro Vancouver as comments on the Metro Vancouver Draft Integrated Air Quality and Greenhouse Gas Management Plan - Implementation Matrix.



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10. **COUNCIL TERM GOALS UPDATE**

(File Ref. No.) (REDMS No. 2906255)

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See Page **GP-41** of the General Purposes agenda for full hardcopy report

GENERAL PURPOSES RECOMMENDATION

- (1) *That staff be directed to continue utilizing the 2008-2011 Term Goals to guide City work programs, until the close of this term of Council; and*
- (2) *That staff continue apprising Council of any further accomplishments related to the 2008-2011 Term Goals.*



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11. **APPLICATION BY ABBARCH ARCHITECTURE INC. TO AMEND THE GENERALIZED LAND USE MAP AND THE LAND USE MAP TO THE EAST CAMBIE AREA PLAN OF THE RICHMOND OFFICIAL COMMUNITY PLAN TO DESIGNATE PREVIOUSLY UNDESIGNATED PORTIONS OF THEIR SITE TO “COMMERCIAL” AND TO REZONE 10600, 10700 CAMBIE ROAD AND PARCEL C (PID 026-669-404) FROM AUTO ORIENTED COMMERCIAL (CA), GAS & SERVICE STATIONS (CG1) & INDUSTRIAL RETAIL (IR1) TO AUTO ORIENTED COMMERCIAL (CA)**

(File Ref. No. 12-8060-20-8807/8808, **RZ 11-561611**) (REDMS No. 3243437)

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PLN-15

See Page PLN-15 of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Bylaw No. 8807 to amend the Official Community Plan Bylaw No. 7100 to facilitate the use of the subject properties for Auto Oriented Commercial as follows:*
- (a) *Schedule 1, Attachment 1 (Generalized Land Use Map), redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "undesigned highway" to "Commercial"; and*
 - (b) *Schedule 2.11B (East Cambie Area Plan), repeal the existing Land Use Map and replace it with “Schedule A attached to and forming part of Bylaw 8807” to redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) to "Commercial";*
- be introduced and given first reading;*
- (2) *That Bylaw No. 8807, having been considered in conjunction with:*
- (a) *the City’s Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*
- is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw No. 8807, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8808, for the rezoning of 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1)" to "Auto Oriented Commercial (CA)", be introduced and given first reading.*



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12. **APPLICATION BY NAVJEVEN GREWAL FOR REZONING AT 3680/3700 BLUNDELL ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-8795, **RZ 11-577573**) (REDMS No. 3253428)

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PLN-39

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

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8795, for the rezoning of 3680/3700 Blundell Road from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/B)”, be introduced and given first reading.



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13. **APPLICATION BY GURJIT BAPLA FOR REZONING AT 9640/9660 SEACOTE ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-8796, **RZ 11-572975**) (REDMS No. 3253912)

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PLN-55

See Page **PLN-55** of the Planning agenda for full hardcopy report

PLANNING COMMITTEE RECOMMENDATION

That Bylaw No. 8796, for the rezoning of 9640/9660 Seacote Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



CONSIDERATION OF MATTERS REMOVED FROM THE
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ENGINEERING & PUBLIC WORKS DEPARTMENT

14. **JET FUEL PIPELINE UPDATE**

(File Ref. No. 10-6600-06-01/2011-Vol 01) (REDMS No. 3356830)

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CNCL-117

See Page **CNCL-117** of the Council agenda for full hardcopy report

STAFF RECOMMENDATION

That the “Jet Fuel Pipeline Update” report dated September 7, 2011 from the General Manager of Engineering & Public Works, be received for information.

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PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

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

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CNCL-129 (1) Geoff Dean, 15734 McBeth Road, Surrey, to speak about the inequitably low level of access to post-secondary education offered to people in Richmond and the rest of the South Fraser region.

CNCL-149 (2) Otto Langer, and Carol Day, Vancouver Airport Pipeline Opposition for Richmond (VAPOR), to speak about additional action required on the Vancouver Airport Fuel Facilities Corporation proposal related to the Jet Fuel Pipeline. (Five separate submissions attached)

16. *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-169 Richmond Zoning No. 8500, Amendment **Bylaw No. 8590**
(10240 & 10260 Ruskin Road & 8371 Ryan Road, RZ 08-403161)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

☐

CNCL-171 Richmond Zoning No. 8500, Amendment **Bylaw No. 8740**
(8211/8231 Lundy Road, RZ 10-555818)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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DEVELOPMENT PERMIT PANEL

17. RECOMMENDATION

[TO VIEW ePLANS CLICK HERE](#)

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

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CNCL-173 **NOTE:** Memo from the Director of Development, and correspondence from the Director of Corporate Engineering and IT, Layfield Group Limited, regarding Layfield Plastics Expansion - Response to Noise Concerns

CNCL-175 (1) *That the minutes of the Development Permit Panel meeting held on,*
CNCL-199 *July 27, 2011 and, August 24, 2011, and the Chair's report for the*
Development Permit Panel meetings held on August 24, 2011, July
27, 2011 and February 16, 2011, be received for information.

- (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *a Development Variance Permit (DV 11-581634) for the property at 11120 Silversmith Place; and*
 - (b) *a Development Variance Permit (DV 10-542375) for the property at 8180 Ash Street;*
- be endorsed, and the Permits so issued.*



ADJOURNMENT





Special Council Meeting for Public Hearings

Tuesday, July 26, 2011

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

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

David Weber, Director, City Clerk's Office, Corporate Officer

Absent: Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Greg Halsey-Brandt

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

- 1. Official Community Plan Amendment Bylaw 8728 and Zoning Amendment Bylaw 8729 (RZ 08-423207)**
(8540 Alexandra Road; Applicant: Home Run Developments Ltd.)

Applicant's Comments:

With the aid of a model of the proposed development, Architect James Hancock, IBI Group, provided a brief overview of the project and noted that the applicant and City staff have worked for two years on the proposed development, a fence will soon be erected on the site, the proposed hotel has 101 room, and two restaurants, and the proposed five-level parkade has 113 parking spaces.

The applicant commented that the project had to have at least 100 rooms to be viable.

Written Submissions:

Theresa P. Chong, 1702-5028 Kwantlen Street (Schedule 1)
Yong Deng, 1201-5028 Kwantlen Street (Schedule 2)
Bin Lin, 1201-5028 Kwantlen Street (Schedule 3)



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Elaine Leung, 1808-5028 Kwantlen Street (Schedule 4)

David Wang, 1602-5028 Kwantlen Street (Schedule 5)

Mona Chow, 1202-5028 Kwantlen Street (Schedule 6)

Alvin Lin, 806-5068 Kwantlen Street (Schedule 7)

Kelly Shu Shang, Kwantlen Street (Schedule 8)

Xin Xin Sun, 501-5028 Kwantlen Street (Schedule 9)

No name, No address (Schedule 10)

Brian J. Jackson, Director of Development, provided Council with further details regarding the proposed development, including comments related to: the widening of Alderbridge Way and Alexandra Road to be undertaken by the applicant; approximately 25% of the site would be ceded to the City for road dedications, the main access to the site is from Alexandra Road, a lay-by is planned for Kwantlen Street, and a thorough transportation analysis of the area has been completed by the City's Transportation staff.

Submissions from the floor:

Ms. Keelson, 501-5028 Kwantlen Street, spoke in opposition to the proposed development and said that the proposed density of 3.0 floor area ratio was too high and there would be an increase in noise in the neighbourhood. She questioned how the City could recommend an amendment to the Official Community Plan to accommodate a new hotel when two other hotels exist on Alexandra Road.

Kelly Shu Shang, spoke in opposition to the proposed development, and advised that she represented ten residents who live at 5028, 5068 and 5088 Kwantlen Street. She submitted her statement in writing (attached to these Minutes as Schedule 8).

Ms. Shu Shang stated that area residents were under the impression that future commercial buildings in the area would not exceed four stories. She said that the increase in density in the area would create more traffic accidents in an area that already has a high vehicular accident rate, the health of area residents would be impacted by the increase in the noise in the area, residents who live in the area would have their views blocked by the proposed development, and the area already has two hotels.



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A brief discussion took place among Council, Mr. Jackson and the Architect regarding the floor area ratio, the number of on-site parking places for the proposed development, and that hotels usually require fewer parking spots than residential developments, and that the separation between the proposed development and the surrounding existing residential towers is approximately double the usual minimum separation of 24 metres.

PH11/8-1

It was moved and seconded

That Official Community Plan Amendment Bylaw 8728 and Zoning Amendment Bylaw 8729 be given second and third readings.

CARRIED

PH11/8-2

It was moved and seconded

That Official Community Plan Amendment Bylaw 8728 be adopted.

CARRIED

2. Zoning Amendment Bylaw 8782 (RZ 10-557918)

(9099 Cook Road; Applicant: W.T. Leung Architects Inc., on behalf of Concord Pacific Developments Inc.)

Applicant's Comments:

W.T. Leung, Architect, using display boards and a model, described the proposed project. He provided details regarding the number of residential units, the number of parking spaces, access to the site, the over-all project design, the distance between the proposed structures and the existing surrounding structures, the angle of shadowing, the sustainable features, the location of the outdoor amenity area, the provision for public art, the affordable unit component, the green roof, the aging in place provisions, the electric outlet receptacles in the parkade and the proposed bicycle co-op.

A brief discussion ensued among Council, Mr. Jackson, and Mr. Leung on topics including views from existing residential units, shadowing, parking on roads in the area, density, construction, and local schools.

Written Submissions:

Yu Ning Zhan, 1006-6333 Katsura Street (Schedule 11)

Chun Bao Zhang, 506-9188 Cook Road (Schedule 12)



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Alice Tam, 1605-9188 Cook Road (Schedule 13)

Desmond Yi Zhou, 57-8355 Delsom Way, Delta, BC (Schedule 14)

Wen Zhou, 1601-9188 Hemlock Drive (Schedule 15)

Lindan Zhou, 1601-9188 Hemlock Drive (Schedule 16)

Petition, 111 residents of Cook Road, Katsura Street, and Jack Bell Drive (Schedule 17)(received July 21 and 22 and July 26, 2011 at the Public Hearing)

Petition, 48 residents of Hemlock Drive, Cook Road, Granville Avenue, Hogarth Drive, Auburn Drive, Ash Street, Katsura Street, Richmond, and Delsom Way, Delta (Schedule 18)(received July 26, 2011 at the Public Hearing)

Amy Chan, 1306-9188 Cook Road (Schedule 19)

Lesley Ka Mun, 808-9188 Hemlock Drive (Schedule 20)

Jane and Ronald Wong, 1305-9188 Cook Road (Schedule 21)

Stanislav Romashin, 906-9188 Hemlock Drive (Schedule 22)

Kwok Ho Ma, 1103-9188 Cook Road (Schedule 23)

Lai Fong Ng, (Schedule 24)

Daniela Nicolae, 1108-6233 Katsura Street (Schedule 25)

Leo Kan, 1602-9188 Hemlock Drive (Schedule 26)

Leo Kan, 1602-9188 Hemlock Drive (Schedule 27)

Mariana Lee and Alexander Lum, 1506-9180 Hemlock Drive (Schedule 28)

Winnie So, 1105-6233 Katsura Street (Schedule 29)

Yan Xia Mai, 105-9188 Hemlock Drive (Schedule 30)

Danny Mah, 9188 Hemlock Drive (Schedule 31)

Tabitha Thomas, 1703-9133 Hemlock Drive (Schedule 32)

William Lee, 1503-9188 Cook Road (Schedule 33)

Kenneth Chan, 802-9188 Cook Road (Schedule 34)

Nancy, 9133 Hemlock Drive (Schedule 35)

Nancy, 9133 Hemlock Drive (Schedule 36)



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Submissions from the floor:

Mr. Chow, 6333 Katsura Street spoke in opposition to the proposed development. He noted that more cars in the area would add to the congestion already in the area, and that too many cars are parked on area streets. He added that he was unable to acquire an extra parking space in his building's parkade, and this situation adds to parking congestion outside his building.

Mr. Chong, 9188 Hemlock Drive spoke in opposition to the proposed development, and especially to the high-rise component, and explained that residents usually own two cars and that the addition of the proposed development would bring more cars into an already crowded area. He said that car owners park their cars on Cook Road overnight, and he described as a 'headache' attempts to drive in the area and to access Garden City Road. He added that the area has many trees and stated he was opposed to the loss of trees on the subject site.

Andy Wong, 9188 Hemlock Drive spoke in opposition to the proposed development and said that the area's infrastructure and current parking capacity could not support it. He was concerned that high speed driving endangered children and parents accessing the day care centre the corner of Garden City and Cook Roads.

Mr. Wong questioned the capacity for an increase in enrolment at the local schools, and noted the potential fire hazard represented by the nearby BC Hydro installation. He questioned the effectiveness of the proposed audible pedestrian signal at the Garden City/Cook Road intersection, and wondered who would be responsible if any damage was done to his residential unit as a result of the introduction of the proposed development in his area.

Lincoln Chan, 9133 Hemlock Drive spoke in opposition to the proposed development and noted that since the opening of the Canada Line, buses had been routed away from the area making travel by vehicle necessary.



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Mr. Chan also stated concern regarding: parking spaces on Cook Road are daily occupied by 4:30 p.m., traffic flow in the area is as large a concern as the lack of parking, the shadowing on existing area structures will be a result of the proposed development, the danger to area children as a result of traffic interruption during the construction period of the proposed development, the bonuses the applicant is receiving in exchange for various amenities offered compared to the lack of bonuses earlier developers in the area received, the developer is unlikely to comply with the affordable housing plan, and the potential for airplanes to fly, or crash, into high rise developments.

Mr. Chan added that a thorough analysis of the feasibility of the proposed development should be undertaken.

Calvin, 9133 Hemlock Drive spoke in support of the proposed development and said that it would improve the appearance of the area by ridding the subject site of trees, racoons, bugs and former derelict houses. He welcomed the proposed new concrete sidewalk along Cook Road, and said that the proposed development would help increase area property values.

The speaker also noted that there were parking spots available in his building for \$60/month so he surmised that the parking problems in the area may be an issue for the strata councils to address.

Mr. Chan, 9188 Cook Road spoke in opposition to the proposed development and noted that maximum density of 3.12 floor area ratio is untested in the area and it is unknown if the existing infrastructure can support the proposed development.

Mr. Chan stated further concerns, including that the air flow in the area will be disrupted by the proposed development, the proposed green roof may be too small to mitigate changes to the environment, the proposed low rise components would warm up at night despite the green roof, the proposed expansion of the public path and greenway system at the Garden City Community Park could affect the ecology of the park, and views would be blocked.

Mr. Chan questioned why the proposed paving of the two tennis courts in Garden City Community Park was part of the development plan, and he noted that an earlier "Sun Tech" project had failed.



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Ms. Wong and Vicki Burkholder, both of 9188 Hemlock Drive, spoke on behalf of 200 area residents who opposed the proposed development, and they submitted a petition (attached to these Minutes as Schedule 18).

Ms. Wong was concerned that more population density would increase traffic, and noted that during morning and afternoon rush hours current area residents have half hour waits to access Garden City Road. She stated concern regarding blocked views, a decrease in sunlight, and the narrow separation between the proposed structures and existing area residences.

Ms. Burkholder added that area residents experience traffic problems and parking problems now. As a member of her strata council she knows that there are no further available off-street parking sites. She said that area residents do not know what is going to happen to a vacant lot across from 9188 Hemlock Drive. She questioned who would accept responsibility for the first child injured while crossing the street.

Jeff Lam, 9373 Hemlock Drive, spoke in support of the proposed development and stated that the City's high-rise residential towers attract wealthy immigrants who bring finances and jobs to the City, and that this is a good thing for entrepreneurs like himself and for Richmond's economy. He added that he understands the problems related to limited on-street parking spaces.

Mr. Kan, 9188 Hemlock Drive, spoke in opposition to the proposed development and, despite the applicant's proposed \$500,000 for Garden City Community Park enhancements, he questioned how the density increase from 1.6 floor area ratio to 3.12 floor area ratio could be justified. He noted the existing number of high-rise residential towers in the area and questioned the need for more people living in the area.

Noting the minimum 24 metre separation between the existing high-rise tower and the proposed high-rise tower, Mr. Kan stated that Richmond is not Vancouver, New York City or Hong Kong, and said that people do not want to live in a built up area.



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Neil McCallum, 9339 Alberta Road, spoke in opposition to the proposed development and stated that taking public transit to and from the area is not an option. He said the area is very congested, with parked vehicles creating a narrowing of area streets, and questioned what would be done to solve the problem when construction trucks are introduced into the area. He recognized the new amenities proposed by the applicant, but said they seem more suited to an industrialized area.

Nancy, 9133 Hemlock Drive, spoke in opposition to the proposed development and said so many buildings, so close together, diminish the privacy of area residents. She noted that the proposed buildings are to be built in a small area, that there was only one small park for area residents, and stated concern that if a disaster took place it would be difficult to move people out of the area.

Alice Tam, a resident of Cook Road, spoke in opposition to the proposed development and stated that Cook Road was not meant to accommodate so many high-rise towers, that it is a very busy road, it is jammed with vehicles as people try to leave the area to get to workplaces, and that the frequent stops make Cook Road dangerous.

Ms. Tam added that the proposed increase in density means more people on Cook Road, and that people living in the proposed affordable units in the area presented a security issue. She said that the area is already condensed, and suggested that other locations in the City could be designated for increased density.

Robert Desmeules, 1702-9188 Cook Road, spoke in opposition to the proposed development and stated that zero street parking exists at present. He stated that the sidewalk proposed by the applicant would complete a sidewalk that is already halfway there, and that the proposed 142 residential units represents a 25% increase in the population of the area with a minimum addition of 200 cars. He remarked that the area is too dense, too dangerous, and that there are too many people in too many spaces.



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Philip Chung, 1306-9188 Cook Road, spoke in opposition to the proposed development and expressed concern with the lack of parking spaces near the child care centre and stated that it is only a matter of time before a child is struck by a car. He noted the green aspect of the proposed bicycle co-op, but said that the Canada Line permits only one bicycle on board per car during rush hours.

Mr. Chung said that on-street parking in the area is already congested and that he parks his second car at a five-to-ten minute walking distance from his residence. He added that there are no loading zones in the area for use by moving companies, and that the area is already dim at twilight and that the addition of another high-rise residential tower will further decrease natural light.

Edwin, 6333 Katsura Street, said he liked the proposed project, but stated his concern with traffic flow along Cook Road, and with accessing Garden City Road. He stated that the six existing buildings in the area are well spaced, but that the proposed buildings are out of proportion with the original development of the area.

He was concerned with construction trucks in the area during the construction period and he suggested that the City approve a traffic management plan before, not after, any rezoning is allowed. He requested an explanation of a potential traffic management plan.

A resident of unit 602-9188 Cook Road spoke in opposition to the proposed development and said that Cook Road is busy during the morning rush hour. He was concerned regarding the potential for construction vehicles blocking Cook Road during the construction phase of the proposed project.

Mr. Grey, an area resident, spoke in opposition to the proposed development and stated that 196 parking spaces for 142 residential units were insufficient. He noted that the potential for an injury to children who attend the area's day care centre is not an issue related to the proposed development, but is related to how child care is undertaken.

Mr. Grey said his concerns were related to construction noise, dust created by construction, blocked views, the potential for change to continue during the coming years, and the need for more living places for people who move to the City.



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Mr. Grey noted that that City needs increased population in order to increase the tax base, and that the City has an overall plan to develop this area.

Ms. Ying, 9188 Cook Road, spoke in opposition to the proposed development and stated that the view from her fifth floor residential unit would be blocked by the proposed project, that there is a strong air flow between the existing buildings, and that sand and dust in the area during the construction period would lead to respiratory problems, and would seriously compromise the health of area residents.

The Mayor acknowledged the conclusion of the first round of speakers. The following then spoke for a second time on new information.

Mr. Lincoln Chan, 9133 Hemlock Drive, remarked that area structures have to survive a potential earthquake, and that many people in the neighbourhood would be injured in the event of an earthquake. He added that the applicant's model did not include all buildings in the area, thereby misrepresenting the neighbourhood.

Mr. Chan also noted that the new residents of this new building might also be discontented due to the problems outlined this evening.

Mr. Chow, 6333 Katsura Street, questioned why the applicant could not add two more stories to the proposed parkade, in order to provide more spaces to take parked cars off the surrounding streets.

In response to questions Mr. Jackson confirmed that the site met zoning bylaw requirements for parking.

Mr. Jackson stated that the proposed development would have a loading area on site, off the street, and that all garbage and recycling would be handled onsite, not on the street.

Further, Mr. Jackson confirmed that, with redevelopment, there would still be parking on the north side of Cook Road, and that the proposed building height of 45 metres was part of the Official Community Plan (OCP) since 1996.

Mr. Jackson reviewed the benefits that accrue to the City in return for consideration of higher density, and he briefly discussed the proposed built form as it related to the projects to the north and the south.



Special Council Meeting for Public Hearings

Tuesday, July 26, 2011

Finally, Mr. Jackson outlined the content and timing of the Construction Management Plan.

PH11/8-3

It was moved and seconded

That Zoning Amendment Bylaw 8782 be given second and third readings and that the following conditions be met prior to Zoning Amendment Bylaw 8782 receiving fourth reading:

- (i) Council consideration of a Traffic Management Plan in conjunction with the Development Permit; and*
- (ii) that a covenant be registered on the building/development proposed for 9099 Cook Road regarding the possible redevelopment in the immediate area of 9099 Cook Road.*

CARRIED

PH11/8-4

It was moved and seconded

That staff:

- (a) review traffic patterns in the proximity of the development proposed for 9099 Cook Road generally and in relation to the existing daycare facility;*
- (b) review the steps that can be taken to advise owners and residents in the immediate area regarding proposed developments; and*
- (c) review the public transit plan to measure the adequacy of bus service in the area.*

CARRIED

- 3. Zoning Amendment Bylaw 8783 (RZ 10-539727)**
(7531 and 7551 Bridge Street; Applicant: Xue Yan and Han Liu)

Applicant's Comments:

None.

Written Submissions:

None.

Submissions from the floor:

None.



Special Council Meeting for Public Hearings

Tuesday, July 26, 2011

PH11/8-5

It was moved and seconded

That Zoning Amendment Bylaw 8783 be given second and third readings.

CARRIED

ADJOURNMENT

PH11/8-6

It was moved and seconded

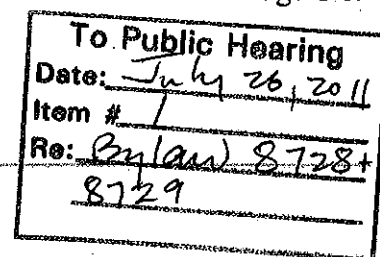
That the meeting adjourn (10:06 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Special Meeting for Public Hearings of the City of Richmond held on Tuesday, July 26, 2011.

Mayor (Malcolm D. Brodie)

Corporate Officer
City Clerk's Office (David Weber)

**MayorandCouncillors**

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: July 20, 2011 11:23 AM
To: MayorandCouncillors
Subject: Send a Submission Online (response #573)
Categories: 12-8060-20-8729 - 8540 Alexandra

**Schedule 1 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Send a Submission Online (response #573)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/20/2011 11:21:53 AM

Survey Response

Your Name:	Theresa P Chong
Your Address:	1702 - 5028 Kwantlen Street
Subject Property Address OR Bylaw Number:	8540 Alexandra Road
Comments:	In regards to the rezone at 8540 Alexandra Road, I strongly OPPOSE because the district is now already too busy and traffic is never smooth from 8am to 10pm daily. Also there are already FOUR POINTS HOTEL and LA QUINTA INN on the same block. Thanks.

**CNCL-23**

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: July 20, 2011 7:25 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #575)

Categories: 12-8060-20-8729 - 8540 Alexandra, 12-8060-20-8728 - (OCP) - 8540 Alexandra Road

To Public Hearing	
Date:	July 26, 2011
Item #	1
Re:	Bylaw 8728 + 8729

Send a Submission Online (response #575)

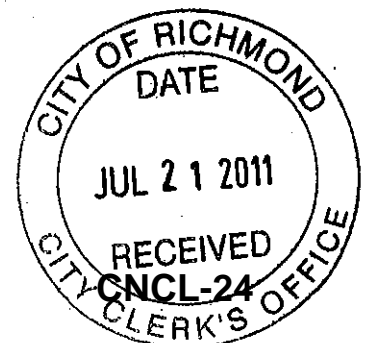
**Schedule 2 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/20/2011 7:23:58 PM

Survey Response

Your Name:	Yong Deng
Your Address:	1201-5028 Kwantlen St, Richmond, BC
Subject Property Address OR Bylaw Number:	8540 Alexandra Road/Bylaw 8728 and bylaw 8729
Comments:	I strongly oppose the OCP amendment by law 8728 and zoning amendment bylaw 8729 for 8540 Alexandra Road for the following reasons: 1. it will cause very heavy traffiic for buding a 10-storey hotel building in Alexandra Rd and Kwentlan St , even now the traffic is very serious during the weekend and holidays, 2. It is not practical to build a hotel building just beside such a narrow street(the kwantlen st between Alderbridge Way and Alexandra Rd is very narrow), it can imagine how crowded will be if build a 10-storey hotel plus a restaurant 3. it will not harmony with the surronding buildings and environment, 4. There are already at least two hotel buildings just few steps away



MayorandCouncillors**From:** City of Richmond Website [webgraphics@richmond.ca]**Sent:** July 20, 2011 7:25 PM**To:** MayorandCouncillors**Subject:** Send a Submission Online (response #576)**Categories:** 12-8060-20-8728 - (OCP) - 8540 Alexandra Road, 12-8060-20-8729 - 8540 Alexandra

To Public Hearing	
Date:	July 26, 2011
Item #	1
Re:	Bylaw 8728 + 8729

Send a Submission Online (response #576)

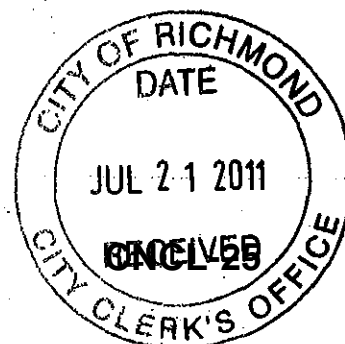
**Schedule 3 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/20/2011 7:24:11 PM

Survey Response

Your Name:	Bin Lin
Your Address:	1201-5028 Kwantlen St, Richmond, BC
Subject Property Address OR Bylaw Number:	8540 Alexandra Road/Bylaw 8728 and bylaw 8729
Comments:	I strongly oppose the OCP amendment by law 8728 and zoning amendment bylaw 8729 for 8540 Alexandra Road for the following reasons: 1. it will cause very heavy traffic for buding a 10-storey hotel building in Alexandra Rd and Kwentlan St , even now the traffic is very serious during the weekend and holidays, 2. It is not practical to build a hotel building just beside such a narrow street(the kwantlen st between Alderbridge Way and Alexandra Rd is very narrow), it can imagine how crowded will be if build a 10-storey hotel plus a restaurant 3. it will not harmony with the surronding buildings and environment, 4. There are already at least two hotel buildings just few steps away



**Schedule 4 to the Minutes of the
Special Council Meeting for
Weber, David Public Hearings held on Tuesday,
July 26, 2011.**

From: on behalf of Mayor and Councillors

To Development Permit Panel	
Date:	<u>July 26, 2011</u>
Item #:	<u>1</u>
Re:	<u>Bylaw 8728 & 8729</u>

Survey Response

Your Name:	Elaine Leung
Your Address:	1808-5028 Kwantlen Street, Richmond, B.C. V6X 4K2
Subject Property Address OR Bylaw Number:	Bylaws 8728 & 8729
Comments:	<p>I would like to submit my OPPOSITION on this rezoning application on 8540 Alexandra Road to build a 10-storey hotel building base on the following reasons: (1) The 10-storey hotel building does not harmony with the neighbourhood area; (2) To build a hotel with entrance on this block of Kwantlen Street - a narrow, short and single lane doesn't make sense at all and definitely will worsen the traffic jam; air and noise pollution which is now an everyday occurrence already. This part of Kwantlen Street is the main entrance for traffic from Vancouver to the popular Alexandra Road especially during meals hours and weekends. (3) We don't need 3 hotels within the same block/ street because it brings in too many outsiders to this area which might cause security concern and issue for the residents nearby. Thank you.</p>

**Schedule 5 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors

Categories: 12-8060-20-8728 - (OCP) - 8540 Alexandra Road

To Public Hearing
Date: <u>July 26, 2011</u>
Item #: <u>1</u>
Re: <u>Bylaw, 8728</u>

Survey Response

Your Name:	David Wang
Your Address:	1602-5028 Kwantlen Street, Richmond, BC
Subject Property Address OR Bylaw Number:	Bylaw 8728
Comments:	<p>Based on the current traffic jams and gridlock at the corner of Garden City Road and Alderbridge Way during the busy weekend and holiday evenings. The approval of the rezoning of the land at 8540 Alexandra Road will cause additional problems in the already crowded and busy intersection and neighborhood. Also, this might increase the number of accidents at the already busy intersection. Based on what I have seen in the last 10 years around this area, I have to ask the City of Richmond to decline the application to rezone 8540 Alexandra Road.</p> <p>Sincerely, David</p>

**Schedule 6 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors
Categories: 12-8060-20-8729 - 8540 Alexandra

To Public Hearing	
Date:	July 26, 2011
Item #	1
Re:	Bylaw 8728 & 8729

Survey Response

Your Name:	Mona Chow
Your Address:	1202 - 5028 Kwantlen Street V6X 4K2
Subject Property Address OR Bylaw Number:	8540 Alexandra Road
Comments:	<p>I am against rezoning 8540 Alexandra Road to hotel commercial. A 10 story hotel on this lot would block my view of the north side as I am at 10 story; violate my privacy as well as hotel guests as we can both see each other across the street. A 10 story hotel would make it the highest building on that block, higher than the existing LaQuinta Inn and thus not in keeping with the existing buildings on that block. Also, at time of purchase of my condo, that is my primary residence (ie. I live there), I was advised my realtors and city that any building that would be at 8540 Alexandra would be no taller than LaQuinta, if at all, as the lot is zoned for commercial use. Having a hotel across from an apartment would decrease the value of my primary residence because it blocks views but further, residents and hotel guests can see each other from the street, a big turn off. This would also be poor planning if Richmond permits this rezoning. I don't see any existing hotels in the sight lines of apartments and condos in Richmond and that should not start now.</p>

**Schedule 7 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors

Categories: 12-8060-20-8729 - 8540 Alexandra

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #	<u>1</u>
Re:	<u>Bylaw 8728 & 8729</u>

Survey Response

Your Name:	ALVIN LIN
Your Address:	#806-5068 KWANTLEN STREET
Subject Property Address OR Bylaw Number:	8540 ALEXANDRA ROAD - BYLAW 8728 & 8729
Comments:	<p>Dear Council, I would like to oppose to the construction of a new hotel building at 8540 Alexandra Road, as I am very concerned for the security and safety of my neighborhood. First, the hotel building is 10 storey high and a block away, there is privacy concern for the residents who live on the 10th floor and below. By looking out the windows, the hotel guests may have a clear view of the units directly across from the hotel. Second, the construction noise and debris will pollute the neighborhood and creating poor living environment for the residents. Lastly, the entrance of the hotel located on Kwantlen Street will congest the already busy road with even heavier volume of traffic. As a resident of Seasons, I strongly urge the council to reconsider the approval of constructing a hotel located at 8540 Alexandra Road.</p> <p>Sincerely, ALVIN</p>

My name is Kelly Shu Shang.

**Schedule 8 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Dear Ladies and Gentlemen:

I am representing the owners of 501, 601, 703, 801, 508, 1705, 503-5028; 506-5068; 1801-5088
Kwantlen Street, Richmond.

- 1) The Auto-Oriented Commercial Zoning protects the interest of the residence. There will be no high commercial buildings close to the residential buildings. The owners bought their properties in seasons and made the decision on their homes in seasons based on this understanding. The city of Richmond is responsible to protect the interest of residents. We strongly oppose to the changes.
- 2) The hotel building will change the density of the area. It will increase people because the hotel will have more than 100 rooms. There will be travelers, strange faces around the area. The most important is that it will increase the traffic. The current traffic situation is already terrible. Many car accidents happened in a "regular" basis in the intersection of Kwantlen Street and Alderbrige. ICBC could support us documents for this issue. The main reason because the narrow road in Kwantlen Street to the south of the Alderbridge Way. According to the plan from the city, the city had the intention to make the road wider. It would minimize the traffic accidents. However, the city not only gave up this proposal, but it gives us the proposal for building a hotel in the traffic corner. I think the city has to get research from ICBC first. You will see how serious it will cause to have more traffic in the intersection. Traffic accidents relates to people's life. As a resident in seasons, I do not want to see any more serious accident happens. The City of Richmond, please think about your plan more seriously.
- 3) The noise issue is already a big problem for the residents now. The airplane and the heavy traffic in the intersection affect people's living. If more cars stop right in the corner for the intersection, the noise will much worse. It will trigger health issues of the residents in the long run.
- 4) Some owners bought the units and offered the price to enjoy the beautiful views of the mountain. If the hotel is 10 floors, I will affect the value of the apartment for them. The city or the builder of the hotel should compensate the owners for the value loss. Even you could do that; nobody could afford to compensate the loss of people's happiness mood to view the beautiful mountains.
- 5) There are many hotels in the Richmond already. Four points is just beside. We could not see the reason for the hotel except the benefit for the owner of the lot. The city of Richmond should protect the interest of majority people not one rich person.

I hope the council will consider our opinion seriously. As owners of the seasons, we strongly oppose the proposal.

Please see the back for the authorization of Representation.

**Schedule 9 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Opposition

City of Richmond:

July 26, 2011

I am the owner of 501-5028 Kwantlen Street, which is just facing the proposed land. I am opposed to the proposed Zoning Amendment and OCP Amendment for the following reasons.

- 1) The current zoning of Auto-Oriented Commercial (CA) specifies that the maximum floor area ratio for hotel is 1.5, and no 3-or-more storey building shall be located close to a residential zone than 25 meters. This protects the interests of residents around, especially the Seasons Zone. Residents choose to live in Seasons based on their understanding that the use of the proposed land will not be changed, and that they are confident that City will burden the responsibility to protect the interests of the residents around. I am very disappointed that City recommends the rezoning application which will definitely cause detriment to residents around. As one of the residents of the residential zone, I am strongly opposed to the Zoning Amendment Application.
- 2) According to the current Specific Land Use Map: Aberdeen Village, the 8540 Alexandra Road is in Urban Centre (T5) plan, which means the maximum Development Site Density is 2 for hotel use, without Village Centre Bonus. As per the GIS Inquiry from City of Richmond, the parcel area is 2,869 sq.m. The current specific land use allows a maximum building area of 5,738 sq.m for hotel use. However, the proposed Centre Bonus would give an extra density of 1 to applicant, i.e. total building area of 8,607 sq.m for hotel use. I wonder how City recommends the OCP amendment under the situation that there are already 2 hotels that are very close to the proposed land, Four Points at 8368 Alexandra Road and La Quinta Inn Vancouver Airport at 8640 Alexandra Rd, meanwhile, residents will definitely be hurt, physically and spiritually.
- 3) Imagine the situation that a 10 storey hotel with 101 guest rooms and parking for 113 cars is just my neighbour. Blocked view, added noise to the already heavy airplane noise, increased strangers, and jammed traffic would definitely happen if the proposed hotel were finally erected. Are those what the City would like to see? The most important point is if we can still trust the democracy of City, and if we are still confident that the City will protect the interests of residents as it has done before.
- 4) I bought unit 501-5028 Kwantlen Street last year, mainly because of the good view to the north. The purchase price reflected the good view. The proposed hotel would definitely block the view, and cause my unit to lose value, which is unfair to me. Up to now, I am very disappointed and depressed, because I believe the proposal would have been denied by City before this public hearing. Please consider seriously the very serious results to the residents around, and bring us fair and comfort.

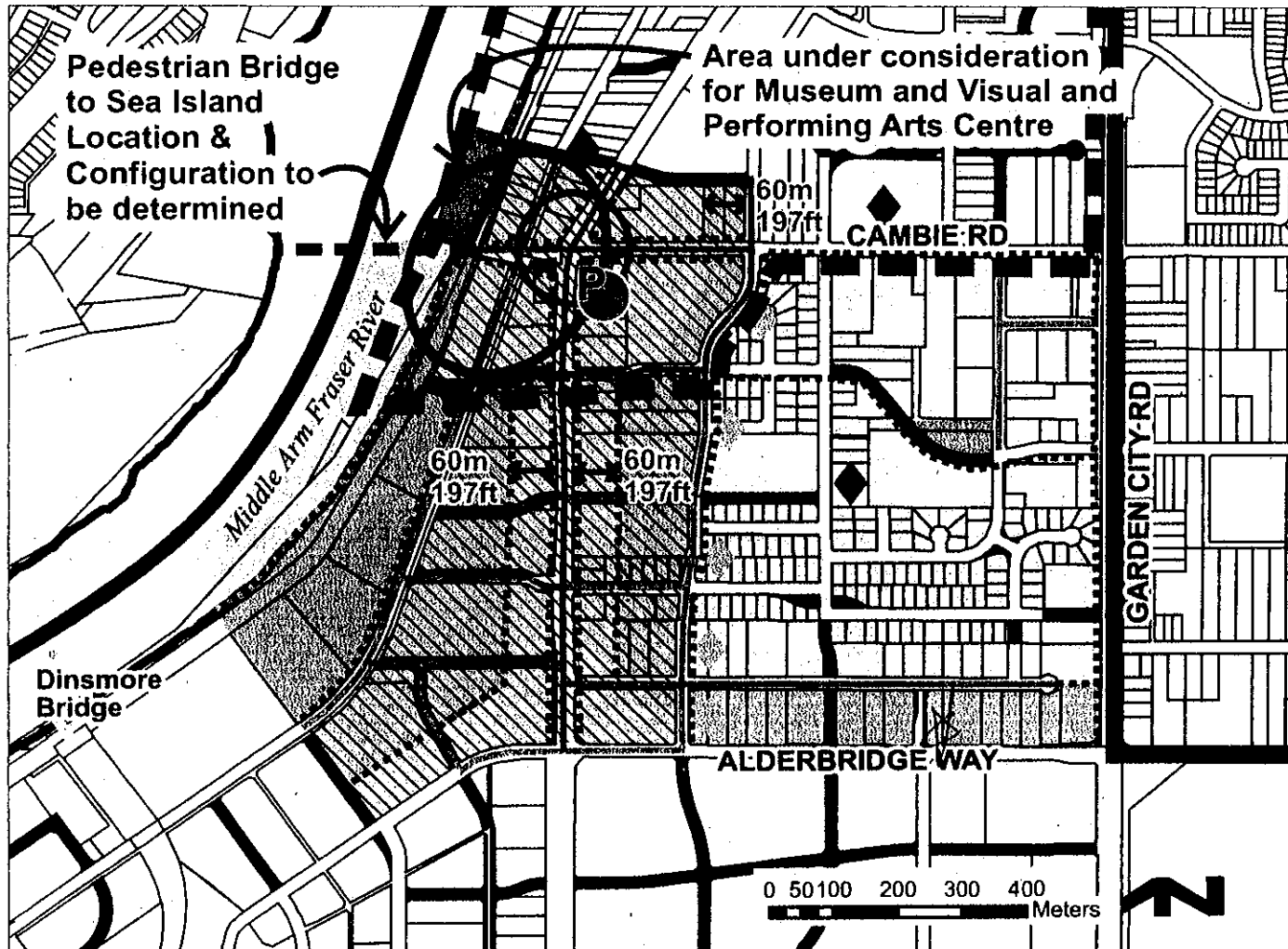
Thanks

Owner of Unit 501-5028 Kwantlen Street

Xin Xin SUN


CNCL-31

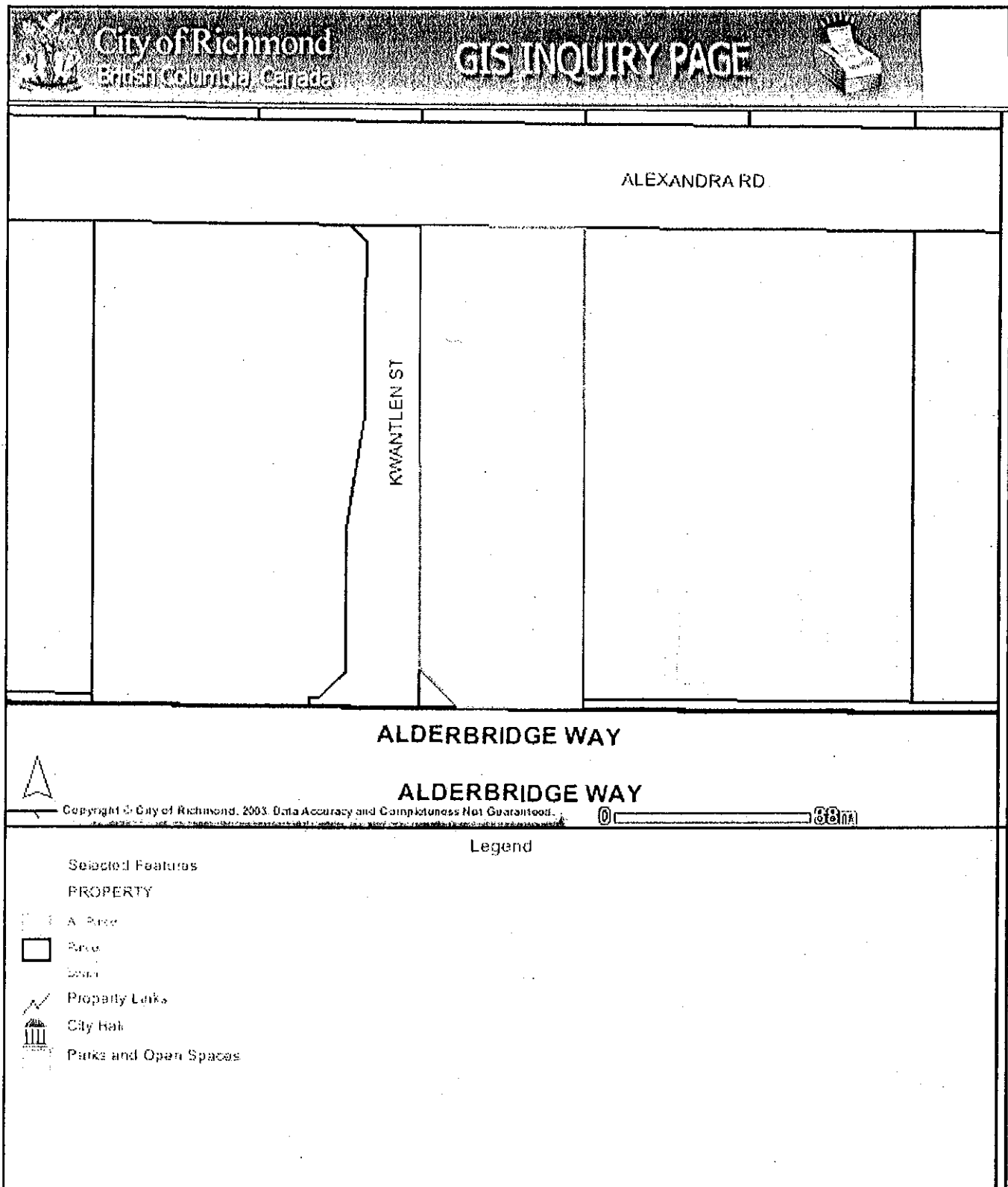
Specific Land Use Map: Aberdeen Village (2031)



- | | | |
|--|---|--|
| General Urban T4 (25m) | Non-Motorized Boating & Recreation Water Area | Proposed Streets |
| Urban Centre T5 (35m) | Marina (Residential Prohibited) | Pedestrian-Oriented Retail Precincts-High Street & Linkages |
| Urban Centre T5 (25m) | Village Centre Bonus | Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages |
| Park | Institution | Richmond Arts District |
| Park-Configuration & location to be determined | Pedestrian Linkages | Canada Line Station |
| Village Centre: No.3 Road & Cambie Road Intersection | Waterfront Dyke Trail | Transit Plaza |

Specific Land Use Map: Aberdeen Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
General Urban (T4)		
<ul style="list-style-type: none"> Residential prohibited. Overlays: <ul style="list-style-type: none"> a) Industrial Reserve – “Limited Commercial”; b) Institution – Location as indicated; c) Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; d) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use Considerations:</p> <ul style="list-style-type: none"> a) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village area; b) Library Lending Service – This service should be situated within 400 m (1,312 ft.) of Aberdeen Village’s designated Village Centre. 	<ul style="list-style-type: none"> Light Industry The following uses, provided that such uses are not situated on the ground floor of the building (excluding building entrance lobbies): <ul style="list-style-type: none"> a) Office; b) Education (excluding schools offering provincially mandated K-12 programs). The following uses, provided that such uses are not situated more than 50 m (98 ft.) from a property line abutting Hazelbridge Way, Alexandra Road, McKim Way, or Odlin Crescent north of Odlin Road: <ul style="list-style-type: none"> a) Retail Trade & Services; b) Restaurant; c) Neighbourhood Pub; d) Institutional Use; e) Recreation; f) Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.). Community Use (excluding child care) Accessory Uses 	<ul style="list-style-type: none"> 1.2, provided that: <ul style="list-style-type: none"> a) the total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking); b) non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses). <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Industrial Reserve – “Limited Commercial”: To be determined on a site specific basis via City development application processes; Institution: To be determined on a site specific basis via City development application processes.
Urban Centre (T5)		
<ul style="list-style-type: none"> Residential prohibited. Overlays: <ul style="list-style-type: none"> a) Commercial Reserve; b) Village Centre Bonus; c) Institution; d) Richmond Arts District (RAD); e) Pedestrian-Oriented Retail Precincts – “High Streets & Linkages”; f) Pedestrian-Oriented Retail Precincts – “Secondary Retail Streets & Linkages”. <p>Additional Land Use Considerations:</p> <ul style="list-style-type: none"> a) Museum & Visual and Performing Arts Centre – These facilities are under consideration for location in this area; b) Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village area; c) Library Lending Service – This service should be situated within 400 m (1,312 ft.) of Aberdeen Village’s designated Village Centre. 	<ul style="list-style-type: none"> Office Hotel Retail Trade & Services Restaurant Entertainment Education (excluding schools offering provincially-mandated kindergarten to grade 12 programs) Neighbourhood Pub Institutional Use Recreation Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.) Community Use (excluding child care) Accessory Uses 	<ul style="list-style-type: none"> 2.0 <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> Institution: To be determined on a site specific basis via City development application processes; Village Centre Bonus: <ul style="list-style-type: none"> a) north of Browngate Road: 1.0 for the provision of non-residential uses; b) elsewhere: 1.0 for the provision of office uses only.

Note: Richmond’s Aircraft Noise Sensitive Development (ANSND) Policy applies (OCP Schedule 1) throughout this Village.



City of Richmond Property Information

Address: 8540 Alexandra Rd

Richmond Key: 20398

Lot: 39

Zoning: CA

FCL: 2.9m Gsc - Area A

DPA: Yes ALR: No Heritage: No HAP Required: No ESA DP required: No RAR: No NEF: Yes

Parcel Area: 2869 sq.m.

BCAA Legal: 39 SEC 33 BLK5N RG6W PL 6979 Except Plan BYLAW 72866.

Roll: 083616008

SEC: 33-5-6

OCP SCH: 2.10

Rights of Way:

PID: 004-130-073

PL: 6979

Sewer Area: West

Recycling Pick up Day: TUESDAY

CNCL-34

Assessments**Gross Taxes:** \$47,603.48**Parcel Area:** 2869 sq.m.**Gross Land:** \$2,856,000.00**Gross Improvement:** \$0.00**Gross Total:** \$2,856,000.00**Net Land:** \$2,856,000.00**Net Improvement:** \$0.00**Net Total:** \$2,856,000.00**Disclaimer**

GIS information is provided as a public resource for general information purposes only. The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.

Users are reminded that lot size and legal description must be confirmed at the Land Title office in New Westminster.

These maps are NOT a legal document, and is published for information and convenience purposes only.

?City of Richmond, 2003.

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**Schedule 10 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

I am against rezoning 8540 Alexandra Road to hotel commercial. A 10 story hotel on this lot would block my view of the north side as I am at 10 story; violate my privacy as well as hotel guests as we can both see each other across the street. A 10 story hotel would make it the highest building on that block, higher than the existing LaQuinta Inn and thus not in keeping with the existing buildings on that block. Also, at time of purchase of my condo, that is my primary residence (ie. I live there), I was advised my realtors and city that any building that would be at 8540 Alexandra would be no taller than LaQuinta, if at all, as the lot is zoned for commercial use. Having a hotel across from an apartment would decrease the value of my primary residence because it blocks views but further, residents and hotel guests can see each other from the street, a big turn off. This would also be poor planning if Richmond permits this rezoning. I don't see any existing hotels in the sight lines of apartments and condos in Richmond and that should not start now.

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: July 19, 2011 7:54 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #572)
Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing
Date: <u>July 26, 2011</u>
Item # <u>2</u>
Re: <u>Bylaw 8782</u>

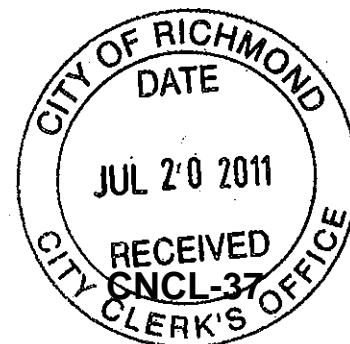
**Schedule 11 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Send a Submission Online (response #572)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/19/2011 7:53:18 PM

Survey Response

Your Name:	Yu Ning Zhan
Your Address:	1006-6333 Katsura St., Richmond BC
Subject Property Address OR Bylaw Number:	9099 Cook Rd, Richmond BC
Comments:	We strongly object building a high rise in this location. This is not a city center busy area. our building already close to the neighbour. squeezing a high rise in between is totally unacceptable.



MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: July 19, 2011 7:16 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #571)
Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #	<u>2</u>
Re:	<u>Bylaw 8783</u>

**Schedule 12 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Send a Submission Online (response #571)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/19/2011 7:14:57 PM

Survey Response

Your Name:	Chun Bao Zhang
Your Address:	506-9188 Cook Road
Subject Property Address OR Bylaw Number:	9099 Cook Road
Comments:	<p>I am strongly Against developing high-rise building at 9099 Cook Road. Reason: 1. The living room window of my suite in 9188 COOK RD is directly facing 9099 COOK RD. If there is another high-rise building built at 9099 Cook Road, a) it will Block Nature Sunlight towards my building. b) thus, It will reduce the sale value of my suite in 9188 Cook Road. c). Invade my privacy as 9099 is TOO CLOSE to 9188 on Cook Road 2. Introducing loud construction noise for the next 2-3 years, plus, introduce inconvenience to traffic obstruction. 3. Destroy natural green area of the location of 9099 Cook Road as it has been acting as a natural water repository ever since.</p>



MayorandCouncillors

To Public Hearing
Date: <u>July 26, 2011</u>
Item # <u>2</u>
Re: <u>Bylaw 8782</u>

From: City of Richmond Website [webgraphics@richmond.ca]**Sent:** July 20, 2011 6:32 PM**To:** MayorandCouncillors**Subject:** Send a Submission Online (response #574)**Categories:** 12-8060-20-8782 - 9099 Cook Rd

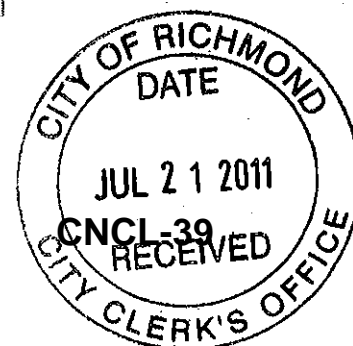
**Schedule 13 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Send a Submission Online (response #574)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/20/2011 6:31:09 PM

Survey Response

Your Name:	Alice Tam
Your Address:	1605-9188 Cood Road, Richmond BC V6Y 4M1
Subject Property Address OR Bylaw Number:	9099 Cook Road - ByLaw 8782 (RZ 10-557918)
Comments:	<p>I'm object the rezoning to build a 16th-floor high rise apartment on this zone because of the following reasons: 1. When we initial made the purchahse of the property back in 2007; we, the buyers, were told/promised by the developer that the Government will not allow another high-rise to be built on that particular zone. The rezoning was only allow for up to a 7th floor apartment. 2. there are too many high rise built in the neighborhood & that will ended up blocking all the view from our unit; & 3. the building of the new high rise in the extremely close distance does create an extremely uncomfortable tense, pressure & sense of insecurity to be able to "see" & "be seen" by the "high-rise neighbourhood" just across the road; especially my unit which has the one & only North-faced windows.</p>



MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: July 21, 2011 12:48 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #578)
Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing
Date: <u>July 26, 2011</u>
Item # <u>2</u>
Re: <u>Bylaw 8782</u>

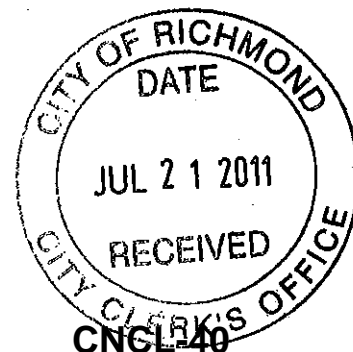
**Schedule 14 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Send a Submission Online (response #578)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/21/2011 12:47:05 PM

Survey Response

Your Name:	Desmond Yi zhou
Your Address:	57-8355 DELSOM WAY DELTA, BC V4C 0A9
Subject Property Address OR Bylaw Number:	Zonng Amendment \bylaw 8782 (RZ10-557918)
Comments:	We strongley oppose the rezoning application. The new high-rise building will be extremely close to the two existing high-rise building. The development will remove the only remaining forrested area in the vicinity and severely affect the appearance and ecology of the neighbourhood.



MayorandCouncillors

To Public Hearing	
Date:	July 26, 2011
Item #	2
Re:	Bylaw 8782

From: City of Richmond Website [webgraphics@richmond.ca]**Sent:** July 21, 2011 12:54 PM**To:** MayorandCouncillors**Subject:** Send a Submission Online (response #579)**Categories:** 12-8060-20-8782 - 9099 Cook Rd

**Schedule 15 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Send a Submission Online (response #579)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/21/2011 12:53:43 PM

Survey Response

Your Name:	wen zhou
Your Address:	1601-9188 hemlock drive, richmond BC V6Y 4J7
Subject Property Address OR Bylaw Number:	Zonng Amendment \bylaw 8782 (RZ10-557918)
Comments:	We strongley oppose the rezoning application. The new high-rise building will be extremely close to the two existing high-rise building. Now, the area is so crowed, and cars park along the roads everywhere day and night.

**CNCL-41**

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: July 21, 2011 12:41 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #577)
Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing
Date: <u>July 26, 2011</u>
Item # <u>2</u>
Re: <u>Bylaw 8782</u>

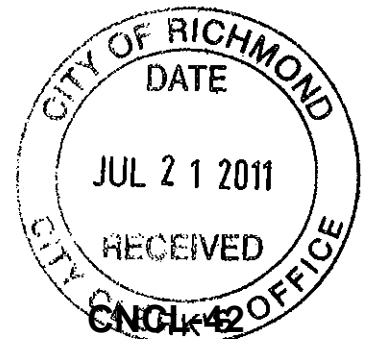
**Schedule 16 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Send a Submission Online (response #577)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/21/2011 12:40:12 PM

Survey Response

Your Name:	Lindanzhou
Your Address:	1601-9188 hemlock drive, richmond BC V6Y 4J7
Subject Property Address OR Bylaw Number:	Zonng Amendment \bylaw 8782 (RZ10-557918)
Comments:	We strongley oppose the rezoning application. The new high-rise building will be extremely close to the two existing high-rise building. The increase in density will overload the infrastructure of the neighbourhood. This increase in population density will exacerbate the current traffic, parking and noise problem.



Attention: city clerk

Schedule 17 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.

11

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD - PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

To Public Hearing
Date: July 26, 2011
Item # 2
Re: Bylaw 2782

By signing below,

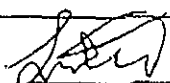
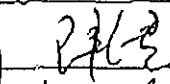
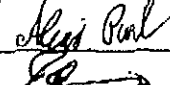
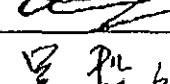
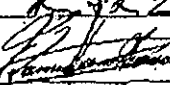



We, the taxpayers and residents of Richmond in the vicinity of the proposed site oppose the rezoning application of Concord Pacific Development Inc. to rezone 9099 Cook Road from RS1/F to ZHR1. File number RZ 10-557918.

The demands of this petition will not only negatively affect the life of the residents in the neighborhood, but also damage the home value of our properties.

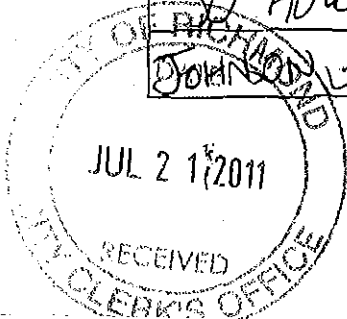
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3. The increase in density will overload the infrastructure of the neighborhood. This increase in population density will exacerbate the current traffic, parking and noise problem.

Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
Lindan Zhou		07/19/2011	604-272-6555	1601-9188 Hemlock drive.
YAN JUN WANG		07/19/2011	604-998-8452	1108-9188 Hemlock Dr. v1
Alexis Paul		07	604-244-1107	1107-9188 Hemlock pr
JOHNNY LAY		07/19/2011	604-244-2425	5-9188 Hemlock Dr.
Yizhi Wu		07/20/2011	778-9080-978	203-9180 Hemlock Dr. Richmond
Federico Vares		07/20/2011	778-322-5613	16-9180 Hemlock Drive Richmond BC
SHI HUA		07-20-2011	604-720-6108	6d-9188 Hemlock Bc
JOHNNY LAY		7/20/2011	604-272-1230	1007-9188 HEMLOCK DRIVE RICHMOND

1



CNCL-43

Print Name	Signature	Date	Phone	Address
BEILA CHUN		Jul. 20 11	604-418-1023	Rm. 1101 - 9188 Hemlock Dr.
LEO KAN		Jul 20, 11	6778-388-959	Apr 1602 - 11 -
Leila Zhao		July 20, 11	604-561-4886	1108-9188 Hemlock
SHUCHANG VING		July 20, 2011	604-271-8980	
ZHOU ANN		July-20-2011	778-855-8511	1602-9133 Hemlock Dr.
JUANNA HU		July 20, 01	778-9180388	1606-9188
CASSIA ZHU		July 21 2011	778-885925	1102-9188 Hemlock Dr.
Lin & Hu		July 21 2011	778-885925	803-9188 Hemlock.
Mark Santos		07/21/2011	604 46901	502-9188 Hemlock Dr.
Alex Fong		07/21/2011	778-38516	809-9188 Hemlock Dr.
JAMES NG		July 21/11	778-789208	803-9188 Hemlock Dr.
TERENCE KUNG		July 22/01	604 697-6360	802-9188 Hemlock Dr.
Chenxi Zou		July 21/2011	778-9196808	806-9188 Hemlock Dr.
ENILLY NG		JULY. 21/11	604-802-8026	1105-9188 Hemlock Dr.
Pazhi zhang		July 21/11	604 767 8803	1701-9188 Hemlock Dr.
Chikhi Leung		Jul 21. 11	778-291-2688	803-9188 Hemlock Dr.
Handrick		July 21. 11	778-361-4770	1102-9188 Hemlock Dr.
Chao C.		July 21 11	604 278-0682	1203-9188
DUSTIN RIVER		21 July 11	604 338-8989	808-9188 Hemlock Dr.
Connie Zhu		21 July 11	604 780-6618	802-9188 Hemlock Dr.
Tianming Tian		21 July 2011	778-861-6066	1106-9188 Hemlock Dr.
Ran Rong Li		July 21/2011	778-881-7841	206-9188 Hemlock Dr.
JANE & Rong Li		July 21/2011	778-881-7841	1305-9188 Cook Rd.
VICKI BURKHOLD		July 21/2011	604-388-7620	1705-9188 Hemlock Drive Richmond

Attention: Director, City Clerk's Office

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD - PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

By signing below,

We, the taxpayers and residents of Richmond in the vicinity of the proposed site oppose the rezoning application of Concord Pacific Development Inc. to rezone 9099 Cook Road from RS1/F to ZHR1. File number RZ 10-557918.

The rezoning application of high-rise building not only negatively affect the life of the residents in the neighborhood, but also damage the home value of our properties.

1. The development will remove the only remaining forested area in the vicinity and severely affect the appearance and ecology of the neighborhood.
2. The development will result in a new high-rise being built extremely close to the existing buildings and block views and sunlight to a significant portion of the existing buildings. It will also set a dangerous precedence, opening the door for other developer to seek significant increase floor area ratio and decrease distance between the buildings.
3. The increase in density will overload the infrastructure of the neighborhood. This increase in population density will exacerbate the current traffic, parking and noise problem.

Sincerely,

The Undersigned

Ying Zhang *Chunbao Zhang*

Print Name	Signature	Date	Phone	Address
Chunbao Zhang	<i>Chunbao Zhang</i>	July 22, 2011	604-278-4308	506-9188 Cook Road
Ying Zhang	<i>Ying Zhang</i>	July 22, 2011	604-329-8143	506-9188 Cook Road
Print Name	Signature	Date	Phone	Address

604-278-5139

ATTN: DIRECTOR, CITY CLERK'S OFFICE

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD - PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
HIN SHING HO		July 21, 2011	(604) 250 8538	1303-9188 Cook Road, Richmond
NANCY HO		July 21, 2011	(604) 250 8538	1303-9188 Cook Road Richmond
JIN LIN LIANG		July 21, 2011	778-2206	1301-9188 Cook Road Richmond
LISA HO		July 21/2011	604 391293	1602-9188 Cook Rd. Rmnd.
Larry Chow		July 21/11	778-688 2899	1201-9188 COOK RD. Rmnd.
Joseph Uy		July 21/11	604-218 3138	1808 9188 COOK RD RICHMOND
Jamil Poptia		July 21/11	(604) 318 3374	9188 Cook Rd Richmond, BC 307-9188
Mahyna Senger		July 21/11	778 888 4033	3067-9188 Cook Rd Rmnd

To: City of Richmond Urban Development Division, City Hall (604)276-4395

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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
Patrick Lee	<i>[Signature]</i>	7/21/01	604 961-7272	9188 - Cook Rd Unit 1107
<i>[Signature]</i>	<i>[Signature]</i>	7/9/2011	604-484-9432	603-9188 Cook Rd
B/W WU	<i>[Signature]</i>	7/21/2011	778-882-9219	#907-9188 Cook Rd
Gross	<i>[Signature]</i>	7/21/2011	604 270-5466	1203-9188 Cook Rd Rnd
Roy Johnson	<i>[Signature]</i>	22/7/2011	778-5305228	#1102-9188 Cook Rd

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD - PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

By signing below,

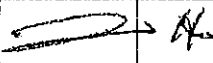
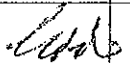
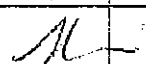
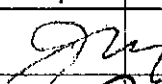
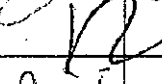
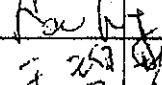
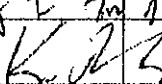

We, the taxpayers and residents of Richmond in the vicinity of the proposed site oppose the rezoning application of Concord Pacific Development Inc. to rezone 9099 Cook Road from RS1/F to ZHR1. File number RZ 10-557918.

The rezoning application of high-rise building not only negatively affects the life of the residents in the neighborhood, but also damages the home value of our properties.

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3. The increase in density will overload the infrastructure of the neighborhood. This increase in population density will exacerbate the current traffic, parking and noise problem.

Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
Raymond Aho		July 23 rd	604 616 2235	1703 - 9188 Cook Rd
Eddie Leung		July 23, 2011	604 783-1666	605-9138 Cook Rd
Kenneth Chan		July 23 2011	604 279 2999	802-9188 Cook Rd
Jane Wong		July 23, 2011	604 303 0422	1305 - 9188 Cook Rd
RONALD WONG		July 23, 2011	604 303 0422	1305 - 9188 COOK ROAD
LAI FONG NG		July 23 2011	604 780 3265	1506-9188 COOK ROAD
Pik Ka Wong		Jul 23, 2011	604 272 4442	903 - 9188 Cook Rd
Kim Dal Cey		Jul 23/11	604 262 6496	903 - 9188 Cook Rd

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD – PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

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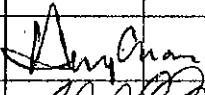
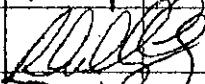
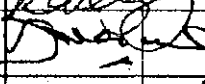
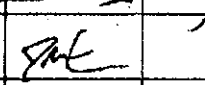
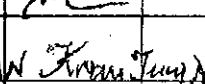
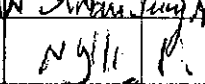
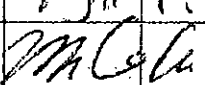
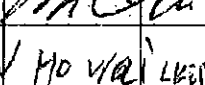
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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
AMY CHAN		JULY 23, 11	(778) 891-8002	1306-9188 COOK ROAD, RICHMOND
Phillip Cheung		July 23, 11	604- 617-6283	1306-9188 Cook Rd. Richmond BC V6Y 4M1
WILLIAM LEE		Jul 23, 11	604 275-8066	1503-9188 COOK RD RICHMOND V6Y 4M1
SINET LEE		SULY 23/11	604 275-8066	1503-9188 COOK RD RICHMOND V6Y 4M1
TUNG - HOI KWAN		JULY, 23, 11	(604) 821-1881	706-9188 COOK RD RICHMOND, V6Y 4M1
Ngai Hui		JULY 23, 11	604 787-2282	1606-9188 COOK RD RICHMOND
Mar An Topob		July 23, 11	604 351-7192	1505-9188 Cook Rd. Richmond B.C. V6Y 4M1
HO WAI LUN		JULY 23, 11	604-841587	706-9188 COOK ROAD RICHMOND V6Y 4M1

[illegible]

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD - PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

By signing below,


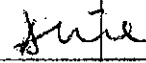


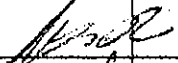
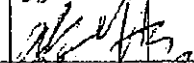
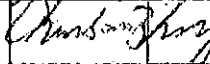
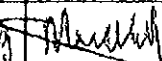
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3. The increase in density will overload the infrastructure of the neighborhood. This increase in population density will exacerbate the current traffic, parking and noise problem.

Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
T.J. YUAN		July 23/11	504 765 1956	802-9388 Cook
Alice Tam		Jul 23/11	604 787 0383	1605-9188 Cook
Dodie Lai		Jul 23, 11	604 447 1612	605-9188 Cook RD
Charles Lin				
A. Rathee		July 23/11	778-851777	1308 9188 Cook
A. Han		July 23/11	778-322-8518	
CB Zhang		July 24, 11	604-328-8143	506-9188 Cook RD
Michelle Wang		July 24, 11	604-720-9805	805-9188 Cook Rd.

[illegible]

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD – PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

By signing below,


We, the taxpayers and residents of Richmond in the vicinity of the proposed site oppose the rezoning application of Concord Pacific Development Inc. to rezone 9099 Cook Road from RS1/F to ZHR1. File number RZ 10-557918.

The rezoning application of high-rise building not only negatively affects the life of the residents in the neighborhood, but also damages the home value of our properties.

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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
EDWIN KWET		July 24, 2011	604-769-1615	901-6333 Katsura Richmond, BC

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD – PETITION AGAINST CONCORD PACIFIC
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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
Margarita Custina		July 25, 11	604 910-9885	TH#5, 9188 COOK RD
Polina Elmandou		July 25/11	778 318 8675	TH #5 - 9188 COOK RD
Amr Elmandou		July 25, 11	604, 214, 1955	TH#5 - 9188 COOK RD
Po Yee Tse		July 25, 11	604 279 2557	802 - 9188 COOK ROAD
NAZILA PAKRAB		July 25, 11	604.247.2090	702, 9188 COOK
Diong Li		July 25, 2011	778895 0511	1106, 9188 COOK RD
Bahram Moshaddad		July 25, 2011	604. 247 2090	702 - 9188 COOK RD
TIM LING		7/25/11	604-255-6888	1202

ROBERT DESORMEAL

JULY 25/11

1702 - 9188 COOK

1

CNCL-55

To: City of Richmond Urban Development Division, City Hall (604)276-4395

**LET OUR VOICE BE HEARD - PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918**

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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
Shahla Zandeh	[Signature]	July 25/11		1508-9188 Cook Rd Richmond
Mandy Tsai	[Signature]	July 25/11		1603-9188 Cook Rd Richmond
Samir Popat	[Signature]	July 26/11		0551-9188 Cook Rd. Richmond
He Ting Yau	[Signature]	July 26/11	778- 8960626	805-9188 Cook Rd Richmond
LAM YUET HA	[Signature]	July 26/11	778- 6689262	11680 KILBY DRIVE, RICHMOND

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD - PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
Ming-oi Pang	[Signature]	July 24/2011	604-337-8822	#1205-9188 Cook Road
Amelia Wu	[Signature]	July 25/11	778-986-7153	#1207-9188 Cook Rd.
Jerry Lu	[Signature]	July 25/11	778-706-0666	#1201 9188 Cook rd
TIM LING	[Signature]	07/25/11	778-891-8211	1202-9188 cook RD.
ELLA CHAN	[Signature]	July 26/11	778-882-0906	12788 JACK BELL DRIVE RMD.

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD – PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
^{Kong} Meng Chuan		July 21, 2011	604 319 8866	#201 - P188 Hemlock dr
Fung Wai MAN		July 21 - 2011	604 279-8395	#203-9188 Hemlock ave
Paul Colavecchio		July 21/11	604-278 8709	202-9180 Hemlock Drive
Shaulaie Yee		July 21/11	271-9023	#903# 9180 Hemlock
Lucia I. bat		July 21	778-988-8448	9188 Hemlock Dr #606
Romashina Mariana		July 21	604/244-7161	9188 Hemlock Dr 906.
Kiyoko YASUDA		July 21/11	604-233-0089	1708-9188 HEMLOCK DR, RICHMOND.
Cathy Feng		July 21, 2011	604-214 3588	1001-9188 Hemlock Dr.

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD – PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
Feng Feng	[Signature]	July 20, 2011	778 3418776	203-9180 Hemlock Dr
Zhang Gao	[Signature]	07-20-2011	604-295-1658	1208-9188
[Signature]	LI SU HUA	07 20-2011	604-720-0	
LIU CAI HONG	[Signature]	07.20-2011	604-232-9912	#602-9188 hemlock
IVY	[Signature]	07.20-2011	778-8918799	#1006 P188 Cook Rd
Yoy Moon	[Signature]	0720-2011	604-720-8277	#208-9188 Hemlock

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD – PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

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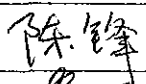
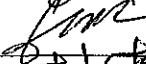

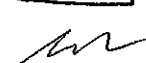
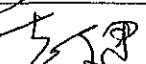

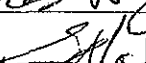
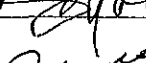
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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
Feng Chen 陈锋		Jul. 7, 22	604-233 9279	1603-9133 Hemlock Dr.
Zhou Qun		Jul-22-2011	604-232-9030	1602-9133 Hemlock Dr.
Lei Zhao		Jul. 22, 2011	778-928-7378	#10-9133 Hemlock Dr.
Suek Tai Lee		Jul 22	778-888-1997	#1308-9133 Hemlock
Jenny		Jul 22 2011	778.839.9237	2029 9133 Hemlock
PONG WAI		July 22, 2011	604-715-1363	1803-9133 Hemlock Dr Richmond
Symon Tsang		July 22, 2011	604-913-3133	1803-9133 Hemlock Dr Richmond
Jack Liu		July 22	778 881 6191	1308-9133 Hemlock Dr.

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD – PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
ANCA ARDELEANU		July 25	604-232-9492	906-8680 Granville Ave
Dong Feng		July 25	604-271-0992	1044 Hogarth Dr Rm 2

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD – PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

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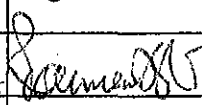
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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
PARMENISTSE		July 25, 2011	604-272-3443	9140 HUBURN DR, RICHMOND, BC V7A1A8

To: City of Richmond Urban Development Division, City Hall (604)276-4395

LET OUR VOICE BE HEARD – PETITION AGAINST CONCORD PACIFIC
DEVELOPMENT REZONING APPLICATION RZ 10-557918

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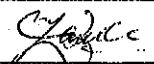
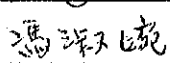
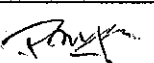
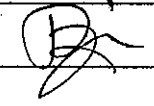
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The Undersigned

Print Name	Signature	Date	Phone	Address
YIU KEUNG TAM		July 26, 11	604 277 3816	#38-8051 ASH ST. RMD B.C. V6Y 3X6
FUNN SUK TWEK		July 26, 2011	604 277 3816	#38-8051 ASH ST. RMD B.C. V6Y 3X6
PHILIP TAM		26 July 2011	604 277 3816	#38-8051 ASH ST. RMD B.C. V6Y 3X6
KOK HO TAM		26 July 2011	778-320-1133	#38-8051 Ash Street Rmd. V6Y 3X6

To: City of Richmond Urban Development Division, City Hall (604)276-4395

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DEVELOPMENT REZONING APPLICATION RZ 10-557918

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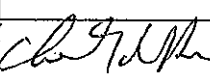
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Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
TAK KUEN CHOW		26 JULY 2011	778-558-4183	505-6333 KATLARA ST RICHMOND, B.C. V6Y 4L9

**Schedule 19 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #	<u>2</u>
Re:	<u>Bylaw 8782</u>

Survey Response

Your Name:	Amy Chan
Your Address:	1306-9188 Cook Road
Subject Property Address OR Bylaw Number:	9099 Cook Road
Comments:	<p>We are against the rezoning application for 9099 Cook Road, Richmond for the following reasons: 1. rezoning will increase the population in that area - high density 2. the apartment building adjacent will lose all privacy as windows face each other - affecting one's expectation of privacy; 3. increased traffic (car & foot) causing increased litter & car emissions; 4. increased car traffic - potential danger for the montessori school (i think it's @ the corner, right?) & to pedestrians crossing the street taking children to/from school; 5. increased car traffic - health hazard from emissions into the school; 6. proximity of another apartment would negatively impact the value of the properties of nearby apartments; and 7. increased foot traffic will increase litter thus affecting the quality of life in the neighborhood; 8. increased population by rezoning into another high-rise in an already saturated area (multiple high-rise, low-rise and townhomes) defeats the purpose of building parks to promote the natural beauty of Richmond</p>

CNCL-68

Date: July 26, 2011

City of Richmond
6911 No. 3 Road
Richmond, B.C., V6Y 2C1
Attn: Director, City Clerk's Office

To Public Hearing
Date: <u>July 26, 2011</u>
Item # <u>2</u>
Re: <u>Bylaw 8782</u>

**Schedule 20 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

To whom it may concern

Rc: Zoning Amendment Bylaw 8782 (RZ 10-557918) Location: 9099 Cook Road

I am the resident of #808-9188 Hemlock Drive. I strongly object the above zoning amendment. The reasons for objection of the above zoning amendment are:

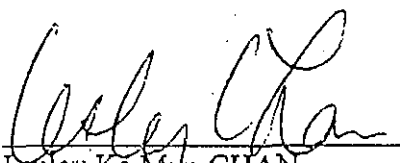
- the location is too close to the building of 9188 Hemlock
- overcrowding of hi-rise along Garden City from Kasura to Cook Rd (only 1 block).

There are four 16 storey Hi-Rise with townhouse now. Also, there are two hi-rise on Cook Road & Garden City.

- Most of old big tree have to be cut.

Richmond is well & repaid developed City. I think City of Richmond has responsible to provide a good environment to Richmond resident but not only concern the profit from this project.

Yours truly,


Lesley Ka Mun CHAN
#808-9188 Hemlock Dr
Richmond

**Schedule 21 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors
Subject: FW: Send a Submission Online (response #580)
Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing
Date: <u>July 26, 2011</u>
Item # <u>2</u>
Re: <u>Bylaw 8782</u>

Survey Response

Your Name:	Jane and Ronald Wong (ronaldwong919@hotmail.com)
Your Address:	1305-9188 Cook Road, Richmond BC
Subject Property Address OR Bylaw Number:	9099 Cook Road / Bylaw 8782 (RZ 10-557918)
Comments:	<p>July 21, 2011 TO : The City Clerk's Office Public Hearing - July 26, 2011 - 7PM Zoning Amendment Bylaw 8782 (RZ 10-557918) 9099 Cook Road - to rezone from "Single Detached RS1/F" to "High Rise Apartment ZHR9" We strongly object the zoning amendment as it will highly affect us in the following ways. 1) We live directly across the street, the proposed high rise will completely block us off the view, sunlight and fresh air. 2) William Cook Elementary School is just one block away on Cook Road. Traffic is usually congested during the peak hours on school days. The rezoning arrangement will make the situation even worse. 3) Now this neighbourhood is a quiet and clean environment. Rezoning will make the area too densely populated with the addition of 142 units. 4) High rise zones should be applied in an area with more spaces than low rise zones. Consideration should be given to the number of people residing in a high rise building. Please contact us by email at ronaldwong919@hotmail.com Thank you for your attention. Jane and Ronald Wong</p>

**Schedule 22 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors

Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing	
Date:	July 26, 2011
Item #	2
Re:	Bylaw 8782

Survey Response

Your Name:	Stanislav Romashin
Your Address:	906-9188 Hemlock Dr
Subject Property Address OR Bylaw Number:	9099 Cook, (8782 (RZ 10-557918))
Comments:	<p>As a residents of the neighbourhood I am very concerned about a new construction project of another hirise in the area which is already overcrowded by absolutely uncontrolled construction of townhouses in that block without improving infrastructure (roads/parking/facilities). Anderson school is overflooded. Impossible to park a car on the street as most of hirises have limited parking and majority of residents have to park their second car outside. Big proportion of residents have 2 or more cars but only one parking slot. It is a nice pach of woods which could be turned in to a nice little park with possibility of adding some more street parking or commercial facilities like small buisnices (day care) or so for the residents of already built 6 very closely sitting hirises. I don't think there is a single resident who would't mind this project. But big portion of residents of this neighbourhood simply can't say a word in english and stand against this project. So if members of a city council really care about their residets they should vote against this project. Sincerely yours,</p>

CNCL-71

Mayor and Councillors

**Schedule 23 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

From: on behalf of Mayor and Councillors

Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing	
Date:	July 26, 2011
Item #	2
Re:	Bylaw 8782

Survey Response

Your Name:	Kwok Ho Ma
Your Address:	1103-9188 Cook Road, Richmond, BC V6Y 4M1
Subject Property Address OR Bylaw Number:	1103-9188 Cook Road, Richmond, BC V6Y 4M1
Comments:	I strongly oppose the rezoning application of Concord Pacific Development Inc. to rezone 9099 Cook Road from RS1/F to ZHR1. File number RZ 10-557918.

**Schedule 24 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #	<u>2</u>
Re:	<u>Bylaw 8782</u>

From: lai fong ng [laifong649@yahoo.com.hk]
Sent: Saturday, 23 July 2011 4:45 PM
To: oppose-rezoning@gmail.com
Cc: Mayor and Councillors; Zoning
Subject: Zoning Amendment Bylaw 8782 (RZ 10-557918) - Location: 9909 Cook Road
Categories: 12-8060-20-8782 - 9099 Cook Rd

Dear Sirs,

I object and oppose to the above proposed rezoning amendment, because it affects the view and value of my property which is situated on the south side of it and right across from it.

In fact, when we bought our property a few years back, we were told by our real estate agent that the subject site was for low-rise zoning only, and NOT for hi-rise development.

On top, I also believe putting a hi-rise building in the area would make the view tunnel, air-ventilation/circulation, and also the traffic on the streets around the area very tight and congested. It would be even more so if it is to be a mixed commercial and residential development.

I also think as the City Authority representing our interest, you should not bow to big corporation's interests and demands, at the expense of little citizens like us.

Thank you for your kind attention and consideration.

Lai Fong NG

Folio Number 060-384-078
LT 78 SEC 10 BLK 4N RGE6W NWD PL BCS2259

CNCL-73

2011-07-26

**Schedule 25 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors

Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #:	<u>2</u>
Re:	<u>Bylaw 8782</u>

Survey Response

Your Name:	Daniela Nicolae
Your Address:	1108-6233 Katsura St, Richmond, V6Y4K1
Subject Property Address OR Bylaw Number:	8782 (RZ 10-557918) 9099 Cook Road
Comments:	<p>Hello, I am writing in regards to the proposed bylaw 8782 (RZ 10-557918). I have been reading about the above proposed bylaw and I see that you would like to rezone the area to be able to develop a high rise building. I would like to know what is going to happen to the old trees that are currently located on this property. I know that the City of Richmond relocates trees whenever possible. What I am concerned about is that the trees on this property are very old and I strongly doubt there is a way to relocate them. At the same time, planting new ones doesn't seem to be a fair option either. It takes decades or even hundreds of years for a tree to grow as big as these ones are (they reach 13th floor heights). As a Richmond resident I am getting increasingly concerned with all the new developments in the city. I see that decades old trees are being cut down to make room for new construction. We are losing the few green areas that we have (so small compared to other cities in GVRD) only to make way for concrete/wooden structures. At the same time, there is more traffic on the streets. I feel that our city is looking more like an American city every day, and less Canadian. I have always been so proud of how environmentally conscious Canadians are and how much prize they put on nature. I am only hoping that this will continue in the future. Unfortunately the online submissions page does not allow for picture attachments. I would have loved to be able to send over a picture with the property so you can clearly see the amount and quality of trees. Before making a decision regarding this bylaw, please consider our opinion, as I don't feel we are the only ones to feel this way. I am not able to be present at the Public</p>

CNCL-74

Hearing on Tuesday (July 26, 7PM), but
please take into consideration this email as I
would have voiced my opinion at the meeting.
Looking forward to hearing your response.
Thank you, Daniela Nicolae

**Schedule 26 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors
Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #	<u>2</u>
Re:	<u>Bylaw 8782</u>

Survey Response

What would you like to submit?	
Which of the following does your request or concern relate to:	<div style="border: 1px solid black; padding: 5px; width: fit-content;"> building and construction sites or permits </div>
PLEASE PROVIDE THE FOLLOWING SO THAT STAFF MAY RESPOND OR OBTAIN ADDITIONAL INFORMATION	
Name:	Leo Kan
Address:	1602 - 9188 Hemlock Dr
Phone:	778-388-9559
Fax:	
Email:	leokan@hotmail.com
LOCATION OF PROBLEM IF APPLICABLE:	
Address:	9099 Cook Road - Development by Concord Pacific
Cross Streets:	
Please describe the problem or concern you wish to report:	<p>I have a concern about the proposed development by Concord Pacific @ 9099 Cook Road. As I understand, the proposed building will be above a height of 25M, which results in a typical min building space of 35m in the area of Hemlock Dr and Cook Road area. From the City's review report, I have found that the spacing of the proposed building by Concord is only 24m apart from the existing adjacent apartment buildings. How can the City justify for such proposal. I hereby strongly oppose the idea of reducing the min building spacing of the proposed building from 35m to 24m.</p>

CNCL-76

Mayor and Councillors**Schedule 27 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.****From:** on behalf of Mayor and Councillors**Categories:** 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing	
Date:	<i>July 26, 2011</i>
Item #	<i>2</i>
Re:	<i>Bylaw 8782</i>

Survey Response

Your Name:	Leo Kan
Your Address:	1602 - 9188 Hemlock Dr, Richmond
Subject Property Address OR Bylaw Number:	9099 Cock Road
Comments:	I have a concern about the proposed apartment building developed by Concord Pacific. As I understand that my area (Hemlock Dr & Cock Road) is within the zone that the min building spacing is 35m if the height of any proposed building is above 25m in order to minimize the blockage of the existing Neighborhood buildings, However, the building spacing proposed by Concord Pacific is only 24m. How can the City justify this???

CNCL-77

**Schedule 28 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors

Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #	<u>2</u>
Re:	<u>Bylaw 8782</u>

Survey Response

Your Name:	Mariana Lee & Alexander Lum
Your Address:	1506-9180 Hemlock Drive, Richmond, BC
Subject Property Address OR Bylaw Number:	9099 Cook, Richmond, BC
Comments:	<p>We oppose the construction of another high rise in our neighbourhood. The construction of a new high rise is too close to existing high rises. Since moving into this area in 2006 (5 years ago), the amount of traffic has increase dramatically with new high rise and low rise developments. It is difficult to find parking for vistors/guest. The traffic flow is extremely congested. And with the closing of the exit at Alberta Street it has not helped with the traffic flow. You already need to wind your way in and out of the area. As there are many streets with dead ends. It is dangerous to drive as there are many blind spots: i.e. difficulties in seeing traffic in order to cross the street's intersection. As some street intersections only have stop signs on 2 of the 4 sides. We already have very heavy traffic on Ferndale Road from Garden City. Now with the addition of a new highrise on Cook. It would increase the traffic on both Cook and Ferndale. There are children requiring to cross Garden City on Cook. And it is already difficult to Cross safely and with the additional cars, it will make it even more difficult. I do not like my children crossing alone on these streets. Now with Alberta street closed to traffic from Garden City. It is dangerous for kids to walk to the park as there is little or no parking available at the park for cars. Cars circle further to park resulting in them taking up more parking spaces from residences. Cars often speed along because they are frustrated with finding parking or moving about. The pollution from cars in the area has increased. The air is not as clean as it was due to the amount of cars/trucks in the area. The air has also been polluted and or poisoned by more people smoking tobacco and POT outside and inside</p>

CNCL-78

their suites . The small forest area is a welcome area. As it cleans some of the air. I no longer walk on the grass in the neighbourhood as there is too much dog poo. And with a new high rise in the area none of this is going to improve, in fact it would actually be come worst during and post construction of a high rise. This area is already very dense and by adding another high rise, it will not help. Please do not rezone this area. Keep it a green space.

**Schedule 29 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors

Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #	<u>2</u>
Re:	<u>Bylaw 8782</u>

Survey Response

Your Name:	Winnie So
Your Address:	1105 - 6233 Katsura St
Subject Property Address OR Bylaw Number:	9099 Cook Road
Comments:	<p>I strongly oppose the above rezoning application for the reasons not limited to below: 1. This area is already over dense and putting additional high rise apartment is going to make the situation worst. 2. locally traffic is already bad in this area especially along Katsura Street between Ferndale and Cook road. these roads are narrow and a lot of residents illegally park/stop/u-turn around this area. And nothing had been done to re-enforce the law on these violation. Any additional high density will create worst traffic in this area. 3. High populated area also implies higher latent crime rate. 4. I don't think what the city currently equipped for this area isn't enough. Especially, Firehall, park and green space (Gardencity park is just PACKED on weekends). Thank you for your attention.</p>

CNCL-80

**Schedule 30 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors

Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing
Date: <u>July 26, 2011</u>
Item # <u>62</u>
Re: <u>Bylaw 8782</u>

Survey Response

Your Name:	Yan Xia Mai
Your Address:	105-9188 hemlock drive
Subject Property Address OR Bylaw Number:	zoning amendment bylaw 8782 (RZ 10-557918)
Comments:	<p>Dear Sir or Madam, I am writing in strongly opposition to the proposed rezoning of 9099 Cook Road to the "high rise apartment". As you know, there are already several high rise buildings in the nearby area and the building I live in would be so near that I would concern about the firesafety matter. The intense zoning would dramatically and adversely impact on the community. Including increase in traffic and not enough packing spaces, now that it is already running on full capacity. The high density of buildings in that area would also has negative environmental and public health outcomes, thus reduce neighborhood quality. We ask the city to deny their request in the interest of the neighborhood and the enviroment as a whole. Thank you! Yan Xia Mai</p>

Mayor and Councillors

**Schedule 31 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

From: on behalf of Mayor and Councillors

Categories: 12-8060-20-8782 - 9099 Cook Rd

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #	<u>2</u>
Re:	<u>Bylaw 8782</u>

Survey Response

Your Name:	Danny Mah
Your Address:	9188 Hemlock
Subject Property Address OR Bylaw Number:	9099 Cook Road
Comments:	<p>it is a shock to us, there is no sign on Hemlock, no consultation process. No one ever ask for our opinion. I understand just now that there is a sign on Cook and Garden City, but we don't pass by that intersection. The proposal totally affect the buildings on Hemlock, we oppose to this project. I was told that your City Centre Area Plan says minimum 35 m separation between buildings in this area. It is not clear how far the tall tower is away from our building. Is it just 24 m? I request that a much bigger separation is required. Hemlock is a narrow street compare to other streets in the City, a building right across the street from another building is not acceptable. Also, I disagree with the density proposed. It mentioned that the density for our complex is 2.5 FAR, why should this site have 3.1 FAR? Will the next site have 3.7 FAR? It is too much. Parking is a huge issue in this area. We have very limited public transit here, everyone I know live in this area drives. Please consider the impact to the existing residents. Do we know how much money is the developer making? Can they make less and give us a better neighbourhood?</p>

**Schedule 32 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #	<u>12</u>
Re:	<u>Bylaw 8782</u>

Survey Response

Your Name:	Tabitha Thomas
Your Address:	1703 - 9133 Hemlock Drive, Richmond, B.C.
Subject Property Address OR Bylaw Number:	Bylaw 8782 (RZ 10-557918) 9099 Cook Road
Comments:	<p>I am writing in response to the notice of public hearing mailed to me regarding the zoning amendment bylaw 8782 (RZ 10-557918). I would like to express my opinion against this amendment. The SE block of Westminster Hwy & Garden City Road is already a very densely populated area. As a taxpayer & resident of the area, I have several serious concerns regarding aforementioned Rezoning Application: 1) Parking: There is a significant parking problem on Ferndale Rd., Katsura St., & Hemlock Dr. It is already very difficult for visitors to find parking most of the time. Having another high rise building will significantly worsen the situation. 2) Traffic: The section of Garden City Road, just S of Westminster Hwy. is already very busy most of the time. I was once almost hit by a car when I was walking on Garden City Road and Ferndale. The driver was too anxious to get onto Garden City Road from Ferndale, so he didn't stop at the stop sign as I was crossing. Having another high rise would significantly increase the traffic, thus creating an unsafe environment for the pedestrians. 3) The recreation facilities, such as the tennis courts at Ferndale & Katsura are not equipped to support another influx of population. 4) There are already seven high-rise towers within such a small area, and the aforementioned lot is very small. Based on the locations of the existing high-rise towers and the size of the lot, it would make much more sense to have low-rise complex or townhouses. 5) Most importantly, there is a Montessori child care centre at the corner of Garden City Road and Cook Road; the playground & park on Alberta Road & Garden City Road is also close by. Having another high rise with much more traffic will endanger the safety of young children in the neighbourhood. Based on the above concerns, I would strongly recommend the council to reject this application. Regards, Tabitha Thomas</p>

CNCL-83

-- By Fax --

**Schedule 33 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mr. William Lee
#1503 - 9188 Cook Road
Richmond, BC
V6Y 4M1

25 July 2011

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

Dear Sir,

Zoning Amendment Bylaw 8782 (RZ 10-557918)

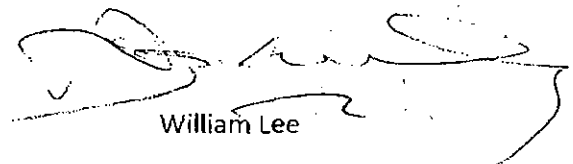
To Public Hearing
Date: <u>July 26, 2011</u>
Item # <u>2</u>
Re: <u>Bylaw 8782</u>

I am writing to strongly object to the above zoning amendment.

- West side of McLennan North along Garden city Road are overloaded with too many high-rise apartments. My Apartment building (9188 Cook Road) and the one at 9188 Hemlock Drive have a bare minimum distance (around 60metres) between the two high-rise buildings. To erect another high-rise in between the two will take away the view and create privacy issues as the buildings will be too close that we can look at each other very clearly through the windows (approx 20metres). We not only will lose our great front view, this will essentially force us to close our blinds 24hours a day to protect our privacy.
- This land area is rather small to be allowed to build high-rise apartment. It seems to be, the most, ideal only for low rise apartment. There are plenty of land in Richmond for high-rise apartments and there is no need to convert McLennan North area into a concrete jungle.
- Because of the restriction of high-rise apartment buildings where we only have small window openings, we are already suffering quite a bit of air flow and heat issues during the summer. With another high-rise building this close will make the situation even worse.
- Cook road is already congested with traffic, especially after west end of Alberta Road, close to Garden City Road, was closed permanently since two months ago. Increased traffic to the street will create challenges to drivers and pedestrians.
- If I had known that a high-rise building in front of mine might be permitted, I probably would have not chosen to buy my place.

Overall, I feel the amendment that would allow this to take place is not in the best interest of the residents in this neighborhood, and I strongly urge you to reconsider your decision.

Yours Sincerely,



William Lee

CNCL-84

Schedule 34 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.

Attention: Director, City Clerk's Office, 604-278-5139

From: Kenneth Chan

Address: 802-9188 Cook Road, Richmond, BC, V6Y 4M1

To Public Hearing	
Date:	July 26, 2011
Item #	2
Re:	Bylaw 8782

Re: Zoning Amendment Bylaw 8782 (RZ 10-557918)

I am writing to oppose the rezoning of 9099 Cook Road to "High Rise Apartment (ZHE9) - North McLennan (City Centre)", and the proposed development of a 16-storey high-rise apartment building and a 6-storey mid-rise building on that lot.

I am a resident of the adjacent building on 9188 Cook Road (*Garden City - Residences on a Park Phase I*, the building was mistakenly referred to as "Lotus" in the City staff report) and I strongly believe that the above rezoning and development will negatively impact the neighbourhood and especially the residents of the adjacent apartment buildings on Cook Road and Hemlock Drive.

Below are the issues and concerns that the applicant and the City have failed to address in the application process.

Floor Area Ratio (FAR) and Population Density

- The proposed development has a much higher FAR (3.12) than the existing neighbouring developments (2.5), which is a 25% increase.
- A FAR of 3.12 is permitted in the neighbourhood plan but not at all implemented or tested in North McLennan. It may very well work only in theory as amenities and infrastructure will not be able to back it up. The sharp increase in FAR from the neighbours may be seen as spot zoning of some kind.
- The new development will make these blocks almost as dense as the No. 3 Road residential zones.
- The planner's agreement on the developer's proposal to invest the Garden City Park and greenway as well as public arts in order to support the application and the high FAR has flawed logic. Those improvements should not have anything to do with favouring the development and a higher FAR. This is favouring large development corporation which has the money for incentives and a case of real estate hegemony over the affected residents.
- The rule for higher FAR and affordable housing is not fair either. Only 5 percent of all the units are for affordable housing but the increase in FAR from the adjacent buildings is 25%.
- The City staff report stated that they favour the densest area (this development) transitioning to the less dense apartments and then the Park, which has few facts to back up and appears to be only the will of the

planners. If they so wish they can argue a less dense development can be justified in order to keep the density even.

Environment

- Many trees will be removed from the site for the development. The lot has the last significant wooded area in the neighbourhood outside of the Garden City Park.
- The high-rise will disrupt airflow and can contribute to a stronger urban heat island. This and other factors (see Amenities below) can affect ecology in the nearby sensitive Garden City Lands and Garden City Park.
- The high-rise, mid-rise, and parkade will act to trap car exhaust and pollution in the block.
- The building will narrow the pathways for birds from the Park to weave through.
- The developer proposed to pay for a boardwalk on the shoreline of the pond in the Garden City Park. The boardwalk can affect ecology of the pond and shore. The plan will remove plants and affect the existing wetland. It will cut the landing space for ducks and birds in the pond which impact their food source on the lawn. The boardwalk will increase the amount of trash and pollution in the pond by the park users. An environmental assessment should be done before planning. And the whole grand scheme may not even happen if the Parks Department say no, making it an unfulfilled promise by the developer.

Amenities

- The proposed greenway on the east side of the development will have less use than the report indicated. It sounds good and looks good on paper but for now most residents in the area can have reasonably easy access to the Garden City Park through Katsura Street and Garden City Road. The only residents that may use the greenway will be from the two buildings of the Hamptons on Hemlock. For cyclists there is already a paved path from Garden City to Hemlock which is more convenient than using the greenway.
- The greenway may also be a convenient excuse for the developer to separate the high-rise from the future building on 9233 Cook Road to the east. So that they can sell the units at a higher price.
- The loading space and a Douglas Fir on the greenway make it less desirable to use. It can be dangerous for the cyclists and pedestrians to use the greenway if the loading space is close by.
- The development is in an area already full of high-rises, low-rises and townhouses. However there is a lack of amenities besides a large park. Commercial area is a 10 minute walk away.
- There was no mention of upgrading water, sewage, hydro systems in the application. The new development may overload the infrastructure.
- The developer proposed to pay for a new tennis court in the Garden City Park. However there are tennis courts in the neighbourhood already.

- The proposed boardwalk in the pond may cause liability issues to the City in case of drownings and injuries.

Views

- The 6-storey mid-rise building is out-of-place compared to the adjacent structures immediately on Garden City Road, such as the townhouses across the road, the parking in the Hamptons, and the daycare to the south. Those are all below 3 storeys high. Thus the so-called improvement in quality of design as stated in the staff report is unjustified.
- The proposed high-rise building with an elongated north-south slab will be affecting a wider angle of the southeast/northeast views of 9188 Cook and Hemlock respectively than a square building. It is going to affect more units in the adjacent buildings as well because of the shape.
- A large area of east/west facing windows on the new tower will reflect strong sunlight at sunrise/sunset to the other buildings.
- 4 floors of parkade and townhouses will block views and natural sunlight to the lower floors of the adjacent buildings. The inflated height of the parkade is a wedding-cake approach to get the units in the tower even higher.

Traffic

- The section of Cook Road the lot is on is relatively narrow despite being built not long ago. With another building and another parkade exit, the road will be more dangerous for pedestrians and drivers.
- Access to and from the City Centre and the whole North McLennan relies on Cook and Ferndale which are both narrow with street-side parking. There are occasional congestions as well. The development will only exacerbate the problem.
- There is already a street-side parking shortage on Cook and vicinity. A dense development will only put more cars on the street.
- There are elementary schools and daycare nearby. *Children and parents* do not need a more dangerous street to walk on during construction and after completion.
- The proposed crosswalk in the middle of the Cook Road block will shorten the already short block to cause traffic back-log to Garden City and Katsura, cut more street-side parking, and be dangerous to pedestrians and drivers if drivers are unsuspected of the crosswalk in the middle of a short block.

The Applicant

- Concord Pacific is one of the developers behind the failed Sun Tech City project near Capstan Way. The project was shelved two years ago because the developers could not meet the rezoning requirements and come up with the necessary fund.
- Concord Pacific has only mentioned the 16 storey high-rise on the rezoning sign on site and failed to state that there will be a 6 storey mid-

rise in the plan as well. Therefore the details of their plan were incomplete and deceiving to the nearby owners and residents.

- Concord Pacific has been hiding behind the City and residents by sending the architecture firm to apply and be at the meetings. If the proposal is so great why can't Concord Pacific send their own people and face the public?

I hope the mayor and councillors of Richmond can listen to what the residents of Richmond have said and how this rezoning and development will negatively impact us. As well I would like to remind the council that the developer Concord Pacific had failed to deliver what they promised with the Sun Tech City not too long ago, and that the negative impacts brought to the residents by this development outweigh the proposed so-called incentives the developer offers. I would strongly suggest that the council votes to oppose the proposed rezoning and development.

Sincerely,

Kenneth Chan

**Schedule 35 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

To Public Hearing
Date: <u>July 26, 2011</u>
Item # <u>2</u>
Re: <u>Bylaw 8782</u>

From: on behalf of Mayor and Councillors

Survey Response

Your Name:	Nancy
Your Address:	9133 Hemlock Dr, Richmond, BC V6Y4J9
Subject Property Address OR Bylaw Number:	Zoning Amendment Bylaw 8782 (RZ 10-557918)
Comments:	<p>I am strongest against on having a new building on the 9099 Cook RD. (RZ 10-557918). The reason as follows: 1. NO Private: It is so close to current building, the closed area is only 25 meters. People will feel on living in jail because they couldn't open the window whole day. > > 2. NO Safe: If any disasters happen, there are no place for people because there are so crowd which may cause another disaster. 3. Negative Messages to the public: It breaks the current well-planned landscape. The citizens or residents will lose their confidence and support to Richmond City because they thought the government don't have the capability to plan and develop Richmond City. Regards! Nancy</p>

CNCL-89

**Schedule 36 to the Minutes of the
Special Council Meeting for
Public Hearings held on Tuesday,
July 26, 2011.**

Mayor and Councillors

From: on behalf of Mayor and Councillors

Subject: FW: Send a Submission Online (response #595)

To Public Hearing	
Date:	<u>July 26, 2011</u>
Item #	<u>2</u>
Re:	<u>Bylaw 8782</u>

Survey Response

Your Name:	Nancy
Your Address:	9133 Hemlock DR, Richmond BC V6Y 4J9
Subject Property Address OR Bylaw Number:	Zoning Amendment Bylaw 8782(RZ 10-557918)
Comments:	Hi! I am strongest against on having a new building on the 9099 cook RD (RZ 10-557918). The reason as follow: 1. NO Private: It is so close to current building, the closed area is only 25 meters. People will feel on living in jail because they couldn't open the window whole day. 2. NO Safe: If any disasters happen, there is no place for people because there is so crowd which may causes another disaster. 3. Negative Messages to the public: It breaks the current welled plan landscape. The citizens or residents will lose their confident and support to Richmond city because they thought the government don't have the capability to plan and develop Richmond city. Regards! Nancy

CNCL-90



Regular Council Meeting for Public Hearings

Wednesday, September 7, 2011

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

Present: Mayor Malcolm D. Brodie
Councillor Linda Barnes
Councillor Greg Halsey-Brandt
Councillor Sue Halsey-Brandt
Councillor Bill McNulty
Councillor Harold Steves

Gail Johnson, Acting Corporate Officer

Absent: Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Ken Johnston

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

AGENDA ADDITIONS & DELETIONS

PH11/9-1 It was moved and seconded
That Item 2, Zoning Amendment Bylaw 8769 (RZ 10-516267) for 9160 No. 2 Road, be deleted from the agenda and referred back to staff.

CARRIED

- 1. Zoning Amendment Bylaw 8762 (RZ 10-536067)**
(9511/9531 and 9551 No. 3 Road; Applicant: Gagan Deep Chadha and Rajat Bedi)
Applicant's Comments:
The applicant was available to respond to questions.
Written Submissions:
Earnest Kokotailo, 9620 Bates Road (Schedule 1)
Submissions from the floor:
None.



Regular Council Meeting for Public Hearings

Wednesday, September 7, 2011

PH11/9-2

It was moved and seconded

That Zoning Amendment Bylaw 8762 be given second and third readings.

CARRIED

2. **Zoning Amendment Bylaw 8769 (RZ 10-516267)**
(9160 No. 2 Road; Applicant: Western Maple Lane Holdings Ltd.)

See Page 1 for Council action on this matter.

3. **Zoning Amendment Bylaw 8784 (RZ 11-572970)**
(10491/10511 Bird Road; Applicant: Treo Developments Inc.)

Applicant's Comments:

The applicant was available to respond to questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH11/9-3

It was moved and seconded

That Zoning Amendment Bylaw 8784 be given second and third readings.

CARRIED

4. **Zoning Amendment Bylaw 8785 (RZ 09-499249)**
(8540 No. 3 Road; Applicant: Western Dayton Homes Ltd.)

Applicant's Comments:

The applicant was available to respond to questions.

Written Submissions:

Shuang Yan Si, #3 -- 8600 No. 3 Road (Schedule 2)



Regular Council Meeting for Public Hearings

Wednesday, September 7, 2011

Submissions from the floor:

Peter Yin, 8600 No. 3 Road, commented that his home is adjacent to the subject site and stated two concerns: (i) the proposed visitor parking stall is too close to his property; and (ii) the proposed garbage/recycling collection area at the north side of the subject site facing Bowcock Road is not enclosed and is unsightly.

Brian J. Jackson, Director of Development, provided advice regarding how the visitor parking stall has been pulled back and away from Mr. Yin's property, and how the garbage/recycling collection area is not visible from the street as it is fully enclosed behind a fence.

Council requested the applicant speak to residents in the area about the proposed landscaping.

PH11/9-4

It was moved and seconded

That Zoning Amendment Bylaw 8785 be given second and third readings.

CARRIED

5. Zoning Amendment Bylaw 8786 (RZ 11-576126)

(11180/11200 Kingsgrove Avenue; Applicant: Tien Sher Ari Investment Group Ltd.)

Applicant's Comments:

The applicant was unavailable.

Written Submissions:

None.

Submissions from the floor:

None.

PH11/9-5

It was moved and seconded

That Zoning Amendment Bylaw 8786 be given second and third readings.

CARRIED



Regular Council Meeting for Public Hearings

Wednesday, September 7, 2011

6. **Zoning Amendment Bylaw 8787 (RZ 07-394758)**
(9691, 9711 and 9731 Blundell Road; Applicant: Westmark Developments Ltd.)

Applicant's Comments:

The applicant was available to respond to questions.

Written Submissions:

None.

Submissions from the floor:

Jason Butler, 7951 No. 4 Road, stated two concerns: (i) that his home is between a recent development and the proposed development, and thereby pushed into a corner and boxed out; and (ii) the increase in traffic on Keefer Avenue due to residents of the proposed development gaining access to the site from Keefer Avenue.

Mr. Jackson provided advice regarding how access through the proposed townhouse development would prevent the delegate's property from being boxed out. Further advice was provided regarding the creation of a loop road system that would mitigate traffic on Keefer Avenue.

It was moved and seconded

That Zoning Amendment Bylaw 8787 be given second and third readings.

7. **Zoning Amendment Bylaw 8788 (RZ 10-545531)**
(4151, 4171 and 4191 No. 4 Road; Applicant: Westmark Developments Ltd.)

Applicant's Comments:

The applicant was available to respond to questions.

Written Submissions:

None.

PH11/9-6



Regular Council Meeting for Public Hearings

Wednesday, September 7, 2011

Submissions from the floor:

Mr. S. Karson, 4131 Fisher Drive, remarked that his house had been subjected to shaking, as a result of an earlier development project on his street, and stated his concern that his house could sustain property damage during the construction period of the proposed development. He queried whether a property damage inspection would be undertaken.

Council requested the applicant to speak to Mr. Karson about his property damage concerns.

Michael Wolfe, 9731 Odlin Road, stated the following concerns: (i) disruption in the neighbourhood from construction trucks not adhering to appropriate construction hours; (ii) tree retention and the survivability of replacement trees; (iii) the proposed reduction of the north side yard setback to accommodate a garbage and recycling enclosure; (iv) the negative impact on the health of residents from aircraft noise and pollution from the overhead flight path; and (v) the destruction of the natural environment, including the school yard at nearby Tomsett Elementary School due to the addition of sewer pipes.

PH11/9-7

It was moved and seconded

That Zoning Amendment Bylaw 8788 be given second and third readings.

8. Zoning Amendment Bylaw 8789 (RZ 10-552482)

(3391, 3411, 3451 No. 4 Road and Lot B, NWD Plan 14909; Applicant: BC Transportation Financing Authority (BCTFA))

Applicant's Comments:

The applicant was available to respond to questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH11/9-8

It was moved and seconded

That Zoning Amendment Bylaw 8789 be given second and third readings.



Regular Council Meeting for Public Hearings

Wednesday, September 7, 2011

9. **Zoning Amendment Bylaw 8790 (RZ 11-577393)**
(8160/8162 Clifton Road; Applicant: 0868256 BC Ltd.)

Applicant's Comments:

The applicant was available to respond to questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH11/9-9

It was moved and seconded

That Zoning Amendment Bylaw 8790 be given second and third readings.

10. **Official Community Plan Amendment Bylaw 8791 and Zoning Amendment Bylaw 8792 (RZ 10-552527)** (6780 No. 4 Road; Applicant: Amin Alidina)

Applicant's Comments:

The applicant was available to respond to questions.

Written Submissions:

- (a) Memorandum dated August 18, 2011 from Brian J. Jackson, Director of Development, City of Richmond (Schedule 3)
- (b) Anne Murray, Vice President, Community & Environmental Affairs, Vancouver Airport Authority (Schedule 4)

Submissions from the floor:

None.

PH11/9-10

It was moved and seconded

That OCP Amendment Bylaw 8791 and Zoning Amendment Bylaw 8792 each be given second and third readings.

CARRIED

ADJOURNMENT



Regular Council Meeting for Public Hearings

Wednesday, September 7, 2011

PH11/9-11

It was moved and seconded

That the meeting adjourn (7:43 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular Meeting for Public Hearings of the City of Richmond held on Wednesday, September 7, 2011.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
City Clerk's Office (Gail Johnson)

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: August 29, 2011 5:28 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #600)
Categories: 12-8060-20-8762 - 9511/9531/9551 No 3. Road RZ 10-536067

To Public Hearing	
Date:	Sept 7, 2011
Item #	1
Re:	Bylaw 8762

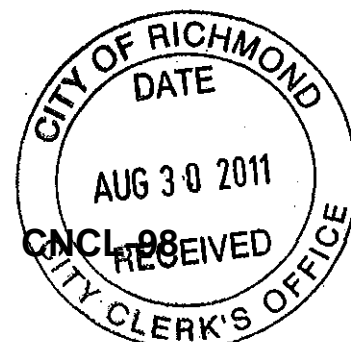
**Schedule 1 to the Minutes of the
Regular Council Meeting for
Public Hearings held on
Wednesday, September 7, 2011.**

Send a Submission Online (response #600)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	8/29/2011 5:27:05 PM

Survey Response

Your Name:	Earnest Kokotailo
Your Address:	9620 Bates Road, Richmond, BC V7A 1E4
Subject Property Address OR Bylaw Number:	9511/9531 and 9551 No. 3 Road
Comments:	<p>I am against this rezoning. This is turning a primarily single family residential area into a high density area. It will bring more traffic, parking, litter and noise to what should be a quiet neighbourhood. I feel the RD1 ("two Unit Dwelling" is all that should be allowed here. 14 Townhouses all accessed by a small rear lane (which I face) is totally unacceptable. the traffic down this narrow lane will be dangerous and constant - I imaginr there will be more than one vehicle owned by some or most of the occupants so I am looking at 14 - 28 (possibly more) vehicles going up and down the lane most likely multiple times a day, every day, along with all the problems that will create. I urge council to NOT PASS this proposed bylaw and have diligent consideration for the existing residents and taxpayers. We are talking about a significant influx of people in a small area - 14 Townhouses on two existing lots is not acceptable. It is time we seriously think about existing residents, what they contributed initially and ongoing and what they always</p>



seem to be giving up for the insane excuse of new or expanded development. We don not need or want this intrusive development. It should not be strictly about the almighty \$ - Council, PLEASE CONSIDER EXISTING RESIDENTS and the hardships this will cause them and vote NO to this

To Public Hearing
Date: <u>Sept 7, 2011</u>
Item # <u>4</u>
Re: <u>Bylaw 8785</u>

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: August 29, 2011 8:46 AM
To: MayorandCouncillors
Subject: Send a Submission Online (response #598)
Categories: 10-6550-02 - Tree Protection/Administration - Complaints

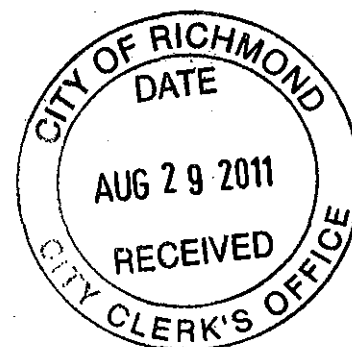
**Schedule 2 to the Minutes of the
Regular Council Meeting for
Public Hearings held on
Wednesday, September 7, 2011.**

Send a Submission Online (response #598)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	8/29/2011 8:45:17 AM

Survey Response

Your Name:	shuang yan si
Your Address:	3-8600 no.3 rd Richmond bc
Subject Property Address OR Bylaw Number:	8540 8450 No.3 road
Comments:	The people who used to live there planted a lot of trees, especially one, I think is even before them, it's at least 100 years old. is there any ways to save them?



CNCL-100



City of Richmond

To Public Hearing
Date: <u>Sept. 7 2011</u>
Item # <u>10</u>
Re: <u>Bulkw 8791</u>
<u>+ Bulkw 8792</u>

Schedule 3 to the Minutes of the
Regular Council Meeting for
Public Hearings held on
Wednesday, September 7, 2011.

Memorandum

Planning and Development Department
Development Applications

To: Mayor and Council
From: Brian J. Jackson, MCIP
Director of Development

Date: August 18, 2011

File: RZ 10-552527

Re: Rezoning Application at 6780 No. 4 Road – Information Requested Prior to Public Hearing

This memo provides transportation and land use information requested by Planning Committee on July 19, 2011 in advance of the Public Hearing (scheduled for September 7, 2011) for the project at 6780 No. 4 Road (RZ 10-552527) for a 10 bed congregate housing complex and 37 space child care facility.

Vehicle Access and Egress to Development

- Transportation staff reviewed the traffic generation from the proposed development and examined this in conjunction with current road capacity at the intersection. Findings indicate that trip generation is minimal and that the development will not impact current operations at the intersection.
- The main vehicle access/egress from Granville Avenue is situated in an ideal location setback as far as possible from the intersection. A one-way exit only is situated on No. 4 Road and is designed to only allow right-out vehicle movements. Vehicle access and egress provisions are adequate and supported as they minimize intersection conflicts.

Intersection Safety and Related Road Improvements

- \$35,000 is being secured as a rezoning consideration for intersection upgrades to internally illuminate street signs and upgrade all signals to accessible audible pedestrian signals.
- Works along the subject site's No. 4 Road and Granville Avenue frontage will implement a new 1.5m wide sidewalk that will be located behind a newly constructed grass and treed boulevard and curb. Road works along Granville Avenue would enhance traffic operations and safety with an extension of existing left-turn bay and widening of the curb lane to make it more friendly to cyclists.
- These intersection, frontage and road works are a significant upgrade for pedestrians, vehicles and cyclists.

Report on Accidents

- Based on data obtained from ICBC, 1 fatality (involving a pedestrian and vehicle) occurred along Granville Avenue further east of the intersection. The cause of this traffic fatality accident is unknown.
- Other accidents noted at this intersection relate to collisions between left hand turning and through moving vehicles (prevalent on No. 4 Road where there are currently no left hand turn bays).
- As other surrounding parcels redevelop on the west side of No. 4 Road (outside of the ALR) and through existing parcels that have already dedicated land, opportunities for further intersection improvements (i.e., left hand turn bays on No. 4 Road) will occur as development progresses. The road, frontage and intersection works and the access/egress plan proposed as part of this development will improve traffic safety.

CNCL-101

Off-Street and On-Street Parking

- The project provides 17 off-street parking stalls, 1 loading bay and 1 dedicated "Handy Dart" parking space, which meets City bylaw requirements. Limited on-street parking is available as parking restrictions exist on Granville Avenue and No. 4 Road. However, parking needs for this development can be met based on the number of off-street parking stalls provided. Impacts to on-street parking areas are minimal due to existing parking restrictions in the area.

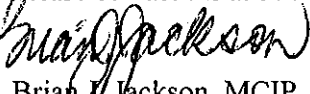
Related Area Improvements

- A related City Capital Project in the area is the installation of an asphalt pedestrian walkway on the north side of Granville Avenue between No. 4 Road and No. 5 Road. This project will integrate well with the proposed frontage upgrades associated with the development and enhance pedestrian related works in the area.
- Construction of the walkway has recently been completed. City work crews are currently working on completing driveway tie-ins and landscaping.

Information on Commercial Development Zoning in the Agricultural Land Reserve (ALR)

- In Richmond, there are a total of 5 properties that are located in the ALR and have zoning that permits a variety of commercial uses (excludes properties zoned for Roadside Stands – CR). In these situations, it is likely that the commercial development and zoning came prior to the establishment of the ALR.
- Any redevelopment proposal for these pre-existing commercially zoned properties in the ALR would be reviewed on a case-by-case basis in conjunction with zoning, existing City land use policies and ALR regulations.

Please contact me at 604-276-4138 or via email at bjackson@richmond.ca if you have any questions.


Brian J. Jackson, MCIP
Director of Development

BJ:

pc: Joe Erceg, MCIP, General Manager, Planning and Development
Victor Wei, P. Eng., Director, Transportation
Fred Lin, P. Eng., Senior Transportation Engineer
Eric Tse, Transportation Engineer,
Kevin Eng, Planner 1



YANCOUVER
AIRPORT
AUTHORITY

Schedule 4 to the Minutes of the
Regular Council Meeting for
Public Hearings held on
Wednesday, September 7, 2011.

To Public Hearing
Date: <u>Sept 7, 2011</u>
Item # <u>10</u>
Re: <u>Bylaw 8791</u>
<u>+ Bylaw 8792</u>

23 August 2011

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

Via Fax: (604) 278-5139

Dear Mr. Weber:

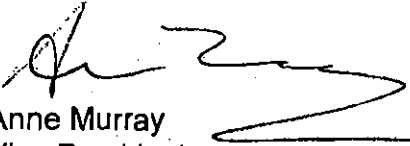
RE: Proposed Official Community Amendment Bylaw 8791

This letter is in regards to the above referenced bylaw that proposes the redesignation of the property located at 6780 No. 4 Road from "Agriculture" to "Agricultural, Institutional and Public" to allow the construction of a congregate housing and child care facilities on the property.

We have reviewed this proposal. We are pleased to see that the requirements of the OCP – Aircraft Noise Sensitive Development Policy are being applied. We have no additional comments on this proposed bylaw amendment.

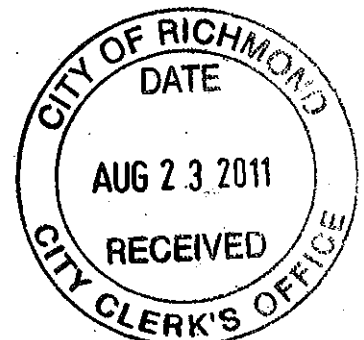
Thank you for the opportunity to review and comment.

Sincerely yours,


Anne Murray
Vice President
Community & Environmental Affairs

P.O. BOX 23750
AIRPORT POSTAL OUTLET
RICHMOND, BC CANADA V7B 1Y7
WWW.YVR.CA

TELEPHONE 604.276.6500
FACSIMILE 604.276.6505





Finance Committee

Date: Tuesday, September 6, 2011

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Evelina Halsey-Brandt
Councillor Ken Johnston

Call to Order: The Chair called the meeting to order at 4:25 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on Monday, June 6, 2011, be adopted as circulated.

CARRIED

BUSINESS AND FINANCIAL SERVICES DEPARTMENT

1. **FINANCIAL INFORMATION – 2ND QUARTER 2011**
(File Ref. No. 03-0970-03-01) (REDMS No. 3296245)

A discussion ensued amongst members of Committee and various staff about the rationale for awarding specific contracts between April 1, 2011 and June 30, 2011. Staff noted that contracts are generally awarded when a need exists beyond a base level of service which the City is able to provide.

Finance Committee
Tuesday, September 6, 2011

It was moved and seconded

That the staff report on Financial Information for the 2nd Quarter ended June 30, 2011 be received for information.

CARRIED

**2. AMENDMENTS TO THE 5 YEAR FINANCIAL PLAN (2011-2015)
BYLAW NO. 8707**

(File Ref. No. 03-0900-01) (REDMS No. 3315836)

Jerry Chong, Director, Finance, noted that no tax impact would result from the amendments to the 5 Year Financial Plan (2011-2015), as the items were previously approved by Council.

It was moved and seconded

- (1) That the 5 Year Financial Plan (2011 – 2015) be amended to reflect the previously approved Council changes as per the attached report;*
- (2) That the 5 Year Financial Plan (2011 – 2015) be amended to reflect the administrative changes as per the attached report; and*
- (3) That the 5 Year Financial Plan (2011 – 2015) Bylaw No. 8707, Amendment Bylaw 8809, which would incorporate and put into effect the changes to the 2011 Capital and Operating Budgets (as summarized in Attachment 1), be introduced and given first, second and third readings.*

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:36 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Finance Committee of the Council of the City of Richmond held on Tuesday, September 6, 2011.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office

CNCL-106



General Purposes Committee

Date: Tuesday, September 6, 2011

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Evelina Halsey-Brandt
Councillor Ken Johnston

Call to Order: The Chair called the meeting to order at 4:04 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, July 18, 2011, be adopted as circulated.

CARRIED

1. **SENTO ENTERPRISES LTD., DOING BUSINESS AS TAKE SENTO JAPANESE RESTAURANT, UNIT 2130 – 8391 ALEXANDRA ROAD**
(File Ref. No.) (REDMS No. 3307968)

It was moved and seconded

That the application by Sento Enterprises Ltd., doing business as Take Sento Japanese Restaurant, for an amendment to increase the hours of liquor service under Food Primary Liquor License No. 304341 from Monday to Sunday 11:00 a.m. to 12:00 a.m. to Monday to Sunday 11:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

General Purposes Committee

Tuesday, September 6, 2011

- (1) *Council supports the amendment for an increase in liquor service, as the increase will not have a significant impact on the community;*
- (2) *Council's comments on the prescribed criteria (set out in section 53 of the Liquor Control and Licensing Regulations) are as follows:*
 - (a) *The potential for additional noise and traffic in the area if the application is approved was considered;*
 - (b) *The impact on the community if the application is approved was assessed through a community consultation process and considered;*
 - (c) *The amendment to permit extended hours of liquor service under the Food Primary Liquor License should not change the establishment so that it is operated in a manner that is contrary to its primary purpose as there has been no history of non-compliance with this operation;*
- (3) *As the operation of a licensed establishment may affect nearby residents the City gathered the views of the residents as follows:*
 - (a) *Property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and provided instructions on how community comments or concerns could be submitted;*
 - (b) *Signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted;*
- (4) *Council's comments and recommendations respecting the views of the residents are as follows:*
 - (a) *That based on the number of letters sent and the lack of response received from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.*

CARRIED

COMMUNITY SERVICES DEPARTMENT

2. **CITY OF RICHMOND COMMENTS ON METRO VANCOUVER'S INTEGRATED AIR QUALITY AND GREENHOUSE GAS MANAGEMENT PLAN – IMPLEMENTATION MATRIX**
(File Ref. No.: 10-6000-01) (REDMS No. 3339325)

A discussion ensued among Committee members and the Sustainability Manager, Margot Daykin, about:

General Purposes Committee

Tuesday, September 6, 2011

- how the City of Richmond has identified advanced initiatives for Air Quality and Greenhouse Gas Management, and investigating further actions that may be taken by the City of Richmond;
- possible funding resources for advancing the level of action necessary to meet emission reduction targets. It was noted that the proposed "Climate Action Fund" was at a conceptual level at this time;
- the feasibility of implementing an anti-idling bylaw;
- the City of Richmond's use of diesel for some fleet vehicles;
- how the City of Richmond has taken a lead role in implementing sustainability initiatives, and
- how reducing emissions that contribute to climate change and related action to reduce the impacts are a new area for most municipalities and organizations around the world.

During the discussion, Ms. Daykin noted that the majority of the actions proposed in the *Metro Vancouver's Integrated Air Quality and Greenhouse Gas Management Plan - Implementation Matrix*, were to be lead by Metro Vancouver. Of the 82 action items suggested, 32 were proposed to include municipal involvement. Ms. Daykin was requested to provide a memo on how many of the 32 identified actions had already been incorporated by the City of Richmond.

It was moved and seconded

That Attachment 1 to the staff report from the Interim Director of Sustainability and District Energy be endorsed and forwarded to Metro Vancouver as comments on the Metro Vancouver Draft Integrated Air Quality and Greenhouse Gas Management Plan - Implementation Matrix.

CARRIED

CHIEF ADMINISTRATIVE OFFICE

3. COUNCIL TERM GOALS UPDATE

(File Ref. No.) (REDMS No. 2906255)

It was moved and seconded

- (1) *That staff be directed to continue utilizing the 2008-2011 Term Goals to guide City work programs, until the close of this term of Council; and*
- (2) *That staff continue apprising Council of any further accomplishments related to the 2008-2011 Term Goals.*

General Purposes Committee

Tuesday, September 6, 2011

The question on the motion was not called, as in answer to a question, the Director, Corporate Planning, Lani Schultz , advised that the purpose of the Council Term Goals brochure, attached to the Council Term Goals Update report, was to provide information and reference for members of Council.

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

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:24 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 Tuesday, September 6, 2011.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office



Planning Committee

Date: Wednesday, September 7, 2011

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Greg Halsey-Brandt, Vice-Chair
Councillor Linda Barnes (arrived at 4:25 p.m.)
Councillor Sue Halsey-Brandt

Absent: Councillor Harold Steves

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, July 19, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, September 20, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY ABBARCH ARCHITECTURE INC. TO AMEND THE GENERALIZED LAND USE MAP AND THE LAND USE MAP TO THE EAST CAMBIE AREA PLAN OF THE RICHMOND OFFICIAL COMMUNITY PLAN TO DESIGNATE PREVIOUSLY UNDESIGNATED PORTIONS OF THEIR SITE TO "COMMERCIAL" AND TO REZONE 10600, 10700 CAMBIE ROAD AND PARCEL C (PID 026-669-404) FROM AUTO ORIENTED COMMERCIAL (CA), GAS & SERVICE STATIONS (CG1) & INDUSTRIAL RETAIL (IR1) TO AUTO ORIENTED COMMERCIAL (CA)**
(File Ref. No. 12-8060-20-8807/8808, RZ 11-561611) (REDMS No. 3243437)

CNCL-111

Planning Committee
Wednesday, September 7, 2011

It was moved and seconded

- (1) *That Bylaw No. 8807 to amend the Official Community Plan Bylaw No. 7100 to facilitate the use of the subject properties for Auto Oriented Commercial as follows:*
- (a) *Schedule 1, Attachment 1 (Generalized Land Use Map), redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "undesignated highway" to "Commercial"; and*
 - (b) *Schedule 2.11B (East Cambie Area Plan), repeal the existing Land Use Map and replace it with "Schedule A attached to and forming part of Bylaw 8807" to redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) to "Commercial";*

be introduced and given first reading;

- (2) *That Bylaw No. 8807, having been considered in conjunction with:*
- (a) *the City's Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*
- is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw No. 8807, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8808, for the rezoning of 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1)" to "Auto Oriented Commercial (CA)", be introduced and given first reading.*

CARRIED

2. APPLICATION BY NAVJEVEN GREWAL FOR REZONING AT 3680/3700 BLUNDELL ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-8795, RZ 11-577573) (REDMS No. 3253428)

It was moved and seconded

That Bylaw No. 8795, for the rezoning of 3680/3700 Blundell Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

CNCL-112

Planning Committee
Wednesday, September 7, 2011

3. APPLICATION BY GURJIT BAPLA FOR REZONING AT 9640/9660 SEACOTE ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-8796, RZ 11-572975) (REDMS No. 3253912)

It was moved and seconded

That Bylaw No. 8796, for the rezoning of 9640/9660 Seacote Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

4. A PROPOSED STEVESTON VILLAGE & CANNERY ROW HERITAGE AREA POLICY

(File Ref. No.) (REDMS No. 3321305)

Terry Crowe, Manager, Policy Planning, provided background information. He advised that the proposed establishment of a new Steveston Village and Cannery Row Heritage Area and Policy would enable the City to conserve heritage with existing plans and policies without expanding the boundaries of the existing Steveston Heritage Conservation Area. Mr. Crowe noted that the proposed Policy would create a map that clearly identifies the wide range of valued heritage resources in Steveston Village and adjacent areas.

Mr. Crowe stated that the intent of a new integrated heritage promotional area is to enable Council, community groups and stakeholders to better promote economic development and tourism in Steveston Village, including the waterfront from Garry Point Park to London Farm.

Discussion ensued and Committee queried the public consultation process of the proposed Policy and its exact purpose. It was noted that the Steveston area has existing bylaws and policies that overlap the proposed Steveston Village and Cannery Row Heritage Area and Policy.

Discussion further ensued regarding the intent of the proposed Policy and Committee commented that its intent needs to be clarified and communicated to the public. There was general agreement that the proposed Policy be referred back to staff for further clarification.

Loren Slye, Richmond resident, commented that he was not aware of the proposed policy until the last minute and he expressed the need for improving the notification and consultation processes. Mr. Slye spoke of various non-profit community groups focused on Steveston Village that meet regularly and that it would be beneficial for City staff to discuss Steveston related issues with these groups. He concluded by stating that he was pleased to hear that the Policy was to be referred back to staff.

Planning Committee

Wednesday, September 7, 2011

Bruce Rozenhart, representing the Steveston Historical Society and the new ad hoc Steveston Heritage Committee, stated that the Steveston Historical Society was not consulted regarding the proposed Policy and emphasized the need for consultation with community groups. He commented on the economical aspect of the proposed Policy and stated that any consultation regarding the proposed Policy should be broad and include economic-related community groups.

Councillor Barnes entered the meeting (4:25 p.m.).

Ralph Turner, representing the Gulf of Georgia Cannery Society, echoed previous delegates comments and stated that he was pleased to hear that the proposed Policy was to be referred back to staff.

In reply to a query from Committee, Mr. Slye noted that the Steveston Heritage Committee is a newly formed ad hoc Committee comprising representatives from several non-profit Steveston community groups.

Discussion ensued and in reply to queries from Committee, Mr. Crowe advised that if the Policy were referred back to staff, (i) staff would require several months to plan and execute public consultations; and (ii) staff would comment on UNESCO designation.

Tracy Lakeman, Chief Executive Officer, Tourism Richmond, stated that from a tourism perspective, she believed that there were some challenges with the proposed Policy. Ms. Lakeman invited City staff to meet with her leadership team to discuss these challenges. She commented on the need for more resources in Steveston Village, noting that from an economic development perspective, heritage assets need to be open more hours and accessible to the public.

Dana Westermarck, Oris Consulting Ltd., stated that he supports the preservation of Steveston, however, the proposed Policy appears to add an additional layer of formality to development in the Steveston area, an area currently protected by existing rules and regulations. Mr. Westermarck was of the opinion that the proposed Policy was more suitable as an economic development policy versus a planning policy. He concluded by suggesting that staff consult with residents of London Landing to ensure they are well informed of any policy affecting their neighbourhood.

Edith Turner, 3411 Chatham Street, stated that her home is included in the new area as identified in the proposed Policy. She queried the implications of such inclusion and stated that the intent of the proposed Policy was confusing. She commented that she was pleased to hear that the proposed Policy was to be referred back to staff, however was concerned with the timeline of the referral. Ms. Turner suggested that development in Steveston be placed on hold until the proposed Policy is finalized.

Planning Committee
Wednesday, September 7, 2011

It was noted that the existing Steveston Village Conservation Strategy is a regulatory heritage conservation land use policy and it enables the City to better identify and legally protect valued heritage resources within its Heritage Conservation Area.

Graham Turnbull, Richmond resident, advised that he was the Chair of the Richmond Heritage Commission when the Steveston Village Conservation Strategy was developed. He stated that the Strategy protects assets that were once not protected by other regulations. Mr. Turnbull concluded by commenting that there is much confusion regarding the intent of the proposed Policy and that its intent needs to be clarified.

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

It was moved and seconded

That the proposed Policy entitled Steveston Village & Cannery Row Heritage Area as outlined in the Attachment 1 to the staff report dated August 25, 2011 from the General Manager, Planning and Development be referred back to staff.

The question on the **referral** was not called as discussion ensued and it was noted that (i) the purpose of the proposed Policy needs to be clarified; (ii) the name of the proposed Policy needs to be examined; (iii) public consultation needs to be wide ranging and include consultation with tourism and economic-related groups, in particular the City's Economic Advisory Committee; and (iv) the consultation process for development applications in Steveston needs to be clarified.

Discussion ensued regarding the consultation process and in reply to a query from Committee, staff indicated that it would provide a memorandum on the proposed Policy consultation process by the next Planning Committee meeting.

Discussion further ensued and Committee emphasized the need for clarification and consultation with all concerned community groups.

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

5. MANAGER'S REPORT

(i) Consultation Protocols

Discussion ensued regarding the consultation protocols and it was noted that the City needs to be more diligent with ensuring adequate consultations, whether carried by the City or developers, take place.

Brian Jackson, Director of Development, provided a brief outline of a typical consultation process.

Committee commented that a checklist outlining these processes would be beneficial.

Planning Committee
Wednesday, September 7, 2011

(ii) Coach Houses

In reply to a comment made by Committee, Joe Erceg, General Manager, Planning and Development, advised that coach houses that are currently being built have been seen by Council through the rezoning process. Mr. Erceg noted that a staff report regarding coach houses is forthcoming.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:45 p.m.).

CARRIED

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

Councillor Bill McNulty
Chair

Hanieh Floujeh
Committee Clerk



City of Richmond

Report to Council

To: Richmond City Council
From: Robert Gonzalez, P.Eng.
General Manager, Engineering and Public Works
Re: Jet Fuel Pipeline Update

Date: September 7, 2011
File: 10-6600-06-01/2011-
Vol 01

Staff Recommendation

That the "Jet Fuel Pipeline Update" report dated September 7, 2011 from the General Manager of Engineering & Public Works, be received for information.

Robert Gonzalez, P.Eng.
General Manager, Engineering and Public Works
(604-276-4150)

Att. 2

FOR ORIGINATING DEPARTMENT USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY TAG	YES JA <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES GT <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

The purpose of this report is to provide Council with an update of the status of the Vancouver Airport Fuel Facilities Corporation (VAFFC) Jet Fuel Pipeline Project proposal.

Analysis

On February 2009 the BC Environmental Assessment Office (BC EAO) pre-application phase of the VAFFC Jet Fuel Project commenced. From the beginning of this process the City of Richmond has been advised that, even though this project may have material impacts to the City and the surrounding environment, the final decision on whether this project proceeds rests with the Provincial and Federal Governments.

From the outset Richmond City Council had asked for clarification and further information on the impacts that the project will have throughout the City as well as further information on the ability for Richmond residents and the public in general to provide comments and influence the VAFFC project proposal. Subsequent to receiving clarification on project scope on June 8, 2009 Council again raised concerns to VAFFC and the BC EAO and requested further consideration of other jet fuel pipeline alternatives (see Attachment 1 for Council Resolution from June 8, 2009).

Council members attended the first public information meeting on April 14, 2010 to ensure that Richmond's concerns were clearly documented and understood at the earliest stage in the BC EAO environmental review process. On April 26, 2010 Council passed a two-part motion regarding the jet fuel project proposal. The first part of the motion advised the BC EAO that Richmond is strongly opposed to a jet fuel off-loading facility on the south arm of the Fraser River, a new jet fuel pipeline through farmland and urban areas, and additional trucks to carry fuel. The second part of the motion advised that the public information meeting was inadequate and further public consultation meetings were required (see Attachment 1 for Council resolution from April 26, 2010). Over the next few months, Richmond's strong opposition to the jet fuel pipeline project as proposed would be reiterated to VAFFC and the BC EAO.

On January 5, 2011 VAFFC submitted the EA application to the BC EAO, which started the 180 day review process. As Richmond's comments had not been addressed with the necessary detail, Richmond reiterated its strong opposition to the jet fuel pipeline project as proposed and the comments were reflected on the BC EAO project web site. Richmond's concerns and strong opposition were further reiterated at the public information meeting on March 7, 2011 and through the various BC EAO working group sessions over the ensuing months.

Given that most of Richmond's comments remained largely unaddressed, on March 28, 2011 Council passed a resolution reiterating strong opposition to the jet fuel pipeline project as proposed, requesting more time for public input, endorsing the City's detailed application review comments, and seeking support from MLAs, MPs, Federal and Provincial Ministers, and the Premier (see Attachment 1 for Council resolution from March 28, 2011).

As part of Richmond's detailed comments, Council reiterated that further analysis on alternatives remained outstanding and a resolution was passed on April 4, 2011 advising that upgrade of the current jet fuel pipeline, or an alternative with off-loading facilities close to the airport near the north arm of the Fraser River would be preferred. Should the project be imposed upon Richmond, the detailed comments include a review of a pipeline alternative along the Highway 99 Corridor.

On April 11, 2011 Council met with the Minister of Environment, Honourable Terry Lake together with Richmond's MLAs to discuss and understand Richmond's strong and steadfast opposition to the jet fuel pipeline project as proposed.

On April 28, 2011 the BC EAO advised Richmond that the 180 day EA review period had been suspended for 120 days or until addenda are provided and reviewed by the BC EAO. With the suspension of the review process, the BC EAO have issued a revised project scheduled (see Attachment 2). While the schedule does not show further public consultation meetings being required by the BC EAO, VAFFC have advised Richmond staff that they will likely be undertaking further public consultation in the Fall of 2011 and include any further viable jet fuel pipeline routing alternatives as has been requested by Richmond Council.

On August 19, 2011 staff reiterated the series of detailed comments (endorsed by Council on March 28, 2011) to the BC EAO in response to the BC EAO requesting Richmond's comments on the VAFFC's response to date.

The most recent correspondence is the letter dated September 7, 2011 from VAFFC to the BC EAO (see Attachment 3). The letter outlines VAFFC's intent to:

- Analyse the Highway 99 jet fuel pipeline routing alternative,
- conduct a detailed analysis of spill response and planning
- review the Port Metro Vancouver tanker risk study once completed, and
- conduct a "Project Options" analysis including:
 1. review of the upgrade of the existing jet fuel pipeline from Burnaby
 2. off shore Sea Island terminal options, and
 3. a North Arm barge facility option.

Financial Impact

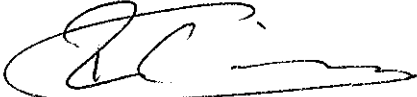
None.

Conclusion

Richmond has been consistent and steadfast in strongly opposing the jet fuel pipeline project as proposed and requesting further public consultation opportunities since the April 26, 2010 Council meeting. Furthermore Richmond has suggested, that in support of the jet fuel supply needs for YVR, jet fuel supply alternatives exist that may have a lesser impact on the environment and on the City of Richmond in general. While Richmond does not play a role in

the final decision on whether or not the project is approved, Richmond's comments have been noted given the suspension in the BC EAO review process and further review of alternatives that is taking place.

As further information becomes available, staff will apprise Council accordingly in order to provide meaningful response in a timely manner.

A handwritten signature in black ink, appearing to read 'RG', with a long horizontal flourish extending to the right.

Robert Gonzalez, P.Eng.
General Manager, Engineering and Public Works
(604-276-4150)

Council Resolution from June 8, 2009

Vancouver Airport Fuel Delivery Project Proposal UPDATE

(File Ref. No.: 10-6600-06-01/2009-Vol 01) (REDMS No. 2597962, 2568370, 2653442)

Recommendation Forwarded From Committee Meeting

That in relation to any new and necessary jet fuel supply systems to YVR, a preference be endorsed for:

- (a) jet fuel supply system options that result in no net gain of jet fuel line length on Lulu Island;***
- (b) the further consideration and review of alternatives to the current VAFFC proposal;***
- (c) significant removal of fuel delivery trucks from regional roadways; and***
- (d) options that do not include an off-loading facility on the south arm of the Fraser River.***

ADOPTED ON CONSENT

Council Resolution from April 26, 2010

Vancouver Airport Fuel Delivery Project

(File Ref. No.: 10-6600-06-01)

That the City of Richmond advise the BC Environmental Assessment Office and the VAFFC of the following:

- (1) That in any new jet fuel supply systems to the Vancouver International Airport, Richmond Council is strongly opposed to:***
 - a) an off-loading facility on the south arm of the Fraser River;***
 - b) a new jet fuel line through Richmond farmland and urban areas of Richmond; and***
 - c) any increase in the number of trucks carrying jet fuel on City streets.***
- (2) That the recent VAFFC public open house was inadequate to inform the public of the full situation and that the minimum criteria for adequate consultation would include:***
 - a) an opportunity for attendees to provide written input;***
 - b) full disclosure of the proponent's analysis;***
 - c) a discussion and analysis of the options rather***

- than the assertion of one option; and*
- d) *many opportunities at various locations for input.*

ADOPTED ON CONSENT

Council Resolution from March 28, 2011

**Vancouver Airport Fuel Delivery Project Proposal –
Certificate Application Review**

(File Ref. No.: 10-6600-06-01 (REDMS No. 3179247))

It was moved and seconded

- 1) *That City Council reiterate its position on the YVR Fuel Delivery Project as follows:*
 - (a) *The City is opposed to the delivery of jet fuel involving the South Arm of the Fraser River and/or having the line going across the City;*
 - (b) *there has been a lack of effective public consultation, and more time is needed for public input, at least until the end of June 2011;*
- 2) *That, the proposed City comments identified in Attachment 4 on the Environmental Assessment Certificate Application for the Vancouver Airport Fuel Delivery Project be endorsed for submission to the BC Environmental Assessment Office; and*
- 3) *That letters be sent to the local MLA's, MP Candidates, Federal and Provincial Ministers of the Environment, the Prime Minister, and the Premier stating the City's position and seeking their support.*

Council Resolution from April 4, 2011

VANCOUVER AIRPORT FUEL DELIVERY PROJECT PROPOSAL

(File No.: 10-6600-01) (REDMS No. 3189161)

SP11/5-1

It was moved and seconded

Whereas Richmond City Council has confirmed its continued opposition to any new jet fuel pipeline across the City of Richmond:

- (1) *That a meeting be scheduled as soon as possible with Richmond's three MLAs together with the Minister of Environment, if possible, to discuss the proposed jet fuel line route to garner their support in opposing this project as it is currently planned; and*

- (2) *That Richmond City Council state for the record that the preferred route for the jet fuel pipeline at this time is the continued use of the Kinder Morgan Pipeline and/or upgrading it as necessary, or alternatively a location on the North Arm of the Fraser River, close to the airport.*

CARRIED

ENVIRONMENTAL ASSESSMENT OFFICE

Projected Schedule of Major Steps for Application Review Stage

Proposed Vancouver Airport Fuel Delivery Project

Please note that these are anticipated dates for the purpose of work planning and scheduling; these dates may be subject to change.

Activity	Target Date	Responsibility
Submitted Application for EAO evaluation against AIR. Includes Public Consultation Plan.	Jan 5, 2011	Proponent
Comments from WG Screening Group Due (tentative: telecom Jan 25 9am to 11am)	Jan 21, 2011	WG Screening Group
Evaluated and EAO decision rendered on accepting Application for EA Certificate	Feb 4, 2011	EAO
Produced and distributed copies of the Application	Feb 18, 2011	Proponent
Commencement of 180 day review period – project documents posted on EAO website	Feb 18, 2011	EAO
45-day public review and comment period	Feb 25 to April 11, 2011	EAO Proponent
Full working group meeting to initiate review of the Application	March 2, 2011	First Nations, Federal, Provincial, Local governments
Public Open House (Richmond) and Presentations	March 7, 2011	EAO, OGC, PMV Proponent
Technical sub-committee WG meeting(s) (technical committees to be established at March 2 WG meeting and scheduled as needed)	March 10 to 25, 2011	First Nations, Federal, Provincial, Local governments
Comments due on the Application from First Nations, Federal government, provincial government and local government (1 month after start of review)	March 18, 2011	Public First Nations, Federal, Provincial, Local governments
Full/partial/technical working group meeting (s) on outstanding issues, as needed	April 11 to end of May	EAO
Project EA (180 day clock) Suspended for 120 days or until addenda are provided and reviewed	April 28, 2011	EAO
Responses from the Proponent to public	June 8, 2011	Proponent
Responses from the Proponent to First Nations, and agency comments (Issues Tracking Table).	June 29, 2011	Proponent
Working Group comments due on Issues Tracking Table	July 20, 2011	First Nations, Federal, Provincial, Local governments
Full WG meeting to discuss Issues Tracking Table, Proponent additional memos etc.	July 19-20, 2011	First Nations, Federal, Provincial, Local governments
Proponent revisions to issues tracking table (if required), to EAO and agencies	Aug 18, 2011	Proponent
Proponent submits First Nations Consultation report to EAO	Aug 26, 2011	Proponent

ENVIRONMENTAL ASSESSMENT OFFICE

First draft of Assessment Report & draft Table of Commitments-- Circulated to Working Group (without First Nations section) for four week review	Sept 7, 2011	EAO
EAO Consultation Report circulated to First Nations for Review	Sept 14, 2011	EAO
Comments due from the Working Group on first draft of Assessment Report & Table of Commitments	Oct 5, 2011	First Nations, Federal, Provincial, Local governments
Proponent submits Public Consultation Report to EAO (following proponent public consultation including on the additional pipeline route)	October 20, 2011	Proponent
Comments due from First Nations on the EAO Consultation Report	October 12, 2011	First Nations
Second Draft of Consultation Report circulated to First Nations	Oct 26, 2011	EAO
Second Draft of Assessment Report & Table of Commitments - Circulated to Working Group for two week review	Oct 19, 2011	EAO
Comments due from First Nations on the final draft EAO Consultation Report	November 10, 2011	First Nations
Comments due from the Working Group on Second draft of the Assessment Report & Table of Commitments	November 4, 2011	First Nations, Federal, Provincial, Local governments
Day 150 - Closure on changes to Assessment Report and Proponent's Commitment Table	Nov 15 DAY 150	First Nations, Federal, Provincial and local governments
Day 150 to 180 – EAO Prepares Final Assessment Report, Consultation Report and Referral Package for Ministers	Nov 15 – Dec 5, 2011	EAO
Referral	Dec 15, 2011	EAO
Ministers Decision on whether to grant an EA Certificate	Jan 30, 2012	Ministers



Vancouver Airport Fuel Facilities Corporation
 c/o FSM Management Group Inc.
 Suite 103 -12300 Horseshoe Way
 Richmond, B.C., Canada, V7A 4Z1
 Phone: (604) 271-7113
 Fax: (604) 271-8006

September 7, 2011

Kathy Eichenburger
 Assistant Executive Project Assessment Director
 BC Environmental Assessment Office
 1st Floor 836 Yates St
 PO Box 9426 Stn Prov Govt
 Victoria BC V8W 9V1

Re: Vancouver Airport Fuel Delivery Project Update

Dear Kathy:

To assist your planning of the review of Vancouver Airport Fuel Facilities Corporation's application for an Environmental Assessment Certificate (EAC), I am writing to provide an update on the work currently underway to supplement our EAC Application. This work will provide additional information to respond to questions from the Technical Working Group and other interested parties participating in the application review.

A brief explanation of these work initiatives follows:

1. Highway 99 pipeline route analysis

We are working with the BC Ministry of Transportation and Infrastructure (MoT) to assess the Highway 99 corridor, between just north of the Steveston Highway Overpass and Bridgeport Trail, as an alternate pipeline route through Richmond. When completed, our assessment of this route will be submitted as an addendum to our Application.

We have completed the preliminary stages of the assessment and are now working with MoT on a more detailed assessment of the pipeline route, including further consideration of other utilities within the corridor, municipal road use and crossings, and future land use. We expect to complete this work and file the addendum to our Application by November.

2. WCMRC analysis of spill response and planning

Western Canada Marine Response Corporation (WCMRC) is certified by Transport Canada under the *Canada Shipping Act* as the Response Organization for the west coast region under Canada's Marine Oil Spill Preparedness and Response Regime.

They are undertaking further analysis of the spill response issues that will enhance and supplement our existing work, including:

- Reviewing the spill fate and effects modelling to identify sensitive areas for spill response planning;
- Identifying the spill response opportunities and measures to protect the sensitive areas;
- Modelling and assessing the effectiveness of the spill response measures; and
- Assessing the operational practices to avoid spills and spill response planning measures to improve the effectiveness of response.

This work will better inform our understanding of the spill risks, spill behaviour and response measures that are necessary to manage the risks with reasonable confidence. It will also assist in developing the spill response plan for the project with a greater level of confidence.

Field trials will continue in September, with a summary report and update of the contingency plan requiring several more weeks to complete.

3. Port Metro Vancouver's tanker risk study

Port Metro Vancouver (PMV) is undertaking a comprehensive review of overall tanker traffic on the South Arm of the Fraser River, the related risks, and the measures to manage the risks safely. The PMV review will assist in giving a broader context to assess the proposed traffic associated with the VAFFC project.

PMV has indicated that the tanker risk study is progressing on time and is expected to be completed by the end of December.

4. Project options analysis

We have engaged two consulting firms, Golder Associates and Ausenco-Sandwell, both with extensive marine and environmental engineering experience, to jointly undertake a more detailed comparative analysis of the project alternatives that have attracted the greatest interest from participants during the review of this project. The alternatives to be further studied include:

- an upgrade of the existing system from Burnaby;
- offshore Sea Island terminal options; and
- a North Arm barge facility.

This work will be completed within the EA review phase although it is not part of the EAC Application requirements. VAFFC has undertaken this further background work to respond to requests to provide further clarification on relative merits of other options that VAFFC assessed before it selected the current project.

The current suspension of the EA review was initiated to allow sufficient time to prepare an addendum to the Application covering the Highway 99 pipeline route analysis. We have also used this time to initiate other work that will provide a useful information supplement to support the review of our EAC application. Given the current progress of the various work initiatives, we expect to be able to file

results of this work, with the exception of the Port's tanker risk study, by the end of November 2011. In the interim, to make efficient use of our time, we believe there may be sufficient material results from the WCMRC work to schedule another working group meeting before November. We will report back to you as the WCMRC work nears completion to identify the scheduling opportunities.

I look forward to hearing any feedback from the EAO regarding the supplemental work, the schedule, and the timing of the next working group meeting. I would be pleased to discuss these items with you if you have any questions or concerns.

Sincerely,
Vancouver Airport Fuel Facilities Corporation



Adrian Pollard, P.Eng.
Project Director

CC: City of Richmond, Mayor & Council
John Yap, MLA Richmond-Steveston
Rob Howard, MLA Richmond Centre
Linda Reid, MLA Richmond East
Vicki Huntington, MLA Delta South
Hon. Alice Wong, MP Richmond
Kerry-Lynne Findlay, MP Delta-Richmond East
Corporation of Delta, Mayor & Council

Will our South Fraser Region have the Post-Secondary Graduates we Need for a Healthy Future?

We need to Increase Access to Post-Secondary Education in the South Fraser Region

British Columbia has benefited greatly from its sixteen regional post-secondary institutions¹, its five major universities, and its various institutes. The education provided by these bodies of higher education has made it possible for residents of B.C., and for B.C. as a whole, to succeed in and enjoy the benefits of today's global economy.

Our post-secondary system is and will be even more important for B.C.'s future.

- "About three quarters of all future jobs in B.C. will need at least some post-secondary education", according to Cabinet Minister Ida Chong (*The Province*, February 28, 2011).
- Already, almost 60% of the employers surveyed recently by the Surrey Board of Trade as part of their "Education Today – Productivity Tomorrow" effort would prefer their employees to have some post-secondary education.
- According to David H. Turpin (President of UVic), Andrew Petter of SFU (President of SFU), and Geoff Plant, "... over the coming decade we will need to fill a million jobs. An ever-growing proportion of these jobs will require post-secondary education and training. With only 650,000 individuals currently in our education system, we clearly have a challenge. If nothing changes, we may find that many of the jobs created in the new economy will go unfilled, while at the same time unemployment will increase for those who do not have post-secondary education." (*The Vancouver Sun*, December 30, 2010).

But residents of the South Fraser region are at a huge disadvantage with regard to their access to post-secondary education. Our regional post-secondary institution, Kwantlen Polytechnic University, has and continues to be funded to provide only about half the level of access to post-secondary education that residents of the rest of the province enjoy²:

- B.C.'s other regional post-secondary institutions are funded to provide, on average, seats for 20 full-time-equivalent (FTE) students for every 1,000 residents of their regions. Kwantlen is funded for only 10 FTE students per 1,000 residents of our region. [If SFU-Surrey is included, the south Fraser region gets 13 FTEs per 1,000 residents, which is still at the very bottom of the list for B.C. regions.]
- In the Lower Mainland, with all its public universities, colleges and institutes³, people north of the Fraser have access to five times as many post-secondary FTE student spaces per resident as are available to those of us south of the Fraser⁴.

As a result,

- If Kwantlen were funded to provide the level of accessibility that is provided to the regional post-secondary colleges and universities in the rest of the province, 9,000 additional residents of our region could attend Kwantlen full time each year (many more if they attend part-time). [SFU-Surrey⁵ adds

¹ BC's regional post-secondary institutions include Camosun, Capilano, Douglas, Fraser Valley, Kwantlen, VIU, New Caledonia, North Island, Northern Lights, Northwest, Okanagan, Rockies, Selkirk, Thompson Rivers, and Vancouver's VCC and Langara. Our major universities are UBC, SFU, UVic, UNBC and Royal Roads.

² Data from the Ministry of Advanced Education and Labour Market Development: 2010 populations from the Ministry's Environmental Scan, 2008, p117; FTEs and funding allocations from the Ministry's 2010/11 Letters of Expectation to each institution

³ Capilano, VCC, Langara, Douglas, UBC, SFU, BCIT, Emily Carr, and the Justice Institute are north of the Fraser; Kwantlen and SFU-Surrey are south.

⁴ Of course, some institutions offer specialized or advanced programs that cannot be available in all locations, and so some students will always have to commute or move north of the river. Nevertheless, large numbers of students from the south Fraser region are forced to commute or move to take general college and university courses because not enough of these are offered in our region.

⁵ Including SFU may make for an unfair comparison: including the institutions with a province-wide mandate [UBC, SFU, UVic, UNBC, BCIT, etc] in all their local college regions increases the inequity faced by the south Fraser region from 2:1 to 5:1!

access for 2,500 full-time students, but this still leaves the south Fraser with less than two-thirds the access provided to the rest of B.C.]

- Most respondents to the Surrey Board of Trade survey mentioned above also commented that their employees had difficulty finding the educational upgrading they needed in our region.

The social costs of this low access to post-secondary education are huge: people with lower levels of education are much more likely to be homeless, to be abused or abusing, to be incarcerated, to be on social assistance, to be involved with addictive drugs. People with lower levels of education are less healthy, and put more stress on our health care system. According to a study by the Canada Millennium Scholarship Foundation, people with less than high school provide only 8.8% of the federal government's revenues from income tax, but consume 35.1% of government transfers such as employment insurance or social assistance; university graduates provide 33% of income tax and consume only 9.1% of government transfers⁶. On the positive side, every year of postsecondary education boosts a person's earnings by 8-12 percent⁷. So there are significant social and economic costs to our region as a result of our lack of equitable access to post-secondary education.

The direct, immediate financial impact of this shortchanging of our region is also huge:

- Taxpayers in the South Fraser region will contribute, in 2010/2011, almost \$126,000,000 to the province for its regional post-secondary institutions. And yet Kwantlen is scheduled to receive less than \$65,250,000. Most of this will be spent in our region, by Kwantlen employees who live here and by the University in its contracts with suppliers. As a result, over \$60,000,000 is being lost to our region. The multiplier effect of this loss of income to our region's businesses makes this loss even greater.
- The spending by students in our region is of course affected also: for every post-secondary student who has to go outside of our region for their post-secondary education, our region's businesses lose a customer.

B.C. residents are aware of the importance of post-secondary education. A recent Harris/Decima poll⁸ found that

- 66% of B.C. residents agreed that "Governments should invest more in universities and colleges, even if that means I have to pay a little more in taxes", and
- 58% thought that "Governments in Canada are not doing enough to make sure that everyone who is qualified has a chance to get a university or college education."

The recent re-naming of Kwantlen as a Polytechnic University has not fixed the problem. Very few additional FTEs have been allocated to Kwantlen for the implementation of its degree programs, so that these programs may be coming at the cost of reduction in the number of preparatory and first-year courses⁹.

This inequitable, long-standing shortchanging of our region can't be fixed quickly. A long-term plan is needed, for both operating and capital funding. But the first step must be that government recognize the problem and support the development and implementation of a plan to fix it.¹⁰

⁶ Junor S. & Usher A. (2004). "Price of Knowledge. Access and Student Finance in Canada", Millennium Research Series, Millennium Scholarship Foundation

⁷ Gates Foundation, "Pathways to Boosting the Earnings of Low-Income Students by Increasing Their Educational Attainment", January 2009

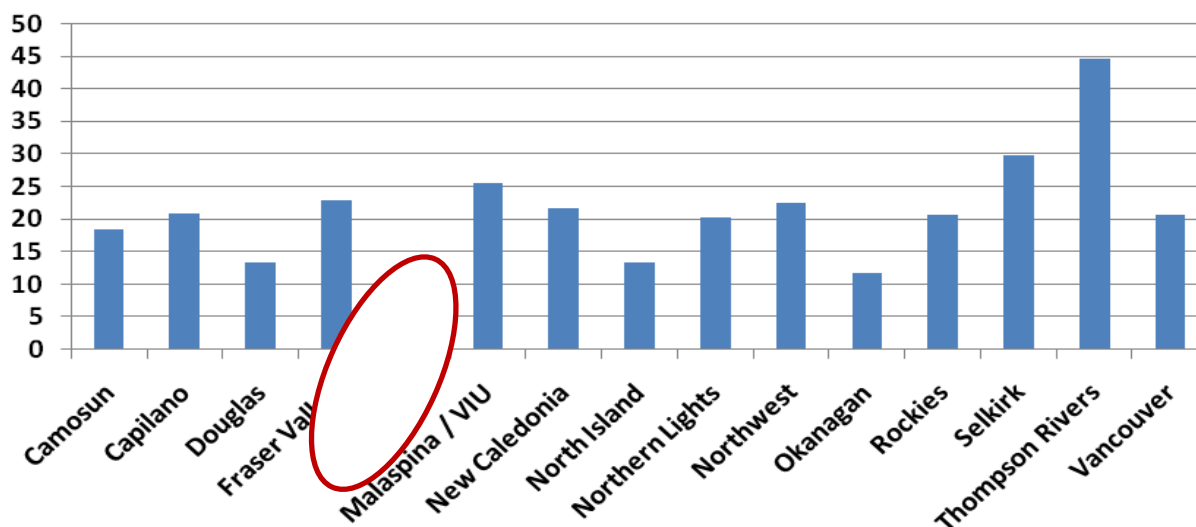
⁸ Harris/Decima poll on Politics & Education, November 11-21, 2010

⁹ Adding to this is a further inequity: even though there are over 150,000 English speaking adults with low literacy levels in the region, and Kwantlen's legislated mandate includes service to this population, Kwantlen receives funding for less than a quarter of the ABE seats per illiterate person in our region that the rest of the province receives. And it's worse for people for whom English is a new language: Kwantlen receives only one-fifth of the funding for ESL seats relative to the number of people in our region who don't speak English at home

¹⁰ One model for fixing it may be found in the historical development of the California post-secondary system. There, funding increases in the 1960s for the University of California (Berkeley, UCLA, etc.) were frozen while those planned increases were re-allocated to build up its regional post-secondary institutions.

Accessibility to BC's Regional Colleges and Universities

(in FTEs/1,000 regional population)



**Note: Okanagan's FTEs are low because many of its FTEs were transferred to UBC-Okanagan.*

Region	Population	FTE Seats	Access (FTEs/1,000)	% of B.C. Avg
Camosun	373,055	6,893	18.5	103.2%
Capilano	260,971	5,450	20.9	116.6%
Douglas	612,816	8,205	13.4	74.8%
Fraser Valley	286,615	6,535	22.8	127.3%
Kwantlen	904,247	9,041	10.0	55.8%
Malaspina / VIU	259,587	6,636	25.6	142.8%
New Caledonia	143,527	3,119	21.7	121.4%
North Island	157,777	2,118	13.4	75.0%
Northern Lights	73,501	1,481	20.1	112.5%
Northwest	74,675	1,680	22.5	125.6%
Okanagan	398,863	4,665	11.7*	65.3%
Rockies	78,338	1,624	20.7	115.8%
Selkirk	77,569	2,312	29.8	166.5%
Thompson Rivers	177,166	7,896	44.6	248.9%
VCC & Langara	650,503	13,448	20.7	115.4%
Total B.C.	4,529,210	81,103	17.9	
rest of B.C.	3,624,963	72,062	19.9	
Kwantlen relative to the rest of B.C.				50.3%

Data from the Ministry of Advanced Education and Labour Market Development: 2010 populations from the Ministry's Environmental Scan, 2008, p117; FTEs and funding allocations from the Ministry's 2010/11 Letters of Expectation to each institution

**Can Richmond residents
get **access** to the post-
secondary education they
need for the future?**

**Why is this an important
question?**

Geoff Plant, David Turpin (UVic President), and Andrew Petter (SFU President), recently wrote that

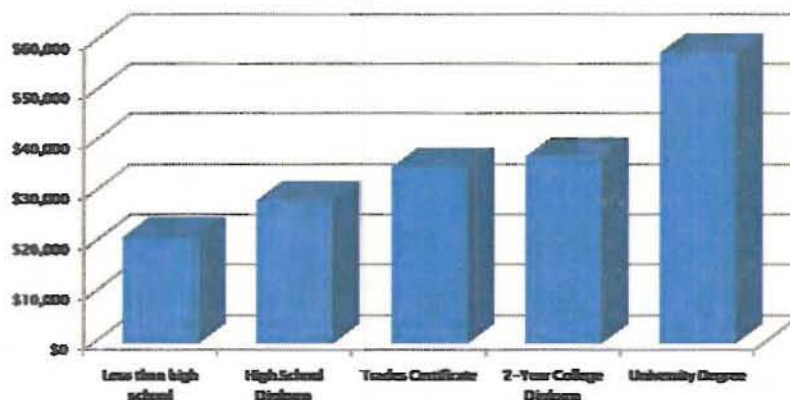
“... over the coming decade we will need to fill a million jobs. An ever-growing proportion of these jobs will require post-secondary education and training. With only 650,000 individuals currently in our education system, we clearly have a challenge.”

They go on to say...

“If nothing changes, we may find that many of the jobs created in the new economy will go unfilled, while at the same time unemployment will increase for those who do not have post-secondary education.”

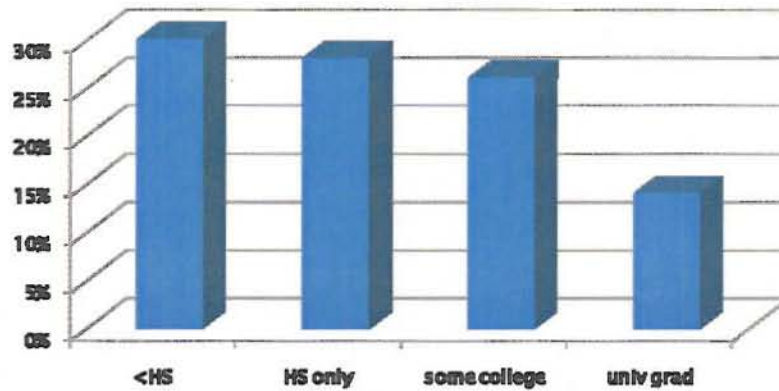
(*The Vancouver Sun*, December 30, 2010)

The connection between a person's education and their income is huge:



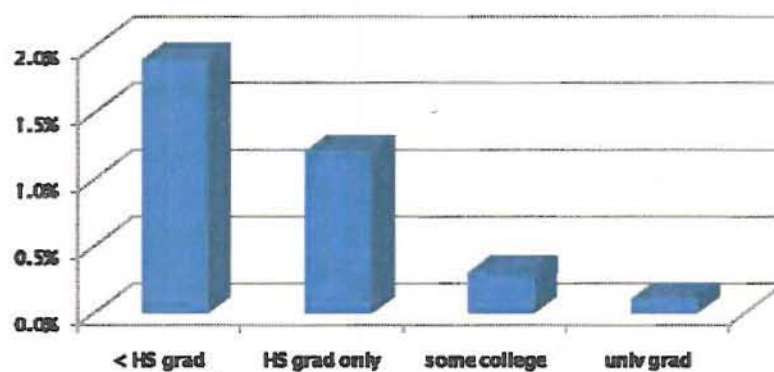
Average employment income (2005 dollars), by education level, 2006
Statistics Canada, http://www.statcan.gc.ca/edu/edu02_0019a-eng.htm

as it is with smoking rates:



U.S. data, from de Walque, D. (2003) *How Do Education and Information Affect Health Decisions? The Cases of HIV/AIDS and Smoking*. PhD Dissertation, U of Chicago

and with incarceration rates:



U.S. data, from Harlow, C.W. (2003). *Education and Correctional Populations*. Bureau of Justice Statistics, Department of Justice. NCJ195670.

As Craig Alexander, VP and deputy chief economist of the TD Bank says,

“Higher literacy can boost the economic and financial success of individuals and the economy as a whole.

“It can reduce poverty, improve health, lift community engagement and lead to a higher standard of living.

“In fact, it is hard to identify any other single issue that can have such a large payoff to individuals, the economy and society.”

from *Literacy Matters: A Call for Action*, by Craig Alexander, Vice President & Deputy Chief Economist, TD Bank Financial Group

What's Kwantlen's role?

Kwantlen's legislated mandate is:

- ▶ to **serve its region** (Surrey, White Rock, the Langleys, Delta and Richmond) with **accessible** post-secondary education
- ▶ to be a teaching university



So, unlike traditional universities,

- ▶ “Kwantlen’s commitment to open **access** is one of its cornerstones as a university.”
- ▶ “Kwantlen is committed to providing an opportunity to students who might not otherwise consider going to post-secondary.”

from Kwantlen’s Mission Statement:

“We view access to education as the pathway to citizenship.”

How is Kwantlen doing at this?

- ▶ almost 58 per cent of the high school grads who enrolled at Kwantlen in 2007/08 did not meet the admission requirements to attend UBC, SFU or other traditional universities.

and yet

- ▶ Kwantlen’s graduates have the highest rate of employment and earn more money two years after graduation than graduates of any other university in the province
- ▶ So for the students who can gain **access**, Kwantlen’s doing a good job.



KWANTLEN
POLYTECHNIC
UNIVERSITY

**But can Kwantlen
actually provide
enough access to
post-secondary
education for people
in Richmond?**

No

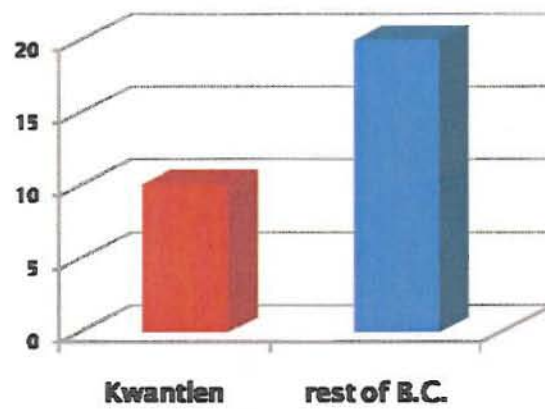
Let's compare post-secondary access ratios across B.C.

Comparing just B.C.'s regional universities and colleges (Kwantlen, Douglas, VCC, Capilano, Camosun, UVI, Fraser Valley, CNC, etc), which are mandated to serve their regions:

- ▶ Kwantlen gets funding to offer 9,041 FTE seats to serve the 904,247 people in its region
 - ▶ that's a ratio of **10.0** FTEs per 1,000 residents of our region
- ▶ for the rest of B.C., the other regional institutions are funded to offer 72,062 FTEs for 3,624,963 people
 - ▶ that's a ratio of **19.9** FTEs per 1,000

In other words, people in Richmond (and the rest of Kwantlen's region) have **half the access** to local post-secondary education as people in the rest of the province.

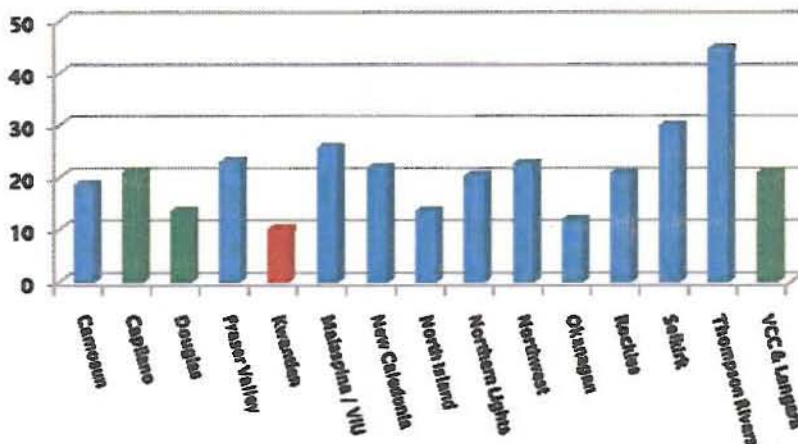
FTE Student Seats per 1,000 region residents



This has been the pattern for over 25 years!

Accessibility to B.C.'s Regional Colleges and Universities

(student FTE seats per 1,000 regional population, 2011)



I know post-secondary education isn't a direct responsibility of this Council...

- ▶ but guiding the social and economic development of Richmond is,
- ▶ and adequate access to post-secondary education opportunities is crucial to that development
- ▶ **In over 25 years, Kwantlen's Board of Governors has not been able to fix this inequity in access, nor been able to stop this shortchanging of our region.**
- ▶ So what can Council do to help fix this inequity? Let's see what the rationale for it is, and then let me ask you that again at the end.

How does our provincial government justify this inequitable access?

- ▶ They say that the whole of the Lower Mainland is one region, served by UBC, SFU, Emily Carr, BCIT, the Justice Institute, Capilano, VCC, Langara, Douglas, and Kwantlen
- ▶ Looked at this way, the Lower Mainland has 44 FTE student seats for every 1,000 residents – a pretty good ratio, almost equal to California's

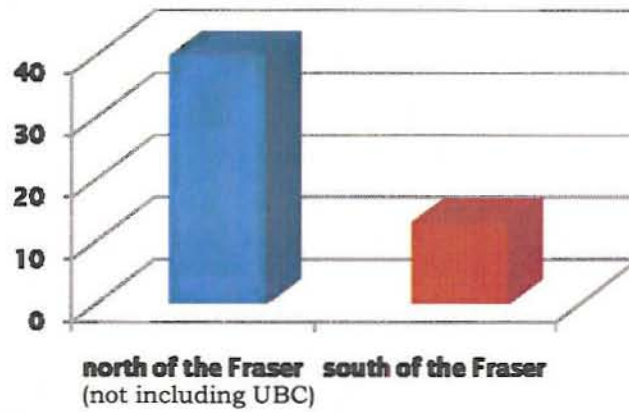
But think about the difference in access between the areas north and south of the Fraser:

- ▶ North of the Fraser, the 1,524,290 residents have access to 95,339 FTE student seats
- ▶ that's 62.5 FTE seats per 1,000 residents.
- ▶ South of the Fraser, Kwantlen and SFU offer 11,541 FTEs to the 904,247 residents in our region
- ▶ that's only 12.8 FTEs per 1,000 residents, about **one-fifth of the access** offered to people north of the river.

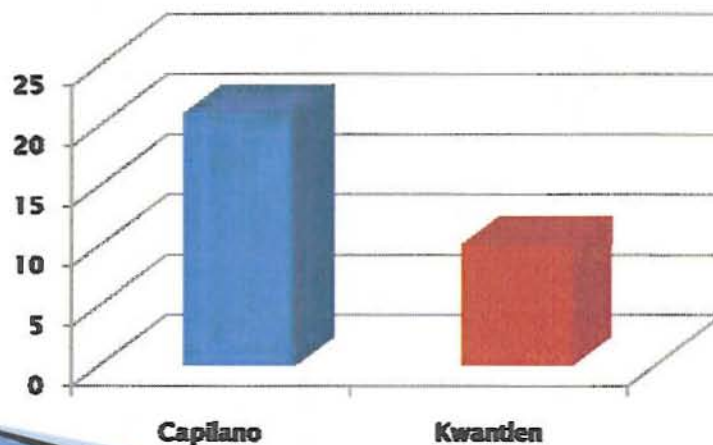
Maybe we should leave UBC out

- ▶ Leaving out UBC, the institutions north of the Fraser offer 60,358 FTE student seats to the 1,524,290 residents – for 39.6 FTEs per 1,000 residents.
- ▶ South of the Fraser, it's the same as before: Kwantlen and SFU still offer only 12.8 FTEs per 1,000 residents, less than **one-third of the access** offered to people north of the river, still an inequitable level.

So, for the Lower Mainland, here are the FTE seats per 1,000 residents, north and south of the Fraser



And even if the Lower Mainland should be viewed as one region, why can Capilano offer twice the access of Kwantlen?

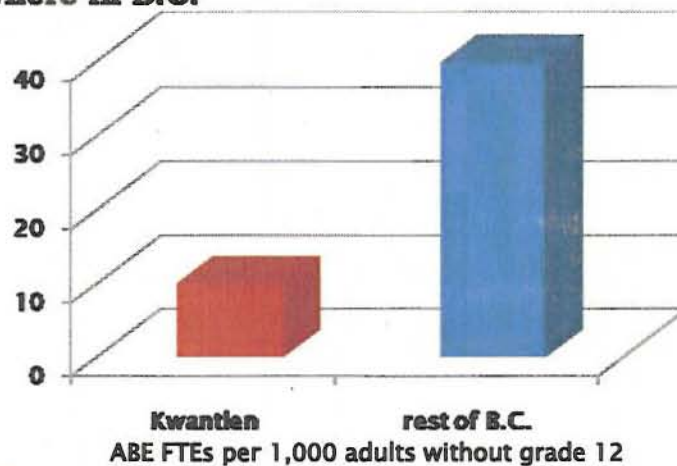


The inequity in **access** to preparatory programs is worse:

- ▶ there are 51,000 adults in Kwantlen's region who lack a grade 12 diploma; Kwantlen offered 505 FTE seats in its **ABE** programs
 - ▶ that's a ratio of **9.8 ABE seats** per 1,000 adults without a grade 12
- ▶ in the rest of the province, there are 223,466 adults without a grade 12; 8,852 FTE seats in **ABE** were offered to them
 - ▶ that's a ratio of **39.6 ABE seats** per 1,000 adults without a grade 12

...

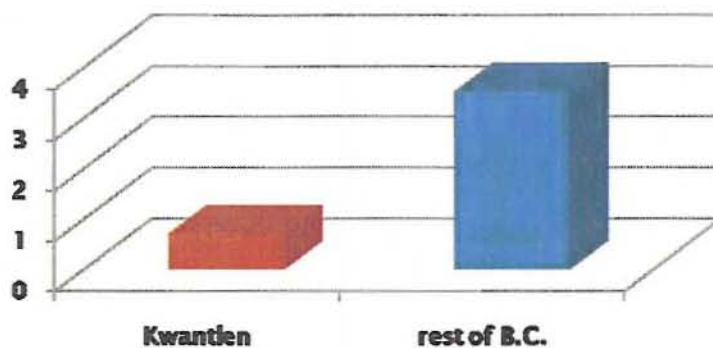
So adults in Richmond and the rest of the Kwantlen region only have one-quarter the opportunity to earn a grade 12 as do people elsewhere in B.C.



What about ESL?

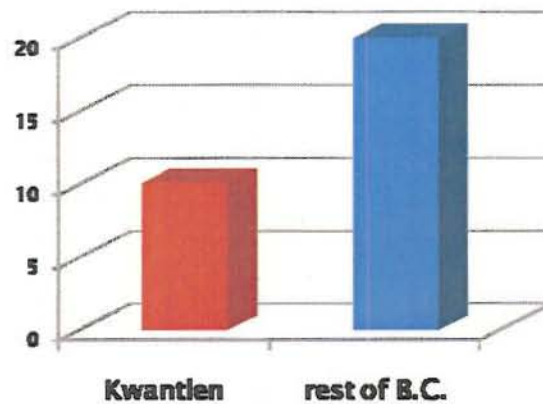
- ▶ there are 333,385 people in Kwantlen's region who don't speak English at home; Kwantlen offered 221 FTE seats in its ELT programs
 - ▶ that's a ratio of **0.7 ESL seats** per 1,000 people who don't speak English at home
- ▶ in the rest of the province, there are 1,198,645 people who don't speak English at home; 3,240 FTE seats in ELT were offered to them
 - ▶ that's a ratio of **3.5 seats** per 1,000 people who don't speak English at home

So people in the Kwantlen region who don't speak English at home have only one-fifth the opportunity to learn to speak English as people elsewhere in B.C.



ESL FTEs per 1,000 adults who don't speak English at home

Let's go back to the overall picture:



Can we fix this inequity?

Can we afford to fix it? Yes

❖ **66% of B.C. residents agree that**

"Governments should invest more in universities and colleges, even if that means I have to pay a little more in taxes"

Harris/Decima poll on Politics & Education,
Nov 11-21, 2010

Actually, more taxes may not be needed...

To bring our region's level of access up to the provincial average, Kwantlen's funding needs to increase from its current \$65,000,000 per year to \$125,000,000 per year.

(Sounds like a lot of money; it'll take a 7- to 10-year plan)

But people in the Kwantlen / south Fraser region already pay \$125,000,000 per year to the province in taxes to support B.C.'s regional post-secondary institutions.

The economic multiplier effect of Kwantlen spending an extra \$60,000,000 would mean that businesses in our region would gain almost \$120,000,000.

- There would also be a need for capital funding, to build additional classrooms and labs – that means even more spending in our region.
- **The savings and additional tax income from these factors** - from the decreased costs of welfare, health care and policing, from the increased income of more Kwantlen grads - **would be more than enough to pay for Kwantlen to provide that equitable level of access:**

**according to T. Scott Murray and others in
“Addressing Canada's Literacy
Challenge: A Cost/ Benefit Analysis”**

Raising people's level of education [from less than high school level] gives “a rate of return of roughly 251% in the first year. ... the investment would yield an approximate pay back period of 4.8 months.”

“...these estimates **exclude** a range of indirect economic benefits associated with lower health, social and educational costs and increases in consumption taxes.”

(Murray, McCracken, Willms, Jones, Shillington, and Stucker.
Addressing Canada's Literacy Challenge: A Cost / Benefit Analysis,
National Adult Literacy Database, 2009.)

Concluding...

- ▶ Richmond's economic and social development won't be nearly as strong as it could be until this inequitable shortchanging of **access** to post-secondary education in our region is fixed.
- ▶ **So how can Council best pursue this?**

**Thank you for considering
this issue!**

Geoff Dean

15734 McBeth Rd, Surrey

604-5383721; geoffdean1 @shaw.ca; geoff.dean @kwantlen.ca

Office of the Mayor and City Councillors
City of Richmond
6911 No. 3 Road
Richmond, BC. V6Y 2C1

August 31, 2011

Dear Mayor Brodie and Councillors

Re: Proposal by VAFFC to Ship Jet Fuel by Tankers and Barges into the Fraser River Estuary.

As you are aware the Vancouver Airport Fuel Facilities Corporation has proposed to source local area and offshore jet fuel and ship that fuel up the Fraser River to a point upstream of the Massey Tunnel and off-load it at a terminal and store the fuel in a large tank farm on the banks of the river on Richmond's south shoreline.

This proposal is of high risk to our rich and diverse populations of fish and wildlife in the Fraser River estuary, their habitats as well as private and public property and public safety. VAPOR is aware of the opposition the City of Richmond has presented to the various authorities in this poorly thought out proposal. The project first came to the attention of Richmond citizens when they realized that a pipeline from the above mentioned terminal was to be built across Richmond through residential areas to deliver the jet fuel to YVR. This is a major issue for the affected neighbourhoods, however; we feel the overall proposal of shipping toxic and flammable jet fuel into the Fraser River subjects Richmond, its citizens and its abundant estuary habitats and life to known and totally unacceptable risks.

The studies commissioned by VAFFC do not properly address the risks posed to the quality of life and the safety of the citizens of Richmond and our surrounding environment. The proposal largely dismissed any real concern of jet fuel spills into the river or in their acknowledgement of the need for effective land and water based spill response and fire suppression capabilities. Metro Vancouver Port has indicated that tanker risk studies are required but they are not to be made available until after the BC EAO has completed deliberations on this file.

In 1988 the VAFFC presented a similar proposal to barge jet fuel into the Fraser Estuary via the North Arm to Sea Island. The Federal Environmental Assessment and Review Process rejected that proposal in March 1989 because it posed too great risk to life in the estuary. Despite that earlier rejection, the airlines that own VAFFC have seen fit to propose an even higher risk project to deliver fuel to YVR.

We appreciate the actions you and Council has taken in opposition to this proposal but we are very concerned that it is still alive and is being reviewed relative to its environmental impact by a questionable environmental review process. The BC Auditor General and the Law Centre of the University of Victoria have both been

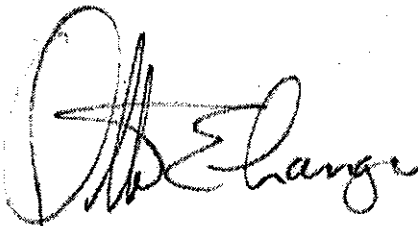
critical of the efficacy of the BC Environmental Review Process and its office. Further to that, we find it very odd that a proposal involving federally regulated airlines, a federal airport, in a federal harbour, a federally protected fishery and migratory wildlife resource is now being voluntarily being subjected to a BC environmental whose effectiveness is under question.

Further to the above, we have just been informed that the British Columbia Environmental Assessment Office (BC EAO) has continued to work on this file with VAFFC (the proponent) and First Nations and government agencies while the project was under a 120 day suspension. To top it off, even though the 120 day period has lapsed the BC EAO is extending the suspension, as to date, they have not received an updated proposal from the proponent. We feel that this is not proper or in the public interest in that the public and possibly local government has been cut out of the process while the proposal is still being developed behind closed doors. For your information, I have attached an email to BC EAO on this matter.

Our concerns are outlined in an attached brief. A similar brief was presented to the Corporation of Delta on August 15, 2011. We would appreciate the opportunity to make a presentation to Richmond City Council at your next or earliest City Council meeting, preferably September 12, 2011. If that is at all possible, please contact me ottolanger@telus.net or Carol Day carol@catsigns.ca as soon as possible.

We feel that Richmond can and should take additional measures to oppose this poorly planned project especially when there are much better and safer options available to source and deliver fuel to YVR.

Sincerely yours,

A handwritten signature in black ink, appearing to read "O. E. Langer". The signature is stylized with a large, looped "O" and a cursive "Langer".

Otto E. Langer
Co-Chair VAPOR

Copy – City Clerk
2 attachments

**Email to Ms. Eichenberger BC EAO -Head Jet Fuel Proposal EA –August 30, 2011
Copied to several other parties.**

Dear Ms. Eichenberger: Head of YVR Jet Fuel Delivery Proposal EA - BC EA Office

Thank you for your prompt update. My original email to Ms. Dessouki did indeed bounce. EAO should have a system in place whereby the public and intervenors are informed that the head of the EA review has left the file. The subject EA is a very important issue to many of us and we feel we must be kept fully informed of any development on this file in that it affects our quality of life, public safety and our globally significant Fraser River Estuary.

I also find it very odd that you say that the Technical Working Group, First Nations the proponent (ie VAFFC) and EAO continue to identify and address outstanding issues on this file during what is now a 120+ day suspension in the process. I find this allows some select parties to continue to work on this file and influence your thinking more or less through the back door when the public and even the City of Richmond has been largely shut out of the process several months ago ie after the public input phase. Is this not sub-judice to the process? How is the public interest best served when in a public process you allow the proponent and select others to continue to work on the file with the so called neutral assessor behind closed doors?

The single most outstanding issue in this poorly thought out proposal is the fact that VAFFC seems intent on shipping vast quantities of toxic and flammable of jet fuel into the Fraser Estuary, offload it there and store it on the banks of this very productive and sensitive estuary. In that the FEARO process rejected a similar proposal some 22 years ago, is this part of the proposal now being reconsidered?

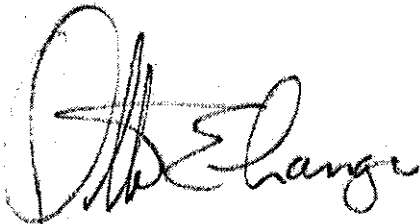
It is key that the public and even other levels of government know what is being considered in that this aspect of the proposal has caused great anxiety and alarm in the Lower Fraser Valley. Also where is the Port Metro Vancouver in this process during the suspension period? You have made no mention of that party although BC EAO and PMV have joined in what is called a 'harmonized EA process'. PMV have recently informed us that their tanker risk assessment in the estuary will not be made available for this BC EAO review. Although they are your EA partners and they have advised you of the need for such studies as part of this EA they have determined that it will not be made part of this EA process. This seems to be a very odd and totally unacceptable arrangement and does not make your file as you state "adequate and complete". To also help you complete your files I have attached a brief our citizens group recently presented to Delta City Council.

Finally as you are aware the BC Auditor General has been very critical of the BC EA process and the operations of the BC EA Office. This follows an earlier critical study of the BC EA system by the Law Centre at UofV. Are these identified shortcomings in the EA process and operations of the EA Office to be corrected prior to any further work on this very critical jet fuel delivery proposal?

Further to this matter and to level the playing field, can you please forward me a copy of all meeting notes and issues that VAFFC, First Nations, the Technical Sub Committee and EAO have considered and documented in any form during this suspension period ie during the past 4 months? The manner in which this file is being handled does lead the public to question if the BC EA process is acting in the best interests of our environment and the citizens of BC.

Your early response to the issues I have raised is appreciated.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'O. E. Langer', with a large, stylized initial 'O'.

Otto E. Langer
Co-Chair VAPOR

On 8/30/2011 9:52 AM, Eichenberger, Kathy EAO:EX wrote:

Dear Mr Langer:

I have taken over the VAFD file from Ms Dessouki. While the proponent had requested a 120 day suspension, EAO, in its timeline suspension order, stated that the time limit suspension will end, and the review will resume, only when EAO has determined that the assessment undertaken for the alternate pipeline route, and information provided by Vancouver Airport Fuel Facilities Corporation, is adequate and complete. The proponent has not submitted any information on the proposed alternative pipeline route and as such, the timeline suspension continues.

However, during the timeline suspension, the technical working group, First Nations, the proponent and EAO continue to engage in identifying and addressing outstanding issues.

I hope this answers your questions. Please feel free to call me anytime if you wish to discuss this further.

Regards,

Kathy Eichenberger P. Eng.

A/ Executive Project Assessment Director

Environmental Assessment Office

off.: 250 387-2307

Please consider the environment before printing this email.Π

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

From: Otto Langer [<mailto:ottolanger@telus.net>]

Sent: Monday, August 29, 2011 12:06 PM

To: Dessouki, Jennifer EAO:EX; Vapor group; EAOINFO EAO:EX

Subject: VAFFC - Status of Jet Fuel Delivery Assessment

Importance: High

Dear Ms.Jennifer Dessouki - BC EAO:

It is my understanding that the 120 day suspension in the BC EAO review process as requested by the VAFFC has now passed its termination date (ie the suspension was to extend to about August 24th, 2011). Could I please have an update on where the review process now stands and what has the VAFFC now submitted to your office and what are the next steps? If VAFFC has not submitted anything new to your office, how does your office now proceed on the EA related to this proposed project?

Your early response to this very important issue will be most appreciated.

Otto Langer Richmond B.C.

The VAFFC¹ Proposal to Ship Jet Fuel into the Fraser Estuary, Build an Offloading Terminal and Tank Farm on the Fraser River Upstream of the George Massey (Deas Island) Tunnel.

Brief to Richmond City Council - August 31, 2011.

Presentation by VAPOR²

1.0. Introduction.

VAPOR and its supporters are not opposed to the Vancouver International Airport (YVR) having a stable supply of fuel to meet the needs of YVR. However, our societal industrial needs must be put into balance with the social and environmental needs of our society so as to offer effective protection of our environment and public safety. In this case it is especially important because the fragile Fraser River, its estuary and surrounding marine waters in the Gulf of Georgia (Salish Sea) is needlessly being exposed to a new and totally unacceptable environmental and public safety risk.

In 2010 the VAFFC submitted a proposal to the BC Environmental Assessment Office (EAO) for shipping jet fuel from US and international offshore locations (e.g. Singapore) by barge and Panamax size oil tankers into the Fraser River to a location about two kilometers upstream of the Massey Tunnel. On the bank of the Fraser River on Lulu Island they would upgrade a dock and build a new off loading facility and a tank farm consisting of six large storage tanks that would store up to 80 millions litres of toxic and highly flammable jet fuel. The plan is to then build a pipeline across Richmond to pipe the fuel to YVR. The plan was to route the jet fuel pipeline through residential areas but VAFFC has put its proposal in suspension until late August 2011 to re-examine this routing in response to a negative public response.

In 1988 VAFFC submitted an application to the then Federal Environmental Assessment and Review Process as part of the Federal Environmental Assessment and Review Office to barge jet fuel up the North Arm of the Fraser River and build a dock and off loading facility to store jet fuel on Sea Island. The Public Review Panel in 1989 rejected this proposal in that it posed too great a threat to the river, its fishery and wildlife resources and their extremely productive but fragile estuarine habitats.

To date jet fuel was supplied to YVR by means of the Kinder Morgan (KM) Pipeline from Burrard Inlet refineries. Now only the Chevron refinery supplies jet fuel to YVR and that meets 40% of VAFFC needs. Another 40% is barged from the BP-ARCO refinery at Ferndale (Washington State) into Burrard Inlet, off loaded and shipped via the

¹ Vancouver Airport Fuel Facilities Corporation (a corporation owned by Air Canada and 27 other YVR airlines).

² A Lower Fraser Valley citizens group dedicated to the protection of the Fraser Estuary and local communities from the impacts of the proposed VAFFC marine shipping and storage and handling of toxic and flammable jet fuels in the heart of that estuary by promoting common sense environmentally friendly pipeline alternatives to supply jet fuel to YVR).

KM pipeline to YVR. VAFFC has stated that the pipeline is at capacity at peak airport use and an additional 20% of the fuel is now trucked to YVR from the BP-ARCO refinery.

The VAFFC present proposal would eliminate trucking of fuel and it would probably cast doubt on the long term survival of the KM Chevron- Burnaby -YVR pipeline which has functioned safely over the past 40 years.

In 1988 the VAFFC submitted a proposal to the Federal Government to barge jet fuel up the North Arm of the Fraser River to Sea Island and it was reviewed by the Federal Environmental Assessment and Review Process (FEARO). After two days of hearings in March 1989 the FEARO Public Panel determined that the proposal to ship jet fuel into the river constituted too great a risk to the fish and wildlife resources of the Fraser River Estuary and it was turned down.

2.0. The Issues.

2.1. Jet Fuel and Water Transportation.

The proposal to ship several barge and tanker loads of toxic and flammable jet fuel into the estuary is unprecedented and when a similar proposal was reviewed in 1989 it was rejected. The VAFFC consultant reports notes that spills are to be expected and probability frequency predict a possible spill into the river of up to 50 barrels (about 8000 litres) every 6 years and up to 1000 barrels (about 160,000 litres) every 30 years.

Frequency predictions can be misleading as spills this size or larger could occur at any time (e.g. twice in the same year or the same month or a catastrophic spill could occur from a tanker or barge grounding or collision). The VAFFC studies seem to dismiss such spills as a minor concern indicating that any spill would just be flushed into the river where it would disperse and simply evaporate.

2.2. The Value of the Fraser River, its Estuary and Impacts of Spilled Jet Fuel.

Jet Fuel is very toxic material that is laced with many additives (eg. chemicals for anti-corrosion, lubricant improvers, anti-oxidants, biocides, ice inhibitors, static electricity inhibitors, temperature stabilizers, etc.). It is toxic to all forms of salmon and other fish and aquatic life that forms the food chain that supports the abundance of estuarine fish and bird life. Also the jet fuel is extremely deleterious to wildlife when it gets on their feathers or fur. Jet fuel will kill fish in the parts per million range and is as toxic as many pesticides. Jet fuel is also toxic to humans and has carcinogenic properties.

Much of any spilled jet fuel would evaporate slowly but at different rates based on the seasonal temperatures and weather conditions. Wind and currents would mix the jet fuel into the water column where it would readily attach to the sediments abundant in the river and settle to the river bottom. Any jet fuel spilled into the river would persist for at least two days and heavy fractions in that kerosene based fuel and additives would persist

much longer (i.e. weeks to years). This is especially the case in the marshes, river sediments and mudflats which are critical habitats in the estuary. In that the kerosene based jet fuel is relative light oil it will spread rapidly and with tide, currents and wind it would contaminate a large area. Containment is near impossible.

The Fraser River is Earth's single largest salmon stream. In 2010 it supported the largest runs of sockeye salmon over the past 100 years. The estuary is Canada's largest over-wintering area for waterfowl in Canada. It is the largest river and estuary on Canada's West Coast and is a river and estuary of global significance. It does require special protection such as that put into place in the 1980s by the purchase and creation of wildlife protection areas (e.g. Reifel Bird Sanctuary, Alaksan National Wildlife Refuge and international Ramsar designated wetlands), formation of FREMP and local zoning to protect its valuable habitats and shorelines from further harm and allow restoration (e.g. the Ladner Sewage and No. 2 Road Bridge Lagoons).

The importance of the Fraser River Estuary wetlands is recognized by international treaty through the United Nation's Ramsar Convention to which Canada is a signatory. A large portion of these important wetlands are located within the municipal boundaries of the Corporation of Delta and Richmond.

The most protected and pristine habitat that forms the heart of the Fraser Estuary is found along the Richmond and Delta shorelines immediately downstream of the proposed offloading terminal and tank farm. Any spill outside of the immediate Richmond – Delta areas could also impact the shorelines of Surrey, White Rock and Vancouver. The VAFFC proposal would have jet fuel laden barges and Panamax sized tankers routinely moving through this sensitive waterway on a weekly basis. This will greatly complicate marine and in-river transportation, recreation and occur directly in a large Canada – US salmon fishing area. The estuary and its fishery simply cannot be exposed to greater industrial pressures especially that associated with the water borne transport of large volumes of toxic and flammable jet fuel.

Containment and treatment of any spill have not been planned for and the City of Richmond, the Metro Vancouver Port or the Canadian Coast Guard does not have the equipment or material to clean up such a spill or fight significant fires as caused by a volatile and very flammable jet fuel. Catastrophic jet fuel spills and tank farm fires have recently occurred in many parts of the world.

The impact on public safety is huge. The proposed marine terminal is adjacent to existing riverfront residential condominiums and the RiverPort entertainment complex. A spill or fire could require the immediate evacuation of thousands of people. A fire and or explosion could easily result in multiple fatalities and injuries. To illustrate the severity of such as disaster, a recent jet fuel tank farm fire at Miami melted the fire fighting system and it took hours with specialized airport fire fighting equipment to get the inferno under control. In addition to the impact of spills, spills and routine transfer of fuels does result in the contamination of the air and results in odor problems. These can sometimes be noticed up to 2-3 kilometers from present YVR fueling facilities.

The Metro Vancouver Port has asked for jet fuel tanker hazard risk transportation studies in the estuary and river. VAPOR feels the public must see the predicted hazard footprints for spills, fires and explosions as related to nearby human infrastructure and residential areas as related to safety precautions under various scenarios. To date none of these studies have been provided by VAFFC.

The near impossibility of getting emergency equipment to the area during the morning and afternoon commuter rush hours of the day has been totally neglected by VAFFC and is not being addressed by anyone else.

2.3. The Environmental Review Process.

VAFFC voluntarily registered this project with the BC EAO for an environmental impact review and approval. The EAO is undertaking the review in cooperation with the Metro Vancouver Port (MVP). VAPOR is very concerned about the thoroughness, transparency and objectivity of that EAO review process especially given that MVP is in a conflict position as it would be the landlord for the proposed tank farm. The BC EAO legislation and assessments have recently come under criticism after detailed review by the BC Auditor General (2011) and the University of Victoria Law Centre (2010) and many professionals in the field. Of about 100 assessments done by EAO, only one project has been turned down and the conditions related to many approvals are not properly monitored nor enforced. This is of special concern in that this project is to serve a federal airport, use a federal harbor, affect federally protected fish and migratory birds and relate to federal marine navigation laws and responsibilities.

3.0. What are the Options?

VAFFC has identified several options to supply fuel to YVR but readily dismissed the most environmentally responsible and safer options and selected a VAFFC wholly owned and controlled option. Fuel would be obtained from the US and potentially cheaper offshore sources, shipped into the Fraser River Estuary (with a high probability of using offshore registered flags of convenience Panamax tankers) for off-loading, storage and pipeline delivery to YVR.

All data and information from the jet fuel supply industry indicate that pipelines are the most economic and safest way to supply fuel to any large users including airports. The Los Angeles area airports are all supplied by jet fuel pipelines. The Cherry Point ARCO refinery supplies jet fuel to SEATAC and the Portland airport by means of a several hundred kilometer pipeline down the Interstate 5 highway. The shipping of jet fuel into the Fraser River and its unloading and storage on Lulu Island creates a very great and needless risk to the fish and wildlife resources and our human infrastructure, safety and property in the Richmond, Delta and Surrey areas of the estuary.

4.0. Request for City of Richmond Resolution:

In that this proposal will greatly affect the very sensitive waters and vast estuarine habitats, residential and commercial property and the fishery that are unique to Richmond and Delta, ***it is respectfully but urgently requested that Richmond City Council formulate and pass a resolution opposing the transport and handling of toxic and flammable jet fuel in the Fraser Estuary and urge a more environmentally responsible option of sending fuel to YVR directly over land from their refinery sources e.g. the KM Pipeline from the Chevron Refinery and a new pipeline along Highway 99 and Interstate 5 from the BP-ARCO refinery directly to the airport.***

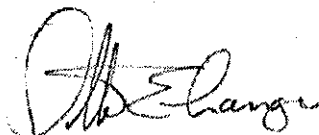
This option is the most economic over the long term (60 year projected life of the project) and is the safest option over the transport and of loading and offloading of fuel over water and in the estuary and eliminates the need for the construction and operation of large new tank farm on the bank of the river immediately upstream of the Massey Tunnel. The building of such a pipeline would require pipeline construction from the Massey Tunnel in the Highway 99 and Interstate rights of way south to where it would join the existing Olympic Pipeline already in place.

VAFFC has already proposed a pipeline from the Massey Tunnel area to YVR. We are simply asking them to extend it from that tunnel to the BP-ARCO refinery some 60km further south – a very short distance by modern pipeline building standards.

VAFFC has indicated that they may want to obtain cheaper fuel from offshore sources (e.g. Singapore) and ship it to their proposed Fraser Estuary terminal. The ARCO to YVR pipeline option allows this to take place and is the better option. The ARCO Cherry Point facility has a modern dock that will accommodate any sized tanker for off loading to the refinery or for pipeline transport to YVR in a pipeline. A new pipeline from ARCO to YVR would be about 75 km long. The Olympic pipeline also ties into other US refineries and that should assure a stable supply of fuel.

VAFFC has argued that this pipeline is too difficult to build in that it has to pass through different government jurisdictions. Thousands of kilometers of pipelines transport oil across the Canada – US border and through thousands of local jurisdictions each day in North America. Also the airlines are very adept of dealing and negotiating countless international issues at a multitude of airports in many countries so this Canada/US jurisdictional complication argument carries little weight.

Respectfully submitted by VAPOR.



Otto E. Langer Co-Chair VAPOR

Authors: OEL, FS and JR.

August 31, 2011

Unanswered Questions Related to the Proposal to Allow Jet Fuel Tankers into the Fraser River.

**By Otto Langer
September 7, 2011.**

Unanswered Questions Related to the Proposal by the Vancouver Airport Fuel Facilities Corporation (VAFFC) to ship local and offshore sourced jet fuel into the Fraser River Estuary, off load it at a shore terminal and store it in a large tank farm on the banks of the Fraser River and pipe it across Richmond to YVR.

The VAFFC asked the BC Environmental Assessment Office (BC EAO) to voluntarily accept their proposal to ship jet fuel into the Fraser River for a voluntary review. Unfortunately this large and serious environmental and public safety threat no longer is covered by the BC or Federal environmental review processes. This is very ironic in that in 1988 the same VAFFC submitted a proposal to the Federal Assessment and Environmental Review Process (FEARO) for review. That proposal was to ship barges of jet fuel into the North Arm of the Fraser River to Sea Island. The FEARO process of the day established a tribunal panel to review the matter and that panel in a proper and transparent public review process involving two days of public hearings rejected the proposal in that it posed too great a risk to the fish and wildlife in the Fraser River Estuary.

Despite that, VAFFC, as headed up by Air Canada and 27 other YVR airlines, saw fit to apply for a review by the BC process which seems to have little real environmental jurisdiction in this area which is largely administered by a federal administrative framework and has been recently criticized by The BC Auditor General and the University of Victoria Law Centre for doing a less than diligent job in reviewing over 100 projects in BC. Their public consultation is less than acceptable and they have only rejected about 1% of the projects they have reviewed. Of those that they have approved, critics note their lack of due diligence in enforcing their conditions of approval.

The real irony of this less than reputable environmental review is that the BC EAO has teamed up with the federal agency Port Metro Vancouver (PMV) to do what is called a "harmonized review". That is especially ironic in that the Province seems to be chairing and running the review and MPV owns the harbor and the land on which much of the project will take place as related to the offloading storage facility. Many, including the City of Richmond, have stated that PMV will financially benefit from any approval therefore they have to be in a conflict of interest.

To make matters even murkier, PMV then sent a letter to BC EAO during the public comment period regarding weaknesses in the VAFFC studies and recommending a tanker risk study which PMV then initiated. Further to this the port now says:

"The tanker risk study was commissioned by Port Metro Vancouver to inform its management of vessel traffic on the Fraser River. We expect that it will be

completed at the end of this year. It is independent of the airport fuel delivery project and as such the study report probably will not be included in that project's document file. Nevertheless, we will be making the findings known in the spring (we will need some time to evaluate the results of the study once it is complete)."

*Juergen Baumann, M.B.A., R.P.Bio.
Director, Environmental Programs
August 11, 2011*

Now after VAPOR (a citizens group opposed to shipping jet fuel into the estuary and promotes a safer alternative of piping of fuel directly from the Chevron and ARCO refineries directly to YVR) inquires about the status of these studies, PMV says that the studies will not be available until next year i.e. long after the BC EAO had planned to complete its environmental assessment and make its environmental certificate recommendations to key BC Cabinet Ministers for approval. Why would, when this VAFFC project will give rise to at least a large barge or tanker movement of fuel into and out of the estuary on a nearly daily basis, PMV conduct a study on tanker risks and not make that study available to the so called public review process? Why would BC EAO expedite the review process without such studies being available?

Further to the above there is one key issue that has never been addressed by senior government in their rush to downgrade environmental assessment in BC and Canada. In 1988 the same VAFFC proposed a similar facility in the Fraser Estuary. It was reviewed by FEARO and in 1989 they concluded after holding proper public hearings that such a proposal, although much smaller at that time, posed too great a risk to the estuary and turned it down.

In 2008-2011 period the BC and Canada EA laws and guidelines did not even require this much larger project and threat to the environment to be reviewed! VAFFC simply asked BC to voluntarily take on this review. Why VAFFC did not go to the federal government remains unexplained in that this project is to serve a federal airport with jet fuel. This project is to build its storage tanks on federal PMV land. PMV will profit from that development. The harbor is federally owned and PMV is a federal agency. The large runs of salmon and other fish and their habitats in the river are a federal responsibility. The abundant migratory bird populations in the estuary are also a federal responsibility. The laws governing shipping in the estuary and environs are the responsibility of MPV and the Canada Shipping Act and the Canadian Pilotage Authority – all federal authorities.

The simple basic questions that no one will answer include:

1). If a much smaller project of this nature was rejected in 1989, why is a much larger higher risk project being considered in 2011?

- 2). Why would the federal port authority (PMV) be given the responsibility to assess environmental impacts on the Fraser Estuary on behalf of the federal government when OMV will profit from approval of the project? Is that not an obvious conflict of interest?
3. Why does the federal government with many overlapping responsibilities and jurisdictions and ownership in this area not take the lead in any environmental review as directed by a neutral federal facilitator such as FEARO that has a good record of reputable environmental reviews over the past 25 years?
4. Why have agencies like DFO and DOE (that in the past publicly objected to such a proposal) now invisibly sit behind closed doors on a VAFFC technical subcommittee and provide them input yet not present their views and their legal statute requirements at public hearings?
5. Why do Air Canada (the leading partner in VAFFC) and other airlines like Lufthansa have guidelines in place to protect the environment and yet allow its agent VAFFC to propose one of the most threatening projects to be seen proposed in this globally significant fish and wildlife habitat area? Needless to say this proposal predicts that jet fuel spill will occur into the river on an ongoing basis.
6. Further to the above, Air Canada is a supporter of the Ramsar Treaty (an international organization dedicated to the protection of globally significant wetland habitats such as those designated in the Fraser River Estuary) so why would they undermine and threaten such a key and fragile habitat with such a terribly planned jet fuel delivery proposal?
7. Why would PMV pretend they are equal partners with the BC EAO, who argue they are a neutral body, yet accept PMV as a harmonized partner in this review when PMV is in an obvious conflict of interest i.e. they will financially benefit from this development if and when approved? Why would the Federal government allow such a dysfunctional EA process to take place?
8. The BC EAO closed their public input process in late April 2011. VAFFC then asked for a 120 day suspension in the process which is now overdue. Meanwhile BC EAO has confirmed that during this suspension period it has been in contact with VAFFC, First Nations and the technical sub-committee to advance the proposal. In that the public has been left out of this behind closed doors process, how is this fair, ethical or legal?
9. To further confuse the matter, the PMV as a co-chair of the EA process has written a submission to the harmonized PMV - BC EAO environmental assessment process noting shortcomings in the VAFFC consultants EA studies and noted the need for a tanker risk study. Why would PMV appear as a neutral reviewer and judge on this matter and then act as a participant and send recommendations to an assessment process they co-chair and related to a proposal

that they will profit from?

10. PMV notes the need for a tanker risk study and has commissioned such. However in August 2011, PMV notes that the study will not be ready for the jet fuel delivery environmental assessment and further state that although they identified it as a gap in the EA studies, their own tanker hazard impact studies were never intended to be part of any review related to jet fuel tanker traffic on the Fraser River. How does this make any common sense?

11. Although many experts note that it is more economic and cheaper over the long term to build a pipeline to supply fuel to an airport from local and even distant refineries, why is this option not considered seriously by VAFFC or responsible federal and provincial transportation and environmental protection agencies?

12. Of the 115 EAs the BC EAO has reviewed, about 1% was rejected. A study by UofV Law Centre was very critical of the BC EA process and its office in its 2010 review. The BC governments own Auditor General then reviewed the BCEAO in 2011 and published a report very critical of its operations and recommended many changes to make it an effective and accountable EA agency. Why would the BC Environment Minister live with such an unsatisfactory state of affairs and why would the Federal government that has so much to lose live with this dysfunctional and ineffective review process?

13. Why did the VAFFC select the BC EAO for this review when almost all responsibilities related to their operation and protection of the public trust is vested in the Federal government in this area? Did the Federal rejection of their project in 1989 and the promised facilitation of approvals by the BC EAO have something to do with this selection?

14. One can probably safely conclude that environmental protection was more effective and taken much more seriously in the 1980s than it now is. The Cohen Commission has just heard that DFO investigated 3000 Fisheries Act environmental / habitat violations in 1998. By 2008 that had dropped to 300 - a ten fold reduction! In 1999 the entire DOE, MOE and DFO enforcement staff in BC and the Yukon obtained 49 convictions for habitat-pollution violations. By 2009 that had dropped to one (1) in BC and a total of two (2) for all of Canada. Why is that the case? It is clear that the environment is being undermined more each year. Why would the environmental regulatory agencies not show a greater degree of diligence? Instead MOE, DFO and DFO has adopted a system of self compliance and self monitoring by industry and now play a hands off game as they cut more staff each year as environmental pressures continue to increase due to more development associated with an ever increasing population. Why is environmental protection not treated in amore diligent manner?

15. If our fishery and wildlife resources, our quality of our rivers and oceans and

our public safety is important to our quality of life and our basic survival, why does the public and local city councils in Richmond, Delta, Surrey and Vancouver not more forcefully tell the airlines, their port authority and the federal and BC government that enough is enough. Perfectly safer alternatives have been documented and can be expanded to get jet fuel safely to YVR. Most other airports including that at Seattle, Portland and several in the Los Angeles area use pipelines to get jet fuel to their airports from nearby and distant supply sources. Why is VAFFC so determined to ignore this obvious and safer option to get jet fuel to YVR?

Otto E. Langer MSc
September 14, 2011

The VAFFC Proposal to Ship Jet Fuel into the Fraser River Estuary, Build a Tank Farm on the River and Pipe it Across Richmond to the Vancouver International Airport

Wrong Place - Wrong Time - Wrong Proposal

VAPOR presentation to Richmond City Council
September 12, 2011
By Otto Langer

What is VAPOR?

- A group of concerned citizens from the Lower Fraser River area opposed to marine shipping of jet fuel into the Fraser Estuary because of public safety and environmental risks.
- Promote the safer alternative - a pipeline to deliver fuel from the ARCO and Chevron sources directly to YVR.



History of the VAFFC Proposal

- VAFFC proposal to barge fuel into the Fraser River in 1989 rejected by Federal Environmental Assessment Panel
- FEARO determined it was too great a threat to the river and its fish and wildlife resources.
- 2008 VAFFC voluntarily registers new proposal with BC EAO for review and certification.



1989 FEARO Study



2011 VAFFC EA Certificate Application

The 2010 VAFFC Proposal

- A new proposal submitted to BC EAO in 2008 to ship toxic and flammable jet fuel in barges / Panamax tankers into the Fraser River over the Massey Tunnel and
- build a terminal and 80M litre tank farm upstream of the RiverPort residential and recreational complex
- delivery to YVR via pipeline across Richmond.



VAFFC dock and tank farm proposal in Richmond upstream of the Massey Tunnel

Unacceptable Risk to the Estuary



- Jet fuel is full of additives
- Very toxic to fish and invertebrate life
- Toxic and a killer of waterfowl
- Very flammable
- Spill and Odor issue



Spills – a certain probability.

- VAFFC predicts the probability of a <50 barrel spill each 6 years and
- a <1000 barrel spill each 30 years.
- Such will impact the river, human safety, property, recreation, habitat, the fishery and wildlife.
- VAFFC simply suggests dispersal and evaporation as the solution.

Risk to Delta

- One-half of the estuary is in Richmond
- Globally recognized wetlands for fish and wildlife – islands complex
- The RiverPort to Steveston waterfront
- The fishery
- Recreational losses
- Flawed EA process (BC AG, UofV criticisms)

Strong Public Opposition

- City of Richmond
- John Cummings ex MP and Cons. leader
- Vicki Huntington MLA Delta
- Linda Reid MLA Richmond
- Many ENGO groups BBCS, FRC, WBPS
- First Nations
- 4000+ petition signatures

Request – Delta Council Resolution

- *It is respectfully but urgently requested that Richmond City Council formulate and pass a resolution opposing the transport and handling of toxic and flammable jet fuel in the Fraser Estuary and urge a more environmentally responsible option of sending fuel to YVR directly over land from their refinery sources*

Thank you

- VAPOR
 - Carol Day – chair
 - Otto Langer – co-chair
- DIRECTORS
 - Scott Carswell
 - Barbara Huisman
 - Daniel Leung
 - James Ronback
 - Frank Suto
 - Betty Swedberg
 - Judy Williams





**Richmond Zoning Bylaw 8500
Amendment Bylaw 8590 (RZ 08-403161)
10240 & 10260 RUSKIN ROAD and 8371 RYAN ROAD**

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

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

P.I.D. 010-379-851

Lot 30 Section 33 Block 4 North Range 6 West New Westminster District Plan 18353

P.I.D. 003-494-462

Lot 29 Section 33 Block 4 North Range 6 West New Westminster District Plan 18353

P.I.D. 004-320-727

Lot 28 Section 33 Block 4 North Range 6 West New Westminster District Plan 18353

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8590"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAR 22 2010

APR 19 2010

APR 19 2010

APR 19 2010

SEP 01 2011

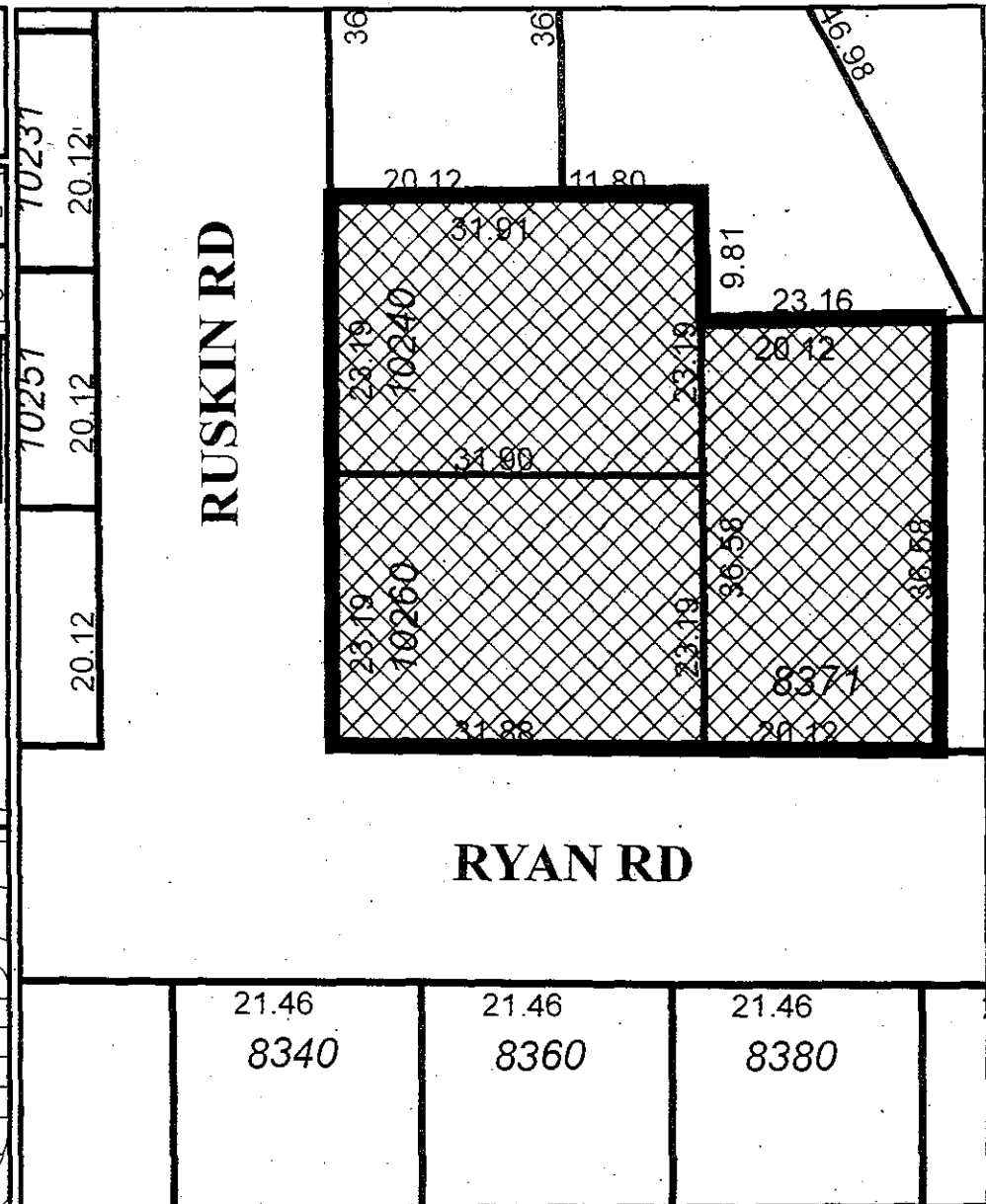
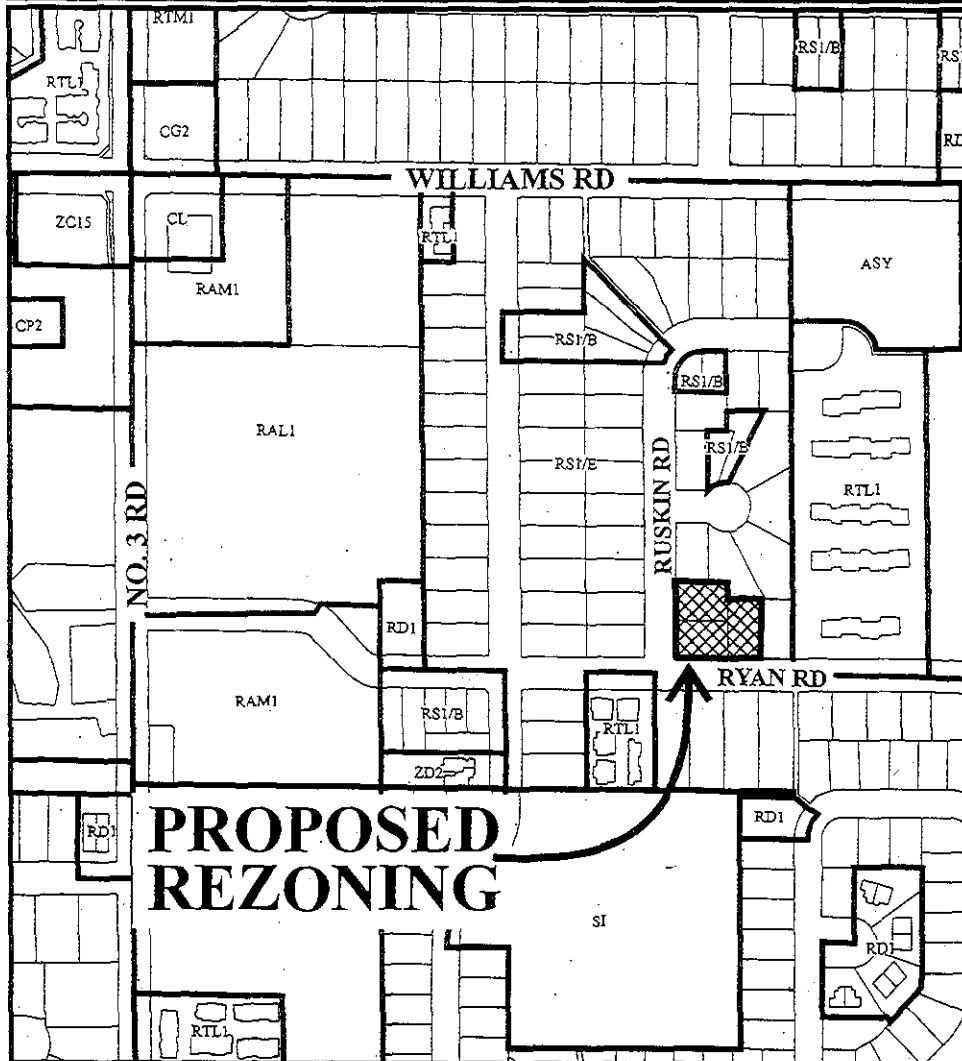


MAYOR

CORPORATE OFFICER



City of Richmond



RZ 08-403161

Original Date: 02/07/08
Revision Date: 03/01/10
Note: Dimensions are in METRES

ATTACHMENT 1



City of Richmond

Bylaw 8740

Richmond Zoning Bylaw 8500 Amendment Bylaw 8740 (RZ 10-555818) 8211/8231 LUNDY ROAD

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

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

P.I.D. 006-286-933

Lot 77 Section 21 Block 4 North Range 6 West New Westminster District Plan 20753

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8740**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAY 09 2011

JUN 20 2011

JUN 20 2011

JUN 20 2011

AUG 31 2011



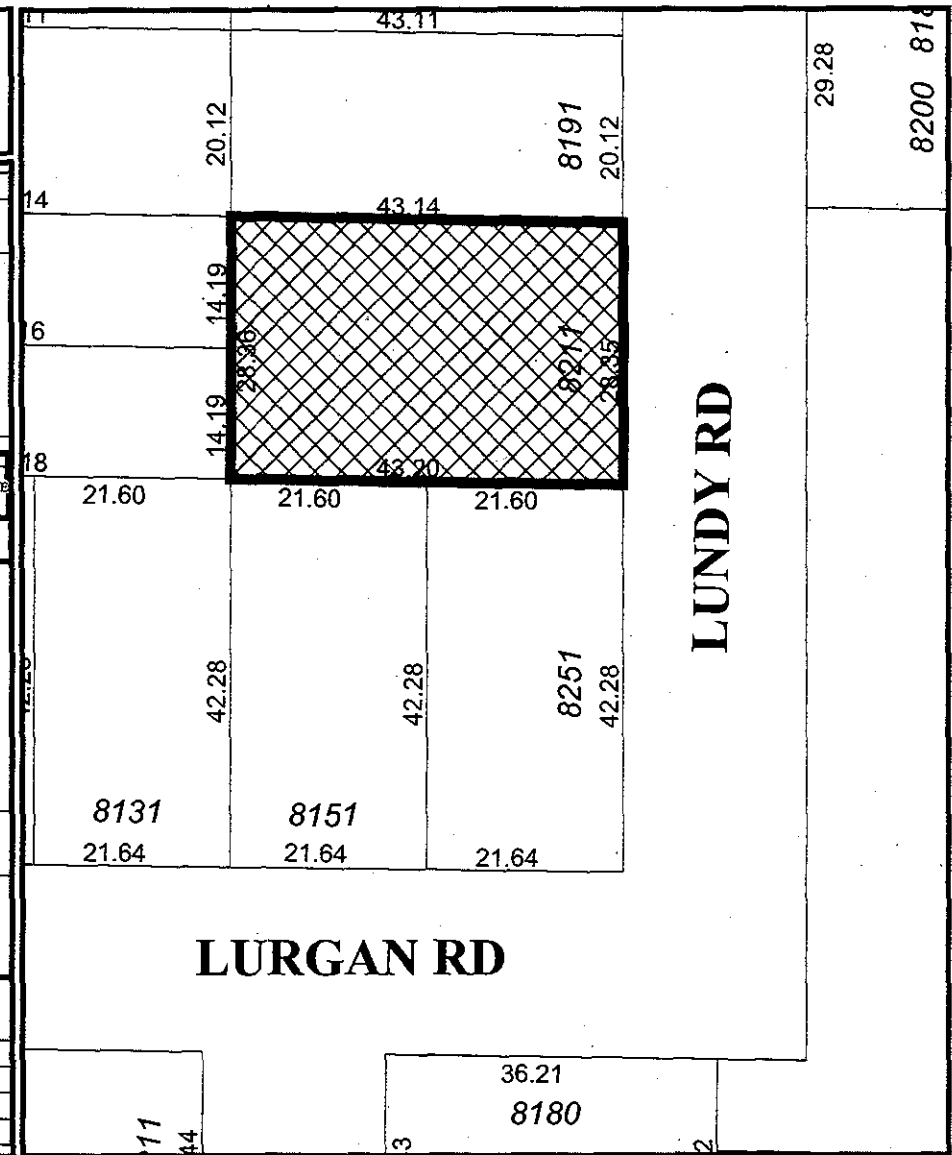
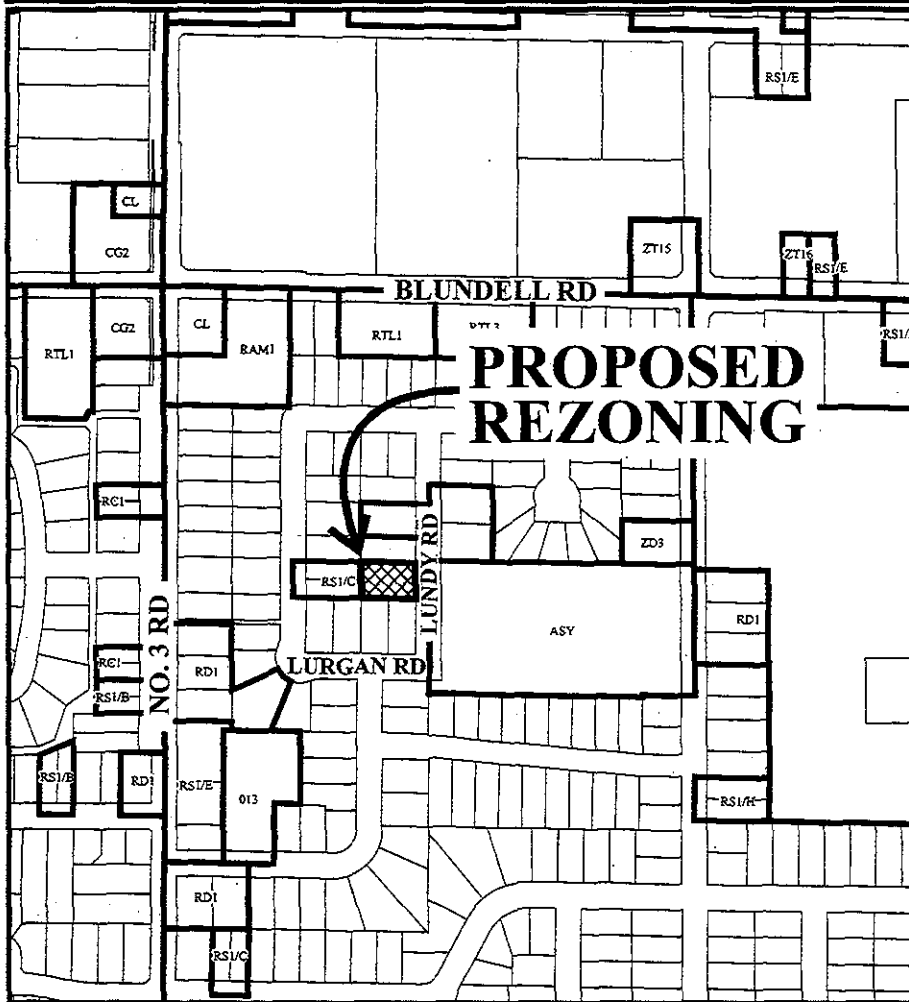
MAYOR

CORPORATE OFFICER

CNCL-171



City of Richmond



CNCL-172



RZ 10-555818

Original Date: 01/05/11

Revision Date: 04/13/11

Note: Dimensions are in METRES



City of Richmond

Memorandum

Planning and Development Department
Policy Planning

To: Mayor and Council
From: Brian J. Jackson, MCIP
Director of Development

Date: September 6, 2011
File: DV 11-581634

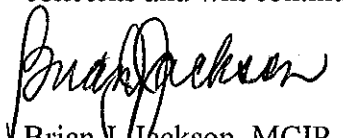
Re: Layfield Plastics Expansion – Response to Noise Concerns

At their regular meeting of August 24, 2011, the Development Permit Panel heard from Mr. and Mrs. Baerg, the owners of 11411 Shell Road in regard to the proposed plant expansion under DV11-581634 by CTA Design Group.

The Baergs indicated that there was a frequent ringing sound which appeared to be associated with the Layfield Plastics existing operation. The Baergs were concerned both with the existing noise and the prospect that the proposed expansion would result in additional noise from the plant.

The City undertook an initial noise test and found that the noise was below City noise bylaw standards. However, Layfield Plastic's Director of Corporate Engineering, Lauren Walker, met with the Baergs first alone and a second time with City staff also in attendance (August 31, 2011) to review the concerns and work together on an appropriate response. At the latter meeting Mr. Walker committed to obtaining the assistance of the appropriate professionals to locate the source of the noise and put in place reasonable measures to reduce the noise from the plant. Mr. Walker has provided a letter to the City reiterating his commitment (**Attachment 1**). Mr. Walker has also indicated that Layfield Plastics will follow up with the Baergs and the City as they work to attenuate the noise from the plant.

Staff are satisfied with the commitments made by Layfield Plastics to take steps to address the noise concerns and will continue to work with the company and the Baergs as necessary.


Brian J. Jackson, MCIP
Director of Development

BJ:deb
Att. 1

CNCL-173



LAYFIELD GROUP LIMITED
11120 Silversmith Place, Richmond, BC V7A 5E4 Canada

■ Phone: (604) 275-5588
■ Fax: (604) 275-5589
■ Toll Free: 1 800 558-8275

■ Web: www.layfieldgroup.com
■ E-Mail: corp@layfieldgroup.com

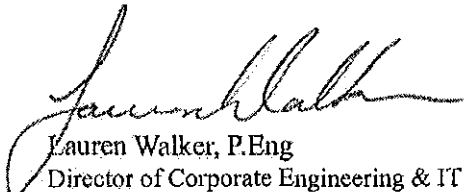
David Brownlee, M.A.
Planner -- Special Projects
City of Richmond
6911 No. 3 Road,
Richmond, BC V6Y 2C1

August 31, 2011

Dear Mr. Brownlee:

We believe that our meeting on August 31st with yourself and our neighbours, Ben and Betty, was productive. We do recognise the concern of our neighbours regarding the noise from our facility at 11120 Silversmith Place in Richmond. Layfield commits that within the scope and timing of the current planned expansions, we will, with the assistance of the appropriate professionals, put in place reasonable measures to reduce the offending noise to lower than the present condition and we will make sure that we comply with the City noise bylaw requirements at our neighbours' property.

Best regards,



Lauren Walker, P.Eng
Director of Corporate Engineering & IT
Layfield Group Limited



Development Permit Panel

Wednesday, July 27, 2011

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
Dave Semple, General Manager, Parks and Recreation

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, July 13, 2011, be adopted.

CARRIED

2. Development Permit 10-545704

(File Ref. No.: DP 10-545704) (REDMS No. 3218163)

APPLICANT: Chen Design Studio

PROPERTY LOCATION: 7900 Bennett Road

INTENT OF PERMIT:

1. Permit the construction of two (2) back-to-back duplexes at 7900 Bennett Road on a site zoned "Infill Residential (RI2)"; and
2. Vary the provisions of the Richmond Zoning Bylaw No. 8500 to permit a 0.5m building projection beyond the vertical height envelope.

Applicant's Comments

Xi Chen, Designer, Chen Design Studio, provided the following details regarding the proposed two back-to-back duplexes at 7900 Bennett Road:

- the subject site was subdivided into two new lots, and a two-unit duplex building is proposed for each lot;

- the proposed design of the buildings are two-storey wood frame homes, approximately the same height as existing adjacent residences;
- the proposed front yard setback matches the front yard setback of existing adjacent homes;
- the proposed density is 0.55 floor area ratio;
- architectural form and character is similar to single-family, duplex, and two-storey townhouse residences on adjacent lots;
- Crime Prevention Through Environmental Design (CPTED) is applied to the proposed development, and safety and security is enhanced by: (i) a front fence that is less than 1 metre in height to allow casual observation of the street; (ii) well lit entrances to residences; and (iii) a shared tenant pathway for "B" units;
- accessibility features are in place throughout the design scheme, and aging-in-place features are provided in all units;
- the rear "B" units will be convertible, and have the base level of accessible features, such as widened doors, stairs and corridors throughout;
- framing and electrical elements are included for a future stair lift, and the living room is convertible into a bedroom, with an accessible washroom included;
- sustainability features on site include permeable pavers, low flow fixtures and faucets, water efficient appliances, and dual flush toilets;
- there are motion sensors and timers in the public area to reduce electricity consumption;
- low glazing is used, as are low emitting materials, where applicable; and
- operable windows will create a better indoor environment.

In response to the Chair's query regarding parking, Ms. Chen stated that the zoning bylaw requirement of greater than 1.0 resident parking spaces per dwelling unit, or 0.5 parking spaces per bedroom (3 spaces per lot), is achieved.

In response to the Chair's request for information regarding access to the site, garages, and landscaping, Masa Ito, Ito and Associates, Landscape Architects, advised that:

- rear lane access is provided to this site from Acheson Road, with parking garages at the rear of the site;
- the landscape scheme includes a patio space at the front of each unit, and boulevard street trees; and
- an open arbour denotes the main entrance to the site.

Panel Discussion

Discussion ensued between the Panel and Mr. Ito regarding:

- all parking is at the rear of the subject site, and a pathway in the centre of the site features some low landscaping to soften the edges;
- the proposed fence could be relocated further toward the north, to allow the addition of more landscaping elements;
- the access from the lane is a hard surface;
- no outdoor amenity space is provided on site, but the project is located close to the City's Brighthouse Park, an area that offers outdoor space; and
- fencing the perimeter is a questionable solution to adjacency issues.

Discussion continued with the Panel questioning the appropriateness of: (i) a lack of outdoor space; (ii) reliance on Brighthouse Park for outdoor activity for children; (iii) questionable safety for children leaving the subject site and going to Brighthouse Park for play; and (iv) the general lack of quiet outdoor space on the subject site.

Staff Comments

Brian J. Jackson, Director of Development, advised that the unique zone "Infill Residential" was created specifically for the Atchison Road/Bennett Road area, and that the zone has no requirement for a common outdoor amenity space, though the infill residential project to the east of the subject site features detached garages.

The design scheme includes a trade off between attached garages and having additional parking off the lane, and pushing the garages further south.

In response to a query from the Chair, Mr. Jackson advised that if the applicant moved the garages further north on the subject site without a dedication on the south side, vehicles might have a problem manoeuvring onto the half lane.

Gallery Comments

Bob Harrison, 9591 McBurney Drive, stated that a 3:30 p.m. start time for a Panel meeting was inconvenient for some residents.

Correspondence

None.

Panel Discussion

The Chair stated that the project's design could be more appropriate and more sensitively executed in terms of: (i) landscaping; (ii) presentation to the lane; (iii) whether there is a way to make access to the site, and parking, more workable; and (iv) the provision for usable outdoor space for each unit.

The Chair added that he had a concern regarding liveability for future residents of the rear, or, "B" units.

The Panel further commented that: (i) now was an opportune time to be creative; and (ii) replacing fences was an inadequate response to interface with adjacent properties.

Panel Decision

It was moved and seconded

That Development Permit 10-545704 be referred back to staff for further examination of:

- (i) the landscaping scheme;*
- (ii) presentation to the lane;*
- (iii) access to the site;*
- (iv) on-site parking; and*
- (v) provision of useable outdoor space for each unit.*

CARRIED

3. Development Permit DV 10-542375
(File Ref. No.: DV 10-542375) (REDMS No. 3227953)

APPLICANT: Provincial Rental Housing Corporation

PROPERTY LOCATION: 8180 Ash Street

INTENT OF PERMIT:

1. Vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and
2. Vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6

To permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing affordable single-family dwellings.

Applicant's Comments

Julio Gomberoff, Retired Architect, 455 Beach Crescent, Vancouver, spoke in general terms regarding: (i) the more than 6 feet of frontage; (ii) the recessed property line; (iii) the unique hammerhead driveway arrangement that allows for cars to go forward onto Dayton Court; (iv) the size of the six proposed lots exceeds the zoning bylaw requirement; (v) the 2 ½ storey height of the proposed homes; (vi) the finished site grade; (vii) the subject site's potential to add between 6 and 9 cars to the neighbourhood; and (viii) shrubs, grass, and the number of trees to be planted on site as part of the landscaping scheme.

Development Permit Panel
Wednesday, July 27, 2011

In concluding his remarks, Mr. Gomberoff stated that the project is 99.9% in compliance with the City's zoning bylaw.

The Chair noted that the requested variances indicated that the project is not in compliance with the City's zoning bylaw.

Naomi Brunemeyer, Manager, Regional Development, B.C. Housing Management Commission, explained the relationship between the Provincial Rental Housing Corporation and the B.C. Housing Management Commission.

She remarked that the application is an overall housing package, and that the Provincial Rental Housing Corporation has owned the site for some time, and has tried to achieve more density on the site. Ms. Brunemeyer drew the Panel's attention to the following features of the proposed development:

- the application was originally presented to the Development Permit Panel in February 2011, and since that time the applicant has worked with City staff to address concerns regarding the original driveway design;
- the hammerhead driveway arrangement that has been incorporated addresses the manoeuvring issue, allowing vehicles to turn around and exit the common driveway by driving forward, not backing out;
- single-family residences would better suit the neighbourhood's needs;
- six lots on the site would make for cost efficiency;
- the application presents an affordable home ownership opportunity for families and individuals with low to moderate incomes, defined as a household income of slightly below \$65,000 annually, and purchasers would qualify for an external mortgage;
- income from tenants in small rental suites in each proposed residence would help the owners' finances;
- there is not much affordable housing ownership in the province, but research shows that it is usually young families who take advantage of opportunities such as those offered by the applicant, and that the owners are willing to spend more time living in their affordable homes;
- on-site parking provisions are more generous in the current design scheme than those in the earlier design scheme, presented to the Panel in February 2011;
- at a public Open House hosted by BC Housing on June 21, 2011, the application was submitted to attendees for feedback;
- before the applicant can move forward with the proposal, the applicant must learn if the request for variances is successful;
- building drawings could be submitted for review by the applicant, to area residents, to provide assurance before construction began; and
- the applicant would work with the City to ensure that the project complies with all City bylaws and policies.

Panel Discussion

The Chair noted that efforts had been made to address the issues of access, parking and manoeuvring of vehicles on site that arose at the February 16, 2011 Development Permit Panel meeting, and that the modified plans, including the hammerhead driveway design, appeared to be a good one.

Mr. Gomberoff remarked that an extension of the existing cul de sac was considered, but the dimensions did not work for that scenario, and so the hammerhead driveway design was the best solution.

In response to a query from the Chair, Mr. Gomberoff advised that the proposed development exceeds the minimum parking requirements, as each lot fronting Dayton Court provides adequate space for four vehicles outside of the on-site manoeuvring area.

Staff Comments

Mr. Jackson noted that although the application is an unusual one, staff supports the proposed variances that would facilitate subdivision of the subject site to accommodate six single-family homes.

Mr. Jackson also noted that no increase in the height of the dwellings was being sought, and, in response to a query from the Chair, indicated that the single family houses would be built at the same density as other houses on Dayton Court, and the lot coverage was significantly less.

He noted that the applicant had made changes to the plan since first presenting it to the Panel in February 2011, to reflect concerns raised by neighbours, and to ensure that vehicles would not back out onto the cul de sac.

In response to a query from the Chair, Mr. Jackson stated that financial security will be achieved to ensure the installation of the landscaping element to reconfigure the emergency access.

In response to a further query from the Chair, Mr. Jackson advised that the applicant is willing to submit the building permit information for review.

Gallery Comments

The Chair requested that, for the benefit of those assembled in the gallery, Mr. Gomberoff use the display boards to provide details regarding: (i) parking and landscaping; (ii) the pedestrian walkway; (iii) the siting of the proposed houses; and (iv) the location of the replacement trees.

Bob Harrison, 9591 McBurney Drive, outlined his understanding of the history of past applications for 8180 Ash Street. He complimented the architect on the design scheme and then stated that he thought four or five, not six, structures were planned for the subject site.

In conclusion he remarked that he wanted to: (i) see a proposal outlining how the proposed development would be sold; and (ii) hear an admission that the project was 'experimental'.

Henry Lim, 9391 Dixon Avenue, was concerned that the two proposed structures that would be adjacent to his residence would appear to 'dwarf' his home. He questioned whether the proposed structure that abuts the lane to the south of the subject site is the same height as the residence across the lane, and queried how safe the alley would be for emergency vehicles using the lane.

Discussion between the Panel and Mr. Jackson ensued regarding the density and height components of Mr. Lim's queries, and the following information was provided:

- the height of the proposed structures meet the zoning bylaw requirement;
- if the requested variances are granted there would be six separate lots at the subject site, but the density of structures is based on the floor area ratio, or square footage;
- a typical structure on Dayton Court is allowed to cover 45% of the lot, and in the case of this application, the structures on Dayton Court are proposed to cover between 26% and 33% of the lot, thereby providing more green space than does a typical Dayton Court lot;
- due to the north/south orientation, the stepped down end of the proposed structure abutting the lane would face the lane; and
- the lane is for emergency vehicles only.

The Panel commented that the applicant had offered to submit building drawings for review by area residents to provide assurance, and the Chair requested that staff take note of the offer.

Janet Yeung, 8211 McBurney Court, stated two concerns: (i) to reduce the minimum lot frontage from 6 metres to 0.38 metres represented a large variance, and she questioned the veracity of the zoning bylaw; and (ii) although the scheme allows for cars to drive forward, not back out, onto the cul de sac, the subject site might accommodate 12 cars, and this number represents a safety issue for children in the neighbourhood who play street hockey, and other games, in the cul de sac.

The Chair explained that the City's zoning bylaw effectively addresses minimum lot frontage, and that the standards in the bylaw apply to approximately 95% of zoning cases, but that the bylaw standards do not fit the other 5%, as in this case, due to the limited amount of frontage on Dayton Court, making it difficult for this application to meet the bylaw requirement.

The Chair stated that the choice was between fewer lots to accommodate larger homes, versus a greater number of lots to accommodate smaller homes. He added that the built square footage of the structures would achieve the same density, regardless of the number of lots created.

Arzina Hamir, 8480 Dayton Court, spoke in support of the proposed development and stated that in the neighbourhood, where she has resided since 1985, there are some troubling issues regarding affordability of homes.

She advised that she liked: (i) the creative use of the lot; (ii) the smaller size of the proposed residences and the resulting size of green space; and (iii) trees on the site, although she wanted to see fruit trees included in the landscaping scheme.

She stated that the neighbourhood has distinctive architecture, and expressed the hope that the applicant would design the proposed new residences to reflect the current architectural expression.

She noted that the price for a home in her neighbourhood averaged \$700,000, and that families with young children find it difficult to afford such homes, and that declining enrolment in the area's public school attests to the lack of new families moving into the area.

Ms. Hamir said that there are traffic issues in the area, due to families having up to four cars each, creating busy traffic on a cul de sac that features 35 homes, and she asked if a speed bump could be added, especially at the end of the cul de sac, where drivers are more likely to speed.

The Chair advised that before the City commits to the placement of a speed bump, Transportation staff assesses the speed and volume of traffic at specific locations to ascertain if traffic calming is warranted.

The Chair directed Mr. Jackson to pass Ms. Hamir's comment along to Transportation staff.

Correspondence

Ling Ho, address unknown (Schedule 1)

Vivienne Ho, address unknown (Schedule 2)

Tony Ho, address unknown (Schedule 3)

In addressing the concerns expressed by the correspondents Mr. Jackson advised that: (i) the significant apron provided in the forecourt of the proposed development allows cars to drive forward, not back out, onto the cul de sac, thereby improving safety in the neighbourhood; and (ii) each residential unit's one bedroom secondary suite would measure approximately 800 square feet.

Panel Discussion

The Chair commented that the applicant had taken the time since presenting the earlier design iteration to the Panel in February 2011, to meet with the community and to participate in more dialogue regarding the proposal.

He noted that the project design was significantly improved, and said he was pleased with the solutions for access, on-site parking, and manoeuvring vehicles from the hammerhead driveway design forward onto the cul de sac.

The Chair added that in terms of the proposed size and character of the proposed houses, they were more in keeping with the character of the neighbourhood, than larger homes on fewer lots.

Further comments from the Panel included support for: (i) the improved access and egress schemes; (ii) the lane would not be overpowered by the size of the proposed house; (iii) how the six proposed residences provide advantages, such as landscaping elements, that four larger residences may not provide; and (iv) the design's compatibility with the neighbourhood.

The Chair requested that a Building Scheme for house design be registered at the time of subdivision, and that the applicant share design information with the neighbourhood.

Panel Decision

It was moved and seconded

That:

(1) a Development Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to:

(a) Vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and

(b) Vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6

To permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing affordable single-family dwellings; and that

(2) (a) a Building Scheme for house design be registered at time of subdivision; and

(b) the applicant undertake consultation with the neighbours once house designs have been developed further.

CARRIED

4. New Business

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled for Wednesday, August 10, 2011 be cancelled, and that the next meeting of the Development Permit Panel be tentatively scheduled to take place in the Council Chambers, Richmond City Hall, at 3:30 p.m. on Wednesday, August 24, 2011.

CARRIED

Development Permit Panel
Wednesday, July 27, 2011

5. **Date Of Next Meeting:** **Wednesday, August 24, 2011**

6. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 4:55 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 27, 2011.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk

Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday, July
27, 2011.

To City of Richmond and BC Housing,

To Development Permit Panel	
Date:	<u>July 27, 2011</u>
Item #	<u>3</u>
Re:	<u>DV 10-542375</u> <u>8180 Ash St.</u>

I am happy that BC Housing is proposing 8180 Ash Street property to single family lots to create affordable homes for low to moderate income families, but I have many concerns. Below are concerns with the width of the access point of the 3 units at Dayton Court.

1. All units will have secondary suites, therefore the 3 units that access to Dayton Court will be equivalent to 6 families and there will be a minimum of 10 to 12 cars backing up through that small access point every day. The visibility given for backing up through that small access point is not clear and it is dangerous to the people who live in that cul-de-sac.
2. Kids like to bike around and play out door games in the cul-de-sac, in the area where the driveway of the 3 units would be located. Dayton Court residents and many other people around the neighborhoods take daily walks with their families and dogs in the cul-de-sac. With the extra 10 to 12 cars in and out of that small access point it is not safe for the kids to bike and play at that cul-de-sac anymore.
3. BC housing maximized the lot to 6 units with secondary suits, but would provide extremely limited parking space for them. The people or tenants in that 3 units will not park their cars behind one another (on the drive way) to avoid having to move their cars for people who want to exit or park in the garage. Therefore, the tenants will park on the streets of Dayton Court but Dayton Court Residents are already over whelmed with numerous cars and little parking space supplied presently, and it is already a great problem for them.
4. Because the 3 units have rental suites, their garages are more likely turn into storage rooms instead of parking space. Ultimately, they will park their cars on to Dayton Court which will create parking problems for the present Dayton Court residents.

All the above concerns were brought up at the open house. We sincerely hope BC Housing and the City of Richmond will consider our concerns.

Best regards,

Ling Ho



**Schedule 2 to the Minutes of the
Development Permit Panel
meeting held on Wednesday, July
27, 2011.**

To City of Richmond and BC Housing,

To Development Permit Panel	
Date:	<u>July 27, 2011</u>
Item #	<u>3</u>
Re:	<u>DV 10-542375</u> <u>8180 Ash St.</u>

Regarding the proposal to build on the 8180 Ash Street property from BC Housing, to build single family lots that would be affordable homes for low to moderate income families, I have many concerns. Below are concerns regarding the width of the access point of the 3 units facing Dayton Court.

Firstly, all the units will have secondary suites, therefore the 3 units that access to Dayton Court will be equivalent to 6 families and there will be a minimum of 10 to 12 cars backing up through that small access point every day. The visibility given for backing up through that small access point is not clear and it is dangerous to the people who live in that cul-de-sac. Secondly, kids like to bike around and play out door games in the cul-de-sac, in the area where the driveway of the 3 units would be located. Dayton Court residents and many other people around the neighbourhoods take daily walks with their families and dogs in the cul-de-sac. With the extra 10 to 12 cars in and out of that small access point it is not safe for the kids to bike and play at that cul-de-sac anymore. Thirdly, BC housing maximized the lot to 6 units with secondary suits, but would provide extremely limited parking space for them. The people or tenants in that 3 units will not park their cars behind one another (on the drive way) to avoid having to move their cars for people who want to exit or park in the garage. Therefore, the tenants will park on the streets of Dayton Court but Dayton Court Residents are already overwhelmed with numerous cars and little parking space supplied presently, and it is already a great problem for them. Lastly, because the 3 units have rental suites, their garages are more likely turn into storage rooms instead of parking space. Ultimately, they will park their cars on to Dayton Court which will create parking problems for the present Dayton Court residents.

All the above concerns were brought up at the open house. We sincerely hope BC Housing and the City of Richmond will consider our concerns.

Sincerely,

Vivienne Ho



Schedule 3 to the Minutes of the
Development Permit Panel
meeting held on Wednesday, July
27, 2011.

To City of Richmond and BC Housing,

To Development Permit Panel	
Date:	July 27, 2011
Item #	3
Re:	DV 10-542375 8180 Ash St.

I have many safety concerns regarding the property 8180 Ash Street, Richmond.

The access points of the 3 units of property 8180 Ash Street that are on Dayton Court are an extreme danger hazard. First of all, the driveways/access points pose as a hazard because there are people, from not only the cul-de-sac but also the community, that take daily walks in that area. With the 10 to 12 extra cars (considering each unit will contain 2 or more families) driving in that area, the probability of a child, dog, adult, or senior of being injured by a car is significantly higher. Also, there is a very small area of paved sidewalk on Dayton Court. The public cannot walk, run, or play on the sidewalk because of the lack of it, so the area where the access point is a necessity for those people to play, run, or walk daily. In addition, the extra 10 to 12 cars that could be parked in the cul-de-sac is a gigantic problem for the current residents of Dayton Court. With the already limited amount of parking spaces provided, the current residents are struggling to get a parking space. The garage and drive way that would be provided for the 3 units and many families is not a realistic or ideal parking area of the families' cars. This is because it would be a pain for them to move and re-park their cars for the other cars to get out or in of their original parking space. Therefore is it clear that parking would be a problem for both the families of the 3 units and the current residents of Dayton Court. Inevitably, the amount of traffic that would be created by adding in the cars from the additional 3 units would cause a staggering increase in probability of car accidents involving other cars or pedestrians in the community.

I hope you will take my concerns into consideration.

Best Regards,

Tony Ho





Development Permit Panel

Wednesday, August 24, 2011

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Dave Semple, Chair
Andrew Nazareth, General Manager, Business and Financial 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, July 27, 2011, be adopted.

CARRIED

2. Development Permit DP 09-498967

(File Ref. No.: DP 09-498987) (REDMS No. 3256988)

APPLICANT: OTO Development Ltd.

PROPERTY LOCATION: 8080 and 8100 Blundell Road

INTENT OF PERMIT:

1. Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and
 - b) allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.

Applicant's Comments

Chris Chung, Architect, CMTC Architects, provided the following background information regarding the proposed eight townhouse units at 8080 and 8100 Blundell Road:

- the site is currently occupied by two single-family houses; the proposed development is surrounded by developments with higher densities to the north, east and west;
- two rows of 4-unit buildings are being proposed, with 3-storey units in the middle and 2-storey end units facing Blundell Road and the back which were stepped down to respect the massing of adjacent developments and provide visual connection to the street;
- the three trees preserved on site were not included in the original scheme;
- two existing driveways are consolidated and will be used as entrance to the proposed development;
- proposed building materials, e.g. Hardie-Plank siding and board and batten reflect the character of the surrounding developments;
- large windows allow for clear visual connection to the street; and
- amenity space at the southwest corner of the site is augmented by the drive aisle.

Rebecca Colter, Landscape Architect, DMG Landscape Architects, pointed out the following three main landscape architecture design moves:

- creating an attractive entry to the development through landscaping the frontage;
- providing each of the townhouse units with its own private landscaped area with fenced-in private backyard with a lawn area and planted with either an ornamental maple tree or an ornamental pear tree; and
- providing an outdoor amenity area at the southwest corner of the site with i) grasspave pavers over a portion of on-site turning area to accommodate garbage and moving trucks and offer a green grass open amenity space; and ii) a Fibar playground surface area with three play elements designed for individual play for children between one to five years old.

Ms. Colter also mentioned the following landscape features of the project:

- 6-foot solid wood fence around the perimeter of the property;
- 4-foot lattice wood fence between the residential backyards;
- open aluminum rail fence at the frontage;
- 2 to 3 foot retaining walls around the edge of the property;
- a bench adjacent to the children's play area; and
- mostly native planting materials which are drought resistant.

Panel Discussion

In response to the query whether bollards or other safety elements are provided to prevent damage to the buildings from trucking turning movements near the amenity space and garbage and recycling facilities, Mr. Chung stated that none are provided at present as the turning radius is deemed sufficient. He explained that the post at the southwest corner of Building 1 can serve as a bollard and a safety element.

In response to the query whether the two visitor parking spaces are sufficient considering that one of them is allotted for handicapped parking, Mr. Jackson advised that they meet the bylaw requirement and that staff supports the provision of a parking space in the development that is wide enough to accommodate wheelchairs.

In response to the query whether measures are provided to ensure the safety of children going to and using the play area in view of its proximity to the on-site truck turning area, Mr. Chung stated that children should be supervised in the play area and that a walkway originally proposed could be reintroduced.

The Chair advised that it is unacceptable that the project does not provide a safety zone by using bollards, fencing, or other safety elements between the children's play area and the truck turning area. He stated that the applicant needs to go back to staff to address this important safety issue.

The Chair requested the applicant to work with staff regarding the appropriateness of using a structural element of a building, i.e. the post at the southwest corner of Building 1, as a safety element in view of the potential damage that could be done to it by trucks manoeuvring in the garbage and recycling area. He reiterated that the applicant needs to address safety issues in the proposed development.

The Chair noted that units along Blundell Road have front doors facing the street and expressed the Panel's appreciation for this design feature.

Staff Comments

Brian J. Jackson, Director of Development, advised that staff supports the application and stated the following:

- the design of the project is innovative and responsive to adjacent areas;
- some trees are preserved at the back of the property; and
- applicant has responded well to the height issue along Blundell Road by proposing two-storey units facing the street and at the back of the two buildings.

Mr. Jackson also expressed staff's support to the two requested variances for the following reasons:

- moving Building 1 closer to Blundell Road by one meter is justified due to the location and size of the amenity spaces provided at the rear of the property which is larger than the bylaw requirement; and

- the request for tandem parking spaces for four units is appropriate in view of the location of the project.

Panel Discussion

The Panel expressed support for the project subject to the applicant making the necessary design changes as suggested by the Panel to ensure the safety of children in the play area and a safety element to protect the building structure regarding truck manoeuvring.

Correspondence

Alvin Leung, 115-8120 Jones Road, Richmond, B.C. V6Y 4K7 (Schedule 1)

Quan Zhang and Ling Wang, 116-8100 Jones Road, Richmond, B.C. V6Y 4B1 (Schedule 2)

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and*
 - b) *allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.*

CARRIED

3. Development Variance 11-581634 (File Ref. No.: DV 11-581634) (REDMS No. 3288463)

APPLICANT: CTA Design Group

PROPERTY LOCATION: 11120 Silversmith Place

INTENT OF PERMIT:

1. To vary the maximum building height of a building within the Industrial Business Park (IB1) zone:
 - (a) from 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower; and
 - (b) from 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower.

Applicant's Comments

Ciaran Deery, Partner, CTA Design Group, provided the following information regarding the requested development variances by the applicant:

- the proposed variances are sought in connection with the expansion plan of LPL Properties Inc. (Layfield Plastics) which is a significant investment for the company;
- Layfield Plastics, which manufactures film fabrics, was thinking of relocating to a new site to diversify its operations but decided to stay in their present location and bring in new technology; and
- the company is requesting the height variance to enclose the tower which is necessitated by the procedure of the fabrication.

Staff Comments

Mr. Jackson stated that staff supports the development variance application and the expansion of a thriving industry in Richmond. He added that the Google Earth pictures provided by staff show that existing tanks located on the property line will block views of the proposed tower expansion.

Mr. Jackson also mentioned that he received a telephone call from residents living on the west side of the manufacturing facility who complained of the noise coming from the said facility.

Panel Discussion

A comment was made that the consultant should have provided graphics in his presentation as it did not meet the requirements and standards of the Panel.

In response to a query, Mr. Deery clarified that the enclosure and the function within the enclosure is new and not currently existing.

In response to the query regarding the effect of the proposed towers' proximity to the canal ESA, Mr. Jackson advised that the proposed towers are located on the East side, limiting any shading to morning hours.

In response to the query whether a noise issue is associated with the function of the tower, Mr. Deery stated that there is no noise issue with the tower itself. He explained that the noise is generated by the transfer of plastics from the silos into the building. He also mentioned that the applicant is going to meet with the residents in the area to discuss the noise issue.

In response to the query whether the industrial noise level coming from the manufacturing facility meets the City's standards, Mr. Jackson pointed out that it meets the bylaw requirements and that noise bylaw staff have not received any noise complaints. He explained that the noise comes from the existing ground level operations.

The Chair suggested that the applicant can add some graphics and colour to the tower configuration and noted that the proposed consultation of the applicant with residents in the area to mitigate the noise is appropriate.

Correspondence

Ben and Betty Baerg, 11411 Shell Road, Richmond, B.C. (Schedule 3)

Gallery Comments

Betty Baerg, 11411 Shell Road, stated the following:

- she made a previous complaint about the noise when the facility was undergoing expansion several years ago;
- the noise does not emanate only from the ground level; and
- the noise can be heard throughout their 5-acre property.

Ms. Baerg expressed concern that additional silos will increase the noise level and suggested that the applicant make an enclosure or a building configuration to mitigate the noise. She mentioned that she had talked with a representative of Layfield Plastics who was willing to work with the residents regarding the noise issue.

Panel Discussion

In response to the query whether there are pipes or mechanics external to the existing or proposed enclosures that generate noise, Mr. Deery stated that none are being planned.

The Panel reiterated that the applicant should discuss the noise issue with residents living in the area and that maximum efforts should be made by the applicant to mitigate the noise coming from the manufacturing facility.

Panel Decision

It was moved and seconded

1. To vary the maximum building height of a building within the Industrial Business Park (IB1) zone:

- (a) from 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower; and**
- (b) from 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower.**

CARRIED

4. Date Of Next Meeting: Wednesday, September 14, 2011

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:05 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, August 24, 2011.

Dave Semple
Chair

Rustico Agawin
Committee Clerk

Schedule 1 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, August 24,
2011.

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

To Development Permit Panel	
Date:	<u>Aug. 24, 2011</u>
Item #	<u>2</u>
Re:	<u>DP 09-498967</u>

Re: Development Permit DP 09-498967

To Whom it May Concern,

I am writing in response to the opposition of the proposal for 8 new townhouse units to be located at 8080 and 8100 Blundell Road.

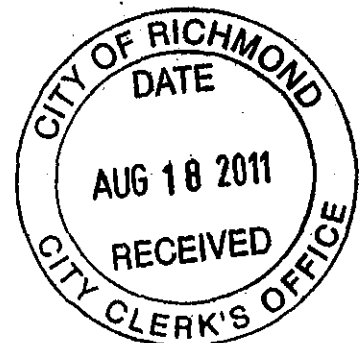
Blundell Road is already a large arterial road which boasts a lot of steady traffic. This new development which is just east of a really busy No 3 Road would not be a suitable location for additional townhouse units. Traffic is getting heavier on Blundell Road and would further be congested with additional units on this site.

I therefore do not agree with the variance of the Richmond Zoning Bylaw 8500 to reduce the minimum front yard setback and allow a total of eight tandem parking spaces.

Thank-you,



Alvin Leung
115-8120 Jones Road
Richmond, BC
V6Y 4K7



CNCL-195

To Development Permit Panel	
Date:	August 24, 2011
Item #	2
Re:	DP09-498967

Quan Zhang

Ling Wang

116-8100 Jones Road

Richmond BC V6Y 4B1

August 20, 2011

David Weber

Director, City Clerk's office

City of Richmond

6911 No. 3 Road

Richmond BC V6Y 2C1


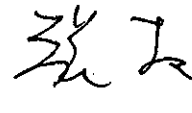
Re: A Meeting on August 24, 2011 regarding A Development Permit DP09-498967

Dear Mr. Weber:

We've got a notice of application for a development permit regarding the Richmond Development Permit Panel will have a meeting to consider OTO Development Ltd. will construct eight townhouse units on a property Location 8080 and 8100 Blundell Road at 3:30 pm on August 24, 2011 at Richmond City Hall. We are unable to attend the meeting but we strongly hope the Development Permit Panel will consider benefit of all residents of Building 8100 and 8080 and decline this new development. Many thanks and we're willing to hear a good news from you soon.

Best Regard,

LING WANG & Quan Zhang

Schedule 3 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, August 24,
2011.

August 22, 2011

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

Attn: David Weber
Director
City Clerk's Office

To Development Permit Panel	
Date:	8/24/2011
Item #	3
Re:	DV-11-581634

Re: Development Variance
DV 11-581634

We are writing in response to Layfield Plastics application to expand their operation.

Our primary concern is that these changes may result in an increase in the noise level that we are exposed to. The increase in activity would result in longer times when the plastic pellets are being blown through the pipes with the accompanying ringing noise. We would like to see Layfield Plastics configure the tower and additional silos so that it mitigates the noise from the pipes.

There would also be more train noise and pollution as more material would be brought in for the expanded operation.

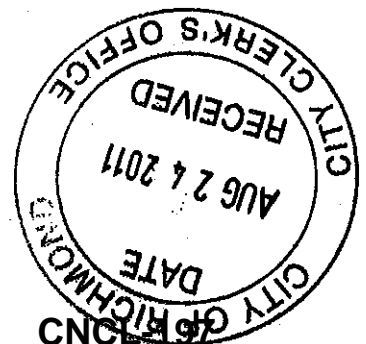
Our customers from our U-pick raspberry farm have commented about the persistent ringing noise that is emitted whenever the plastic pellets are being blown through the pipes.

We would like to see the new tower, new and existing silos and piping be designed or enclosed to minimize the noise level.

Thank you for your consideration.

Yours truly,

Ben & Betty Baerg
11411 Shell Rd
Richmond





City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel
Date: September 7, 2011
File: 0100-20-DPER1
Re: **Development Permit Panel Meetings Held on August 24, 2011, July 27, 2011
and February 16, 2011**

Panel Recommendation

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

- i) a Development Variance Permit (DV 11-581634) for the property at 11120 Silversmith Place; and
- ii) a Development Variance Permit (DV 10-542375) for the property at 8180 Ash Street;

be endorsed, and the Permits so issued.

Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on August 24, 2011, July 27, 2011, and February 16, 2011.

DV 11-581634 – CTA DESIGN GROUP – 11120 SILVERSMITH PLACE
(August 24, 2011)

The Panel considered an application to vary the maximum building height within the Industrial Business Park (IB1) zone for the widening of an existing fabrication tower and the construction of a new fabrication tower at 11120 Silversmith Place.

The applicant, Ciaran Deery, Partner, CTA Design Group, provided a brief presentation, noting that Layfield Plastics was making a significant investment to bring in new technology to diversify its operations, and required the requested variances to accommodate the new machinery in their film fabric manufacturing facility.

Staff supports the development variance application and the expansion of a thriving industry in Richmond. Staff added that existing tanks will block views of the proposed tower expansion and staff had received a telephone call from residents living on the west side of the manufacturing facility who complained of the noise coming from the said facility.

The Panel discussed the proposal and the following information was provided:

- The proposed towers are east of the canal ESA, limiting any shading to morning hours;
- The noise is generated by the transfer of plastics from the silos into the building. The applicant will meet with the area residents to discuss the noise issue;
- The industrial noise level coming from the manufacturing facility meets the City's bylaw requirements and that noise bylaw staff have not received any noise complaints; and
- No pipes or mechanics that generate noise external to the enclosures are being planned.

Correspondence was received from Ben and Betty Baerg. Ms. Baerg also addressed the Panel with the following comments:

- She made a previous noise complaint when the facility expanded several years ago;
- The noise is not limited to the ground level and can be heard throughout their property;
- She is concerned that additional silos will increase the noise level and suggested that the applicant make an enclosure or a building configuration to mitigate the noise; and
- She has talked with a representative of Layfield Plastics who was willing to work with the residents regarding the noise issue.

The Panel reiterated that the applicant should discuss the noise issue with the residents and maximum efforts should be made to mitigate the noise coming from the manufacturing facility.

Subsequent to the Panel meeting, Mr. Lauren Walker, Director of Corporate Engineering, Layfield Plastics met with Mr. & Mrs. Baerg and committed to making reasonable measures to locate and reduce the noise from the plant with the help of the appropriate professionals.

The Panel recommends that the Permit be issued.

DV 10-542375 – PROVINCIAL RENTAL HOUSING CORPORATION – 8180 ASH STREET
(July 27, 2011 and February 16, 2011)

The Panel considered an application to vary minimum lot width and minimum lot frontage to permit subdivision of 8180 Ash Street into six (6) lots zoned “Single Detached (RS1/B)” for the purpose of developing affordable single-family dwellings.

Retired architect, Julio Gomberoff and Naomi Brunemeyer, Manager, Regional Development, B.C. Housing Management Commission, provided brief presentations of the proposal, including:

- The size of the six (6) proposed lots exceeds the zoning bylaw requirement;
- The application was originally presented to the Panel in February 2011, and was revised to address concerns regarding the original driveway design. The new hammerhead driveway arrangement addresses the manoeuvring issue, allowing vehicles to turn around and exit the common driveway by driving forward, not backing out;
- Single-family residences would better suit the neighbourhood’s needs. The application presents an affordable home ownership opportunity for families and individuals with low to moderate incomes, defined as a household income of slightly below \$65,000 annually, and purchasers would qualify for an external mortgage;
- Income from tenants in small rental suites would help the owners’ finances;
- Research shows that it is usually young families who take advantage of affordable housing ownership opportunities such as those offered by the applicant, and that the owners are willing to spend more time living in their affordable homes;
- On-site parking was revised to be more generous in the current design scheme;
- BC Housing hosted a public Open House on June 21, 2011; and
- Building drawings could be reviewed by area residents before construction began.

The Chair noted that efforts had been made to address the issues of access, parking and manoeuvring of vehicles on-site that arose at the February 16, 2011 Panel meeting, and that the modified plans, including the hammerhead driveway design, appeared to be a good one.

In response to a query from the Chair, Mr. Gomberoff advised that the proposal exceeds the parking requirements with each Dayton Court lot accommodating four (4) vehicles outside of the on-site manoeuvring area.

Staff supports the development variance application and noted that:

- The proposed variances would facilitate subdivision of the subject site to accommodate six (6) single-family homes;
- There was no increase to building height; the single family houses would be built at the same density as other houses on Dayton Court, and the lot coverage was significantly less;
- The applicant had revised the plan since first presenting it to the Panel in February, 2011 in response to concerns from neighbours;
- Financial security will ensure the installation of landscaping in the emergency access; and

- The applicant is willing to submit the Building Permit information for review.

Mr. Bob Harrison addressed the Panel and complimented the architect on the design scheme and then stated that he thought four (4) or five (5), not six (6) structures were planned for the subject site. In conclusion he remarked that he wanted to: (i) see a proposal outlining how the proposed development would be sold; and (ii) hear an admission that the project was 'experimental'.

Mr. Henry Lim addressed the Panel with concern that the two (2) proposed structures adjacent to his residence would 'dwarf' his home. He questioned whether the height of the proposed structure is the same height as the residence across the lane, and queried how safe the alley would be for emergency vehicles using the lane.

In response to discussion with the Panel, staff provided the following information:

- The height of the proposed structures meet the zoning bylaw requirement;
- The requested variances allowed six separate lots at the subject site, but the density of structures is based on the floor area ratio, or square footage;
- A typical structure on Dayton Court is allowed to cover 45% of the lot, and in the case of this application, the structures on Dayton Court are proposed to cover between 26% and 33% of the lot, thereby providing more green space than does a typical Dayton Court lot;
- Due to the north/south orientation, the stepped down end of the proposed structure abutting the lane would face the lane; and
- The lane is for emergency vehicles only.

The Panel commented that the applicant had offered to submit building drawings for review by area residents to provide assurance, and the Chair requested that staff take note of the offer.

Ms. Janet Yeung addressed the Panel stating two concerns: to reduce the minimum lot frontage from 6 m to 0.38 m represented a large variance, and she questioned the veracity of the zoning bylaw; and although the scheme allows for cars to drive forward, not back out, onto the cul-de-sac, the subject site might accommodate 12 cars, and this number represents a safety issue for children in the neighbourhood who play street hockey, and other games, in the cul-de-sac.

The Chair explained that the City's zoning bylaw effectively addresses minimum lot frontage, but that the bylaw standards do not fit this case due to the limited amount of frontage on Dayton Court, making it difficult for this application to meet the bylaw requirement. The choice was between fewer lots to accommodate larger homes, versus a greater number of lots to accommodate smaller homes. He added that the built square footage of the structures would achieve the same density, regardless of the number of lots created.

Ms. Arzina Hamir spoke in support of the proposal and provided the following comments:

- There are some troubling issues regarding affordability of homes in the neighbourhood. The price for a home in her neighbourhood averaged \$700,000, and that families with young children find it difficult to afford such homes, and that declining enrolment in the area's public school attests to the lack of new families moving into the area;

- The lot use was creative with smaller size of the proposed residences and resulting size of green space;
- She wanted to see fruit trees included in the landscaping scheme;
- The neighbourhood has distinctive architecture, and expressed the hope that the applicant would design the proposed new residences to reflect the current architectural expression; and
- There are traffic issues in the area due to families having up to four (4) cars each, creating busy traffic on a cul-de-sac that features 35 homes, and she asked if a speed bump could be added, especially at the end of the cul-de-sac, where drivers are more likely to speed.

The Chair advised that before the City commits to the placement of a speed bump, Transportation staff assess the speed and volume of traffic at specific locations to ascertain if traffic calming is warranted. The Chair directed that Ms. Hamir's comment be provided to Transportation Department staff.

Correspondence was received regarding the application. In response to concerns expressed by the correspondents staff advised that: the proposed driveway apron allows cars to drive forward, not back out, onto the cul-de-sac, thereby improving safety in the neighbourhood; and (ii) each residential unit's one bedroom secondary suite would measure approximately 800 square feet.

The Chair provided the following information:

- Since presenting the earlier design iteration to the Panel in February 2011, the applicant had met with the community to participate in dialogue regarding the proposal;
- The project design was significantly improved with solutions for access, on-site parking, and manoeuvring vehicles from the hammerhead driveway design forward onto the cul-de-sac;
- The size and character of the proposed houses were more in keeping with the character of the neighbourhood, than larger homes on fewer lots; and
- The six (6) proposed residences provide advantages, such as landscaping elements, that four (4) larger residences may not provide.

The Chair requested that a Building Scheme for house design be registered at the time of subdivision, and that the applicant share design information with the neighbourhood.

Subsequent to the Panel meeting, Transportation staff contacted Ms. Hamir and will conduct a speed study in October 2011. If the results of the speed study confirm that speeding of vehicle is an issue, a neighbourhood survey will be carried out to solicit their feedback on the installation of any traffic mitigation measures. In the meantime, staff suggested to Ms. Hamir that police enforcement could be requested through RCMP via. 604-278-1212.

The Panel recommends that the Permit be issued.



Finance Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, September 6, 2011

Immediately Following the Open General Purposes Committee meeting

Pg. # ITEM

MINUTES

FIN-3 *Motion to adopt the minutes of the meeting of the Finance Committee held on Monday, June 6, 2011.*



BUSINESS AND FINANCIAL SERVICES DEPARTMENT

FIN-13 1. **FINANCIAL INFORMATION – 2ND QUARTER 2011**
(File Ref. No. 03-0970-03-01) (REDMS No. 3296245)

TO VIEW eREPORT CLICK HERE

See Page **FIN-13** of the Finance agenda for full hardcopy report

Designated Speaker: Jerry Chong

STAFF RECOMMENDATION

That the staff report on Financial Information for the 2nd Quarter ended June 30, 2011 be received for information.



**FIN-33 2. AMENDMENTS TO THE 5 YEAR FINANCIAL PLAN (2011-2015)
BYLAW NO. 8707**

(File Ref. No. 03-0900-01) (REDMS No. 3315836)

TO VIEW eREPORT CLICK HERE

See Page **FIN-33** of the Finance agenda for full hardcopy report

Designated Speaker: Jerry Chong

STAFF RECOMMENDATION

- (1) That the 5 Year Financial Plan (2011 – 2015) be amended to reflect the previously approved Council changes as per the attached report;***
- (2) That the 5 Year Financial Plan (2011 – 2015) be amended to reflect the administrative changes as per the attached report; and***
- (3) That the 5 Year Financial Plan (2011 – 2015) Bylaw No. 8707, Amendment Bylaw 8809, which would incorporate and put into effect the changes to the 2011 Capital and Operating Budgets (as summarized in Attachment 1), be introduced and given first, second and third readings.***

☐

ADJOURNMENT

☐



Finance Committee

Date: Monday, June 6, 2011

Place: Anderson Room
Richmond City Hall

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

Call to Order: The Chair called the meeting to order at 4:46 p.m.

Councillor Harold Steves left the meeting (4:50 p.m.).

MINUTES

It was moved and seconded

That the minutes of the meeting of the Finance Committee held on Monday, May 9, 2011, be adopted as circulated.

CARRIED

BUSINESS AND FINANCIAL SERVICES DEPARTMENT

1. **2010 ANNUAL DEVELOPMENT COST CHARGES REPORT**
(File Ref. No.: 03-0900-01/2011-Vol 01) (REDMS No. 3206707, 3192611, 3204770)

It was moved and seconded

That the staff report entitled 2010 Annual Development Cost Charges Report, dated May 16, 2011, from the Director, Finance, be received for information.

CARRIED

2. **2010 ANNUAL REPORT AND 2010 ANNUAL REPORT - HIGHLIGHTS**
(File Ref. No.:) (REDMS No. 3218525)

It was moved and seconded

That the City of Richmond 2010 Annual Report and the 2010 Annual Report - Highlights be approved.

CARRIED

Councillor Harold Steves re-entered the meeting (4:51 p.m.).

3. **RICHMOND OLYMPIC OVAL CORPORATION-2010 AUDITED FINANCIAL STATEMENTS**
(File Ref. No.:) (REDMS No. 3218599)

It was moved and seconded

That the report entitled Richmond Olympic Oval Corporation - 2010 Audited Financial Statements, dated May 18, 2011, from the Chief Administrative Officer, and the General Manager, Business and Financial Services, be received for information.

CARRIED

4. **2010 SURPLUS APPROPRIATION**
(File Ref. No.:) (REDMS No. 3211620, 3214566)

The Director, Finance, Jerry Chong, provided information concerning the criteria used in prioritizing the one time funding requests for the 2010 Surplus Appropriation.

Committee members made queries about the 2010 Surplus Appropriation and staff's rationale for including or excluding various items, and a discussion took place about:

- increasing the amount appropriated to reserves;

Finance Committee

Monday, June 6, 2011

- the Gateway Theatre's request for additional funds for Theatre Box Office Printers and a Theatre Lighting Panel. It was noted that the current operating agreement between the City and Gateway Theatre, permits the Theatre to use the annual City funded grant for administrative expenses only; and
- maintenance of the Library Cultural Centre Parkade on the upper level, and the life expectancy of the parkade. Staff noted that there were no plans to demolish the structure within the next five years, and without the one time funding for the recommended maintenance, the structure would deteriorate and be shut down.

The Chair then invited members of Committee to speak to particular items they wished to have removed from or added to the 2010 Surplus Appropriation, and a discussion ensued on the following items:

- Item No. 3 - Accessible Washroom at London Heritage Farm;
- Item No. 5 - Library Cultural Centre Parkade Upper Level Maintenance;
- Item No. 7 - Consultant for Event - On line Form;
- Item No. 8 - CLASS upgrade PIN/Chip card;
- Item No. 12 - Security Access System;
- Item No. 14 - City Election Guide - increased costs to include "Candidate Profiles";
- Item No. 15 - Civic Election Public Awareness / Education Strategy;
- Item No. 16 - Mobile Solutions;
- Item No. 17 - Animal Shelter Feasibility Study;
- Item No. 20 - Community Services Department Clerical Support Funding;
- Item No. 21- Business and Financial Services Tangible Capital Asset Analysts;
- Item No. 38 - No. 3 Road Restoration / Landscaping;
- Item No. 41 - Gateway Theatre Box Office Printers;
- Item No. 42 - Gateway Theatre Lighting Board;
- Item No. 44 - Volunteer Richmond Information Services (VRIS); and
- Item No. 45 - Legal Support.

The Chair then asked for a general motion, after which he indicated he would call for any amendments to delete items from the recommended list, and there was agreement that any savings would be directed to reserves.

Finance Committee
Monday, June 6, 2011

It was moved and seconded

That the December 31, 2010 surplus of \$2,452,800 be appropriated as outlined in the staff report entitled 2010 Surplus Appropriation, dated May 17, 2011, from the General Manager, Business and Financial Services.

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

It was moved and seconded

That Item No. 7 - Consultant for Event - On line Form, be deleted from the list of items to be funded from the 2010 Surplus, with the recommended amount of \$60,000 placed instead into reserves.

CARRIED

OPPOSED: Cllrs. Barnes

E. Halsey-Brandt

Steves

Mayor Brodie

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

It was moved and seconded

That Item No. 8 - CLASS upgrade PIN/Chip card, be deleted from the list of items to be funded from the 2010 Surplus, with the recommended amount of \$75,000 placed instead into reserves.

DEFEATED

OPPOSED: Cllrs. Barnes

Dang

E. Halsey-Brandt

G. Halsey-Brandt

S. Halsey-Brandt

Johnston

Steves

Mayor Brodie

Finance Committee
Monday, June 6, 2011

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

It was moved and seconded

That Item No. 12 - Security Access System, be deleted from the list of items to be funded from the 2010 Surplus, with the recommended amount of \$300,000 placed instead into reserves.

DEFEATED

OPPOSED: Cllrs. Barnes
E. Halsey-Brandt
G. Halsey-Brandt
S. Halsey-Brandt
Steves
Mayor Brodie

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

It was moved and seconded

That Item No. 14 - City Election Guide - increased costs to include "Candidate Profiles", be deleted from the list of items to be funded from the 2010 Surplus, with the recommended amount of \$16,000 placed instead into reserves.

DEFEATED

OPPOSED: Cllrs. Barnes
E. Halsey-Brandt
G. Halsey-Brandt
S. Halsey-Brandt
Steves
Mayor Brodie

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

It was moved and seconded

That Item No. 15 - Civic Election Public Awareness / Education Strategy", be deleted from the list of items to be funded from the 2010 Surplus, with the recommended amount of \$25,000 placed instead into reserves.

DEFEATED

OPPOSED: Cllrs. Barnes
E. Halsey-Brandt
G. Halsey-Brandt
S. Halsey-Brandt
Steves
Mayor Brodie

Finance Committee
Monday, June 6, 2011

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

It was moved and seconded

That Item No. 16 - Mobile Solutions", be deleted from the list of items to be funded from the 2010 Surplus, with the recommended amount \$122,390, placed instead into reserves.

DEFEATED

OPPOSED: Cllrs. Barnes
E. Halsey-Brandt
G. Halsey-Brandt
S. Halsey-Brandt
Steves
Mayor Brodie

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

It was moved and seconded

That Item No. 21- Business and Financial Services Tangible Capital Asset Analysts", be deleted from the list of items to be funded from the 2010 Surplus, with the recommended amount \$100,000, placed instead into reserves.

DEFEATED

OPPOSED: Cllrs. Barnes
E. Halsey-Brandt
G. Halsey-Brandt
S. Halsey-Brandt
Steves
Mayor Brodie

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

It was moved and seconded

That Item No. 41 - Gateway Theatre Box Office Printers, in the amount of \$10,000, be added to the list of items to be funded from the 2010 Surplus Appropriation.

DEFEATED

OPPOSED: Cllrs. Dang
G. Halsey-Brandt
Johnston
McNulty
Steves

Finance Committee
Monday, June 6, 2011

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

It was moved and seconded

That Item No. 42 - Gateway Theatre Lighting Board, in the amount of \$12,000, be added to the list of items to be funded from the 2010 Surplus Appropriation.

DEFEATED

OPPOSED: Cllrs. Dang
G. Halsey-Brandt
Johnston
McNulty
Steves

The question on the main motion as amended was not put forward for the vote, therefore the motion is submitted for Council's consideration:

That the December 31, 2010 surplus of \$2,452,800 be appropriated as outlined in the staff report entitled 2010 Surplus Appropriation, dated May 17, 2011, from the General Manager, Business and Financial Services, with Item No. 7 - Consultant for Event - On line Form, deleted from the list of items to be funded from the 2010 Surplus, and the recommended amount of \$60,000 placed instead into reserves.

Staff were directed to provide further information by memorandum to Council on the following items prior to the next Regular Council Meeting, scheduled to be held on Monday, June 13, 2011:

- Item No. 12 - Security Access System;
- Item No. 16 - Mobile Solutions;
- Item No. 41 - Gateway Theatre Box Office Printers; and
- Item No. 42 - Gateway Theatre Lighting Board.

5. EXTERNAL BORROWING FOR CORPORATE FACILITIES REFERRAL

(File Ref. No.: 03-0900-01/2011-Vol 01) (REDMS No. 3218132)

It was moved and seconded

That the staff report entitled External Borrowing for Corporate Facilities Referral, dated May 17, 2011, from the Director, Finance, be received for information.

Finance Committee
Monday, June 6, 2011

Prior to the question on the motion being called, staff were requested to provide a report to the next General Purposes Committee meeting with information related to the status of the various long term capital funding projects for facilities. Reference was made to a report that had been previously presented to Council with related information, and staff was requested to provide a copy of the report as well.

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

6. **REVENUE ANTICIPATION BORROWING BYLAW NO. 8755**
(File Ref. No.: 03-0900-01/2011-Vol 01) (REDMS No. 3193366)

It was moved and seconded

That the Revenue Anticipation Borrowing Bylaw No. 8755 be introduced and given first, second, and third readings.

CARRIED

7. **FINANCIAL INFORMATION – 1ST QUARTER 2011**
(File Ref. No.: 03-0970-09-01/2010-Vol 01) (REDMS No. 3206668)

It was moved and seconded

That the report dated May 18, 2011, on Financial Information for the 1st Quarter ended March 31, 2011, from the Director, Finance, be received for information.

CARRIED

8. **1ST QUARTER 2011 - FINANCIAL INFORMATION FOR THE RICHMOND OLYMPIC OVAL CORPORATION**
(File Ref. No.:) (REDMS No. 3218592)

It was moved and seconded

That the report dated May 18, 2011, on Financial Information for the Richmond Olympic Oval Corporation for the first quarter ended March 31, 2011, from the Chief Administrative Officer, and the General Manager, Business and Financial Services, be received for information.

Prior to the question on the motion being called, John Mills, General Manager, Richmond Olympic Oval Corporation, advised that the Community Engagement Program as mentioned in the report, was underway, and it consisted of a series of meetings with sport groups, community associations, and economic interest groups such as the Chamber of Commerce and Tourism Richmond. He further noted that a report related to the Community Engagement Program was forthcoming in the near future.

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

Finance Committee
Monday, June 6, 2011

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (6:15 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the Finance
Committee of the Council of the City of
Richmond held on Monday, June 6, 2011.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office



City of Richmond

Report to Committee

To: Finance Committee
From: Jerry Chong
Director, Finance
Re: Financial Information – 2nd Quarter 2011

Date: August 25, 2011
File: 03-0970-09-01/2010-Vol
01

Staff Recommendation

That the report on Financial Information for the 2nd Quarter ended June 30, 2011 be received for information.

Jerry Chong
Director, Finance
(604-276-4064)

Att.

FOR ORIGINATING DEPARTMENT USE ONLY			
ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Enterprise Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Information Technology	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Sewerage and Drainage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Water Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Fire Rescue	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
RCMP	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks and Recreation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Building Approvals	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Project Development & Facility Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Community Bylaws	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG		YES	NO
		<input checked="" type="checkbox"/>	<input type="checkbox"/>
REVIEWED BY CAO		YES	NO
		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Staff Report

Origin

Information for the 2nd quarter ended June 30, 2011 is being provided to Council with economic updates with respect to Canada, the Province of BC, the City of Richmond, and the financial activity and position of the City.

Analysis

Global Economic Overview

With several global issues occurring this year, such as the earthquakes in Japan curtailing Asian production, high crude oil prices hindering U.S. recovery, the debt crisis in Europe and the tightening of the domestic monetary policy initiatives in China, the global economy has slowed down considerably after growth of 4.5% annual change in Real GDP (Gross Domestic Product) and is now forecasted to grow by only 3.6% for 2011.

Recently, the U.S. debt ceiling controversy in conjunction with all the other global issues have led to declines in the financial and commodity markets worldwide. Economic uncertainties have affected investors, businesses and consumers confidence alike, which has resulted in further delays to the economic recovery than forecasted earlier in the year.

Canadian Economic Overview

The global trend is also reflected in Canada's economic forecast. According to TD Economics, the Canadian economic outlook has likely peaked and a steady growth of 2.8% in Real GDP is to be expected for the remainder of 2011. Canada's Real GDP growth for 2010 was below the global average at 3.2% but showed potential with growth of 3.9% (annualized rate) for the first quarter of 2011. Certain factors are important when looking at Canada's economic outlook:

- Slowing down of household borrowing is expected to constrain real consumer spending;
- Business investment and exports will bounce back, supported by the increase in U.S. demand;
- High Canadian dollar will impede the transition back to a more export-driven economy; and
- The Bank of Canada is not expected to raise rates until 2012.

CANADIAN ECONOMIC OUTLOOK																				
Period Over-Period Annualized Per Cent Change Unless Otherwise Indicated																				
	2011				2012				2013				Annual Average				4th Qtr/4th Qtr			
	Q1	Q2F	Q3F	Q4F	Q1F	Q2F	Q3F	Q4F	Q1F	Q2F	Q3F	Q4F	10	11F	12F	13F	10	11F	12F	13F
Real GDP	3.9	1.3	2.8	2.7	2.6	2.6	2.3	2.2	2.1	2.0	2.0	2.2	3.2	2.8	2.5	2.1	3.3	2.7	2.4	2.1
Consumer Expenditure	0.2	2.5	2.0	2.5	2.4	2.2	2.0	1.7	1.8	2.0	2.1	2.1	3.3	2.3	2.3	1.9	3.2	1.9	2.1	2.0
Durable Goods	-5.0	2.6	2.7	2.5	2.0	1.5	0.8	-0.6	1.0	1.5	1.8	1.9	4.4	1.2	1.8	1.0	2.1	0.5	0.9	1.5
Labour Force	2.6	1.0	1.6	1.4	1.2	1.0	0.8	0.8	0.8	0.8	0.7	0.7	1.1	1.2	1.1	0.8	0.9	1.0	0.9	0.7
Unemployment Rate (%)	7.3	7.5	7.8	7.6	7.5	7.5	7.4	7.3	7.2	7.2	7.1	7.1	6.0	7.6	7.4	7.1	—	—	—	—
Cons. Price Index (Y/Y)	2.6	3.0	2.8	2.7	2.4	2.2	2.1	2.1	2.1	2.1	2.1	2.0	1.8	2.8	2.2	2.1	2.3	2.7	2.1	2.0
Core CPI (Y/Y)	1.3	1.6	1.8	1.9	2.1	1.9	2.0	2.0	2.2	2.1	2.0	2.0	1.7	1.7	2.0	2.1	1.8	1.9	2.0	2.0
Housing Starts ('000s)	178	176	174	172	170	169	160	160	169	170	172	174	182	176	164	171	—	—	—	—
Productivity: Real GDP / worker (Y/Y)	1.0	1.1	1.3	1.0	0.9	1.4	1.2	1.1	1.1	1.0	1.0	1.0	1.8	1.1	1.2	1.0	1.7	1.0	1.1	1.0

F: Forecast by TD Economics as of June 2011

Source: Statistics Canada, Bank of Canada, Canada Mortgage and Housing Corporation, Haver Analytics

F: Forecast by TD Economics as of June 2011

Source: Statistics Canada, Bank of Canada, Canada Mortgage and Housing Corporation, Haver Analytics

Province of BC Economic Overview

Scotia Economics forecasts that economic growth in British Columbia will outperform the Canadian average but lag behind Saskatchewan and Alberta. The economy will be dependent on expansion of the commodity sector, in conjunction with burgeoning high-tech industries and diversification efforts by several established industries, most notably mining and forestry. Otherwise, record high home prices and weak affordability will challenge the housing sector.

The key economic drivers include:

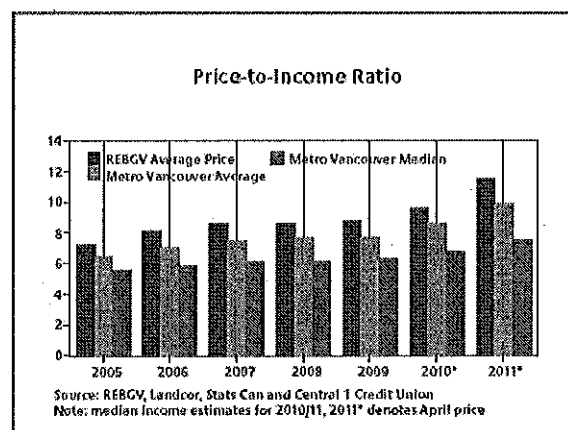
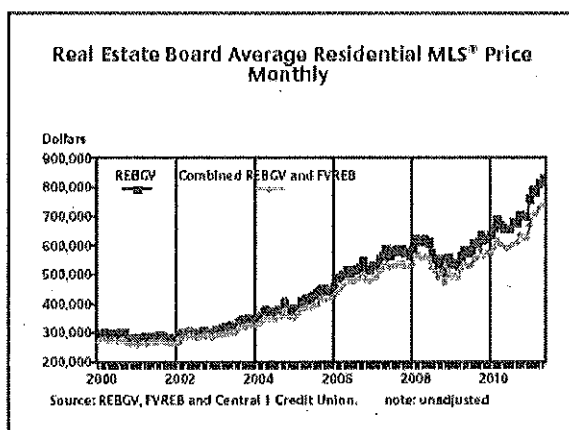
- Development of the mining industry from significant foreign and domestic investment;
- Increased production of copper and coal mining as demand increases with construction projects and infrastructure expenditures in emerging markets;
- Increased demand in the professional services segment from mining, software and film industries;
- Resurgence in exports of forestry products due to increase demand from China and from the rebuilding efforts in Japan – production is expected to increase by over 8%;
- Employment growth is expected to keep pace with the national average with notable gains in the professional services, transportation and manufacturing;
- Weak retail sales performance due to high debt accumulation;
- Harmonized Sales Tax (HST) referendum may be pushing consumers to postpone large discretionary purchases; and
- Housing market, particularly in the Greater Vancouver area is stable from the support of favourable demographics, tight supply and foreign-buyer interest but due to weak affordability, activity will decrease, especially among the first-time buyers.

Forecast Summary: British Columbia					
	2009	2010	2011E	2012E	2013E
Real GDP, % chg.	1.8	3.4	2.9	3.7	2.7
Domestic GDP, % chg.	2.4	7.0	5.7	5.9	6.0
Employment, % chg.	2.4	2.0	2.2	2.5	2.1
Unemployment Rate, %	7.6	7.0	7.3	6.7	6.1
Population, % chg.	1.7	1.6	1.6	1.6	1.4
Housing Starts, units, 000s	16.1	16.3	16.5	16.9	17.0
Retail Sales, % chg.	-4.4	6.7	6.1	6.7	6.0
Personal Income, % chg.	0.1	5.9	5.2	5.6	5.4
Consumer Price Index, % chg.	0	1.5	2.1	1.7	1.6

Statistics Canada, Central 1 Credit Union

City of Richmond Overview

There are similarities in the economic forecasts of the Canadian and BC outlook. These factors may impact municipalities, especially regarding the housing market. Economists are predicting a decrease in the housing market primarily due to the maximization of debt accumulation and dramatic increases in housing prices during the last few years which affects affordability and is measured by the price-to-income ratio. This increase has especially affected first-time buyers as the ratio for Metro Vancouver average in 2011 has reached above 9.0. Comparatively, Canada's national average ratio at the end of April 2011 is just under 4.5 ⁽¹⁾. Since June 2010, Richmond housing prices have reached increases of 19.0% for single family detached homes, 11.0% for townhouses and 6.7% for apartments as their median selling prices are currently just under \$1.0M, \$0.6M and \$0.4M, respectively.



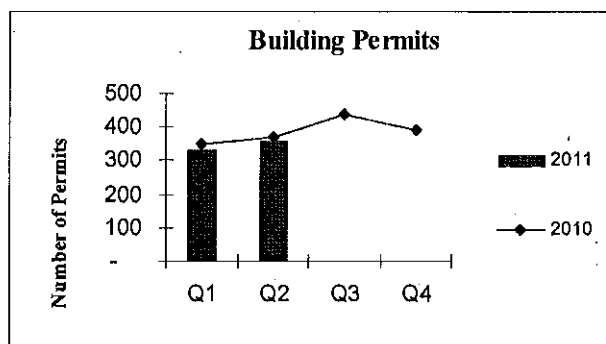
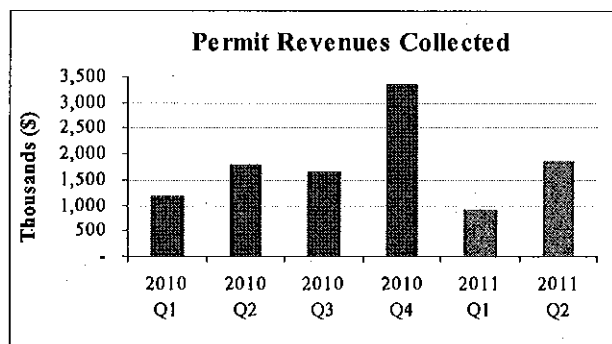
Economists are predicting a downturn in the housing market, however the City of Richmond has avoided this so far as statistics have shown. Even with the increasing prices, sales have stayed relatively steady as this year's 2,667 units is in line with last year's sales to date of 2,679 units. Housing starts to date are also indicating that the housing market has not declined as greatly in Richmond as other areas within the Greater Vancouver Regional District, with the number of starts for this year of 552 is comparable to that in 2010 of 621.

The housing market stability in the City can also be evidenced by the increase in building permit revenues for the current quarter, which are higher than the same period last year by 13.2% from \$1.5M to \$1.9M. The year-to-date building permits issued of 696 and revenues of \$2.4M are in line with last year when it reached peak levels not seen since the pre-recession years of 2008 and earlier.

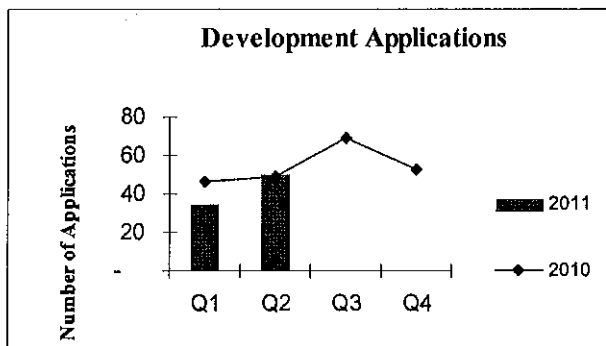
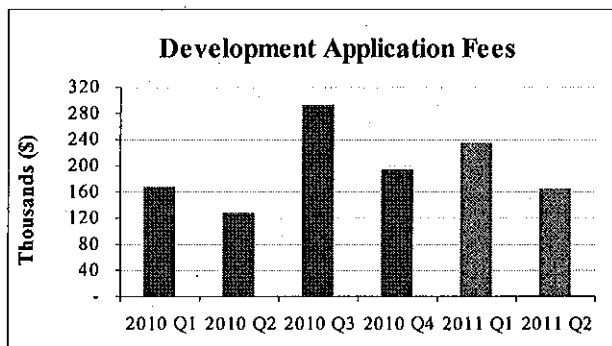
Richmond has also realized an increase in business activity especially for the industrial sector as the vacancy rates have decreased from a rate of 5.7% in 2010 to 4.4% in 2011. This vacancy rate decrease is still occurring while total new space available has increased by over 250,000 square feet. Office space vacancy remains a challenge as the total square feet of vacant space has increased by 10.8% from year to year.

(1) Source: Statistics Canada, Teranet-NB, Royal LePage, Bank of Canada calculations

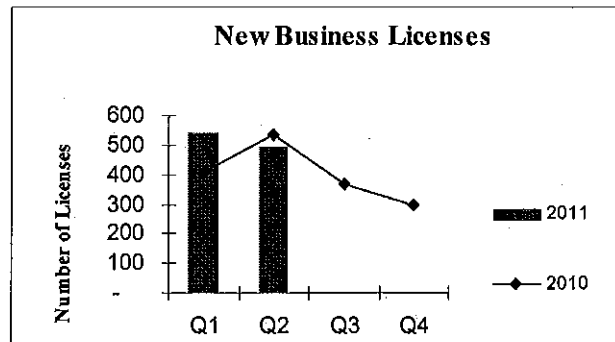
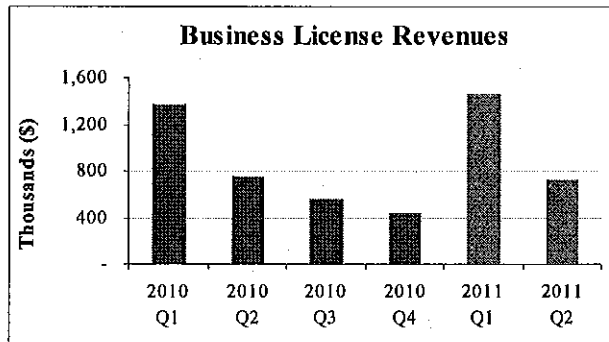
The value of building construction for permits issued during the 2nd quarter of 2011 decreased slightly but comparatively is 47.9% higher in value on a year-to-date basis as compared to 2010. The total construction value for 2011 is \$174.5M versus \$118.0M for 2010. This reflects the current trend of higher value construction projects, predominantly as mixed-use residential and commercial buildings are starting to complete. This trend should continue for the next few years as the City Centre Area begins to transition.



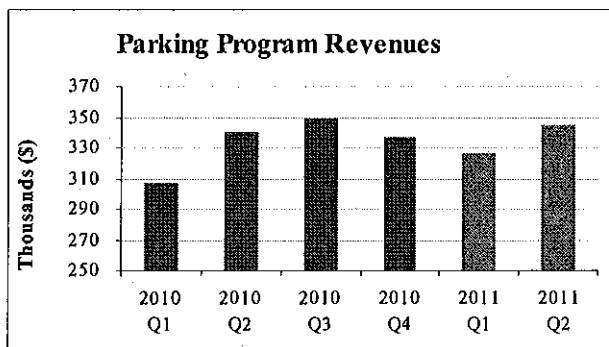
Although the number of development applications received in the 2nd quarter and year-to-date in 2011 has stayed constant with the levels in 2010, related revenues have significantly increased. Revenues collected to date in 2011 of \$0.4M is 36.7% higher than in 2010 of \$0.3M. The additional revenues in the 1st quarter, provided by the administration fees related to the completion of Servicing Agreements, has continued into the current quarter.



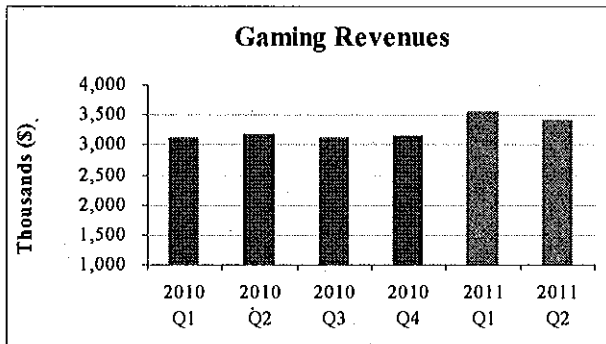
The total number of business licences issued to date in 2011 are comparable to last year, 13,068 to 13,178 licences, respectively. With the increased enforcement and collections of outstanding receivables during the 1st quarter, the current year-to-date revenues of \$2.2M have stayed relatively equal to last year. The increase in the number of new licences in 2011 of 1,038 from 940 last year (10.4% increase), is indicative of the growth that Richmond is experiencing.



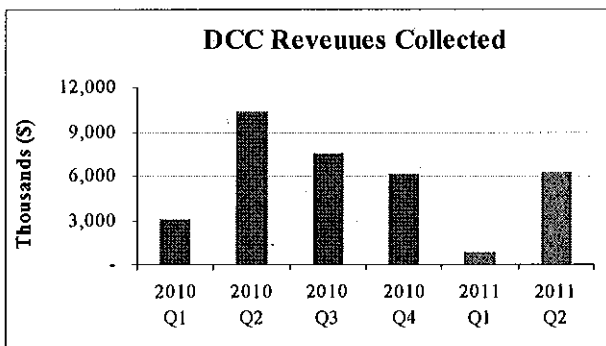
The permit and enforcement (Parking Program) revenues of \$0.3M and \$0.7M for the quarter and year-to-date, respectively are slightly higher than the same periods last year due largely to the efforts of the parking enforcement staff.



Gaming revenues of \$3.4M for the 2nd quarter and \$7.0M for the year have increased from the same periods in 2010, by 7.3% and 10.7%, respectively. Great Canadian Gaming Corporation has reported an increase in revenues of \$3.7M in their 2nd quarter results compared to 2010 for River Rock Casino due mainly to the 19% improvement in table drop.



Although DCC contributions received to date are still lower than last year, the overall trend is comparable to the 2008 levels. For the 2nd quarter, revenues collected increased significantly as compared to the 1st quarter from \$0.8M to \$6.3M, but is still 39.4% lower than \$10.4M collected in the same quarter of 2010. Year-to-date contributions of \$7.1M in 2011 compared to \$13.4M in 2010 results in a decrease of 47.0%. These decreases compared to last year can be attributed to the unusual circumstances surrounding DCC activity in 2010 as a result of major developments approved and the push by developers to move quickly before the anticipated increase in DCC rates that occurred in September 2010.



**Statement of (net revenues)/expenditures for
Quarter ended June 30, 2011**

Operating (in \$'000s)	Budget Year to Date June 30, 2011	Actual Year to Date June 30, 2011 (unaudited)	Variance	Forecast For December 31, 2011
RCMP	17,713	17,510	203	300
Fire Rescue	14,738	14,108	630	650
Parks & Recreation	12,354	10,961	1,393	-
Engineering & Public Works	9,739	7,909	1,830	-
Corporate Services	7,535	6,891	644	-
Project Development & Facility Maintenance	4,272	4,148	124	-
Library	3,794	3,683	111	-
Planning & Development Services	2,935	1,673	1,262	500
Community Services	3,562	2,970	592	50
Corporate Administration	2,153	1,759	394	-
Law & Community Safety	1,562	1,345	217	-
Business and Financial Services	1,490	314	1,176	200
Fiscal & Transfer to Reserves	(81,847)	(84,391)	2,544	-
	\$ -	\$ (11,120)	\$ 11,120	\$ 1,700

The variance for Q2 is consistent with prior years and is mainly attributable to timing and seasonality. This should not be used as an indicator for annual results.

The following are the explanations for net expenditure variances at the departmental level.

- After receiving the realized savings from the 2010/11 contract in Q1, RCMP is now slightly favourable. Due to vacancies of administrative positions, a surplus of \$0.3M is forecasted for the end of the year.
- Fire Rescue has a favourable variance to budget due to a staffing delay which has resulted in surplus salary, fringe, overtime, and training costs. A surplus of \$0.65M is forecasted for the end of the year.
- Parks and Recreation has a favourable variance for Q2 due to the seasonal nature of operating expenditures (e.g. utilities and maintenance) which will be incurred in the 2nd half of the year. It is anticipated to be on budget at the end of the year.
- Engineering and Public Works are due to be on budget by the end of the year. The favourable variance can be attributed to the Major Road Network (MRN), road maintenance and dyke programs having had incurred no major costs to date. It is anticipated that most of the expenditures will occur in Q3.
- Corporate Services has a favourable variance in Q2 due to the timing of operating expenses which will be spent by the end of the year. It is anticipated to be on budget at the end of the year.

- Project Development and Facility Maintenance is on budget and is anticipated to be on budget at the end of the year.
- Library is on budget and is anticipated to be on budget at the end of the year.
- Planning and Development has recognized higher than budgeted building permit revenues and servicing agreement fees. Also contributing to the favourable variance are lower operating costs from the management of vacant positions, however, as the need to provide services associated with new building permit revenues arises, there will be a need to fill vacant positions. With the higher revenues and vacancies, a \$0.5M surplus is anticipated at the end of the year.
- Community Services has a favourable variance as at Q2. The timing of expenditures for key community events and operating expenditures is expected to be incurred in the latter half of the year. Because there are also vacant positions that have not been filled, a small surplus is anticipated by the end of the year.
- Corporate Administration has a favourable variance due to vacancies. It is anticipated to be on budget at the end of the year.
- Law and Community Safety is on budget and is anticipated to be on budget at the end of the year.
- Business and Financial Services has a favourable variance due to the majority of the Business Licences revenue having been received in Q1 and the vacant positions within the Financial Services department. It is forecasted to have a surplus of \$0.2M by the end of the year.
- Fiscal is favourable for Q2 with anticipated expenditures to follow in the latter half of 2011.

Utilities

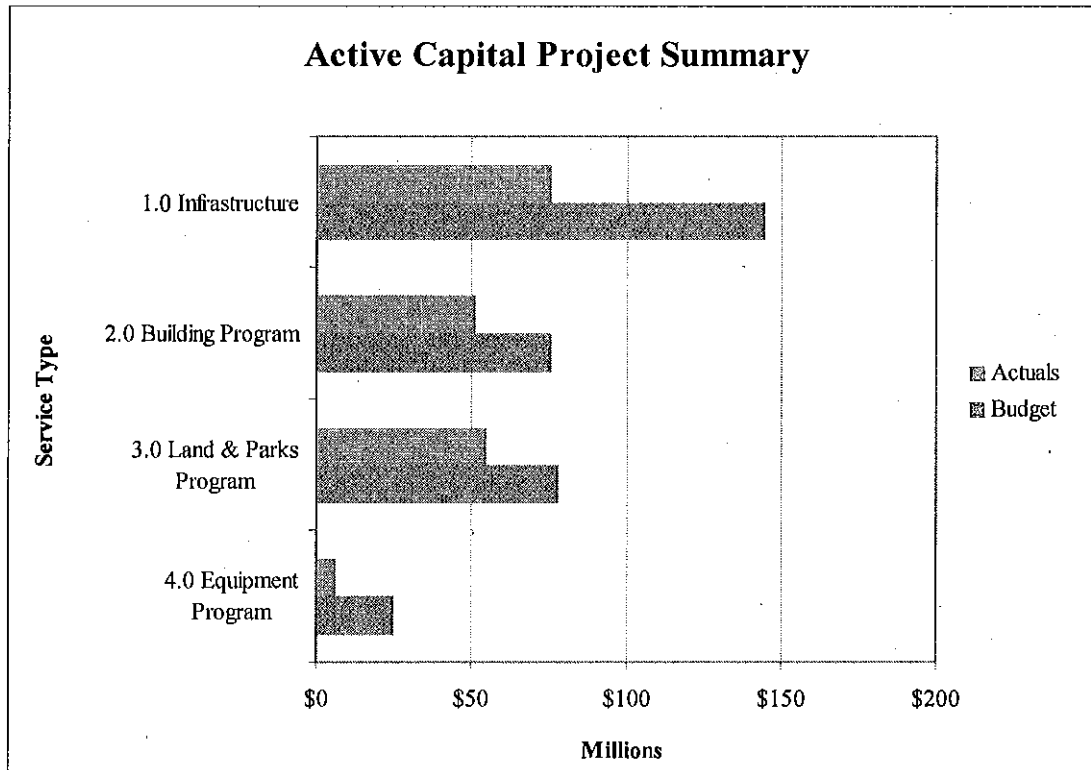
- Water Utility is currently on budget with water consumption increasing as the high usage summer months are starting. Also, increased receivable activity costs have been matched with increased receivable income. It is anticipated to have a balanced budget at the end of the year.
- Sewer Utility is on budget and is anticipated to have a balanced budget at the end of the year.
- Sanitation & Recycling Utility is on budget, with a noticeable shift from garbage utility to recycling as residents are starting to be more environmentally conscious. It is anticipated to have a balanced budget at the end of the year.

Active Capital Project Summary

The approved 2011 Capital Budget of \$61.2M (excluding internal payment transfers and debt repayments) are included in the figures below as are amounts relating to capital projects from previous years' Capital budgets that remain active.

The projects within the Infrastructure, Building, Land & Parks and Equipment Programs are in progress.

Statement of Active Capital Project Expenditures (\$'000s)			
	Budget	Spent to Date	Commitment
1.0 Infrastructure	144,900	75,779	69,121
2.0 Building Program	76,034	51,119	24,915
3.0 Land & Parks Program	78,482	54,620	23,862
4.0 Equipment Program	25,122	6,292	18,830
Grand Total	\$324,538	\$187,810	\$136,728

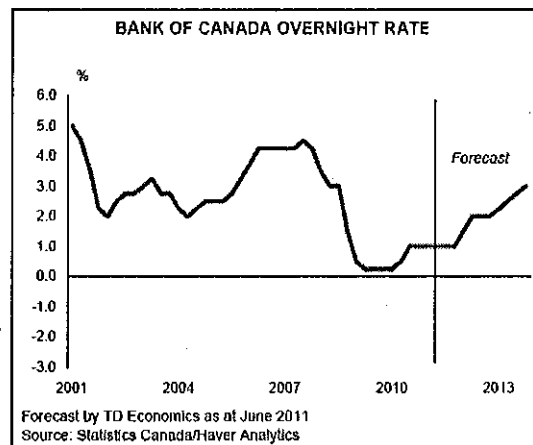


Cash and Investment Portfolio

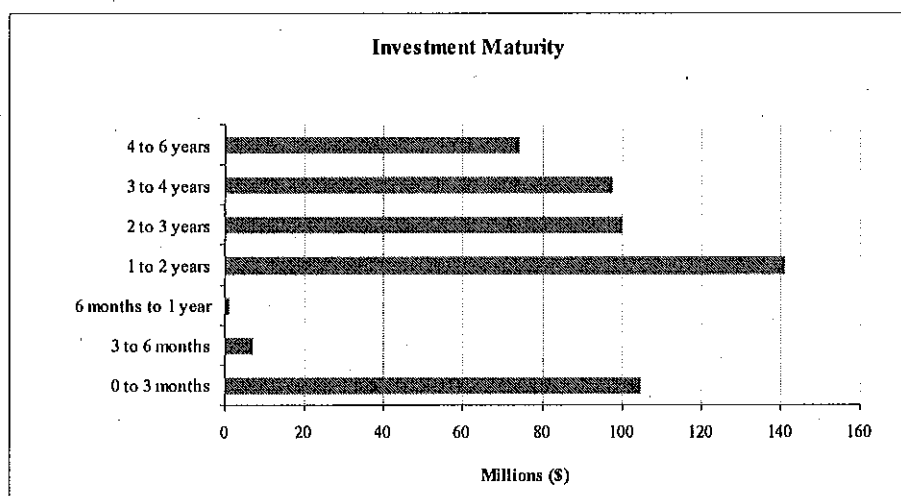
The City's cash and investment portfolio at June 30, 2011 was \$604.6M, with an average actual return on investment for the 2nd quarter of 2.4%. The current low interest rate environment and the City's cash flow projections have influenced the terms and types of investments that the City holds, which is reflected in the return.

Investment \$'000s	Value	% of Portfolio
Prov Gov and Prov Crown Corp		
Province of Ontario	\$ 52,645	8.71%
Province of BC	\$ 31,132	5.15%
Province of Manitoba	\$ 21,321	3.53%
Total Prov Gov and Prov Crown Corp.	\$ 105,098	17.39%
Fed Gov and Fed Crown Corp		
Canadian Mortgage and Housing Corporation	\$ 172,855	28.59%
Government of Canada	\$ 100,562	16.63%
Canadian Wheat Board	\$ 5,191	0.86%
Total Fed Gov and Fed Crown Corp	\$ 278,608	46.08%
Schedule I Banks		
TD Financial	\$ 17,102	2.83%
Royal Bank of Canada	\$ 10,308	1.70%
CIBC	\$ 9,603	1.59%
Scotia Bank	\$ 7,915	1.31%
First Bank	\$ 603	0.10%
National Bank of Canada	\$ 528	0.09%
Total Schedule I Banks	\$ 46,059	7.62%
Credit Unions		
Vancity Savings Credit Union	\$ 29,616	4.90%
Gulf & Fraser Financial Group	\$ 25,169	4.16%
Coast Capital Savings	\$ 20,000	3.31%
Total Credit Unions	\$ 74,785	12.37%
Pooled Investments		
Municipal Finance Authority	\$ 20,982	3.47%
Total Pooled Investments	\$ 20,982	3.47%
Total Investments	\$ 525,532	86.93%
Cash and cash equivalents	\$ 79,080	13.07%
TOTAL CASH AND INVESTMENTS	\$ 604,612	100.00%

The fallout from the Japanese earthquake has caused worldwide supply chain disruptions and the sovereign credit defaults in Europe have continued to push growth forecasts lower across the globe. The Canadian economy is expected to grow at a steady pace in the second half of 2011, but remains vulnerable due to a weaker U.S. economy. The Bank of Canada held rates constant at 1.0% because of the fear of a slower rate of growth in the Canadian economy, partly due to the slower than expected recovery in the U.S. The downgrade of the U.S. credit ratings may potentially delay any interest rate increase in the near future. It is forecasted that an interest rate increase will not likely happen until early or even mid 2012. A forecast of the interest rate movement is illustrated in the graph below.



The City continues to be in compliance with its Investment Policy (3702), where the City is required to carry a diversified investment mix with strong credit quality and at the same time meeting the objectives of managing its investment activities in a manner that seeks to preserve capital along and to realize a reasonable rate of return.



Key Indicators (Appendix 1)

This appendix provides information with regard to various financial and market indicators for the year 2011 as compared to 2010.

Contract Awards (Appendix 2)

This report provides Committee members information with regard to the formal contracts awarded by the City during the 2nd quarter.

Financial Impact

None


Conclusion

The City of Richmond's 2nd quarter 2011 financial results indicate that the City's revenues are trending favourably as evidenced by the increase in the number of housing starts, development applications received and business licences issued as compared to the previous quarter. This increased activity has generated revenues but because of the timing of costs incurring related to maintenance programs, vacant positions and major contracts, the City is in a surplus position. The costs are expected to increase as planned when the operational programs are fully underway during the second half of the year. Staff will continue to monitor the results and update the Committee on a quarterly basis.



Lisa Skippen
Manager, Finance System Support
(604-204-8660)

Key Indicators

 City of Richmond Key Indicators - June 30, 2011						
All \$ in 000s	Q2 2011 Apr-June 2011	Q2 2010 Apr-June 2010	% Change	Year to Date Jan-Jun 2011	Year to Date Jan-June 2010	Year to date % change
Housing Starts						
Number of Housing Starts (number of units)	374	249	50.2%	552	621	(11.1%)
Number of Demolitions	185	157	17.8%	309	279	10.8%
Net Housing Units Added	189	92	105.4%	243	342	(28.9%)
Building Permits						
Number of Building Permits Issued	361	371	(2.7%)	696	719	(3.2%)
Permit Revenues Collected (includes deferred revenue)	\$1,857	\$1,640	13.2%	\$2,785	\$2,768	0.6%
Value of Building Construction for Permits Issued	\$85,989	\$91,132	(5.7%)	\$174,474	\$118,001	47.9%
Development Applications						
Development Applications Received	50	49	2.0%	85	95	(10.5%)
Development Applications Revenue	\$168	\$127	30.5%	\$402	\$294	36.7%
Business Licenses						
Number of New Business Licenses Issued	496	533	(6.9%)	1,038	940	10.4%
Number of Employees Reported - New Licenses	1,311	1,412	(7.2%)	2,876	3,441	(16.4%)
Total Valid Licenses Renewed/(Discontinued)	(16)	174	(109.2%)	12,600	13,178	(4.4%)
Revenue Received for Current Year Licenses	\$621	\$760	(18.3%)	\$2,080	\$2,141	(2.8%)
Revenue Received for Next Year (Deferred)	\$105	\$139	(24.4%)	\$156	\$188	(16.9%)
Total License Revenue	\$726	\$899	(19.2%)	\$2,236	\$2,328	(4.0%)
<i>Year to date valid licenses and revenue include current year licenses issued in the prior year.</i>						
Other Revenues						
Parking Program Revenue	\$345	\$340	1.3%	\$671	\$647	3.7%
Gaming Revenue	\$3,412	\$3,181	7.3%	\$6,967	\$6,294	10.7%
Traffic Fine Revenue to date	\$894	\$893	11.4%	\$1,277	\$1,024	24.7%
Development Cost Charges Income						
Roads, Water, Sewer DCC's Received	\$3,084	\$5,080	(39.3%)	\$3,484	\$6,634	(47.5%)
Parks DCC's Received	\$3,209	\$5,306	(39.5%)	\$3,636	\$6,812	(46.6%)
Total DCC Fees Received	\$6,294	\$10,386	(39.4%)	\$7,121	\$13,446	(47.0%)
Uncommitted Reserves						
DCC Reserves to date	\$27,653	\$19,472	42.0%	\$27,653	\$19,472	42.0%
Capital Funding Reserves to date	\$50,679	\$23,027	120.1%	\$50,679	\$23,027	120.1%
Affordable Housing Reserves to date	\$1,830	\$1,003	82.5%	\$1,830	\$1,003	82.5%
Other Reserves to date	\$73,862	\$62,815	17.6%	\$73,862	\$62,815	17.6%
Total Uncommitted Reserves to date	\$154,024	\$106,318	44.9%	\$154,024	\$106,318	44.9%
Taxes to date						
Taxes Collected	\$140,795	\$127,507	10.4%	\$148,025	\$136,438	8.5%
City Portion of Taxes Collected	\$68,989	\$62,478	10.4%	\$72,532	\$66,854	8.5%
Unpaid Taxes - Delinquent & Arrears	\$4,077	\$4,016	1.5%	\$4,077	\$4,016	1.5%
No. of Participants on PAWS (Pre authorized withdrawal)	5,655	5,444	3.9%	5,655	5,444	3.9%
PAWS ⁽¹⁾	\$3,458	\$1,770	95.4%	\$8,696	\$7,139	21.8%
Interest Rate Paid to PAWS	1.00%	0.25%	0.75%	1.00%	0.25%	0.75%
<i>Sources: All data is from City of Richmond records</i>						
<i>(1) PAWS period changed from July - April in 2010 to August - May in 2011, which explains the increase and therefore is not comparable</i>						

All \$ in 000s	Q2 2011 Apr-June 2011	Q2 2010 Apr-June 2010	% Change	Year to Date Jan-Jun 2011	Year to Date Jan-June 2010	Year to date % change
Employees						
Number of City Employees (City and Library)	1,897	1,898	(0.1%)	1,897	1,898	(0.1%)
Fire Rescue Responses	2,251	2,181	3.2%	4,482	4,322	3.7%
RCMP - Calls for Service Handled	18,291	22,331	(18.1%)	35,533	41,700	(14.8%)
Affordable Housing						
Affordable Rental Units	8	0	100.0%	8	0	100.0%
Secondary Suite/Coach House Units	6	0	100.0%	11	0	100.0%
Market Rental Units	0	18	(100.0%)	0	26	(100.0%)
Unspent Funds Allocated to Capital Projects to date	\$9,198	\$9,198	0.0%	\$9,198	\$9,198	0.0%
Investments						
Total Investments	\$607,877	\$552,803	10.0%	\$607,877	\$552,803	10.0%
Interest Earned on Investments						
Average City Rate of Return on Investments	2.40%	2.60%	(0.20%)	2.83%	2.60%	0.23%
<i>Sources: All data is from City of Richmond records</i>						
Market Indicators						
Median Residential Selling Prices - Richmond						
Single Family Detached	\$970	\$825	17.6%	\$989	\$831	19.0%
Townhouse	\$557	\$500	11.4%	\$547	\$492	11.0%
Apartment*	\$358	\$338	6.6%	\$356	\$333	6.7%
Number of Sales (all housing types)	1,141	1,392	(18.0%)	2,667	2,679	(0.4%)
<i>Source: Real Estate Board of Greater Vancouver</i>						
Unemployment Rate-Greater Vancouver	7.3%	7.7%	(0.4%)	7.8%	7.7%	0.0%
<i>Regional Unemployment Rate (3 month moving average)</i>						
<i>Source: Statistics Canada & BC Stats (Data not available for Richmond)</i>						
Economic Development						
Total sq. ft space Office YTD	4,319,927	4,365,067	(1.0%)	4,319,927	4,365,067	(1.0%)
Total sq. ft vacant space available Office YTD	850,682	767,427	10.8%	850,682	767,427	10.8%
Vacancy rate - Office (in %) YTD	19.69%	17.58%	12.0%	19.69%	17.58%	12.0%
Total sq. ft space Industrial YTD	36,246,862	35,989,013	0.7%	36,246,862	35,989,013	0.7%
Total sq. ft vacant space available Industrial YTD	1,594,862	1,649,765	(3.3%)	1,594,862	1,649,765	(3.3%)
Vacancy rate - Industrial (in %) YTD	4.40%	5.66%	(22.3%)	4.40%	5.66%	(22.3%)
<i>Source: Cushman & Wakefield Ltd. - Market Report</i>						
Richmond Population Estimate Year End*	2010:	196,858	2009:	193,505		
<i>*Note: These population estimates include an estimate of the Census undercount. Amounts rounded to the nearest thousand.</i>						

Contract Awards > \$ 25,000
April 1, 2011 – June 30, 2011

	Contract Name	Award	Amount	Description	Department or Division
1.	3969 P Sanitary Sewer Assessment for the Terra Nova Study Area	M.J. Pawlowski	\$ 371,284	Video inspection of the sanitary sewer system in the Terra Nova area to identify sewers that require repairs or replacement	Engineering & Public Works
2.	4023 P Development of an Emergency & Business Continuity Department Plan for Richmond Fire-Rescue	KPMG LLP	\$ 40,000	Preparation of an emergency and business continuity plan for Richmond Fire-Rescue that is based on Richmond's Emergency Plan	Fire-Rescue
3.	4075 T RCMP CSB: Commercial Glazing RCMP Building	Concept Aluminum Products Inc	\$ 1,008,451	Glazing for the RCMP building	Project Development & Facilities Services
4.	4077 T RCMP CSB: Concrete and Concrete Masonry RCMP Community Safety Building	Athens Masonry	\$ 171,400	Concrete and masonry work for the RCMP building	Project Development & Facilities Services
5.	4214 Q RCMP CSB: Supply and Delivery of Tiling	Greyston Tile & Stone	\$ 117,333	Supply & install of tile at the RCMP building	Project Development & Facilities Services
6.	4200 P Social Planning Strategy	HB Lanarc Consultants Ltd	\$ 62,500	Consulting services 10 Year Richmond Social Planning Strategy	Community Services
7.	4223Q On Call Roofing Contractor	Marine Roofing	\$ 100,000	Contract for annual roofing inspections and maintenance	Project Development & Facilities Services
8.	4225 Q On Call Plumbing	Ashton Mechanical Group	\$ 300,000	Contract for annual plumbing inspections and maintenance	Project Development & Facilities Services
9.	4227 T RCMP CSB: Drywall, steel stud and acoustic ceiling	Benchmark LTD	\$ 614,950	Supply & install of drywall, steep stud and acoustic ceiling for the RCMP building	Project Development & Facilities Services
10.	4228 Q Supply & Install Backup Power - Richmond Ice Centre	Nightingale Electric	\$ 120,500	July 20, contracts awarded, site work to commence fall '11	Parks & Recreation
11.	4235 Q Supply and Delivery of Uniforms, Accessories and Recreational Clothing (Inventory) for Richmond Fire-Rescue	Award to multiple vendors	\$ 37,360	Contract to supply of uniform clothing items, accessories and gear for fire fighters Required under the collective agreement	Fire-Rescue
12.	4237 Q Supply and Delivery of Stationwear for Richmond Fire-Rescue	Canadian Linen	\$ 60,037	Contract to supply protective uniform stationwear (pants & shirts) for fire fighters Required under the collective agreement	Fire-Rescue
13.	4239 Q On Call Electrical Contractor	Western Integrated Electrical	\$ 25,000	Contract for annual electrical inspections yearly estimate	Project Development & Facilities Services
14.	4240 F RCMP CSB: Mechanical Excavation & Electrical Work	Hazelmere Contracting Ltd	\$ 96,188	Mechanical, Excavation and Electrical work being done for the new RCMP building	Project Development & Facilities Services
15.	4243 T RCMP CSB: Painting	M&L Painting LTD	\$ 120,950	Painting work at the new RCMP building	Project Development & Facilities Services
16.	4249 Q Supply and Delivery of one (1) Aerial Lift Electrical Truck	Altec Industries	\$ 138,222	Vehicle Replacement for unit 916 – Roads/Electrical	Engineering & Public Works (Fleet)

	Contract Name	Award	Amount	Description	Department or Division
17.	4254 Q Supply and Delivery of one (1) Excavator	Great West Equipment	\$ 345,333	Vehicle Replacement for unit 732 – Fleet Operations Excavator	Engineering & Public Works (Fleet)
18.	4256 Q Supply and Delivery of one (1) Passenger Bus	Kirkman Bus Sales	\$ 98,332	Vehicle Replacement for unit 891 – Seniors' Centre Bus	Engineering & Public Works (Fleet)
19.	4257 Q Supply and Delivery of one (1) extended Cab & Chassis (1) One Tonne Flat Bed Truck	Richmond Chrysler	\$ 42,125	Vehicle Replacement for unit 917 – Roads/Crack Sealing	Engineering & Public Works (Fleet)
20.	4260 T RCMP CSB; Electrical	Elgar Electrical	\$ 1,699,500	Supply & install of electrical at the new RCMP building	Project Development & Facilities Services
21.	4275 Q Supply and Delivery of one (1) Crew Cab Flat Deck Truck	Richmond Chrysler Jeep	\$ 71,257	Vehicle Replacement for unit 943 – Roads/Paving	Engineering & Public Works (Fleet)
22.	4287 Q RCMP: Millwork	Colwin Design Ltd	\$ 99,719	Supply & install of millwork at the new RCMP building	Project Development & Facilities Services
23.	4290 Q Supply and Delivery of One (1) Full Size Cargo Van (shorty)	Metro Motors	\$ 28,839	Vehicle Replacement for unit 896 – Administration/Radio Communications	Engineering & Public Works (Fleet)
24.	4296 Q Supply and Install Blundell and Dixon School Tot Lots	Suttle Recreation Inc - Blundell School Rec Tec Industries - Dixon School	\$ 38,519 (Blundell) \$40,697 (Dixon)	Supply and installation of playground equipment to replace existing equipment that no longer meets current safety standards	Parks & Recreation
25.	4299 F Sewer back up repairs - Fire Hall #5	On Side Restoration	\$ 44,246	Sewer back up repairs	Project Development & Facilities Services
26.	4300 F Flow control - various pump stations	McRae's Environmental Services	\$ 205,009	Pump truck services required to perform emergency repairs and install temporary bypass for the Lansdowne Forcemain due to grease blockages	Sewerage/Drainage
27.	4301 F IT software/ hardware/ Training/ Labour	SoftChoice Corporation	\$ 51,693	Microsoft annual maintenance for server and client software licenses (all systems)	Information Technology
28.	4302 F RCMP CSB: Metal Cladding & Column Cladding	Rite-way Metals	\$ 63,950	Supply & install of metal & column cladding at the new RCMP building	Project Development & Facilities Services
29.	4303 Q Supply & Install Fibre Optic Cable - Ironwood	Plan Group	\$ 70,344	City data & voice network extension to support City (RCMP support) staff who will be moving to Ironwood along with the RCMP	Information Technology
30.	4308 Q 2011 Exterior Repainting	A. Craig and Son Ltd	\$ 55,823	Paint Contract for City Buildings listed on Exterior Paint Program	Project Development & Facilities Services
31.	4309 F IT software/ hardware/ Training/ Labour	Dell	\$ 55,997	Dell servers for Peoplesoft upgrade project; replacing old HP servers	Information Technology
32.	4310 Q Supply and Install of Tot Lot at Currie Elementary School	Habitat Systems Inc	\$ 81,890	Supply and installation of playground equipment to replace existing equipment that no longer meets current safety standards	Parks & Recreation
33.	4312 F Emergency design services - Lansdowne	McElhanney Consulting Services Ltd	\$ 25,000	Design services for the Emergency Replacement of the Lansdowne Forcemain due to grease blockages	Engineering & Public Works
34.	4313 F Supply and Install of unglazed solar panels at South Arm Pool	Hot Sun Industries Ltd	\$ 69,500	Installation completed May 31, 2011	Project Development & Facilities Services

	Contract Name	Award	Amount	Description	Department or Division
35.	4314 F Supply and Install of solar heating panels at Centennial Pool	Hot Sun Industries Ltd	\$ 75,000	Supply and Install of solar heating panels	Project Development & Facilities Services
36.	4318 F Design/build Alexandra District Energy Utility	Oris Geo Energy	\$ 3,500,000	Design and construction of the Alexandra District Energy Utility Phase 1, including geothermal wellfield, Energy Centre and distribution piping	Engineering & Public Works
37.	4319 F Annual support for REDMS DM and RM	Open Text	\$ 153,467	Open Text annual maintenance for server and client software licenses (REDMS system)	Information Technology
38.	4320 F Supply and Install: two (2) boilers at South Arm Pool	Ashton Service Group	\$ 77,500	Boiler installation completed May 31, 2011	Project Development & Facilities Services
39.	4321 F RCMP CSB: Supply and install of overhead doors	Valmart Door Sales	\$ 36,487	Supply & install of overhead doors at the new RCMP building	Project Development & Facilities Services
40.	4322 F Supply and Delivery of one (1) Bobcat	Bobcat Country Inc	\$ 39,320	Equipment Replacement for unit 1381 – Parks/Chipper	Engineering & Public Works (Fleet)
41.	4323 F Annual Powder Post Beetle Remediation	Entech Consultants Ltd	\$ 50,000	Pest control	Project Development & Facilities Services
42.	4327 F RCMP CSB: Furniture & Moving	Heritage Office Furnishings	\$ 253,202	Costs to relocate existing furniture to the RCMP building	Project Development & Facilities Services
43.	4328 F Landscape Architectural Consulting Services - Oval West Waterfront Park	Phillips Farevaag Smallerberg	\$ 95,000	Consulting services for detailed design, tender documents and specifications	Parks & Recreation
44.	4329 F Supply and Install Temporary Sewer Bypass at Lansdowne Road from Cederbridge to Hollybridge	PW Trenchless Construction Ltd	\$ 46,351	Emergency temporary bypass of the Lansdowne Forcemain due to grease blockages	Sewerage/Drainage
45.	4331 Q Supply and Delivery Leisure Guide Wrap Inner Content Printing	International Web Express	\$ 66,932	Printing and binding of three Parks, Recreation and Culture Guides (@ 22,000 copies each x 160 pages)	Parks & Recreation
46.	4332 F RCMP CSB: Interior Carpentry	Vertegic Construction	\$ 36,700	Supply & install of interior carpentry work	Project Development & Facilities Services
47.	4335 F Supply and Install: RCMP CSB: Supply Entry Mats, Counter Shutters, Lockers, Corner guards and Crash Rails	Shanahans Ltd	\$ 65,625	Supply & install Entry Mats, Counter Shutters, Lockers, Corner guards and Crash Rails	Project Development & Facilities Services
48.	4337 F Janitorial Services (April/11) - Thompson, Steveston, West Richmond Community Centres	Acom Building Maintenance	\$ 26,622	Contract cleaning for Community Centres for work beyond that which is typically done by in-house staff	Project Development & Facilities Services
49.	4338 J Reassemble Double Wide Trailer at Public Works Yard (from Fire Hall 2)	RMT Contracting	\$ 45,572	Relocation & minor renovation of existing modular building	Project Development & Facilities Services
50.	4339 F Janitorial Services (February/11) - West Richmond, Thompson, Steveston Community Centre	Acom Building Maintenance	\$ 26,622	Contract cleaning for Community Centres for work beyond that which is typically done by in-house staff	Project Development & Facilities Services
51.	4340 F Inspections on City's Pump Stations	TND Technical Services	\$ 50,000	Provide electrical inspection and assessment on pump stations	Sewerage/Drainage

	Contract Name	Award	Amount	Description	Department or Division
52.	4341 F Consulting Services - PC Evergreen Work Process Review	Beyond Tech Solutions	\$ 33,696	Consulting services to refine work process and to identify line-of-business & DT applications for software inventory	Information Technology
53.	4545 F Supply and Delivery of HDPE pipe and fusion equipment for Lansdowne Forcemain	Sandale Utility Products	\$ 78,763	HDPE pipe for the Emergency Replacement of the Lansdowne Forcemain due to grease blockages	Engineering & Public Works
54.	4549 F Supply and Install Solar System at South Arm Pool	Ashton Service Group	\$ 35,457	Improve energy efficiency of the hot water supply for the pool and shower facilities by installing new high energy efficiency boilers augmented by solar panels to take advantage of fossil fuel and green house gas free alternative energy source	Community Services
55.	4551 F Hansen Annual Maintenance Contract	Hansen Information Technologies (Canada)	\$ 92,375	Hansen annual maintenance for server and client software licenses (Hansen work-order system)	Information Technology
56.	4554 F RCMP CSB: Fireproofing	Greer Contracting Ltd	\$ 49,600	Supply & install of fireproofing	Project Development
57.	4556 F King George Park Master Plan Update	Damon Oriente Ltd	\$ 25,000	Consulting services for design development for the master plan update	Parks & Recreation
58.	4557 F Supply and Install Anti-Skid coating to No 6 Road and Granville Ave	Lafrentz Road Marking	\$ 60,000	Installation of anti-skid coating to the s-curves on No 6 Rd to improve public safety	Engineering & Public Works
59.	4558 F PHASE 2 - Supply and Install: Mechanical & Supply and Delivery of six (6) Trolleys - Richmond Brighthouse Branch Expansion at Brighthouse Library	Lyngose Systems Inc	\$ 38,582	Phase 2 of the extension of the Automated Materials Handling system project for the Circulation department of the Richmond Public Library	Library
60.	4563 F Election Services: Web Hosting & Management Services	Comprint Systems Inc-Data Fix	\$ 76,900	Web Hosting & Management Services	Corporate Services
61.	4564 J Garratt Wellness Centre - Upgrades & Renovation	RMT Contracting Ltd	\$ 220,798	Asbestos abatement, new floors, plumbing upgrade, washroom upgrades	Project Development & Facilities Services
62.	4565 J Tennis Net Shed Upgrades	RMT Contracting Ltd	\$ 93,762	Expansion of storage area on south wall and new garage door	Project Development & Facilities Services
63.	4566 F Supply and install roof top garden Richmond Library Cultural Centre	C.L.C.S. Ltd	\$ 105,881	Renovation of 2 nd floor patio including installation of green roof	Project Development & Facilities Services



City of Richmond

Report to Committee

To: Finance Committee

Date: August 22, 2011

From: Andrew Nazareth
General Manager, Business & Financial Services

File: 03-0900-01/2011-Vol
01

Re: Amendments to the 5 Year Financial Plan (2011-2015) Bylaw No. 8707

Staff Recommendation

1. That the 5 Year Financial Plan (2011 – 2015) be amended to reflect the previously approved Council changes as per the attached report.
2. That the 5 Year Financial Plan (2011 – 2015) be amended to reflect the administrative changes as per the attached report.
3. That the 5 Year Financial Plan (2011 – 2015) Bylaw No. 8707, Amendment Bylaw 8809, which would incorporate and put into effect the changes to the 2011 Capital and Operating Budgets (as summarized in Attachment 1), be introduced and given first, second and third readings.

Andrew Nazareth
General Manager, Business & Financial Services
(604-276-4095)

FOR ORIGINATING DEPARTMENT USE ONLY

ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Clerks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Information Technology	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Real Estate Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The 5 Year Financial Plan (2011-2015) Bylaw No. 8707 was adopted April 11, 2011. Included in the 5 Year Financial Plan (5YFP) are the 2011 Capital and 2011 Operating Budgets.

Subsection 165(2) of the Community Charter allows for amendments of the financial plan by bylaw and Section 137(1)b directs that the power to amend or repeal must be exercised by bylaw and is subject to the same approval and other requirements, if any, as the power to adopt a new bylaw under that authority.

Analysis

Subsequent to the adoption of the 5 Year Financial Plan (2011-2015) Bylaw No. 8707 on April 11, 2011, additional opportunities and projects have emerged. The current expenditure bylaw does not include these amounts and staff recommends that these amendments to the 5YFP be approved. There is **no tax impact** for any of these amendments.

Several reports have been presented at Council detailing amendments to the 5YFP. The Council approved changes are:

1. a. At the Council meeting on February 28, 2011, Council approved: *"That \$88,000 in additional funding be provided from the Council Provision Account to implement a "vote anywhere / super poll" initiative for the 2011 civic election."*
- b. At the Closed Council meeting on March 14, 2011, Council approved the acquisition of a parkland property at a total cost of \$8,434,375 (including fees). The funding approved for this acquisition is the existing Strategic Land Acquisition capital projects until funds are collected within the Parkland Acquisition DCC program. At this point, there is \$6,650,000 that can be repaid to the Industrial Use Reserve. (\$6,254,325 from City-Wide Parkland DCCs and \$395,675 Capital Reserve assist factor).
- c. At the Council meeting on May 24, 2011, Council approved: *"That the Williams Road Area Lane Upgrade projects be funded through the Asphalt Capping Provision account and the 2011 Asphalt Capping Program"* These lanes have been identified as a priority for upgrade due to drainage and rideability issues. The total value of this project is \$767,000 with \$696,067 funded from the Asphalt Capping Provision and \$70,933 funded from the existing 2011 Asphalt Capping Program. This will result in an overall increase to the 2011 Capital Budget by \$696,067.
- d. At the Closed Council meeting on June 13, 2011, Council approved the acquisition of a parkland property with a cash amount of \$1,536,167 (including fees). This amount will increase the 2011 Capital Budget funded from the Industrial Use Reserve.

- e. At the Council meeting on June 13, 2011, Council approved the following One Time Additional Expenditures:

“That the December 31, 2010 surplus of \$2,452,800 be appropriated as outlined in the staff report entitled 2010 Surplus Appropriation, dated May 17, 2011, from the General Manager, Business and Financial Services; provided that:

- (1) Item No. 41 - Gateway Theatre Box Office Printers, in the amount of \$10,000, be added to the list of items to be funded from the 2010 Surplus Appropriation; and*
- (2) Item No. 42 - Gateway Theatre Lighting Board, in the amount of \$12,000, be added to the list of items to be funded from the 2010 Surplus Appropriation.*

and the contributions to the reserves be revised accordingly.”

- Transfer to Reserves (\$478,000)
- Security Access System* (\$290,000)
- Sister City Plan 2011-2013 (\$234,410)
- Initiation of a Dike Master Plan (\$200,000)
- Pesticide Use Control Bylaw No. 8514 (\$145,000)
- Mobile Solutions* (\$122,390)
- Steveston Tennis Building* (\$105,000)
- Business and Financial Services Tangible Capital Asset Analysts (\$100,000)
- Noise Bylaw (\$100,000)
- Accessible Washroom at London Heritage Farm (\$80,000)
- CLASS upgrade PIN/Chip card* (\$75,000)
- Library Cultural Centre Parkade Upper Level Maintenance (\$70,000)
- Consultant for Event – On Line Form (\$60,000)
- Vehicles for Animal Control* (\$60,000)
- Animal Shelter Feasibility Study (\$50,000)
- On Line License (\$50,000)
- Tempest Software* (\$50,000)
- Fire Rescue Additional Equipment (\$45,000)
- Energy Management (\$35,000)
- Civic Election Public Awareness / Education Strategy (\$25,000)
- Community Services Department Clerical Support Funding (\$25,000)
- City Election Guide – increase costs to include “Candidate Profiles” (\$16,000)
- Recreation Fee Subsidy (\$15,000)
- Gateway Theatre Lighting Board Replacement (\$12,000)
- Gateway Theatre Printers (\$10,000)

*Items totalling \$702,390 are considered capital and will be included as amendments to the 2011 Capital Budget. The remaining items totalling \$1,750,410 will be included as amendments to the 2011 Operating Budget.

- f. At the Council meeting on June 27, 2011, Council approved: *"That an increase to the project scope for a video surveillance upgrade required for the RCMP Community Safety Building (CSB) project to meet the new 2012 proposed standards for police buildings valued at \$179,000, be approved as part of the RCMP CSB project; and, that an increase to the project scope for a secure room required for the RCMP's Live Scan system valued at \$20,000, be approved as part of the RCMP CSB project, and be funded from the Capital Building and Infrastructure Reserve."* This results in an overall increase to the 2011 Capital Budget of \$199,000, with \$179,000 funded by the operating surplus of the contract between the City and RCMP and \$20,000 from the Capital Building and Infrastructure Reserve.
- g. At the Closed Council meeting on July 11, 2011, Council approved the acquisition of a strategic property at a total cost of \$7,751,950 (including fees). The 2011 Capital Budget will be increased by \$7,751,950 funded from the Industrial Use Reserve.
- h. At the Closed Council meeting on July 25, 2011, Council approved the acquisition of a parkland property at a total cost of \$3,070,000 (including fees). The 2011 Capital Budget will be amended by \$1,368,730, funded by \$487,866 from West Cambie Parkland Acquisition DCCs, \$30,864 from Capital Reserve assist factor, and \$850,000 from the Industrial Use Reserve. The remaining balance of \$1,701,270 can be accommodated within existing approved Strategic Land Acquisition capital projects.
- i. At the Council meeting on July 25, 2011, Council approved: *"That \$372,600 be allocated from the approved Interurban Tram Restoration (2011) project to fund the Steveston Tram Building Project (2011); and, that (an additional) \$427,400 be allocated from the Steveston Road Ends."* This results in the Steveston Tram Building Project increasing by \$800,000 with a net overall increase to the 2011 Capital Budget of \$427,400.

Throughout the course of the year the expenditure pattern can vary from the original 5 Year Financial Plan Bylaw. This can be due to additional amounts received, re-classification of costs or unexpected expenditures. The following amendments represent administrative changes:

- 2. a. At the May 9, 2011 Finance Committee meeting, the report titled "Future Reserves and Surplus and Future Construction" indicated that \$1,000,000 for RCMP CSB moving expenses was to be funded from the Revolving Fund Capital Reserve. Upon further review, it is estimated that \$230,000 of these are non-capital in nature. The costs that are considered capital, in the amount of \$770,000 will be included in the 2011 Capital Budget funded from the Revolving Fund Capital Reserve. The non-capital costs in the amount of \$230,000 will be included in the 2011 Operating Budget funded from a reduction to the transfer to reserves. Overall, the ending balance of the Revolving Fund Capital Reserve is unchanged and the expenditures are budgeted in the appropriate Budgets.

- b. Include \$490,000 in the 2011 Capital Budget for a data storage system funded from the Computer Equipment Provision. The City data storage system is essential to the delivery of effective City computer services. Centralizing data storage is also essential to the cost-effective delivery of those services. The current data storage system is obsolete, at full capacity and a replacement system is required. Generally accepted accounting principles necessitates including computer equipment in the Capital Budget.
- c. Relocate the Sports Hosting function to the Oval Corporation in the amount of \$344,813. Tourism Richmond is seeking improved performance as they fully fund this function. Moving this function to the Oval creates synergies with other sport functions resulting in increased operating efficiencies. Oval management have relationships with sporting bodies in Canada and worldwide, thus enhancing the ability of the Sports Hosting Office to achieve its objectives.
- d. Include the balance of the Election Provision of \$238,016 in the 2011 Operating Budget for anticipated costs relating to the 2011 civic election. This balance is in addition to the 2011 annual allocation of \$117,800 resulting in a total available budgeted amount of \$355,816.
- e. Include \$50,000 for the cost of consulting and associated expenses to assist with Facilities and Community Services staff with development of the City-owned child care facilities, funded from the Child Care Reserve. The primary focus is on the facility to be established on lands obtained through the rezoning of the TransLink maintenance facility in Hamilton.
- f. Include \$30,000 for the costs associated to consulting services to assist with the review and update of the Richmond Affordable Housing Strategy, funded from the Affordable Housing Operating Reserve. The initial areas of focus are the assessment of Affordable Housing Contribution Rates and the Affordable Housing Reserve Fund review, analysis and best use forecast.

Financial Impact

The proposed 2011 budget amendments will have **no tax impact**. Overall, there is an increase of \$20,671,704 to the 2011 Capital Budget and \$1,811,613 to the 2011 Operating Budget. Each of these annual budgets combine to form part of the 2011-2015 5YFP. The 2011-2015 5YFP schedule, capital program and funding sources can be found in **Attachments 1 - 3**.

2011 Capital Budget - Summary of Changes		(in \$000's)
Capital Budget as at April 11, 2011		\$ 72,699
Land acquisitions	17,307	
RCMP building moving costs - capital (gross \$1,000)	770	
Additional level expenditures – 2010 surplus (gross \$2,453)	703	
Williams Rd area lane upgrades (gross \$767)	696	
Data storage system	490	
Steveston tram building (gross \$800)	427	
RCMP video surveillance and live scan	199	
Reserve transfers to Operating Budget	80	
Total amendments		20,672
Total Capital Budget including amendments		\$93,371

2011 Operating Budget - Summary of Changes		(in \$000's)
Operating Budget as at April 11, 2011		\$ 397,245
Additional level expenditures – 2010 surplus (gross \$2,453)	1,750	
Transfer sports hosting to Oval Corporation	(345)	
Election provision	238	
RCMP moving expenses	230	
Reduction of transfer to reserves (RCMP moving)	(230)	
Elections “vote anywhere”	88	
Transfer to statutory reserves (child care and affordable housing)	80	
Total amendments		1,811
Total Operating Budget including amendments		\$399,056

Conclusion

Staff recommend that Council approve the 2011 Capital and Operating Budget amendments to accommodate the expenditures within the 5 Year Financial Plan Bylaw. The proposed 2011 budget amendments will have no tax impact. Overall, there is an increase of \$20,671,704 to the 2011 Capital Budget and \$1,811,613 to the 2011 Operating Budget.

As required in Section 166 of the Community Charter staff will conduct a process of public consultation prior to final reading September 26, 2011.

per. 

Jerry Chong
Director, Finance
(604-276-4064)

JC:cg

CITY OF RICHMOND
5 YEAR FINANCIAL PLAN (2011 – 2015)
(in 000's)

	2011	2012	2013	2014	2015
Revenues					
Property Taxes	161,335	168,343	175,485	181,890	188,562
Transfer from Capital Equity	46,821	54,931	61,127	67,498	74,247
Fees & Charges	26,147	27,223	29,044	30,879	31,796
Grant-in-lieu	11,770	11,920	12,070	12,320	12,420
Grants	3,715	3,789	3,865	3,942	4,021
Gaming Revenue	11,113	11,146	11,174	11,204	11,242
Investment Income	16,205	15,400	13,650	12,800	11,200
Penalties and Interest on Taxes	990	995	1,000	1,005	1,010
Miscellaneous Fiscal Earnings	27,791	23,222	23,038	23,664	24,238
Utilities	85,460	90,477	95,311	99,752	104,392
Transfer from Capital Equity	7,709	8,597	9,565	10,629	11,740
Capital Plan					
Transfer from DCC Reserve	18,526	12,432	10,206	9,556	8,242
Transfer from Other Funds and Reserves	74,846	100,044	54,443	42,000	28,178
Carry Forward Prior Years	143,382	64,824	53,190	35,352	26,072
TOTAL REVENUES	\$635,810	\$593,343	\$553,168	\$542,491	\$537,360
Expenditures					
Law & Community Safety	80,218	82,361	84,841	87,162	89,883
Parks & Recreation	36,970	39,680	41,460	43,505	45,340
Engineering & Public Works	55,316	59,946	64,005	68,507	73,043
Community Services	21,154	22,101	23,231	24,529	25,637
Corporate Services	17,785	17,562	18,209	18,990	19,605
Project Development & Facility Maintenance	11,802	11,882	12,205	12,582	12,885
Planning & Development Services	12,150	12,512	13,080	13,777	14,303
Business and Financial Services	7,080	7,059	7,305	7,617	7,820
Corporate Administration	4,343	4,414	4,555	4,735	4,849
Fiscal	24,786	24,761	27,700	31,020	33,735
Transfer to Funds: Statutory Reserves	29,759	30,389	30,392	31,356	31,636
Utilities	93,169	99,074	104,876	110,381	116,132
Municipal Debt					
Debt Interest	3,223	3,137	2,359	844	-
Debt Principal	1,301	1,165	1,111	578	-
Capital Plan					
Current Year Capital Expenditures	93,372	112,476	64,649	51,556	36,420
Carry Forward Prior Years	143,382	64,824	53,190	35,352	26,072
TOTAL EXPENDITURES	\$635,810	\$593,343	\$553,168	\$542,491	\$537,360
Proposed Property Tax Increase	2.95%	3.10%	3.05%	3.08%	3.12%

CITY OF RICHMOND
5 YEAR FINANCIAL PLAN
CAPITAL PROGRAM (2011-2015)
(in \$000's)

	2011	2012	2013	2014	2015
<u>Infrastructure Program</u>					
Drainage	5,151	4,985	2,191	3,317	3,800
Infrastructure Advanced Design & Land	969	907	1,189	767	750
LIP/NIC	750	750	750	750	750
Minor Public Works	800	1,100	1,100	1,100	1,100
Roads	9,807	9,633	9,067	6,710	4,603
Sanitary Sewer	3,218	2,232	1,990	6,426	2,570
Water Main Replacement	10,988	7,777	11,680	12,464	8,975
Total Infrastructure Program	31,683	27,384	27,967	31,534	22,548
<u>Building Program</u>					
Community Safety Building	3,201	-	15,800	-	-
Major Building	2,247	63,550	-	100	-
Minor Building	1,570	600	600	600	600
Total Building Program	7,018	64,150	16,400	700	600
<u>Parks Program</u>					
Major Parks/Streetscapes	2,452	1,935	1,500	1,700	700
Minor Parks	600	850	550	350	550
Parkland Acquisition	6,305	3,500	4,500	3,500	3,500
Total Parks Program	9,357	6,285	6,550	5,550	4,750
<u>Land Program</u>					
Land Acquisition	12,752	-	-	-	-
Total Land Program	12,752	-	-	-	-
<u>Equipment Program</u>					
Annual Fleet Replacement	1,563	1,000	1,255	1,478	1,600
Communication Equipment	-	-	595	-	-
Computer Capital/Software	2,270	1,105	1,105	1,105	1,105
Fire Dept Vehicles	1,240	1,250	80	800	800
Miscellaneous Equipment	8,032	1,170	1,370	1,800	1,170
Technology	-	300	220	-	-
Vehicle Equipment	954	-	-	-	-
Total Equipment Program	14,059	4,825	4,625	5,183	4,675
<u>Child Care Program</u>					
Child Care Program	295	225	-	-	-
Total Child Care Program	295	225	-	-	-
<u>Internal Transfers/Debt Payment</u>					
Internal Transfers/Debt Payment	18,207	9,607	9,107	8,589	3,847
Total Internal Transfers/Debt Payment	18,207	9,607	9,107	8,589	3,847
Total Capital Program	\$93,371	\$112,476	\$64,649	\$51,556	\$36,420

CITY OF RICHMOND
5 YEAR FINANCIAL PLAN
CAPITAL FUNDING SOURCES (2011-2015)
(in 000's)

	2011	2012	2013	2014	2015
<u>DCC Reserves</u>					
Drainage	539	1,248	167	403	-
Parks Acquisition	9,940	3,292	4,232	3,292	3,292
Parks Development	1,458	2,102	1,693	1,881	943
Roads	5,126	4,766	3,601	2,991	3,336
Sanitary Sewer	746	580	143	652	-
Water	717	444	370	337	671
Total DCC Reserves	18,526	12,432	10,206	9,556	8,242
<u>Statutory Reserves</u>					
Affordable Housing Reserve Fund	30	-	-	-	-
Capital Building and Infrastructure Reserve Fund	320	8,500	7,300	-	-
Capital Reserve Fund	27,688	32,898	14,004	9,464	2,691
Child Care Development Reserve Fund	345	225	-	-	-
Drainage Improvement Reserve Fund	4,251	3,921	2,182	2,964	4,050
Equipment Replacement Reserve Fund	3,483	2,250	1,535	2,278	2,400
Leisure Facilities	-	-	-	-	-
Local Improvements Reserve Fund	750	750	750	750	750
Public Art Program Reserve Fund	349	-	-	-	-
Sanitary Sewer Reserve Fund	2,938	18,127	2,375	2,893	2,970
Steveston Road Ends Reserve Fund	1,257	-	-	-	-
Watermain Replacement Reserve Fund	13,466	21,490	12,000	7,500	7,504
Total Statutory Reserves	54,876	88,161	40,146	25,849	20,365
<u>Other Sources</u>					
Appropriated Surplus/Surplus	8,729	6,088	6,088	6,088	6,088
Enterprise	1,466	-	-	-	-
Grant, Developer and Community Contributions	6,054	4,195	6,609	8,463	125
Utility Levy	420	-	-	-	-
Water Metering Provision	3,300	1,600	1,600	1,600	1,600
Total Other Sources	19,969	11,883	14,297	16,151	7,813
Total Capital Plan Contributions	\$93,371	\$112,476	\$64,649	\$51,556	\$36,420



**5 Year Financial Plan (2011-2015) Bylaw 8707,
Amendment Bylaw 8809**

The Council of the City of Richmond enacts as follows:

1. Schedule "A", Schedule "B" and Schedule "C" of the 5 Year Financial Plan (2011-2015) Bylaw 8707, are deleted and replaced with Schedule "A", Schedule "B" and Schedule "C" attached to and forming part of this amendment bylaw.
2. This Bylaw is cited as **"5 Year Financial Plan (2011 – 2015) Bylaw 8707, Amendment Bylaw 8809"**.

FIRST READING

SECOND READING


THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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



CITY OF RICHMOND
5 YEAR FINANCIAL PLAN (2011 – 2015)
(in 000's)

	2011	2012	2013	2014	2015
Revenues					
Property Taxes	161,335	168,343	175,485	181,890	188,562
Transfer from Capital Equity	46,821	54,931	61,127	67,498	74,247
Fees & Charges	26,147	27,223	29,044	30,879	31,796
Grant-in-lieu	11,770	11,920	12,070	12,320	12,420
Grants	3,715	3,789	3,865	3,942	4,021
Gaming Revenue	11,113	11,146	11,174	11,204	11,242
Investment Income	16,205	15,400	13,650	12,800	11,200
Penalties and Interest on Taxes	990	995	1,000	1,005	1,010
Miscellaneous Fiscal Earnings	27,791	23,222	23,038	23,664	24,238
Utilities	85,460	90,477	95,311	99,752	104,392
Transfer from Capital Equity	7,709	8,597	9,565	10,629	11,740
Capital Plan					
Transfer from DCC Reserve	18,526	12,432	10,206	9,556	8,242
Transfer from Other Funds and Reserves	74,846	100,044	54,443	42,000	28,178
Carry Forward Prior Years	143,382	64,824	53,190	35,352	26,072
TOTAL REVENUES	\$635,810	\$593,343	\$553,168	\$542,491	\$537,360
Expenditures					
Law & Community Safety	80,218	82,361	84,841	87,162	89,883
Parks & Recreation	36,970	39,680	41,460	43,505	45,340
Engineering & Public Works	55,316	59,946	64,005	68,507	73,043
Community Services	21,154	22,101	23,231	24,529	25,637
Corporate Services	17,785	17,562	18,209	18,990	19,605
Project Development & Facility Maintenance	11,802	11,882	12,205	12,582	12,885
Planning & Development Services	12,150	12,512	13,080	13,777	14,303
Business and Financial Services	7,080	7,059	7,305	7,617	7,820
Corporate Administration	4,343	4,414	4,555	4,735	4,849
Fiscal	24,786	24,761	27,700	31,020	33,735
Transfer to Funds: Statutory Reserves	29,759	30,389	30,392	31,356	31,636
Utilities	93,169	99,074	104,876	110,381	116,132
Municipal Debt					
Debt Interest	3,223	3,137	2,359	844	-
Debt Principal	1,301	1,165	1,111	578	-
Capital Plan					
Current Year Capital Expenditures	93,372	112,476	64,649	51,556	36,420
Carry Forward Prior Years	143,382	64,824	53,190	35,352	26,072
TOTAL EXPENDITURES	\$635,810	\$593,343	\$553,168	\$542,491	\$537,360
Proposed Property Tax Increase	2.95%	3.10%	3.05%	3.08%	3.12%

**CITY OF RICHMOND
5 YEAR FINANCIAL PLAN
FUNDING SOURCES (2011 – 2015)
(in 000's)**

	2011	2012	2013	2014	2015
<u>DCC Reserves</u>					
Drainage	539	1,248	167	403	-
Parks Acquisition	9,940	3,292	4,232	3,292	3,292
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<u>Statutory Reserves</u>					
Affordable Housing Reserve Fund	30	-	-	-	-
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Capital Reserve Fund	27,688	32,898	14,004	9,464	2,691
Child Care Development Reserve Fund	345	225	-	-	-
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Leisure Facilities	-	-	-	-	-
Local Improvements Reserve Fund	750	750	750	750	750
Public Art Program Reserve Fund	349	-	-	-	-
Sanitary Sewer Reserve Fund	2,938	18,127	2,375	2,893	2,970
Steveston Road Ends Reserve Fund	1,257	-	-	-	-
Watermain Replacement Reserve Fund	13,466	21,490	12,000	7,500	7,504
Total Statutory Reserves	54,876	88,161	40,146	25,849	20,365
<u>Other Sources</u>					
Appropriated Surplus/Surplus	8,729	6,088	6,088	6,088	6,088
Enterprise	1,466	-	-	-	-
Grant, Developer and Community Contributions	6,054	4,195	6,609	8,463	125
Utility Levy	420	-	-	-	-
Water Metering Provision	3,300	1,600	1,600	1,600	1,600
Total Other Sources	19,969	11,883	14,297	16,151	7,813
Total Capital Plan Contributions	\$93,371	\$112,476	\$64,649	\$51,556	\$36,420

**City of Richmond
2011-2015 Financial Plan
Statement of Policies and Objectives**

Revenue Proportions By Funding Source

Property taxes are the largest portion of revenue for any municipality. Taxes provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. These include services such as community safety, general government, libraries and park maintenance.

Objective:

- Maintain revenue proportion from property taxes at current level or lower

Policies:

- Annually, review and increase user fee levels by consumer price index (CPI).
- Any increase in alternative revenues and economic development beyond all financial strategy targets can be utilized for increased levels of service or to reduce tax rate.

Table 1:

Revenue Source	% of Total Revenue*
Property Taxes	62.3%
Other Sources	11.1%
Fees & Charges	10.1%
Investment Income	6.3%
Grant-in-lieu of Taxes	4.5%
Gaming Revenue	4.3%
Grants	1.4%
Total	100.0%

**Total Revenue consists of general revenues*

Table 1 shows the proportion of total general revenue proposed to be raised from each funding source in 2011. Utility revenue that is billed on a cost recovery basis is not included in this table.

Distribution of Property Taxes

Table 2 provides the estimated 2011 distribution of property tax revenue among the property classes.

Objective:

- Maintain the City's business to residential tax ratio in the middle in comparison to other municipalities. This will ensure that the City will remain competitive with other municipalities in attracting and retaining businesses.

Policies:

- Regularly review and compare the City's tax ratio between residential property owners and business property owners relative to other municipalities in Metro Vancouver.
- Continue economic development initiatives to attract businesses to the City of Richmond.

Table 2: (based on the 2011 Preliminary Roll figures)

Property Class	% of Tax Burden
Residential (1)	53.5%
Business (6)	37.6%
Light Industry (5)	7.6%
Others (2,4,8 & 9)	1.3%
Total	100.0%

Permissive Tax Exemptions

Objective:

- Council passes the annual permissive exemption bylaw to exempt certain properties from property tax in accordance with guidelines set out by Council Policy and the Community Charter. There is no legal obligation to grant exemptions.
- Permissive exemptions are evaluated with consideration to minimizing the tax burden to be shifted to the general taxpayer.

Policy:

- Exemptions are reviewed on an annual basis and are granted to those organizations meeting the requirements as set out under Council Policy 3561 and Sections 220 and 224 of the Community Charter.



General Purposes Committee

Anderson Room, City Hall
6911 No. 3 Road

Tuesday, September 6, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

GP-5 *Motion to adopt the minutes of the meeting of the General Purposes Committee held on Monday, July 18, 2011.*



BUSINESS & FINANCIAL SERVICES DEPARTMENT

GP-13 1. **SENTO ENTERPRISES LTD., DOING BUSINESS AS TAKE SENTO JAPANESE RESTAURANT, UNIT 2130 – 8391 ALEXANDRA ROAD**
(File Ref. No.) (REDMS No. 3307968)

[TO VIEW eREPORT CLICK HERE](#)

See Page **GP-13** of the General Purposes agenda for full hardcopy report

Designated Speaker: Glenn McLaughlin

STAFF RECOMMENDATION

That the application by Sento Enterprises Ltd., doing business as Take Sento Japanese Restaurant, for an amendment to increase the hours of liquor service under Food Primary Liquor License No. 304341 from Monday to Sunday 11:00 a.m. to 12:00 a.m. to Monday to Sunday 11:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

- (1) *Council supports the amendment for an increase in liquor service, as the increase will not have a significant impact on the community;*

- (2) *Council's comments on the prescribed criteria (set out in section 53 of the Liquor Control and Licensing Regulations) are as follows:*
 - (a) *The potential for additional noise and traffic in the area if the application is approved was considered;*
 - (b) *The impact on the community if the application is approved was assessed through a community consultation process and considered;*
 - (c) *The amendment to permit extended hours of liquor service under the Food Primary Liquor License should not change the establishment so that it is operated in a manner that is contrary to its primary purpose as there has been no history of non-compliance with this operation;*
- (3) *As the operation of a licensed establishment may affect nearby residents the City gathered the views of the residents as follows:*
 - (a) *Property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and provided instructions on how community comments or concerns could be submitted;*
 - (b) *Signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted;*
- (4) *Council's comments and recommendations respecting the views of the residents are as follows:*
 - (a) *That based on the number of letters sent and the lack of response received from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.*



COMMUNITY SERVICES DEPARTMENT

- GP-21 2. CITY OF RICHMOND COMMENTS ON METRO VANCOUVER'S INTEGRATED AIR QUALITY AND GREENHOUSE GAS MANAGEMENT PLAN – IMPLEMENTATION MATRIX**
 (File Ref. No.: 10-6000-01) (REDMS No. 3339325)

TO VIEW eREPORT CLICK HERE

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

Designated Speaker: Margot Daykin

STAFF RECOMMENDATION

That Attachment 1 to the staff report from the Interim Director of Sustainability and District Energy be endorsed and forwarded to Metro Vancouver as comments on the Metro Vancouver Draft Integrated Air Quality and Greenhouse Gas Management Plan - Implementation Matrix.

☐

CHIEF ADMINISTRATIVE OFFICE

GP-41 3. **COUNCIL TERM GOALS UPDATE**

(File Ref. No.) (REDMS No. 2906255)

[TO VIEW eREPORT CLICK HERE](#)

See Page **GP-41** of the General Purposes agenda for full hardcopy report

Designated Speaker: Lani Schultz

STAFF RECOMMENDATION

- (1) *That staff be directed to continue utilizing the 2008-2011 Term Goals to guide City work programs, until the close of this term of Council; and*
- (2) *That staff continue apprising Council of any further accomplishments related to the 2008-2011 Term Goals.*

☐

ADJOURNMENT

☐



General Purposes Committee

Date: Monday, July 18, 2011

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Linda Barnes (4:03 p.m.)
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Greg Halsey-Brandt
Councillor Ken Johnston
Councillor Bill McNulty
Councillor Harold Steves

Absent: Councillor Sue Halsey-Brandt

Call to Order: The Chair called the meeting to order at 4:02 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, July 4, 2011, be adopted as circulated.

CARRIED

CORPORATE SERVICES DEPARTMENT

1. **RICHMOND COMMUNITY SAFETY BUILDING PUBLIC ART PROJECT**

(File Ref. No. 11-7000-09-20-112) (REDMS No. 3250033)

A discussion ensued between members of the Committee and Eric Fiss, Public Art Planner, about the details of the proposed public art, in particular, the proposed signage and the salmon sculpture proposed for the grassy mound located on the south.

General Purposes Committee

Monday, July 18, 2011

It was moved and seconded

That the revised concept proposal and installation of the Richmond Community Safety Building Public Art Project "The Coat of Arms" by artist Glen Andersen, as presented in the staff report from the Director, Arts, Culture & Heritage Services dated July 5, 2011, be approved.

The question on the motion was not called, as further queries were made about the concept for the proposed salmon sculpture. Reference was made to a sculpture purchased by the Sports Council in 1988, depicting three salmon. A suggestion was made to give consideration to a theme that incorporates three salmon. Staff were directed to liaise with the artist regarding the suggestion.

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

2. **CITY GRANT PROGRAM REVIEW**

(File Ref. No.) (REDMS No. 3245549)

A discussion ensued between members of Committee and Social Planner, Lesley Sherlock about:

- keeping grant amounts in line with Cost of Living increases;
- the amount of grant funding allocated to Arts, Culture and Heritage in Richmond in comparison to amounts allocated in other cities;
- the pros and cons of multi-year grant cycles; and
- the establishment of an arms-length City Grant adjudication panel.

It was moved and seconded

That:

- (1) *the City Grant Policy (Attachment 6) be adopted;*
- (2) *the revised City Grant Program (Attachment 7) be implemented on an interim basis until specific guidelines are prepared for the proposed (1) Health, Social & Safety, (2) Arts, Culture and Heritage, and (3) Parks, Recreation and Community Events City Grant Programs;*
- (3) *staff propose the following Casino revenue allocations to City Grant Programs be considered during the 2012 budget process:*
 - (a) *Health, Social & Safety, \$536,719;*
 - (b) *Arts, Culture and Heritage, \$100,000;*
 - (c) *Parks, Recreation and Community Events, \$96,587;*
- (4) *staff report back, following implementation of the 2012 City Grant Programs and prior to implementation of the 2013 City Grant Program, regarding;*

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- (a) *stakeholder consultations regarding the new Policy and Programs;*
 - (b) *the establishment of an arms-length City Grant adjudication panel; and*
 - (c) *possible impacts of the Social Planning Strategy on the Health, Social and Safety Grant Program.*
- (5) *staff explore the development of an information technology system whereby City Grant Program applications, including Attachments, may be submitted on-line.*

The question on the motion was not called, as the motivation for the establishment of an arms-length City Grant adjudication panel was questioned. It was noted that the suggestion for such a panel had originated from the Richmond Community Service Advisory Committee (RCSAC). As discussion continued, it was noted that the City had previously tried the 'arms-length' approach to giving grants, and had found the method ineffective.

Discussion ensued about the advantages and disadvantages of an adjudication panel, and it was noted that the current process administered by staff was very effective.

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

It was moved and seconded

That Part 4(b) - the establishment of an arms-length City Grant adjudication panel, be deleted.

The question on the amendment motion was not called, as comments were made about how an independent body may be beneficial to the grants process, as it would provide a different perspective since it would be comprised of Richmond residents, who are familiar with issues in the community.

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

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

It was moved and seconded

That the Casino revenue allocations to Arts, Culture and Heritage be increased to \$175,000.

The question on the amendment motion was not called, as concerns were expressed about such a large increase to a program in its first year. A suggestion was made to add the words "including the appropriate amounts for each category" to the referral in Part 4(a) of the motion rather than increasing the amount.

General Purposes Committee

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The question on the **amendment** motion was then called, and it was **DEFEATED** with Mayor Brodie, and Cllrs. Dang, E. Halsey-Brandt, G. Halsey-Brandt, Johnston, McNulty and Steves opposed.

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

It was moved and seconded

That the words "including the appropriate amounts for each category" be added to the end of Part 4(a) of the motion.

CARRIED

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

That:

- (1) the City Grant Policy (Attachment 6) be adopted;*
- (2) the revised City Grant Program (Attachment 7) be implemented on an interim basis until specific guidelines are prepared for the proposed (1) Health, Social & Safety, (2) Arts, Culture and Heritage, and (3) Parks, Recreation and Community Events City Grant Programs;*
- (3) staff propose the following Casino revenue allocations to City Grant Programs be considered during the 2012 budget process:*
 - (a) Health, Social & Safety, \$536,719;*
 - (b) Arts, Culture and Heritage, \$100,000;*
 - (c) Parks, Recreation and Community Events, \$96,587;*
- (4) staff report back, following implementation of the 2012 City Grant Programs and prior to implementation of the 2013 City Grant Program, regarding:*
 - (a) stakeholder consultations regarding the new Policy and Programs, including the appropriate amounts for each category; and*
 - (b) possible impacts of the Social Planning Strategy on the Health, Social and Safety Grant Program; and*
- (5) staff explore the development of an information technology system whereby City Grant Program applications, including Attachments, may be submitted on-line.*

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

General Purposes Committee

Monday, July 18, 2011

3. **CITY ONLINE FORMS AND THE PREVIOUS ONLINE EVENTS APPROVALS SYSTEM FUNDING REQUEST FROM 2010 APPROPRIATED SURPLUS**

(File Ref. No. 01-0340-30-CSER5) (REDMS No. 3240995)

Alan Cameron, Director, Information Technology, and Jason Kita, Manager, Enterprise Team, were available to answer questions.

Committee members made comments about how the detailed analysis provided in the report had assisted them in making an informed decision regarding the matter.

It was noted that staff who are involved with the process related to surplus allocations and additional levels should be mindful about how the level of detail provided to Council/Committee members may impact their ability to justify funding of such matters. It was emphasized that more detail is preferred in future reports related to surplus allocations.

It was moved and seconded

That the \$60,000 being held from the 2010 Surplus Appropriation be allocated to fund the development of an online Event Approvals system.

CARRIED

BUSINESS AND FINANCIAL SERVICES DEPARTMENT

4. **SOCIAL FINANCIAL HARDSHIP ASSISTANCE FUND**

(File Ref. No. 03-0900-01) (REDMS No. 3238492)

Venus Ngan, Manager, Treasury, was available to answer questions.

A discussion took place about:

- staff's rationale for recommending a Social Financial Hardship Assistance (SFHA) loan to the Canadian Mental Wellness Association of Canada (CMWAC), despite the CMWAC's failure to meet the requirements for obtaining a loan from the SFHA Fund;
- concerns related to the CMWAC's ability to re-pay the loan within six months, as the status of CMWAC receiving external grant funding was unknown;
- how the SFHA loan would provide CMWAC with an opportunity to focus on improving its long-term sustainability through re-positioning itself with new partnerships, expanded membership and increased fundraising;
- how the CMWAC has received BC Gaming Grants annually over the past few years;

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- the repercussions in the event the CMWAC is unable to pay the loan. It was noted that the loan is interest-free for a term of six months. Upon the six months, the CMWAC may request an extension, however an annual interest rate of 2.0% compounded monthly will be charged on the loan from the day the fund is dispersed, and will be carried forward for as long as the CMWAC is solvent.

Committee members expressed concerns about the kind of precedent approving the SFHA loan to the CMWAC would set, as the CMWAC does not meet the criteria for such a loan.

Concerns were also expressed about the possibility that re-payment of the SFHA loan may impact the CMWAC's ability to remain solvent. Whether a SFHA loan was the most appropriate mechanism for assisting the CMWAC was also questioned, and a suggestion was made that a loan funded by the Council Contingency Fund may be a more appropriate.

It was moved and seconded

That an interest-free loan of \$9,000 from the Council Contingency Fund to the Chinese Mental Wellness Association of Canada, with full repayment to be made to the City six months subsequent to the advance of the loan, be approved.

The question on the motion was not called, as questions were raised about any advertising requirements prior to dispersing the funds to the CMWAC from the Council Contingency Fund.

Staff were directed to provide the following information prior to the next Regular Council meeting, scheduled to be held on Monday, July 25, 2011: (i) legal and advertising requirements; (ii) confirmation of the amount of funds in the Council Contingency Fund; and (iii) further details about the CMWAC and its activities.

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

5. RICHMOND CHILDREN FIRST

Councillor Linda Barnes advised that Richmond Children First was a community organization in Richmond seeking staff assistance in making a presentation to Council regarding the Richmond Children's Charter and the organization's work to date.

A brief discussion ensued, and it was agreed that it would be appropriate for Richmond Children First to make a presentation perhaps at the Parks, Recreation and Cultural Services Committee at its meeting on Thursday, July 21, 2011.

General Purposes Committee

Monday, July 18, 2011

6. **SCOTCH PONDS**

It was moved and seconded

That staff report back on the status of Scotch Pond including future plans, community initiatives and an update on any activities.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:08 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 18, 2011.

Mayor Malcolm D. Brodie
Chair

Shanan Dhaliwal
Executive Assistant
City Clerk's Office



To: General Purposes Committee
From: W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
Re: **Sento Enterprises Ltd., doing business as**
Take Sento Japanese Restaurant
Unit 2130 - 8391 Alexandra Road

Date: August 8, 2011

File:

Staff Recommendation


That the *application* by Sento Enterprises Ltd., doing business as Take Sento Japanese Restaurant, for an amendment to increase the hours of liquor service under Food Primary Liquor License No. 304341 *from* Monday to Sunday 11:00 a.m. to 12:00 a.m. *to* Monday to Sunday 11:00 a.m. to 2:00 a.m., be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

1. Council supports the amendment for an increase in liquor service, as the increase will not have a significant impact on the community.
2. Council's comments on the prescribed criteria (set out in section 53 of the Liquor Control and Licensing Regulations) are as follows:
 - a. The potential for additional noise and traffic in the area if the application is approved was considered.
 - b. The impact on the community if the application is approved was assessed through a community consultation process and considered.
 - c. The amendment to permit extended hours of liquor service under the Food Primary Liquor License should not change the establishment so that it is operated in a manner that is contrary to its primary purpose as there has been no history of non-compliance with this operation.
3. As the operation of a licensed establishment may affect nearby residents the City gathered the views of the residents as follows:
 - a. Property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application and provided instructions on how community comments or concerns could be submitted.

- b. Signage was posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instructions on how community comments or concerns could be submitted.
4. Council's comments and recommendations respecting the views of the residents are as follows:
- a. That based on the number of letters sent and the lack of response received from all public notifications, Council considers that the amendment is acceptable to the majority of the residents in the area and the community.

for: J. McLaughlin
 W. Glenn McLaughlin
 Chief Licence Inspector & Risk Manager
 (604-276-4136)

Att.

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ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
RCMP		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO
			YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The Provincial Liquor Control and Licensing Branch (LCLB) issues licences in accordance with the Liquor Control and Licensing Act (the “Act”) and the Regulations made pursuant to the Act.

This report deals with an amendment application submitted to the City of Richmond, by Annie Ng, owner of Sento Enterprises Ltd., doing business as Take Sento Japanese Restaurant (the “Applicant”), for the following amendment to its Food Primary Liquor Licence No. 304341:

Change hours of sale *from* Monday to Sunday 11:00 a.m. to 12:00 a.m. *to*
Monday to Sunday 11:00 a.m. to 2:00 a.m.

There is no entertainment proposed.

Local government is given the opportunity to provide comments and recommendations to the LCLB with respect to liquor licence applications and amendments. For amendments to food primary licences, the process requires local government to provide comments with respect to the following criteria;

- the potential for noise if the application is approved
- the impact on the community if the application is approved
- whether the amendment may result in the establishment being operated in a manner that is contrary to its primary purpose.

Analysis

The Applicant operates a 45 seat casual style restaurant with a Food Primary Liquor Licence from premises located at Unit 2130 – 8391 Alexandra Road. The location is zoned Auto-Oriented Commercial (CA) and the business use of a restaurant is consistent with the permitted uses for this zoning district.

The restaurant features a Japanese food menu and is located in a commercial shopping plaza where there are 10 restaurants, an eye doctor and a hair salon in operation. The Applicant is surrounded to the east, west and south by commercial business complexes. To the north of the Applicant is a residential district. (Attachment 1)

The Applicant was issued a Business Licence in April of 2011 after compliance was achieved with zoning, building and health bylaw requirements. This licence is valid until April 1, 2012.

The letter of intent submitted by the Applicant states that a number of patrons are employees that work at surrounding businesses which close at 11:00 p.m. or later and they frequent her establishment for a late night dinner or snack. The Applicant indicates she would like to be able to offer these late night patrons the choice of having a drink with their meal.

Summary of Application & Comments

The City's process for reviewing applications for liquor related permits is prescribed by the Development application Fee's Bylaw No. 7984 which under section 1.9.1 calls for;

1.9.1 Every **applicant** seeking approval from the **City** in connection with:

(b) any of the following in relation to an existing licence to serve liquor;

- (i) addition of a patio;
- (ii) relocation of a licence;
- (iii) change of hours; or
- (iv) patron participation

must proceed in accordance with subsection 1.9.2.

1.9.2 Pursuant to an application under subsection 1.9.1, every **applicant** must:

- (b) post and maintain on the subject property a clearly visible sign which indicates the intent of the application; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application.

In processing liquor applications or amendments the City's procedure is to send letters on behalf of the Applicant to businesses, residents and property owners within a 50-metre radius of the establishment (Attachment 2). The letter provides details of the proposed liquor licence application and requests the public to communicate any concerns to the City.

Following is a summary of the application process and dates:

ITEM	DETAILS
City of Richmond application received	May 30, 2011
Type	Food Primary Amendment
Location	Unit 2130 – 8391 Alexandra Road
Proposed Hours of Liquor Sales	11:00 a.m. to 2:00 a.m. Monday to Sunday
Zoning	Auto-Oriented Commercial (CA)
Business Owner	Annie Ng
Date Sign Posted	May 30, 2011
Newspaper Publication Dates	May 28, June 4, June 11, 2011
Letters to residents/businesses	June 13, 2011

The public consultation period for the application ended July 15, 2011.

There are 17 property parcels within the consultation area. On June 13, 2011, letters were sent to 103 businesses, residents and property owners to gather their view on the application.

As of July 15, 2011, one response was received from a business operating in the area citing the following;

- there are already a number of businesses within the area with licences that are able to serve alcohol until 2 a.m.
- the restaurant and hospitality industry have taken a hit since the hst and allowing this business to extend it's hours of service will only hurt those already licenced to serve until 2 a.m.

Potential for noise

Staff believe that there would be no noticeable increase in noise if the additional hours of liquor service were supported.

Potential for impact on the Community

Any typical potential impacts associated with extended hours of liquor sales such as drinking and driving, criminal activity and late-night traffic are not expected to be unduly increased with this amendment. Having received only one response from the public consultation process, staff feel that the endorsement of this application is warranted due to the lack of negative public feedback and that the business focus as a food service establishment is to be maintained.

Potential to operate contrary to its primary purpose

Staff is of the opinion that due to a lack of any non-compliance issues related to the operation of this business that there would be little potential of the business being operated in a manner that would be contrary to its main purpose as a food primary establishment.

Other agency comments

As part of the review process, staff requested comments from Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Richmond Task Force, the City Building and Business Licence Departments. These agencies generally provide comments on the compliance history of the Applicant's operations and premises.

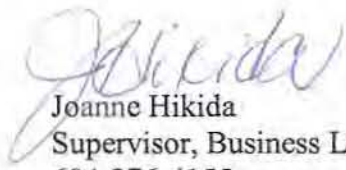
No objections to the application were received from any of the above mentioned agencies and divisions.

Financial Impact

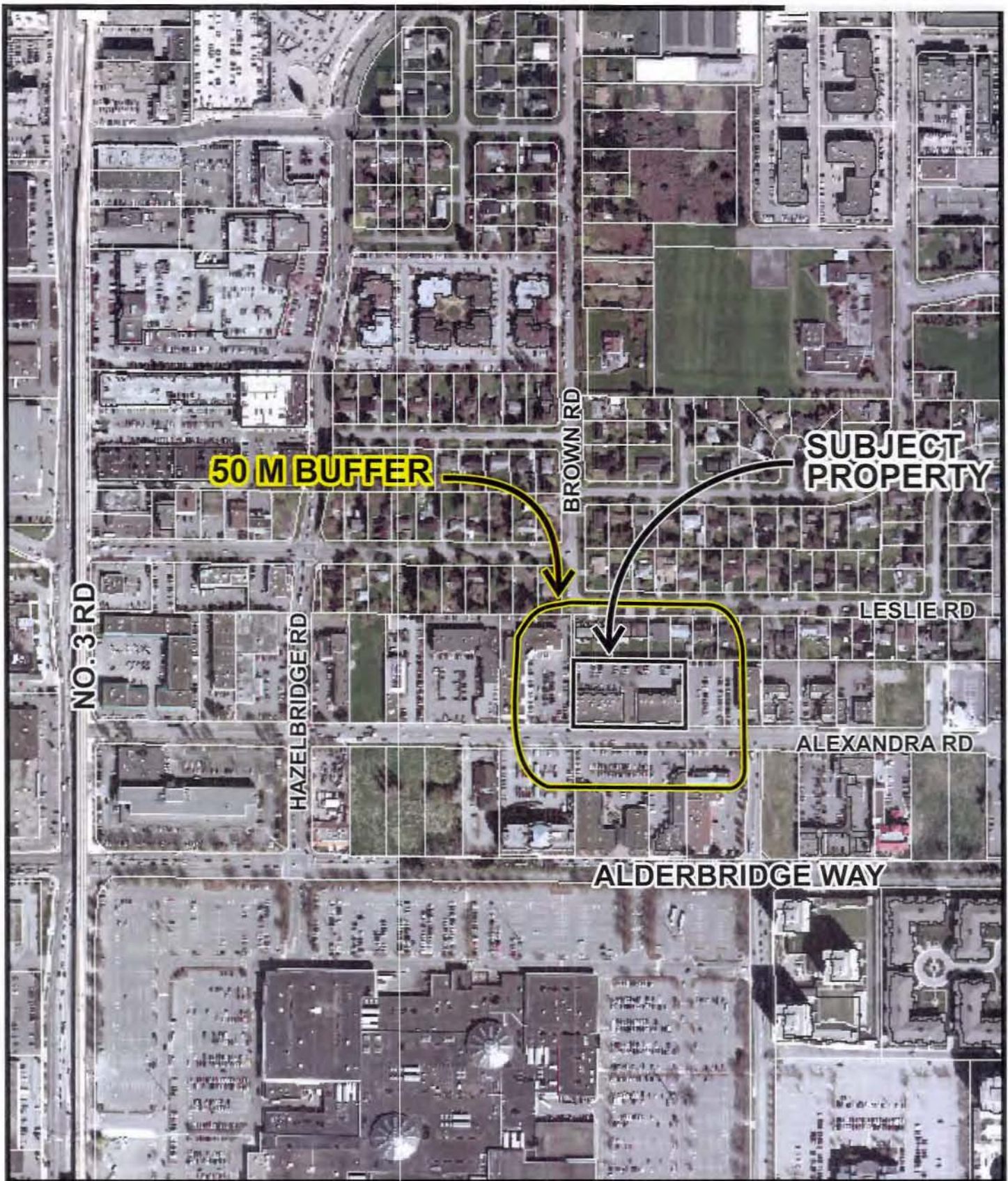
None

Conclusion

Following the public consultation period, staff reviewed the Food Primary Licence amendment application against the legislated review criteria and recommends Council support the amendment to increase liquor service hours, as the amendment is not expected to increase noise or have a negative impact on the community.



Joanne Hikida
Supervisor, Business Licence
604-276-4155



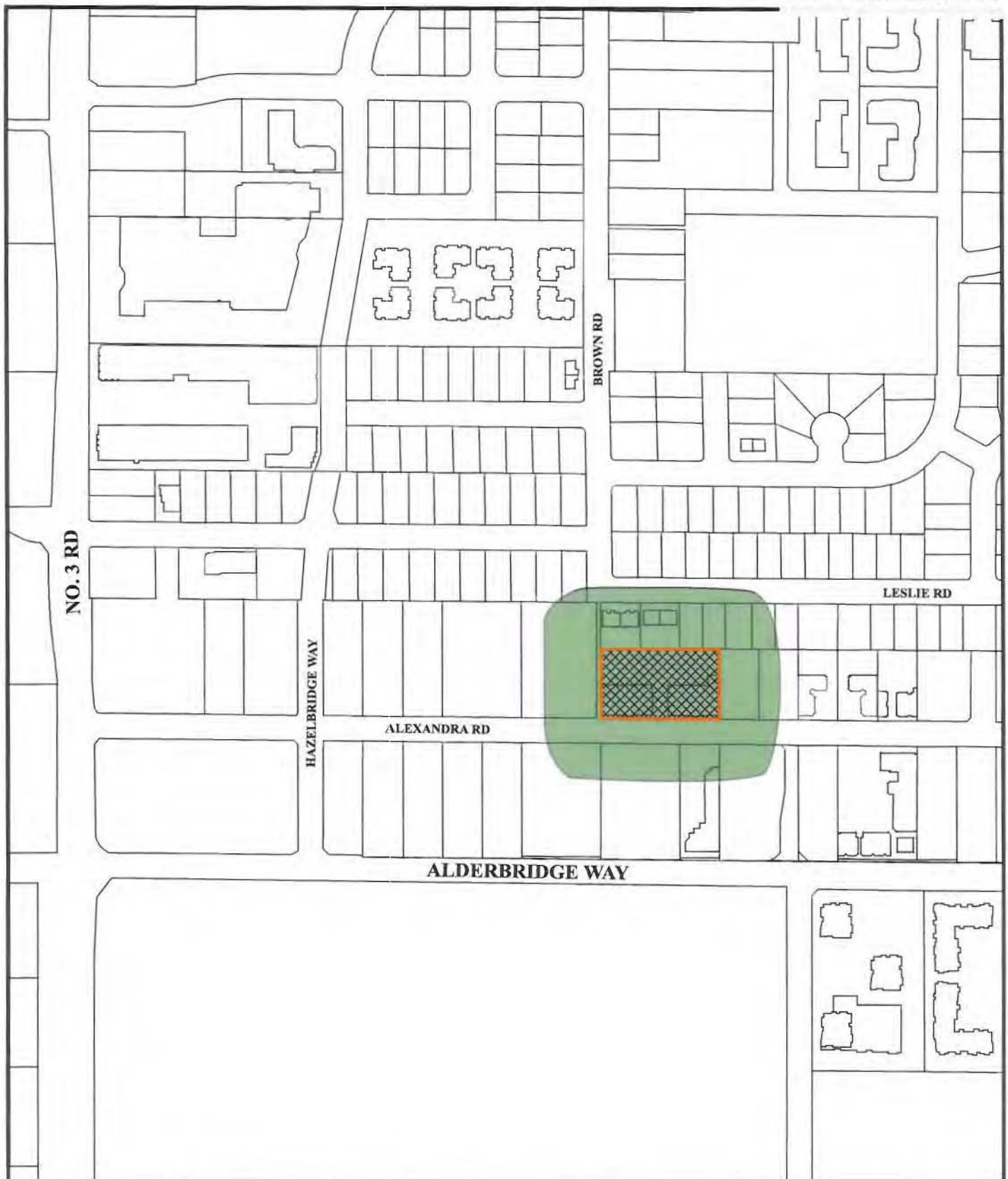
8391 Alexandra Road

GP - 19

Original Date: 08/09/11

Revision Date:

Note: Dimensions are in METRES



8391 Alexandra Road
50 Metre Public Consultation Area

Original Date: 08/09/10

Amended Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

To: General Purposes Committee **Date:** August 29, 2011
From: Cecilia Achiam, MCIP, BC:SLA **File:** 10-6000-01/2011-Vol 01
Interim Director Sustainability and District Energy
Senior Program Manager, CPMG
Re: **City of Richmond Comments On Metro Vancouver's Integrated Air Quality and Greenhouse Gas Management Plan – Implementation Matrix**

Staff Recommendation

That **Attachment 1** to the staff report from the Interim Director of Sustainability and District Energy be endorsed and forwarded to Metro Vancouver as comments on the *Metro Vancouver Draft Integrated Air Quality and Greenhouse Gas Management Plan - Implementation Matrix*.

Cecilia Achiam, MCIP, BC:SLA
Interim Director Sustainability and District Energy
Senior Program Manager, CPMG

Atts. 3

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ROUTED To:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Environmental Sustainability	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Fleet Services	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

Metro Vancouver has requested comments from member municipalities on the Draft Integrated Air Quality and Greenhouse Gas Emission Plan – Implementation Matrix. This report addresses this request and the following Council Term Goal:

Council Term Goal #7: "Sustainability and the Environment – Demonstrate leadership in and significant advancement of the City's agenda for sustainability through the development and implementation of a comprehensive strategy that among other objectives includes incorporating sustainability into our City policies and bylaws".

Background

About the Air Quality and Greenhouse Gas Emission Management Plan

Metro Vancouver has the delegated authority, under Provincial legislation, to manage air quality in the region and has prepared air quality management plans in 1994 and 2005 to guide their air quality services. Metro Vancouver is currently updating their 2005 plan. The draft 2011 plan continues to advance the three core goals set out in the 2005 plan:

- Protect public health and the environment from air pollution
- Improve visual air quality
- Minimize the region's contribution to global climate change.

The draft plan proposes greater collaboration with other agencies and organizations, including member municipalities. A draft Implementation Matrix (**Attachment 2**) has been prepared that provides a summary of all the actions proposed. The Matrix outlines roles for Metro Vancouver and proposes participatory roles for other organizations, including member municipalities. Metro Vancouver has requested comment on the draft Implementation Matrix¹.

Trends in Air Quality Pollutants and Greenhouse Gas Emissions

According to Metro Vancouver, the Lower Mainland currently experiences good regional air quality relative to most urban areas in North America. Decreasing trends for many pollutants indicate that efforts to reduce air contaminants have been relatively successful over the past 20 years. Greenhouse gas emissions, however, have continued to increase.

Despite improvements, Metro Vancouver's assessments indicate that emissions of many pollutants, including those that have been decreasing, are projected to increase in the future as a result of projected increases in population, agricultural activity and transportation. Greenhouse gas emissions increases are also projected to continue.

¹ An earlier draft of the entire 2011 Plan is available at:
<http://www.metrovancouver.org/services/air/management/ReviewProcess/Pages/default.aspx>

Analysis

Assessment of Proposed Actions

1. *Implications for Municipal Resources*

The draft Implementation Matrix seeks to develop a collaborative-based pathway for advancing action to support a healthy airshed and reduce impacts to the climate. To this end, the Matrix proposes action that includes suggested participation from member municipalities, senior levels of government, utilities and other agencies.

The majority of the action proposed is to be led by Metro Vancouver. Of the 82 action items suggested, 32 are being proposed to include municipal involvement (28 actions propose municipal involvement with another agency lead and 4 actions are being proposed to be led or co-led by municipalities). A summary of those actions proposing municipal involvement is provided in **Attachment 3**.

There is no requirement for member municipalities to participate in the development or implementation of this plan. The decision to be involved and to what extent is completely up to each member municipality. Many of the actions include the phrase “Municipalities to consider” that makes it explicit that involvement is voluntary, however some phrases are not explicit. It is recommended that the draft Implementation Matrix be amended in order that all actions seeking municipal involvement include the above phrase for both consistency and clarity.

2. *Support for Municipal Interests*

It is noted that some of the proposed actions have a high potential to support municipalities in meeting their local interests. For example, the proposed action to establish a Climate Action Fund may support municipalities in meeting their legislative obligations under Bill 27 which requires that local governments establish greenhouse gas (GHG) emissions targets, policies and actions in their OCP. The City of Richmond has adopted GHG emission reduction targets of 33% from 2007 levels by 2020 and 80% by 2050. Achieving these targets is dependent upon strong action by various levels of government, businesses and residents.

Limited resources are a key challenge in advancing the level of action necessary to meet emission reduction targets. Working together to establish a dedicated funding source for GHG emission reduction initiatives could set a strong foundation for enabling regional and local communities to take the needed action.

3. *Identification of Priorities*

The draft 2011 Plan has significantly expanded the number of action items from the previous 2005 Plan (increasing from 33 to 82 action items). To support member municipalities in determining their involvement, it is recommended that the draft Implementation Matrix be amended to include a general description of expected benefits from each action item and their relative level of priority (e.g., high, moderate, low). This additional information would mean that member municipalities could evaluate the proposed benefits of their involvement and best ensure that limited municipal resources are directed towards actions of highest importance. (This would include not participating in any of the actions if other priorities were deemed to be of higher importance).

4. *Clarity on Implementation Process*

It is recommended that the draft Implementation Matrix be revised to provide clarity on the process for implementation, including both institutional structure, progress reporting and plan review. In order for municipalities to conduct a meaningful cost/benefit analysis and properly assess value of participation, it is important that the matrix outline the proposed process (e.g., monthly meetings of an interagency committee, etc.). This would enable involved parties to continually assess action effectiveness and make refinements to optimize value. Effectiveness of implementation will ultimately depend upon the level of resources, and in particular fiscal resources, available for advancing action. It is recommended that the draft Implementation Matrix be amended to include clarification on what fiscal resources would be directed toward action implementation.

5. *Climate Change Adaptation*

The draft Implementation Matrix identifies a number of actions to reduce emissions of greenhouse gases. This is an important area of focus in order to reduce the impacts of projected climate change. However, international scientists advise that not all levels of climate change can be averted and that implementing action to adapt to unavoidable climatic changes is a societal priority. Richmond staff have participated on a Metro Vancouver committee tasked with supporting the development of a regional climate change strategy. Early working drafts included both GHG emission reduction and climate change adaptation. The current draft Implementation Matrix does not include any dedicated action towards adaptation. It is recommended that Metro Vancouver review where climate change adaptation should be incorporated.

Recommended City of Richmond Comments

Proposed comments, based on the assessment above, are provided in **Attachment 1** and are summarized as follows:

- the City of Richmond is in general support of the draft Implementation Matrix given the understanding that local government participation is voluntary;
- a greater focus be placed on identifying and advancing strategic priorities and that the draft Implementation Matrix be revised to include a general description of expected outcomes and assessment of relative importance of proposed action;
- clarification be provided on the process for advancing collaborative-based action, including both proposed institutional frameworks (e.g., multi-agency committee, etc.) and fiscal resources for implementation; and,
- the issue of climate change adaptation be addressed.

Financial Impact

None.

Conclusion

Metro Vancouver is updating their Air Quality and Greenhouse Gas Management Plan and have requested comments from the City of Richmond on a draft Implementation Matrix that identifies proposed action and seeks participation from multiple agencies, including member municipalities. Staff recommend that **Attachment 1** be endorsed and forwarded to Metro Vancouver as comments on the draft Implementation Matrix.

A handwritten signature in black ink, appearing to read "M. Daykin", with a stylized flourish at the end.

Margot Daykin, M.R.M.
Sustainability Manager
(604-276-4130)

City of Richmond: Recommended Comments on Metro Vancouver's Draft Integrated Air Quality and Greenhouse Gas Management Plan (IAQGGM) – Implementation Matrix

1. General Support for Implementation Matrix

The City of Richmond supports action to result in a well-managed airshed that reduces risks from air pollutants and reduces contributions to climate change. The City acknowledges that whereas air quality is the legislative responsibility of Metro Vancouver, reducing greenhouse gas emissions requires collaborative action across all sectors of society. The City of Richmond has adopted targets for reducing greenhouse gas emissions and is supportive of pursuing action that provides best value. Based on the understanding that involvement is voluntary and that municipalities can determine what, if any action, to participate in, the City of Richmond is in general support of the proposed Implementation Matrix.

2. Requested Amendments

i. Further Clarification that Municipal Involvement is Voluntary

The City of Richmond requests that the Implementation Matrix be amended to explicitly acknowledge that:

- Metro Vancouver is responsible for meeting its legislative responsibilities for air quality management under the Environmental Management Act and for the overall implementation of the Plan;
- the involvement of municipalities is voluntary and that the decision to be involved and to what degree in any specific action is the sole decision of each municipality;
- that all actions involving municipalities be phrased “municipalities to consider”.

ii. Identification of Priorities

There are many actions included in the proposed Implementation Matrix. It is noted that the number of actions have increased from 33 in the 2005 Plan to 82 actions in the proposed 2011 Plan. There are also many actions identified in other important Metro Vancouver plans (e.g., Solid Waste Management Plan, Liquid Waste Management Plan, Food Security Strategy, Ecological Health Plan, etc.) which require or seek municipal involvement. In addition, member municipalities have many plans and action agendas of their own. Given that not all fronts can be addressed simultaneously and that it is important that resources be directed towards areas of highest importance, the City recommends that the Implementation Matrix in the draft Air Quality and Greenhouse Gas Management Plan be amended to inform municipalities of expected outcomes from each proposed action item and delineate priorities. This information would enable municipalities to properly evaluate the merit of their involvement in each of the proposed actions and make an informed decision about their level of participation.

iii. Implementation Process

While proposing roles and timelines, the draft Implementation Matrix does not delineate how actions will be implemented. In particular, details are missing on how coordination and collaboration will occur among member municipalities and other proposed involved parties. The City of Richmond supports an efficient, well-coordinated process that focuses on delivery of action. The City requests that the Implementation Matrix be amended to include details on the process for implementation (e.g., monthly meetings of an interagency working group, etc.). The City also requests that dedicated funds be allocated to support effective implementation and that the draft Implementation Matrix be amended to identify intended level of fiscal support.

v. Incorporation of Adaptation

The City of Richmond requests that Metro Vancouver advance specific action for addressing projected impacts from greenhouse gas emissions. It is noted that Metro Vancouver had been developing a regional Climate Change Strategy that addressed both climate change mitigation (i.e., greenhouse gas emission reduction) and adaptation (i.e., managing the impacts from greenhouse gas emissions). These were preliminary in nature and were never brought forward for Board approval. Whereas greenhouse gas emission reduction has been incorporated into the Air Quality and Greenhouse Gas Management Plan, managing the impacts from those emissions (i.e., climate change adaptation) have not been included.

****Preliminary Draft for Discussion Only****

As directed by Metro Vancouver's Environment and Energy Committee, MV staff will develop a matrix in consultation with municipal staff, to determine resource implications to municipalities. A version of this matrix will be provided to the Committee on September 12th, 2011. It should be recognized that the IAQGMP is a strategic-level plan. As such, it is not feasible to fully assess the costs and benefits of implementing the plan's actions at this point in time. Some of the plan's strategies will require significant policy shifts, and others will require the allocation of financial resources outside of Metro Vancouver's budgets. In these situations, Metro Vancouver staff will consult with the appropriate stakeholders and present a more detailed assessment to the Board for consideration. It is intended that this matrix will be a living document, updated as more precise information becomes available.

Strategy	Action	Roles				Potential Resources			Possible Duration of this Action						
		MV	Muni	Prov	Fed	Others	Metro Vancouver	Municipal	Other	2011	2012	2013	2014	2015	2016
Strategy 1.1 Reduce emissions of and public exposure to diesel particulate matter	1.1.1	Explore measures and financing mechanisms to promote retrofits of on-road diesel engines and accelerate the use of cleaner alternative fuels in partnership with interested public and private on-road diesel fleet managers and senior levels of government.	Lead		Partner	Partner		MV staff time for project management and consulting resources (options paper)		Funding will be requested from senior governments					
	1.1.2	Implement Metro Vancouver's regulatory requirements for older, in-use non-road diesel engines, and promote further emission reductions by exploring additional funding sources.	Lead		Partner			MV staff time for bylaw administration and enforcement		Additional funding sources will be explored	..				
	1.1.3	Work with the AirCare Steering Committee and other partners to develop enhanced programs for inspection and maintenance of heavy-duty vehicles in the Lower Fraser Valley airshed.	Partner		Partner		Partner	MV staff time to participate on this steering committee		Potential resource implications for provincial government					
	1.1.4	Work with municipalities, health authorities and Translink to develop air quality-focused land use planning and urban design guidelines that will minimize resident exposure to diesel emissions and other traffic-related air pollution.	Lead	Partner	Partner		Partner	MV staff time for organization of a few workshops and consulting resources	Municipal staff time for a few workshops	Health authorities staff time for a few workshops. Translink staff time	..				
	1.1.5	Participate in the B.C. Marine Vessel Air Quality Work Group to develop and implement emission reduction measures for ocean-going vessels, harbour vessels and port operations, including, but not limited to: a) piloting and testing of emission control technology, b) installation of improved engine technology, c) installation of shore-power for cruise ships, container and other marine vessels, and d) support for Port Metro Vancouver's clean air programs such as the Northwest Ports Clean Air Strategy and the Blue Circle Awards.	Partner		Partner	Co-lead	Co-lead	MV staff time to participate in this working group		Potential resource implications for Federal government, port and marine stakeholders	..				
	1.1.6	Assist the B.C. Locomotive and Rail Air Quality Working Group in identifying and implementing appropriate measures to reduce emissions from diesel locomotives.	Co-lead		Partner	Partner	Co-lead	MV staff time to co-chair this working group		Potential resource implications for Federal and Provincial government	..				
	1.1.7	Provincial and Federal Governments to enhance programs and provide funding to increase effectiveness of on-road and non-road engine retrofits, increase the use of cleaner alternative fuels and promote uptake of new heavy-duty diesel vehicles and fuel saving technologies, as per Actions 1.1.1, 1.1.2 and 1.1.3.			Co-lead	Co-lead		MV staff time to liaise with the Federal and Provincial Government		Potential resource implications for Federal and Provincial government	..				

Strategy	Action	Roles					Potential Resources			Possible Duration of this Action					
		MV	Muni	Prov	Fed	Others	Metro Vancouver	Municipal	Other	2011	2012	2013	2014	2015	2016
	1.1.8 Provincial government to introduce an early retirement vehicle program for heavy-duty diesel vehicles, similar to the BC SCRAP-IT* Program, which provides incentives for truck drivers to replace higher-polluting vehicles with newer, cleaner units.			Lead			MV staff time to liaise with the Provincial Government		Potential resource implications for Provincial government						
	1.1.9 Federal Government to expedite the adoption of more stringent non-road engine and fuel emission standards to further reduce diesel particulate matter and greenhouse gas emissions.				Lead		MV staff time to liaise with the Federal Government		Potential resource implications for Federal government						
	1.1.10 Federal Government to enforce the International Maritime Organization's Annex VI protocol which contains air emission regulations, including more stringent Emission Control Area standards for marine vessels in Canadian waters.				Lead		MV staff time to liaise with the Federal Government		Potential resource implications for marine operators and the Federal government						
	1.1.11 Federal Government to adopt and enforce regulations that require the implementation of stringent operational practices for the rail sector, such as railyard idling limits and mandatory technology requirements.				Lead		MV staff time to liaise with the Federal Government		Potential resource implications for rail operators and the Federal government						
	1.1.12 Municipalities to consider potential air quality impacts of land use planning decisions by utilizing the land use planning and urban design guidelines to be collaboratively developed under Action 1.1.4.	Partner	Lead*				MV staff will provide staff support with respect to the implementation of the guidelines in Action 1.1.4 and possible bylaw changes (e.g. setbacks or urban design requirements)	Municipal staff time to consider implementation of guidelines in Action 1.1.4 and possible bylaw changes (e.g. setbacks or urban design requirements)							
	1.2.1 Deliver a fair, effective and efficient regulatory program and follow the guideline of continuous improvement, to minimize emissions, adverse health impacts and environmental degradation.	Lead					MV staff time for administration, enforcement and development of new regulatory measures as needed			...					
	1.2.2 Continue to develop and implement local air quality action plans to address neighbourhood air quality priority areas, in partnership with other governments, industry and other interested parties.	Lead	Partner*	Partner	Partner	Partner	MV staff time for project development, data collection and analysis. Resources will depend on scope. MV can conduct 2 special studies per year with existing resources. Additional resources will be required for > 2 studies per year.	Small amount of municipal staff time for project scoping and possible action plan development	Potential resource implications for the responsible emission source(s)	...					

Strategy	Action	Roles					Potential Resources		Possible Duration of this Action						
		MV	Muni	Prov	Fed	Others	Metro Vancouver	Municipal	Other	2011	2012	2013	2014	2015	2016
Strategy 1.2. Reduce air contaminant emissions from industrial, commercial, institutional (ICI) and agricultural sources at both the regional and local level	1.2.3 Investigate and implement additional targeted measures to address emissions of contaminants (e.g., volatile organic compounds, ammonia, nitrogen oxides and sulphur oxides) that contribute to ground-level ozone and secondary fine particulate matter concentrations, in partnership with other governments, industry, academia and other interested parties.	Lead		Partner	Partner	Partner	MV staff time to investigate and implement measures Additional resources may be required depending on scope		BC MoE, FVRD and other partners staff time	...					
	1.2.4 Develop and implement an odour management program including an odour management regulation that addresses key sources of odorous emissions, and effective complaint management and communications processes.	Lead	Partner*			Partner	MV staff time to investigate and implement measures	Small amount of municipal staff time for program development process	Potential resource implications for businesses	...					
	1.2.5 Develop and promote the adoption of best management practices for local businesses, such as the construction/demolition industry and restaurants, including the use of solvents and solvent-containing products.	Lead				Partner	MV staff time to develop and promote BMPs		Potential resource implications for businesses						
	1.2.6 Federal Government to expedite ICI emission reduction programs which support continuous improvement (e.g., reductions in the volatile organic compound content in consumer and commercial products).				Lead	Partner	MV staff time to liaise with the Federal Government		Potential resource implications for Federal government	...					
	1.2.7 Northwest Clean Air Agency and Washington State Department of Ecology to continue to involve Metro Vancouver in the review of new industrial proposals and permit amendments as per the 1994 Interagency Agreement and require relevant facilities to upgrade to the best available technology whenever feasible.					Lead	MV staff time to liaise with NWCAA and WSDOE		No new resource implications for NWCAA or WSDOE	...					
	1.2.8 B.C. Ministry of Agriculture and B.C. Ministry of Environment to continue developing beneficial management practices to reduce emissions of particulate matter, ammonia, greenhouse gases, and odours from agricultural operations, in collaboration with the B.C. Agriculture Nutrient and Air Working Group.			Lead		Partner	Small amount of MV staff time to assist with BMP development		Potential resource implications for provincial government Small amount of staff time for FVRD	...					
	1.2.9 B.C. Ministry of Agriculture to continue encouraging farmers/producers to adopt beneficial management practices that will reduce emissions of particulate matter, ammonia, greenhouse gases and odours from agricultural operations.			Lead		Partner	MV staff time to liaise with BC Ministry of Agriculture		Potential resource implications for provincial government and the agricultural industry	...					
	1.3.1 Work with partners to enhance residential wood smoke emission reduction programs such as the wood stove exchange program, wood heat workshops, and other education and outreach initiatives.	Lead		Partner		Partner	MV staff time to increase exchanges and public awareness		Potential funding from Provincial government Involve other partners such as BC Lung Association, FVRD and the Wood Energy Technicians of BC	...					

Strategy	Action	Roles					Potential Resources			Possible Duration of this Action					
		MV	Muni	Prov	Fed	Others	Metro Vancouver	Municipal	Other	2011	2012	2013	2014	2015	2016
Strategy 1.3 Reduce air contaminant emissions from residential sources	1.3.2 Work with municipalities, health authorities, fire departments and other partners to explore regulatory options that will reduce residential wood smoke emissions.	Lead	Partner*			Partner	MV staff time to explore regulatory options	Municipal staff time to explore options	Health Authority and fire department staff time to explore options	...					
	1.3.3 Explore incentives to encourage the removal of residential fuel oil devices where lower emission and more efficient options are available.	Lead	Partner				MV staff time to explore options	Small amount of staff time to explore options							
	1.3.4 Investigate options and introduce mechanisms to reduce emissions from open burning.	Lead	Partner	Partner			MV staff time to explore options	Municipal staff time to explore options	Provincial government staff time to explore options						
	1.3.5 Promote programs, such as the "Mow Down Pollution" program, that encourage residents to exchange their old gas-fired lawn, garden and other household equipment for lower emission models.	Lead				Partner	MV staff time to promote resident programs		Home Depot runs the Mow Down Pollution program						
	1.3.6 B.C. Ministry of Environment to explore regulatory and non-regulatory options to address residential wood burning and fuel oil devices at point of sale.			Lead		Partner	MV staff time to liaise with BC Ministry of Environment		Potential resource implications for provincial government						
									Resource implications for the provincial government and AirCare						
Strategy 1.4 Reduce air contaminant emissions from cars, trucks, and buses	1.4.1 Work with the provincial government, AirCare and the Fraser Valley Regional District to design and implement more effective and user-friendly emission inspection and maintenance programs for the most polluting light and heavy-duty vehicles.	Lead		Partner		Partner	MV staff time		Small amount of staff time for FVRD						
	1.4.2 Assist municipalities with adoption of Metro Vancouver's model anti-idling bylaw and education campaigns.	Lead	Partner*				MV staff time to provide support	Municipal staff time for bylaw adoption, enforcement and/or education		...					
	1.4.3 TransLink to work with Metro Vancouver and municipalities to develop: a) regional air quality targets and supporting implementation strategies for inclusion in regional long-range transportation plans; and b) air quality guidelines to optimize facility locations and fleet technology.	Partner	Partner			Lead	MV staff time for target, strategy and guideline development process	Municipal staff time for target, strategy and guideline development process	Resource implications for TransLink						
	1.4.4 Municipalities to develop idling reduction programs, including consideration of adopting Metro Vancouver's model anti-idling bylaw.	Partner	Lead*				MV staff time to provide support	Municipal staff time for bylaw adoption, enforcement and/or education		...					
	1.5.1 Work with partners to create a proactive adverse air quality episode mitigation program by developing voluntary and mandatory emissions reduction actions for municipalities, industry, businesses and residents, to be taken during air quality advisory periods.	Lead	Partner	Partner	Partner	Partner	MV staff time for the development of episode mitigation program	Small amount of municipal staff time to implement short term emission reductions	Potential short-term resource implications for industry and businesses						
	1.5.2 Improve coordination with health authorities on air quality issues, including ensuring that adequate health protection information is available to the public during air quality advisories.	Lead				Partner	MV staff time to coordinate air quality advisories		Health Authority staff time	...					

Attachment 2

Strategy	Action	Roles					Potential Resources			Possible Duration of this Action						
		MV	Muni	Prov	Fed	Others	Metro Vancouver	Municipal	Other	2011	2012	2013	2014	2015	2016	
Strategy 1.3 Increase public understanding of air quality issues and public engagement in clean air programs	1.3.3 Work with the provincial government and other partners (such as health agencies, municipalities, non-government organizations) to create locally-relevant air quality and climate change materials for use by teachers and student environmental groups.	Lead	Partner	Partner		Partner	MV staff time to develop and collaborate with others	Small amount of municipal staff time to coordinate messaging	BC Ministry of Education and Ministry of Environment staff time							
	1.3.4 Develop and implement a communications strategy to engage audiences which have been less accessible through Metro Vancouver's existing air quality outreach programs.	Lead					MV staff time and advertising resources									
	1.3.5 Pursue the development of an Air Quality and Climate Change Academy, in partnership with academic institutions and other partners, which will enhance air quality and climate change research, formal education, and public outreach within the region.	Lead	Partner			Partner	MV will host visioning sessions and consulting resources	Small amount of municipal staff time for visioning	May have resource implications for academic institutions and other partners							
Strategy 2.1 Reduce emissions of air contaminants and precursors that can degrade visual air quality	2.1.1 Investigate and implement measures that will reduce ammonia emissions in the Lower Fraser Valley aired in partnership with other governments.	Lead		Partner	Partner		MV staff time to investigate options		Provincial government, federal government and FVRD staff time to explore options	..						
	2.1.2 Investigate and implement measures that will reduce fine particulate to levels that improve visual air quality.	Partner		Partner	Partner		MV staff time to investigate options		Provincial government, federal government and FVRD staff time to explore options	..						
	2.1.3 Implement actions under Strategy 1.1 to reduce emissions of diesel particulate matter and Strategy 1.3 to reduce wood smoke emissions.	Lead		Partner	Partner	Partner	MV staff time to investigate options		Provincial government, federal government and FVRD staff time to explore options	..						
	2.1.4 B.C. Ministry of Agriculture to continue encouraging farmers/producers to adopt beneficial management practices that will reduce fine particulate matter and ammonia emissions from agricultural operations as per Action 1.2.8.			Lead		Partner	MV staff to liaise with BC Ministry of Agriculture		Potential resource implications for provincial government and the agricultural industry	..						
	2.2.1 Enhance monitoring and reporting of visual air quality conditions.	Co-Lead		Partner	Co-Lead	Partner	MV staff time to site and maintain monitors, and maintain www.clearairbc.ca website		Federal government staff time to site and maintain monitors and collect images	..						
Strategy 2.2 Develop a visual air quality pilot project, which includes: a) developing a visual air quality index and a measurable visual air quality improvement target, b) engaging interested parties and the public in improving visual air quality, c) identifying potential visual air quality management approaches, and d) evaluating visual air quality management options.	2.2.2 Implement a visual air quality pilot project, which includes: a) developing a visual air quality index and a measurable visual air quality improvement target, b) engaging interested parties and the public in improving visual air quality, c) identifying potential visual air quality management approaches, and d) evaluating visual air quality management options.	Co-Lead		Co-Lead	Partner	Partner	MV staff time to develop and coordinate initiatives		Provincial government staff time to develop and coordinate initiatives	..						

Attachment 2

Strategy	Action	Roles					Potential Resources			Possible Duration of this Action					
		MV	Muni	Prov	Fed	Others	Metro Vancouver	Municipal	Other	2011	2012	2013	2014	2015	2016
quality management program for the Lower Fraser Valley airshed in partnership with other government agencies	2.2.3	Partner		Partner	Lead	Partner	MV staff time to maintain monitors and develop emission inventories		Fed government staff time to analyse data and undertake scenario modelling BC Ministry of Environment and FVRD to support visual air quality improvement initiatives	...					
	2.2.4				Lead		MV staff time to liaise with Health Canada		Health Canada to provide health benefit information	...					
	2.2.5			Lead		Partner	MV staff time to liaise with BC MoE and FVRD		BC Ministry of Environment and FVRD to support visual air quality improvement initiatives	...					
		Lead		Partner	Partner	Partner			See Strategies 1.1 and 1.3						
Strategy 3.1. Reduce emissions of short-lived climate forcers	3.1.1														
	3.1.2	Lead		Partner	Partner	Partner	See Actions 1.2.3, 1.2.6, 1.2.8, 1.2.9, and Strategy 1.4			See Actions 1.2.3, 1.2.6, 1.2.8, 1.2.9, and Strategy 1.4					
	3.1.3	Co-lead	Co-lead*			Partner	Consistent with the Integrated Solid Waste and Resource Management Plan, MV staff time to develop and implement organics diversion projects including zero waste program. MV staff time to further develop methane capture at MV landfill sites. Additional capital expenditures will be determined as more detailed project plans are developed	Municipal staff time to develop organics collection programs as outlined in the ISWRMP and potential capital investment once programs are developed. Resources could be reallocated from traditional solid waste programs as savings are realized	Potential resource implications for private landfill operators						
	3.1.4	Partner	Partner*	Lead			MV staff time to liaise with Min of Agriculture and other partners	In municipalities with agriculture, staff time to liaise with Min of Agriculture and other partners	Potential resource implications for BC Ministry of Agriculture						

Attachment 2

Strategy	Action	Roles					Potential Resources		Possible Duration of this Action						
		MV	Muni	Prov	Fed	Others	Metro Vancouver	Municipal	Other	2011	2012	2013	2014	2015	2016
Strategy 3.2 Support the region's municipalities, businesses and residents to reduce their carbon footprints	3.2.1 Explore the establishment of a Regional Climate Action Fund (funded by a portion of the Provincial carbon tax, sale of carbon credits, other contributions from senior governments, or alternative financing mechanisms), and use those funds to implement a range of measures that will reduce regional greenhouse gas emissions and energy consumption.	Lead	Partner	Partner	Partner		MV staff time to work with partners to develop scope and Terms of Reference for the Climate Action Fund	Municipal staff time to provide municipal input into Terms of Reference for Climate Action Fund	Potential resource implications for the Provincial government						
	3.2.2 Work with municipalities to establish a regional carbon credit ownership protocol to clarify the process of assigning carbon credit ownership among local governments in the region.	Lead	Partner				MV staff time to liaise with municipalities on development of protocol on carbon credit ownership	Municipal staff time to liaise with MV on carbon ownership framework							
	3.2.3 Assess the region's low carbon energy (e.g., biomass, geothermal, etc.), waste heat recovery, and district energy opportunities and risks, and where appropriate work with municipalities to coordinate public and private investment in supporting infrastructure.	Co-lead	Co-lead*			Partner	MV staff time to conduct analysis of energy opportunities. Consultant resources for project planning. New capital expenditures will need to be determined through more detailed project planning	Municipal staff time in cases where joint MV-municipal projects would be mutually beneficial	BC Hydro and Fortis BC						
	3.2.4 Provide greenhouse gas management training for the region's small and medium-sized enterprises and link training to other related initiatives such as LiveSmartBC and the TransLink Travel Smart program.	Lead	Partner	Partner		Partner	MV staff time to evaluate 2010 and 2011 programs to determine Phase II model for future programs.	Municipal contribution would be determined on Phase II program model	Small amount staff time from LiveSmartBC	..					
	3.2.5 Develop a model procurement policy which includes greenhouse gas emission reporting requirements, and promote adoption by municipalities and businesses.	Lead	Partner			Partner	MV staff time to develop model policies	Municipal staff time to contribute to model policy development	Potential resource implications for businesses						
	3.2.7 Federal Government to support the development of an international Maritime Organization regulation for greenhouse gas emissions from commercial marine vessels.				Lead		MV staff time to liaise with Federal Government		Potential resource implications for Federal Government						
	3.2.8 Federal Government to support the International Civil Aviation Organization's certification of sustainable low carbon fuels for use in aircrafts.				Lead		MV staff time to liaise with Federal Government		Potential resource implication for Federal Government						
	3.2.9 Fortis BC and BC Hydro to continue to assess energy efficiency improvement opportunities for major energy users and implement effective incentive programs.					Lead	MV staff time to liaise with Fortis BC and BC Hydro		Potential resource implications for Fortis BC and BC Hydro						
	3.2.10 Provincial Government to earmark a portion of the carbon tax revenues for local governments to fund actions that will reduce community emissions.	Partner	Partner	Lead			MV staff time to liaise with Provincial Government and municipalities	Municipal staff time to liaise with MV and Provincial government	Potential resource implications for Provincial Government						

Strategy	Action	Roles					Potential Resources			Possible Duration of this Action					
		MV	Muni	Prov	Fed	Others	Metro Vancouver	Municipal	Other	2011	2012	2013	2014	2015	2016
	3.2.11	Partner	Partner	Lead			MV staff time to liaise with Provincial Government and municipalities	Municipal staff time to liaise with MV and Provincial government	Potential resource implications for Provincial Government						
	3.2.12			Lead			MV staff time to liaise with Provincial Government		Potential resource implications for Provincial Government						
	3.2.13	Partner	Partner	Lead			MV staff time to liaise with Provincial Government and municipalities	Municipal staff time to liaise with MV and Provincial government	Potential resource implications for Provincial Government						
	3.2.14	Partner	Partner*	Lead		Partner	MV staff time to liaise with BC Ministry of Agriculture, FVRD, and other partners	Municipal staff time to liaise with BC Ministry of Agriculture (in relevant municipalities)	BC Ministry of Agriculture staff time to develop programs and materials on low carbon farming techniques						
CB 35	3.3.1	Lead	Partner				MV staff time for review of Regional Context Statements. Liaise with municipalities, data analysis and project development	Municipal staff time to draft regional context statements, amend OCP where appropriate, and contribute to project development with MV and other partners							
	3.3.2	Lead	Partner			Partner	MV staff time to develop model bylaws.	Municipal staff time to contribute to bylaw development	Small amount of TransLink staff time to liaise with MV and municipalities						
	3.3.3	Lead	Partner			Partner	MV staff time to conduct analysis of GHG profile of the regional transportation system and contribute to regional and municipal transportation planning processes.	Municipal staff time to liaise with MV staff on GHG implications of municipal transportation plans.	TransLink staff time to liaise with MV staff on GHG implications of transportation plans.						
	3.3.4	Lead				Partner	MV staff time to liaise with TransLink on linking TravelSmart to MV programs.		Small amount of TransLink staff time to liaise with MV on Travel Smart Program						

Strategy	Action	Roles					Potential Resources			Possible Duration of this Action						
		MV	Muni	Prov	Fed	Others	Metro Vancouver	Municipal	Other	2011	2012	2013	2014	2015	2016	
Strategy 3.3 Reduce the carbon footprint of the region's transportation system	3.3.5 Work with municipalities, the Provincial Government, TransLink, and the utility providers to coordinate planning and investment in low carbon vehicle infrastructure (e.g., plug-in electric vehicle charging stations, natural gas vehicle facilities).	Co-Lead	Co-lead	Partner		Partner	MV staff time to liaise with partners to coordinate investments in low carbon vehicle infrastructure	Municipal staff time to develop low carbon vehicle infrastructure programs as appropriate	Potential resource implications for Provincial Government							
	3.3.6 Work with municipalities, TransLink, and the Provincial Government to improve data collection and sharing to inform transportation-related emission reduction strategies.	Lead	Partner	Partner		Partner	MV staff time to liaise with TransLink and municipalities on data collection and sharing	Municipal staff time to liaise with TransLink and MV on data collection and sharing	TransLink staff time to liaise with MV and municipalities							
	3.3.8 Provincial and Federal Governments to enact enabling legislation that generates additional revenues for transit infrastructure.			Co-lead	Co-lead		MV staff time to liaise with the Provincial and Federal Government		Potential resource implications for Federal and Provincial Government							
	3.3.9 Federal and Provincial Governments to enhance financial incentives to promote cleaner, fuel-efficient heavy and light duty vehicle purchases and the adoption of new low-carbon and efficient vehicle technologies.			Co-lead	Co-lead		MV staff time to liaise with the Provincial and Federal Government		Potential resource implications for Federal and Provincial Government							
	3.3.10 Provincial Government to expand support of Sustainable Fleet Management Programs (such as E3 and GreenFleets BC, IdleFree BC) as a central source for reducing emissions from private and public vehicle fleets.			Lead			MV staff time to liaise with the Provincial Government		Potential resource implications for Provincial Government							
	3.3.11 Provincial Government to extend the Greenhouse Gas (Vehicle Emissions Standard) Act to 2017 through 2025 and incrementally increase the stringency of these standards.			Lead			MV staff time to liaise with the Provincial Government		Potential resource implications for Provincial Government							
	3.3.12 The Provincial Government to investigate combining air contaminants and greenhouse gases into a coordinated vehicle emission standard and increase its stringency.			Lead			MV staff time to liaise with the Provincial Government		Potential resource implications for Provincial Government							
	3.3.13 The Provincial Government to review the B.C. low-carbon fuel standard to ensure provisions are meeting desired greenhouse reduction goals and are not creating unintended economic and environmental consequences.			Lead			MV staff time to liaise with the Provincial Government		Potential resource implications for Provincial Government							
	3.3.14 The Insurance Corporation of British Columbia, in consultation with TransLink and other stakeholders, to investigate an equitable distance-based insurance option that helps encourage drivers to drive fewer kilometres.					Lead	MV staff time to liaise with ICBC, municipalities and other partners	Municipal staff time to liaise with MV and ICBC.	Potential resource implications for ICBC							
	3.3.15 The Provincial Government, TransLink, and municipalities to enhance transportation demand management measures, including user road pricing, fuel efficient vehicle incentives and outreach programs.		Partner	Co-lead			Co-lead	MV staff time to liaise with the Provincial Government, TransLink, and municipalities on TDM measures	Municipal staff time to liaise with the Provincial Government, TransLink, and MV on TDM measures	TransLink staff time to liaise with MV, Provincial Government and municipalities						

Strategy	Action	Roles				Potential Resources			Possible Duration of this Action						
		MV	Muni	Prov	Fed	Others	Metro Vancouver	Municipal	Other	2011	2012	2013	2014	2015	2016
Strategy 3.4 Explore opportunities for carbon sequestration	3.3.16: TransLink and municipalities work with the private sector to improve the efficiency of goods movement through better logistics coordination between ports, carriers, shippers, and their customers.	Partner	Partner*		?	Lead	MV staff time to liaise with TransLink, PMV, private sector and municipalities	Municipal staff time to work with TransLink, PMV and private sector on goods movement transportation	Potential resource implications for TransLink, Port Metro Vancouver and private sector	...					
	3.4.1 Explore carbon sequestration opportunities on Metro Vancouver's corporate lands, such as: a) reforestation, b) ecosystem restoration, and c) biochar.	Lead					MV staff time to analyse carbon sequestration opportunities								
	3.4.2 Develop a regionally specific carbon storage and sequestration guide to aid in site specific land use and landscape decision making in Metro Vancouver.	Lead					MV staff time to develop a sequestration guide utilizing consulting resources as appropriate	Small amount of staff time to develop carbon sequestration guide							
	3.5.1 Produce a consolidated climate change action guide which outlines public actions which will significantly reduce greenhouse gas emissions.	Lead	Partner			Partner	MV staff time to develop a regional climate action guide	Small amount of municipal staff time to coordinate messaging	Small amount of staff time from other partners						
	3.5.2 Raise public awareness and uptake of low carbon building and transportation options through Metro Vancouver's outreach programs.	Lead				Partner	MV staff time to develop and deliver public awareness programs		Small amount of staff time from other partners						
Strategy 3.5 Increase public understanding of climate change issues and encourage personal action	3.5.3 Pursue the development of an Air Quality and Climate Change Academy, in partnership with academic institutions and other partners, which will enhance air quality and climate change research, formal education, and public outreach within the region.	Lead				Partner	MV will host visioning sessions and utilize consulting budget as appropriate	Small amount of municipal staff time for visioning	May have resource implications for academic institutions and other partners						
Goal 1&2 Lead		22	2	2	6	6	2								
Goal 1&2 Co-lead		3	0	2	3	2									
Goal 1&2 Partner		7	11	18	9	25									
Goal 3 Lead		18	0	10	2	2									
Goal 3 Co-lead		1	2	3	2	2									
Goal 3 Partner		5	17	6	3	14									
Total		56	32	45	25	47									

* Indicates that action and resource implications only apply to those municipalities where action is relevant

Metro Vancouver's Implementation Matrix – Summary of Actions Proposing Municipal Involvement

Strategy	Specific Actions Requested Involving Municipalities	
	Community Role	Regional Role – Metro Vancouver
Goal 1: Protect public health and the environment from air pollution (36 Actions).		
1.1. Reduce emissions of and public exposure to diesel particulate matter.	Support MV ⁴ to develop air quality-focused land use planning and urban design guidelines to minimize resident exposure to diesel emissions and other traffic-related air pollution (1.1.4).	Municipalities to consider using air-quality land use planning and urban design guidelines (1.1.12).
1.2. Reduce air contaminant emissions from industrial, commercial, institutional and agricultural sources.	Support MV to continue to develop and implement local air quality action plans (1.2.2). Support MV to develop and implement an odor management program including an odor management regulation and effective complaint management and communications processes (1.2.4). Support MV to explore regulatory options to reduce residential wood smoke emissions (1.3.2). Support MV to explore incentives to encourage removal of residential fuel oil devices where options are available (1.3.3). Support MV to investigate options and introduce mechanisms to reduce emissions from open burning (1.3.4).	- - - -
1.3. Reduce air contaminant emissions from residential sources.	Support adoption of MV's model anti-idling bylaw and education campaigns (1.4.2). Support TransLink and MV to develop: 1) regional air quality targets and supporting implementation strategies for inclusion in regional long-range transportation plans, and b) air quality guidelines to optimize facility locations and fleet technology (1.4.3). Support MV to develop an adverse air quality episode mitigation program (1.5.1). Support MV to create locally-relevant air quality and climate change materials for use by teachers and others (1.5.3). Support MV in developing an Air Quality and Climate Change Academy (1.5.5).	Municipalities to develop idling reduction programs, including consideration of adopting MV's model anti-idling bylaw (1.4.4). - - -
1.4. Reduce air contaminant emissions from, cars, trucks, and buses.		
1.5. Increase public understanding of air quality issues and public engagement in clean air programs.		
Goal 2: Improve visual air quality (9 Actions).		
2.1. Reduce air contaminants that can degrade visual air quality.	-	-

² Action to be led by Metro Vancouver or other agency with member municipalities providing a supporting role.

³ Action requested to be led by member municipalities and to be supported by Metro Vancouver.

⁴ MV – Metro Vancouver

2.2 Develop visual air quality management program for the Lower Fraser Valley airshed.	-	-
Goal 3: Minimize the region's contribution to global climate change (39 Actions).		
3.1 Reduce emissions of short-lived climate forcers	Support MV and provincial government to continue developing and implementing projects to reduce methane emission from agricultural activities (3.1.4).	Co-lead with MV to develop and implement strategies/actions to reduce methane emissions from landfills through organics diversion and methane capture (3.1.3).
3.2 Support the region's municipalities, businesses and residents to reduce their carbon footprints.	Support MV to explore establishment of a Regional Climate Action Fund to support action to reduce regional greenhouse gas (GHG) emissions and energy consumption (3.2.1).	Co-lead with MC to assess region's low carbon energy sources, waste heat recovery and district energy opportunities and risks and work to coordinate public and private investment in supporting infrastructure (3.2.3).
	Support MV to establish a regional carbon credit ownership protocol (3.2.2).	
	Support MV in providing greenhouse gas management training for small and medium-sized businesses (3.2.4).	
	Support MV to develop a model procurement policy which includes GHG emission requirements (3.2.5).	
	Support MV in working with provincial government to earmark a portion of the carbon tax revenues for local governments to fund actions to reduce community GHG emissions (3.2.10).	
	Support MV in working with the provincial government to continue to increase carbon tax provided that: a) impacts to low income households are mitigated, and b) a portion of the funding is dedicated to a Metro Vancouver Climate Action fund for GHG emission reduction projects in the region (3.2.11).	
	Support MV in working with the provincial government to set high energy and GHG emission performance standards for buildings, develop standards for on-site renewable energy systems in the BC Building Code and promote best practices in building energy performance (3.2.13).	
	Support MV in working with provincial government to continue to investigate renewable energy technologies and low carbon farming techniques (3.2.14).	
	Support MV to implement elements of the Regional Growth Strategy that supports land use patterns to reduce vehicle trips and increase walking, cycling, and use of public transit and support the efficient movement of goods (3.3.1).	
	Support MV to develop a model bylaw to facilitate low carbon transportation choices such as pedestrian-orientated design, road space allocation, cycling infrastructure, car sharing, low carbon vehicle infrastructure, etc. (3.3.2).	
3.3 Reduce the carbon footprint of the region's transportation system.	Support MV providing detailed GHG emission analysis of the regional transportation system in support of regional municipal transportation planning and develop strategic actions to reduce transportation-related GHG emissions (3.3.3).	Co-lead with MV to work with other partners to coordinate planning and investment in low carbon vehicle infrastructure (e.g., plug-in electric vehicle charging stations, natural gas vehicle facilities) (3.3.5).
	Support MV to improve data collection and sharing to inform transportation-related GHG emission reduction strategies (3.3.6).	
	Support MV, the provincial government and TransLink to enhance transportation demand management measures, including user road pricing, fuel efficient vehicle incentives and outreach programs (3.3.15).	

	Support MV and TransLink to work with the private sector to improve the efficiency of goods movement through better logistics coordination between ports, carriers, shippers and customers (3.3.16).	
3.4 Explore opportunities for carbon sequestration	-	-
3.5 Increase public understanding of climate change issues and encourage personal action	Support MV in producing a consolidated climate change action guide which outlines public actions which will significantly reduce GHG emissions (3.5.1).	-



City of Richmond

To: General Purposes Committee
From: Lani Schultz
Director, Corporate Planning
Re: Council Term Goals Update

Date: September 6, 2011

File:

Staff Recommendation

1. That staff be directed to continue utilizing the 2008-2011 Term Goals to guide City work programs, until the close of this term of Council.
2. That staff continue apprising Council of any further accomplishments related to the 2008-2011 Term Goals.

Lani Schultz
Director, Corporate Planning
(604-276-4129)

Att. 2

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	REVIEWED BY TAG
Budgets	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
Arts, Culture & Heritage Group	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Community Social Services Group	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Sustainability Unit	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Human Resources	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Economic Development	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Engineering	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	REVIEWED BY CAO
Law and Community Safety	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
Parks Planning, Design & Construction	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Recreation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Project Development Unit	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

On April 27, 2009 Council approved a number of term goals to help guide the development and implementation of the City's work programs during this term of office. These goals are referenced at the beginning of all staff reports, to help keep Council apprised of how each report relates to their term goals. With this term of Council moving into its final phase, this report summarizes the progress made on Council Term Goals to date, for Council's information.

Analysis

Council approved the following term goals, with related objectives for the 2008-2011 term of Council:

1. Ensure Richmond remains a safe and desirable community to live, work and play in through an interdisciplinary approach to community safety and a term strategy.
2. Ensure the City has the capacity to meet the financial challenges of today and in the future, while maintaining appropriate levels of service.
3. Ensure effective growth management for the City.
4. Improve the effectiveness of the delivery of social services in the City through the development and implementation of a Social and Community Service Strategy.
5. Advance the City's destination status and ensure our continued development as a vibrant cultural city with well established festivals and the arts.
6. Improve City transportation and mobility elements.
7. Demonstrate leadership in and significant advancement of the City's agenda for sustainability through the development and implementation of a comprehensive strategy.
8. Effectively manage local economic development issues and opportunities through the creation of clearly articulated economic development objectives for this term of office.
9. The City will have a stable, effective, and knowledgeable workforce to serve Council and the community now and in the future.

The 2008–2011 term of Council has been a challenging and unprecedented period in the City's history. With significant economic pressures, the once in a life time 2010 Olympic Winter Games experience, and the need to strive for business as usual to our customers during these times, Council faced many complex and difficult decisions during this term. In spite of these challenges, Council has, through the setting and pursuit of their term goals, successfully advanced the City towards its vision of being the most appealing, livable and well managed community in Canada in a balanced and focused fashion. Much progress has been made on Council's goals since their adoption. **Attachment 1** details the activities and accomplishments to date with respect to each of these goals, for Council's information. As well, a brochure highlighting key accomplishments and achievements has been prepared and attached for Council's reference (**Attachment 2**).

Financial Impact

There is no financial impact associated with this report.

Conclusion

Council Term Goals are set at the beginning of each new term of Council, to help guide and focus the workplans of City staff. As the current Council Term nears completion, this report has been prepared to provide Council with information on the advancement of their term goals since their approval. Much work and progress has been made on these goals, during extraordinary times in the City's history. This report serves to highlight the accomplishments and achievements for this term with respect to Council's Term Goals, illustrating a balanced, focussed and productive term of office. While these goals continue to guide staff efforts, New Council Term Goals will be set early in 2012 for the new term of Council.

A summary brochure of Council's accomplishments for this term is attached for Council's information.

A handwritten signature in black ink, appearing to read 'Lani Schultz', with a stylized, looping flourish at the end.

Lani Schultz
Director, Corporate Planning
(604-276-4129)

ATTACHMENT 1

COUNCIL TERM GOALS STATUS REPORT

City of Richmond Council Term Goals for 2008-2011

On April 27, 2009 the following Council Term Goals for 2008-2011 were approved as a working document to help guide the development of the City's work programs, with the understanding that it will be reviewed periodically to ensure it remains relevant in light of changing community needs and opportunities.

Goal #1: *Community Safety – Ensure Richmond remains a safe and desirable community to live work and play in through an interdisciplinary approach to community safety and a term strategy that results in:*

Objective: Preparation of appropriate policy papers on RCMP contract related issues

STATUS:

The policy papers have been provided to Council in camera as they relate to contract negotiations. Council has adopted a formal position on the composition and function of the proposed RCMP Contract Management Committee that has been provided to the Solicitor General and circulated to other municipalities in the Province. Formal communications have been made from Council to federal and provincial elected representatives regarding the need for greater financial accountability, for an effective partnership in delivering police services and for local accountability combined with municipal tax base not being a sustainable funding source.

Council has approved a three-year strategic plan for the local detachment in addition to setting annual objectives for the local detachment.

Objective: Discussion with Council on the potential effects of unionization of the RCMP, including the financial impact as well as the effect on overall operational model.

STATUS:

Council has been advised that the Ontario case that permitted the unionization is under appeal to the Ontario Court of Appeal and will likely proceed to the Supreme Court of Canada. Discussions continue at the CAO/PPC forum on the impact of unionization, which indicate that this will take several years before the issue is resolved.

Objective: Discussion with Council regarding policy direction for issues related to fire services provincially.

STATUS:

Council was updated in September 2009 on a report entitled "Fire Services Liaison Group's Transforming the Fire/Rescue Service in British Columbia". It is anticipated that after the Solicitor General's office completes its review that there will be further opportunity for local government to comment on the recommendations outlined in the report.

Objective: Discussion with Council on the implementation of changes in the culture of Richmond Fire Rescue.

STATUS:

The Fire Chief provides quarterly written reports on the activities of Richmond Fire Rescue (RFR), as well as verbally updating the Community Safety Committee. In January 2011, the City had the privilege of hosting the Lieutenant Governor to recognize both the long service of many members and the new recruits. Enhanced training in performance management techniques for all staff has been combined with a department wide, leadership development, competency program. A Strategic Plan is in the development phase and will be presented to Council in the Fall of 2011. Training in conflict resolution and customer service has been completed. Recruitment efforts to enhance future recruits has been successful to date and will be enlarged in the future.

The cultural change in RFR has seen the Chief and Deputies requested to speak at both national and international conferences on the work to date. As well, external fire services, in their best practices studies on cultural change, have sought out RFR leadership, as a resource. RFR has been selected by Fire 20/20 to host a working session in the Fall of 2011 for ten fire departments across the Province.

The Fire Chief will continue to champion cultural transformation through the creation of hiring practices that value the diversity of our City and require the new recruit have the knowledge, skills and abilities to provide service excellence in prevention, education and response services.

Objective: Continued staff involvement in the UBCM contract negotiation process, with periodic updates to Council to assess the effectiveness of the process.

STATUS:

The UBCM contract negotiations process has now been assumed by elected officials appointed by the Executive of the UBCM. At the September UBCM meeting, Mayor Fassbender, the municipal representative at the federal/provincial bargaining table, provided a status update. Council has been provided with a series of confidential reports regarding the contract negotiations and governance and funding issues regarding the integrated teams. The General Manager of Law and Community Safety continues to Chair the CAO/Principal Policing Forum and has had terms of reference approved for an advisory committee to the Mayors' Consultative Forum to provide detailed analysis of the activities of the Lower Mainland Integrated Teams.

Goal #2: Financial Planning and Infrastructure – Ensure the City has the capacity to meet the financial challenges of today and in the future, while maintaining appropriate levels of service through:

Objective: A revised Long Term Financial Management Strategy (LTFMS) that includes appropriate new policies, measures and targets to protect the City's current and future financial well being (including revisiting the CPI benchmark).

STATUS:

- Current performance relative to targets in LTFMS:

LTFMS Component	LTFMS target	Actual	Comments
Tax Increase	CPI+1%	2009 - 2.97% (met target) 2010 - 3.45% (missed target by approx. 1.45%) 2011 - 2.94% (missed target by approx. 0.94%)	The effects of the recession and the low CPI experienced in 2010 and 2011 impacted our ability to achieve this target
Long Term Debt per Capita	\$0 by 2014	2009 - \$61 2010 - \$48 2011 - \$34	Long term debt continues to be repaid as per the LTFMS, and unless there is an opportunity for early repayment the target should be met in 2014
User fees as a % of revenue	40%	2009 - 40.57% (excluding DCC & other capital funding) 2010 - 41.34% 2011 - 40.97%	The City will continue to identify user fees. With the recession, some increases to user fees were not fully implemented (Business Licenses)
Economic Development & Growth	1.50%	2.28% (2009 actual growth \$3.2M) 1.21% (2010 actual growth \$1.8M) 1.29% (2011 budgeted growth \$2.0M)	On target for first year
Efficiencies	0.2%	2009 - 1.42% (budget \$2.1M reduction in costs and service levels) 2010 - 0.61% (budget 0.95M reduction in costs) 2011 - 0.59% (budget 0.95M reduction in costs)	On target
Casino Revenues	>\$10M	2009 - \$11.8M 2010 - \$12.5M 2011 - \$11.1M	On target

- As part of an overall review of the Long Term Financial Management Strategy, the effectiveness of the CPI measure used in the financial model was examined relative to a new Municipal Price Index (MPI), to determine which measure would more effectively guide the financial decisions for the City. The MPI is now included in financial reports forwarded to Council, as another "benchmark" for Council to be aware of.
- In assessing overall performance, Council has achieved the majority of their LTFMS goals during this term of office, despite the tough economic times.

Objective: Low tax increases, with no reduction in services, (or in some areas possibly enhanced services).

STATUS:

Outcomes of the 2010 Budget process were based on Council's direction to maintain low tax increases while minimizing any reductions in services. As part of the budget process, staff were tasked with finding efficiencies and savings in line with this goal. Increases were as follows:

LTFMS Component	LTFMS target	Actual
Business tax ratio to residential -	<3.4	3.49

Regional Comparative for 2010

Lower Quartile in tax, upper quartile in services.

Compared to the four other larger municipalities in the region, Richmond ranks:

- 2nd lowest in residential taxes
- 2nd lowest in business mill rate
- 3rd lowest in business class multiple where business pays 3.49 times that of residential class

Out of 17 municipalities that make up Metro Vancouver:

- For the average single family dwelling, Richmond's % tax increase in 2010 was the 5th lowest at 3.45%.
- Municipal taxes for the average single-family detached dwelling are the 5th lowest at \$1,655.

Objective: Integration of the new Oval legacy funding into the LTFMS.

STATUS:

Performance targets *	Actual	Comments
GOT Funding - \$3.0M/year	2010 - \$2.30M	This figure is \$2.70M in 2011. The 2012 amounts are under negotiations.
Sponsorship funding - \$1.0M/year	2010 - \$0.05M	2010 sponsorship contracts did not take effect until late in the year. We expect 2011 sponsorship revenue to grow as the sponsorship program continues to advance.
Parking revenue- \$0.7M/year	2010 - \$0.05M	The parking operations did not officially commence until late 2010 mainly due to the Legacy Conversion taking place. We expect 2011 parking revenues to increase.
Lease/Rentals revenue - \$1.0M/year	2010 - \$0.58M	The lease agreement revenue was not recognized until late in 2010. This revenue will grow in 2011 due to a full year of revenue being recognized and also due to the leasable space being filled.

* These performance targets were set in 2009 and were based on the Oval Corporation operating at steady state. In 2010, the Oval was undergoing conversion to the post - Games configuration, and was therefore not yet operating at "steady state".

Objective: Maintenance of healthy City financial reserves.

STATUS:

Monitoring and Maintenance of the City's financial reserves are integrated into the City's LTFMS.

Current PERFORMANCE TARGETS are:

- Reserves/Financial Equity - 30% of tangible capital assets, long term target is approx. \$500M.
- At December 31, 2010 Reserves and Financial Equity were at \$380M.

Objective: Improved working relationships with Federal and Provincial governments, to become aware of and take better advantage of emerging funding opportunities and programs.

STATUS:

- City Staff continue to meet with and foster relations with officials of various provincial and federal programs and agencies, in order to stay abreast of new and emerging programs, secure funds, and develop strong links for consideration of opportunities that would be of mutual interest. As a result of these efforts, and participation in programs such as the Canada-BC Building Canada Local Infrastructure Program, Federal Recreational Infrastructure Program and the Flood Protection Program, Richmond has been awarded approximately \$17 million of senior government funding for City projects. During the term of these Council goals, the City has successfully received the following Grants:
 - LocalMotion Program - Province of BC (funding trail-related works) – Middle Arm - \$495,000 – Completed
 - Spirit Square Program- Oval Riverside - \$500,000 – Completed
 - Accessible Play Grant - 2010 Legacies Now (Province of BC, Ronald McDonald House Charities) and Rick Hansen Man in Motion Foundation (funding children's play areas). – Middle Arm, Hugh Boyd Park, McLean Park - \$400,000 - Completed
 - Cycling and Pedestrian Connections Grant - \$132,500
 - Recreation Infrastructure Program - (funding trail and other recreation infrastructure-related works) – Middle Arm, Minoru Park Bowling Green, Hamilton Community Centre expansion, South Arm renovations - \$2.8 million - Completed
 - 2009 Flood Protection Program (joint provincial/federal) - \$4.8 million
 - 2010 Flood Protection Program – Tier 1: \$300,000 Tier 2: Awaiting Award Decision
 - Building Canada Program – (various local road, sewer and water projects) - \$8.2 million
 - BC Spirit Festival Grant for Winterfest 2011 in partnership with the Richmond Arts Coalition - \$50,000
 - Heritage Canada Grant for Maritime Festival 2011 in partnership with the Richmond Arts Coalition - \$92,000
- City working closely with Small Crafts Harbour, Steveston Harbour Authority and Port Metro to establish a Steveston Harbour Long Term Development Strategy.
- Staff have also developed and launched an internal web based Intergovernmental Relations Database designed to track City grant and funding applications, with Federal and Provincial agencies, identify potential senior government grant opportunities and provide government contact information. This tool links existing grant applications, best practices, documents and correspondence in a one-stop accessible location for staff engaged in the preparation of grants to external agencies.
- Staff have made a funding application to the FCM Green Municipal Fund, (\$514,000, 100% funding) for the City's Grease Reduction Program, and have been corresponding with the Federal Minister of Finance to facilitate this opportunity.
- A letter was prepared on behalf of the Mayor to request the Provincial and Federal governments to resurrect their past NWSEP funding program which were geared towards enhancing agricultural and farming related activities.

Objective: Establishment of new sources of revenue

STATUS:

Budget and alternative revenues reviews are conducted regularly, with input from various departments and sources.

Objective: Successful accommodation of planned amenities such as museums and other community facilities.

STATUS:

- New or planned amenities are integrated into the budget as part of the annual Capital Plan process.
- Current capital projects:
 - Fire Hall No. 6 – completed October 2009.
 - Fire Hall No. 2 – completed June 2011.
 - New RCMP Building under construction - completed November 2011.
 - Hamilton Community Centre - completed and opened April 2011.
 - South Arm Community Centre - three-phase renovation completed and opened in June 2011, with nearly 2,500sq.ft. of additional space added.
 - City Centre Community Centre - scheduled for construction in 2012/13 and opening 2014.
 - Tram Building – planning and design underway; scheduled for construction in 2012.
 - Britannia Historic Zone - restoration of buildings completed; Chinese Bunkhouse and Point House exhibits opened May 2011.
- Staff are reviewing future facility construction including replacing the Minoru Place Activity Centre, Fire Hall No.1 and the Minoru Aquatic Centre to identify timing of the projects and effective funding strategies.

Goal #3: Growth / Urban Development / Physical Design – Ensure effective growth management for the City through:

Objective: Completion of a review of the Metro Vancouver (MV) Regional Growth Strategy (RGS) to ensure that appropriate goals for Richmond, from our community's perspective.

STATUS

- Completed on February 28, 2011 when Council accepted the proposed 2041 RGS and asked for some RGS mapping changes after it was approved.
- In accepting the RGS, Council has ensured that it contains appropriate goals for Richmond (e.g., Create A Compact Urban Area, Support a Sustainable Economy, Protect The Environment, Respond to Climate Change, Develop Complete Communities, Support Sustainable Transportation Choices).
- Metro Vancouver approved the RGS on July 29, 2011.
- Council's requested RGS amendments will be initiated by Metro Vancouver in September 2011.

Objective: Updating of the Official Community Plan (OCP) and six area plans to reflect current realities and future (2041) needs.

STATUS

- As planned, the 2041 OCP update is approximately 60% completed with finalization anticipated in mid 2012.
- To ensure that the OCP reflects current realities and future 2041 needs, the theme of the 2041 OCP Update is "Towards a Sustainable Community"; a timely focus.

- The 2041 OCP update will enable Council to address both current realities and future needs, for example by:
 - Completing a 2041 Demographic (population, housing, employment) Projection Study, to determine the City's projected growth needs, which are:
 - an additional 82,000 people by 2041 for a total of 282,000 people,
 - an additional 45,000 jobs by for a 2041 total of 180,000 jobs.
 - Better managing a wide range of City changes and residents' needs including the densification of shopping centres; coach houses and granny flats, Environmentally Sensitive Areas (ESA); community energy needs; greenhouse gas (GHG) emission reduction; and improvements to transportation, transit, solid waste, sewer, drainage, parks, trails, open space, social planning, community facilities, community wellness, sport for life, aging in place, youth and the art.
 - After the 2041 OCP is approved, the City will continue to consult with residents as the OCP, area plans and policies are amended and refined.

Objective: Development of a current and effective parkland acquisition plan.

STATUS:

Parkland Acquisition Plan is being reviewed and developed in conjunction with the OCP update. Council approved a 5-Year Parkland Acquisition Strategy Framework in July 2009. In response to a referral to report back on specific properties, a 'bigger picture' (21 Year) Acquisition Plan was developed and presented to PRCS Committee in March 2010. Further refinement will continue in 2011 to align the Plan with the Official Community Plan and other corporate initiatives. Several properties have been acquired in 2011. Key strategic acquisitions have recently occurred in Terra Nova, the City Centre Middle Arm, and the CPR Railway corridor along Railway Avenue.

The ongoing Parks and Open Space Strategy will include a recommendations and an updated Parkland Acquisition Plan in late 2011.

Objective: Effectively managing a comfortable pace of change and helping residents to understand and buy into the long-term plan for a future Richmond of which they can be proud.

STATUS:

- Council continues to effectively manage the pace of change through comments on the Regional Growth Strategy (see above) and significant progress towards completing the 2041 OCP Update (see above).
- Managing growth involves managing Richmond's normal portion the MV Region's population and employment growth (e.g., by 2041, it is estimated that the City's population will increase by 82,000 - to 282,000 people, and the City's employment will increase by 50,000 - to 180,000 jobs).
- To help Richmond residents understand and buy into these long term plans:
 - as Metro Vancouver prepared the 2040 RGS, Council ensured that they consult with Richmond residents which they did via four MV open houses,
 - as the City prepares the 2041 OCP Update, Council has directed City staff to consult extensively with the public in a variety of ways including:

- holding open houses which to date has involved two rounds of open houses each with eight meetings in the community centres and two additional open houses regarding coach houses and granny flats,
- a City LetsTALKRichmond web site dialogue opportunity which to date has had 4,000 visitors (22 per day), 90,000 site visits and 106,500 pages viewed,
- meetings with stakeholders (e.g., ACE, AAC, REAC, UDI),
- providing surveys to obtain residents' views, and
- additional similar consultation opportunities as the 2041 OCP is finalized.
- As well, since 2009 Council has also consulted extensively with Richmond residents regarding the following approved plans: 2009 City Centre Area Plan, 2009 Steveston Area Plan Village Heritage Conservation Policies, and the 2010 Broadmoor Shopping Centre (densification) Master Plan, which were all acceptable to the community.
- As well, over time, more community consultation will be required on OCP issues as they arise (e.g., future shopping mall densification).

Goal #4: *Community & Social Services – Improve the effectiveness of the delivery of social services in the City through the development and implementation of a Social and Community Service Strategy that includes:*

Objective: Clearly articulated roles and services for the City, and a viable funding strategy.

STATUS:

Work is proceeding on preparation of the 10 Year Richmond Social Planning Strategy. The Strategy will involve extensive consultation and will articulate appropriate priorities, roles, and funding options with respect to City social planning and service delivery. Particular emphasis is being placed on ensuring that diverse, meaningful, and effective community engagement approaches are used in the Strategy's preparation. Several tools for engagement are in process and include:

- presentations, discussions and workshops with City advisory committees and external bodies
- dissemination of on-line and paper questionnaire
- launch of on-line community engagement site through the City's web page
- sponsorship of community forum and stakeholder workshops
- targeted outreach to new Canadians, youths, older adults and other groups who may not respond to mainstream consultation opportunities.
- a draft strategy will be presented to Council in the Fall 2011.

Objective: Increased social housing, implementation of the campus of care concept, and an emergency shelter for women.

STATUS:

- The City continues to pursue affordable housing opportunities with BC Housing, developers, and community agencies, in accordance with the Affordable Housing Strategy, and in an environment of limited senior government funding for social housing.

- The City purchased a house in June 2009, which it formally transferred to the Affordable Housing inventory in March 2010. The City will be leasing the property to Turning Point Society on an interim basis for operation of a supportive recovery home for women. In addition, the City will be pursuing ongoing senior government operating funding for an emergency shelter for Richmond women and children in need.
- A review is underway regarding the advisability, criteria and mechanisms for providing DCC relief for particular types of affordable housing projects. A review of the Affordable Housing Reserve Fund Policy is also underway with the aim of providing more clarity, flexibility and efficiency for implementation of the Policy.
- The City worked collaboratively with BC Housing to prepare an Expression of Interest for the development of affordable housing by selected, eligible non-profit housing providers at 8111 Granville Avenue/8080 Anderson Road. The Expression of Interest call concluded in May 2011 with one multi-partner submission being received. Staff will be forwarding conclusions and recommendations to Council in the near future.

Objective: The development of civic engagement and capacity growing programs that supplement grant programs for addressing social service issues.

STATUS:

- Community Services staff partnered with the Richmond Civic Engagement Network (RCEN) to host a series of study circle consultations for the Social Planning Strategy. Staff is also exploring other opportunities to collaborate with the RCEN on other City initiatives.
- Community Services staff continue to coordinate tours for new Canadians of City facilities in partnership with settlement agencies.
- The City established the Social Financial Assistance Hardship Fund in September 2009 to provide bridge funding to community agencies experiencing delays in receiving grants from senior governments.
- The revised City Grant program extends eligibility to programs and projects that have civic engagement and capacity growing goals (e.g., in 2010, Turning Point Society was awarded a \$2,000 grant to conduct Study Circles regarding addiction; the Richmond Poverty Response Committee was awarded \$6,000 to increase community awareness of and capacity to address poverty-related issues).
- A review of the City Grant Program is currently underway, with conclusions and recommendations to be presented to Council in July 2011.
- The Richmond Intercultural Advisory Committee (RIAC) will continue hosting community forums in 2011. It will also seek to enhance community capacity by securing funding for additional translations (e.g., Punjabi, Tagalog) and printing of the Newcomers' Guide. The Newcomers Guide was produced for the first time in 2009 with the aim of assisting newcomers to fully integrate into community life and access relevant services and support.
- The Richmond Community Services Advisory Committee (RCSAC) engages representatives of the non-profit community service sector in a range of capacity-building initiatives, including a follow-up space needs survey, a financial viability survey, and a mentoring survey.
- The Child Care Development Advisory Committee and RCSAC prepared comments on the 2009-2016 Richmond Child Care Strategy and Implementation Plan and the proposed child care facility for the Hamilton Translink site.
- City Youth Services staff continue to collaborate with non-profit partners and different levels of government to engage hard to reach, low asset, and immigrant youth, in accordance with the Richmond Youth Strategy. Youth Services staff are working with youth and Community Services resource teams to engage the general public with dynamic street level entertainment and contemporary marketing strategies. They are also engaging low asset youth by building connections through arts, recreation and social interactions.
- The City hosts a gala youth and youth mentors recognition event (U-ROC) each year during National Youth Week. The Awards are an affirmation of the social capital present in both youth and the ecology of supports that advances positive youth development.

- Senior Services staff are developing community participation processes and techniques to involve older adults in relevant policy and strategy reviews. They are also reaching out to low-income adults, “younger” seniors, and culturally marginalized groups in efforts to develop and deliver appropriate services, in accordance with the Older Adults Service Plan.
- Senior Services staff are developing a marketing plan to improve communication and services for older adults.
- Seniors Services has been awarded a \$30,000 grant from United Way for the “Hidden Voices of Immigrant Seniors” project. The project will assist staff in developing strategies for encouraging immigrant older adults from historically hard to reach groups to connect with programs and services.
- Working with City staff, Community Associations, and other partners, Seniors Services continues to provide information and advocacy for the development of a broad range of services, supports and opportunities for Richmond’s dramatically increasing older adult population. The Older Adult Strategy will continue to guide the development of a collaborative, inclusive Older Adult Network in 2011.
- Staff are continuing to work with the Richmond Centre for Disability (RCD) to promote Richmond as Canada’s most accessible City. The City is committed to partner with the RCD and the Rick Hansen Foundation, committing Richmond as a “beta site” for participation in the Global Accessibility Initiative.
- In October 2007, Richmond City Council endorsed the Community of Excellence for Sport and Wellness initiative - a partnership-based initiative aimed at positioning Richmond to be the best place for residents to play and achieve their highest potential, while also being a model for a ‘Sport for Life’ community in Canada and the world. The initiative is comprised of four inter-related strategies (Community Wellness Strategy, Sport for Life Strategy, Sport Tourism Strategy and Olympic and Paralympic Involvement and Legacy Strategy).
- The Richmond Community Wellness Strategy was endorsed by Council in February 2010 and was created in cooperation with three local public agencies - the City of Richmond, the Vancouver Coastal Health Authority and the Richmond School District. It is intended that it forms the basis for a cross-agency coordinated approach to meeting the wellness needs of all Richmond residents.
- The Richmond Sport For Life Working Group (comprised of Richmond Sport Council representatives, several community stakeholders and City staff) developed the Richmond Sport for Life Strategy, which was endorsed by Council in November 2010. Its vision is for “*all Richmond residents to have access to a full range of opportunities to experience the passion and joy of participating in sport and physical activity.*” The strategy encompasses the delivery of all manner of physical activity programs (from dance and yoga, to field sports, to informal and unstructured play), and builds much of its “Playbook for Action” on building physical literacy and developing an integrated sport for life system.

Objective: The development and implementation of an effective lobbying strategy in partnership with community groups that targets the Province for funding for social service needs.

STATUS:

- The Richmond Seniors Advisory Committee is continuing to monitor government action on the Province’s “Aging Well in BC” recommendations.
- As indicated in the 2009–2016 Richmond Child Care Needs Assessment and Strategy, the City requested that the Province adopt a Provincial Child Care Framework that provides a coordinated policy and funding framework, including coordination at the local level.
- The Child Care Development Advisory Committee’s 2011 Work Program includes “more effective lobbying of senior levels of government to address the funding, bureaucracy, ever changing policies, and licensing issues for child care providers.”

- The Richmond Community Services Advisory Committee's 2011 Work Program includes hosting an MLA Forum to discuss Richmond's social service issues and needs, and also proposes working collaboratively with Vancouver Coastal Health "to support the coordinated development of an integrated addictions and mental health service delivery plan for Richmond".

Objective: Assignment of a staff person responsible for social services planning.

STATUS:

Through the Corporate reorganization, which took effect in September 2009, the City established a new Community Social Services section. The section has a variety of staff involved both with the planning and delivery of social services, which will assist the City in effectively responding to future social service concerns in a more planned, integrated, and timely manner. Staff functions include social planning, affordable housing, youth services, older adult services, and diversity services.

Objective: Facilitation/development of an effective cross-service network that includes both intergovernmental and community agencies (RCSAC) supporting / working together cooperatively.

STATUS:

- The RCSAC is actively seeking the participation of government representatives at its monthly meetings and has received confirmation of attendance from the Board of Education. The RCMP has also been approached to send a representative, and Richmond Health Services has always been represented.
- Community Services staff have engaged and continue to support community agencies and partners through active participation in steering committees, advisory bodies and cross agency networks (e.g., Richmond Children First, BC Centre for Elder Advocacy in Sport, Health Integration Council [VCH], Richmond Aging Well Program, Richmond Seniors Advisory, Richmond School District Leadership Conference, The Community Networking Group, Richmond School District Learning and The Brain Conference, Community Action and Assessment Network [gangs], Richmond School District Leadership Conference, Richmond Centre for Disability, RCMP Diversity Committee, Settlement Workers In Schools Advisory Committee, RMCS Welcoming and Inclusive Communities Advisory Committee).
- Seniors Services has secured a second year of funding for 2011 from Vancouver Coastal Health for the delivery of supported leisure and recreation opportunities for frail and isolated seniors. Program offerings have expanded this year to include Wellness Connection and Living Well, and will also support transportation to other established fitness programs that maintain functional abilities.

Objective: Facilitation of leadership mentoring between groups to make them more effective.

STATUS:

- The RCSAC developed a Mentorship Table that identifies agencies willing to mentor others, and the areas of expertise they are willing to share. The information has been circulated to member agencies.
- City staff collaborate with Richmond School District administrators and teachers in the mentoring of students in the planning of the District's Annual Leadership Conference each November.
- Parks and Recreation staff continue to support, mentor and build capacity within community partner organizations, which is a key component of the City's relationship-based approach to service delivery.

Objective: Initiatives to reduce homelessness in the City, including SROs.**STATUS:**

- The City is leasing a house from its affordable housing inventory to Turning Point Society for operation of a supportive recovery home for women. It is also pursuing senior government for an emergency shelter for Richmond women and children in need.
- Through the Affordable Housing Strategy, the City continues to facilitate the development of permanent housing for low-income and vulnerable residents, thereby pursuing a long-term solution to homelessness.
- The Expression of Interest for the City-owned property at 8111 Granville Avenue/8080 Anderson Road elicited proposals for affordable housing developments - with priority to housing for homeless individuals or those at risk of homelessness.
- City staff has initiated research to identify the requirements and challenges of implementing a rooming house policy and have coordinated an inter-departmental approach to resolve these issues.
- Staff continue to work with community stakeholders and senior levels of government to support initiatives to identify and address homelessness issues in our community.
- Through Emergency Services, the City's coordinates the Richmond Extreme Weather Response Strategy.

Goal #5: *Major Projects and Special Events – Advance the City's destination status and ensure our continued development as a vibrant cultural city with well established festivals and the arts through:*

Objective: The successful achievement of the City's Olympic goals:**STATUS:**

- Council Olympic goals and objectives as set out in the 2010 Olympic and Paralympic Winter Games Strategic Operational plan, were all achieved and in several instances exceeded, and have been the subject of several reports to Council. Some highlights included:
- The 2010 Olympic Winter Games served as an effective catalyst to develop new and strengthen old partnerships, networks and alliances for the production of future large-scale events, and to help the City to achieve its long term liveability and economic objectives.
 - The Richmond Olympic Oval was successfully designed and developed as an award winning iconic sport and wellness facility and a gathering place for the use and enjoyment of the citizens of Richmond before and long after the 2010 Olympic Winter Games. The Oval was built well ahead of the Games in order to allow community access, and to allow Canadian, and other athletes practice time. Before the Games, a number of significant events and programs were held at the Oval, including public skating, fitness, summer camps and other recreational programs. More than 12,000 school children were provided with the opportunity to skate on the Oval's Olympic track. Special events held at the Oval leading up to the Games, attracted an estimated 300,000 visitors in just under one year of public operations.
 - The Richmond O Zone attracted an estimated 500,000 visitors. As part of the O Zone programming, 83 performing artists and groups, consisting of local and international talent, and representing various cultures, genres and demographic appeal, performed on the O Zone main stage. A strong mix of arts, culture and sport made for a very diverse program for 17 days.

- The Olympic Torch Relay wound its way around various communities in Richmond. The roads were lined at least 3 or 4 people deep across the entire route and approximately 25,000 people turned out to the lighting of the cauldron by Rick Hansen (estimated to be the largest turn out of any City in Canada). More than 70 torchbearers carried the Olympic Flame in Richmond
- In total, the 2010 Volunteer Program generated more than 2,000 volunteer placements and more than 40,000 hours of volunteer service hours.
- The City successfully secured GOT funding to ensure ongoing support for high performance athletic programs into the future as a legacy of the 2010 Games.

Richmond's Olympic journey resulted in the development of many lasting community legacies, including:

- The iconic Richmond Olympic Oval
- International recognition and respect
- Media exposure valued in excess of \$25-30 million
- Significant enhancement to the City's sport and wellness amenities and programs
- Significant GOT funding for the ongoing operations of the Richmond Olympic Oval
- The new Olympic Precinct waterfront community
- An enhanced urban waterfront trail
- The Olympic rings in perpetuity
- Strong track record in delivering on commitments to event sponsors
- City staff and Human Resources Growth and Capacity building
- Community volunteer growth and capacity building
- Event equipment and infrastructure
- Civic beautification infrastructure and supplies
- Special Event contracts, project management systems, and Emergency and Operations Centre systems
- New local, national and international business and government contacts and networks

Objective: The successful conversion of the Oval to post-games use

STATUS:

The legacy conversion has begun with the completion of the field of play and the new sport flooring, fitness level, ice rinks, scoring, timing, curtains and the centre field elevator in 2010. The Oval Corporation staff are working on enhancing video digital program display and have procured a climbing wall, which should be completed in December 2011.

Objective: The implementation of a major events strategy that is based on community values, available funding and resources, and that results in:

- Increased major events on a regular basis
- Events that are "Tradition" for the City
- Family events
- A City that is both healthy and fun

- Maximizing the use of the Oval with sport and special event programs
- Maintaining/building on the momentum from the Oval with other special events.
- A culturally sensitive and diversified program of major events. (e.g., Book sales are big events for some cultures, and would be well attended.)

STATUS:

- Major Events Development Manager hired.
- Sport Hosting Strategy 2009-2014 adopted by Council on February 8, 2010.
- Sport Hosting Incentive Grant policy adopted by Council on February 8, 2010.
- Developed the Sport Hosting Task Force.
- "Doors Open" May 1-2, 2010 – successful; May 7-8, 2011 – built on the success of 2010 with increased number of participating agencies and increased attendance.
- Tall Ships 2011 Operational Plan prepared and endorsed by Council April 2010.
- January 2011 Tall Ships was deferred and a Maritime themed festival established for the summer. Through a partnership with the Richmond Arts Coalition the Richmond Maritime Festival received a \$92,000 grant from the Department of Canadian Heritage through the Building Communities through Arts & Heritage program.
- Winterfest 2011 held February 12-13 celebrated the re-opening of the Richmond Olympic Oval, anniversary of the 2010 Olympic Games and celebration of community arts, culture and sports and the one year anniversary of the 2010 Olympic Games.
- Winter Festival of the Arts 2011 highlighted many arts & cultural activities taking place in the community and introduced a new event – ShopArt in partnership with Lansdowne Mall.
- BC Seniors Games hosted September 2009 (3,689 athletes and 1,200 volunteers).
- Hosted the 2010 World Wheelchair Rugby Championship (\$3 million in economic impact).
- Continue to support significant city-wide events such as the 64th Annual Salmon Festival (100,000 attendance), 2nd Annual (biweekly) Steveston Farmers & Artisan Market, National Youth Soccer Championship, Sockeye Spin Bike Race, Maritime Festival and Dragon Boats.
- Continue to support and enhance community-based events such as City Centre Celebrates in the Park, Le Carnaval, Move for Health Day, Earth Day Celebrations, Hamilton's Open Air Movie Night, West Richmond's Play with the Pros, Thompson's Fall Fair, East Richmond's 'Clean Up, Fix Up, Spruce Up', the City's Halloween Fireworks Festival, South Arm's 24-hour Hockeython.
- Richmond Ice Centre and Minoru Arenas hosted 10 minor sport ice hockey/ringette tournaments in 2009. Over 9,000 skaters participated in Winter Wonderland at Minoru Arenas over Christmas 2009/New Year 2010.
- Many special events/competitions held at aquatic facilities. 1,392 people participated in this year's Richmond Aquatic Fitness Challenge.
- Partnered with Richmond School District and Vancouver Coastal Health in hosting G.O. DAY, a day long expo that allows Grade 9 girls to participate in healthy lifestyle workshops and discuss barriers to participating in physical activity. Ninety girls participated in the 2010 event.
- Co-sponsored by the Richmond Fitness & Wellness Association, Walk Richmond organized and led 42 free walks throughout Richmond in 2009, attracting 848 walkers.
- Wee Walk Richmond is a walking initiative aimed at increasing physical activity within the preschool age sector, while building awareness for parents around the benefits of walking. In 2008/2009, over 900 children attending preschool programs at the various community centres took part in the initiative, charting their progress on a virtual walk to Disneyland.

- REACT Committee continues to review and support community events (including community picnics, Canada Day Celebrations, Dolphin Basketball Classic, Steveston Sockeye Spin, Maritime Festival, etc).
- To recognize the contribution of the volunteers who helped make Richmond shine through the 17 day celebration of the Olympic Games, the City of Richmond and Volunteer Richmond Information Services hosted close to 800 volunteers at the Richmond Olympic Oval on April 5, 2010.
- Participated in the first annual "Culture Days" (September 24-26, 2010), a national initiative to celebrate arts & culture. The community had the opportunity to participate in free, hands-on, interactive, creative activities. Richmond had the largest selection of activities of any community in BC (37 events with over 6,700 people participating) and is being looked upon nationally as the community to emulate in 2011.
- 40,000 people attended the Ships to Shore Steveston 2011 event, held at Garry Point Park on the first weekend in June 2011, when four tall ships moored at the newly installed floating dock.
- Umbrella brand "Days of Summer" launched to promote Richmond public festivals between June and September 2011. Campaign includes media, transit shelter and website.

Objective: Enhanced public art, animation (such as buskers) and character defining elements in the City Centre.

STATUS:

- Forth annual Doors Open May 7-8, 2011 successfully hosted.
- Update to Public Art Program Policy, including integration with Civic infrastructure, endorsed Council July 2010.
- Installation of art work for Art Columns at three Canada Line Stations is on the third rotation through the Public Art Program and an endowment from Appia Development.
- Partnership with Vancouver Biennale for several major installations: Wind Waves (Garry Point Park); Water number 10 (Cambie Road Pump Station); Miss Mao trying to Poise Herself on the head of Lenin (City Centre); Heads (Lansdowne Station), Doors of Knowledge (Minoru Park), Chandeliers (Aberdeen Centre and RAG), and Homage to Parenthood (Brighthouse Station).
- Completion of several Oval Precinct art works: Site Works (dyke trail); Lulu Suite – Telling the Stories (Phase I) and Youth Mentorship Program (Oval Interior location and Richmond Art Gallery workshop); Lulu Suite – Telling the Stories (phase 2) currently being installed in the Oval lobby.
- Working with VANOC's Aboriginal Art Program three works have been installed at the Olympic Oval. The fourth installation is pending completion in the Summer of 2011.
- Richmond's first Flash Mob was held at Lansdowne Station and Imperial Landing.
- Presentation by placemaking expert Jan Gehl made in January 2011 to city staff and other stakeholders in the development of the City, to help develop ideas around placemaking for the City.
- Design of Cambie Drainage Pump Station incorporated significant architectural and public amenity features including a viewing platform cantilevered over the Fraser River Middle Arm, a large public plaza area with embedded LED Olympic colored lights, a multi-color glass and green roof Motor Control Centre building and a sinuous paved trail that complements the Middle Trail system.

Objective: The addition of new amenities such as a new museum, etc.**STATUS:**

- Britannia Historic Zone completion funded for 2010. Wayfinding concepts developed and installed. Exhibits in the Chinese Bunkhouse and Point House completed.
- The draft Richmond Museum Feasibility Study (RMFS) was completed in spring 2009. Referred back for more analysis and completion of an overall City facilities report. The follow up report is being prepared in the context of the long term financial management strategy, in order to prepare recommendations to Council on priorities, funding options etc.
- Funding allocated for completion of the Tram Barn, Japanese Fishermen's Benevolent Society building and design and partial installation of Lubzinski exhibit scheduled for completion 2011 and 2012.
- New Media Lab in the Richmond Cultural Centre is open. Programs for youth in claymation, animation, filmmaking, music videos, podcasts and digital photography are being planned.
- 5,800 sq.ft expansion of the Hamilton Community Centre was opened in April. This \$5 million project is one of the City of Richmond's 2010 Capital Projects. Partial funding is being provided by a \$1 million Recreation Infrastructure Canada Grant, as well as a \$162,500 contribution from the Hamilton Community Association. The facility was expanded for additional program space and meeting space as well as a weight room. The expansion greatly increases the programs and services offered to the Hamilton Community.
- 33,000 sq.ft. community centre as part of a mixed-use development between Minoru Boulevard and No.3 Road (north of Firbridge Way). Community centre to be built as part of development's second phase – due for completion at end of 2014.

Objective: Effectively involving partners in creating Richmond as a destination (i.e., tourism).**STATUS:**

- Additional hotel room tax (AHRT) successfully extended to June 30, 2012 through dialogue with Tourism Richmond.
- \$2 million allocated to Olympic initiatives greatly facilitated the successful operational delivery of the Richmond O Zone in February 2010.
- Funding allocated to Sport Hosting has resulted in the establishment of a Sport Hosting department within the City and the hiring of a Sport Hosting Manager in November 2009. Sport Hosting Strategy and associated Grants program approved in Q1-2010.
- Sport Hosting micro site set to launch in August 2011.
- City/Tourism Richmond joint branding initiative resulted in maximized brand exposure of Richmond as a destination during the Olympics.
- Involving Tourism Richmond in the 2010 Ticket Allocation Program (including Oval Legacy Lounge passes) resulted in maximizing B2B opportunities for the local tourism industry during the Olympics.
- Joint hosting of 40+ meeting and convention planners and four major tour operators during the Fall in Love with Richmond day on February 14, 2010 has resulted in \$800,000+ of meetings and convention contracts for Richmond converted to date.
- Ongoing engagement with Tourism Richmond to identify opportunities to maximize legacy from Games: first of many legacy outcomes of Games-time partnership has resulted in the delivery of a joint presentation on Richmond as a 600 person meetings destination to 20 association and industry meetings and conventions planners on March 13-14, 2010.
- Partnered with the Vancouver Biennale to place significant temporary public art pieces around Richmond.

- Involved many local organizations to host "Doors Open Richmond" and "Culture Days".
- Partnered with several Richmond businesses – Cranberry Growers, Ebco, MDA, Norsat – for exhibits and installations in the Richmond O Zone.
- Hired a Sponsorship Development Manager in November 2010 to formalize partnerships with numerous local and national companies. Revenue generated to date = \$340k+ primarily for Winterfest Weekend, Ships To Shore and title sponsorship for the new Media Lab at the Cultural Centre. Has formed strong relationships with a number of Richmond based companies including Urban Impact Recycling, Lehigh Cement, Ocean Fisheries, YVR and Port Metro Vancouver. Work has begun on a comprehensive "premier partnership" program for Stuart Olson Dominion where they would become a long term sponsor of the Richmond Olympic Oval, the legacy lounge and a select number of annual City events.
- Awarded the Sport Tourism Community Legacy Award from the Council of Tourism Associations of British Columbia.
- Met with School Board regarding the sport hosting program and passed along all pertinent information.
- Nine sport hosting events in the City in 2010.
- Twenty sport hosting applications accepted and allocated \$36,351 in 2010.

Objective: Ensuring that City physical design and sustainability objectives are not been compromised through this downturn.

STATUS:

- Planning and Development Applications:
 - The City continues to follow the adopted OCP and area plan design guidelines to achieve a high quality design and sustainability in development activities.
 - For new developments, Planning and Development staff conduct a detailed review of development applications to ensure that City design and sustainability objectives are achieved, including an evaluation to ensure that they are compatible with adjacent development, maximize tree retention, integrate meaningful environmental design for Riparian Management and Environmentally Sensitive Areas have a high quality design and building materials, and provide accessibility and high quality landscaping.
 - Major development proposals are reviewed by the (1) Advisory Design Panel and the (2) Development Permit Panel.
- Parks
 - The City continues to ensure that parkland is acquired through re-zoning and that high park design standards are maintained. The City has continued to undertake parks capital projects that significantly improve liveability and provide appealing and accessible public open spaces.
 - Middle Arm - Construction on the waterfront between Cambie Road and the Richmond Olympic Oval began in September 2009, and is now substantially complete. Dike raising and pathway improvements were completed as planned in time for use during the Games; the remaining areas were completed in the Fall of 2010. In addition to a broad paved path, the Greenway includes a plaza and cantilevered overlook at the end of Cambie Road, an amphitheatre between the Navy League and the UBC Boathouse, a plaza beside the Boathouse, riverside seating between the Boathouse and the Dinsmore Bridge, three children's play areas, and environmental enhancements to the river's edge. The only major piece yet to be completed is a pier at the amphitheatre, which will be finished in the spring of 2011.
 - City Centre Community Park - The section of Alberta Road between Garden City Road and Katsura Road was closed in early 2010 as part of a development pattern change to the area initiated by the City's Planning and Transportation departments. The Parks division took the opportunity to create more open space, and as a result, the roadway is being redeveloped for pedestrian and cyclist use and will become a key part of the City's trails and greenways network. The design reflects the naturalized setting of Garden City Park and will feature asphalt pathways, pedestrian scale lighting, public art, seating, tree planting, and landscaping. This project was completed in July 2011.

- Thompson Youth Park Phase 1 completed. Phase 2 to be completed in 2011.
- The 2009 Waterfront Strategy "Redefining Living on the Edge" was adopted by Council in February 2009. This strategy sets the vision and a framework (which outlines goals and actions over the next five years).

Goal #6: Transportation – Improve City transportation and mobility elements through:

Objective: A new transit strategy for Richmond that results in increased transit beyond the skytrain.

STATUS:

Council recently resolved to urge TransLink to commit to commencing the Richmond Area Transit Plan in 2011 or sooner. TransLink have recently advised that the Plan is scheduled to commence in the Summer of 2011. New transit strategy to be incorporated into the current OCP update. City staff have successfully worked with CMBC to introduce a shuttle bus service to the Oval with the introduction of the Canada Line. Staff will also work with TransLink and CMBC staff to improve transit service on Sea Island.

Objective: Installation of gates at Canada Line.

STATUS:

Update: TransLink has advised that electronic fare gates will be implemented on the Canada Line by 2013.

Objective: Encouraging use of alternate forms of transportation, especially for Richmond youth.

STATUS:

Through the City's Traffic Safety Advisory Committee, the City works with partners such as the Richmond School District to provide safe walking and cycling routes to/from schools and manage traffic congestion around schools. The City encourages safer and more cycling through the construction of bike routes (part of the annual capital plan), providing funding support for safe cycling education courses held in local community centres and staging bike rides for community. The upgrade of crosswalks on arterial roads supports more walking and the City works with TransLink to improve transit service. As well, the City has partnered with The Richmond School District and ICBC to implement programs that encourage use of alternate transportation to and from school at both the elementary and high school levels.

Objective: Implementation of the "Smart Card" concept.

STATUS:

TransLink has recently advised that a Smart Card will be implemented by 2013 at the same time as electronic fare gates.

Objective: Ensuring Canada Line is tested and proven before other transit services are adjusted.

STATUS:

Recent higher than expected ridership on the Canada Line during the 2010 Olympic Winter Games confirmed that the system would be capable of accommodating the ultimate ridership. Staff will continue to monitor its usage with data from TransLink.

Objective: Improvements to No. 3 Road that address traffic flow and its beautification.

STATUS:

Since the completion of the No. 3 Road Restoration project in the Fall of 2009, general feedback has been positive and no traffic-related problems have been reported.

Objective: Initiatives that reduce traffic bottlenecks and relieve congestion in the City.

STATUS:

The continued upgrade of the City's traffic signal system has been providing enhanced synchronization and video detection to increase efficiency in traffic flow. Real-time traffic flow is being monitored on a continual basis to help develop signal timings to minimize overall traffic delays. As well video cameras being installed at intersections will eventually allow the public to view problems at intersections over the internet, to that they can plan alternate routes as necessary.

Objective: Increased bike routes.

STATUS:

Recently completed projects include raised bike lanes on No. 3 Road (northbound: Cook Road to Bridgeport Road and southbound: Alderbridge Way to Cook Road), cycling connection to the Canada Line Bridge via Van Horne Way, and the southern section of the Shell Road bike route (Athabasca Dr to Steveston Hwy). Upcoming projects include Minoru Blvd bike route (Granville Avenue to Alderbridge Way, Granville Avenue to Lansdowne Blvd. is completed.) and various intersection improvements to help cyclists safely move through.

Objective: Education of residents regarding optional routes that are available, to relieve congestion.

STATUS:

Staff have successfully used the popular i-Move website managed by Translink to provide real-time traffic conditions as a means to inform the general public to avoid congested and/or construction zone areas. This site is proving quite popular throughout the region as a resource for traffic information.

Objective: Implementation of new traffic management programs other than lights and stop signs.

STATUS:

Update: In consultation with the community, the City's annual implementation of various traffic calming initiatives effectively deter undesirable speeding and rat-running activities in local residential neighbourhoods. Approximately 10 speed hump installations are occurring each year, as part of this program.

Objective: Elimination of different fare zones to make it easier to use transit

STATUS:

TransLink has recently advised that Smart Card will be implemented for Canada Line by 2013 at the same time as electronic fare gates, which would subsequently eliminate the fare zone system. Fares would be computed based on the distance travelled.

Goal #7: Sustainability and the Environment – Demonstrate leadership in and significant advancement of the City's agenda for sustainability through the development and implementation of a comprehensive strategy that includes:

Objective: A "Steady State" economic plan and a plan to survive climate change.

STATUS:

1. Steady State Economic Plan

- As part of the 2041 OCP Update, a 2041 Employment Lands Strategy was approved in April 2011.
- The Strategy states that Richmond has sufficient employment lands to 2041, vis-à-vis the demand for jobs and population growth.

2. Plan to Survive Climate Change – (long-term endeavour)

- Completed an adaptation scoping study, which contributed to development of a national Guidebook for Local Community Adaptation.
- A Climate Change Strategic Program, developed as part of the Sustainability Framework, was approved by Council in June 2010. This Program identifies a 5-year interdepartmental action plan and establishes 5 climate change targets to advance 3 strategic directions:
 - Build Understanding (Empower)
 - target: 100% Grade 6 students engaged in Climate Change Showdown Challenge by 2012
 - target: 100% City managers engaged in Climate Change awareness by 2012
 - Reduce Greenhouse Gas Emissions (Prevent)
 - target: 33% GHG reduction community-wide by 2020 and 80% by 2050
 - target: carbon neutral corporate operations
 - Adapt to Change (Prepare)
 - target: develop a strategic adaptation plan for 2013

Objective: Initiatives that reduce our carbon footprint and move us towards carbon neutrality.**STATUS:***Community Carbon Footprint Reduction*

- As part of the Climate Change Strategic Program, Council adopted community GHG emissions reduction targets (see above). These targets have been incorporated into the City's OCP conceptual update.
- A community GHG and energy emissions inventory baseline has been established to measure progress.
- Community Energy & Emissions Plan (CEEP) is underway as part of the City's OCP update.
- District Energy Utility systems at the neighbourhood level are being explored (see DEU objective below).
- City's Green Can program launched (see Solid Waste objective below).
- Increased bikeways and advanced other strategies to encourage use of alternative transportation (see Mobility objective above).
- Participation of 1100 elementary school students in the Climate Change Showdown Program this school year (2010/2111) who collectively achieved a greenhouse gas emission reduction of over 700 tonnes, approximately the equivalent to 150 cars being taken off the road.

Corporate Carbon Footprint Reduction

- As part of the Climate Change Strategic Program, Council adopted the commitment to be carbon neutral in corporate operations by 2012.
- Council adopted carbon neutral strategy based on local investment.
- Completed a corporate energy, greenhouse gas (GHG) emissions and cost inventory; established a baseline for measuring progress.
- Advanced City operational programs:
 - Built new civic buildings in accordance with the City's High Performance Building Policy
 - Implemented City's Corporate Energy Management Program (CEMP) (see Energy Management below)
 - Implemented City's GreenFleet Program, including procurement of fuel efficient and low-carbon vehicles (e.g., hybrid, electric, smart, etc.)
 - Implemented City's Corporate Recycling Program
 - Advanced City's Car-Pool Program

Objective: Initiatives to reduce garbage, solid waste and liquid waste.**STATUS:**

- Organic Collection - we continue to strengthen the City's solid waste management program, with the launch of a new organics waste recycling service on April 1, 2010 for residents in single-family homes.
- Pilot program for organics collection from residents in townhomes (3,200 units) to commence April 2011.
- Endorsed the Integrated Solid Waste and Resource Management Plan (October 25, 2010).
- New Single Family Water Metering program endorsed for the next 3 years.
- New Multi-Family Water Metering program endorsed for 2011

STATUS:*Solid Waste*

- In 2010, launched City's Green Can Organic collection service for residents in single-family homes.
- In 2011, developed and implemented 9-month pilot program for organics collection for residents in townhomes (3,200 units).
- Council endorsed the Metro Vancouver Integrated Solid Waste and Resource Management Plan which establishes new diversion targets (October 25, 2010).
- Public Spaces Recycling Program in Steveston (in partnership with Nestle Waters) will be implemented in the Summer of 2011.
- Eco-Centre Concept for a comprehensive centralized recycling drop off facility for multi-materials, complete with a re-use and educational centre is being explored.
- Prepared "Report 2010: Towards Excellence in Recycling and Solid Waste Management" which communicates to the community the City's overall waste reduction and recycling efforts.
- New Single Family Water Metering program endorsed for the next 3 years.
- New Multi-Family Water Metering program endorsed for 2011.

Objective: Ensuring our civic buildings are energy efficient**STATUS:**

Implemented the City's Corporate Energy Management Program (CEMP) to reduce energy consumption, greenhouse gas emissions and civic operational costs. The CEMP adheres to continuous improvement model, based on four pillars: Plan, Implement, Monitor & Report, and Innovate & Improve. Actions completed during this Council term goal are:

Plan

- Completed annual strategic energy management plans to identify priority projects.
- Secured approximately 1M in external funding to support feasibility studies and projects.

Implement

- Conducted various energy retrofit projects:
 - installed solar thermal hot water systems and high efficiency boilers at South Arm Aquatic Centre and at Minoru and Centennial Aquatic Centre.
 - installed high efficiency boiler at Steveston Aquatic Centre.
 - completed 18 lighting retrofit projects (using new technology such as LED and induction).

Monitor and Report

- Implemented PS Continuous Optimization Program (real time energy monitoring) at the Oval and exploring implementation at other major facilities including City Hall, the Library Cultural Centre, Watermania and Richmond Ice Centre.

Innovate and Improve:

- Completed energy assessments for over 60 City-owned buildings to identify energy improvement opportunities.
- Conducted various scoping studies for implementing alternative energy sources and systems (e.g., wind turbines, waste heat recovery, etc.).
- Launched a City-wide staff Energy Conservation Awareness Program (currently underway).

Objective: Initiatives for the City to reuse energy and put energy back into the grid.

STATUS:

1. Waste Energy Capture and Use (Reuse)
 - Exploring opportunities for advancing waste heat energy recovery systems.
 - Exploring neighbourhood district energy systems that capture and reuse waste heat (see DEU objective below).
2. Energy Back to Grid
 - Exploring opportunities for implementing wind and water turbines.

Objective: Requirements for all significant new development to meet LEED standards, in a manner that results in developers and other partners willingly adhering to our newly developed sustainable policies and practices.

STATUS:

In progress

- The 2009 approved City Centre Area Plan requires LEED silver standards for all rezonings of development >2000m²
- City's High Performance Building Policy establishes requirements for meeting LEED standards for civic facilities.
- New standards are being reviewed as part of the OCP Update.

Objective: Exploration of an alternate district energy utility.

STATUS:

In progress

- Council has endorsed a DEU concept for West Cambie. Construction is underway.
- Exploring additional opportunities to establish Neighbourhood Energy Utility (NEU) projects (maximizing use of clean energy and energy security) in other neighbourhoods particularly within City Centre.
 - conceptual review completed for four potential projects.
 - business case analysis completed for two of the above projects, exploring business case opportunities for other projects and alternative sources of energy.
 - expression of interest of selection of utility partner has been completed.
 - A Memorandum of Understanding with Corix has been prepared to move forward with a DEU at the Aspac Developments. Work on feasibility of various alternative energy sources and distribution systems is underway.

Objective: Initiate and incorporate sustainability into our City policies and bylaws.**STATUS**

- Sustainability Framework – a blueprint for advancing sustainability has been launched and is underway. Progress to-date includes:
 - i. Council adopted Corporate Sustainability Policy (provides guiding vision/overall direction)
 - ii. Sustainability priority areas defined
 - iii. Two Strategic Programs for two priority areas established (Climate Change, Energy)
 - iv. Eight targets developed to-date
- Several existing policies/bylaws in place (e.g., High Performance Building Policy, GreenFleet Policy, Long-term Financial Sustainability Policy, CCAP, ESA, Riparian Management Areas, Pollution Prevention Bylaw).
- Land and Capital model has been amended to integrate Council adopted sustainability priority areas into project submission forms and ranking criteria.
- Sustainability has been integrated into the OCP Update. The theme of the 2041 OCP update is sustainability and Council adopted sustainability priority areas have been incorporated.
- Advancing “Eco-Plus” principle – based initiatives where development and capital works are striving for net environmental improvement
- Ongoing Implementation of Richmond’s Enhanced Pesticide Management Program (EPMP) including the new Pesticide Use Control Bylaw. The EPMP is a proactive and comprehensive program that includes public outreach, staff and landscape industry training and continued lobbying for the establishment of a Provincial Pesticide Regulation.
- Implementing new community gardens
 - A partnership between the City and Vancouver Coastal Health created 25 new community garden beds at Garratt Wellness Centre in 2009.
 - A small number of the plots are allocated to Garratt Wellness Centre for use in its programming initiatives around chronic disease management. The rest of the plots are used by the general population with allocation through the existing waitlist. The new Garratt Community Garden opened in May 2009.
- There are currently four City of Richmond community garden locations in Richmond (King George Park, Terra Nova Rural Park, Garratt Wellness Centre and Gilbert Road). Reports to PRCS Committee in May 2010 identified two further locations for community gardens (at Railway Avenue and Brunswick Drive in Steveston – 50 plots have been built; and at Paulik Park - plots prepared, to be built in late September 2011).

Objective: A management plan for snow geese and other specified wildlife.**STATUS:**

In progress with the following targets:

- Snow Geese Management Strategy approved at PRCS Committee June 2010 and 2011 update received by Council in June 2011. Program will be expanded for 2010 and in to future depending on available funding. 2011 program established baseline methods of hazing as well as was the first year statistics were gathered for the presence of snow geese in coordination with YVR.
- Snow Geese Management Strategy implemented for 2010/2011 season.

Goal #8: Economic Development – Effectively manage local economic development issues and opportunities through the creation of clearly articulated economic development objectives for this term of office that include:

Objective: Initiatives for economic development and expansion of Asian Pacific relations.

STATUS:

- In partnership with Tourism Richmond and Richmond Chamber of Commerce, delegation to Shanghai and Xiamen completed in October 2010. Several businesses accompanied and participated in business-to-business hosting opportunities.
- Advanced Destination Status with China welcomes visitors from China and boosts local tour operators.
- First direct flight between YVR and Guangzhou starts service three times weekly on 15 June 2011.
- Co-hosted Xiamen business delegation with Richmond Chamber.

Objective: Maintaining our favourable job / worker ratio (J-LFR).

STATUS:

- Richmond has one of the Metro Vancouver region's highest jobs to labour force ratios at 1.35 (1.35 jobs per 1 worker).
- By 2041 is anticipated that Richmond will still have one of the highest jobs to labour force ratios in the Region at 1:04 jobs per worker. The slightly less ratio in 2041 is due to changes in the structure of the population (e.g., an aging population).
- As part of the 2041 OCP Update, Council has already completed in 2011, with Policy Planning and Economic Development staff and in consultation with the Richmond Economic Advisory Committee, a 2041 Employment Lands Strategy which concludes that currently, Richmond's employment is 135,000 and is estimated to be 180,000 by 2041.

Objective: Robust engagement of business stakeholders.

STATUS:

- Monthly Richmond In Business e-newsletter continues to receive positive feedback in the business community and a growing subscription base (at approximately 1000 recipients). 22 issues of the newsletter have been sent since the newsletter launch in July 2009.
- In 2010, the Economic Development Office received and responded to hundreds of internal and external inquiries related to business retention, expansion, attraction and promotion, including office space requests, business information on Richmond, business facilitation/introduction, inter-departmental assistance for business, presentation and media requests and others. 24 face-to-face meetings were held, of which ten involved new company attraction prospects and 14 involved existing company retention leads. Salt Spring Coffee entire operation successfully attracted from Salt Spring Island (13,000 sf / 20-30 employees). Dealer Tire successfully attracted from Ohio, US (20,000 sf / three employees).
- In May 2011, launched a multi-year Business Retention and Expansion Program, proactively targeting 150 Richmond businesses. 30 business surveys and six meetings have taken place to date, with another 30 one-on-one meetings targeted by the end of the year.
- Assisted businesses with City permitting and licensing processes, including a manufacturer and two bank branches and others

- Introduced local technology businesses to City customer opportunities, including lighting technology company to new City Centre Community Centre and water purification technology company to Engineering & Parks opportunities.

Objective: Zero loss of any major employers.

STATUS:

- The economic downturn registered an upward office vacancy trend. Vacancy rates were 10.7% in 2008, 17.9% in 2009 and 18.3% in 2010. Anticipated major exits from business parks added to the rate, with office vacancy expected to decline and the office market expected to improve in 2011.
- Industrial vacancy rose from 3.6% in 2008 to a 5.3% high in 2009 ending at 3.5% in 2010. Major entrants in the PMV properties contributed to recent industrial rate improvement.
- New business licenses were relatively steady in the last 3 years, with 1958 issued in 2008, 1896 issued in 2009 and 1893 issued in 2010. After rising by 17% from 6242 in 2008 to 7302 in 2009, total employment in new businesses fell 15% in 2010 (6228) – a lagging indicator of the recession.
- Major 2008-2010 Key Sector Exits:
 - Rona Home & Garden (80,000 sf/ 145 jobs)
 - Ascalade Technologies (30,000 sf / 93 jobs)
 - Microsoft (80,000 sf / 50 jobs)
 - BCLC (67,000 sf / unknown)
 - Plug Power (37,000 sf / 63 jobs)
 - Rogers Plus (33,000 sf / 149 jobs)
- Major 2008-2010 Key Sector New Entries:
 - Simard Westlink (150,000 sf / 105 jobs)
 - T&T Supermarket (83,000 sf / 60 jobs)
 - Genco Distribution System of Canada Ltd (180,000 sf / 70 jobs)
 - Kuehne & Nagel (111,000 sf / unknown)
 - ATS Retail Solutions (106,000 sf / 80 jobs)
 - Teksystems Canada (14,000 sf / 35 jobs)
 - Global Gourmet Foods (2nd location – 15,000 so, 50 jobs)
 - Point Grey Research (39,000 so / 70 jobs)
 - Westin Wall Centre (140,000 so / 80 jobs)

Objective: Retention and expansion of high tech industry.

STATUS:

- Worked with property management firm to secure and provide shuttle stops for private shuttle to Canada Line at Crestwood Corporate Centre, to increase the marketability of this premium high-tech industry space. Crestwood Shuttle now operational.

- Lead a multi-departmental initiative to determine whether the City can provide incentive for class 'A' office development in the City Centre – the type of space high tech companies seek. Core recommendations included:
 - revision of incentive options once the office vacancy rate reaches 15%
 - fast-track processing team for commercial applications
- Technology Sector a major target on Business Retention & Expansion Program.

Objective: An increase in home-based businesses.

STATUS:

- Encouraged creation of live/work units to generate home-based business opportunities, including a major application for 60+ units by Onni and few additional applications with some units.
- The downturn affected home-based businesses. Inactive home-occupied business licenses were 570 in 2010 compared to 518 in 2009 and 474 in 2008 (about 10% increase each year). However, new home-occupied licenses offset inactive business licenses. In 2010, there were 518 new home-occupied business licenses, compared to 459 in 2009 and 508 in 2008.

Objective: The City being actively utilized as a filming destination.

STATUS:

- Amendments to Bylaw 8172 and the Filming agreement to meet current demands and changes in the filming industry.
- Adding new filming locations by working with private sector through educational opportunities.
- Working with staff to amend our bylaws and filming agreement in order to generate more revenues for the City.
- The City saw an increase in filming activity from 68 productions in 2009 to 81 in 2010.
- The City saw an increase in revenues of 109% in Q3 of 2010 compared to 2009.
- The City is actively marketing the City as a choice location by working closely with BC Film Commission, BC Film and IATSE directly.
- The City is an active member of MPP/IA (Motion Picture Production Industry Association of British Columbia) attending seminars and meetings.
- The City has initiated a process to improve film industry and Richmond community relations and communications. Pilot project has upcoming series shooting in collaborating with the Steveston Merchant Association on information dissemination and scheduling for filming from July through December.
- The City's film coordinator is selected to be on team of reviewers of Province's "Film Friendly" initiative.

Objective: Retail not being the dominant or "only" growth area of economic development activity downtown.

STATUS:

- A multi-departmental initiative was conducted in 2010 to determine whether the City can provide incentive for class 'A' office development in the City Centre – the type of space high tech companies seek. Core recommendations included:
 - revision of incentive options once the office vacancy rate reaches 15%
 - fast-track processing team for commercial applications

- o engagement of developers to communicate City Centre vision (meetings with commercial developers initiated in 2011 to continue through 2012)

Objective: An increase in head offices locating in Richmond, and more Crestwood type developments for handling this.

STATUS:

- A new economic development promotional pilot website (and investment profile) for Richmond to be developed (launch in the Fall of 2011).

Objective: Effectively promoting and capitalizing on our proximity to the airport for business location.

STATUS

- YVR and aviation cluster to be extensively featured in new economic development and investment profile website (launch in the Fall of 2011).
- Canada Post moved to YVR (approximately 700,000 sf / 1,200 jobs / \$2 million in PILT).
- Initiated submission to fDI Magazine which ranked Richmond in Top 10 American "Cities of the Future" for infrastructure in the small cities category.

Objective: Sound working relationships with the Airport and Port Authorities.

STATUS:

- Ongoing Economic Advisory Committee meetings and advice – quarterly and as needed.
- Port/City coordination of infrastructure upgrades – Nelson Interchange progressing towards completion in 2011.
- Ongoing – meetings with PMV/YVR – regular and as needed.
- Employment Lands Study sent to YVR/PMV for official comment/feedback.
- Effective citizens' representation at YVR's Airport Noise Management Committee and cooperation on Richmond Airport Noise Citizens Advisory Task Force's recommendations.

Objective: A sound marketing plan to market ourselves during Olympics.

STATUS:

- Completed

Objective: Making successful in-roads in supporting the agricultural community.

STATUS:

- Ocean Spray facility successfully expanded within Richmond.
- Economic and Agricultural Advisory Committees met in 2009 to jointly advance the implementation of the Nelson Road Interchange.

Objective: An effective agricultural/industrial land strategy.

STATUS:

- The 2041 Employment Land Study (ELS) which was completed in April 2011, was prepared in consultation with the EAC and AAC, and indicates that the City has enough employment land of all kinds to 2041 and is committed to preserving ALR and industrial land.

Goal#9: Workforce – The City will have a stable, effective, and knowledgeable workforce to serve Council and the community now and in the future through:

Objective: The development of realistic succession plans for Fire, 394, 718, and the Exempt workforce.

STATUS:

- A Performance Review Process is ready for use in all jurisdictions of the City. It includes competency assessments, performance outcomes, establishment of future project goals and a formal career counselling commitment.
- Performance Review Training programs have been completed and continue to be offered as part of the 2010-2011 HR Development calendar.
- Sections of various departments have 'tried' the Performance Review Process and it is operational in some areas and receiving positive feedback.
- Future modifications will include customization to needs of specific work areas. Richmond Fire/Rescue is the most recent user group installing a customized usage among all suppression and prevention employees.
- Union executives have previewed and commented on the design and use of the Performance Review Process.

Objective: Sound Recruitment and retention processes.

STATUS:

- An Applicant tracking system has been developed allowing for internal and external applicants to electronically submit applications for open positions, increasing the efficiency of the recruitment and selection process.
- The internet website for Richmond was modified to include information which will make Richmond an attractive city for job seekers as well as to enable ease of making an application from external sources via the internet.
- A new-employee orientation program, including a customized e-learning video requiring study and question responses. This process will ensure new hires are made aware of City values and processes in a number of areas to assist in the experience of an easy, accurate and positive learning of information required by a new employee to the City. Multiple sessions have now been successfully completed with positive experience – program content continues to be refined.
- Compensation and benefits competitiveness is being researched to ensure Richmond achieves its compensation objectives being at the 75th percentile rating.
- Union collective bargaining for Fire, CUPE 718 and CUPE 394 agreements is an important focus for 2011-2012.

Objective: Education programs that are effective for smooth and seamless transition.

STATUS:

- Career Counselling of employees is occurring to help promote planned and smooth transition of workforce changes
- Developed and implemented new apprenticeship programs for trades, mechanics, carpenters, painters with further expansion being planned.
- Implemented new relief program for key 394 positions.
- Implemented Integrated Work Teams of 394 staff for development and capital construction to improve service and reduce cost. Expansion of this program is being planned.
- Federal/Provincial funding has been received to establish a stakeholder task force to build a Public Works Technician apprenticeship program. Richmond is a leader in making this a reality. The Parks and Public Works Steering Committee is underway with research being conducted province wide; completion of a detailed proposal to the Industry Trades Authority (ITA) for implementation is expected in 2012.
- Several initiatives are underway within the organization where staff who have been identified as having the potential as future leaders, are being coached to facilitate a closer connection to management and a deeper understanding of the strategic direction of the City, and its goals and objectives.
- A senior-level leadership program is underway for developing high potential participants in Corporate Programs Management Group (CPMG) project work and succession opportunities in future years.

Objective: Ensuring preservation of corporate memory / history.

STATUS:

- Supervisory, first line and mid-management programs are underway.
- Position overlap system is in place for retiring employees to ensure knowledge transfer.

Objective: Working with post secondary institutions for training.

STATUS:

- Credits towards post secondary educational certification from City training programs are being recognized by selected external colleges/universities within the Lower Mainland. The City is developing course content utilizing the assistance of university level educators, but are retaining the right to such programs for future delivery by internal subject matter experts, for economic reasons.



Council Term Goals 2008-2011

Achievement Summary
September 2011

Council Term Goal No. 1: Community Safety

Ensure Richmond remains a safe and desirable community to live, work and play in through an interdisciplinary approach to community safety and a term strategy.

1. SUMMARY:

The Law and Community Safety department has continued to work collaboratively to decrease overall property crimes and other criminal activity by approximately 10 to 20 per cent. During the 2010 Olympic Games, the department was key to ensuring the public's safety. Over \$1.4M in external funding was secured for police and fire services during this time. The City participated in all of the interagency exercises in preparation for the Games.

A new fire hall in Steveston (No. 2) was built to Leadership in Energy and Environmental Design (LEED) Gold standards and the fire hall in Shellmont (No. 6) was seismically upgraded. Both are now open and providing services to the public. In addition, two new modern fire trucks were purchased to better respond to fires.

To ensure the community is well looked after, staff and community volunteers assisted 371 evacuees who were displaced from their homes due to fires or other emergency events. Victim Services staff and community volunteers provided valuable assistance to over 1,200 people during the last three years.

The new RCMP detachment facility will be opened in November 2011 to further assist the public.

2. HIGHLIGHTS/KEY ACCOMPLISHMENTS:

- The RCMP, with community consultation, established a three year strategic plan comprised of five Council approved priority areas for the detachment:
 - i. Prevention and reduction of youth involvement in criminal activity
 - ii. Increased community engagement
 - iii. Reduction of property crime
 - iv. Increased traffic safety
 - v. Reduction of organized crime
- Crime statistics show a decrease in overall property crime. Other criminal activity in Richmond has been significantly reduced. Business break and enters decreased by 30 per cent; metal theft by 30 per cent and motor vehicle theft by 20 per cent.
- Community bylaw officers continue to take a proactive approach to ensure the community understands the 22 bylaws that help contribute to Richmond being a safe and desirable community.
- Richmond Fire-Rescue (RFR) increased its diversity to serve Richmond citizens through changes to its recruitment, outreach, training, leadership and employee development programs.

- The City complemented its Emergency Plan with an Evacuation Plan, Pandemic Plan and Emergency Social Services Plan. A new primary Emergency Operations Centre (EOC) at City Hall was also established.
- The Richmond Extreme Weather Response Plan for the Homeless operated annually and was updated.

3. AWARDS AND RECOGNITION:

- 2010: Exercise Gold received the Award of Excellence in Emergency Preparedness in the Emergency Exercise Response Category from the Canadian Association of Chiefs of Police/Motorola.
- The Law and Community Safety General Manager, Fire Chief and Deputies have been invited to speak at national and international conferences on cultural change within fire departments.
- RFR has been selected by Fire 20/20 to host a working session in fall 2011 for 10 fire departments across the province.



The Emergency Operations Centre at City Hall can be activated at a moment's notice.



Richmond Fire-Rescue and RCMP work together to help keep our community safe.

Council Term Goal No. 2: Financial Planning and Infrastructure

Ensure the City has the capacity to meet the financial challenges of today and in the future, while maintaining appropriate levels of service.

1. SUMMARY:

Council was required to make difficult decisions in balancing the budget during a time of recession where revenue sources were negatively impacted, all while maintaining the service levels residents enjoy. Council was able to achieve or exceed the majority of their Long Term Financial Management Strategy goals during this term of office.

Targets for reducing long term debt per capita, cost savings from efficiencies, economic development growth and utilizing user fees as a percentage of revenues all remain on track. BC experienced very low inflation rates due to the low growth experienced during the recession. Tax increases were slightly above the Consumer Price Index target during two of the three years covered by this Council. However, in comparison with other Metro Vancouver (MV) cities, the tax increases were some of the lowest.

2. HIGHLIGHTS/KEY ACCOMPLISHMENTS:

- Between 2009 and 2011, capital plans totaling \$306M were approved without incurring external debt.
- The City maintained its level of spending within its approved expenditure bylaws. Funds not utilized financed other City services and projects such as Canada Line station maintenance, Richmond Public Library books, carbon neutrality preparation under the Carbon Responsible Strategy, an arts strategy and a social planning strategy.
- The total assets to liabilities ratio and financial assets to liabilities ratio improved, indicating the City's ability to meet its financial obligations.
- The debt to operating revenue ratio decreased as the City paid down its current debt. The City has not taken on additional debt, which ensures taxpayers receive more services for their tax dollars versus servicing debt payments.

- Approximately \$17M in federal and provincial government funding was received for recreation and infrastructure projects over the last three years.
- New public sector accounting standards were successfully adopted, which included the recording and amortization of tangible capital assets.
- Electronic Home Owner Grant applications and online account inquiries were made available on the City's website.
- Overall total land holdings increased by approximately 200-acres over the past three years.

3. AWARDS AND RECOGNITION:

- 2003-2010: Annual Reports (from 2002-2009) received the Canadian Award for Financial Reporting from the Government Financial Officers Association.
- 2010: The Annual Report Highlights (from 2009) received the Award for Popular Annual Financial Reporting from the Government Financial Officers Association.



Unused funds from the expenditure bylaw was put towards other City services, including new books for Richmond's award winning public libraries.



By going online to the City's website, taxpayers now have a convenient way to claim their home owner grant and get their property account information.



The new Cambie drainage pump station is not only efficient, it is also sustainable.

Council Term Goal No. 3: Growth/Urban Development/Physical Design

Ensure effective growth management through the Regional Growth Strategy, Official Community Plan, Area Plans and Parkland Acquisition Strategy.

1. SUMMARY:

Looking to the future, Richmond began to update its Official Community Plan (OCP) to take the City to the year 2041 with the goal of becoming more sustainable. Major OCP background studies and three rounds of community consultation have been completed. Richmond's citizens have articulated the vision, goals and objectives that will help achieve the City's sustainability goals, while at the same time, embracing future population growth.

Parallel to the OCP Update, a new Parkland Acquisition Strategy is underway and will be completed in time to be integrated into the new OCP. Both the 2041 OCP Update and Parks and Open Space Strategy will be completed by mid 2012.

Another future shaping process for the City and the region has been the tremendous effort Richmond and other municipalities have, since 2005, put towards assisting MV in developing a new Regional Growth Strategy (RGS) to replace the existing Liveable Region Strategic Plan.

2. HIGHLIGHTS/KEY ACCOMPLISHMENTS:

- Council met its goal of completing its review of the new 2041 RGS in February 2011. The RGS was approved by the MV Board on July 29, 2011. Council's requested RGS map changes will be initiated by MV in September 2011.
- The 2041 OCP Update theme is "Towards Sustainability" and is 60% complete, with finalization anticipated by mid 2012.
- By December 2013, it is anticipated that all area plans will be administratively updated to reflect the new 2041 OCP sustainability policies.
- The Five Year Parkland Acquisition Strategy Framework was approved in March 2010 and will be further refined as the 2041 OCP Update is finalized. Key parkland acquisitions have occurred in Terra Nova, along the City Centre Middle Arm and along Railway Avenue (CPR lands).

- All plans were prepared with community consultation.

- Growth statistics:

- In 1997, Richmond's population was 150,000. It has grown by 50,000 to 200,000 in 2011.
- By 2041 (30 years), the City's population will increase from 200,000 to 280,000. Jobs will increase from 140,000 to 180,000.

3. AWARDS AND RECOGNITION:

- Middle Arm Waterfront Greenway's Open Space Master Plan Concept for the Riverside Spirit Square Plaza won the 2009 Lulu Award in the Public Open Space category.
- Terra Nova Rural Park won the 2009 BC Recreation and Parks Association (BCRPA) Provincial Environmental Leadership Award, the 2009 Union of BC Municipalities (UBCM) Leadership in Innovation Award and the 2008 Canadian Association of Municipal Administrators Environmental Award.
- Garden City Park Play Environment won the 2011 Lulu Award in the Public Open Space category, the 2010 BCRPA Provincial Parks and Open Spaces Award, the 2009 Canadian Society of Landscape Architects National Merit Award and the 2008 Design Exchange 'Best in Category' for Landscape Architecture.
- The 2041 RGS is being recognized in the region as very innovative as it was prepared with consensus, works toward sustainability, and balances regional and local interests.
- The City's upcoming 2041 OCP Update continues to receive welcomed community acceptance.



With its community garden and hands-on workshops, Terra Nova Rural Park is one place where it's okay to play with your food.



Richmond school children were instrumental in the development of Garden City Park's natural play environment.

Council Term Goal No. 4: Community and Social Services

Improve the effectiveness of the delivery of social services in the City through the development and implementation of a Social and Community Service Strategy.

1. SUMMARY:

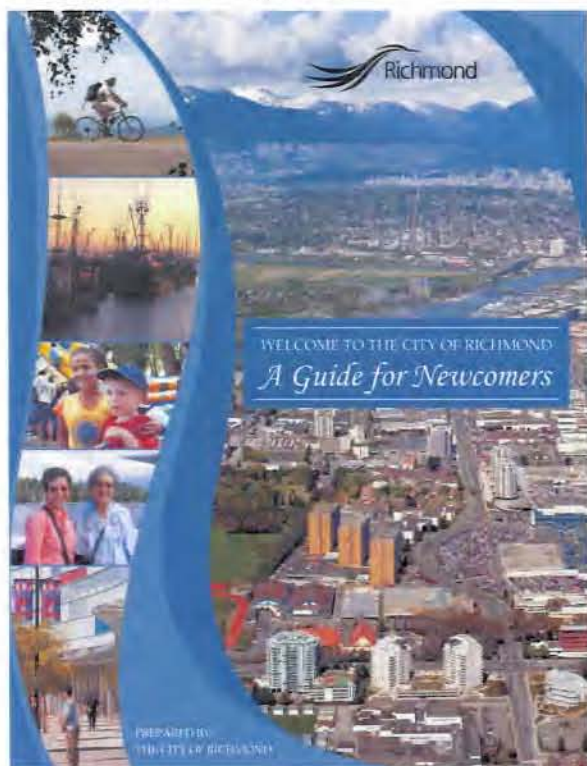
Through the corporate reorganization, the Community Social Services Section was established to help build capacity within the City and the community to address social service issues in a more focused, coordinated, effective and productive manner.

Work is currently underway to prepare a Social Planning Strategy which will identify priority social planning initiatives and responsibilities for the City to pursue over the next 10 years. A variety of innovative community consultation techniques have been used in the Strategy preparation. Particular emphasis has been placed on reaching out to recent immigrants and other groups that may not typically participate in more traditional planning exercises.

Steady progress has been made on implementing the Affordable Housing Strategy, with 286 affordable rental units secured through Housing Agreements in private developments between 2007 and 2010.

The 2009-2016 Richmond Child Care Strategy and Implementation Plan has been completed, and planning is underway for a City-owned child care facility on the Hamilton TransLink site.

Seniors and Youth Services staff continue to deliver engaging programs, services and events in collaboration with their client groups. The U-ROC youth awards, Activate Wellness Fair and Seniors Week activities are examples of the high quality, well attended programming offered.



The Richmond Newcomers Guide helps new residents get acquainted with their community.

2. HIGHLIGHTS/KEY ACCOMPLISHMENTS:

- The City Grant Program was revised and enhanced, providing an even more effective and accessible means for helping community agencies and partners in delivering important services, programs and events to Richmond residents.
- Through the Affordable Housing Strategy, and in collaboration with developers and community partners, the City is facilitating the development of much-needed affordable housing for low income and vulnerable local residents.
- The City participates in and supports a variety of advisory committees, interagency networks and other partnership bodies, helping to build capacity and effective strategies for addressing community needs.
- The City is working with the Rick Hansen Foundation and the Richmond Centre for Disabilities as a partner on the Rick Hansen Global Accessibility Map, which is a unique interactive tool designed to focus on improving physical access to the public built environment in Canada and around the world.
- The Richmond Newcomers Guide was published to assist newcomers to fully integrate into community life and access relevant services and support.

3. AWARDS AND RECOGNITION:

- 2011: The City received the Child Care Award of Excellence in the municipal/regional category from the BC Ministry of Children and Family Development.
- 2009: Seniors Services received a BC Recreation and Parks Association Award of Excellence for the Wellness Connections Program.



The City aims to ensure Richmond's youngest residents learn and share in a positive and encouraging environment.

Council Term Goal No. 5: Major Projects and Special Events

Advance the City's destination status and ensure our continued development as a vibrant cultural city with well established festivals and arts.

1. SUMMARY:

The City has emerged as a destination for visitors and a vibrant and attractive place to live. Richmond had a very successful Olympic Winter Games experience, taking full advantage of the Venue City status. It has left many lasting legacies in the City, including the iconic Richmond Olympic Oval that has now become a centre of excellence for sport and wellness in the heart of a developing vibrant new riverfront neighbourhood. In addition, the City now has over 2,000 volunteers that are well trained and experienced in working at major international events.

Many new festivals and events, such as the Richmond O Zone Official Olympic Celebration Site, Winterfest Weekend, Steveston Farmers and Artisans Market, Children's Art Festival and BC Seniors Games, have been hosted or implemented. Amenities including Hamilton Community Centre, Britannia Historic Zone, Richmond Media Lab and Middle Arm Greenway have been built or renovated and significant public art works have been added around the city.

A partnership with Tourism Richmond facilitated delivery of a Sport Hosting Program, increasing the number and level of sporting events in the City, as well as the O Zone Celebration Site.

2. HIGHLIGHTS/KEY ACCOMPLISHMENTS:

- Richmond's Olympic Winter Games participation was an outstanding experience. This included construction of the Games' premier venue, the Richmond Olympic Oval, and building a large and experienced volunteer base for future events.
- The Richmond O Zone was hugely successful, attracting over 500,000 visitors.
- Many positive community legacies were produced from the largest Olympic Torch Relay cauldron lighting celebration in the country.
- New events and enhanced ongoing events were hosted in Richmond, including Winter Festival of the Arts, Doors Open, Richmond International Film and Media Arts Festival, Ships to Shore and Culture Days. Also, many provincial, national and international sporting events took place in the city such as the 2009 BC Seniors Games and 2010 World Wheelchair Rugby Championships.
- A partnership with the Richmond Arts Coalition resulted in a federal Heritage Grant to considerably expand the 8th Annual Richmond Maritime Festival, which drew a record attendance of over 35,000.

- Several major and smaller public art works were added and a partnership with the Vancouver Biennale saw numerous large temporary installations around the city. All these pieces enhanced streets and public places, as well as in and around the Richmond Olympic Oval.
- The expanded Hamilton Community Centre opened, Britannia Historic Zone was completed with new exhibits in the Chinese Bunkhouse and Point House, the Richmond Media Lab opened and a new community centre for City Centre is in the development phase.
- Council adopted the Waterfront Strategy, "Redefining Living on the Edge." As part of this vision, construction of the Middle Arm Waterfront Greenway was completed between Cambie Road and the Richmond Olympic Oval.

3. AWARDS AND RECOGNITION:

- 2010: The City and Tourism Richmond received the Community Excellence Award in the Partnerships-Tourism category from the UBCM.
- 2010: The City's Sport Hosting Program received the Sport Tourism Community Legacy Award from the BC Tourism Industry.
- 2010: The Engineering and Public Works Department's Open House, in honour of National Public Works Week, received two awards ("First Time Entry" and "Medium Centre Celebration") from the Canadian Public Works Association.
- 2009: The Richmond Olympic Oval received the Award of Excellence for Architectural Innovation from the Royal Architectural Institute of Canada.
- 2009: The Richmond Olympic Oval received the Excellence in Green Building Practices Award from the GLOBE Foundation and the World Green Building Council.



The 2010 World Wheelchair Rugby Championships featured teams from 12 countries who left their hearts and souls on the floor of the Richmond Olympic Oval.

Council Term Goal No. 6: Transportation

Improve City transportation and mobility elements.

1. SUMMARY:

The opening of the Canada Line in August 2009, coupled with the implementation of the Canada Line Bus Integration Plan in September 2009, significantly improved transit service in Richmond to and from YVR/Vancouver by shortening travel time with improved frequency. The No. 3 Road Streetscape Project, which provided improved pedestrian, cycling and driving environments, was completed in coordination with the Canada Line.

Work has commenced on complementary initiatives to implement fare gates at all Canada Line stations and introduce a smart card for transit users, both of which are scheduled for completion in early 2013.

Richmond's cycling network was extended with new routes along No. 3 Road, Van Horne Way (to connect with the new Canada Line Bridge), Shell Road and Minoru Boulevard.

Successful traffic management initiatives include the Highway 91–Nelson Road Interchange, on-going traffic calming programs to address neighbourhood speeding and traffic safety concerns and use of the iMove website, managed by TransLink, to provide real-time traffic conditions to the public.



New enhanced accessible pedestrian signal devices will help people living with disabilities safely cross roadways.



Transit users now enjoy upgraded transit shelters with new trash receptacles always nearby.

2. HIGHLIGHTS/KEY ACCOMPLISHMENTS:

- The Canada Line opened three months early in August 2009 and in August 2010, it reached 100,000 weekday ridership, three years earlier than forecasted.
- Special event traffic management was successfully implemented for the 2010 Olympic Winter Games and Richmond O Zone celebration site.
- New bus shelters were installed and existing ones were upgraded. New litter receptacles were also installed at all bus shelters and multiple publication news racks were placed at three Canada Line stations.
- The City began equipping all special crosswalks and traffic signals with accessible pedestrian signal features, which will make Richmond a leader in universal accessibility.
- The City committed to the implementation of pedestrian and traffic enhancements in Steveston for September 2011, including the signalization of No. 1 Road and Moncton Street.
- A funding strategy with TransLink was developed for the implementation of the Capstan Canada Line Station.

3. AWARDS AND RECOGNITION:

- 2011: Richmond was named one of the top 10 "American Cities of the Future" in the Small Cities – Best Infrastructure Category (transportation and connectivity infrastructure due to YVR, Port Metro Vancouver, highways, proximity to US border). The top 10 list was compiled by fDi Magazine.
- 2010: The Olympic Winter Games Transportation Plan received the Bill Curtis Project of the 2010 Year Award from the Canadian Institute of Transportation Engineers. This award was shared with Transport Canada, Ministry of Transportation and Infrastructure, TransLink, BC Transit, VANOC, City of Vancouver, Resort Municipality of Whistler and District of West Vancouver.



The Highway 91–Nelson Road interchange will provide a direct, alternative truck route to the Fraser Port industrial lands, which will improve conditions on Westminster Highway.

Council Term Goal No. 7: Sustainability and the Environment

Demonstrate leadership in and significant advancement of the City's agenda for sustainability through the development and implementation of a comprehensive strategy.

1. GOAL SUMMARY:

Richmond has continued to make significant strategic advancements in the comprehensive sustainability agenda during a period where the city is experiencing significant growth and increasing demand for services. Corporate energy consumption was managed responsibly and environmental impacts were reduced. Work on a new District Energy Utility (DEU) has commenced in West Cambie.

The City continues to introduce innovation in recycling and solid waste management. Free workshops are offered on sustainability, pesticide free gardening, growing food organically, composting and water conservation to support healthy living and promote local foods. The City also provides community gardening plots throughout Richmond and supports farmers markets to connect citizens with locally grown foods.

New civic facilities continue to be built and existing structures are being retrofitted with high energy efficiency standards, as well as meeting environmental sustainability objectives. In addition to new facilities, aging mechanical and electrical infrastructure continues to be replaced with energy efficient equipment as funding permits.

On the policy front, a Carbon Responsible Strategy was recently endorsed to address the City's carbon neutrality commitment. This includes carbon compensation credits for Richmond-based initiatives the City will be taking to the province and other governments and agencies for further exploration and discussion.

2. HIGHLIGHTS/KEY ACCOMPLISHMENTS:

- Council approved the City's 2041 Employment Lands Strategy, which verified that Richmond has sufficient employment lands to address the balance between job opportunities and projected population.
- Council adopted a 33 per cent community-wide greenhouse gas emissions reduction target by 2020 and 80 per cent by 2050, and endorsed a Richmond approach towards carbon neutrality.
- A key climate change response strategy is to build understanding. The target is to engage all Richmond grade 6 students in the Climate Change Showdown Challenge by 2012. Over 1,100 elementary school children participated in the 2010/2011 school year.
- A highly successful Green Can organic waste recycling program for single family homes was initiated in 2010. A pilot program for townhouse residents commenced in April 2011.
- New civic facilities were built in accordance with the City's High Performance Building Policy.
- Council endorsed the construction of a City owned DEU for the West Cambie neighbourhood. Staff are currently

exploring the feasibility for other DEUs in several additional locations.

- Throughout 2010/2011, significant progress has been made (primarily by YVR) on the 22 recommendations developed by the Richmond Airport Noise Citizens Advisory Task Force to mitigate noise impacts of the airport and aircraft operations. This helps improve the quality of life for Richmond residents.

3. AWARDS AND RECOGNITION:

- 2010: Richmond was the only municipality to receive the Power Smart Leader Award in the category of Leadership Excellence for "outstanding achievements of inspiring individuals and organizations that are working to shape an energy efficient tomorrow" from BC Hydro.
- The achievement of Richmond Elementary School Climate Change Showdown Program winners was recognized at the Council meeting on June 27, 2011.



By participating in the 2010/2011 Climate Change Showdown, Richmond elementary school students were able to prevent over 700 tonnes of greenhouse gases from going into the atmosphere, which is equivalent to removing about 150 cars from the streets for a whole year.



The expansion of Hamilton Community Centre was built to LEED Gold standards, an internationally recognized green building certification system.

Council Term Goal No. 8: Economic Development

Effectively manage local economic development issues and opportunities through the creation of clearly articulated economic development objectives for this term of office.

1. GOAL SUMMARY:

Economic development efforts focused on maximizing business attraction opportunities provided by hosting the 2010 Olympic Games, expanding Asia-Pacific relations in partnership with the Richmond Chamber of Commerce and Tourism Richmond, and collaborating with major Richmond employers (for example, YVR and Port Metro Vancouver). Work was also done on intensifying business retention initiatives to curb the effects of the economic downturn.

Despite the recession, Richmond's jobs-to-labour-force ratio remained the highest in MV at 1.35 jobs per worker. Losses of business in the technology sector were offset by new entrants in the transportation and logistics sectors.

New business growth in both the home-based and non-home-based categories were soft over this term of office due to the recession, with business and employment growth not as robust in the second half of the term. Development activity was primarily residential, with little appetite for non-retail commercial development in the City Centre. The end of this term registered stabilization of the office market, with potential for commercial development providing long term jobs on the horizon.

Richmond's future agricultural and industrial land assets were protected through Council adopting the Regional Growth Strategy and the 2041 Employment Lands Strategy. As well, protection of industrial and agricultural land is currently incorporated in Richmond's Official Community Plan.

2. HIGHLIGHTS/KEY ACCOMPLISHMENTS:

- Many factors helped the growth of business and tourism with Asia: Canada received Approved Destination status from China, China Southern Airlines began a direct flight from YVR to Guangzhou, Richmond had a successful mission to China in 2010, and a Letter of Intent was signed to formalize a Sister City relationship with Xiamen.
- There was more than \$2B in infrastructure and development investment in Richmond as a result of hosting the Olympic Games.

- Major business entries/expansions in Richmond include Simard Westlink (logistics), T&T Supermarket (retail), Genco Distribution System of Canada Ltd (logistics), Kuehne & Nagel (logistics), ATS Retail Solutions (logistics), Teksystems Canada (technology services), Global Gourmet Foods (food processing), Point Grey Research (technology) and Westin Wall Centre (hospitality).
- A proactive business retention program was launched, strategically targeting 100 Richmond businesses in five sectors.
- Filming activity increased from 68 productions in 2009 to 81 in 2010.
- A new Canada Post facility at YVR was announced, which will create 1,200 jobs when built—the largest economic development outcome for this term of office in terms of job creation.
- There was active consultation and collaboration with the Economic Advisory Committee in the successful delivery of the 2041 Employment Lands Strategy.

3. AWARDS AND RECOGNITION:

- 2011: Richmond was named one of the top 10 "American Cities of the Future" in the Small Cities – Best Infrastructure Category (transportation and connectivity infrastructure due to YVR, Port Metro Vancouver, highways, proximity to US border). The top 10 list was compiled by fDi Magazine. *(also noted under Council Term Goal No. 6)*
- 2010: The City and Tourism Richmond received the Community Excellence Award in the Partnerships–Tourism category from the UBCM. *(also noted under Council Term Goal No. 5)*
- 2010: The City's Sport Hosting Program received the Sport Tourism Community Legacy Award from the BC Tourism Industry. *(also noted under Council Term Goal No. 5)*



Richmond's current Friendship City, Xiamen, China, will become a Sister City in the near future after a Letter of Intent was signed.

Council Term Goal No. 9: Workforce

The City will have a stable, effective and knowledgeable workforce to serve Council and the community now and in the future.

1. GOAL SUMMARY:

The City is committed to identifying and responding to the changing and diverse needs of employees by fostering a positive work environment and being strategic to support and lead employee stability and growth. This includes developing an effective succession planning strategy throughout the organization and ensuring sound recruitment and retention processes are in place to support future City needs.

Investing in people is also an important commitment. Providing effective training programs, development opportunities and career counselling services supports the City's high performance culture.

2. HIGHLIGHTS/KEY ACCOMPLISHMENTS:

- An electronic applicant tracking system was developed, allowing internal and external applicants to submit applications for open positions, increasing the efficiency of the recruitment and selection process.
- The corporate website was revamped to include additional career information, making Richmond an attractive city for job seekers. It also helped make the electronic application process easier.
- A performance review process has been implemented for use in all City departments. It includes competency assessments, performance outcomes, establishment of future project goals and a formal career counselling commitment.

- Career counselling for employees is taking place to help promote planned and smooth transitions of workforce changes in light of pending retirement trends.
- Several initiatives are underway within the organization to support staff to become future leaders and facilitate a closer connection to the City's strategic direction, goals and objectives.

3. AWARDS AND RECOGNITION:

- 2010: Award of Excellence for Municipal Workplace Literacy and Learning Achievements in the category of Organizational Commitment to Creating a Positive Learning Culture for all Employees from the Canadian Association of Municipal Administrators.



Richmond University offers employees valuable opportunities to broaden their educational horizons.



A variety of courses and programs, such as the Supervisory Training Certificate Program, are available to employees to help further their careers at the City.

Photos provided by the City of Richmond



City of Richmond

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GP - 86



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, September 7, 2011
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-5 *Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, July 19, 2011.*



NEXT COMMITTEE MEETING DATE

Tuesday, September 20, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

- PLN-15** 1. **APPLICATION BY ABBARCH ARCHITECTURE INC. TO AMEND THE GENERALIZED LAND USE MAP AND THE LAND USE MAP TO THE EAST CAMBIE AREA PLAN OF THE RICHMOND OFFICIAL COMMUNITY PLAN TO DESIGNATE PREVIOUSLY UNDESIGNATED PORTIONS OF THEIR SITE TO “COMMERCIAL” AND TO REZONE 10600, 10700 CAMBIE ROAD AND PARCEL C (PID 026-669-404) FROM AUTO ORIENTED COMMERCIAL (CA), GAS & SERVICE STATIONS (CG1) & INDUSTRIAL RETAIL (IR1) TO AUTO ORIENTED COMMERCIAL (CA)**
(File Ref. No. 12-8060-20-8807/8808, **RZ 11-561611**) (REDMS No. 3243437)

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See Page **PLN-15** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

- (1) *That Bylaw No. 8807 to amend the Official Community Plan Bylaw No. 7100 to facilitate the use of the subject properties for Auto Oriented Commercial as follows:*
 - (a) *Schedule 1, Attachment 1 (Generalized Land Use Map), redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "undesignated highway" to "Commercial"; and*
 - (b) *Schedule 2.11B (East Cambie Area Plan), repeal the existing Land Use Map and replace it with “Schedule A attached to and forming part of Bylaw 8807” to redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) to "Commercial";*
be introduced and given first reading;
- (2) *That Bylaw No. 8807, having been considered in conjunction with:*
 - (a) *the City’s Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (3) *That Bylaw No. 8807, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8808, for the rezoning of 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1)" to "Auto Oriented Commercial (CA)", be introduced and given first reading.*



- PLN-39 2. APPLICATION BY NAVJEVEN GREWAL FOR REZONING AT 3680/3700 BLUNDELL ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-8795, RZ 11-577573) (REDMS No. 3253428)

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

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8795, for the rezoning of 3680/3700 Blundell Road from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/B)”, be introduced and given first reading.



PLN-55 3. APPLICATION BY GURJIT BAPLA FOR REZONING AT 9640/9660 SEACOTE ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No. 12-8060-20-8796, **RZ 11-572975**) (REDMS No. 3253912)

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See Page **PLN-55** of the Planning agenda for full hardcopy report

Designated Speaker: Brian J. Jackson

STAFF RECOMMENDATION

That Bylaw No. 8796, for the rezoning of 9640/9660 Seacote Road from “Single Detached (RS1/E)” to “Single Detached (RS2/B)”, be introduced and given first reading.



PLN-67 4. A PROPOSED STEVESTON VILLAGE & CANNERY ROW HERITAGE AREA POLICY

(File Ref. No.) (REDMS No. 3321305)

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

Designated Speaker: Terry Crowe

STAFF RECOMMENDATION

That the proposed Policy entitled Steveston Village & Cannery Row Heritage Area be endorsed as outlined in the Attachment 1 to the staff report dated August 25, 2011 from the General Manager, Planning and Development".



5. MANAGER’S REPORT

ADJOURNMENT





Planning Committee

Date: Tuesday, July 19, 2011
Place: Anderson Room
Richmond City Hall
Present: Councillor Bill McNulty, Chair
Councillor Greg Halsey-Brandt, Vice-Chair
Councillor Linda Barnes
Councillor Harold Steves
Absent: Councillor Sue Halsey-Brandt
Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, July 5, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, September 7, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY BC TRANSPORTATION FINANCING AUTHORITY (BCTFA) FOR REZONING AT 3391, 3411, 3451 NO. 4 ROAD AND LOT B, NWD PLAN 14909 FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No.: 12-8060-20-8789, RZ 10-552482) (REDMS No. 3231509)

In response to a query Brian Jackson, Director of Development, confirmed that the division of the subject site into six separate lots was anticipated in the City's Official Community Plan (OCP).

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A brief discussion ensued regarding noise attenuation, and staff advised: (i) that the applicant has agreed to install a continuous hedge buffer along the east and north property line of the subject site in order to provide an aesthetically pleasing edge along the No. 4 Road off-ramp and muffle noise; and (ii) a retaining wooden wall will be constructed along the property line of the future single-family lots and is composed of a solid two ply walled wood.

In response to a query regarding a concrete noise attenuation fence, Mr. Jackson advised that the wooden wall is double, increasing its effectiveness.

It was moved and seconded

That Bylaw No. 8789, for the rezoning of 3391, 3411, 3451 No. 4 Road and Lot B, NWD Plan 14909 from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

2. **APPLICATION BY GAGAN DEEP CHADHA & RAJAT BEDI FOR REZONING AT 9511/9531 AND 9551 NO. 3 ROAD FROM TWO-UNIT DWELLINGS (RD1) & SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No.: 12-8060-20-8762, RZ 10-536067) (REDMS No. 3202491)

In response to a comment regarding the flat roof design, Mr. Jackson noted that the applicant has selected a modern "Georgian" style of roof, that is different from the traditional "Tudor" style seen throughout the City, and this was done to keep the roof profile as low as possible, like the two-storey developments to the north and south of the subject site. He added that the design would be refined further during the Development Permit process.

In respond to a query regarding the number, and type, of parking spaces on the site, Mr. Jackson advised that 6 units feature side-by-side parking spaces, eight units feature tandem parking spaces, and there are three visitor parking spaces.

It was moved and seconded

That Bylaw No. 8762, for the rezoning of 9511/9531 and 9551 No. 3 Road from "Two-Unit Dwellings (RD1)" & "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

CARRIED

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3. **APPLICATION BY TREO DEVELOPMENTS INC. FOR REZONING AT 10491/ 10511 BIRD ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No.: 12-8060-20-8784, RZ 11-572970) (REDMS No. 3234642)

It was moved and seconded

That Bylaw No. 8784, for the rezoning of 10491/10511 Bird Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY WESTERN DAYTON HOMES LTD. FOR REZONING AT 8540 NO. 3 ROAD FROM SINGLE DETACHED (RS1/E) TO MEDIUM DENSITY TOWNHOUSES (RTM2)**

(File Ref. No.: 12-8060-20-8785, RZ 09-499249) (REDMS No. 3223458)

It was moved and seconded

That Bylaw No. 8785, for the rezoning of 8540 No. 3 Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.

CARRIED

5. **APPLICATION BY TIEN SHER ARI INVESTMENT GROUP LTD. FOR REZONING AT 11180/11200 KINGSGROVE AVENUE FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No.: 12-8060-20-8786, RZ 11-576126) (REDMS No. 3241397)

It was moved and seconded

That Bylaw No. 8786, for the rezoning of 11180/11200 Kingsgrove Avenue from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

6. **APPLICATION BY WESTMARK DEVELOPMENTS LTD. FOR REZONING AT 9691, 9711 AND 9731 BLUNDELL ROAD FROM SINGLE DETACHED (RS1/F) TO TOWN HOUSING (ZT60) - NORTH MCLENNAN (CITY CENTRE)**

(File Ref. No.: 12-8060-20-8787, RZ 07-394758) (REDMS No. 3242141)

Mr. Jackson advised that the applicant of this project has worked with the applicant of the townhouse unit project to the north of the site, and they have secured the same access to both sites, thereby ensuring that there will be no access from No. 4 Road.

In response to a query regarding parking spaces, Mr. Jackson advised that the applicant is providing two parking spaces for each residential unit, plus five visitor parking spaces.

Planning Committee

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It was moved and seconded

That Bylaw No. 8787, for the rezoning of 9691, 9711 and 9731 Blundell Road from "Single Detached (RS1/F)" to "Town Housing (ZT60) - North McLennan (City Centre)", be introduced and given first reading.

CARRIED

7. APPLICATION BY WESTMARK DEVELOPMENTS LTD. FOR REZONING AT 4151, 4171 AND 4191 NO. 4 ROAD FROM SINGLE DETACHED (RS1/F) TO TOWN HOUSING (ZT67) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)

(File Ref. No.: 12-8060-20-8788, RZ 10-545531) (REDMS No. 3202265)

In response to a query regarding access to the subject site, Mr. Jackson advised that access and egress is through the property to the north, a site still under construction, and so it allows the two developments to provide one access on No. 4 Road to two separate projects.

In response to a query regarding a district energy option for the proposed development, Mr. Jackson advised that the project is excluded from the boundary designated for hook up to district energy due to the project's low density not warranting the extension of the district energy pipe system.

It was moved and seconded

That Bylaw No. 8788, for the rezoning of 4151, 4171 and 4191 No. 4 Road from "Single Detached (RS1/F)" to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)", be introduced and given first reading.

CARRIED

8. APPLICATION BY 0868256 BC LTD. FOR REZONING AT 8160/8162 CLIFTON ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)

(File Ref. No.: 12-8060-20-8790, RZ 11-577393) (REDMS No. 3244842)

It was moved and seconded

That Bylaw No. 8790, for the rezoning of 8160/8162 Clifton Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

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9. **APPLICATION BY AMIN ALIDINA FOR REZONING AT 6780 NO. 4 ROAD FROM LOCAL COMMERCIAL (CL) TO CONGREGATE HOUSING AND CHILD CARE - MCLENNAN (ZR8)**

(File Ref. No.: 12-8060-20-8791/8792, RZ 10-552527) (REDMS No. 3249318)

Mr. Jackson stated that the proposal to combine a 10 bed congregate housing care project with a 37 space child care centre is a unique combination, and details have been scrutinized in order to ensure that the uses are compatible on one site. Mr. Jackson added the following comments:

- Vancouver Coastal Health has favourably reviewed the plans for the on-site sewerage design application;
- the subject site's existing zoning is "Local Commercial" and a Development Permit application submitted in 2004 for a convenience store with an accessory residential unit was approved by Council in 2005, but that developer did not proceed with the project; and
- staff supports the present developer's use for this northeast corner of No. 4 Road and Granville Avenue.

Discussion ensued between staff and Committee and in particular regarding:

- the City's 2041 Official Community Plan review includes an examination of locating convenience stores in neighbourhoods;
- to ensure that the two separate uses are compatible Vancouver Coastal Health was approached, and they raised no objections to the project; and
- the subject site is outside the City's sanitary sewer system, and the development includes a "state-of-the-art" on site sewer system, and a legal agreement that identifies that the subject site is outside a City sanitary sewer area boundary and that no connection to a City sanitary sewer system will be permitted is being secured as a rezoning consideration attached to this application.

The Chair invited the applicant, Mr. Amin Alidina, to address Committee, and a brief discussion ensued regarding:

- the on-site sewer system is innovative and the designers have installed the system in West Vancouver and Whistler;
- his earlier care facility was sold to a buyer in 2005;
- plans for the care facility operator to live on-site, and the child care centre to have a separate operator; and
- a hot water heating component.

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Mr. Sihota, 9800 Alexander Road addressed Committee and stated that he was not opposed to the project, but that he was a former owner of the subject site and had approached City staff during his attempt to develop the site, but his proposed development project, that also included a child care component, was unsuccessful. He commented that each development proposal should be treated the same way, and he added that he had lost money on the endeavour.

Alex Teh 10271 Granville Avenue stated he lives across the street, and eight lots down from the subject site noted that the proposed development was progressive, but stated the following concerns:

- (i) there are already serious traffic concerns, including speeding, along Granville Avenue, east of No. 4 Road, and the planned Granville Avenue access to the proposed development will create further traffic problems;
- (ii) the applicant's earlier project, Case Del Vida, was, at first a senior care facility, but after the new owner purchased the building, it became, without any consultation, a home for people struggling with mental health and addiction issues; the residents cross Granville Avenue to smoke in front of residential homes; and
- (iii) if the on-site septic system should fail surrounding residential properties may be adversely affected.

The Chair directed staff to address the concerns raised by the resident, and to submit information to Council before the Wednesday, September 7, 2011 Public Hearing.

A brief discussion ensued between Committee and staff, and in particular on:

- an report on accidents at the corner of Granville Avenue and No. 4 Road can be requested by staff, and given to Council;
- as part of the proposed development the applicant is going to (i) upgrade and widen Granville Avenue to provide a left hand turn lane; (ii) upgrade the sidewalks; and (iii) contribute to upgraded pedestrian traffic signals;
- left turn signalling and left hand turns; and
- the location on Granville Avenue East of the Casa Del Vita building.

Committee requested that staff provide advice to Council regarding the process that governs any changes to congregate care facilities when they change hands.

Roland Hoegler, 6560 No. 4 Road, stated that he was concerned that stated that if this property is given approval to develop as planned, it would (i) be an exception, (ii) set a precedent, and (iii) create further traffic problems in an area that already has traffic issues.

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In response to a query by Mr. Hoegler, staff advised that the subject site is within the Agricultural Land Reserve (ALR).

The Chair requested that before the Wednesday, September 7, 2011 Public Hearing, that staff provide Council with information regarding commercial development zoning on ALR lands.

In response to a query regarding the reason the earlier application by Mr. Sihota did not meet with success, staff advised that the on-site sewer system was key to a successful application, and that at the time of Mr. Sihota's application, the cost was not within the capabilities of the applicant, nor was the technology as advanced as it is today.

The Chair requested that staff provide information to Council with regard to Mr. Sihota's earlier application for rezoning on the subject site.

It was moved and seconded

- (1) That Official Community Plan Amendment Bylaw No. 8791, to redesignate 6780 No. 4 Road from "Agriculture" to "Agriculture, Institutional and Public" in the Land Use Map of Schedule 2.13A of Official Community Plan Bylaw No. 7100 (East Richmond McLennan Sub Area Plan), be introduced and given first reading.*
- (2) That Bylaw No. 8791, having been considered in conjunction with:
 - (i) the City's Financial Plan and Capital Program;*
 - (ii) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**
- (3) That Bylaw No. 8791, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, be referred to the Vancouver International Airport Authority for comment on or before the Public Hearing on the OCP Amendment Bylaw No. 8791.*
- (4) That Bylaw No. 8792, to create the "Congregate Housing and Child Care – McLennan (ZR8)" zone and for the rezoning of 6780 No. 4 Road from "Local Commercial (CL)" to "Congregate Housing and Child Care - McLennan (ZR8)", be introduced and given first reading.*

CARRIED

10. MANAGER'S REPORT

(a) Tandem Parking Report

Joe Erceg, General Manager, Planning and Development, advised that in September, 2011, Transportation staff would bring forward a report on tandem parking spaces.

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(b) *Planning Staff Information*

Mr. Jackson introduced Committee to new Senior Planner, Mark McMullen, Senior Coordinator - Major Projects, and noted that he had worked in the planning departments of the Sunshine Coast Regional District and Port Moody, and brought special expertise regarding the Agricultural Land Reserve.

(c) *Parking in Steveston*

In response to Committee's question regarding whether the Steveston Harbour Authority, and other non-City entities might introduce pay parking spaces in Steveston, Mr. Erceg spoke briefly about any implications that this might have.

(d) *Regional Growth Strategy (RGS)*

In response to Committee's request for an update on the RGS strategy, Terry Crowe, Manager, Policy Planning, advised that it appears that by the end of July, 2011 the 2041 RGS will be approved and then Richmond's requested map changes will be brought forward for approval.

(e) *Wal-Mart*

In response to a request by Committee, an update on the application by SmartCentres/Wal-Mart was provided by Mr. Erceg.

(f) *Official Community Plan*

In response to a request by Committee, Mr. Crowe advised that as part of the 2041 Official Community Plan update process, staff is examining options regarding the idea of densification around the following shopping centres: (i) Hamilton, (ii) East Cambie, (iii) Blundel, and (iv) Garden City.

(g) *City Centre Area Plan (CCAP)*

Mr. Erceg reported that developers have approached the City to explore the idea of higher density in the City Centre, in exchange for amenities, and that Policy Planning staff is researching this matter and will advise Council in the fall of 2011.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:31 p.m.).

CARRIED

Planning Committee

Tuesday, July 19, 2011

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 19, 2011.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk

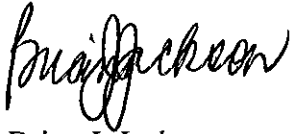


To: Planning Committee **Date:** August 23, 2011
From: Brian J. Jackson **File:** RZ 11-561611
Director of Development
Re: **Application by Abbarch Architecture Inc. to amend the Generalized Land Use Map and the Land Use Map to the East Cambie Area Plan of the Richmond Official Community Plan to designate previously undesignated portions of their site to "Commercial" and to Rezone 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1) to Auto Oriented Commercial (CA)**

Staff Recommendation

1. That Bylaw No. 8807 to amend the Official Community Plan Bylaw No. 7100 to facilitate the use of the subject properties for Auto Oriented Commercial as follows:
 - a) Schedule 1, Attachment 1 (Generalized Land Use Map), redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "undesignated highway" to "Commercial"; and
 - b) Schedule 2.11B (East Cambie Area Plan), repeal the existing Land Use Map and replace it with "Schedule A attached to and forming part of Bylaw 8807" to redesignate 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) to "Commercial";be introduced and given first reading.
2. That Bylaw No. 8807, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That Bylaw No. 8807, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation.

4. That Bylaw No. 8808, for the rezoning of 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from "Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1)" to "Auto Oriented Commercial (CA)", be introduced and given first reading.

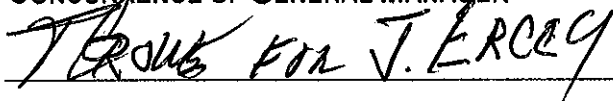


Brian J. Jackson
Director of Development

BJ:dcB
Att. 4

FOR ORIGINATING DEPARTMENT USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Abbarch Architecture Inc. has applied to the City to amend the Generalized Land Use Map and the Land Use Map to the East Cambie Area Plan of the Official Community Plan to designate previously undesignated portions of their site to "Commercial" and to Rezone 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) from Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1) to Auto Oriented Commercial (CA). The site is proposed to be used for a Mini Cooper Automobile Dealership. A consolidation plan has been received by the City which will ultimately consolidate all the lots into one parcel.

Findings of Fact

The subject property has been used by the proponent for vehicle sales and storage. A portion of the site has, and will continue to be used for a fast food restaurant (McDonalds). Various easements exist on title to ensure the access and parking rights associated with the restaurant use and these have been factored into the redevelopment planning for the site. As the operator of the car dealership is seeking to expand and upgrade the operation it is necessary to amend the Official Community Plan and the site Zoning to reflect the use.

The development proposal is to replace two previous (already removed) buildings on the site with a single new 1,806.87 m² (19,448.85 ft²) building for the Mini Dealership. A second 527.45 m² (5,677.29 ft²) existing building will be modified for use in vehicle preparation and detailing (PDI Centre).

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

Surrounding Development

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

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

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

Related Policies & Studies

Nearby Rezoning and Development Permit Amendments

Council approved the Rezoning and issued a Development Permit for the BMW automobile dealership to the east of the subject site in November 2005 (RZ04-277643) (DP 05-302568).

Official Community Plan Amendments

The Official Community Plan amendments are required to re-designate portions of the site which were previously held as road by the Provincial Government but were subsequently surplus and

sold as lots. The lots have been in use by the applicant for vehicle parking and internal roadways for a number of years. The proposed use will be identical to the uses that have been occurring on these lots. As Provincial road lands these properties were not provided with use designations under the City's existing Official Community Plan.

Consultation

Official Community Plan Consultation

No special consultation process was undertaken for the proposed re-designations of the former road parcels to "Commercial" designations as there are no immediate neighbours to these lots apart from the applicant and the proposed use is essentially identical to the existing use of these lots. To time of writing, no comments have been received from the public with regard to the proposed OCP amendment or the Rezoning. A Public Hearing will be undertaken as part of the OCP and Rezoning approval process. Pursuant to OCP Bylaw Preparation Consultation Policy 5043 staff have consulted with the Ministry of Transportation and Infrastructure (MOTI) on this application. MOTI's responses appear below. No other consultations were deemed necessary per Policy 5043.

Ministry of Transportation and Infrastructure (MOTI) Consultation

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

1. Pursuant to Section 16 of the Transportation Act any installation which may distract a vehicle operator including development signage or lighting shall not be directed toward Highway 99.
2. All storm water to be directed to a municipally maintained storm drainage system. Development discharge will not be permitted to enter the Provincial highway right-of-way via pipe or overland drainage channel.
3. The supply and installation of a 1.8 meter high chain link fence located at the property line along the entire frontage with Highway 99.
4. No parking on the highway right-of-way.
5. No direct access to Highway 99.
6. No landscaping or associated works on the highway right-of-way.

These elements have been preliminarily reviewed for compliance through the Rezoning process. As is detailed later in this report the rezoning conditions will include a requirement for a covenant to be registered on title which will restrict access and egress for the consolidated site via the intersection at Cambie Rd. and St. Edwards Drive. Staff will continue to work with the applicant to ensure these conditions are appropriately addressed through the Development Permit design review process.

Site Profile Review

The BC Ministry of Environment has advised that the site profile submitted by the applicant has been accepted and has been sent to the Provincial Site Registrar. No further action or concerns have been required by the Province.

Staff Comments

No significant concerns have been identified through the technical review.

Analysis*Tree Inventory*

A tree inventory and Arborist's report were submitted and reviewed by the City's Tree Protection staff.

Based upon the submissions City staff have recommended the retention of six on-site under-sized (non-bylaw) trees along the Cambie Road frontage and the retention of 10 off-site bylaw sized Conifer trees in the Ministry of Transportation and Infrastructure (MOTI) owned lands between the Cambie Rd. overpass and the subject property adjacent to the PDI building. The retention or removal of these trees will be addressed in the Development Permit design review and, if necessary, with additional discussions with MOTI staff. Any tree removals will result in tree replacement/compensation measures.

Storm and Capacity Analysis

Engineering staff have reviewed the storm and capacity analysis reports submitted by the applicant's engineers. Based on the submission that there are no storm or sanitary upgrades required. Several upgrades have been identified by Transportation staff. As these improvements are of a relatively minor nature staff have determined that they can be addressed through a City Work Order rather than through a Servicing Agreement. The applicant will be responsible for designing and payment for these works prior to Building Permit issuance.

Directly addressing the MOTI's concerns regarding storm drainage onto MOTI lands, Richmond's standard requirement is for property's storm drainage to be collected on site and discharged into the City's storm system where these facilities exist. The subject site will be required to have its storm drainage connected to the City's system.

Transportation

Transportation staff have indicated that two corner cuts are required at the Cambie Rd./St. Edwards intersection to provide for future corner improvements. The corner cuts are both on the south-west side of the intersection and are both 1.5m wide by 1.5m deep.

Additional requirements have been identified for design and construction of a 1.5m concrete sidewalk with a 1.5m landscaped boulevard within the existing 2.2m sidewalk/lighting strip fronting Cambie Road from the intersection curb return and matching existing sidewalk beginning of the Cambie overpass structure. A minimum 0.6m landscaping strip is to be maintained between the back of the new sidewalk and the existing McDonalds drive-thru aisle.

Upgrading of the existing signals are also required at the Cambie Rd. St. Edwards Drive intersection with accessible audible pedestrian signals and internally illuminated street name signs (IISNS) on all approaches.

Both the sidewalk improvements and the signal upgrades will be addressed via the aforementioned City Work Order. Design and payment will be the applicant's responsibility.

Lot Consolidation and Highway 99 Access Restriction

The Rezoning conditions for this application required the consolidation of 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) into one parcel and an access covenant will be required to

restrict direct vehicle access to Highway 99. This directly responds to MOTI's condition that no access be provided to Highway 99. The applicant has been advised that they will need to discharge an existing covenant on title (BB105700) which would otherwise require the inclusion of a fourth parcel with the site consolidation. Staff have been informed that MOTI and the property owner have reached an agreement that will allow the discharge of this covenant to occur.

Flood Covenant

The subject property is located within the 2.9m GSC Area A Flood Plain Designation. New construction exceeding 25% of building area will be required to achieve habitable floor elevations of either 2.9m GSC or 0.3m above the highest elevation of the crown of the adjacent Cambie Road. As the immediate frontage to the site is a graded slope that rises up toward the Cambie Road / Highway 99 overpass the City's Engineering staff have reviewed the typical grades in the broader area to determine a suitable elevation from which to apply the Flood Protection Bylaw for the subject site. Based upon this assessment it was determined that 2.1m GSC would be a workable floor elevation for the new Mini Dealership building and would be compatible with the grade of the existing PDI building. Based upon Engineering's analysis, the 2.1m GSC elevation for the new Mini building conforms with the City's Flood Protection Bylaw. Existing building elevations will not be affected and can remain at their current elevations.

A flood covenant will be required to be registered on title as a condition of Rezoning.

Aircraft Noise Covenant

The subject property is located within Area 2 (High Aircraft Noise Area) under the Aircraft Noise Sensitive Development Policy. All uses except new Single Family Residential may be considered within Area 2. The proposed use (i.e. auto dealership) is considered a non-aircraft noise sensitive development and there are no specific noise mitigation measures required under the OCP Policies.

An aircraft noise indemnity covenant will be required to be registered on title as a condition of Rezoning.

Site and Landscaping Plans

A preliminary landscape plan is included with the Rezoning submission. As much of the site was under pre-existing use staff are aware that full compliance with the Zoning Bylaw in terms of achieving full landscaping setbacks will not be possible. As noted below, a variance will likely be required for the landscaping setbacks. Staff will work with the applicant through the Development Permit review to reduce the variances to the extent possible. The applicant has indicated that they are working on a sustainability package that will be part of their Development Permit.

Public Art

The applicant has consulted with the City's Public Art Planner and has proposed incorporating two green wall features into the building design. The proposed green wall features are vertical panels mounted on the outside façade of the buildings and covered with vegetation in an artistic arrangement. Staff will review the proposal in more detail through the Development Permit process to ensure compatibility with other on and off-site elements.

New Vehicle Delivery

Although the applicant has provided truck turning radius and travel path information for the site, they have also indicated that all the new vehicles to be delivered to the dealership will be brought to the BMW Dealership at 10780 Cambie Road then driven to the dealership.

Development Permit

The proposed development is required to undergo a Development Permit design review. On the basis of the Rezoning submission, the following development variances are anticipated and will be reviewed through the Development Permit process:

- A reduction in the minimum aisle width from 7.5m to 7.0m. This will apply to only a single pinch point on the site. All the remaining drive aisle will meet City standards.
- A reduction in the 3.0m wide landscaped area requirements adjacent to public roads (will vary to zero).
- A reduction in the parking setbacks from a lot line which abuts a road from 3m to 0m.

Staff anticipate that adjustments may be made to these variances and alternative measures, such as Transportation Demand Management (TDM) responses may be considered for this site.

The Development Permit review will also specifically address the proposed dealership's identification signage for the development. The Advisory Design Panel will be asked to review and comment, if necessary, on the proposed identification signs. The development proposal includes three main identification signs one of which will face Highway 99. Inclusion within the Development Permit review process will expedite Sign Bylaw reviews and approvals. It is noted, however, that Provincial regulations may over-ride local government approvals for signage impacting Highway 99.

Financial Impact or Economic Impact

There are no financial or economic impacts to the City as a result of this project.

Conclusion

Staff have reviewed the technical aspects related to the application for Rezoning of 10600, 10700 Cambie Rd. and Parcel C (PID 026-669-404). While there are a number of issues yet to be fully resolved, staff are confident that these can be adequately addressed through the Development Permit review process. Staff are recommending support for the proposed Rezoning application.



David Brownlee
Planner 2

DCB:cas

Attachment 1: Location Map
Attachment 2: Conceptual Development Plans
Attachment 3: Development Application Data Sheet
Attachment 4: Rezoning Considerations Concurrence



PROPOSED REZONING

CAMBIE RD

HIGHWAY 99

SHELL RD

RS1/E	RD1	RS1/
-------	-----	------

IR:

HIGHWAY 99

CAMBIE RD

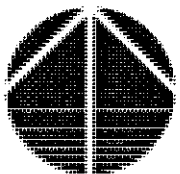
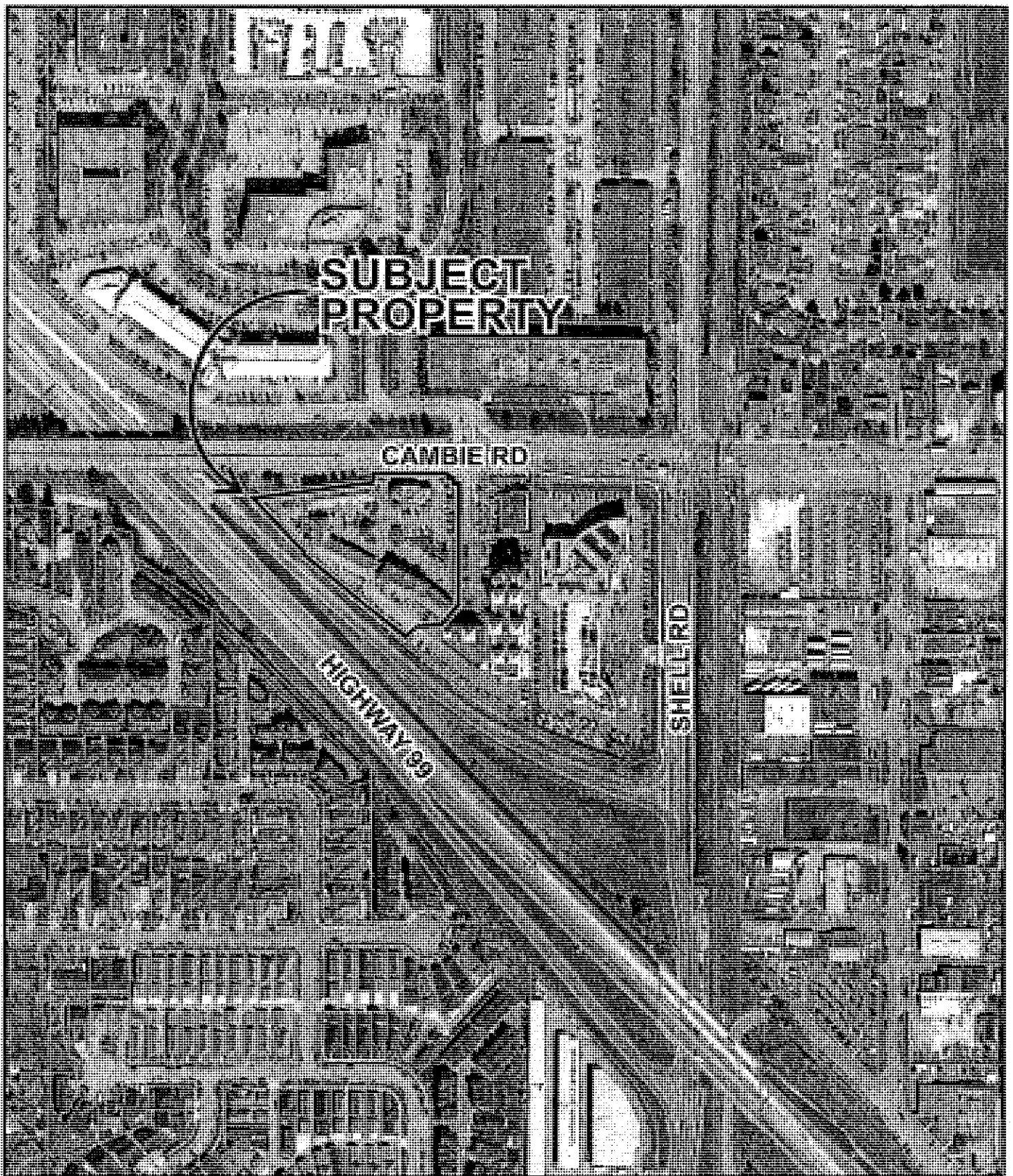
RZ 11-561611

Original Date: 02/11/11

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 1



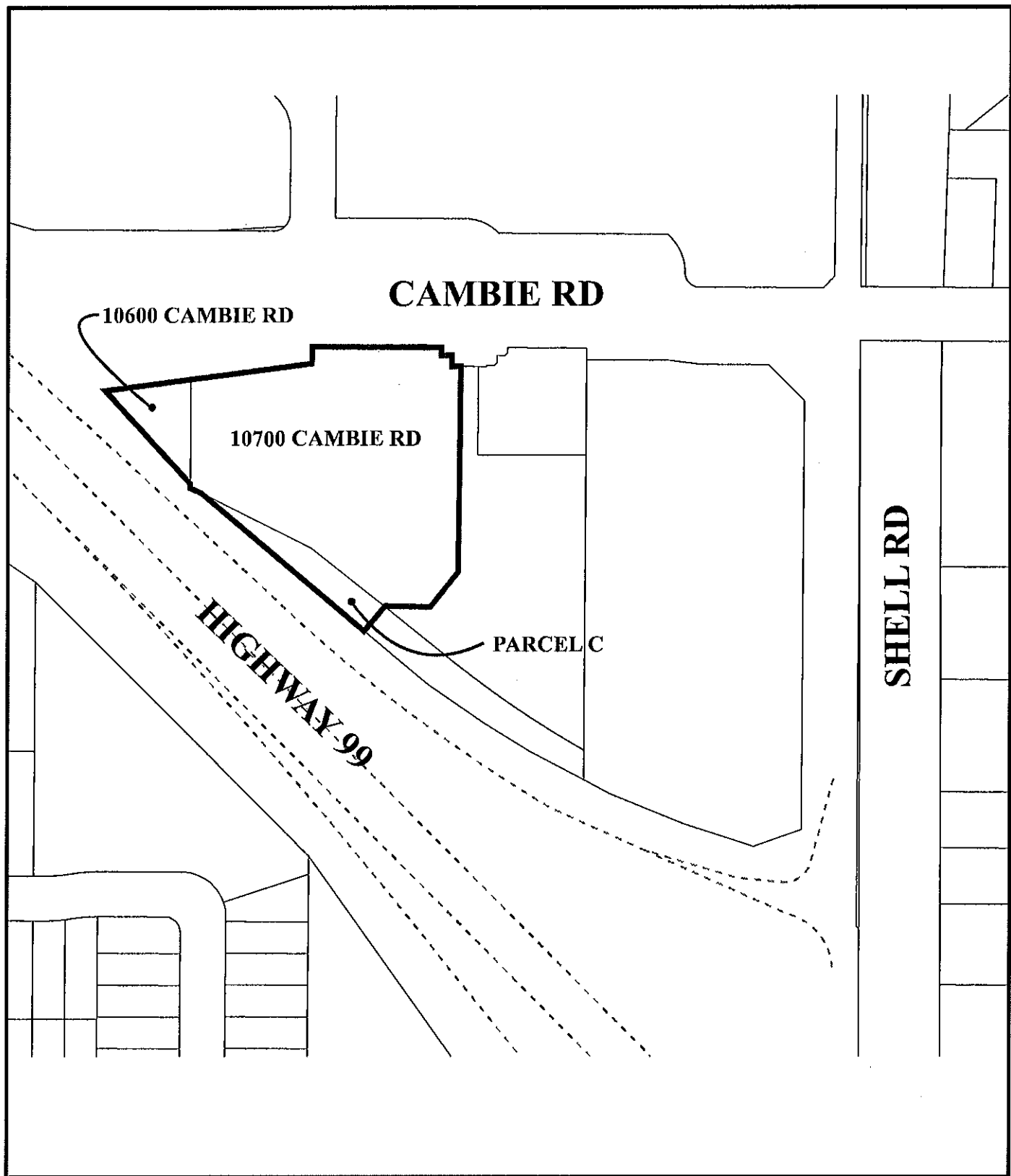
RZ 11-561611

PLN-24

Original Date: 02/11/11

Revision Date:

Note: Dimensions are in METERS



Subject Property Map

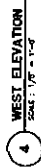
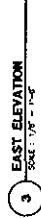
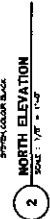
PLN-25

Original Date: 08/22/11

Revision Date:

Note: Dimensions are in METRES

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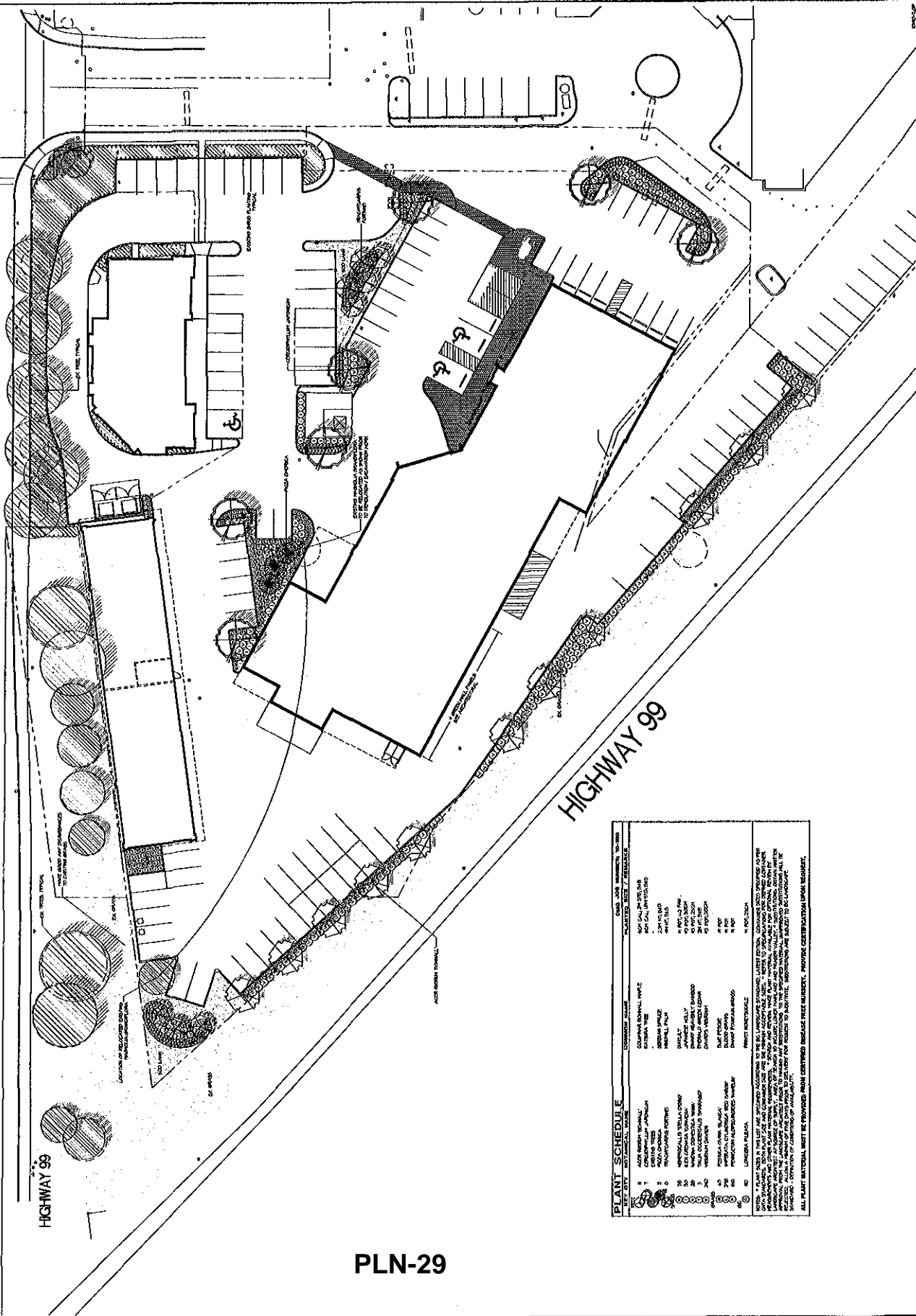


CAMBIE ROAD

BRIDGE/ OVERPASS

HIGHWAY 99

HIGHWAY 99



NO.	PLANT	QUANTITY	REMARKS
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2	ACORN BURNING BUSH	10	
3	ACORN BURNING BUSH	10	
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DMG landscape architects
11111 Highway 99, Suite 100
Richmond, VA 23136
Tel: 804-771-1111
Fax: 804-771-1112
www.dmgva.com

MINI RICHMOND
10700 CAMBIE ROAD
RICHMOND, VA

LANDSCAPE PLAN

DATE	05/01/2014	DRAWN	MM
SCALE	1/8"=1'-0"	CHECKED	MM
DESIGN		APPROVED	MM
PROJECT	MINI RICHMOND		
PROJECT NUMBER	10-100		

L1

OF 2



City of Richmond

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

Development Application Data Sheet

RZ 11-561611

Attachment 3

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

Applicant: Abbarch Architecture Inc.

Planning Area(s): East Cambie

	Existing	Proposed
Owner:	Pacific Grove Plaza Inc.	same
Site Size (m²):	8857.3 m ² combined over 3 lots	same but consolidated
Land Uses:	Automobile Dealership and Restaurant	Same
OCP Designation:	Commercial Two lots (10600 Cambie and Parcel C PID 026-669-404) without OCP designation (former MOTI road parcels)	Commercial
Area Plan Designation:	Commercial Two lots (10600 Cambie and Parcel C PID 026-669-404) without OCP designation (former MOTI road parcels)	Commercial
Zoning:	Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1)	Auto-oriented Commercial (CA)
Other Designations:	NEF area 2	Same

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

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

Rezoning Considerations
10600, 10700 Cambie Road and Parcel C (PID 026-669-404)
RZ 11-561611

Prior to final adoption of Zoning Amendment Bylaw 8808, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaw 8807.
2. Provincial Ministry of Transportation & Infrastructure approval.
3. Consolidation of all the lots into one development parcel.
4. In conjunction with the consolidation plan, provide two, 1.5m wide by 1.5m deep corner cut road dedications along the west side of the Cambie Rd. and St. Edwards Dr. intersection.
5. Registration of a legal agreement on title of the consolidated parcel ensuring that the only means of vehicle access and egress to the site is at the Cambie Road and St. Edwards Drive intersection and that there be no vehicle access/egress to Highway 99 or the adjacent on-ramp to Highway 99.
6. Registration of an aircraft noise indemnity covenant on title.
7. Registration of a flood covenant on title.
8. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of an acceptable design and payment for the construction of frontage and signalization improvements outlined in the Rezoning Report to Council (REDMS 3243437). Works include, but may not be limited to, a 1.5m concrete sidewalk with a 1.5m landscaped boulevard within the existing 2.2m sidewalk/lighting strip fronting Cambie Road from the intersection curb return and matching existing sidewalk beginning of the Cambie overpass structure. A minimum 0.6m landscaping strip is to be maintained between the back of the new sidewalk and the existing McDonalds drive-thru aisle. Upgrading of the existing signals at the intersection of Cambie Road and St. Edwards Drive with accessible audible pedestrian signals and internally illuminated street name signs (IISNS) on all approaches is also required.
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. 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:

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

[Signed original on file]

Signed

Date



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 8807 (RZ11-561611)
10600, 10700 Cambie Road and Parcel C (PID 026-669-404)**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by:
 - 1.1 Repealing the existing land use designation in Attachment 1 (Generalized Land Use Map) to Schedule 1 thereof of the following areas and by designating them "Commercial".

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

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

P.I.D. 026-669-404 (No address parcel)
Parcel C (Reference Plan BCP23042) Section 35 Block 5 North Range 6 West New Westminster District as dedicated road on plan 21735
 - 1.2 Repealing the existing Land Use Map from Schedule 2.11B East Cambie Area Plan and replacing it with "Schedule A attached to and forming part of Bylaw 8807" to designate 10600, 10700 Cambie Road, Parcel C (PID 026-669-404) to "Commercial".

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8807”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

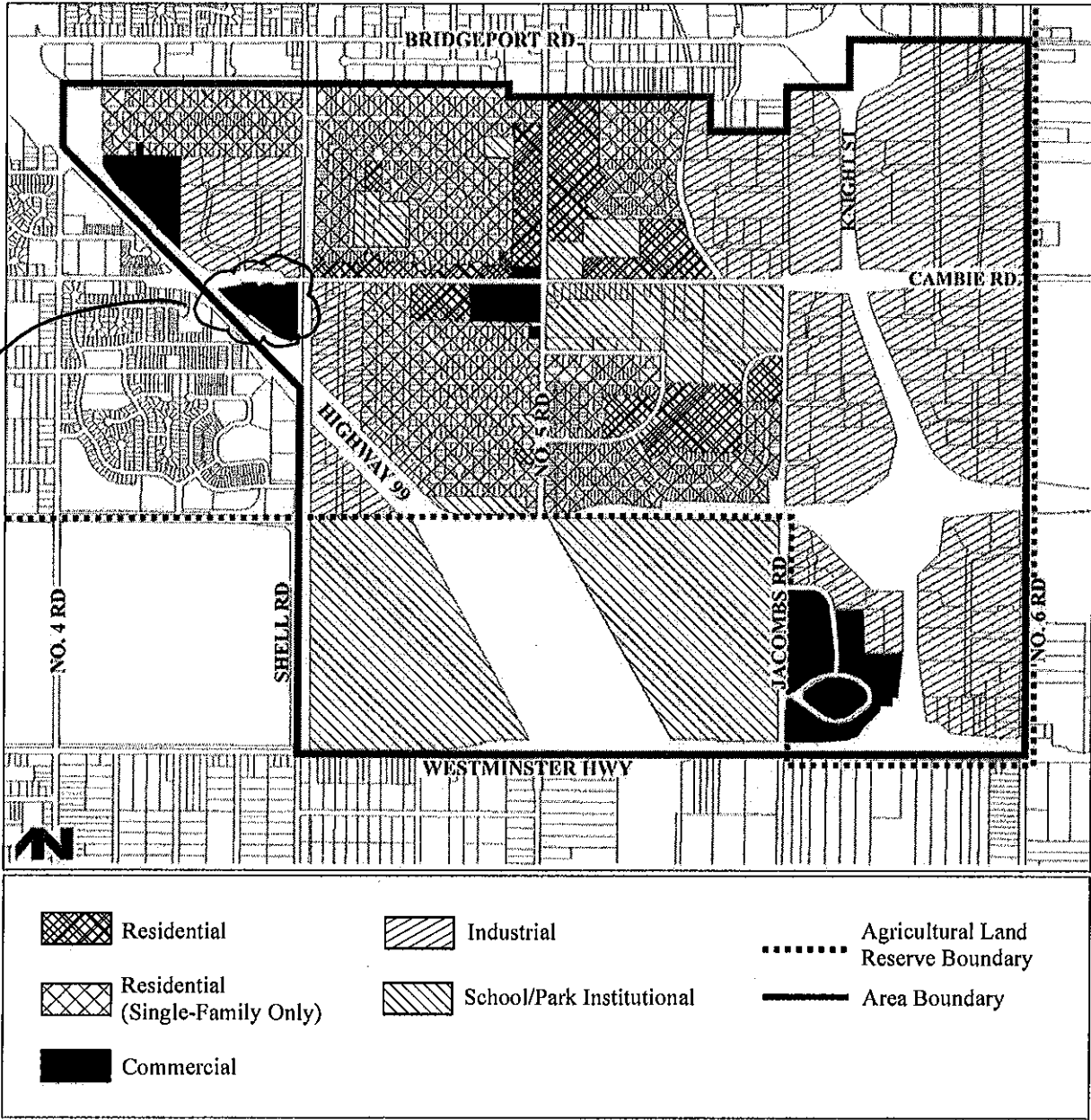
CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

Land Use Map

SUBJECT
SITE



- All submissions will form part of the record of the hearing. **Once the Public Hearing has concluded, no further information or submissions can be considered by Council.** It should be noted that the rezoned property may be used for any or all of the uses permitted in the "new" zone.

David Weber
Director, City Clerk's Office



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

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

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

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

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

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

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

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER

PLN-38



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: July 11, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-577573

Re: Application by Navjeven Grewal for Rezoning at 3680/3700 Blundell Road from
Two-Unit Dwellings (RD1) to Single Detached (RS2/B)

Staff Recommendation

That Bylaw No. 8795, for the rezoning of 3680/3700 Blundell Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

ES:blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Navjeven Grewal has applied to the City of Richmond for permission to rezone 3680/3700 Blundell Road from “Two-Unit Dwellings (RD1)” to “Single Detached (RS2/B)”, to permit the property to be subdivided to create two (2) lots, each with vehicle access from Blundell Road (**Attachment 1**). There is currently an existing strata-titled duplex on the subject site, which is proposed to be demolished.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The subject site is located on the south side of Blundell Road, between Dalemore Road and No. 1 Road, in an established residential neighbourhood consisting mainly of single detached housing and duplexes, with a mix of land uses towards the east near the intersection of No. 1 Road and Blundell Road.

To the north, directly across Blundell Road, are older character dwellings on lots zoned “Single Detached (RS1/E)”;

To the east, is an older character duplex on a lot zoned “Two-Unit Dwellings (RD1)”;

To the west is a vacant lot recently rezoned (RZ 10-522209) to “Single Detached (RS2/B)”;

To the south, directly behind the subject site, are newer character dwellings on lots zoned “Single Detached (RS1/E)” fronting Bairdmore Crescent.

Related Policies & Studies

Official Community Plan (OCP) Designation

There is no Area Plan for this neighbourhood. The Official Community Plan (OCP) Generalized Land Use Map designation for this project is “Neighbourhood Residential”, and the Specific Land Use Map designation is “Low-Density Residential”. This redevelopment proposal is consistent with these designations.

Lot Size Policy

The subject property is located within the area covered by Lot Size Policy 5474, adopted by City Council in 2008 (**Attachment 3**). This Policy permits existing duplexes to rezone and subdivide into two (2) equal halves. This redevelopment proposal is consistent with the Policy, and would allow for the creation of two (2) lots, each approximately 12.2 m wide and 446 m² in area.

Public Input

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

Staff Comments

Background

Other than redevelopment under the Arterial Road Redevelopment Policy along No. 1 Road, this neighbourhood has seen limited redevelopment through rezoning and subdivision in recent years. There is potential for other duplex-zoned properties along this block of Blundell Road to rezone and subdivide consistent with the Lot Size Policy.

Trees & Landscaping

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses the structure and condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The Report identifies and assesses:

- five (5) bylaw-sized trees and one (1) under-sized tree on-site; and
- one (1) bylaw-sized tree stump noted on the survey located along the west property line.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment. The City's Tree Preservation Coordinator concurs with the Arborist's recommendations to:

- Remove and replace three (3) bylaw-sized trees on the subject property (Trees #2, #4, and #6) which are in very poor condition.
- Retain and protect two (2) bylaw-sized trees (Trees #1 and #5) and one (1) undersized tree (Tree #3) on the subject property. Tree protection fencing should be placed a minimum of 0.9 m (3 ft.) from the base of the tree.

The City's Tree Preservation Coordinator has also recommended replacement of Tree #7 that was removed without Permit.

Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

The Final Tree Retention Plan, which reflects the final outcome of tree protection and removal, is included as **Attachment 4**.

As a condition of rezoning, the applicant must submit a Contract with a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone of Trees # 1, #3, and #5. The Contract must include the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

As a condition of rezoning, the applicant must also submit a Survival Security to the City in the amount of \$3,000 (to reflect the 2:1 replacement ratio at \$500/tree) to ensure Trees # 1, #3 and #5 will be protected. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one year later subject to inspection.

Based on the 2:1 tree replacement ratio goal in the Official Community Plan (OCP), and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of eight (8) replacement trees are required to be planted and maintained on the future lots, with the following minimum calliper sizes/heights:

# Replacement Trees	Min. Calliper of Deciduous Tree	or	Min. Height of Coniferous Tree
6	6 cm		3.5 m
2	9 cm		5 m

Considering the effort to be taken by the applicant to retain the undersize tree in the front yard (Tree #3) and the limited space in the future yards, staff recommend only six (6) replacement trees be required.

To ensure that the six (6) required replacement trees are planted and maintained on the future lots, the applicant is required to submit a Landscaping Security to the City in the amount of \$3,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

At subdivision stage, the applicant will be required to provide \$1,000 to the City via a work order for the planting of two (2) trees to improve the existing grassed boulevard on City property (\$500/tree).

Affordable Housing

Richmond's Affordable Housing Strategy requires a suite on 50% of new lots, or a cash-in-lieu contribution of 1.00/ft² of total building area towards the City's Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant proposes to provide a cash-in-lieu contribution. The voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft² of total building area of the single detached dwellings (i.e. \$5,281).

Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This agreement would be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

PLN-42

Existing Covenants

There are currently covenants on Title of the strata lots restricting the use of the property to a duplex (BF238528 & BF238529). These covenants must be discharged by the applicant as a condition of rezoning after confirmation has been provided to the City that Strata Plan NW120 has been cancelled.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicular access to the lots at development stage will be from Blundell Road.

Subdivision

At Subdivision stage, the applicant will be required to pay Servicing Costs.

The applicant will also be required to provide \$1,000 to the City via a work order for the planting of two (2) trees to improve the existing grassed boulevard on City property (\$500/tree).

Flood Management

Registration of a Flood Indemnity Covenant on Title is required prior to final adoption of the rezoning bylaw.

Analysis

The subject site is located in an established residential area consisting mainly of single detached dwellings and duplexes. This development proposal is consistent with Lot Size Policy 5474, which allows existing duplexes to rezone and subdivide into two (2) equal halves. This development proposal would allow for the creation of two (2) lots, each approximately 12.2 m wide and 446 m² in area. There is potential for other duplex-zoned properties along this block of Blundell Road to rezone and subdivide consistent with the Lot Size Policy.

Conclusion

This rezoning application to permit subdivision of an existing large duplex-zoned lot into two (2) smaller lots complies with Lot Size Policy 5474 and applicable policies and land use designations contained within the Official Community Plan (OCP).

The list of rezoning conditions is included as **Attachment 5**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application.



Erika Syvokas
Planning Technician
(604-276-4108)

Attachments

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Lot Size Policy 5474

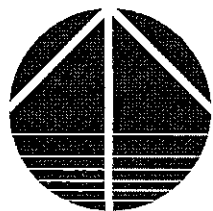
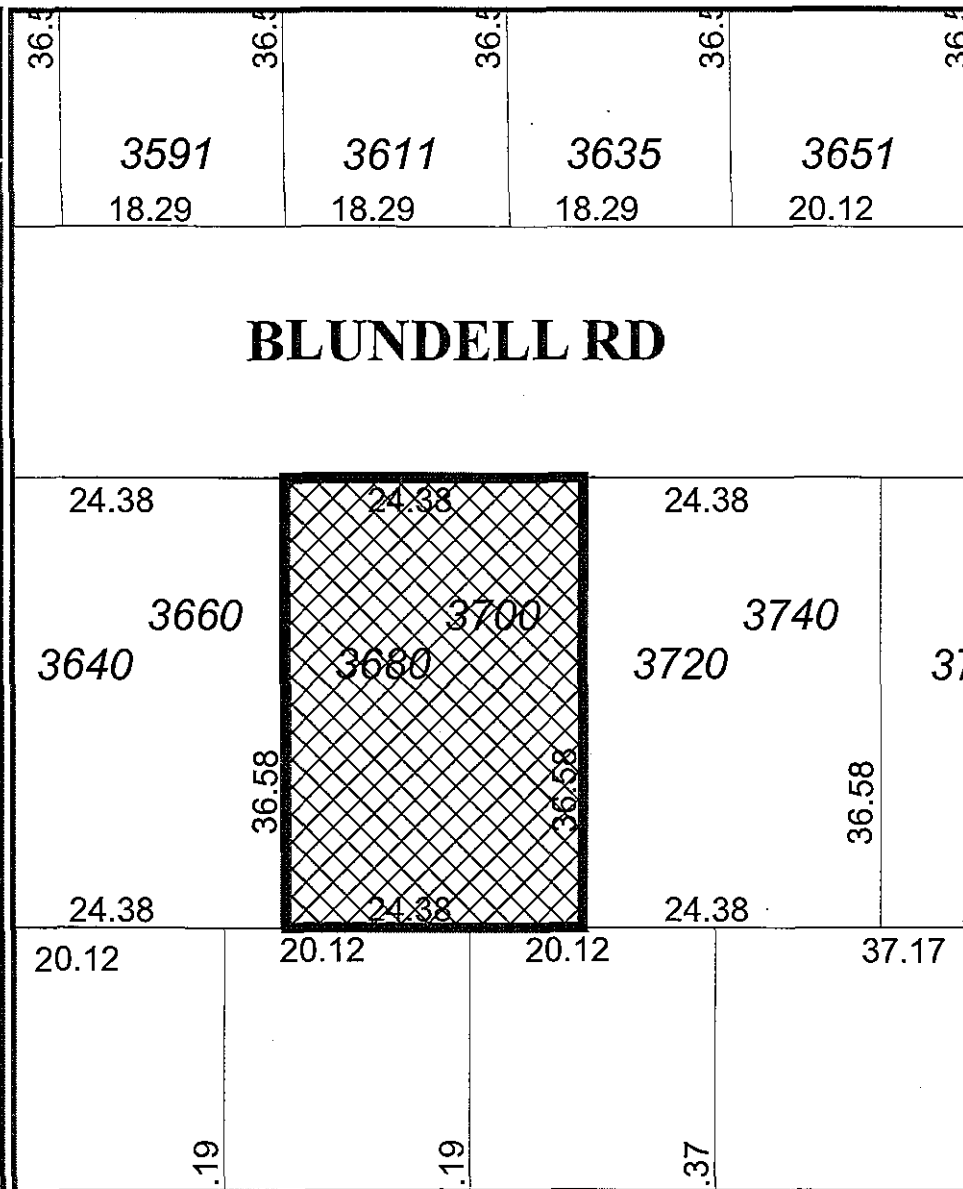
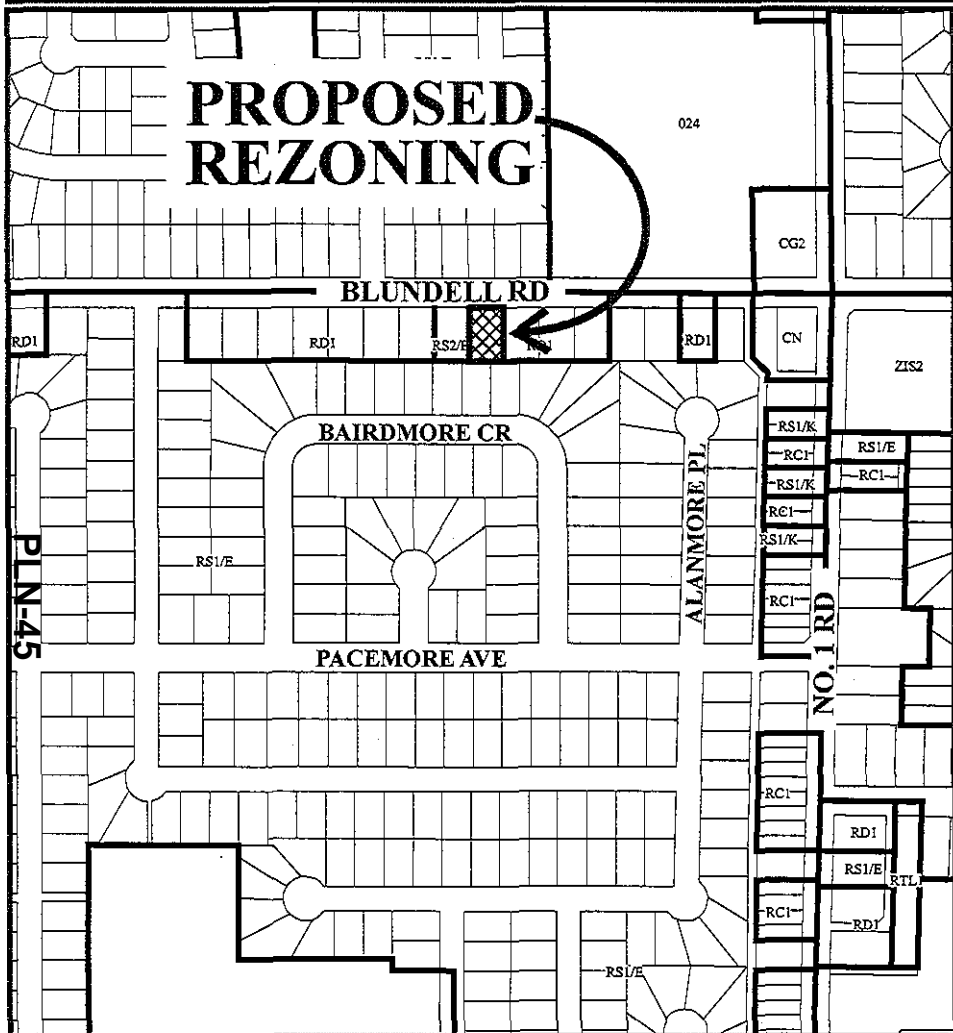
Attachment 4: Tree Retention Plan

Attachment 5: Rezoning Considerations Concurrence



City of Richmond

**PROPOSED
REZONING**



RZ 11-577573

Original Date: 05/05/11

Revision Date:

Note: Dimensions are in METRES

**SUBJECT
PROPERTY**

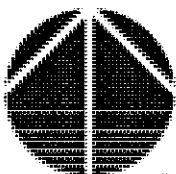
BLUNDELL RD

BAIRDMEER

WILSON ST

WILSON ST

NOTH RD



RZ 11-577573

PLN-46

Original Date: 05/06/11

Revision Date:

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet

RZ 11-577573

Attachment 2

Address: 3680/3700 Blundell Road

Applicant: Navjeven Grewal

Planning Area(s): Seafair

	Existing	Proposed
Owners:	Rodney Siegler Navjeven Grewal & Jasminder Grewal	To be determined
Site Size (m²):	892 m ² (9,602 ft ²)	Two lots, each approx. 446m ² (4,801 ft ²)
Land Uses:	One (1) two-unit dwelling	Two (2) single detached dwellings
OCP Designation:	<ul style="list-style-type: none">Generalized Land Use Map Designation – "Neighbourhood Residential"Specific Land Use Map Designation – "Low-Density Residential"	No change
Area Plan Designation:	None	No change
702 Policy Designation:	Policy 5474 permits existing duplexes to rezone and subdivide into two (2) equal halves.	No change
Zoning:	Two-Unit Dwellings (RD1)	Single Detached (RS2/B)
Number of Units:	Two (2)	Two (2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	360 m ²	446 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys	none

Other: Tree replacement compensation required for loss of significant trees.

**Policy 5474:**

The following policy establishes lot sizes in Sections 21-4-7 & 22-4-7, in the area generally bounded by Blundell Road, No. 1 Road, Francis Road, and West Dyke Trail as shown on the attached map:

1. That properties within the area generally bounded by Blundell Road, No. 1 Road, Francis Road, and West Dyke Trail in Section 21-4-7 & 22-4-7, as shown on the attached map, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) in Zoning and Development Bylaw No. 5300 with the following exceptions:

That lots with existing duplexes be permitted to rezone and subdivide into two (2) equal halves lots;

and that this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Zoning and Development Bylaw No. 5300.

2. Multiple-family residential development shall not be permitted.

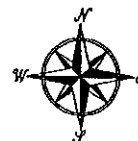
TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF STRATA PLAN NW120
SECTION 22 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT

#3680 BLUNDELL ROAD,
RICHMOND, B.C.
P.I.D 001-124-200
#3700 BLUNDELL ROAD,
RICHMOND, B.C.
P.I.D 001-124-226

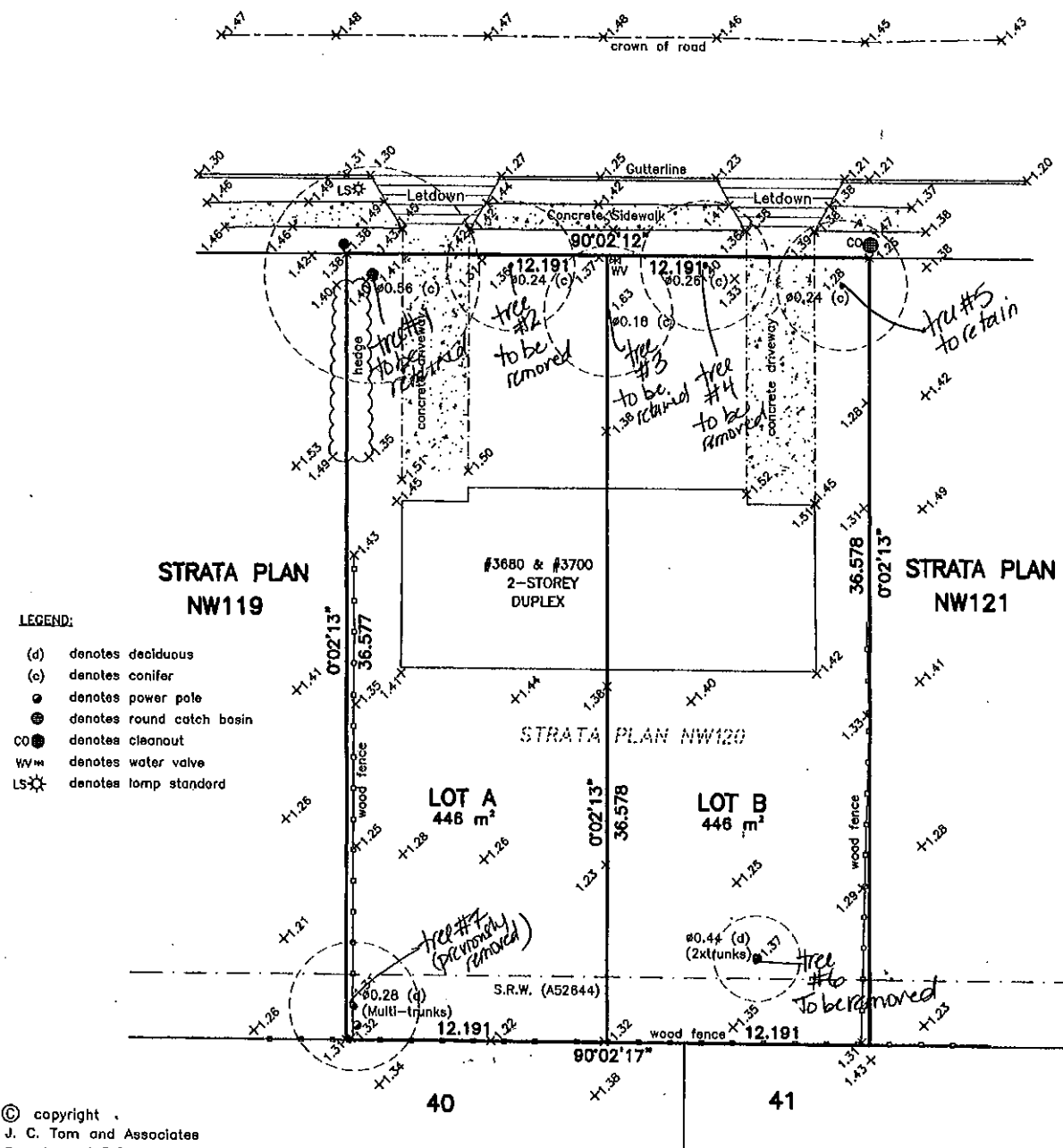
SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



BLUNDELL ROAD



© copyright .
J. C. Tom and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctom.com
Website: www.jctam.com
Job No. 4442
FB-179 P17-19
Drawn By: MY

NOTE:

Elevations shown are based on City of
Richmond HPN Benchmark network.
Benchmark: HPN #234,
Control Monument 77H4891
Located at CL Gibbons Dr & Gamba
Dr, E side of grass median
Elevation 11.24 meters

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.

APRIL 25th, 2011.

DWG No. 4442-TOPO

Rezoning Considerations

**3680/3700 Blundell Road
RZ 11-577573**

Prior to final adoption of Zoning Amendment Bylaw 8795, the applicant is required to complete the following:

1. Submission of a Landscaping Security to the City in the amount of \$3,000 (\$500/tree) for the planting and maintenance of six (6) replacement trees with the following minimum calliper sizes/heights:

# Replacement Trees	Min. Calliper of Deciduous Tree	or	Min. Height of Coniferous Tree
4	6 cm		3.5 m
2	9 cm		5 m

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zone of on-site trees to be protected (Trees # 1, #3, & 5). The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (e.g. demolition, excavation, perimeter drainage etc.) and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
3. Submission of a Survival Security to the City in the amount of \$3,000 for Tree # 1, #3, & #5. The City will release 90% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 10% of the security would be released one (1) year later subject to inspection.
4. Confirmation to the City that Strata Plan NW120 has been cancelled.
5. Discharge covenants BF238528 & BF238529 that currently exist on Title, which restrict the use of the property to a duplex.
6. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (\$5,281) to the City's Affordable Housing Reserve Fund.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

7. Registration of a flood indemnity covenant on Title.

At Demolition stage*, the applicant will be required to:

- Install Tree Protection Fencing around Trees # 1, 3 & 5, a minimum of 0.9 m (3 ft) from the base of the tree in all directions. Tree protection fencing must be installed to City standard prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

At Subdivision stage*, the applicant will be required to:

- Pay Servicing Costs.
- Provide \$1,000 to the City via a work order for the planting of two (2) trees to improve the existing grassed boulevard on City property in front of the subject site (\$500/tree).

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8795 (RZ 11-577573)
3680/3700 BLUNDELL ROAD**

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

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

P.I.D. 001-124-200

STRATA LOT 1 SECTION 22 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW120 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

AND

P.I.D. 001-124-226

STRATA LOT 2 SECTION 22 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT STRATA PLAN NW120 TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM 1

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8795"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

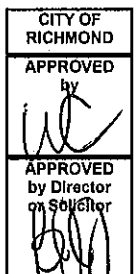
THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER





City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

Date: July 12, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 11-572975

Re: Application by Gurjit Bapla for Rezoning at 9640/9660 Seacote Road from
Single Detached (RS1/E) to Single Detached (RS2/B)

Staff Recommendation

That Bylaw No. 8796, for the rezoning of 9640/9660 Seacote Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

EL:blg

Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Gurjit Bapla has applied to the City of Richmond for permission to rezone 9640/9660 Seacote Road (**Attachment 1**) from Single Detached (RS1/E) to Single Detached (RS2/B) in order to permit the property to be subdivided into two (2) single-family lots.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

The subject property is located in an established residential neighbourhood consisting primarily of single-detached dwellings on large-sized lots. Development immediately surrounding the subject site is as follows:

- To the North: An existing single-family dwelling on lot zoned Single Detached (RS1/E) and a duplex on lot zoned Two-Unit Dwellings (RD1) fronting King Road;
- To the East: Existing single-family dwellings on lots zoned Single Detached (RS1/E), fronting Seaport Avenue;
- To the South: An existing single-family dwelling on lot zoned Single Detached (RS1/E); and
- To the West: Across Seacote Road, an existing non-conforming duplex on lot zoned Single Detached (RS1/E).

Related Policies & Studies

Lot Size Policy 5409

The subject site is located within the area covered by Lot Size Policy 5409 (adopted by Council April 10, 1989 and amended July 16, 2001) (**Attachment 3**). This Policy permits existing duplexes to split into two (2) lots. This redevelopment proposal would enable the property to be subdivided in accordance with the provision of Single Detached (RS2/B); each lot would be approximately 12.97 m wide and 445 m² in area.

Affordable Housing

The Richmond Affordable Housing Strategy requires a suite on at least 50% of new lots, or a cash-in-lieu contribution of \$1.00 per square foot of total building area toward the Affordable Housing Reserve Fund for single-family rezoning applications.

The applicant has agreed to provide a voluntary cash contribution for affordable housing based on \$1 per square foot of building area for single-family developments (i.e. \$ 5,275). Should the applicant change their mind about the Affordable Housing option selected to providing a legal secondary suite on one (1) of the two (2) future lots at the subject site, the applicant will be required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement will be a condition of rezoning adoption. This agreement will be discharged from Title on the lot without the secondary suite, at the initiation of the applicant, after the requirements are satisfied.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Public Input

There has been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

Staff Comments

Tree Preservation

A Tree Survey (**Attachment 4**) and a Certified Arborist's report were submitted in support of the application. The Tree Survey indicates that there are no trees located on site. The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurred with the Arborist's recommendations that:

- No tree protection fencing is required on site to retain an existing neighbouring tree located on the property to the north (11440 King Road); and
- Tree protection fencing should be installed 1.2 m from the east property line to protect a Cedar hedge on the adjacent property to the east at 11351 Seaport Avenue.

Tree Planting

Council Policy 5032 encourages property owners to plant a minimum of two (2) trees per lot in recognition of the benefits of urban trees (minimum 6 cm calliper deciduous or 3 m high conifer). The applicant has agreed to plant and maintain a total of four (4) trees on the future lots [two (2) per future lot]. Prior to rezoning adoption, the applicant must submit a security in the amount of \$2,000 (\$500/tree) to ensure new trees are planted and maintained on-site.

Site Servicing

No servicing concerns with rezoning. Prior to approval of subdivision, the developer will be required to pay for servicing costs. The developer has been advised of the existing 3 m sanitary sewer right-of-way (ROW) along the entire north and east property lines.

Analysis

This is a relatively straightforward redevelopment proposal. This development proposal is consistent with Lot Size Policy 5409. All the relevant technical issues have been addressed.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application is to permit subdivision of an existing large lot with a non-conforming duplex into two (2) medium sized lots that comply with Lot Size Policy 5409 and all applicable policies and land use designations contained within the Official Community Plan (OCP). On this basis, staff recommend support of the application.



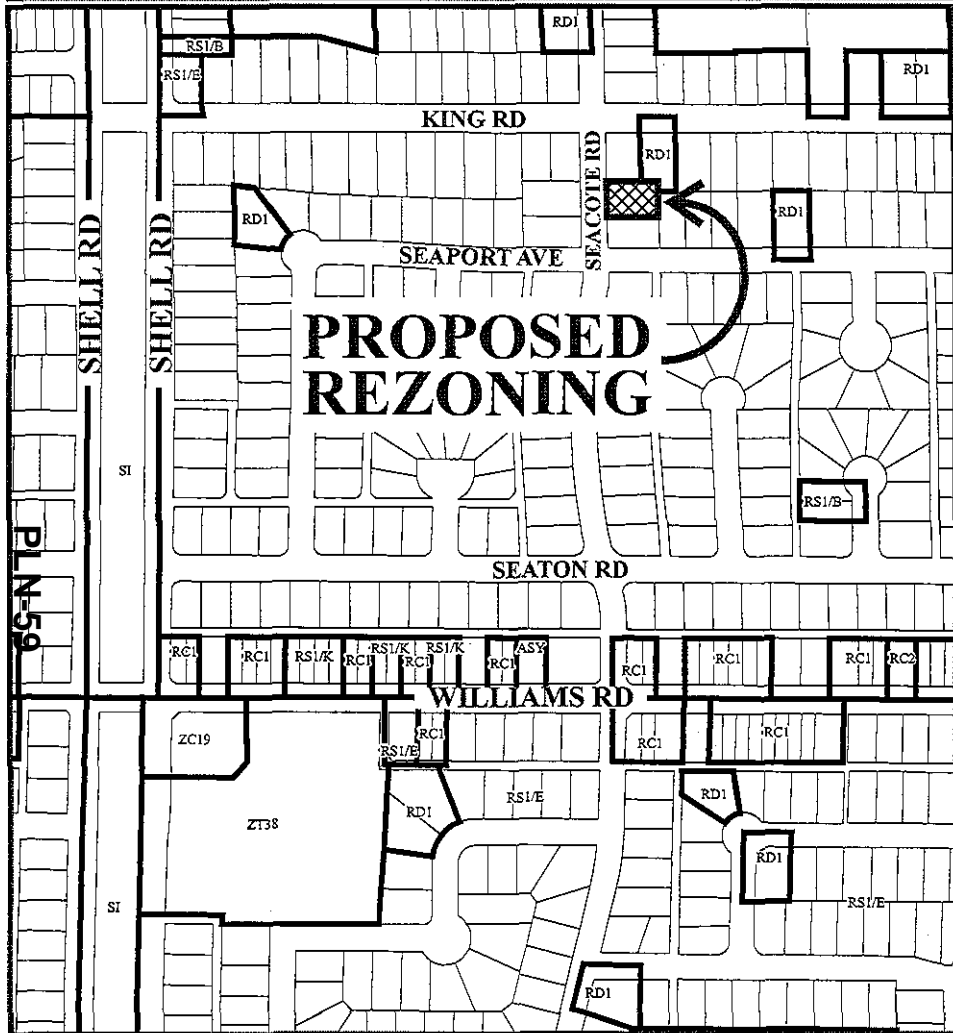
Edwin Lee
Planning Technician – Design
(604-276-4121)

EL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5409
- Attachment 4: Tree Survey
- Attachment 5: Rezoning Considerations Concurrence

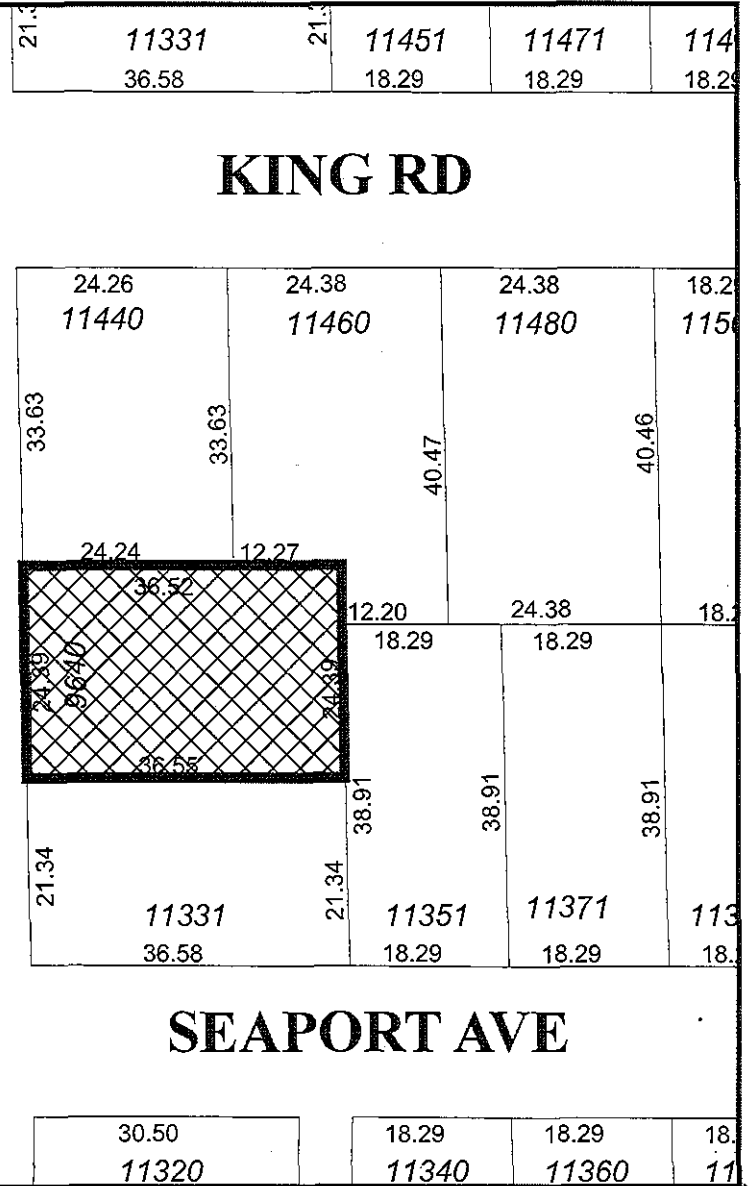


City of Richmond

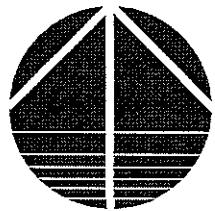


SEACOTE RD

KING RD



SEAPORT AVE



RZ 11-572975

Original Date: 04/21/11

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT 1



**SUBJECT
PROPERTY**

SHELL RD

SHELL RD

WILLIAMS RD



RZ 11-572975

PLN-60

Original Date: 04/21/11

Revision Date:

Note: Dimensions are in METRES



City of Richmond

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

Development Application Data Sheet

RZ 11-572975

Attachment 2

Address: 9640/9660 Seacote Road

Applicant: Gurjit Bapla

Planning Area(s): West Cambie

	Existing	Proposed
Owner:	Gurjit S. Bapla and Jasvir K. Bapla	To be determined
Site Size (m²):	891 m ² (9,590 ft ²)	approx. 445 (4,795 ft ²) each
Land Uses:	1 non-conforming duplex	2 single-family dwellings
OCP Designation:	Specific Land Use Map designation – "Low Density Residential"	No change
Area Plan Designation:	n/a	No change
702 Policy Designation:	Policy 5409 permits existing duplex to split into 2 lots	No change
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units:	2	2

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Coverage – Non-porous:	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping:	Min. 25%	Min. 25%	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	Max. 2 ½ storeys	max. 2 ½ storeys	none
Lot Size (min. dimensions):	360 m ²	approx. 445 m ² each	none

Other: Tree replacement compensation required for loss of significant trees.



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: April 10, 1989
 Amended by Council: October 16, 1995
 Amended by Council: July 16, 2001*

POLICY 5409

File Ref: 4045-00

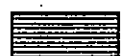
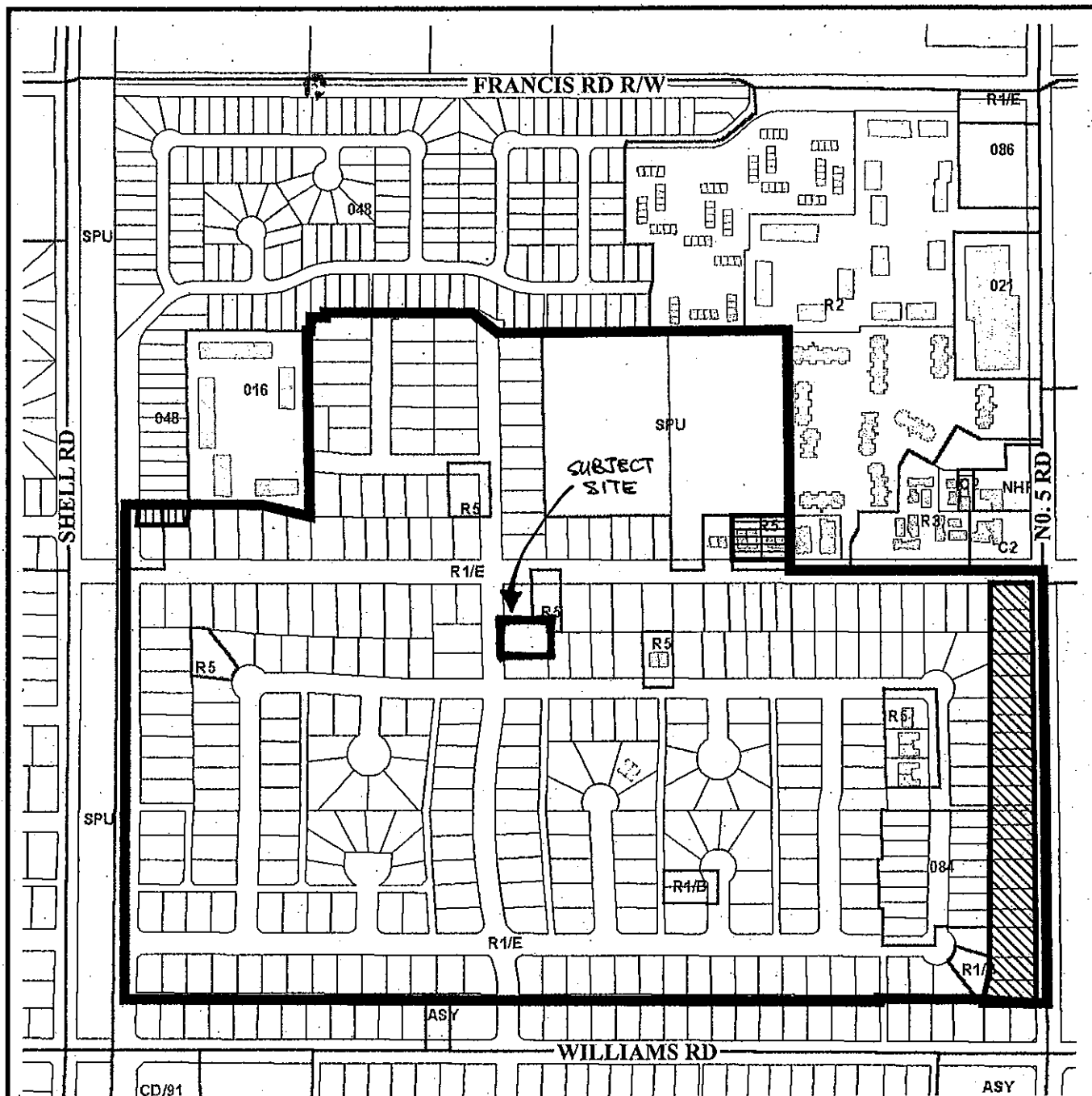
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 25-4-6

POLICY 5409:

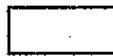
The following policy establishes lot sizes for the area generally bounded by **Shell Road, King Road, No. 5 Road and properties fronting onto Seaton Road**, in a portion of Section 25-4-6:

1. Properties within the area be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area E (R1/E) in Zoning and Development Bylaw 5300, with the following exceptions:
 - (a) properties with duplexes may be subdivided into two lots, provided those that have access to No. 5 Road meet the requirements of Single-Family Housing District, Subdivision Area C (R1/C) and all others meet the requirements of Single-Family Housing District, Subdivision Area B (R1/B);
 - (b) properties with frontage on No. 5 Road may be subdivided as per Single-Family Housing District, Subdivision Area C (R1/C);
 - (c) the rear portions of 11031 and 11051 King Road may be subdivided to create a lot meeting the requirements of Single-Family Housing District, Subdivision Area B (R1/B); and
 - (d) two lots on the north side of King Road (11691 and 11711 King Road) may be developed with townhouses; and
2. This policy, as shown on the accompanying plan, be used to determine the disposition of future single-family and townhouse rezoning applications in this area for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw 5300.

* Original Adoption Date in Effect



Townhouses



Subdivision permitted as per R1/E



Subdivision permitted as per R1/C



Subdivision permitted as per R1/B

Existing duplexes can be split into two lots



Policy 5409 **Section 25,4-6** **PLN-63**

Adopted Date: 04/10/89

Amended Date: 07/16/01

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 77 SECTION 25 BLOCK 4 NORTH

RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 35759

#9640 SEACOTE ROAD,
RICHMOND, B.C.
P.I.D 007-178-263

SCALE: 1:200

0 5 10 15
ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED

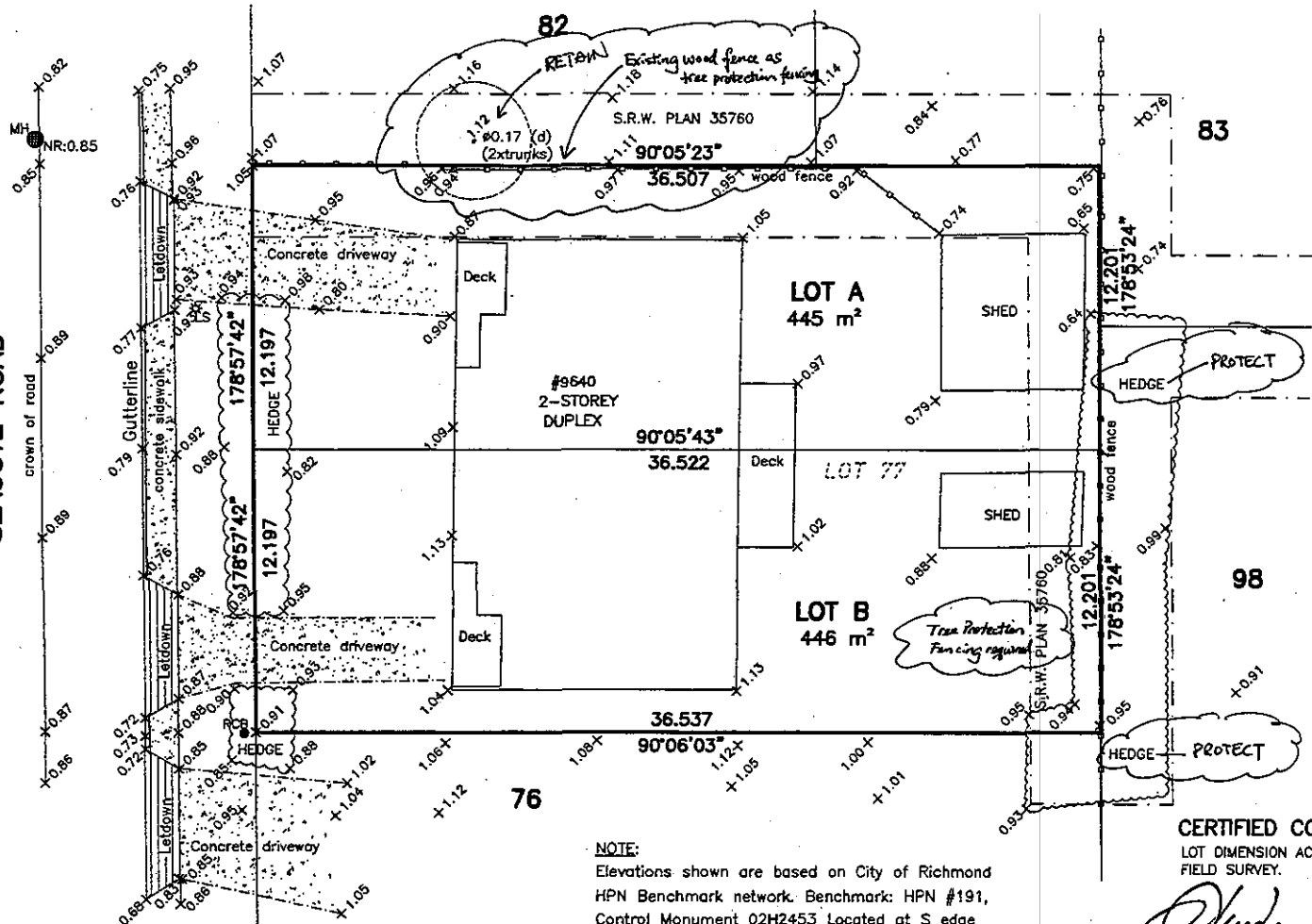


PLN-64

LEGEND:

- (d) denotes deciduous
- RCB denotes round catch basin
- MH denotes manhole
- LS denotes lamp standard
- NR denotes north rim

SEACOTE ROAD



© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 4344
FB-173 P114-1116
Drawn By: MY

DWG No. 4344-TOPO

NOTE:

Elevations shown are based on City of Richmond
HPN Benchmark network. Benchmark: HPN #191,
Control Monument 02H2453 Located at S edge
traffic island @ riverside Dr & Featherstone Way
Elevation = 1.864 metres

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

Johnson C. Tam
JOHNSON C. TAM, B.C.L.S.
MARCH 4th, 2011.

Rezoning Considerations

**9640/9660 Seacote Road
RZ 11-572975**

Prior to final adoption of Zoning Amendment Bylaw 8796, the applicant is required to complete the following:

1. The City's acceptance of the applicant's voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e. \$5,275) to the City's Affordable Housing Reserve Fund.

Note: Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a proposal to build a secondary suite on one (1) of the two (2) future lots at the subject site. To ensure that a secondary suite is built to the satisfaction of the City in accordance with the Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title as a condition of rezoning, stating that no final Building Permit inspection will be granted until a secondary suite is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.

2. Registration of a flood indemnity covenant on Title.
3. Submission of a Landscaping Security to the City of Richmond in the amount of \$2,000 (\$500/tree) for the planting and maintenance of four (4) new trees (minimum 6 cm calliper deciduous or 3 m high conifer) on site.

Prior to approval of Subdivision, the applicant is required to do the following:

1. Payment of servicing costs.

Prior to Building Permit Issuance, the applicant must complete the following requirements:

1. Installation of appropriate tree protection fencing to protect the existing Cedar hedge located on adjacent property to the east prior to any construction activities, including building demolition, occurring on-site.

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8796 (11-572975)
9640/9660 SEACOTE ROAD**

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

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

P.I.D. 007-178-263

Lot 77 Section 25 Block 4 North Range 6 West New Westminster District Plan 35759

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 8796**".

FIRST READING

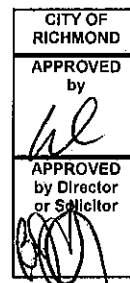
A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee

Date: August 25, 2011

From: Joe Erceg, MCIP
General Manager, Planning and Development

File:

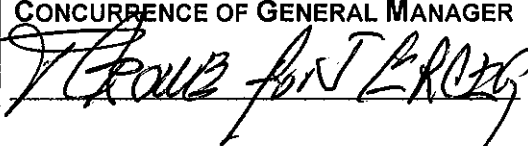

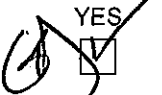
Re: A Proposed Steveston Village & Cannery Row Heritage Area Policy

Staff Recommendation

That the proposed Policy entitled *Steveston Village & Cannery Row Heritage Area* be endorsed as outlined in the Attachment 1 to the staff report dated August 25, 2011 from the General Manager, Planning and Development".


Joe Erceg, MCIP
General Manager, Planning and Development

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY				
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Parks	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Development Applications	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Economic Development	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
Art, Culture and Heritage	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>			
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> 	NO <input type="checkbox"/>	REVIEWED BY CAO	
			YES <input checked="" type="checkbox"/> 	NO <input type="checkbox"/>

Staff Report

Origin

On June 15, 2009, after approving the Steveston Village Conservation Strategy, Council passed the following referrals:

- *Referral 1 (PH09/6-4):*
That a wider conservation area for the Steveston Conservation Strategy be considered which would begin at Scotch Pond and Garry Point Park, and moving east, would include the wharves and docks along 7th Avenue, the Canfisco Net Shed and Site, the Gulf of Georgia Cannery, the Japanese fishermen's hospital office, the telephone exchange building on No. 1 Road, the portion of Steveston Park that includes the tram tracks, the undeveloped Onni and City site at the foot of No. 1 Road, Britannia Heritage Shipyard, the Steveston Harbour Authority buildings, Dana Westermarck's Abercrombie home and Curtis Eyestone's McKinney home, up to and including London Farm, and other sites that may be identified by staff.
- *Referral 2 (PH09/6-8):*
That staff review the status of the Steveston Heritage Conservation Strategy in one year's time, and report back on the result of their review.
- *Referral 3 (PH09/6-9):*
That Planning staff review the Department's policies and procedures for providing notification of public information meetings, with a view to improving the process and report back to the Planning Committee, also advising how the community will be informed of any future changes to the Steveston Conservation Strategy.

This report addresses Referral 1. Referrals 2 and 3 will be addressed in subsequent separate reports.

Background

Purpose of the Steveston Heritage Conservation Area (HCA):

The current Steveston Village Heritage Conservation Area (HCA) in the Steveston Area Plan was approved by Council in 2009 and is a regulatory heritage conservation land use policy. The purpose of an HCA is to enable a municipality to better identify and legally protect valued heritage resources (e.g., buildings, streetscapes).

The HCA was required as there was not sufficient legal conservation protection in the Village. After much study, community consultation and support, Council amended the Steveston Area Plan to establish the Steveston Village Heritage Conservation Area (HCA), to conserve and protect the exteriors of:

- seventeen (17) valued heritage buildings by establishing formal heritage conservation requirements, and
- seventy-seven (77) other unique Village buildings and elements by establishing redevelopment requirements specific to Steveston Village.

Why Consider Expanding The Village HCA Area?

The main reason to consider expanding the existing Village HCA to other parts of Steveston would be to provide similar rigorous, legal heritage conservation measures to more properties, to better achieve heritage conservation. If areas already have sufficient existing heritage conservation protection (e.g., by policies, City ownership), expanding the HCA to include them would not be required and if the areas do not have sufficient protection an HCA can be considered. If an HCA is not necessary it should be not be extended to avoid a duplication of regulation and administrative processes.

Findings Of Fact*The Areas Under Consideration*

As per Council's direction, the following areas (called Areas Under Consideration in this report) were considered for the possible expansion of the existing Village HCA:

- Federally Owned: Canfisco Net Shed site (Pattison Lease), Gulf of Georgia Cannery, Steveston Harbour Authority buildings and structures and the wharves and docks along 7th Avenue;
- City Owned: Scotch Pond, Garry Point Park, Japanese Fishermen's Hospital Office, Steveston Park including the tram tracks, the Britannia Heritage Shipyard, No 2 Road wharf and London Farm;
- Privately Owned: Abercrombie House (D. Westermarck), McKinney House (C. Eyestone), Telephone Exchange Building on No. 1 Road (by The Bill Rigby Memorial Society), Maritime Mixed Use area (ONNI), and parts of the London Landing area (varied private).
- In addition, privately owned lots along Moncton St. which have valued Japanese gardens were considered.

Relevant Policies

In considering the possibly of expanding the HCA, City staff reviewed the following relevant heritage conservation documents to see if expanding the HCA is necessary:

- General: The Richmond Heritage Inventory and Richmond Community Heritage Register, The Steveston Village Conservation Strategy, The Steveston Area Plan conservation policies and guidelines for the Village and other areas (e.g., for London Landing), Steveston Village Heritage Conservation Area (HCA) requirements, The Steveston Village Conservation Tool Kit, (e.g., new heritage agreements, covenants),
- For City Owned Properties: the City's existing heritage management plans and policies (e.g., the City Museum & Heritage Strategy, Garry Point Park Master Plan, Britannia Heritage Shipyard Park Historic Zone Development Plan and Britannia Heritage Shipyard Business Plan & Update,
- For Federal Properties: the Parks Canada's Gulf of Georgia Cannery plans and Parks Canada, Standards and Guidelines for the Conservation of Historic Places in Canada.

Analysis

Steveston Heritage Conservation Principles:

To assist in analysing the pros and cons of expanding the Village HCA to the “Areas Under Consideration”, City staff identified the following principles:

- Conservation: Conserve Steveston’s unique and valued heritage, and character areas;
- Flexibility: Use a range of flexible conservation approaches to meet varied Village needs (e.g., due to ownership);
- Avoid Regulatory Duplication: Avoid unnecessary additional City conservation regulations;
- Cost Effectiveness: Use cost effective conservation approaches (in establishment and implementation);
- Partnerships: Encourage partnerships to improve and conserve Steveston’s heritage;
- Inclusion: Include Village stakeholders in conserving Steveston’s unique heritage; and
- Promotion: Better promote Steveston’s unique heritage waterfront character.

These principles helped guide the analysis, as to whether or not the HCA should be extended to the Areas Under Consideration, and if not to be extended, in determining what other effective approaches might be used.

City staff reviewed all the Areas Under Consideration. The review included considering their ownership (an important factor in managing land use and heritage conservation), existing senior government and City heritage conservation plans and policies, existing unique City land use plans and policies (e.g., ONNI site, London Landing), the effectiveness of those plans and policies in achieving conservation and protection, the need to utilize flexible approaches and the need to avoid regulatory redundancy.

In achieving heritage conservation, it is important to:

- First, to protect the Village’s unique and valued heritage assets (e.g., buildings, character and defining features) by using a range of legal conservation approaches (e.g., ownership, plans, policies), so that the assets will not be lost and benefits be secured for future generations;
- Second, to conserve the assets by using appropriate methods (e.g., plans, policies, guidelines, agreements, covenants; and
- Third, to promote the heritage assets by using inclusive, partnership and sponsorship approaches, to create more public, tourism, investment and business awareness and commitments, so that more people can visit the area, enjoy it, learn from it, invest in it and financially support the community.

Highlights of Analysis and Findings:

The analysis reveals the following:

- The Richmond Heritage Inventory
The Richmond Heritage Inventory is an informal property database that lists 95 properties in the City, with varied heritage values. The Inventory does not regulate heritage and the inclusion of a property in it does not protect it from demolition. Properties in the Inventory may be integrated into land use planning processes (e.g., rezonings) and may be eligible for any incentives. The Inventory identifies two (2) heritage areas with Statements of

Significance in the “Area Under Consideration”, namely: (1) the Steveston Townsite (Bayview, Steveston Highway, Seventh Avenue, No. 1 Road) and (2) Cannery Row (Garry Point Park along the waterfront to No 2 Road including Shady Island). While not a regulatory tool the Inventory indicates heritage uniqueness and importance and can be referenced in heritage planning. How heritage conservation is achieved for these properties is discussed below.

– The Richmond Community Heritage Register

The Richmond Community Heritage Register is a Council approved formal property database that lists 43 properties in the City, with varied heritage values. Properties in the Register may be integrated into land use planning processes and eligible for any incentives. Owners must be notified of being in the Registry. The Register does not regulate heritage and the inclusion of a property in it does not protect it from demolition. The Register identifies 25 heritage resources in the Area Under Consideration (e.g., London Farmhouse, Marital Arts Centre, McKinney House, Northern Bank, Scotch Pond, Steveston Telephone Exchange, Steveston Courthouse, Gulf of Georgia Cannery). Like the Inventory, while not a regulatory tool, the Register indicates heritage uniqueness and importance and can be referenced in heritage planning. How heritage conservation is achieved for these properties is discussed below.

– Richmond Heritage Designation Bylaws

These municipal bylaws are enacted to ensure the long-term protection of heritage property (e.g., a single property, a portion of a property, or more than one property, and that property’s interior features and landscape features). In the Area Under Consideration, eight (8) properties have been designated by municipal bylaw (e.g., Steveston Courthouse, Telephone Exchange Building, Abercrombie House, McKinney House). As these heritage resources are already protected they do not need to be in an expanded HCA.

– Ownership In The “Areas Under Consideration”

As the ownership of heritage properties (e.g., by the City or a senior government) can be a very effective heritage management alternative to expanding the HCA, ownership in the Area Under Consideration was studied along with the applicable management plans. The following summarizes the analysis:

– For the City Owned Properties

- Scotch Pond: Council has already designated it by bylaw as a Municipal Heritage Site and effectively manages it under the approved 2007 City Museum & Heritage Strategy;
- Garry Point: Council has already approved an effective City 2007 Museum & Heritage Strategy and Garry Point Park Master Plan to protect and manage it;
- The Japanese Fishermen’s Hospital Office: It is effectively managed under the Village HCA and the approved 2007 City Museum & Heritage Strategy;
- The Steveston Museum (Northern Bank): Council has already designated it by bylaw as a Municipal Heritage Site and effectively manages it under the approved 2007 City Museum & Heritage Strategy;
- Lot “H” (currently under water) in front of the Onni Site: This site is currently effectively managed by the City’s Steveston Area Plan policies;

- The Southwest Portion of Steveston Park that includes the Tram Tracks, playground, Community Centre and Martial Arts Centre: Council has already approved an effective 2007 Museum & Heritage Strategy and Steveston Park Vision Plan to protect and manage them;
 - Britannia Heritage Shipyard: Council has already designated it by bylaw as a Municipal Heritage Site. It has also been designated as a federal National Historic Site of Canada and Provincial Historic Site, and is effectively managed under the City's 2007 Museum & Heritage Strategy, Britannia Heritage Shipyard Park Historic Zone Development Plan and Britannia Heritage Shipyard Business Plan & Update; and
 - London Farm: Council has already designated it by bylaw as a Municipal Heritage Site and effectively manages it under the approved City 2007 Museum & Heritage Strategy.
- For the Federally Owned Resources:
- (Note that City bylaws do not apply to federally owned land; however, the City anticipates continuing its effective co-operative working relationship with Parks Canada and the Steveston Harbour Authority which support heritage conservation:
- The Gulf of Georgia Cannery: The Cannery is owned by Parks Canada which manages the resource with the help of the community based Gulf of Georgia Cannery Society whose mission it is to preserve, present, and promote the history of Canada's West Coast fishing industry.
 - The Canfisco Net Shed and Site: This asset is owned by the Department of Fisheries and Oceans Canada, Small Craft Harbours Branch (DFO - SCHB). The building and site is leased by the Steveston Harbour Authority (a non-profit society) to manage, and sub-leased to Canfisco. Its heritage is to be protected.
 - The Steveston Harbour Authority (SHA) Buildings and Facilities including the wharves and docks along 7th Avenue: These assets are owned by the Department of Fisheries and Oceans Canada, Small Craft Harbours Branch (DFO - SCHB). They are leased to the Steveston Harbour Authority (SHA) (a non-profit society) to manage. The SHA assets are managed by Federal - SHA agreements and operational directives. The fishing heritage is protected as they continue to operate the facilities as a working harbour.
- For the Provincially Owned Resources: None.
- For the Privately Owned Resources:
- The Steveston Courthouse: This site is privately owned by a registered corporation. It is designated by Bylaw as a Municipal Heritage Site and effectively managed by the City under the City's 2007 Museum & Heritage Strategy.
 - The Telephone Exchange Building: This site is privately owned by the Bill Rigby Memorial Society and largely managed by the current tenant(s). It is designated by Bylaw as a Municipal Heritage Site and effectively managed by the City under the City's 2007 Museum & Heritage Strategy.
 - The Onni "Maritime Mixed Use" (MMU) Site: The currently privately owned by Onni. It is managed under the Steveston Area Plan and guidelines which provide

effective, unique land use and architectural design requirements. The buildings are now under construction.

- The Abercrombie House: This site is privately owned by Dana Westermarck. It is designated by Bylaw as a Heritage Building and effectively managed by the City under the City's 2007 Museum & Heritage Strategy.
- The McKinney House: This site is privately owned by C. Eyestone. It is designated by Bylaw as a Municipal Heritage Building and effectively managed by the City under the City's 2007 Museum & Heritage Strategy.
- London Landing - private Heritage Residential Developments. These sites are privately owned and managed by City's Steveston Area Plan policies.

Based on the above identified principles, the following is concluded:

- Conservation: Proper heritage conservation can be achieved in the Areas Under Consideration without expanding the HCA, as the City and senior governments own many properties and along with their respective plans (e.g., Garry Point Park, Britannia Heritage, Gulf of Georgia) can achieve the heritage conservation of their assets. Similarly, for privately owned heritage resources, as the City has adequate Area Plan heritage conservation policies, regulations and guidelines (e.g., London Landing),
- Flexibility: The current heritage ownership and conservation regulatory approach enables heritage conservation to be successfully achieved in a flexible manner which respects jurisdictions,
- Avoid Regulatory Duplication: By using existing heritage conservation plans, policies and regulations and not expanding the HCA, the City can avoid duplicating heritage regulation. (It is to be noted that with the HCA, Heritage Alteration Permits are required in addition to other basic approvals (e.g., rezonings, Development Permits, building permits),
- Cost Effectiveness: By using existing heritage conservation approaches and documents, and not expanding the HCA, significant dollars are saved as it is not necessary to undertake research and prepare all the required documentation (e.g., updating the Steveston Village Conservation Strategy, Area Plan conservation policies and guidelines),
- Partnerships: Using existing heritage conservation approaches encourages partnerships,
- Inclusion: By using existing heritage conservation approaches many community stakeholders are continued to be included in Steveston heritage conservation efforts,
- Promotion: By using existing heritage conservation approaches, many community stakeholders can assist in promoting the area, by attracting visitors, tourists, sponsorships and investors to enhance community vitality.

Community Consultation

During the review, City staff consulted with the following Steveston community stakeholders: the City's Heritage and Cultural Services Department; federal Gulf of Georgia administrators; representatives from the federal Gulf of Georgia, the federal Department of Fisheries and Oceans, Small Craft Harbours Program, Steveston Harbour Authority, the Steveston Community Society, the City's Britannia Heritage Shipyard and the City's London Farm site; owners of the Abercrombie House (Dana Westermarck) and McKinney House (Curtis Eyestone), and the Chair of the Richmond Heritage Commission.

In summary, the stakeholders appreciated being included and asked for comments, and support the principles of Conservation, Flexibility, Avoid Regulatory Duplication, Cost Effectiveness, Partnerships, Inclusion and Promotion. They agreed that regulatory duplication should be avoided and promoting Steveston should continue.

Options

Based on the above findings and analysis the following options are proposed for consideration:

Option 1- Establish a new Steveston Village & Cannery Row Heritage Area and Policy Recommended),

- Description: This option involves conserving heritage with existing plans and policies, not expanding the HCA and establishing a new integrated heritage promotional area to enable Council, community groups and stakeholders to better promote the Steveston Village and waterfront from Garry Point Park to London Farm. It would, for the first time, clearly identify on one map the wide range of valued heritage resources along the waterfront including Shady Island. The intent is to enable community stakeholders to better promote the area by attracting visitors, tourism, partnerships, sponsorships and investment (e.g., for development, festivals, community improvements and any grants).
- The new Steveston Village & Cannery Row Heritage Area and Policy (see **Attachment 1**) would be comprised of the Village HCA, the two (2) Heritage Inventory areas (i.e., Steveston Townsite and Cannery Row), and the following areas:
 - City Owned:
 - Scotch Pond, Garry Point Park, the south west portion of the City owned Steveston Park including the Community Centre, tram tracks and Martial Arts Centre, the dyke and boardwalk in front of the ONNI site, the Britannia Heritage Shipyard, and London Landing area.
 - Federally Owned:
 - The wharves and docks along 7th Avenue, Canfisco net shed and site, Gulf of Georgia Cannery site, and Steveston Harbour Authority sites,
 - Privately Owned:
 - Telephone Exchange Building on No. 1 Road (by The Bill Rigby Memorial Society), the ONNI Maritime Mixed Use (MMU) area, Abercrombie House (by Dana Westermarck), McKinney House (by Curtis Eyestone), and London Landing's privately owned heritage strip along the River Road (e.g., varied private owners),
- Pros:
 - Achieves the principles of Conservation, Flexibility, Avoid Regulatory Duplication, Cost Effectiveness, Partnerships, Inclusion and Promotion, has community group support.
- Cons: None

Option 2- Expand The Existing Village Heritage Conservation Area (HCA)

Description: This option involves achieving heritage conservation by expanding the HCA to the same area as in Option 1. To do so would involve more research, documentation and money to update the necessary heritage conservation documents, policies and regulations in the proper HCA format (e.g., update the Conservation Strategy, Area Plan).

- Pros: None

- Cons: Does not achieve the Principles of Flexibility, Avoid Regulatory Duplication or Cost Effectiveness which are important to achieve, not favoured by community groups, City staff recommend not expanding the HCA to avoid more needless regulation, and as well, senior government owned properties are not affected by an expanded HCA.

Next Steps

If Option 1 is approved, City staff will meet with and communicate the new "Steveston Village & Cannery Row Heritage Area" to a wide range of community groups.

Financial Impact

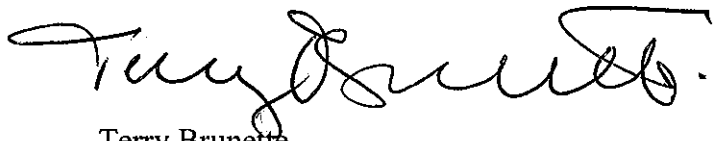
None

Conclusion

City staff have reviewed the need to expand the Steveston Village HCA and recommend not doing so, continuing to utilize a range of existing heritage conservation approaches and establishing a new "Steveston Village & Cannery Row Heritage Area" to better enable the City and community stakeholders to promote the Steveston waterfront



Terry Crowe, Manager
Manager, Policy Planning (4139)



Terry Brunette
Heritage Planner (4279)

TCB:cas

Attachment 1: Steveston Village & Cannery Row Heritage Area Policy and Map



Page 1 of 2

Adopted by Council:

Policy

File Ref:

Steveston Village & Cannery Row Heritage Area

Policy :

1. Purpose

The purpose of the Steveston Village & Cannery Row Heritage Area is to better enable Council to provide leadership in promoting Steveston's unique heritage waterfront by:

- (1) clearly identifying a unique heritage area along the Steveston waterfront from Gary Point Park to London Farm including Shady Island, and
- (2) assisting in promoting the Area for the enjoyment of future generations.

2. Steveston Village & Cannery Row Heritage Area

The Steveston Village & Cannery Row Heritage Area is identified in **Schedule 1**.

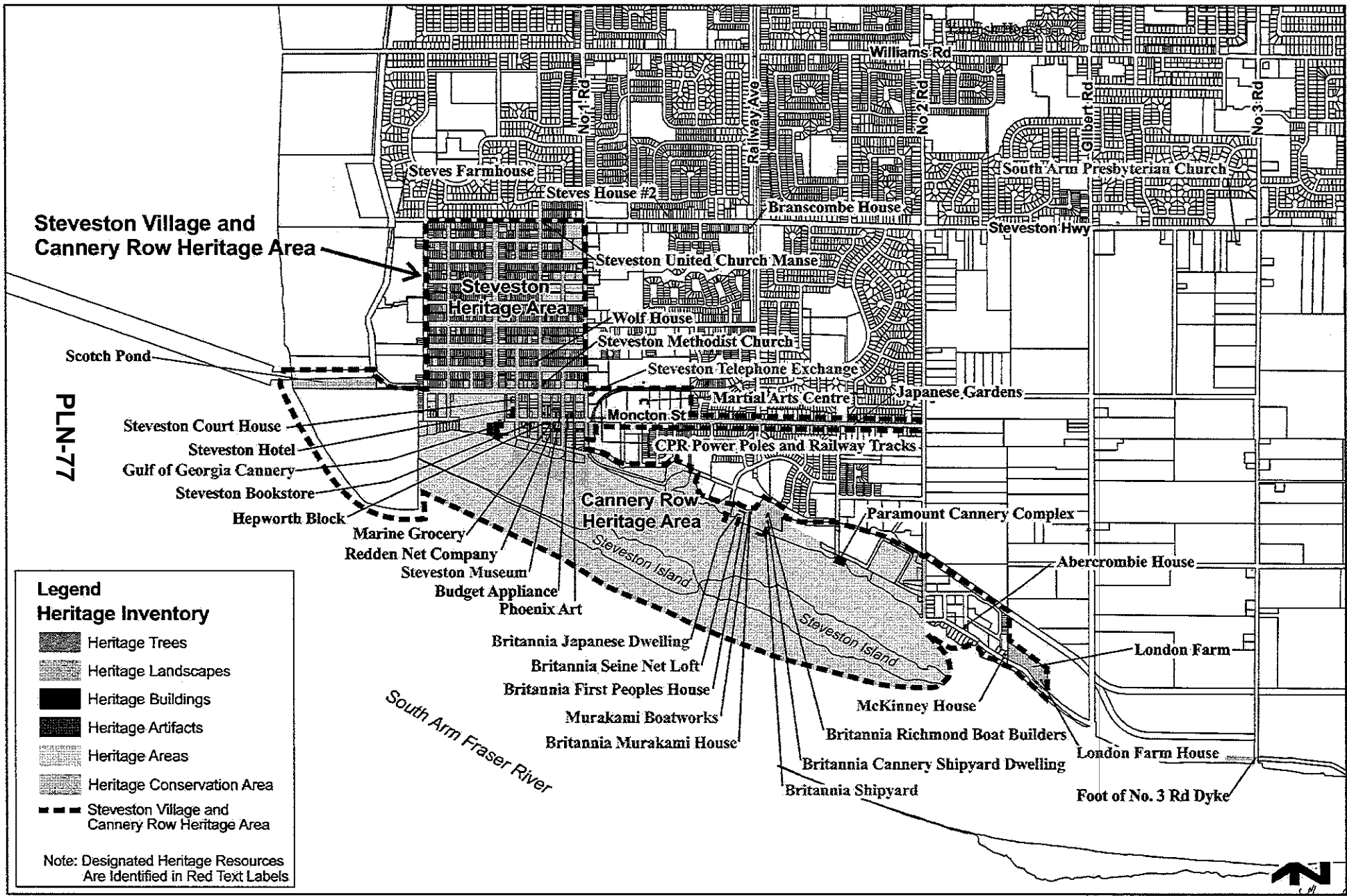
3. Policy

- (1) The City shall promote the Steveston Village & Cannery Row Heritage Area (as resources become available), as a unique livable community and heritage conservation area to improve tourism, economic development and community livability by attracting visitors, tourism, partnerships, sponsorships and investment (e.g., for development, festivals, community improvements, grants).
- (2) The City shall encourage others (e.g., the Federal and Provincial governments, community groups, stakeholders and the private sector) to similarly promote the Area.

4. Policy Modifications

The Policy may be modified by Council, as necessary from time to time.

Steveston Village and Cannery Row Heritage Area



DEVELOPMENT PERMIT PANEL

REPORTS AND ACCOMPANYING PLANS

TO BE CONSIDERED BY COUNCIL

AT THE COUNCIL MEETING

SCHEDULED FOR

Monday, September 12, 2011

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



City of Richmond
Planning and Development Department

Memorandum

To: David Weber
Director, City Clerk's Office

Date: September 6, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: DV 10-542375

Re: **Application by – Provincial Rental Housing Corporation for Development
Variance Permit at 8180 Ash Street**

The attached Development Variance Permit was given favourable consideration by the Development Permit Panel at their meetings held on February 16, 2011 and July 27, 2011.

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

for Wayne G.
Brian J. Jackson, MCIP
Director of Development

DN:blg
Att.

Development Permit Panel
Wednesday, February 16, 2011

Panel Decision

It was moved and seconded

That Development Permit 08-432193 for 12351 No. 2 Road be:

- (i) deferred to provide an opportunity for staff to submit (a) a written brief to the Development Permit Panel regarding the compliance of the project with the City's new Noise Regulation Bylaw, and (b) a statement from a mechanical engineer ensuring that mechanical ventilation meant no requirement to have the proposed townhouse unit windows open in summer months; and*
- (ii) be an agenda item at the Wednesday, March 2, 2011 meeting of the Development Permit Panel, to take place in the Council Chambers, Richmond City Hall, 6911 No. 3 Road.*

CARRIED

3. Development Variance DV 10-542375

(File Ref. No.: DV 10-542375) (REDMS No. 2974416)

APPLICANT: Provincial Rental Housing Corporation

PROPERTY LOCATION: 8180 Ash Street

INTENT OF PERMIT:

1. Vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and
2. Vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6 to:
 - a) to permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing affordable single-family dwellings.

Applicant's Comments

Declan Rooney, Engineering Consultant, advised that he was accompanied by Naomi Brunemeyer, Manager, Regional Development, B.C. Housing Management Commission. He noted that he was unable to attend the meeting, but that Andrea Rubee was in attendance to represent the architect.

Mr. Rooney advised that:

- the request for variances is to permit the subdivision of 8180 Ash Street into six lots for six separate single-family dwellings to allow: (i) greater affordability; (ii) reduced land values, and (iii) reduced servicing costs;
- the request to vary the lot frontage is due to the constrained frontage on property on Dayton Court;

Development Permit Panel
Wednesday, February 16, 2011

- a common driveway access is proposed to service lots 4, 5, and 6, and is contained within the common access easement, and statutory right-of-way; and
- The architect has designed a variety of floor plans, and each of these requires no setback variances.

Ms. Brunemeyer provided background information related to: (i) the Provincial Rental Housing Corporation's (PRHC) regulations and housing options; (ii) the maintenance of affordable housing units and the impact of cost of living; (iii) the affordability of the project; and (iv) the rationale for the subdivision of the site into six lots. In particular she mentioned that:

- this project is a PRHC pilot project, and the first where the land is owned by the Provincial Rental Housing Corporation
- the PRHC home ownership program is relevant to the proposed development project;
- the location is ideal for affordable home ownership; and
- the target population is first time homeowners, with a low to moderate income, estimated at approximately \$61,000 per year.

Staff Comments

Mr. Craig reported that staff supports the proposed variances and that the requested variances provide sufficient frontage for the proposed subdivided lots.

Panel Discussion

The discussion centred the driveway access to the proposed new lots. The Panel expressed reservations regarding: (i) the length of the driveway; (ii) the safety factor involved when residents back up the length of the driveway to access the cul-de-sac; and (iii) the narrow width of the proposed driveways. A further concern was raised with regard to the surface of the emergency lane, and why it was shown as being paved.

Advice was given that the City's Transportation staff had reviewed the driveway access, and had accepted the applicant's plan, but that Richmond Fire Rescue had not been asked to review the emergency lane.

The Chair noted that a scenario could arise whereby three vehicles belonging to residents of three homes, as well as three vehicles belonging to occupants of the homes' secondary suites, might be in the driveway at the same time, with some driving in, while others would be attempting to reverse out. He queried whether any other schemes for driveway access had been examined.

Ms. Brunemeyer advised that to date the details had not been worked out, but that PRHC was prepared to investigate alternative scenarios, and to examine the feasibility of widening the driveway.

The Panel further noted that access by pedestrians would also be an issue, if the driveway scheme was not altered, and that an alternative scheme should be proposed to manage the vehicle/pedestrian interface.

Ms. Brunemeyer advised that PRHC was prepared to examine this issue.

The Chair remarked that despite a double drive way design for the lot at the east end of the subject site, it presented a tight spot for any emergency vehicle access, and he suggested that this driveway could be designed in a different manner.

In response to the Chair's remarks, advice was given that the applicant could: (i) provide a detailed design of the servicing elements; (ii) examine widening the driveway to create a turning radius; and (iii) perhaps increase the common access and the statutory right-of-way.

A comment from the panel noted that the cul-de-sac is used as plays space by neighbourhood children, and that it was important to ensure safe access and egress, now and in the future, to ensure that neighbourhood children are safe.

Gallery Comments

None.

Correspondence

Mr. Craig read into the record the following pieces of correspondence:

Bruno Ngan, resident of the Ash Street neighbourhood (Schedule 2)

Mr. Ngan expressed concern regarding the lack of notification.

Brad Wang, resident of the Ash Street neighbourhood (Schedule 3)

Mr. Wang expressed concern regarding (i) the lack of notification, and (ii) the speed with which the application was proceeding.

Kenny Wong, 8380 Dayton Court (Schedule 4)

Mr. Wong protested the application and expressed disappointment regarding the lack of information on the intended use of the subdivision, without consultation with the community.

Dr. Nataliya Vostretsova, whose office is at #515-757 West Hastings Street, Vancouver (Schedule 5)

Dr. Vostretsova expressed concern regarding: (i) insufficient signage posted on site; and (ii) if the PRHC's intended use of the land undergoes changes.

A group of six residents at McBurney Court (Schedule 6)

The group of McBurney Court residents submitted a petition and stated its concern regarding: (i) insufficient signage posted on site; and (ii) if the PRHC's intended use of the land undergoes changes.

Development Permit Panel
Wednesday, February 16, 2011

Shirley Kwong, Dayton Court (Schedule 7)

Ms. Kwong was concerned that some residents of Dayton Court with not notified, nor had the advantage of seeing postage signage regarding the application. She expressed her concern regarding the number of parking spaces for potential homeowners and their tenants.

In response to the Chair's query regarding signage having been placed on Ash Street, but not on Dayton Crescent, Mr. Craig advised that it was preferable that signage be placed on both Ash Street and Dayton Crescent.

In response to a further question from the Chair, regarding the extent of the notification that was sent from the City to the residents surrounding the subject site, Mr. Craig advised that the City's standard notification criteria had been followed, and that all those residents who lived within 50 metres of the subject site had received mailed notification of the proposed development.

The Chair commented that part of Dayton Court might have fallen outside the 50-metre range.

Panel Discussion

The Chair commented that the correspondence indicated that the neighbours of the subject site feel they have not been consulted. He asked whether the applicant was willing to host a neighbourhood meeting, in order to let people know more about the proposal.

Ms. Brunemeyer stated that the PRHC would be willing to host a neighbourhood meeting at which information would be provided to Ash Street and Dayton Court neighbours.

The Chair suggested that the applicant: (i) seek input from the community; and (ii) examine different technical approaches and devise design options that are workable.

The Chair then noted that: (i) the proposal warranted a notification area that extended beyond the typical 50 metres; and (ii) that a sign should be placed on Dayton Court.

The Panel commented that an elevation of the building would be a helpful component to place the proposed development in context, and requested that an elevation be presented when the application came back before the Panel.

The Chair reiterated this comment, and noted that a context plan to show how the proposed development fit into the neighbourhood would be helpful.

Ms. Brunemeyer stated that at a future meeting the Panel would like to see a streetscape elevation to provide context for the project.

Panel Decision

It was moved and seconded

That:

- (a) Development Variance 10-542375 be referred back to staff, for further examination;*

- (b) *before Development Variance 10-542375 comes before the Development Permit Panel at a future meeting: (i) the notification are be expanded to include all properties along Dayton Court; and (ii) signage be posted on both Ash Street and Dayton Court.*

CARRIED

4. Development Variance DV 10-549791

(File Ref. No.: DV 10-549791) (REDMS No. 3062961)

APPLICANT: 664525 BC Ltd.

PROPERTY LOCATION: 5731 Maple Road

INTENT OF PERMIT:

1. Vary the front yard setback from 6.0 m to 4.5 m; and
2. Vary the rear yard setback from 6.0 m to 4.5 m.; to
 - a) permit the construction of a new single-family dwelling at 5731 Maple Road on a site zoned Single Detached (RS1/B).

Applicant's Comments

Applicant Amar Sandhu, of 664525 BC Ltd., accompanied by Rod Lynde, Designer, and stated he was available to respond to queries from the Panel regarding the request to vary the minimum front and rear setbacks for a proposed residential dwelling at 5731 Maple Road.

Staff Comments

Mr. Craig advised that the requested variance provided for a City utility along the western perimeter of the subject site. Mr. Craig added that the second story of the proposed new single-family dwelling is set back further than the requested 4.5 metres.

In response to a query from the Chair, Mr. Craig advised that the requested variance would ensure that there is some articulation to the proposed residential building, and that when the property was rezoned, the sanitary Statutory Right-of-Way was widened.

Gallery Comments

None.

Correspondence

None.

Subject:

FW: Application for development variance, Permit DV 10-542375 (8180 Ash Street)



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Schedule 2 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, February 16,
2011.

To Development Permit Panel	
Date:	FEBRUARY 16, 2011
Item #	3
Re:	DV 10-542375

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

From: Bruno Ngan [mailto:bmwngan@telus.net]

Sent: Monday, 14 February 2011 11:09 AM

To: Weber, David

Cc: Nikolic, Diana

Subject: Application for development variance, Permit DV 10-542375 (8180 Ash Street)

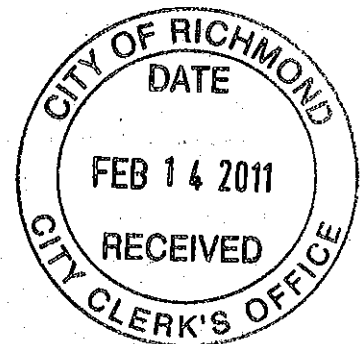
Mr. Weber,

I am the owner of one of the properties in the neighbourhood of the subject property, 8180 Ash Street, and I am very concerning about the Application Permit DV 10-542375.

I learned about this attached City Notice from one of my friends; I found that most of the home owners, including myself, have not received this notice:

Due to unawareness of this notice, I am unable to attend this important meeting on Feb 16, 2011 but I would like to request the deferral of this agenda in this meeting and resend the notice to every home owner for another meeting.

Thank you for your attention.



Schedule 3 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, February 16,
2011.

Subject: FW: Application for Development Variance, Permit DV 10-542375

From: Brad Wang [mailto:bradwang@shaw.ca]
Sent: Tuesday, 15 February 2011 10:29 AM
To: Weber, David
Cc: Nikolic, Diana
Subject: RE: Application for Development Variance, Permit DV 10-542375

To Development Permit Panel
Date: Feb. 16, 2011
Item # 3
Re: DV 10-542375

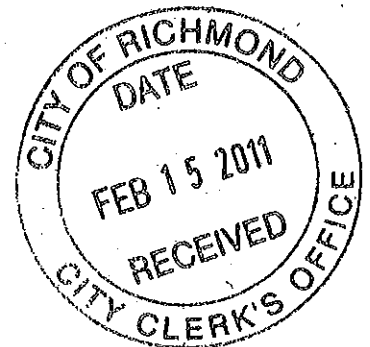
Dear David and Diana,

Recently, I saw the sign at 8180 Ash Street regarding Provincial Rental Housing Corp. is applying for a development variance, permit DV 10-542375. I recalled that Turning Point applied for building a drug recovery home at this site several years ago.

As a neighbour to this site and an ordinary tax payee, I would like to express my concern about this development variance because it is being proceeded so quickly and secretively without a proper public consultation. It should be appropriate for the city to grant the Variance after conducting a public consultation. As a result, to the best interest of our residents and Richmond people, I hope that your decision on this Variance is postponed.

Thank you for your attention to this matter.

Best regards,
Brad Wang



Schedule 4 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, February 16,
2011.

To Development Permit Panel	
Date:	Feb. 16, 2011
Item #	3
Re:	DV 10-542375

February 14, 2011

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

**Application for Development Variance, Permit DV 10-542375 (Re: 8180
Ash Street)**

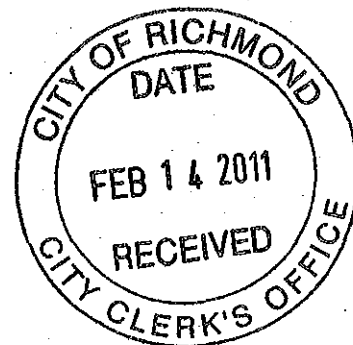
Mr. David Weber,

We strongly protest the Application Development Variance, Permit DV 10-542375
of 8180 Ash Street. We are extremely disappointed and frustrated on the lack of
Information on the intended use of this subdivision and without any consultation
with the community.

Sincerely,

Kenny Wong
8380 Dayton Court,
Richmond, BC
V6Y 3H6

Cell: 604-720-3098



Health
Canada Santé
CanadaSuite 515 - 757 West Hastings Street, Vancouver, British Columbia V6C 1A1
Tel: (604) 666-6179 Fax: (604) 666-3638**Dr. Nataliya Vostretsova MD, MSc, CCFP**Medical Officer
Public Service Occupational Health Safety Program
British Columbia Region

To Development Permit Panel
Date <u>Feb. 16, 2011</u>
Item # <u>3</u>
Re: <u>DV 10-542375</u>

February 14th, 2011**The Director, City Clerk's Office**
6911 No. 3 Road
Richmond, BC
V6Y 2C1**Schedule 5** to the Minutes of the
Development Permit Panel meeting
held on Wednesday, February 16,
2011.**Development Variance Application # DV 10-542375****Re: 8180 Ash Street, Richmond, B.C.**

Dear Mr. Weber,

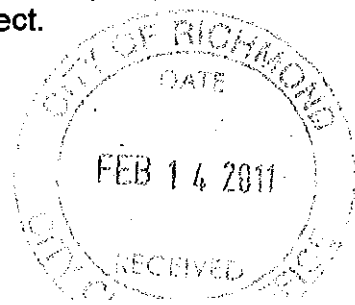
We refer to the Notice of Application issued by the City last week. We would like to request that this application be deferred until appropriate neighbourhood consultation with the site owner and/or City has been carried out.

Our reasons are based on:

(a) Unclear/ insufficient signage posted on site. Some neighbours noticed a single sign posted on this property fronting Ash Street on January 18. The descriptions therein are giving very little information on what the application involves. No sign was posted at Dayton Court where three of the proposed sub-divided lots are located.

(b) A few neighbours residing at close proximity to the site was subsequently notified by a mail notification two weeks later. While the intended purpose of the future lots was mentioned, neighbours are concerned if Housing Corporation's intended use of the land changes in due course of time and events.

We hope more open dialogues and consultative meetings between the neighbours and the BC Housing/the City would: bring clarity to the case; alleviate our neighbours' unwanted concerns; build trust and support from the neighbourhood; and help expedite the subsequent steps leading to successful implementation of the project.



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

From: Nataliya Vostretsova [mailto:nataliya.vostretsova@hc-sc.gc.ca]
Sent: Tuesday, 15 February 2011 3:36 PM
To: Weber, David
Cc: Nikolic, Diana
Subject: Concerning Development Variance Application # DV 10-542375 Re: 8180 Ash Street Richmond, B.C.

Suite 515 - 757 West Hastings Street, Vancouver, British Columbia V6C 1A1
Tel: (604) 666-6179 Fax: (604) 666-3638

Dr. Nataliya Vostretsova MD, MSc, CCFP
Medical Officer
Health Canada
Public Service Occupational Health Safety Programme British Columbia Region

February 14th, 2011

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

To Development Permit Panel
Date: Feb. 15, 2011
Item # 3
Re: DV 10-542375

Development Variance Application # DV 10-542375
Re: 8180 Ash Street, Richmond, B.C.

Dear Mr. Weber,

We refer to the Notice of Application issued by the City last week. We would like to request that this application be deferred until appropriate neighbourhood consultation with the site owner and/or City has been carried out.

Our reasons are based on:

(a) Unclear/ insufficient signage posted on site. Some neighbours noticed a single sign posted on this property fronting Ash Street on January 18. The descriptions therein are giving very little information on what the application involves. No sign was posted at Dayton Court where three of the proposed sub-divided lots are located.

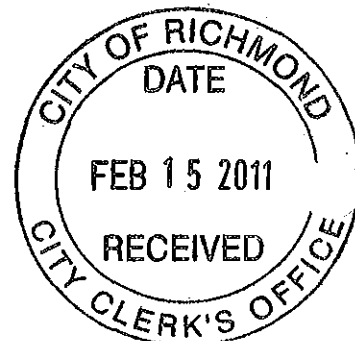
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We hope more open dialogues and consultative meetings between the neighbours and the BC Housing/the City would: bring clarity to the case; alleviate our neighbours' unwanted concerns; build trust and support from the neighbourhood; and help expedite the subsequent steps leading to successful implementation of the project.

We respectfully request the City to defer consideration of this Application, or the owner to suspend the application process for now.

Respectfully Yours!

Nataliya Vostretsova, MD, M.Sc., CCFP
Occupational Health Medical Officer
Public Service Occupational Health Program
Health Canada
British Columbia Region
nataliya_vostretsova@hc-sc.gc.ca
Tel: 604-666-6179, Fax: 604-666-6368
Cel: 604-644-6243



February 15, 2011

The Director, City Clerk's Office
City of Richmond
6911 No.3 Road
Richmond, B.C. V6Y 2C1

To Development Permit Panel
Date: Feb. 16, 2011
Item # 3
Re: DV 10-542375

Residents at McBurney Court
Richmond, B.C.

Fax 604-278-5139
and Mail

Development Variance Application # DV 10-542375
Re: 8180 Ash Street, Richmond, B.C.

Schedule 6 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, February 16,
2011.

Dear Mr. Weber,

We refer to the Notice of Application issued by the City last week. We would like to request that consideration of this application by the Development Permit Panel be deferred until neighbourhood consultation with the site owner and/or City has been carried out.

Our reasons are based on:

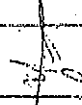
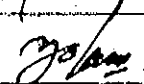
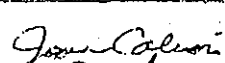

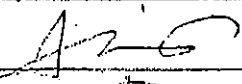
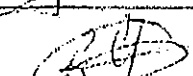
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(b) A few neighbours residing at close proximity to the site were subsequently notified by mail two weeks later. While the intended purpose of the future lots were mentioned, neighbours are concerned if Housing Corporation's intended use of the land changes in due course of time and events.

We hope open dialogues and consultative meetings between the neighbours and the BC Housing/the City would: bring clarity to the case; alleviate our neighbours' unwanted concerns; build trust and support from the neighbourhood; and help expedite the subsequent steps leading to successful implementation of the project.

We respectfully request the City to defer consideration of this Application, or the owner to suspend the application process for now.

Sincerely,

Name	Address (Phone #)	Signature
ELLEN LEUNG	8171 McBurney Court ²⁷²⁻⁴⁸⁸⁸	
Yu Nai LAM	8231 McBurney Court ⁶⁰⁴⁻²⁴¹⁻⁰⁹²⁹	
Joanna Caluori	8251 McBurney Court ^{(604) 506-6212}	
ROBERT HO	8191 McBurney Court	
KIM LAI FAN	8140 McBurney Court ⁶⁰⁴⁻²⁷⁵⁻⁰⁷⁶⁹	
LIGN YING CHAN	8238 McBurney Court ⁶⁰⁴⁻⁸³⁸⁻²⁸⁸³	

From: Shirley Kwong [mailto:shirleykwong1@gmail.com]

Sent: Tuesday, 15 February 2011 3:02 PM

To: Weber, David

Cc: Nikolic, Diana

Subject: Application for Development Variance, Permit DV 10-542375 for 8180 Ash Street

Hi Mr. Weber,

I am a resident of Dayton Court. I noticed that a blue board for Variance Application is posted at 8180 Ash Street. A while later, I found that three new lots are actually proposed at the cul-de-sac of Dayton Court. As such, the prerequisite of "posting the Application Sign at the appropriate location(s) for 14 days prior to submission to Panel" may not be met. Obviously some residents on Dayton Court have not been made aware of this Application.

Also, I am wondering as to why most of the residents of Dayton Court, including myself were not notified of the Application via letter mail.

I object to the three new lots that are proposed at the cul-de-sac of Dayton Court. It will cause parking problem at the cul-de-sac. Please let us know if there are enough parking spaces for the owners and the tenants at those lots in order that it will not cause any parking problem to the cul-de-sac. The Application for subdivision into 6 lots are too many. I will accept if the lots were to be reduced to 4 lots.

It will be much appreciated if you can defer the approval of the above application and consider my concern.

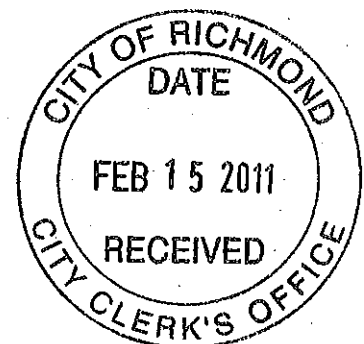
Thank you for your attention!

Best regards,

Shirley Kwong
Dayton Court Resident
Email address: shirleykwong1@gmail.com

To Development Permit Panel
Date: <u>Feb. 16, 2011</u>
Item # <u>3</u>
Re: <u>DV 10-542375</u>

Schedule 7 to the Minutes of the Development Permit Panel meeting held on Wednesday, February 16, 2011.



The Chair added that he had a concern regarding liveability for future residents of the rear, or, "B" units.

The Panel further commented that: (i) now was an opportune time to be creative; and (ii) replacing fences was an inadequate response to interface with adjacent properties.

Panel Decision

It was moved and seconded

That Development Permit 10-545764 be referred back to staff for further examination of:

- (i) the landscaping scheme;*
- (ii) presentation to the lane;*
- (iii) access to the site;*
- (iv) on-site parking; and*
- (v) provision of useable outdoor space for each unit.*

CARRIED

3. Development Permit DV 10-542375 (File Ref. No.: DV 10-542375) (REDMS No. 3227953)

APPLICANT: Provincial Rental Housing Corporation

PROPERTY LOCATION: 8180 Ash Street

INTENT OF PERMIT:

1. Vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and
2. Vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6

To permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing affordable single-family dwellings.

Applicant's Comments

Julio Gomberoff, Retired Architect, 455 Beach Crescent, Vancouver, spoke in general terms regarding: (i) the more than 6 feet of frontage; (ii) the recessed property line; (iii) the unique hammerhead driveway arrangement that allows for cars to go forward onto Dayton Court; (iv) the size of the six proposed lots exceeds the zoning bylaw requirement; (v) the 2 ½ storey height of the proposed homes; (vi) the finished site grade; (vii) the subject site's potential to add between 6 and 9 cars to the neighbourhood; and (viii) shrubs, grass, and the number of trees to be planted on site as part of the landscaping scheme.

Development Permit Panel
Wednesday, July 27, 2011

In concluding his remarks, Mr. Gomberoff stated that the project is 99.9% in compliance with the City's zoning bylaw.

The Chair noted that the requested variances indicated that the project is not in compliance with the City's zoning bylaw.

Naomi Brunemeyer, Manager, Regional Development, B.C. Housing Management Commission, explained the relationship between the Provincial Rental Housing Corporation and the B.C. Housing Management Commission.

She remarked that the application is an overall housing package, and that the Provincial Rental Housing Corporation has owned the site for some time, and has tried to achieve more density on the site. Ms. Brunemeyer drew the Panel's attention to the following features of the proposed development:

- the application was originally presented to the Development Permit Panel in February 2011, and since that time the applicant has worked with City staff to address concerns regarding the original driveway design;
- the hammerhead driveway arrangement that has been incorporated addresses the manoeuvring issue, allowing vehicles to turn around and exit the common driveway by driving forward, not backing out;
- single-family residences would better suit the neighbourhood's needs;
- six lots on the site would make for cost efficiency;
- the application presents an affordable home ownership opportunity for families and individuals with low to moderate incomes, defined as a household income of slightly below \$65,000 annually, and purchasers would qualify for an external mortgage;
- income from tenants in small rental suites in each proposed residence would help the owners' finances;
- there is not much affordable housing ownership in the province, but research shows that it is usually young families who take advantage of opportunities such as those offered by the applicant, and that the owners are willing to spend more time living in their affordable homes;
- on-site parking provisions are more generous in the current design scheme than those in the earlier design scheme, presented to the Panel in February 2011;
- at a public Open House hosted by BC Housing on June 21, 2011, the application was submitted to attendees for feedback;
- before the applicant can move forward with the proposal, the applicant must learn if the request for variances is successful;
- building drawings could be submitted for review by the applicant, to area residents, to provide assurance before construction began; and
- the applicant would work with the City to ensure that the project complies with all City bylaws and policies.

Panel Discussion

The Chair noted that efforts had been made to address the issues of access, parking and manoeuvring of vehicles on site that arose at the February 16, 2011 Development Permit Panel meeting, and that the modified plans, including the hammerhead driveway design, appeared to be a good one.

Mr. Gomberoff remarked that an extension of the existing cul de sac was considered, but the dimensions did not work for that scenario, and so the hammerhead driveway design was the best solution.

In response to a query from the Chair, Mr. Gomberoff advised that the proposed development exceeds the minimum parking requirements, as each lot fronting Dayton Court provides adequate space for four vehicles outside of the on-site manoeuvring area.

Staff Comments

Mr. Jackson noted that although the application is an unusual one, staff supports the proposed variances that would facilitate subdivision of the subject site to accommodate six single-family homes.

Mr. Jackson also noted that no increase in the height of the dwellings was being sought, and, in response to a query from the Chair, indicated that the single family houses would be built at the same density as other houses on Dayton Court, and the lot coverage was significantly less.

He noted that the applicant had made changes to the plan since first presenting it to the Panel in February 2011, to reflect concerns raised by neighbours, and to ensure that vehicles would not back out onto the cul de sac.

In response to a query from the Chair, Mr. Jackson stated that financial security will be achieved to ensure the installation of the landscaping element to reconfigure the emergency access.

In response to a further query from the Chair, Mr. Jackson advised that the applicant is willing to submit the building permit information for review.

Gallery Comments

The Chair requested that, for the benefit of those assembled in the gallery, Mr. Gomberoff use the display boards to provide details regarding: (i) parking and landscaping; (ii) the pedestrian walkway; (iii) the siting of the proposed houses; and (iv) the location of the replacement trees.

Bob Harrison, 9591 McBurney Drive, outlined his understanding of the history of past applications for 8180 Ash Street. He complimented the architect on the design scheme and then stated that he thought four or five, not six, structures were planned for the subject site.

In conclusion he remarked that he wanted to: (i) see a proposal outlining how the proposed development would be sold; and (ii) hear an admission that the project was 'experimental'.

Henry Lim, 9391 Dixon Avenue, was concerned that the two proposed structures that would be adjacent to his residence would appear to 'dwarf' his home. He questioned whether the proposed structure that abuts the lane to the south of the subject site is the same height as the residence across the lane, and queried how safe the alley would be for emergency vehicles using the lane.

Discussion between the Panel and Mr. Jackson ensued regarding the density and height components of Mr. Lim's queries, and the following information was provided:

- the height of the proposed structures meet the zoning bylaw requirement;
- if the requested variances are granted there would be six separate lots at the subject site, but the density of structures is based on the floor area ratio, or square footage;
- a typical structure on Dayton Court is allowed to cover 45% of the lot, and in the case of this application, the structures on Dayton Court are proposed to cover between 26% and 33% of the lot, thereby providing more green space than does a typical Dayton Court lot;
- due to the north/south orientation, the stepped down end of the proposed structure abutting the lane would face the lane; and
- the lane is for emergency vehicles only.

The Panel commented that the applicant had offered to submit building drawings for review by area residents to provide assurance, and the Chair requested that staff take note of the offer.

Janet Yeung, 8211 McBurney Court, stated two concerns: (i) to reduce the minimum lot frontage from 6 metres to 0.38 metres represented a large variance, and she questioned the veracity of the zoning bylaw; and (ii) although the scheme allows for cars to drive forward, not back out, onto the cul de sac, the subject site might accommodate 12 cars, and this number represents a safety issue for children in the neighbourhood who play street hockey, and other games, in the cul de sac.

The Chair explained that the City's zoning bylaw effectively addresses minimum lot frontage, and that the standards in the bylaw apply to approximately 95% of zoning cases, but that the bylaw standards do not fit the other 5%, as in this case, due to the limited amount of frontage on Dayton Court, making it difficult for this application to meet the bylaw requirement.

The Chair stated that the choice was between fewer lots to accommodate larger homes, versus a greater number of lots to accommodate smaller homes. He added that the built square footage of the structures would achieve the same density, regardless of the number of lots created.

Arzina Hamir, 8480 Dayton Court, spoke in support of the proposed development and stated that in the neighbourhood, where she has resided since 1985, there are some troubling issues regarding affordability of homes.

She advised that she liked: (i) the creative use of the lot; (ii) the smaller size of the proposed residences and the resulting size of green space; and (iii) trees on the site, although she wanted to see fruit trees included in the landscaping scheme.

She stated that the neighbourhood has distinctive architecture, and expressed the hope that the applicant would design the proposed new residences to reflect the current architectural expression.

She noted that the price for a home in her neighbourhood averaged \$700,000, and that families with young children find it difficult to afford such homes, and that declining enrolment in the area's public school attests to the lack of new families moving into the area.

Ms. Hamir said that there are traffic issues in the area, due to families having up to four cars each, creating busy traffic on a cul de sac that features 35 homes, and she asked if a speed bump could be added, especially at the end of the cul de sac, where drivers are more likely to speed.

The Chair advised that before the City commits to the placement of a speed bump, Transportation staff assesses the speed and volume of traffic at specific locations to ascertain if traffic calming is warranted.

The Chair directed Mr. Jackson to pass Ms. Hamir's comment along to Transportation staff.

Correspondence

Ling Ho, address unknown (Schedule 1)

Vivienne Ho, address unknown (Schedule 2)

Tony Ho, address unknown (Schedule 3)

In addressing the concerns expressed by the correspondents Mr. Jackson advised that: (i) the significant apron provided in the forecourt of the proposed development allows cars to drive forward, not back out, onto the cul de sac, thereby improving safety in the neighbourhood; and (ii) each residential unit's one bedroom secondary suite would measure approximately 800 square feet.

Panel Discussion

The Chair commented that the applicant had taken the time since presenting the earlier design iteration to the Panel in February 2011, to meet with the community and to participate in more dialogue regarding the proposal.

He noted that the project design was significantly improved, and said he was pleased with the solutions for access, on-site parking, and manoeuvring vehicles from the hammerhead driveway design forward onto the cul de sac.

Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday, July
27, 2011.

To City of Richmond and BC Housing,

To Development Permit Panel	
Date:	July 27, 2011
Item #	3
Re:	DN 10-542375
	8180 Ash St.

I am happy that BC Housing is proposing 8180 Ash Street property to single family lots to create affordable homes for low to moderate income families, but I have many concerns. Below are concerns with the width of the access point of the 3 units at Dayton Court.

1. All units will have secondary suites, therefore the 3 units that access to Dayton Court will be equivalent to 6 families and there will be a minimum of 10 to 12 cars backing up through that small access point every day. The visibility given for backing up through that small access point is not clear and it is dangerous to the people who live in that cul-de-sac.
2. Kids like to bike around and play out door games in the cul-de-sac, in the area where the driveway of the 3 units would be located. Dayton Court residents and many other people around the neighborhoods take daily walks with their families and dogs in the cul-de-sac. With the extra 10 to 12 cars in and out of that small access point it is not safe for the kids to bike and play at that cul-de-sac anymore.
3. BC housing maximized the lot to 6 units with secondary suits, but would provide extremely limited parking space for them. The people or tenants in that 3 units will not park their cars behind one another (on the drive way) to avoid having to move their cars for people who want to exit or park in the garage. Therefore, the tenants will park on the streets of Dayton Court but Dayton Court Residents are already over whelmed with numerous cars and little parking space supplied presently, and it is already a great problem for them.
4. Because the 3 units have rental suites, their garages are more likely turn into storage rooms instead of parking space. Ultimately, they will park their cars on to Dayton Court which will create parking problems for the present Dayton Court residents.

All the above concerns were brought up at the open house. We sincerely hope BC Housing and the City of Richmond will consider our concerns.

Best regards,

Ling Ho



**Schedule 2 to the Minutes of the
Development Permit Panel
meeting held on Wednesday, July
27, 2011.**

To City of Richmond and BC Housing,

To Development Permit Panel	
Date:	<u>July 27, 2011</u>
Item #	<u>3</u>
Re:	<u>DV 10-542375</u> <u>8180 Ash St.</u>

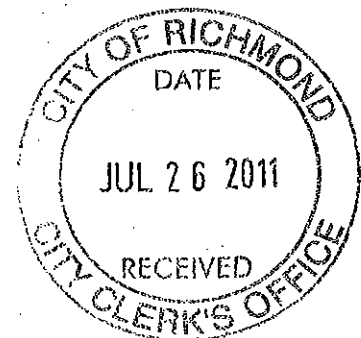
Regarding the proposal to build on the 8180 Ash Street property from BC Housing, to build single family lots that would be affordable homes for low to moderate income families, I have many concerns. Below are concerns regarding the width of the access point of the 3 units facing Dayton Court.

Firstly, all the units will have secondary suites, therefore the 3 units that access to Dayton Court will be equivalent to 6 families and there will be a minimum of 10 to 12 cars backing up through that small access point every day. The visibility given for backing up through that small access point is not clear and it is dangerous to the people who live in that cul-de-sac. Secondly, kids like to bike around and play out door games in the cul-de-sac, in the area where the driveway of the 3 units would be located. Dayton Court residents and many other people around the neighbourhoods take daily walks with their families and dogs in the cul-de-sac. With the extra 10 to 12 cars in and out of that small access point it is not safe for the kids to bike and play at that cul-de-sac anymore. Thirdly, BC housing maximized the lot to 6 units with secondary suits, but would provide extremely limited parking space for them. The people or tenants in that 3 units will not park their cars behind one another (on the drive way) to avoid having to move their cars for people who want to exit or park in the garage. Therefore, the tenants will park on the streets of Dayton Court but Dayton Court Residents are already overwhelmed with numerous cars and little parking space supplied presently, and it is already a great problem for them. Lastly, because the 3 units have rental suites, their garages are more likely turn into storage rooms instead of parking space. Ultimately, they will park their cars on to Dayton Court which will create parking problems for the present Dayton Court residents.

All the above concerns were brought up at the open house. We sincerely hope BC Housing and the City of Richmond will consider our concerns.

Sincerely,

Vivienne Ho



**Schedule 3 to the Minutes of the
Development Permit Panel
meeting held on Wednesday, July
27, 2011.**

To City of Richmond and BC Housing,

To Development Permit Panel	
Date:	<u>July 27, 2011</u>
Item #	<u>3</u>
Re:	<u>DV 10-542375</u> <u>8180 Ash St.</u>

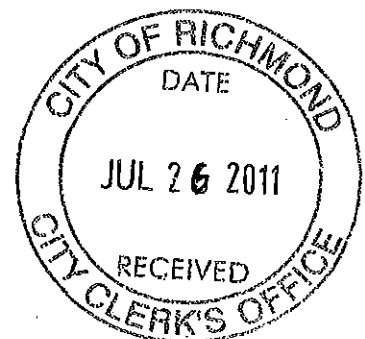
I have many safety concerns regarding the property 8180 Ash Street, Richmond.

The access points of the 3 units of property 8180 Ash Street that are on Dayton Court are an extreme danger hazard. First of all, the driveways/access points pose as a hazard because there are people, from not only the cul-de-sac but also the community, that take daily walks in that area. With the 10 to 12 extra cars (considering each unit will contain 2 or more families) driving in that area, the probability of a child, dog, adult, or senior of being injured by a car is significantly higher. Also, there is a very small area of paved sidewalk on Dayton Court. The public cannot walk, run, or play on the sidewalk because of the lack of it, so the area where the access point is a necessity for those people to play, run, or walk daily. In addition, the extra 10 to 12 cars that could be parked in the cul-de-sac is a gigantic problem for the current residents of Dayton Court. With the already limited amount of parking spaces provided, the current residents are struggling to get a parking space. The garage and drive way that would be provided for the 3 units and many families is not a realistic or ideal parking area of the families' cars. This is because it would be a pain for them to move and re-park their cars for the other cars to get out or in of their original parking space. Therefore is it clear that parking would be a problem for both the families of the 3 units and the current residents of Dayton Court. Inevitably, the amount of traffic that would be created by adding in the cars from the additional 3 units would cause a staggering increase in probability of car accidents involving other cars or pedestrians in the community.

I hope you will take my concerns into consideration.

Best Regards,

Tony Ho





City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

From: Brian J. Jackson, MCIP
Director of Development

Re: **Application by Provincial Rental Housing Corporation for a Development
Variance Permit at 8180 Ash Street**

To: DPP Mtg. Feb. 16, 2011

Date: January 25, 2011

File: DV 10-542375

Staff Recommendation

That a Development Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to:

1. Vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and
2. Vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6;

to permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing affordable single-family dwellings.

Brian J. Jackson, MCIP
Director of Development

DN:blg

Att.

Staff Report

Origin

The Provincial Rental Housing Corporation (which is BC Housing's land holding company) has applied to the City of Richmond for permission to:

- a) Vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and
- b) Vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6;

to permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing affordable single-family dwellings. The site is currently vacant and is designated Public, Institutional and Open Space in the Ash Street Sub-Area Plan.

The proposal is not associated with a rezoning application. A Capacity Analysis and a Servicing Agreement are required to be undertaken in association with the subdivision application (SD10-542356).

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north, single-family dwellings designated Low Density Residential in the Ash Street Sub-Area Plan and zoned "Single Detached (RS1/B)";
- To the east, single-family dwellings designated Low Density Residential in the Ash Street Sub-Area Plan and zoned "Single Detached (RS1/A)";
- To the south, an emergency access/public pathway connecting Ash Street and Dayton Crescent and single-family dwellings designated Low Density Residential in the Ash Street Sub-Area Plan and zoned "Single Detached (RS1/A)" and
- To the west, Ash Street and single-family dwellings designated Low Density Residential in the Ash Street Sub-Area Plan and zoned "Single Detached (RS1/K) and (RS2/A)".

Staff Comments

The proposal attached to this report has satisfactorily addressed the significant planning issues identified as part of the Development Variance Permit application review process. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and, with the exception of the zoning variances requested, is in compliance with the requirements of the "Single Detached (RS1/B)" zone.

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

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

- 1) Vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and
- 2) Vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6;

to permit subdivision of 8180 Ash Street into six (6) lots zoned “Single Detached (RS1/B)” for the purpose of developing affordable single-family dwelling units.

Staff support the proposed variations.

- *The variations requested are associated with the geometry of the lots proposed on Dayton Crescent. The applicant has substantiated that once the lots are created, single-family homes can be constructed in accordance with the existing (RS1/B) zoning (Attachment 2).*
- *The lots proposed on the cul-de-sac are large with narrow frontages, which restricts the building envelope to an interior location substantially setback from the Dayton Crescent road frontage.*
- *To facilitate access, the Dayton Crescent lots will share access to the street, which will also minimize the hard surface treatment at the front of the lots.*

Analysis***Conditions of Adjacency***

- The applicant has submitted schematic building plans. With the exception of the requested variations, the plans demonstrate homes can be constructed on the proposed lots in accordance with the existing zoning. The plans include review of the building footprint, setbacks and density achieved on-site (**Attachment 2**).
- By developing in accordance with the site’s single-family zoning, the existing character of the neighbourhood is maintained.

Urban Design and Site Planning

- Driveways interrupted by simple landscaping treatment characterize the existing Dayton Crescent cul-de-sac road frontage.
- A cross access and shared driveway agreement is required for the Dayton Crescent lots. The agreement will be registered on the front 6 m (19 ft.) of the lots and will specify that the driveway treatment is interrupted by low shrubs and trees, substantially in accordance with **Attachment 3**, to facilitate a complimentary frontage treatment.

Architectural Form and Character/Landscape Design and Open Space Design

- Building envelope, lot coverage, and landscaping in accordance with the existing (RS1/B) single-family zoning will preserve the character of the established single-family neighbourhood.

Tree Preservation

- The City Tree Preservation Coordinator has reviewed an Arborist Report and associated tree plan submitted by the applicant, which analyzes tree retention/removal on-site, and concurs with the report’s recommendations summarized below.

# of trees	Tree Condition	Recommendation (retain/remove)	Compensation
6	High risk due to: <ul style="list-style-type: none"> Proximity to targets within the site or surrounding lands; Pre-existing defects 	Remove Regardless of whether the project proceeds, the removal of these trees is recommended	none
24	Non-viable due to: <ul style="list-style-type: none"> Advanced health decline; Significant structural defects 	Remove Most of these trees are Birch trees dying due to Bronze Birch Corer infestation combined with aggressive historical tree topping.	1:1 replacement
2	Viable	Remove Tree location conflicts with future driveway and service connections. The existing grade is lower than the final grade by approximately 1.3 m and the trees would be unable to sustain the impacts of fill over the root system. Installation of a tree well around each tree is not possible as the minimum tree protection area required (5 m) encroaches into the building envelope and prohibits access to the site. Further, grade transition between the finished floor elevation and the existing grade cannot be accommodated.	1:1 replacement

- Tree replacement at a one to one ratio is required as compensation for tree removal. With the exception of hazard trees, submission of an application to remove trees will be accepted only in association with a Building Permit application.

Affordable Housing

- Although a rezoning application is not associated with the development proposal, the Provincial Rental Housing Corporation (which is BC Housing's land holding company) proposes to contribute to the supply of affordable housing within the City. The proposal is consistent with BC Housing's mandate to assist British Columbians in need of affordable and appropriate housing, which ranges from emergency shelter and housing for the homeless through to affordable rental housing and home ownership.
- BC Housing's objective is to introduce an affordable home ownership opportunity for families and individuals with low to moderate incomes.* The program is intended to ensure that eligible households are able to purchase a home at an affordable price and limit associated payments to 30% of their income. In addition, homes are intended to include a secondary suite that could financially assist the owner.
- BC Housing will contribute the land at no cost to the project and will provide construction financing to ensure an affordable purchase price. The homes will be maintained as an affordable housing option. BC Housing will register either an affordable housing agreement or an alternate form of security on the title (**Attachment 4**).

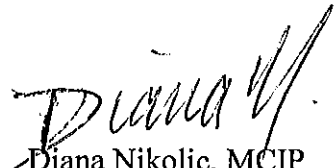
* Canadian Mortgage Housing Corporation (CMHC) defines low to moderate household income as \$61,233 per annum.
2974416

Subdivision

- At the future subdivision stage, the applicant is required to undertake a Capacity Analysis and enter into a standard Servicing Agreement. Associated additional rights-of-way will be secured at the time the subdivision application is reviewed and will include a 3 m wide right-of-way along Ash Street to accommodate the sanitary sewer. The applicant has been advised that no additional utilities can be accommodated within the southern adjacent emergency access/public pathway.
- In association with the subdivision, a cross access and shared driveway agreement with landscaping details is required to be registered on the front 6 m (19 ft) of the lots on Dayton Crescent.

Conclusions

Staff supports the proposed variances, which would facilitate subdivision of 8180 Ash Street into six (6) affordable single-family dwellings. The applicant has satisfactorily demonstrated that the lots can be developed in a manner that is complimentary to the existing single-family neighbourhood.


Diana Nikolic, MCIP
Planner II (Urban Design)

DN:blg

Attachment 1: Development Data Sheet

Attachment 2: Schematic Single-Family House Plans

Attachment 3: Cross Access and Shared Driveway Agreement and Landscaping

Attachment 4: BC Housing Rationale for Development Proposal

At future subdivision stage, the developer is required to:

- Undertake a Capacity Analysis and enter into a standard Servicing Agreement. Associated rights-of-way will be secured at the time the subdivision application is reviewed and will include a 3 m wide right-of-way along Ash Street.
- Register a cross access and shared driveway agreement on title for lots fronting Dayton Crescent, which includes interruption of the driveway surface with low shrubs and trees.
- Register a Flood Indemnity Covenant on title specifying a minimum habitable elevation of 2.9 m.

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

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



City of Richmond

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

Development Application Data Sheet Development Applications Division

DV 10-542375

Attachment 1

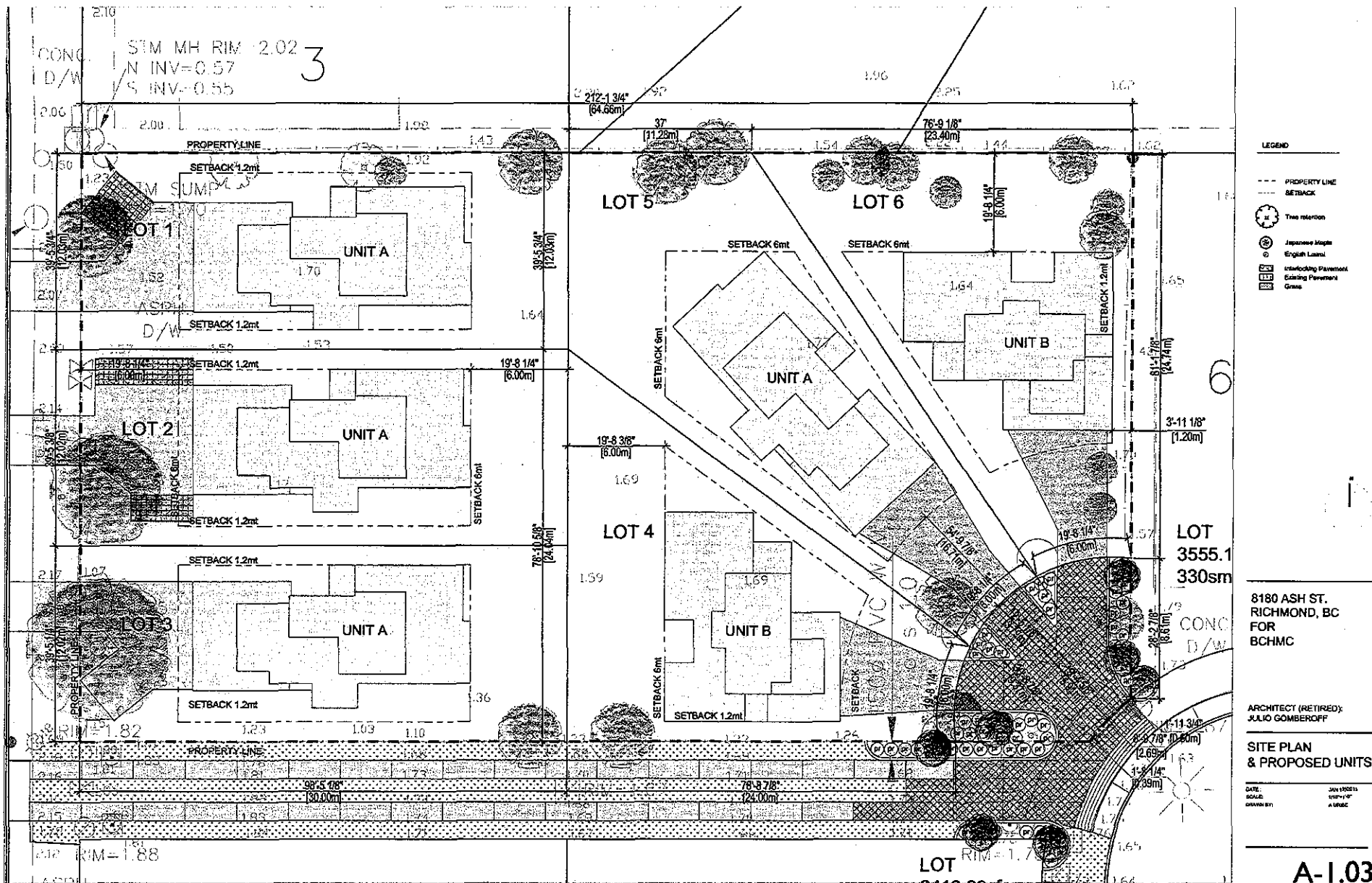
Address: 8180 Ash Street

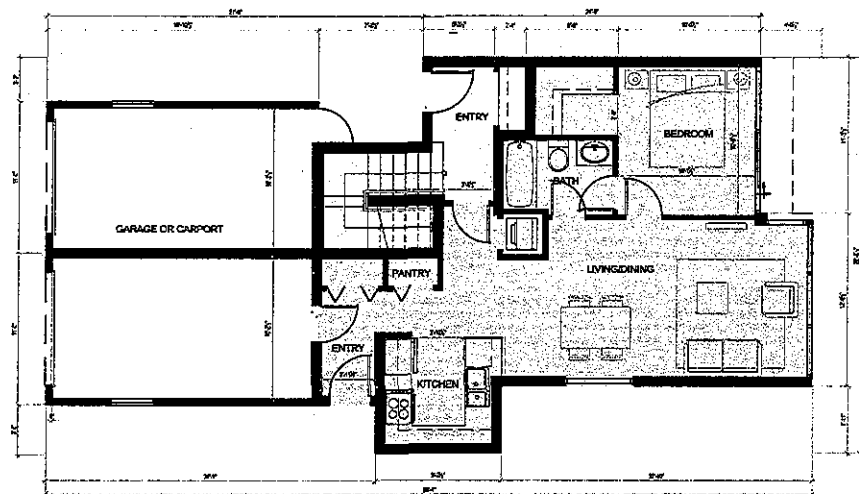
Applicant: Provincial Rental Housing Corporation Owner: Provincial Rental Housing Corporation

Planning Area(s): Ash Street Sub-area Plan

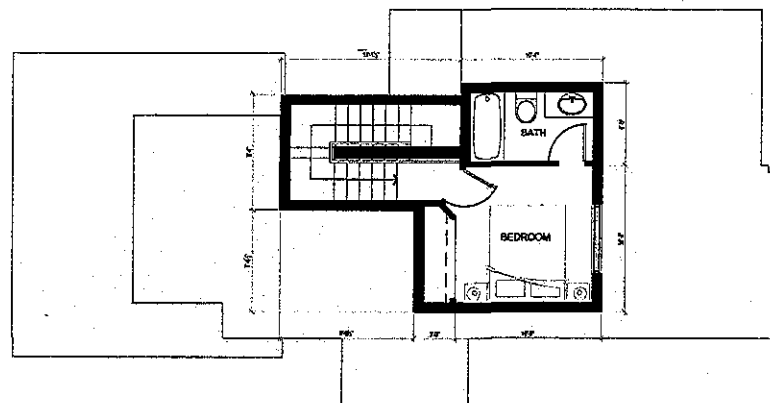
	Existing	Proposed
Site Area:	2329 m ²	2329 m ²
Land Uses:	vacant	6 single-family dwelling units
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation	Public, Institutional & Open Space	Public, Institutional & Open Space
Zoning:	Single Detached (RS1/B)	Single Detached (RS1/B)
Number of Units:	-	6

On Future Subdivided Lots	RS1-B Requirement	Proposed	Variance
Floor Area Ratio:	0.55	0.48-0.55	none permitted
Lot Coverage:	Max. 45%	26-33%	
Setback – Front Yard:	Min. 6 m	>6 m	
Setback – Interior Side Yard:	Min. 1.2 m	1.2 m	
Setback – Rear Yard:	Min. 6 m	6 m	
Height (m):	2 ½ storeys not exceeding the residential vertical lot width and depth envelope	In accordance with bylaw	
Lot Size:	360 m ²	361 m ² –450 m ²	
Frontage	6 m	Lot 1-3: 12.02 m Lot 4: 0.38 m Lot 5: 2.7 m Lot 6: 0.6 m	Variance requested for proposed Lots 4-6
Width	12 m	Lot 1-3: 12.02 m Lot 4: 12.21 m Lot 5: 8.35 m Lot 6: 12.02 m	Variance requested for proposed Lot 5

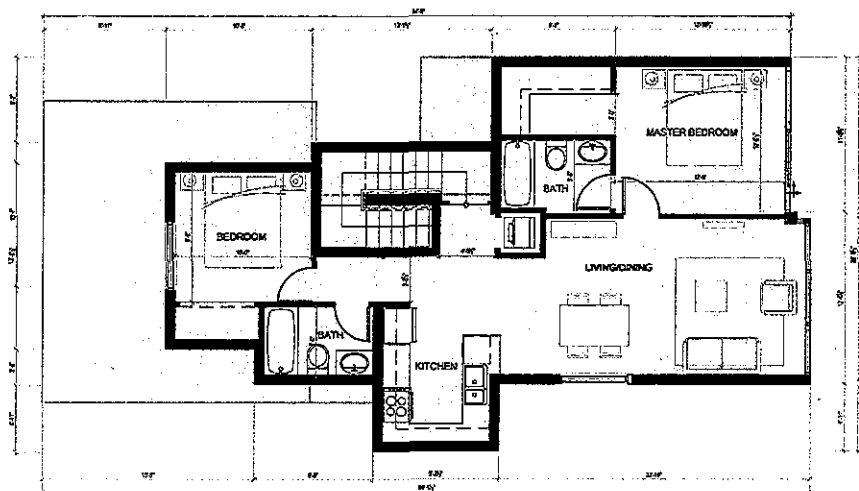




UNIT A-1a / 1ST FLOOR: 688 SF
UNIT A-1b / 1ST FLOOR: 142 SF
TOTAL 1ST FLOOR: 830 SF



UNIT A-1b / 3RD FLOOR
1/2 STOREY PROPOSED=385 SF
1/2 STOREY ALLOWED=487 SF



UNIT A-1b / 2ND FLOOR
873 SF

Lot 1,2,3,5 UNIT A-1

TOTAL AREA : 2108 SF

TOTAL AREA UNIT A-1a proposed(Basement): 688 SF
UNIT A-1a allowed(40% of Total Area): 843 SF

TOTAL AREA UNIT A-1b: 1420 SF

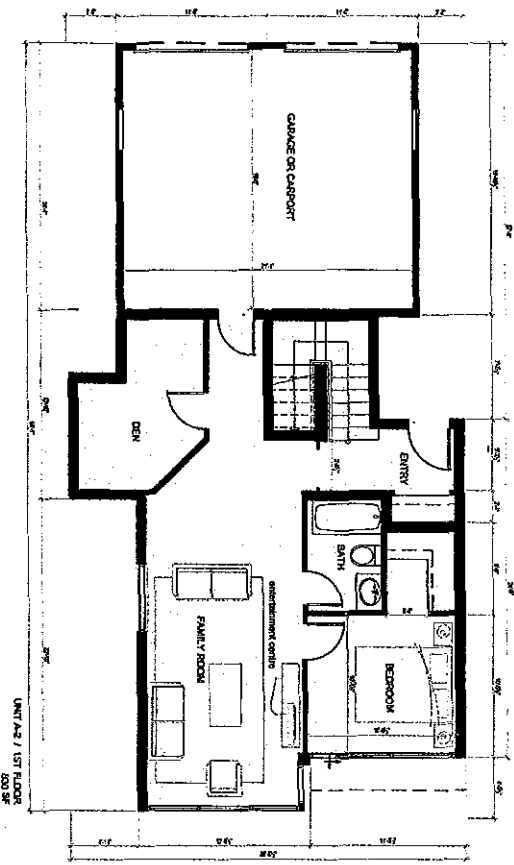
8180 ASH ST.
RICHMOND, BC
FOR
BCHMC

ARCHITECT (RETIRED):
JULIO GOMBEROFF

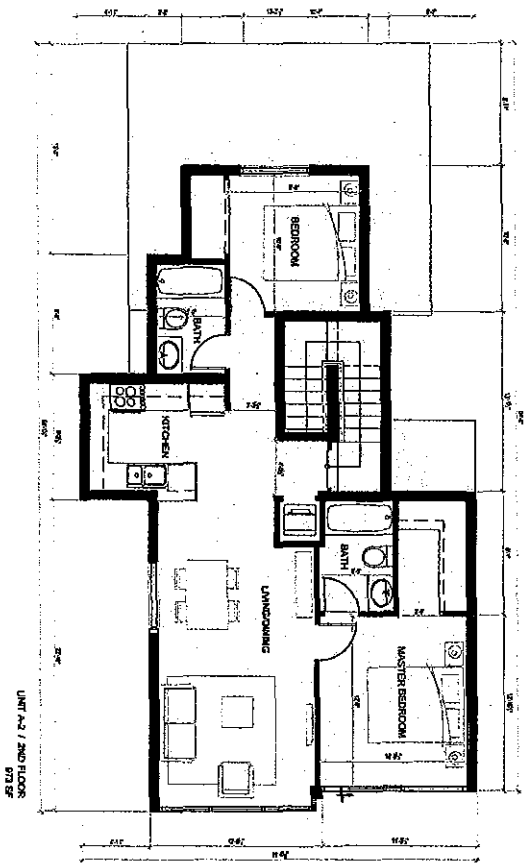
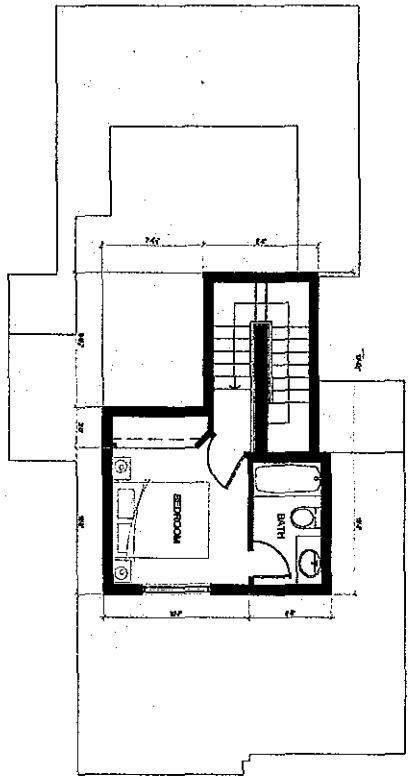
UNIT TYPE A-1

DATE: JAN 11/2011
SCALE: 1/8" = 1'-0"
DRAWN BY: AUBRE

A-1.04



UNIT A-2 / 2ND FLOOR
1/2 STOREY FINISHED 300 SF
1/2 STOREY ATTACHED 497 SF



UNIT A-2 / 2ND FLOOR
572 SF

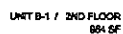
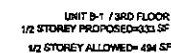
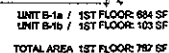
Lot 1,2,3,5 UNIT A-2
TOTAL AREA : 2108 SF

8180 ASH ST.
RICHMOND, BC
FOR
BCHMC

ARCHITECT (RETIRED):
JULIO GOMBEROFF
UNIT TYPE A-2

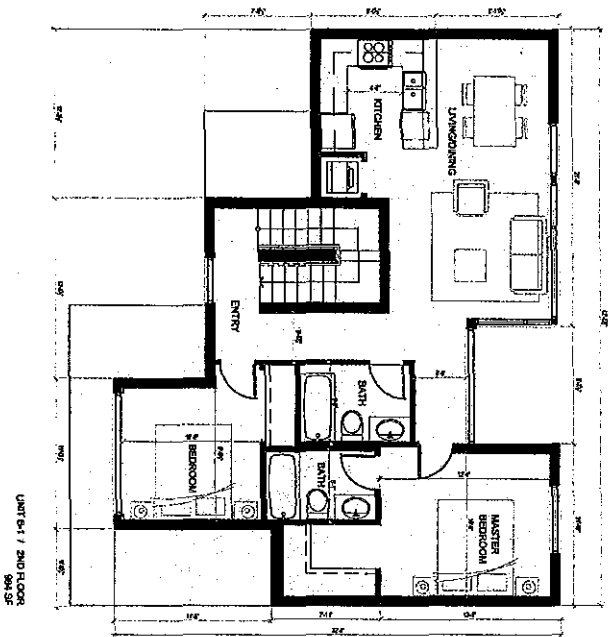
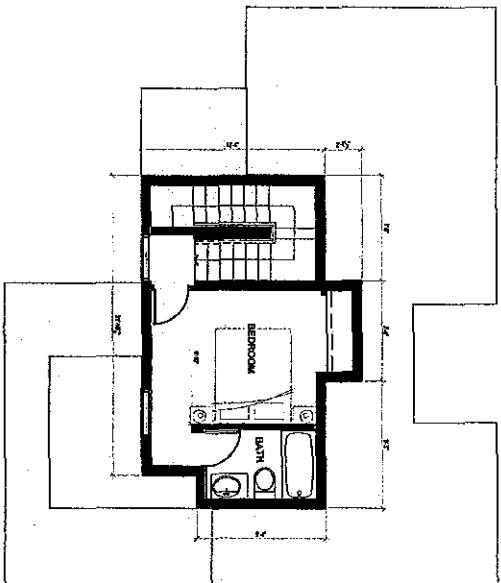
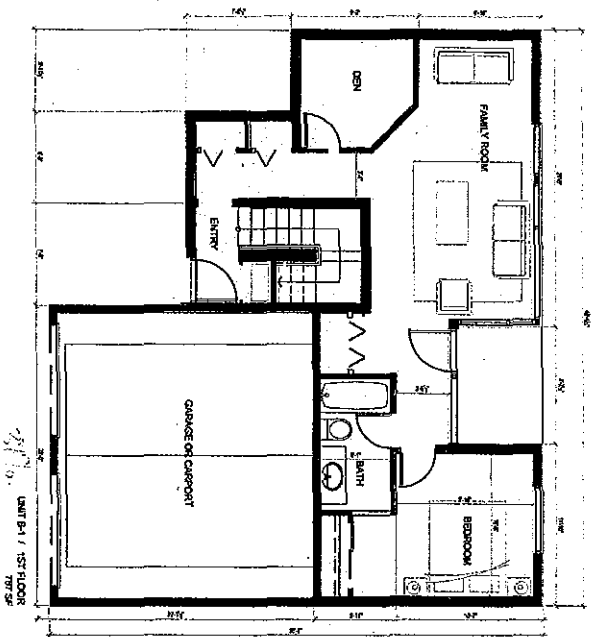
DATE: JAN 11, 2011
DRAWN BY: A. KIM

A-1.05



A-1.06

TOTAL AREA UNIT B-1b: 1420 SF



Lot 4,6 UNIT B-2
TOTAL AREA : 2104 SF

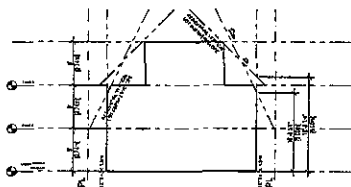
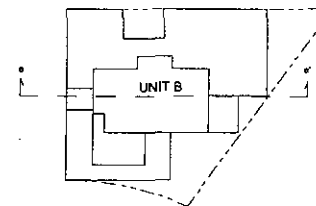
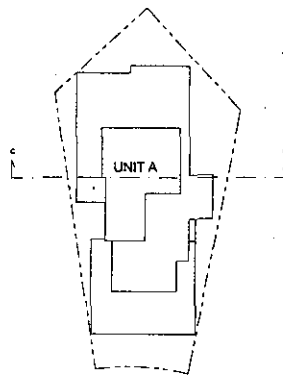
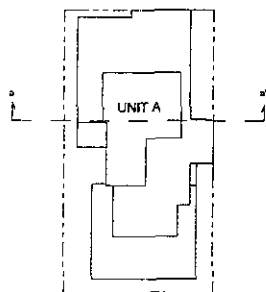
8180 ASH ST.
RICHMOND, BC
FOR
BOHMC

ARCHITECT (RETIRED):
ALDO GOMBEROFF

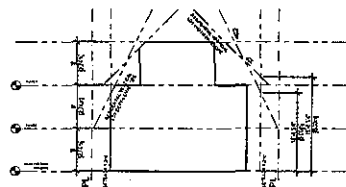
UNIT TYPE B-2

DATE: 11/11/01
SCALE: AS SHOWN
DRAWN BY: A. LAMIC

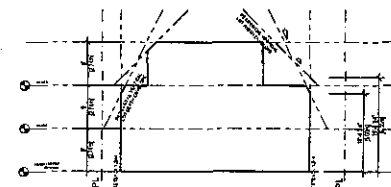
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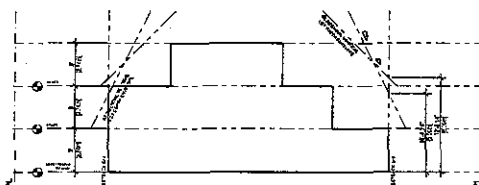
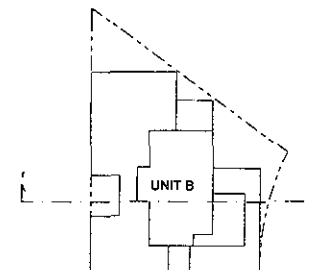
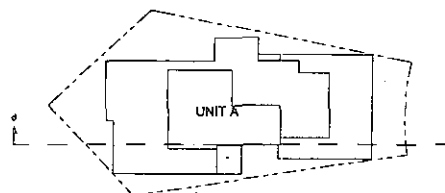
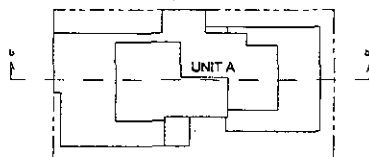
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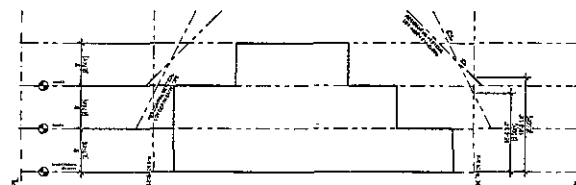
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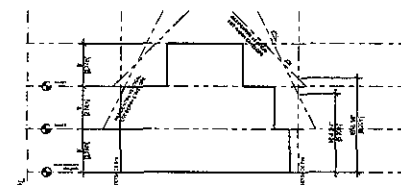
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SECTION g-g



SECTION i-i



SECTION k-k

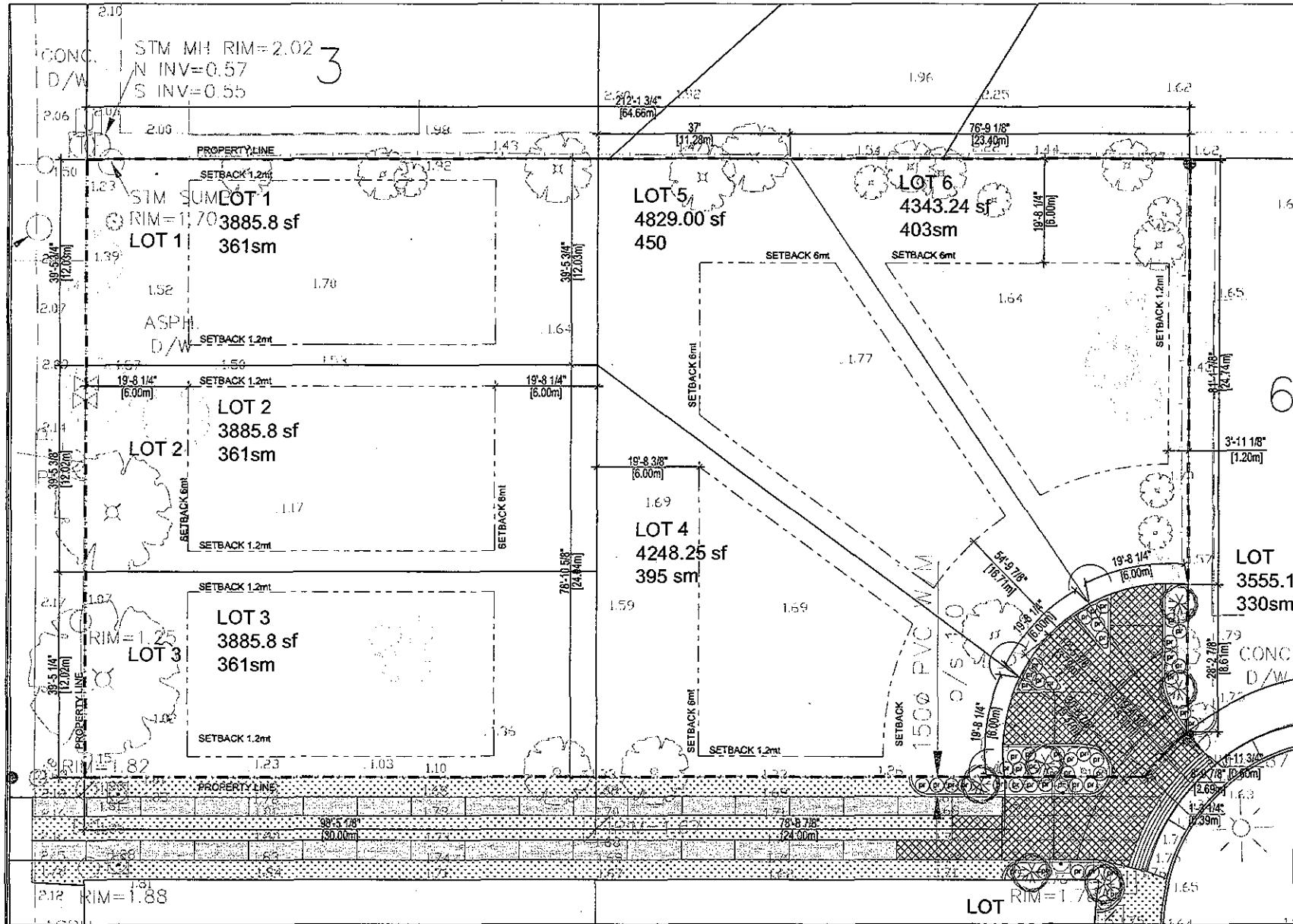
8180 ASH ST.
RICHMOND, BC
FOR
BCHMC

ARCHITECT (RETIRED):
JULIO GOMBEROFF

SCHEMATIC
SECTIONS

DATE: JAN 11, 2011
SCALE: 1/2" = 1'-0"
DRAWN BY: A. UNBC

A-1.08



- LEGEND
- PROPERTY LINE
 - SETBACK
 - Tree retention
 - Tree no-retention
 - Japanese Maple
 - English Laurel
 - Interlocking Pavement
 - Sliding Pavement
 - Grass



8180 ASH ST.
RICHMOND, BC
FOR
BCHMC

ARCHITECT (RETIRED):
JULIO GOMBEROFF

SITE PLAN
LOT SUBDIVISION

DATE: 2011.11.28
SCALE: 1/8"=1'-0"
DRAWN BY: A USBE

A-1.02



BC Housing

ATTACHMENT 4

Home Office
1701 - 4555 Kingsway
Burnaby, BC V5H 4V8

Tel 604-433-1711
Fax 604-439-4722
www.bchousing.org

October 28, 2010

Diana Nicollic, Planner II
City of Richmond
6911 No 3 Road,
Richmond, BC V6Y 2C1

**Re: Development Permit Application with respect to property located at 8180 Ash Street
File # DV 10-542375**

Dear Diana,

Pursuant to your list of staff comments regarding our development variance permit, please find below comments specifically related to the affordability of the project and the rationale for the subdivision of the site into six lots versus five lots. All other comments should have been responded to by our consultants.

Affordability of the units:

The goal of the development on Ash Street is to create an affordable homeownership opportunity for families and individuals with low to moderate incomes.

The target population would be first time home owners with a maximum income level of \$61,223. This income level is defined by CMHC as low to moderate. The program would ensure that eligible households could purchase a home at affordable prices and be able to debt service the property within 30% of their income. In addition, each house will include a secondary suites could be rented by the homeowner to help with their mortgage payments.

As families and individuals move on, the units would be maintained as affordable units, through an affordable housing agreement or other form of security on the title, so that new families or individuals would be able to become homeowners.

The purchase price of the homes will be affordable for several reasons. BC Housing will contribute the land at no cost to the project and will also provide the construction financing required to develop the project. BC Housing's interim construction lending rates are highly competitive and contribute to the feasibility of the project. The value of these contributions would be reflected in a reduced purchase price for the houses.

Options for securing BC Housing's contributions include an affordable housing agreement and/or a S219 covenant on title to ensure that the affordable housing units stay affordable and restricted to those households that are eligible based on income. Alternative forms of security could be a second mortgage for land component of the property, that would cover the difference between the market price and the sale price to the affordable home owner, which should be significantly less. These options are still being explored.



6 lots versus 5 lots:

The costs of the development include both soft and hard costs. The incremental difference between five and six lots for soft costs such as municipal site servicing, development cost charges, building permit fees and consultant fees will be relatively minor.

While the incremental difference for the cost of construction would be greater, there would be some construction costs that would be the same regardless of the additional lot including the general requirements of the contractor. These costs would account for approximately 10 – 15% of the overall construction costs.


With the additional lot, all of these costs both soft and hard will be shared across six lots, ultimately reflected in a lower purchase price for the affordable home buyer.

While the land costs are not paid by the affordable home buyer, the land was purchased by BC Housing who has a mandate to provide housing to those in greatest need. BC Housing must ensure maximum benefit of this asset is achieved. By creating an additional lot, more low to moderate families in Richmond will have the opportunity to afford a home.

Affordable home ownership as proposed by BC Housing for the Ash Street site is a component of Richmond's Affordable Housing Strategy and therefore is consistent with the affordable housing goals of the city.

Please don't hesitate to contact me should you require any additional details regarding this important new development for the Richmond community.

Yours sincerely,



Naomi Brunemeyer
Manager, Regional Development
604.456.8849



City of Richmond
Planning and Development Department

Development Variance Permit

No. DV 10-542375

To the Holder: PROVINCIAL RENTAL HOUSING CORPORATION

Property Address: 8180 ASH STREET

Address: 1701 – 4555 KINGSWAY
BURNABY, BC V5H 4T8

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied as follows:
 - a) Vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and
 - b) Vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6.
4. The lot dimensions and driveway access shall be in accordance with Plans 1 and 2 attached hereto.
5. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

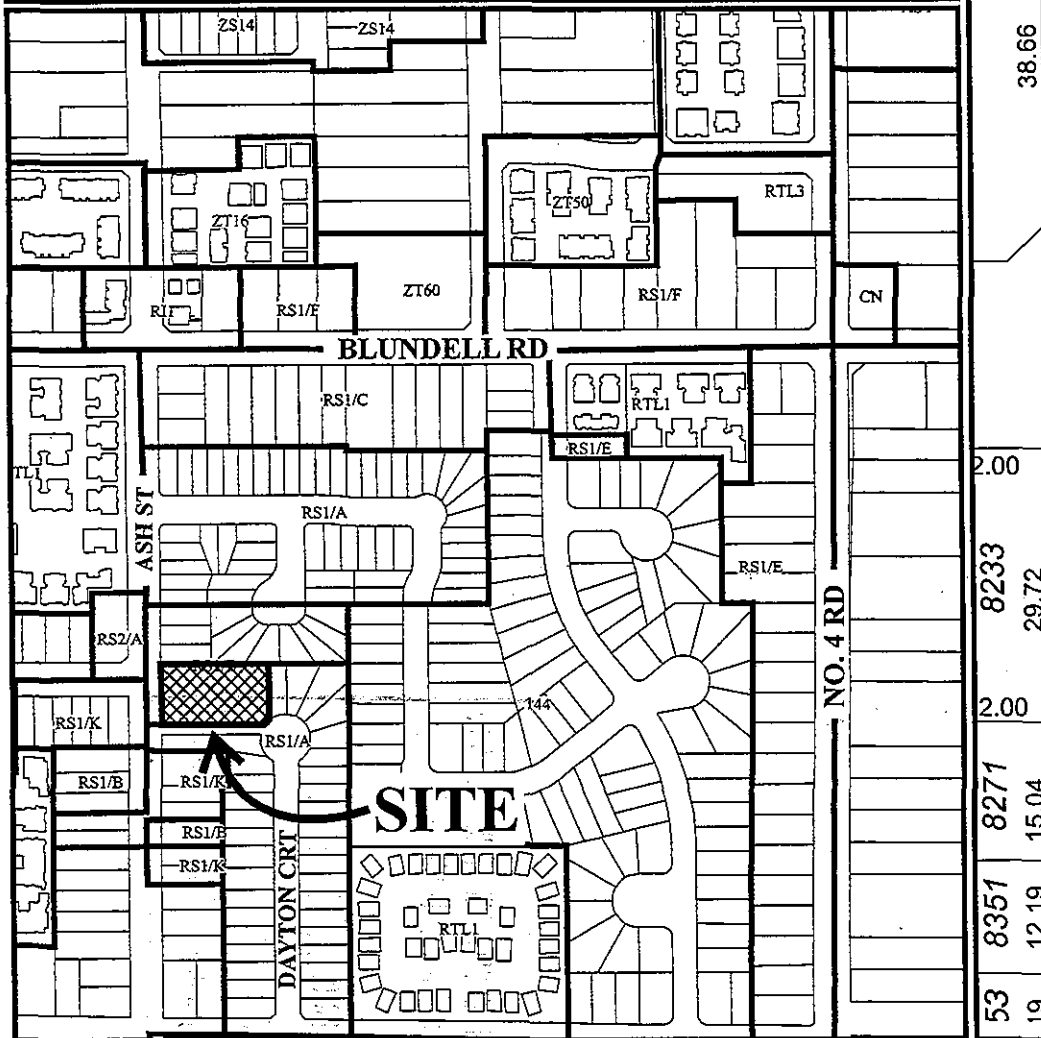
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

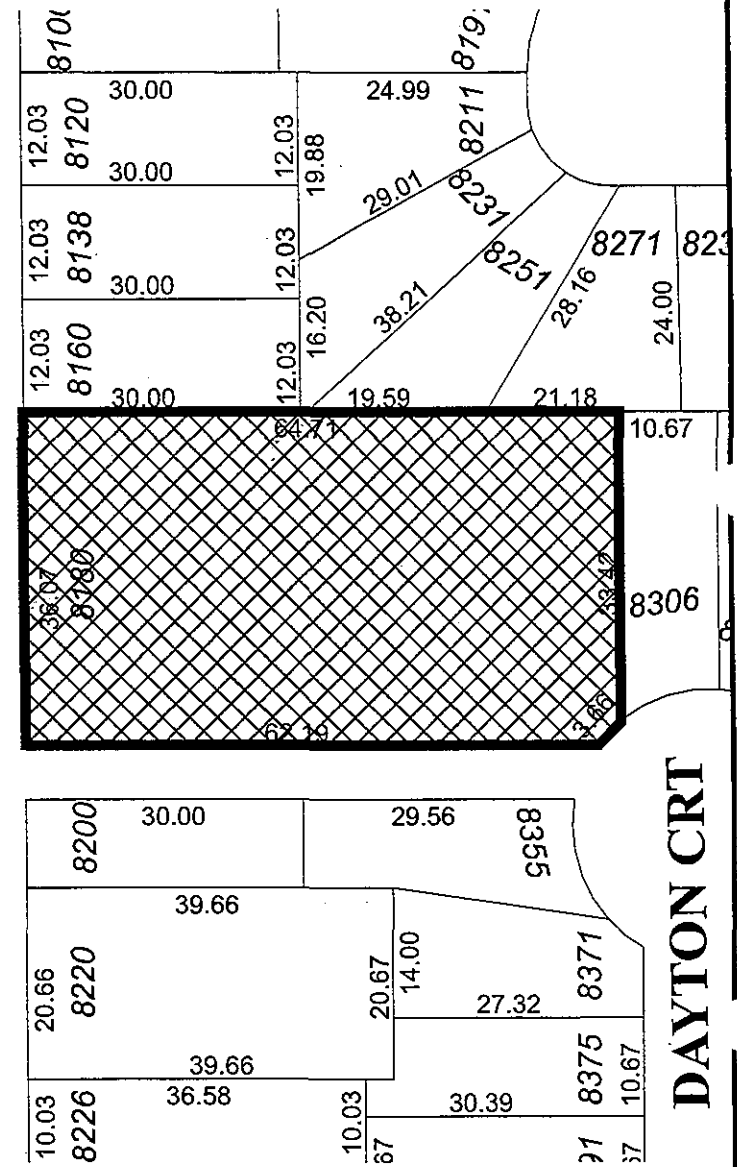
MAYOR



City of Richmond



ASH ST



DV 10-542375
SCHEDULE "A"

Original Date: 08/25/10

Revision Date:

Note: Dimensions are in METRES



DIXON ST.

Subject Property

PROP. 2.0m STAT.
R/W FOR SAN SEWER

ASH ST.

DAYTON CRT.

Civic Address:
#8180 Ash Street

Legal Description:
Lot 689, Section 22, Block
4, North Range 6 West
New Westminster District
Plan 67159

Proposed Subdivision Plan

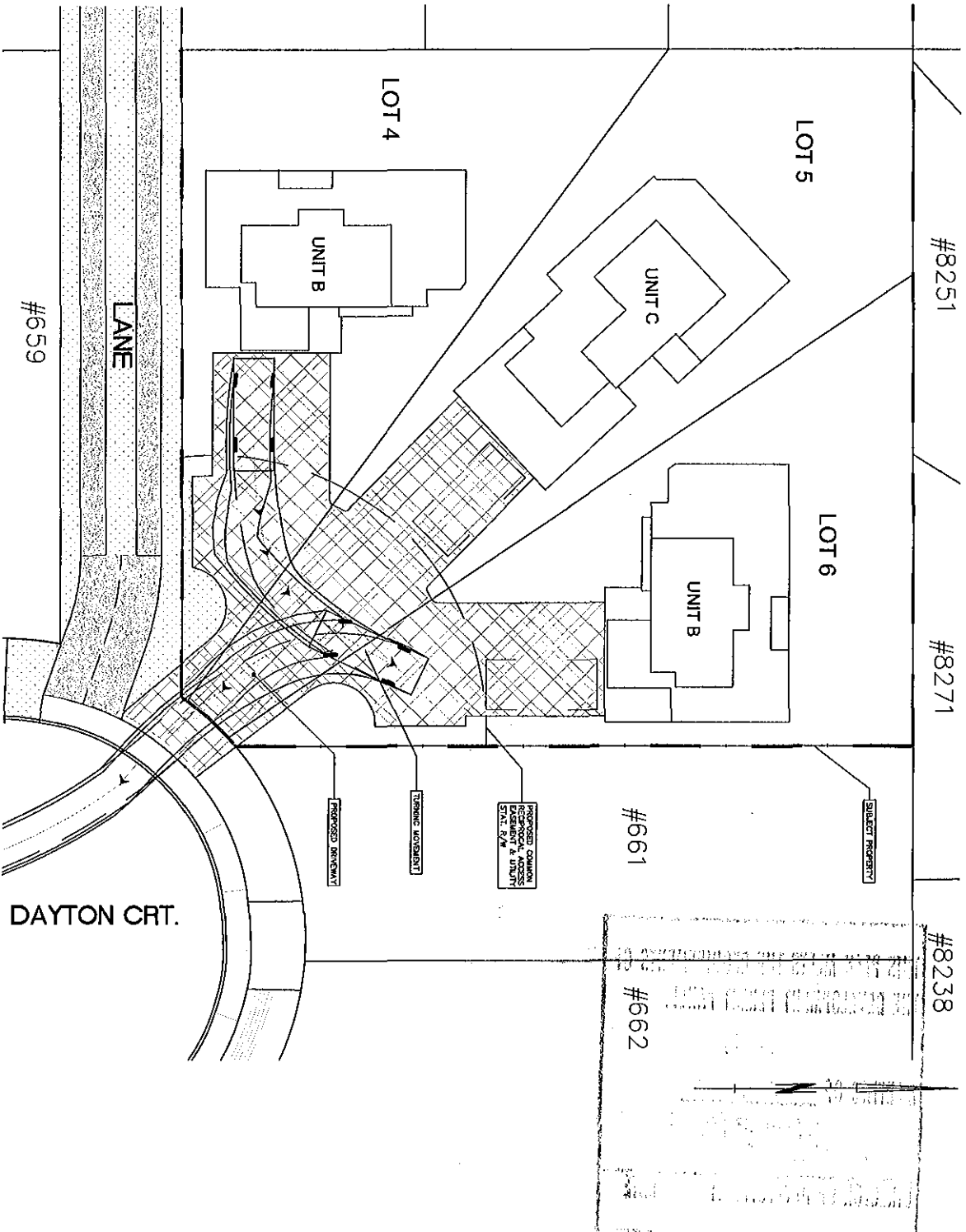
Scale 1:500

- lots 4 to 6 require variance permit on lot frontage, lot 5 requires variance permit on lot width
- all dimensions to be confirmed by legal surveyor
- plan is based on existing legal plans and is subject to field verification



HunterLair
ENGINEERING LTD.
September 2010
#5324

Rev. A



SCALE 1:100

Proposed Access Plan
 #8180 Ash Street, Richmond, BC



City of Richmond

Memorandum

Planning and Development Department
Policy Planning

To: Mayor and Council
From: Brian J. Jackson, MCIP
Director of Development

Date: September 6, 2011
File: DV 11-581634

Re: Layfield Plastics Expansion – Response to Noise Concerns

At their regular meeting of August 24, 2011, the Development Permit Panel heard from Mr. and Mrs. Baerg, the owners of 11411 Shell Road in regard to the proposed plant expansion under DV11-581634 by CTA Design Group.

The Baergs indicated that there was a frequent ringing sound which appeared to associated with the Layfield Plastics existing operation. The Baergs were concerned both with the existing noise and the prospect that the proposed expansion would result in additional noise from the plant.

The City undertook an initial noise test and found that the noise was below City noise bylaw standards. However, Layfield Plastic's Director of Corporate Engineering, Lauren Walker, met with the Baergs first alone and a second time with City staff also in attendance (August 31, 2011) to review the concerns and work together on an appropriate response. At the latter meeting Mr. Walker committed to obtaining the assistance of the appropriate professionals to locate the source of the noise and put in place reasonable measures to reduce the noise from the plant. Mr Walker has provided a letter to the City reiterating his commitment (**Attachment 1**). Mr. Walker has also indicated that Layfield Plastics will follow up with the Baergs and the City as they work to attenuate the noise from the plant.

Staff are satisfied with the commitments made by Layfield Plastics to take steps to address the noise concerns and will continue to work with the company and the Baergs as necessary.

Brian J. Jackson, MCIP
Director of Development

BJ:dcB
Att. 1



LAYFIELD GROUP LIMITED
11120 Silversmith Place, Richmond, BC V7A 5E4 Canada

■ Phone: (604) 275-5588
■ Fax: (604) 275-5589
■ Toll Free: 1 800 558-8275

■ Web: www.layfieldgroup.com
■ E-Mail: corp@layfieldgroup.com

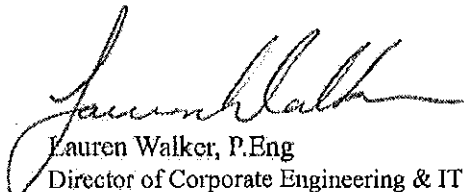
David Brownlee, M.A.
Planner -- Special Projects
City of Richmond
6911 No. 3 Road,
Richmond, BC V6Y 2C1

August 31, 2011

Dear Mr. Brownlee:

We believe that our meeting on August 31st with yourself and our neighbours, Ben and Betty, was productive. We do recognise the concern of our neighbours regarding the noise from our facility at 11120 Silversmith Place in Richmond. Layfield commits that within the scope and timing of the current planned expansions, we will, with the assistance of the appropriate professionals, put in place reasonable measures to reduce the offending noise to lower than the present condition and we will make sure that we comply with the City noise bylaw requirements at our neighbours' property.

Best regards,



Lauren Walker, P.Eng
Director of Corporate Engineering & IT
Layfield Group Limited



City of Richmond
Planning and Development Department

Memorandum

To: David Weber
Director, City Clerk's Office

Date: September 6, 2011

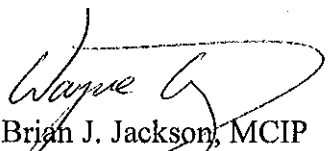
From: Brian J. Jackson, MCIP
Director of Development

File: DV 11-581634

Re: **Application by – CTA Design Group for Development Variance Permit at
11120 Silversmith Place**

The attached Development Variance Permit was given favourable consideration by the Development Permit Panel at their meeting held on August 24, 2011.

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


for Brian J. Jackson, MCIP
Director of Development

DB:blg
Att.

- the request for tandem parking spaces for four units is appropriate in view of the location of the project.

Panel Discussion

The Panel expressed support for the project subject to the applicant making the necessary design changes as suggested by the Panel to ensure the safety of children in the play area and a safety element to protect the building structure regarding truck manoeuvring.

Correspondence

Alvin Leung, 115-8120 Jones Road, Richmond, B.C. V6Y 4K7 (Schedule 1)

Quan Zhang and Ling Wang, 116-8100 Jones Road, Richmond, B.C. V6Y 4B1 (Schedule 2)

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and*
 - b) *allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.*

CARRIED

3. Development Variance 11-581634

(File Ref. No.: DV 11-581634) (REDMS No. 3288463)

APPLICANT: CTA Design Group

PROPERTY LOCATION: 11120 Silversmith Place

INTENT OF PERMIT:

1. To vary the maximum building height of a building within the Industrial Business Park (IB1) zone:
 - (a) from 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower; and
 - (b) from 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower.

Applicant's Comments

Ciaran Deery, Partner, CTA Design Group, provided the following information regarding the requested development variances by the applicant:

- the proposed variances are sought in connection with the expansion plan of LPL Properties Inc. (Layfield Plastics) which is a significant investment for the company;
- Layfield Plastics, which manufactures film fabrics, was thinking of relocating to a new site to diversify its operations but decided to stay in their present location and bring in new technology; and
- the company is requesting the height variance to enclose the tower which is necessitated by the procedure of the fabrication.

Staff Comments

Mr. Jackson stated that staff supports the development variance application and the expansion of a thriving industry in Richmond. He added that the Google Earth pictures provided by staff show that existing tanks located on the property line will block views of the proposed tower expansion.

Mr. Jackson also mentioned that he received a telephone call from residents living on the west side of the manufacturing facility who complained of the noise coming from the said facility.

Panel Discussion

A comment was made that the consultant should have provided graphics in his presentation as it did not meet the requirements and standards of the Panel.

In response to a query, Mr. Deery clarified that the enclosure and the function within the enclosure is new and not currently existing.

In response to the query regarding the effect of the proposed towers' proximity to the canal ESA, Mr. Jackson advised that the proposed towers are located on the East side, limiting any shading to morning hours.

In response to the query whether a noise issue is associated with the function of the tower, Mr. Deery stated that there is no noise issue with the tower itself. He explained that the noise is generated by the transfer of plastics from the silos into the building. He also mentioned that the applicant is going to meet with the residents in the area to discuss the noise issue.

In response to the query whether the industrial noise level coming from the manufacturing facility meets the City's standards, Mr. Jackson pointed out that it meets the bylaw requirements and that noise bylaw staff have not received any noise complaints. He explained that the noise comes from the existing ground level operations.

The Chair suggested that the applicant can add some graphics and colour to the tower configuration and noted that the proposed consultation of the applicant with residents in the area to mitigate the noise is appropriate.

Correspondence

Ben and Betty Baerg, 11411 Shell Road, Richmond, B.C. (Schedule 3)

Gallery Comments

Betty Baerg, 11411 Shell Road, stated the following:

- she made a previous complaint about the noise when the facility was undergoing expansion several years ago;
- the noise does not emanate only from the ground level; and
- the noise can be heard throughout their 5-acre property.

Ms. Baerg expressed concern that additional silos will increase the noise level and suggested that the applicant make an enclosure or a building configuration to mitigate the noise. She mentioned that she had talked with a representative of Layfield Plastics who was willing to work with the residents regarding the noise issue.

Panel Discussion

In response to the query whether there are pipes or mechanics external to the existing or proposed enclosures that generate noise, Mr. Deery stated that none are being planned.

The Panel reiterated that the applicant should discuss the noise issue with residents living in the area and that maximum efforts should be made by the applicant to mitigate the noise coming from the manufacturing facility.

**Development Permit Panel
Wednesday, August 24, 2011**

Panel Decision

It was moved and seconded

1. *To vary the maximum building height of a building within the Industrial Business Park (IB1) zone:*
 - (a) *from 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower; and*
 - (b) *from 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower.*

CARRIED

-
4. **Date Of Next Meeting: Wednesday, September 14, 2011**

5. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 4:05 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, August 24, 2011.

Dave Semple
Chair

Rustico Agawin
Committee Clerk

Schedule 3 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, August 24,
2011.

August 22, 2011

To Development Permit Panel	
Date:	8/24/2011
Item #:	3
Re:	DV-11-581634

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

Attn: David Weber
Director
City Clerk's Office

Re: Development Variance
DV 11-581634

We are writing in response to Layfield Plastics application to expand their operation.

Our primary concern is that these changes may result in an increase in the noise level that we are exposed to. The increase in activity would result in longer times when the plastic pellets are being blown through the pipes with the accompanying ringing noise. We would like to see Layfield Plastics configure the tower and additional silos so that it mitigates the noise from the pipes.

There would also be more train noise and pollution as more material would be brought in for the expanded operation.

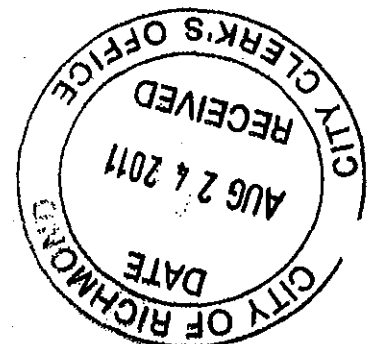
Our customers from our U-pick raspberry farm have commented about the persistent ringing noise that is emitted whenever the plastic pellets are being blown through the pipes.

We would like to see the new tower, new and existing silos and piping be designed or enclosed to minimize the noise level.

Thank you for your consideration.

Yours truly,

Ben & Betty Baerg
11411 Shell Rd
Richmond





City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: DPP Mtg., Aug. 24, 2011

To: Development Permit Panel

Date: August 10, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: DV11-581634

Re: Application by CTA Design Group for a Development Variance Permit at 11120 Silversmith Place

Staff Recommendation

That a Development Variance Permit be issued which would vary the maximum building height of a building within the Industrial Business Park (IB1) zone:

- a) From 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower; and
- b) From 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower.

Brian J. Jackson, MCIP
Director of Development

BJJ:dcb
Att. 2

Staff Report

Origin

CTA Design Group has applied to the City of Richmond for a Development Variance Permit to vary the maximum building height of a building within the Industrial Business Park (IB1) zone:

- a) From 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower also at 11120 Silversmith Place; and
- b) From 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower at 11120 Silversmith Place.

LPL Properties Ltd. (Layfield Plastics) is the current owner of the subject property and operates a production facility for the manufacturing of plastics.

Development Information

In 2003, Council approved a development variance (DV 03-251026) increasing the maximum building height from 12.0 m to 19.812 m to accommodate an equipment tower on a portion of the building. The first variance included in this application is intended to accommodate a slight widening and squaring off of this existing, previously approved tower. The existing tower is proposed to be widened by approximately 7.04m deep by 12.55m wide up to the height of the current tower. The addition will be finished with blue metal cladding to match the existing tower finish.

The second variance request relates to LPL Properties expansion plans. LPL is proposing to remove an existing on-site rail spur along the west side of their existing building to expand their existing building by approximately 496 m² (5,340 ft²). The base building addition will be approximately 36.6 m wide, 12.2 m deep and 8.3 m high. The height of the base will match the height of the existing building. The new equipment tower will be situated overtop the expanded building base and will be approximately 18.3 m wide and 12.2 m deep. The height of the tower as measured from the slab elevation will be approximately 30m.

The proposed new tower will be approximately 10.2 metres taller than the first tower as a result of the new products to be fabricated at this plant. The tower enclosure will have a pre-finished metal cladding coloured blue to match the existing equipment tower that was approved in 2003. The lower building expansion will utilize new concrete tilt panels to match the existing building.

As noted earlier, the new tower will be used in the fabrication of polyfilm. The applicant's submission documents indicate that "the fabrication process is vertical to allow for cooling of the film and the height is necessary for the larger and thicker films which are now planned for fabrication at this facility".

The subject property lies within the area zoned as Industrial Business Park south of Steveston Highway and east of Shell Road. The site is appropriately zoned and the use is consistent with the adjacent industrial business park users.

Please refer to attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements. A site plan and elevations are provided in **Attachment 2**.

Background

Development surrounding the subject site is as follows:

To the north, south and east; medium to large sized general industrial lots all zoned "Industrial Business Park (IB1)". An Air Care inspection facility is located to the north. To the south are industrial uses operating out of warehouse/distribution facilities with offices as an accessory use.

To the west, Shell Road and the Shell Road rail corridor. West of Shell Road are large lots zoned Agriculture (AG1) all of which lie within the Agricultural Land Reserve.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Variance Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the Industrial Business Park (IB1) zoning schedule except for the zoning variance noted below.

Zoning Compliance/Variances (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum allowable height of a building within the Industrial Business Park (IB1) zone:

- a) From 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower also at 11120 Silversmith Place; and
- b) From 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower at 11120 Silversmith Place.

(Staff supports the proposed variances as this is a purpose built expansion which allows the existing business to diversify their operation rather than having to relocate to a new site. The widening and squaring off of the existing tower is a relatively small addition and will not result in a significant physical change in the appearance of the building. The height of the new tower is not impacted by aircraft height restrictions and is not expected to significantly affect the view lines from the neighbouring businesses. The additions to the existing operation have been appropriately designed to match / correspond to the existing building and tower's features. The proposed tower height and dimension provide interest to the streetscape and are considered appropriate in relationship to the scale of buildings/structures around it.)

Analysis

Flood Covenant on Title

A flood covenant exists on title requiring that the underside of the floor system or top of the concrete slab within any building used for Light Industrial purposes be at, or above, 2.19m GSC. The applicant has advised that the proposed slab elevation will meet this requirement. The City's current Flood Construction Level (FCL) at this site is 2.9m GSC but as the size of the proposed addition is less than 25% of the existing building floorspace the current FCL requirements are not triggered and the existing covenant will prevail.

Provincial Environmental Management Act – Site Contamination

As a result of the site profile submission, the Provincial Ministry of Environment (BCMOE) has advised that there is an outstanding requirement for a preliminary site investigation for the subject site.

The applicant has been in touch with the BCMOE and the Province has subsequently provided a release to the City under section 946.2(2)(b)) allowing the City to approve development and development variance permits for the subject property.

Conditions of Adjacency

- The majority of uses around the subject property consist primarily of similar light industrial facilities and related offices. The proposed tower will be located at the rear (west side) of the existing building rather than adjacent to neighbouring lots to the north or south. The agricultural properties are approximately 50m to the west with Shell Road, a canal and the rail corridor between these uses.

Site and Landscape Planning

- The location of the proposed tower is influenced by the internal layout needed in the fabrication process.
- The applicant has made adjustments to the site's parking arrangements to respond to Transportation staff's request for a 7.5 m wide drive aisle. Several parking stalls have been reoriented to accommodate the wider aisle.
- The applicant has also added an external bike rack and has indicated that required internal bike stalls can be accommodated.
- Both parking and loading stall requirements conform to the City's Zoning Bylaw.

Architectural Form and Character

- The tower enclosure will have a pre-finished metal cladding coloured blue to match the existing equipment tower that was approved in 2003. The lower building expansion will utilize new concrete tilt panels to match the existing building.

Conclusions

Staff have reviewed the technical issues related to the proposed building expansion and associated equipment tower additions to the LPL Properties Ltd. site and are recommending support for the requested height variances.



David Brownlee
Planner 2

DCB:rg

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

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

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



City of Richmond

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

Development Application Data Sheet Development Applications Division

DV11-581634

Attachment 1

Address: 11120 Silversmith Place

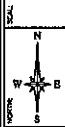
Applicant: CTA Design Group Owner: LPL Properties Ltd. (Layfield Plastics)

Planning Area(s): Shellmont

Floor Area Gross: 4,159 m² after expansion

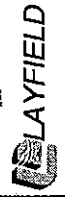
	Existing	Proposed
Site Area:	7,357 m ²	same
Land Uses:	General Industrial	same
OCP Designation:	Business and Industry	same
Zoning:	Industrial Business Park (IB1)	same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.0	0.565	none permitted
Lot Coverage:	Max. 60%	56.5%	
Setback – Front and exterior side yard:	Min. 3.0 m	conforms	
Setback – Rear and interior side yard:	Min. 0 m	conforms	
Height (m) (existing tower):	Max. 12 m	19.812 m	variance to accommodate widening of existing equipment tower enclosure
Height (m) (new tower):	Max. 12 m	30 m	variance for a new equipment tower enclosure
Lot Size:	none	conforms	
Total off-street Spaces:	42	42	
Loading Spaces	2 medium and 2 large	4 large spaces	
Bicycle Spaces	Class 1: 11 Class 2: 11	Class 1: 11 Class 2: 11	

[illegible]

Conductant:

PROJECT:
EQUIPMENT TOWER
ENCLOSURE



11120
SILVERSMITH PLACE,
RICHMOND, B.C.

ARCHITECTURE AND ENGINEERING
101 - 925 WEST 8TH AVENUE
VANCOUVER, B.C. V5Z 1B4



Within dimensions shall take precedence over scaled dimensions. The General Contractor shall verify all dimensions, obtain and verify prior to commencement of construction. The Contractor shall be responsible to the CTA Design Group, Inc. for any work within parameters of their construction drawings.

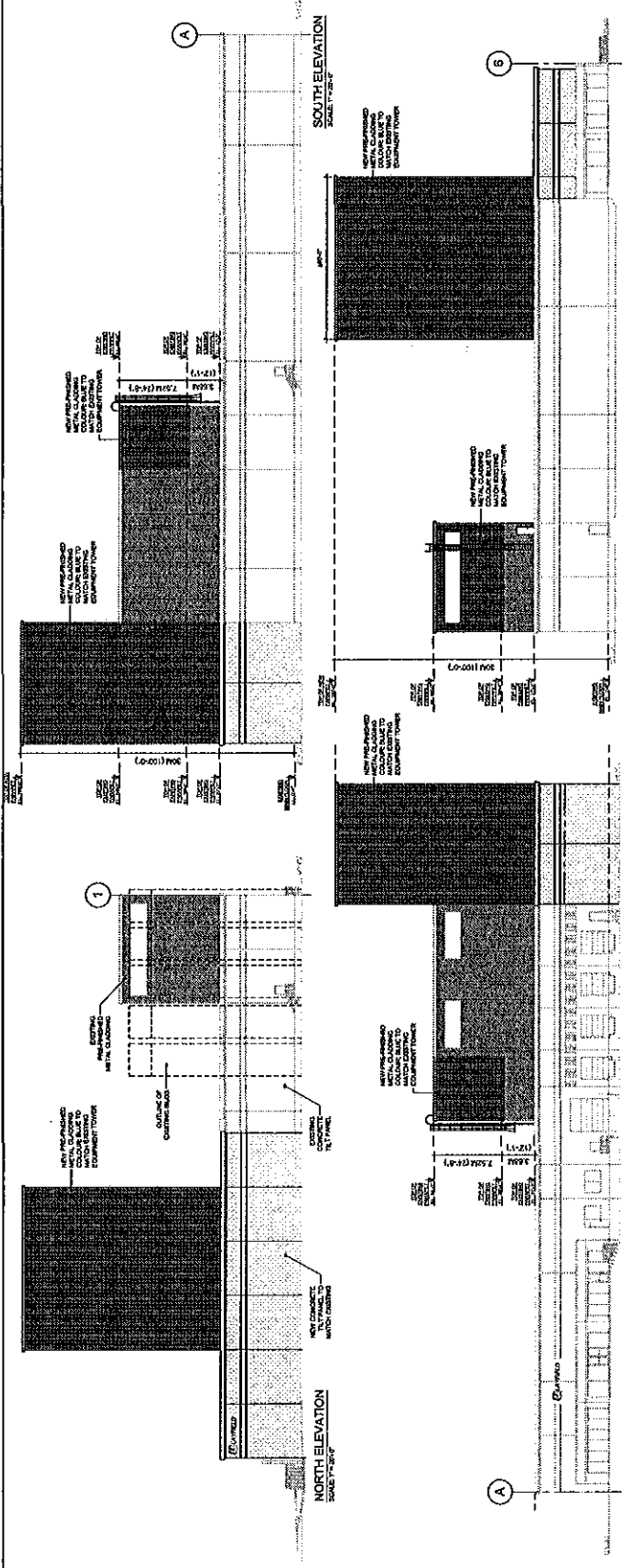
Copyright reserved. The drawing shall at all times remain the exclusive property of CTA Design Group and may not be reproduced or altered without written consent of CTA Design Group.

me: SITE PLAN / ELEVATIONS

DRAWN:	RC	CHECKED:	CD
DIRECTOR:			

SCALE:	AS NOTED	FILE	A100
DRAWING NUMBER		10-23	

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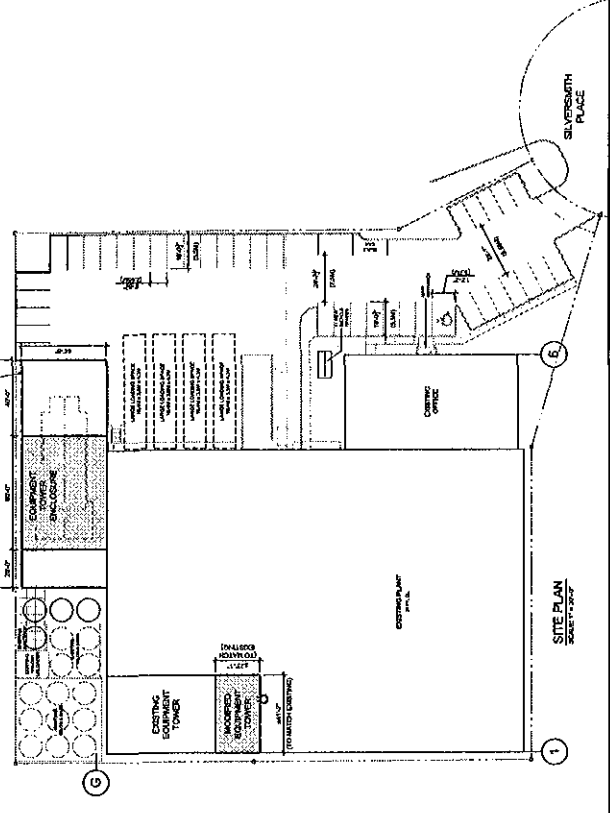


FAST ELEVATION
DATE: 7-27-87

WEST ELEVATION
SCALE 1"=10'-0"



SERIAL VIEW



SITE PLAN

[illegible]

BUILDING DATA



City of Richmond
Planning and Development Department

Development Variance Permit

No. DV11-581634

To the Holder: CTA DESIGN GROUP
Property Address: 11120 SILVERSMITH PLACE
Address: SUITE 101-925 WEST 8TH AVE, VANCOUVER, B.C. V5Z 1E4

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied as follows:
 - a) The dimension and siting of buildings and structures on the land shall be as shown on Plan #1 attached hereto.
 - b) The siting of off-street parking and loading facilities shall be as shown on Plan #1 attached hereto.
4. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
5. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse.

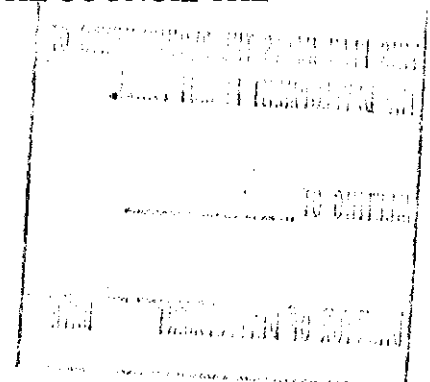
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

ISSUED BY THE COUNCIL THE

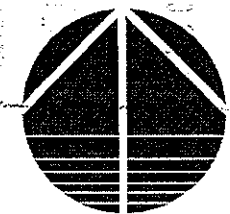
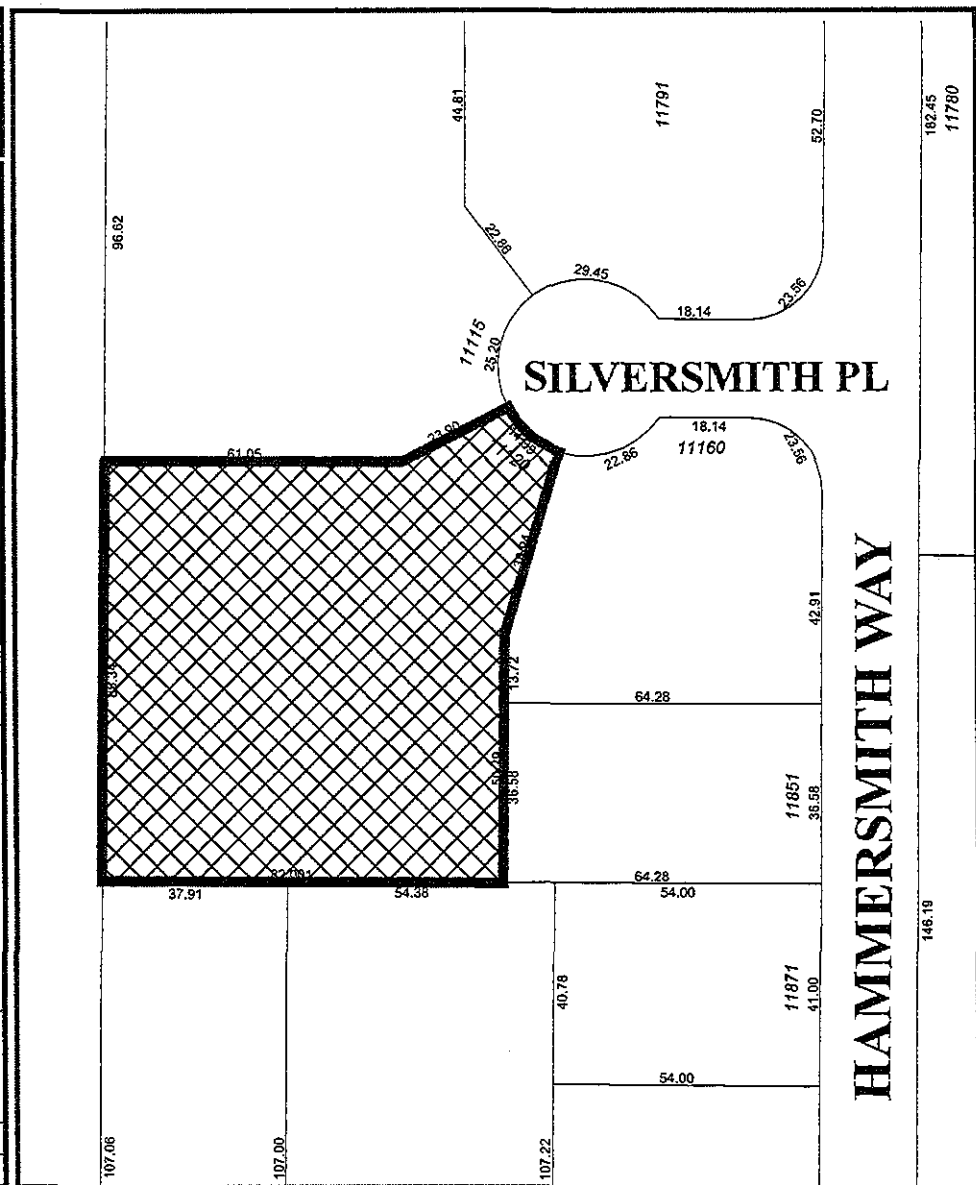
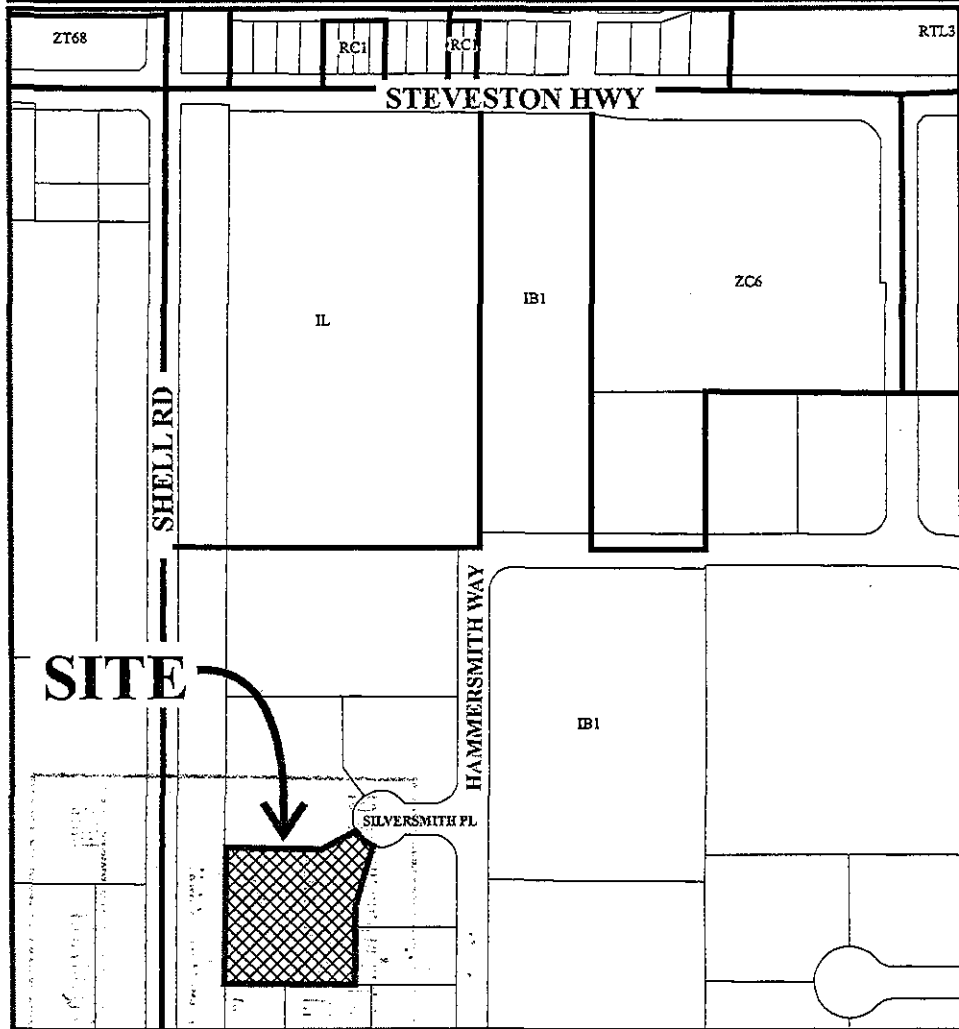
DELIVERED THIS DAY OF

MAYOR





City of Richmond



DV 11-581634
SCHEDULE "A"

Original Date: 06/16/11

Revision Date:

Note: Dimensions are in METRES

PROVISIONAL DESIGN HAS BEEN MADE (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ.



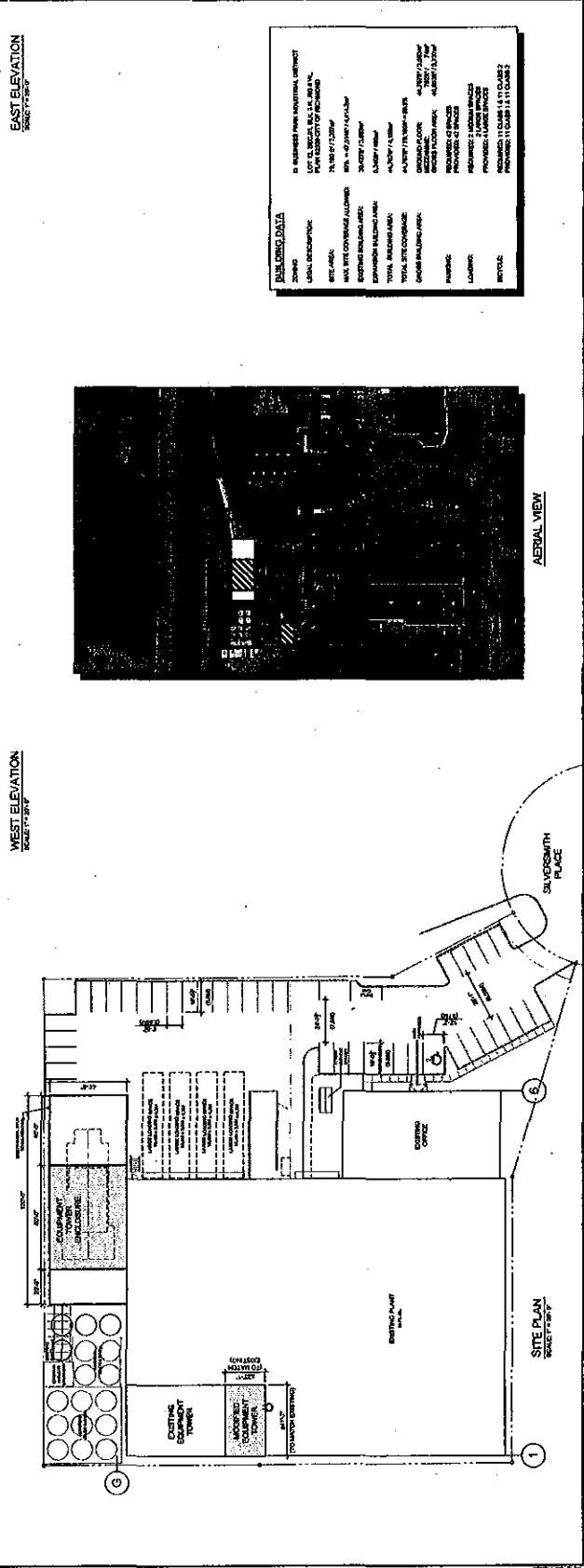
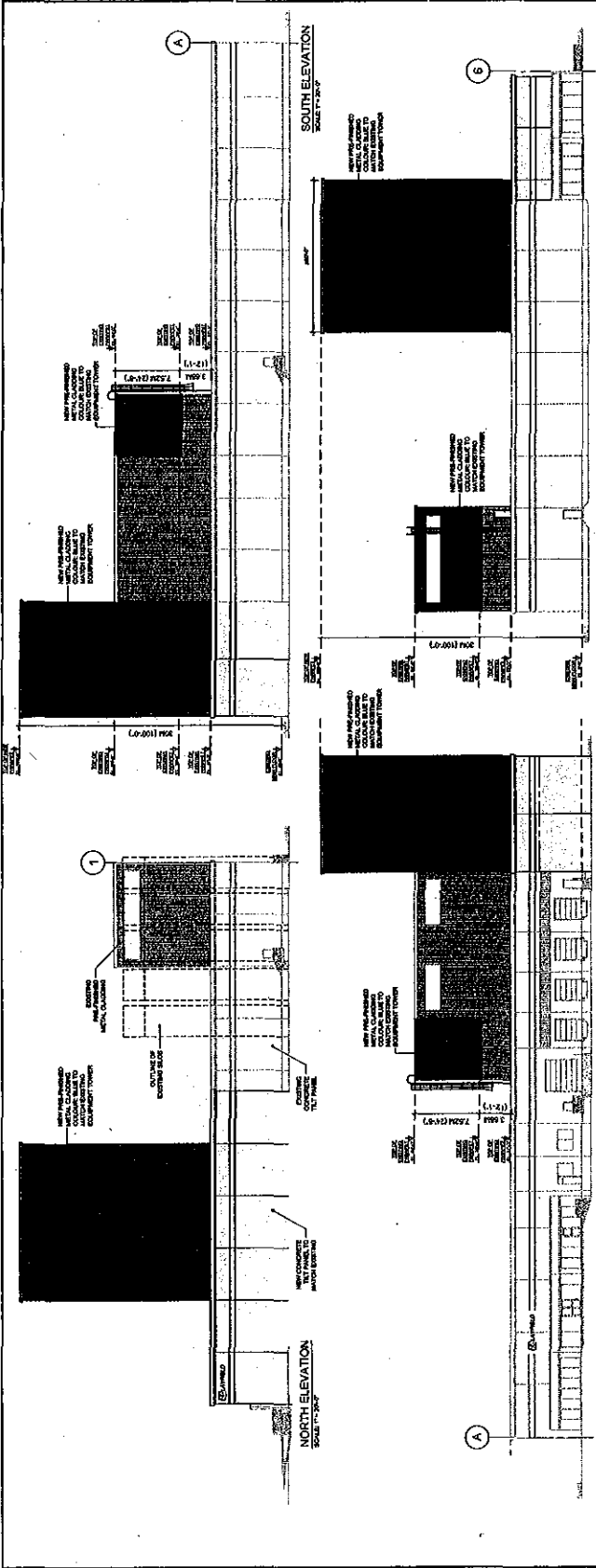
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PROJECT: EQUIPMENT TOWER ENCLOSURE
 11120 SILVERSMITH PLACE, RICHMOND, B.C.

ARCHITECTURE AND ENGINEERING
 11120 SILVERSMITH PLACE, RICHMOND, B.C.
 TEL: (604) 276-2524
 WWW.CDADESIGNGROUP.COM

cta
 cda design group
 11120 SILVERSMITH PLACE, RICHMOND, B.C.
 TEL: (604) 276-2524
 WWW.CDADESIGNGROUP.COM

OWNER: [Blank]	DATE: [Blank]	SCALE: 1" = 10'-0"	FILE: [Blank]	VERSION: [Blank]
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11581634
 AUG 24 2011
 PLAN #1