



General Purposes Committee

Anderson Room, City Hall
6911 No. 3 Road

Monday, January 19, 2015
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, January 5, 2015.*

☐

COUNCILLOR CAROL DAY

1. **ROBERTS BANK TERMINAL 2 PROJECT**
(File Ref. No. 10-6150-01) (REDMS No.)

GP-8

See Page GP-8 for full report

RECOMMENDATION

That the City of Richmond write a letter of support for the Corporation of Delta regarding the environmental assessment of the RBT2 project to the Province of BC and that Richmond ask the Province of BC for a full assessment of the broader community and environmental impacts associated with the traffic impacts of the project.

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FINANCE AND CORPORATE SERVICES DEPARTMENT

2. **IPC RESTAURANT LTD., DOING BUSINESS AS ABC HK CAFE
UNIT 2792 - 4151 HAZELBRIDGE WAY**
(File Ref. No. 12-8275-05) (REDMS No. 4463419)

GP-26

See Page GP-26 for full report

Designated Speaker: Glenn McLaughlin

STAFF RECOMMENDATION

That the application from IPC Restaurant Ltd., doing business as ABC HK Café, for an amendment to add a patron participation endorsement under Food Primary Licence No. 304643, in order to offer entertainment in the form of dancing, karaoke and live musicians, be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

- (1) Council supports the amendment of an endorsement for patron participation as the issuance will not pose a significant impact on the community;*
- (2) Council 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 was considered;*
 - (b) the impact on the community was assessed through a community consultation process; and*
 - (c) given that there has been no history of non-compliance with the operation, the amendment to permit patron participation under the Food Primary Licence should not change the establishment so that it is operated in a manner that is contrary to its primary purpose as a food establishment;*
- (3) as the operation of a licenced establishment may affect nearby residents the City gathered the view of residents as follows:*
 - (a) property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application, providing instructions on how community comments or concerns could be submitted; and*
 - (b) signage was posted at the subject property and three public notices were published in a local newspaper. The signage and notice provided information on the application and instructions on how community comments or concerns could be submitted; and*

(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 amendments are acceptable to the majority of the residents in the area and the community.*



ENGINEERING & PUBLIC WORKS DEPARTMENT

3. **ALEXANDRA DISTRICT ENERGY UTILITY BYLAW NO. 8641, AMENDMENT BYLAW NO. 9205**

(File Ref. No. 10-6600-10-01; 12-8060-20-009205) (REDMS No. 4462640 v.7)

GP-32

See Page GP-32 for full report

Designated Speakers: Brendan McEwen and Alen Postolka

STAFF RECOMMENDATION

That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9205 be introduced and given first, second and third reading.



PLANNING & DEVELOPMENT DEPARTMENT

4. **2014 REPORT FROM CITY CITIZEN REPRESENTATIVES TO THE VANCOUVER INTERNATIONAL AIRPORT AERONAUTICAL NOISE MANAGEMENT COMMITTEE (YVR ANMC)**

(File Ref. No. 01-0153-04-01) (REDMS No. 4398243 v.5)

GP-43

See Page GP-43 for full report

Designated Speaker: Victor Wei

STAFF RECOMMENDATION

- (1) *That the Vancouver Airport Authority be requested to explore the feasibility of publicizing and providing training for Richmond residents in the use of WebTrak to register airport noise complaints as per the recommendation of the City's citizen representatives to the YVR ANMC outlined in Attachment 1 of the staff report titled 2014 Report from City Citizen Representatives to the Vancouver International Airport Aeronautical Noise Management Committee (YVR ANMC) dated December 16, 2014 from the Director, Transportation; and*
- (2) *That staff be directed to provide a status update on the above recommendation as part of the annual reporting process in 2015.*

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ADJOURNMENT

☐



General Purposes Committee

Date: Monday, January 5, 2015

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Harold Steves

Absent: Councillor Linda McPhail

Call to Order: The Chair called the meeting to order at 6:32 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on Monday, December 15, 2014, be adopted as circulated.

CARRIED

COMMUNITY SERVICES DEPARTMENT

1. **METRO VANCOUVER HOMELESS TRANSIT PLAN**
(File Ref. No. 08-4057-01) (REDMS No. 4461116 v. 4)

It was moved and seconded

- (1) *That a letter be sent to TransLink requesting that the feasibility of the recommendations put forward by the Transit Working Group, cited in the staff report, to improve transit services for people living in extreme poverty, be explored; and*

General Purposes Committee

Monday, January 5, 2015

(2) That a copy of that letter be sent to BC MLAs.

The question on the motion was not called as in reply to queries from Committee, Dena Kae Beno, Affordable Housing Coordinator, advised that, due to the positive advancements by the Transit Working Group, staff are currently not seeking Council's endorsement of the Metro Vancouver Homeless Transit Plan; however, staff will continue to monitor the process and update Council accordingly. Also, Ms. Beno advised that the proposed letter to TransLink can indicate that the City supports the notion of a Metro Vancouver Homeless Transit Plan.

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

PLANNING & DEVELOPMENT DEPARTMENT

2. PLEBISCITE TO ENABLE NEW REGIONAL FUNDING SOURCE FOR REGIONAL TRANSPORTATION INVESTMENTS: A VISION FOR METRO VANCOUVER

(File Ref. No. 01-0154-04) (REDMS No. 4462057 v. 2)

It was moved and seconded

That the staff report regarding a plebiscite to enable a new 0.5 per cent regional sales tax, termed the Metro Vancouver Congestion Improvement Tax, to support transportation investments in the Metro Vancouver area, dated December 18, 2014, from the Director, Transportation, be received for information.

The question on the motion was not called as discussion ensued regarding the specifics of the plebiscite question and it was noted that the language of the Mayors' Council's referendum question clearly identified the provision of independent audits and public reports, whereas the provincially approved plebiscite question does not.

In reply to a query from Committee, Victor Wei, Director, Transportation, advised that the Province holds that a referendum is not required as per the *Referendum Act* as the vote will be held under the South Coast British Columbia Transportation Authority (TransLink).

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

General Purposes Committee
Monday, January 5, 2015

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (6:55 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,
January 5, 2015.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Committee Clerk

From: Day, Carol
Sent: Saturday, 20 December 2014 07:49
To: MayorandCouncillors
Cc: Weber, David
Subject: Delta Dec 11, 2014 letter

To Mayor Brodie and fellow councillors

I read the Corporation of Delta letter of Dec 11, 2014 and have a strong sense that we need to support them in their serious concerns over the lack of a proper environmental review regarding the Delta port Terminal 2 expansion.

Port Metro Vancouver is seeking to limit the scope of the environmental review and this is a serious threat to Delta and to all communities in BC.

If it pleases the council I wish to move a motion at the Dec 22 Public Hearing or Jan 5th general purposes meeting.

MOTION :

The City of Richmond write a letter of support for the Corporation of Delta regarding the environmental assessment of the RBT2 project to the Province of BC. Richmond asks the Province of BC for a full assessment of the broader community and environmental impacts associated with the traffic impacts of the project.

Thanks very much Carol Day



THE CORPORATION OF DELTA

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

From the office of:

John Irving
Robert G. G. G.

DATE	DEC 11 2014
BY	DW
BY	MJ
BY	DB
BY	VHB

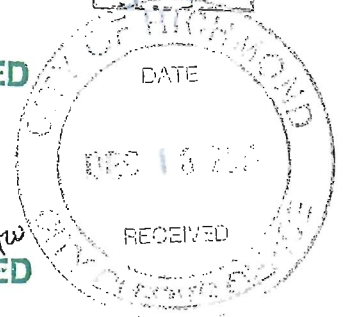
December 11, 2014

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

PHOTOCOPIED

DEC 18 2014

& DISTRIBUTED



Dear Mayor Brodie and Council,

Re: Roberts Bank Terminal 2 – Concerns Regarding Scope of Environmental Assessment

The Roberts Bank Terminal 2 project is a massive three-berth container terminal designed to double the container capacity at Deltaport – already the largest container terminal in Canada – from 2.4 to 4.8 million TEUs annually. The Canadian Environmental Assessment Agency is conducting an environmental assessment of the project through an independent review panel.

A key area of concern for some municipalities, Delta included, is the geographic extent of the study area. Port Metro Vancouver, the project proponent, is seeking to limit the scope of the environmental assessment to land within its jurisdiction which would mean that road, rail and marine traffic impacts beyond the terminal footprint would not be assessed.

Clearly, a development of this magnitude will have significant impacts on local and regional road and rail networks, and there will be marine impacts beyond the terminal berths. Any environmental assessment that does not evaluate these transportation impacts would vastly underestimate the impacts of the project and undermine the credibility of the project review process. We are concerned that this may set a precedent for other similar projects that are subject to review under the *Canadian Environmental Assessment Act, 2012*.

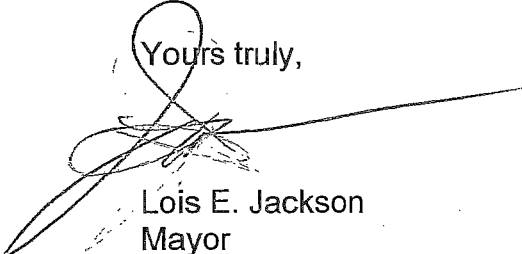
At the December 8, 2014 Regular Meeting, Delta Council considered a report on this issue (copy attached) and resolved to seek the support of other municipalities that may be impacted by the port expansion or may be in a position to mitigate the traffic impacts. For example, there is great potential for the development of inland ports to alleviate traffic congestion problems close to the marine terminal.

...2



We know that traffic is the number one concern for the Delta community and we wish to be ensured that its evaluation and impact mitigation will be afforded due consideration through the environmental assessment process. If your community has similar concerns regarding road, rail or marine traffic impacts from the Roberts Bank Terminal 2 project, or more general concerns regarding the determination of the scope of environmental assessments, we would urge you to write to the Canadian Environmental Assessment Agency to voice your concerns and request that the environmental assessment include a broad geographic review of traffic impacts and an identification of potential mitigation options along the length of the transportation corridor.

Yours truly,



Lois E. Jackson
Mayor

Attachment

cc: The Honourable Kerry-Lynne D. Findlay, PC, QC, MP Delta-Richmond East
The Honourable Lisa Raitt, PC, MP, Minister of Transport
Jinny Sims, MP Newton-North
The Honourable Todd Stone, Minister of Transportation and Infrastructure
Scott Hamilton, MLA Delta-North
Vicki Huntington, MLA Delta-South
Delta Council
George V. Harvie, Chief Administrative Officer
Sean McGill, Director of Human Resources and Corporate Planning



The Corporation of Delta
COUNCIL REPORT
Regular Meeting

F.15

To: **Mayor and Council**

From: **Human Resources and Corporate Planning
Department**

Date: **December 4, 2014**

**Roberts Bank Terminal 2
Scope of Environmental Assessment**

The following report has been reviewed and endorsed by the Chief Administrative Officer.

▪ **RECOMMENDATIONS:**

- A. THAT the Canadian Environmental Assessment Agency be requested to ensure that the scope of the Roberts Bank Terminal 2 environmental impact assessment includes the wider community and environmental impacts associated with increased road and rail traffic, so that a range of mitigation options can be assessed, including the development of inland port facilities.
- B. THAT letters be sent to the municipalities of Vancouver, Richmond, Surrey, Langley (City and Township), White Rock and Ashcroft, and the regional districts of Metro Vancouver, Thompson-Nicola and Fraser Valley (and their member municipalities), requesting that they write to the Canadian Environmental Assessment Agency to ask that the scope of the Roberts Bank Terminal 2 environmental impact assessment includes the wider community and environmental impacts associated with increased road and rail traffic, so that a range of mitigation options can be assessed, including the development of inland port facilities.
- C. THAT copies of these letters be provided to the Honourable Kerry-Lynne D. Findlay, MP Delta-Richmond East, Scott Hamilton, MLA Delta-North, Vicki Huntington, MLA Delta-South, and the Federal and Provincial Ministers of Transportation.

▪ **PURPOSE:**

The purpose of this report is to highlight some concerns regarding the scope of the environmental impact assessment for the Roberts Bank Terminal 2 Project (RBT2).

▪ **BACKGROUND:**

Since January 2014, when the Federal Environment Minister referred the RBT2 project to an environmental assessment by Review Panel, there have been two opportunities for public comment: (i) on the draft Environmental Impact Statement Guidelines and (ii) on the draft Terms of Reference for the Review Panel.

In both responses, Delta has emphasized the importance of ensuring that the environmental assessment includes the wider community and environmental impacts of the port expansion, particularly with respect to road and rail networks through the region. Other municipalities, including Richmond, Surrey, White Rock, Langley Township and the City of Langley, have

echoed this request. Copies of Delta's submissions are included as Attachment 'A'. All submissions are posted on the public registry at <https://www.ceaa-acee.gc.ca/050/documents-eng.cfm?evaluation=80054>

▪ DISCUSSION:

The geographic scope of the RBT2 environmental assessment is defined in the EIS Guidelines¹ and includes impacts directly associated with the physical components of the project such as the marine terminal, harbour basin, rail intermodal yard and the causeway expansion. It also includes road, rail and marine traffic impacts *"in the proponent's jurisdiction"*.

In response to the many submissions requesting that the geographic extent of the RBT2 environmental assessment be expanded to include road, rail and marine traffic impacts beyond the footprint of the terminal, the Canadian Environmental Assessment Agency sent a letter (Attachment 'B') to Port Metro Vancouver requesting clarification on the port's jurisdiction in this regard, specifically:

"What care and control does Port Metro Vancouver have in relation to marine shipping, rail traffic and road traffic outside of the geographic area of the RBT2 project, and how may that care or control be exercised or applied?"

Port Metro Vancouver has provided its response (Attachment 'C') which states, in essence, that they have no care or control over rail traffic or marine traffic outside of the lands which it manages, and limited care and control over road traffic outside of its jurisdiction (in that it imposes conditions on truck operators and companies through the Truck Licensing System).

The suggestion that Port Metro Vancouver will only be required to assess impacts on land or water over which it has 'care and control' is extremely concerning for Delta and other communities that will be directly impacted by the doubling of container capacity and increased road and rail traffic from RBT2. Irrespective of Port Metro Vancouver's jurisdictional control, an environmental impact assessment which does not evaluate the road, rail and marine traffic impacts from a new container terminal, would vastly underestimate the impacts of the project and undermine the credibility of the project review.

Furthermore, there is a precedent that was established during the environmental assessment for the **Deltaport Third Berth** project. This review included an assessment of road and rail impacts far beyond Port Metro Vancouver's jurisdiction and the Environmental Assessment Certificate was issued in 2006 with several conditions² relating to road and rail improvements that were undertaken by Port Metro Vancouver (in full or in partnership with other agencies) including the construction of the 80th Street overpass; Highway 17 traffic mitigation measures (signal modification, extension of HOV lanes, commercial vehicle lane restrictions); provision of alternative farm access following closure of 57B Street rail crossing and geometric changes to highway ramps at the Ladner interchange.

Solutions to port traffic congestion in the Metro Vancouver area may be found further up the transportation chain. For example, there is great potential for the development of inland ports which are, by definition, geographically removed from the marine terminal. As such, the impact assessment for RBT2 must include a broad geographic review of road and rail impacts and an identification of potential mitigation options along the length of the transportation corridor.

¹ 'Guidelines for the Preparation of an Environmental Impact Statement', CEAA (January 7, 2014)

² Appendix E – Owner's Table of Commitments Deltaport Third Berth project (section 7.1)

It is recommended that the Corporation of Delta reiterate its request to the Canadian Environmental Assessment Agency that the geographic scope of the environmental assessment for RBT2 must include the wider community and environmental impacts of the port expansion, particularly with respect to road and rail networks through the region. It is further recommended that letters be sent to the municipalities of Vancouver, Richmond, Surrey, Langley (City and Township), White Rock and Ashcroft, and the regional districts of Metro Vancouver, Thompson-Nicola and Fraser Valley (and their member municipalities), requesting that they write to the Canadian Environmental Assessment Agency to ask that the scope of the Roberts Bank Terminal 2 environmental impact assessment includes the wider community and environmental impacts associated with increased road and rail traffic, so that a range of mitigation options can be assessed, including the development of inland port facilities.

Implications:

Financial Implications – there are no financial implications.

CONCLUSION:

Port Metro Vancouver has provided clarification to the Canadian Environmental Assessment Agency that it has no or very limited jurisdictional authority over road, rail and marine traffic related to the RBT2 project. Irrespective of Port Metro Vancouver's jurisdictional control, an environmental impact assessment which does not evaluate the road, rail and marine traffic impacts from a new container terminal, would vastly underestimate the impacts of the project and undermine the credibility of the project review. Delta is requesting, therefore, that the environmental impact statement for RBT2 include a full assessment of the broader community and environmental impacts associated with the traffic impacts of the project.



Sean McGill

Director of Human Resources & Corporate Planning

Department submission prepared by: Bernita Iversen, Senior Policy Analyst
F:\Bernita\Port Metro Vancouver\Terminal 2\2014\DecCR.dotx

ATTACHMENTS:

- A. Delta's submissions to CEAA (November 26, 2013, September 16, 2014)
- B. CEAA request to Port Metro Vancouver (October 3, 2014)
- C. Port Metro Vancouver response to CEAA (November 18, 2014)



THE CORPORATION OF DELTA

From the office of:

The Mayor,
Lois E. Jackson

November 26, 2013

Roberts Bank Terminal 2 Project
Canadian Environmental Assessment Agency
410 – 701 West Georgia Street
Vancouver, BC V7Y 1C6

Dear Sir/Madam,

Re: Roberts Bank Terminal 2 Draft EIS Guidelines (Registry Reference 80054)

On behalf of Delta Council, please accept this submission in response to the request for public comments on the draft Environmental Impact Statement Guidelines for the Roberts Bank Terminal 2 Project. The project guidelines were considered at the November 25, 2013 Regular Meeting and Delta Council endorsed the following resolution:

"THAT a letter be sent to the Canadian Environmental Assessment Office requesting that the Environmental Impact Statement for the Roberts Bank Terminal 2 project includes:

- i. a full assessment of the impacts of the project on the road transportation system in Delta in terms of truck traffic and passenger vehicles; and*
- ii. a cumulative impact assessment of Terminal 2 and other large scale developments in south Delta, such as the Tsawwassen First Nation residential and commercial development proposals.*
- iii. an assessment of impacts on the human environment that is more representative of Delta's land use context, including agriculture, existing and planned commercial uses, transportation corridors and residential communities; and*
- iv. an assessment of human health impacts, for example, with respect to air quality, noise, vibration and lighting."*

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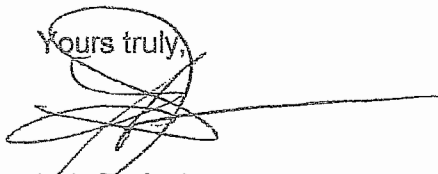


November 26, 2013

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The impacts of T2 on road traffic are not explicitly referenced in the guideline document and, since we consider traffic impacts to be one of the top priority issues for the local community, we wish to be assured that its evaluation and mitigation will be afforded due consideration in the environmental assessment process.

Yours truly,



Lois E. Jackson
Mayor

cc: Robin Silvester, President & CEO, Port Metro Vancouver
The Honourable Kerry-Lynne D. Findlay, PC, MP Delta-Richmond East
Jinny Sims, MP, Newton-North Delta
The Honourable Mary Polak, Minister of Environment, Province of BC
Scott Hamilton, MLA, Delta-North
Vicki Huntington, MLA, Delta-South
Delta Council
George V. Harvie, Chief Administrative Officer



THE CORPORATION OF DELTA

From the office of:

The Mayor,
Lois E. Jackson

September 16, 2014

Debra Myles, Panel Manager
Canadian Environmental Assessment Agency
160 Elgin Street, 22nd Floor
Ottawa, ON K1A 0H3

Dear Ms. Myles,

Re: Roberts Bank Terminal 2 Project (Ref: 80054)

I write in response to your invitation for comments on the draft Terms of Reference for the independent review panel for the Roberts Bank Terminal 2 project. At its Regular Meeting on September 15, 2014, Delta Council passed the following motion:

"THAT the Canadian Environmental Assessment Agency be requested to include a separate section on *Municipal Rights and Interests*, similar to the section on *Aboriginal Rights and Interests*, to address local government issues in the Terminal 2 Review Panel Terms of Reference."

We note that there is a specific section (3.4) in the draft Terms of Reference relating to *Aboriginal Rights and Interests* that the review panel is required to consider. While we fully support this section, it would be beneficial for local governments impacted by Terminal 2 to have a similar section in the Terms of Reference relating to municipal issues and concerns. We would suggest that this new section should be entitled '*Municipal Rights and Interests*' and would include the following elements:

- An assessment of the impacts of the project on the local and regional transportation system;
- An assessment of the impacts on municipally-owned land, utilities and statutory rights of way;
- An assessment of off-terminal facility requirements to support port operations (for example, container storage and stuffing/de-stuffing facilities);
- An assessment of the combined impacts of the T2 project with other developments currently taking place, such as the Fraser Surrey Docks coal facility and Tsawwassen First Nation mall development.

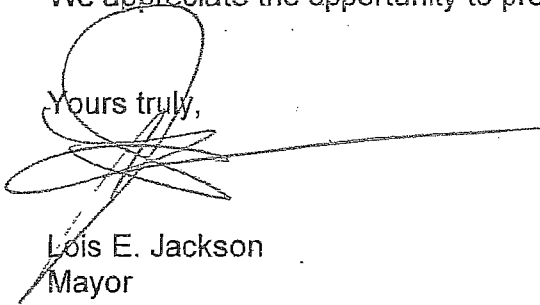
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September 16, 2014
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We appreciate the opportunity to provide input on this important issue.

Yours truly,

A handwritten signature in black ink, appearing to be "Lois E. Jackson", written over the words "Yours truly,". The signature is stylized with a large loop at the top and a long horizontal stroke extending to the right.

Lois E. Jackson
Mayor

cc: Delta Council
George V. Harvie, Chief administrative Officer
Sean McGill, Director of Human Resources & Corporate Planning

From: Myles, Debra [CEAA]
Sent: October 3, 2014 2:42 PM
To: Robertson, Kyle (<< emails address removed >>)
Cc: Roberts Bank [CEAA]
Subject: Information requested from Port Metro Vancouver

Kyle

The comment period on the draft Review Panel Terms of Reference for RBT2 closed on September 22, 2014. I can confirm that all of the submissions received by the Canadian Environmental Assessment Agency on the draft Terms of Reference are posted on the public registry at <http://www.ceaa-acee.gc.ca/050/details-eng.cfm?evaluation=80054>.

As you will have noted, a number of the submissions highlighted the importance of the marine environment at Roberts Bank as well as the marine environment beyond the physical boundaries of the proposed RBT2 project. Several submissions maintained that the federal environmental assessment should include the potential effects of container ship traffic activities (for example, in Juan de Fuca Strait, the Strait of Georgia and the Salish Sea) which are not part of the project as defined for the environmental assessment.

Additionally, submissions were received that supported including road and rail traffic outside of the physical boundaries of the proposed RBT2 project in the definition of the project.

The descriptions of managed lands, rail and terminal facilities and navigational jurisdiction provided by Port Metro Vancouver in its project description (September 2013) were appropriate at that time. In June 2014, however, the Agency updated its Guide to [Preparing a Description of a Designated Project under the Canadian Environmental Assessment Act, 2012](#). This guide directs the project proponent to provide a description of the components associated with the designated project, including:

A description of the physical activities that are incidental to the designated project. In determining such activities, the following criteria shall be taken into account:

- nature of the proposed activities and whether they are subordinate or complementary to the designated project;
- whether the activity is within the care and control of the proponent;
- if the activity is to be undertaken by a third party, the nature of the relationship between the proponent and the third party and whether the proponent has the ability to "direct or influence" the carrying out of the activity;
- whether the activity is solely for the benefit of the proponent or is available for other proponents as well; and,
- the federal and/or provincial regulatory requirements for the activity.

It is expected that details on the care and control that Port Metro Vancouver may have over marine, rail and road activities inside and beyond the physical boundaries of the RBT2 project as proposed will be fully described in the RBT2 Environmental Impact Statement. In light of the comments received by the Agency on the draft Review Panel Terms of Reference, however, it is apparent that participants in the environmental

assessment process would benefit from receiving additional clarity now, in advance of the finalization of the Terms of Reference by the Minister of the Environment. Consequently, the Agency requests that Port Metro Vancouver respond to the following as soon as possible:

- What care and control does Port Metro Vancouver have in relation to marine shipping or other marine activities outside of the geographic area of the RBT2 project as defined for the environmental assessment and how may that care or control be exercised or applied?
- What care and control does Port Metro Vancouver have in relation to rail traffic or other rail activities outside of the geographic area of the RBT2 project as defined for the environmental assessment and how may that care or control be exercised or applied?
- What care and control does Port Metro Vancouver have in relation to road traffic or other road transportation activities outside of the geographic area of the RBT2 project as defined for the environmental assessment and how may that care or control be exercised or applied?

Please let me know if you have any questions on the information, above, or this request.

Regards,

Debra Myles

Panel Manager | Gestionnaire de commission

Canadian Environmental Assessment Agency | Agence canadienne d'évaluation environnementale

160 Elgin Street, 22nd floor, Ottawa, ON K1A 0H3 | 160 rue Elgin, 22e étage, Ottawa, Ontario K1A 0H3

Telephone | Téléphone << telephone number removed >>

<< email address removed >>



PORT METRO
vancouver

Via Email

November 18, 2014

Debra Myles
Panel Manager
Canadian Environmental Assessment Agency
22nd Floor, Place Bell
160 Elgin Street
Ottawa, ON K1A 0H3

Re: Care and Control Over Marine, Rail and Road Transportation Outside of Geographic Area of the Roberts Bank Terminal 2 Project

Dear Ms Myles,

We write in response to your email of October 3, 2014 requesting that Port Metro Vancouver provide additional clarity regarding the care and control which Port Metro Vancouver has over marine, rail and road transportation activities outside of the geographic area of the Roberts Bank Terminal 2 project (RBT2), as defined for the environmental assessment.

The *Environmental Impact Statement Guidelines* issued January 7, 2014 state, at section 3.1, that the scope of the RBT2 project includes "marine, road and rail transportation within the areas for which the proponent has jurisdiction".

Port Metro Vancouver is a port authority created pursuant to the *Canada Marine Act*. In that Act the federal government has delegated certain port related aspects of its constitutional authority with respect to "navigation and shipping" and the administration and management of federal lands to port authorities.

The *Canada Marine Act* gives port authorities the authority to take, or prevent, certain activities within a "port", which is defined as "the navigable waters under the jurisdiction of a port authority and the real property and immovables that the port authority manages, holds or occupies as set out in the letters patent". The letters patent issued for Port Metro Vancouver describe the geographic boundaries of the navigation jurisdiction of Port Metro Vancouver, the federal real property which it manages, and the lands "other than federal real property", namely lands Port Metro Vancouver holds in its own name.

The letters patent further state that Port Metro Vancouver may provide services or carry out activities in connection with transport services "within the port, or within or between" specified municipalities "to provide access to or from the port and its facilities". The specified municipalities are those adjacent to the port, namely Coquitlam, Delta, Maple Ridge, New Westminster, Pitt Meadows, Port Coquitlam, Surrey, Richmond, Vancouver, Burnaby, District of North Vancouver, City of North Vancouver, Port Moody, West Vancouver, Belcarra and the Township of Langley.

Debra Myles
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Port Metro Vancouver has therefore interpreted the scope of the RBT2 project as including the marine, road and rail transportation on the real property it manages and within the navigable waters over which it has navigation jurisdiction. The federal real property managed by Port Metro Vancouver and its navigation jurisdiction are shown in the attached map (see *Figure A*). The existing Roberts Bank marine terminal is located on federal lands managed by Port Metro Vancouver, and is serviced by road and rail on the causeway, which is located on lands owned by the Province of B.C and the British Columbia Railway Company (see *Figure B*). Road and rail traffic therefore enters Port Metro Vancouver jurisdiction at the western (seaward) end of the causeway. Access by road traffic at that location will soon be controlled by a recently installed vehicle access gate, activated by a port security pass. The expanded causeway proposed for RBT2 is to be constructed partly on lands owned by the British Columbia Railway Company, to the north of the existing causeway. Port Metro Vancouver is in discussion with the Province of British Columbia and the British Columbia Railway Company regarding acquiring tenure to these lands and it has not yet been determined whether they will come within Port Metro Vancouver jurisdiction.

In providing the requested information, we have interpreted "care and control" as meaning either regulatory authority granted by the *Canada Marine Act* or Port Metro Vancouver's letters patent, or an existing contractual relationship by which Port Metro Vancouver would be able to impose conditions or requirements on the operators of marine, rail or road transportation. Port Metro Vancouver participates in initiatives with other stakeholders and regulatory authorities to address issues of mutual concern, such as traffic in the Metro Vancouver area or optimizing the use of port infrastructure, and programs to encourage environmental sustainability, such as the EcoAction program which promotes emission reduction measures by offering discounted harbour rates to shipping lines. These however are voluntary initiatives and are therefore not considered matters within Port Metro Vancouver's "care and control".

1. What care and control does Port Metro Vancouver have in relation to marine shipping or other marine activities outside of the geographic area of the RBT2 project as defined for the environmental assessment and how may that care or control be exercised or applied?

Port Metro Vancouver has no care and control over marine shipping or other marine activities outside its navigation jurisdiction.

The *Canada Marine Act* sets out the authority of port authorities within a port, which include authority to establish practices and procedures to be followed by ships to ensure efficient navigation or environmental protection (s. 56). In accordance with this statutory authority Port Metro Vancouver has issued a Port Information Guide for marine operations within its jurisdiction.

Regulatory authority in relation to marine shipping outside of Port Metro Vancouver navigation jurisdiction rests with Transport Canada and the Canadian Coast Guard (under the control and supervision of Fisheries and Oceans Canada), together with the Marine Communications and Traffic Services centres in Victoria and Vancouver (operated by the Canadian Coast Guard) and the Pacific Pilotage Authority. Relevant legislation includes the *Canada Shipping Act, 2001*, the *Oceans Act* and the *Pilotage Act*.

Debra Myles
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November 18, 2014

Each of the marine terminals within Port Metro Vancouver jurisdiction is independently owned and operated. Those terminals enter into contractual relations with individual shipping lines which use their facilities. Port Metro Vancouver has the ability to impose fees and dues for use of port facilities, and has retained certain rights to control use of berth corridors associated with each terminal, but does not enter into contracts with the shippers or vessel owners which use the facilities within its jurisdiction.

Port Metro Vancouver therefore has no care and control over marine shipping or other marine activities beyond its navigation jurisdiction.

2. What care and control does Port Metro Vancouver have in relation to rail traffic or other rail activities outside of the geographic area of the RBT2 project as defined for the environmental assessment and how may that care or control be exercised or applied?

Port Metro Vancouver has no care and control over rail traffic or other rail activities outside of the lands which it manages.

Port Metro Vancouver is entitled, further to the *Port Authorities Operations Regulations* issued pursuant to the *Canada Marine Act*, to restrict access to the lands it manages and to regulate the activities on those lands. In practice, Port Metro Vancouver does not restrict the access of any of the railway companies which service marine terminals within Port Metro Vancouver jurisdiction.

Regulatory authority with respect to federal railway companies rests with Transport Canada, pursuant to the *Canada Transportation Act* and the federal *Railway Safety Act*. Provincial railway companies are regulated by the BC Minister of Transportation and Infrastructure, pursuant to the *B.C. Railway Act* and *Railway Safety Act*.

The railway lines located on the Roberts Bank causeway and extending for approximately 24 miles, referred to as the Port Subdivision, are owned by the British Columbia Railway Company (BCR) and managed by BCR Properties Ltd. BCR is operated and regulated by the BC Minister of Transportation and Infrastructure. The Port Subdivision is used by Canadian National Railway, Canadian Pacific Railway and BNSF Railway, which are all federally regulated railway companies, pursuant to Joint Section Agreements with BCR.

There are numerous agreements between Port Metro Vancouver and railway companies regarding a variety of matters such as rights to use or responsibility to pay for port facilities. Port Metro Vancouver has no contractual agreements with any of the railway companies with respect to the provision of rail services to the Roberts Bank marine terminal.

Port Metro Vancouver therefore has no care and control over rail traffic or other rail activities outside of the lands which it manages.

Debra Myles
Page 4
November 18, 2014

3. What care and control does Port Metro Vancouver have in relation to road traffic or other road transportation activities outside of the geographic area of the RBT2 project as defined for the environmental assessment and how may that care or control be exercised or applied?

Port Metro Vancouver has some limited care and control over road traffic outside of its jurisdiction, in that it imposes conditions for truck operators and trucking companies which access the lands it manages.

The *Port Authorities Operations Regulations* issued pursuant to the *Canada Marine Act* provide that Port Metro Vancouver shall not provide access to the port by a truck or other road transportation for the pick-up or deliver of containers unless written authorization in the form of a licence has been issued (s. 31.1). The licence must specify minimum conditions, including compliance with a reservation system and that the holder of the licence must ensure minimum specified remuneration for all containers being moved within the Lower Mainland. Further to this regulatory requirement, Port Metro Vancouver established a Truck Licensing System which set out conditions for truck operators and trucking companies which access the lands it manages. In cooperation with the Province, Port Metro Vancouver ensures payment of minimum remuneration for prescribed groups moving containers from marine terminals to container distribution facilities within the Lower Mainland.

Further to the disruption of truck services to terminals within Port Metro Vancouver jurisdiction in early 2014, the federal and provincial governments announced reforms to the Truck Licensing System. Under the new program Port Metro Vancouver is to establish new entry standards and requirements for trucking companies and their trucks requiring access to the lands which it manages and to issue new reformed licences. Further to this, on October 23, 2014, the provincial government introduced legislation to establish a British Columbia Container Trucking Commissioner, who will assume responsibility for and administer all Truck Licensing System licenses after the planned reforms. The new Truck Licensing System is intended to be operational by February 2015.

Port Metro Vancouver therefore has some limited care and control over road traffic outside of its jurisdiction, in that it imposes conditions for truck operators and trucking companies which access the lands it manages.

Sincerely,

PORT METRO VANCOUVER

<< original signed by >>

Rhona Hunter P. Eng
Director, Infrastructure Sustainability

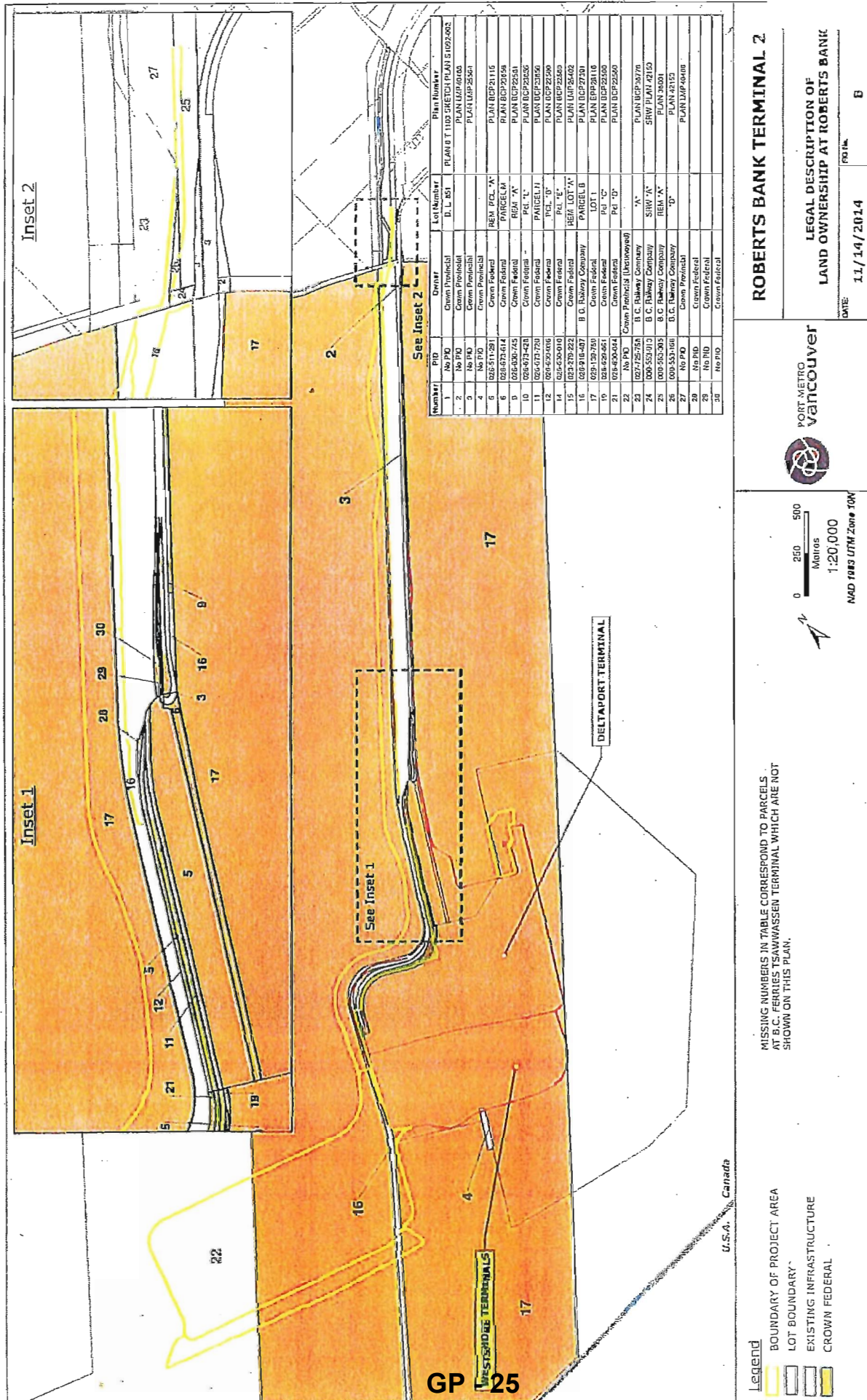
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Encls. (2)



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To:	General Purposes Committee	Date:	January 5, 2015
From:	W. Glenn McLaughlin Chief Licence Inspector & Risk Manager	File:	12-8275-05/2014-Vol 01
Re:	IPC Restaurant Ltd., doing business as ABC HK Café Unit 2792 - 4151 Hazelbridge Way		

Staff Recommendation

That the application from IPC Restaurant Ltd., doing business as ABC HK Café, for an amendment to add a *patron participation endorsement* under Food Primary Licence No. 304643, in order to offer entertainment in the form of dancing, karaoke and live musicians, be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

1. Council supports the amendment of an endorsement for patron participation as the issuance will not pose a significant impact on the community.
2. Council 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 was considered.
 - b. The impact on the community was assessed through a community consultation process.
 - c. Given that there has been no history of non-compliance with the operation, the amendment to permit patron participation under the Food Primary Licence should not change the establishment so that it is operated in a manner that is contrary to its primary purpose as a food establishment.
3. As the operation of a licenced establishment may affect nearby residents the City gathered the view of residents as follows:
 - a. Property owners and businesses within a 50 metre radius of the subject property were contacted by letter detailing the application, providing 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. The 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 amendments are acceptable to the majority of the residents in the area and the community.



W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
(604-276-4136)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

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 application submitted to LCLB and to the City of Richmond by IPC Restaurant Ltd. (the Applicant), doing business as ABC HK Café, for City support to allow patron participation under its Food Primary Liquor Licence No. 303143 to be able to provide their customers with entertainment in the form of dancing, karaoke, live musicians and speakers.

The Local Government has been 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,
- the impact on the community; and
- whether the amendment may result in the establishment being operated in a manner that is contrary to its primary purpose.

Analysis

The Applicant’s business is located in the south-east corner on the second floor in the Aberdeen Mall. There has been a 140 seat restaurant in operation at this location since 2004 and the current owner, IPC Restaurant Ltd., has been operating the restaurant since 2011.

The zoning for the property is Residential Mixed Use Commercial – Aberdeen Village (ZMU9) and the business use of a restaurant is consistent with the permitted uses for this zoning district. To the north, south and west of the property are commercial businesses that cater to the day to day needs of the general public. To the east of the property is a single family residential district.

The Applicant has in the past sought the City’s support in their application to LCLB for a temporary change to their liquor licence to allow for patron participation for special events. The City has supported four (4) such requests since 2012. There have been no complaints received from these temporary amendments.

In the letter of intent, submitted by the Applicant, they advise that the endorsement will not change the manner or focus of the restaurant but will allow them to enhance their patrons dining experience, and they will not longer have to apply for temporary amendments for special events. All entertainment will end by midnight.

Summary of Application and Comments

The City’s process for reviewing applications for liquor related permits is prescribed by the Development Application Fee’s Bylaw No. 8951, which under section 1.8.1 calls for

*1.8.1 Every **applicant** seeking approval from the **City** in connection with:*

- (a) a licence to serve liquor under the Liquor Control and Licensing Act and Regulations; or*
- (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 1.8.2.

*1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:*

- (b) post and maintain on the subject property a clearly visible sign which indicates:*
 - (i) type of licence or amendment application;*
 - (ii) proposed person capacity;*
 - (iii) type of entertainment (if application is for patron participation entertainment); and*
 - (iv) proposed hours of liquor service; 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, providing the same information required in subsection 1.8.2(b) above.*

The required signage was posted on October 29, 2014, and the three ads were published in a local newspaper on October 31, November 5 and November 7, 2014.

In addition to the advertised public notice requirements set out in Section 1.8.2, staff have adapted from a prior bylaw requirement, the process of the City sending letters to businesses, residents and property owners within a 50-metre radius of the establishment (Attachment 1). This letter provides details of the proposed liquor licence application and requests the public to communicate any concerns to the City.

There are 776 properties identified within the consultation area. On October 29, 2014, letters were sent to 1081 businesses, residents and property owners to gather their view on the application. Three letters were returned as undeliverable.

All public consultations ended November 28, 2014, and no responses were received from the public.

Potential for Noise

Staff believe that there would be no noticeable increase in noise if the entertainment endorsement is supported.

Potential for Impact on the Community

Based on the lack of any negative public feedback staff is of the opinion that there would be no impact on the community associated with the amendment.

Potential to operate contrary to its primary purpose

Staff are of the opinion that due to a lack of any non-compliance issues related to the operation of this business, there would be minimal potential of the business being operated in a manner that would be contrary to its primary purpose as a food establishment.

Other agency comments

As part of the review process, staff requested comments from Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Richmond Joint Task Force, the City Building Permit and Business Licence Departments. These agencies generally provide comments on the compliance history of the Applicant's operations and premises.

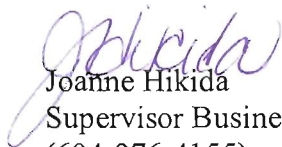
No objections to the application were received from any of the above mentioned agencies and divisions.

Financial Impact

None

Conclusion

Following the public consultation period, staff reviewed the Food Primary Liquor Licence amendment application against the legislated review criteria and recommends City Council support the application for a patron participation endorsement. The amendment is not expected to increase noise or have a negative impact on the community nor result in the Applicant operating the business contrary to its' primary purpose.



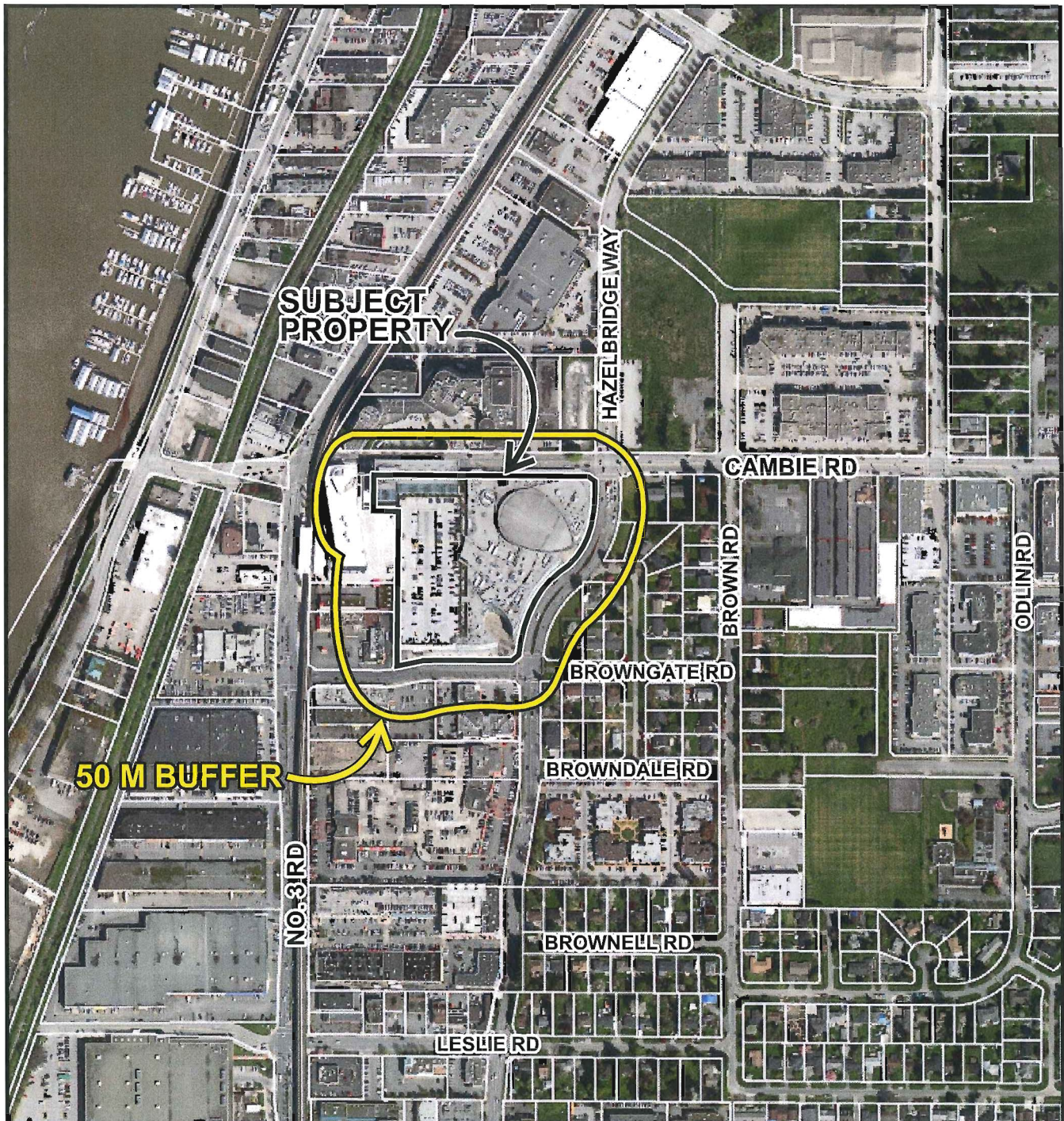
Joanne Hikida
Supervisor Business Licence
(604-276-4155)

JMH:jmh

Att. 1: Site Map with 50 Metre Buffer



City of
Richmond



4151 Hazelbridge Way

Original Date: 12/17/14

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Report to Committee

To: General Purposes Committee

Date: December 16, 2014

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

File: 10-6600-10-01/2014-
Vol 01

Re: Alexandra District Energy Utility Bylaw No 8641 Amendment Bylaw No 9205

Staff Recommendation

That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw 9205 be introduced and given first, second and third reading.

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

Att. 1

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

Staff Report

Origin

In 2010, Council adopted the Alexandra District Energy Utility Bylaw No. 8641 establishing the rate for the delivery of energy for space heating, cooling and domestic hot water heating within the Alexandra District Energy Utility (ADEU) service area.

The purpose of this report is to recommend 2015 ADEU service rates.

This report supports Council's Term Goal #8 Sustainability:

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

Analysis

2014 Rates

The 2014 rate was developed on the basis of delivering energy to residential customers and is in effect for most of the ADEU service area. This is comprised of:

1. Capacity Charge (Fixed) - monthly charge of \$0.081 per square foot of the building gross floor area, and a monthly charge of \$1.082 per kilowatt of the annual peak heating load supplied by DEU, as shown in the energy modeling report required under Section 21.1.(c); and
2. Volumetric Charge (Variable) - charge of \$3.461 per megawatt hour of energy consumed by the building.

In July 2014, Council adopted a separate rate for large format retail buildings (defined as the Area A in the Bylaw). The reason was that large format retail buildings have a different model of delivering space heating and cooling than residential types of buildings, and therefore needed an alternative service. Air source heat pump technology (ASHP) was found to better provide cost-effective, low-carbon energy services for the unique requirements of such buildings, differing from the ground-source heat pump technology that best services most of the other developments in the service area. The current 2014 rate in effect for Area A of the service area is comprised of:

1. Capacity Charge (Fixed) - monthly charge of \$0.0435 per square foot of the building gross floor area; and
2. Volumetric Charge (Variable) - charge of \$0.00 per megawatt hour of energy consumed by the building.

When the detailed design of the ASHP system is complete, staff will bring forward recommendations to Council on how this rate should be divided into fixed and variable charges, as is the case with the residential rate.

Factors Considered in Creating the Rates

Factors that were considered when developing the 2015 ADEU rate options include:

- **Competitive Rate:** The rate should provide end users with annual energy costs that are less than or equal to conventional system energy costs, based on the same level of service.
- **Cost Recovery:** The ADEU was established on the basis that all capital and operating costs would ultimately be recovered through revenues from user fees. The financial model included recovery of the capital investment over time and built in a rate increase year over year to cover for the fuel cost increases, inflation, etc. to ensure the financial viability of the system.
- **Forecasted Utility Costs:** Utility cost (electricity and natural gas) increases are outside the City's control. Nonetheless, these commodity costs directly impact the operation cost of the ADEU. BC Hydro's 10 year plan projects an electricity rate increase of 6% in 2015. Natural gas costs are expected to increase 2.5% in 2015, based on National Energy Board estimates.
- **Consumer and Municipal Price Indexes:** Other factors to consider include various price indexes. For example, the consumer price index (CPI) is estimated by the Finance Department at 1.5% based on the average of recent BC forecasts, while municipal price index (MPI) is estimated at 3.26%.

Proposed 2015 ADEU Rates

Taking into consideration the above factors, three options are presented for consideration.

Option 1 – No increase to ADEU rate for services (Not recommended)

Under the “status quo” option, the rate would not change from the 2014 rate.

The ADEU is in its early days of operation, and as a result the utility (electricity and natural gas), operation and maintenance costs are still largely based on projections of the original financial model. Variation from the model will affect the long term performance of the ADEU. For example, the revenue may vary from the projected revenue in the financial model depending on the speed of development and occupancy. The financial modeling of the ADEU has taken into consideration modest rate increases similar to projected increase rates for conventional energy. A status quo approach may have a negative impact on the financial performance of the ADEU. For example, it may cause an extension of the payback period, reduction of internal rate of return, etc.

Option 2 – 2% increase to ADEU rate for services (Not recommended)

Under this option, the rate would increase modestly to slightly exceed the consumer price index (CPI). While a 2% rate increase will partially cover the estimated utility (electricity and natural gas), operation and maintenance cost increases, it is below the increase projected in the ADEU financial business model and below the estimated “business as usual” (BAU) cost of energy

commodity (electricity and natural gas) increases that customers not serviced by a DEU would face. Since BAU costs are expected to increase over the CPI, this option is not recommended.

Option 3 – 4% increase to ADEU rate for services (Recommended)

The 4% rate increase under this option follows the ADEU financial model. This rate will cover estimated increases in utility (electricity and natural gas), operation and maintenance costs. As a comparison to conventional system energy costs, the proposed 4% ADEU rate increase is below the estimated BAU rates that customers would pay, based on projected utility costs for customers using a mix of electricity and natural gas for heating and cooling services.

The ADEU financial model follows the principle of full cost recovery. To mitigate potential financial risks, it is recommended that the City follow the financial model as much as possible in the early years of the utility operation and annually adjust the rates as per model. As the utility collects more actual data about the connected building's energy loads and consumption, operation and maintenance costs, the model will be continuously updated and annual rate adjustment may follow more judicious year to year financial indicators, to ensure that the financial performance continues to meet its obligations.

Table 1: Proposed Rates for Services, excluding Area A

	2014	2015	2015	2015
		Option 1 0% Increase	Option 2 2% Increase	Option 3 4% Increase
Capacity Charge One	\$0.081	\$0.081	\$0.083	\$0.084
- monthly charge per square foot of the building gross floor area				
Capacity Charge Two	\$1.082	\$1.082	\$1.104	\$1.125
- monthly charge per kilowatt of the annual peak heating load supplied by DEU				
Volumetric Charge	\$3.461	\$3.461	\$3.530	\$3.599
- charge per megawatt hour of energy consumed by the building				

Table 2: Proposed Rates for Services, Applicable to Area A

	2014	2015	2015	2015
		Option 1 0% Increase	Option 2 2% Increase	Option 3 4% Increase
Capacity Charge	\$0.0435	\$0.0435	\$0.0444	\$0.0452
- monthly charge per square foot of the building gross floor area				
Volumetric Charge	\$0.00	\$0.00	\$0.00	\$0.00
- charge per megawatt hour of energy consumed by the building				

The recommended rate outlined in the proposed Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9205 (Attachment 1), represents full cost recovery for the delivery of energy within the ADEU service area.

Adjustment for Building Mechanical Operations and Credit for Qualifying Overpayments

In addition to updating rates, Amendment Bylaw 9205 allows for a credit to be provided to customers that overpay for DEU services. Section 22.2 of the Alexandra District Energy Utility Bylaw No. 8641 stipulates that customer buildings must meet at least 70% of their space heating, cooling, and hot water needs through DEU services. However, some customers may not meet this 70% target for reasons outside of their control, such as incorrect building equipment set points, malfunctioning of the building equipment and discrepancies between their modeled and actual building energy use patterns. There is potential that under these circumstances, the customer would pay DEU Capacity Charges, which are premised on a minimum 70% usage, while also paying more than expected for other utilities to provide heating services, constituting an overpayment for DEU services.

The proposed amendment to the Bylaw waives the customer bylaw offences for not meeting the 70% target, and allows for adjustment of the customer's bill with a credit for overpayment under certain conditions. To qualify, customers must undertake repairs to allow the building to meet the 70% target for heating, cooling and hot water services to be provided by the DEU, or to the satisfaction of the General Manager, Engineering & Public Works. Once the General Manager, Engineering & Public Works is satisfied with a letter from the customer's registered professional that these works have been completed, the City may, at its discretion, issue a credit to compensate for the customers overpayment. Attachment 1 includes the proposed bylaw language that outlines the circumstances under which the City will deem repairs satisfactory, and how the credit will be calculated. This Bylaw amendment is a means to better ensure future customer satisfaction and fairness in the operation of the ADEU.

This mechanism is similar to how the City's water utility provides a credit to customers who have a leak in their waterworks that leads to additional consumption that could not have been reasonably foreseen, as described in Section 25A and 25B of Bylaw 5637 Water Works Regulation and Rates.

Financial Impact

None at this time.

Conclusion

The recommended 4% increase (Option 3) for the 2015 ADEU service rate supports Council's objective to keep the annual energy costs for ADEU customers competitive with conventional energy costs, based on the same level of service. At the same time, the proposed rate ensures cost recovery to offset the City's capital investment and ongoing operating costs. The credit provided for customers who rectify a building's systems to achieve DEU energy usage targets likewise enhance the ADEU's customer service. Staff will continuously monitor energy costs and review the rate to ensure rate fairness for the consumers and cost recovery for the City.



Brendan McEwen
Manager, Sustainability
(604-247-4676)



Alen Postolka, P.Eng., CEM, CP
Acting Senior
Manager, Sustainability and District Energy
(604-276-4283)

AP:bm

Att. 1: Alexandra District Energy Utility Bylaw No 8641, Amendment Bylaw No. 9205



**Alexandra District Energy Utility Bylaw No. 8641
Amendment Bylaw No. 9205**

The Council of the City of Richmond enacts as follows:

1. The Alexandra District Energy Utility Bylaw No. 8641, as amended, is further amended:

- (a) by adding a new Section 13.12 after Section 13.11 as follows:

13.12 Adjustment for building mechanical system

If the City or a Customer, discovers or is notified, that a building mechanical system is using the DEU for less than 70% of all the annual space heating and cooling and domestic hot water requirements for a building on a Designated Property, contrary to section 22.2 of this Bylaw, then, if:

- (a) *the General Manager, Engineering & Public Works provides the Customer with written notice that the City is satisfied that the Customer did not know or could not reasonably have known of the non-compliance with section 22.2 of this Bylaw (the "GM Notice");*
 - (b) *the Customer carries out all necessary repairs and works to bring the building mechanical system into compliance with section 22.2 of this Bylaw or to the satisfaction of the General Manager, Engineering & Public Works (the "Repair Works") within 12 months of the date of the GM Notice, or such longer or shorter period as may be agreed to by the City in writing (the "Repair Period"); and*
 - (c) *the Customer supplies to the City, in form and content satisfactory to the General Manager, Engineering & Public Works, a letter signed by the registered professional responsible for the design of the Repair Works, confirming that all Repair Works have been completed,*

then:

- (d) *Part 20 (Offences) of this Bylaw will not apply to the Customer for the time period, as estimated by the City, during which the Customer was not in compliance with section 22.2 of this Bylaw; and*

- (e) *the City may adjust the Customer's bill to provide a credit in accordance with section 13.13 below.*

- (b) by adding a new Section 13.13 after Section 13.12 above as follows:

13.13 Credit for qualifying overpayment

When a Customer qualifies under section 13.12 above and the City exercises its discretion under section 13.12(e) to provide a credit, then:

- (a) *the City will estimate the amount of energy that the building should have used from the DEU in compliance with section 22.2 (the "**Compliant Energy Use Amount**") for the twelve month period preceding the date of the GM Notice (the "**Reference Period**"), in accordance with either:*

- (i) *the building's energy modeling report supplied to the City under section 21.1(c) of this Bylaw; or*
- (ii) *a building energy use review performed by a third party qualified professional appointed by the City, including a determination of overall energy use for space heating and cooling and domestic hot water requirements for the building, the proportion of actual DEU utilization for these requirements, and the DEU utilization required for compliance with section 22.2 of this Bylaw,*

at the City's discretion.

- (b) *If the actual amount of energy used by the building from the DEU during the Reference Period ("**Actual Energy Use Amount**") is lower than the Compliant Energy Use Amount, the City will credit the Customer's account with the Cost Difference as calculated by the City, provided that the Cost Difference shall not exceed the Maximum Credit Amount.*

- (c) *For the purposes of this section 13.13:*

- (i) *"**Cost Difference**" means the sum of the Reference Period Cost Difference and the Repair Period Cost Difference;*
- (ii) *"**Maximum Credit Amount**" means the amount, as calculated by the City, representing the difference between the cost of DEU energy actually used by the Customer's building and the Rates paid by the Customer, during the Reference Period and the Repair Period;*

(iii) *"Reference Period Cost Difference" means either:*

- i. the difference between the cost of natural gas used by the Customer during the Reference Period based on the Customer's natural gas bills, and the cost of natural gas that the Customer would have used if the Customer's building had used the Compliant Energy Use Amount; or*
- ii. the difference between the cost of DEU energy actually used by the Customer's building and the Rates paid by the Customer, during the Reference Period,*

as determined by the City; and

(iv) *"Repair Period Cost Difference" means either:*

- i. the difference between the cost of natural gas used by the Customer during the Repair Period based on the Customer's natural gas bills, and the cost of natural gas that the Customer would have used if the Customer's building had used an amount of DEU energy equivalent to the Compliant Energy Use Amount or a pro-rated portion thereof; or*
- ii. the difference between the cost of DEU energy actually used by the Customer's building and the Rates paid by the Customer, during the Repair Period,*

as determined by the City.

(c) by deleting Schedule C (Rates and Charges) in its entirety and replacing with a new Schedule C as attached as the Schedule to this Amendment Bylaw.

- 2. This Bylaw will come into force and take effect on the date of adoption shown below.
- 3. This Bylaw is cited as **"Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9205"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. <i>[Signature]</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

MAYOR

CORPORATE OFFICER

Schedule***SCHEDULE C to BYLAW NO. 8641******Rates and Charges*****PART 1 - RATES FOR SERVICES**

The following charges will constitute the Rates for Services for the Service Area excluding shaded Area A as shown in Schedule A to this Bylaw:

- (a) Capacity charge – a monthly charge of \$0.084 per square foot of gross floor area, and a monthly charge of \$1.125 per kilowatt of the annual peak heating load supplied by DEU as shown in the energy modeling report required under Section 21.1.(c); and*
- (b) Volumetric charge – a charge of \$3.599 per megawatt hour of Energy returned from the Heat Exchanger and Meter Set at the Designated Property.*

PART 2 - RATES FOR SERVICES APPLICABLE TO AREA A

The following charges will constitute the Rates for Services applicable only to the Designated Properties identified within the shaded area (Area A) shown in Schedule A to this bylaw:

- (a) Capacity charge – a monthly charge of \$0.0452 per square foot of gross floor area; and*
- (b) Volumetric charge – a charge of \$0.00 per megawatt hour of Energy returned from the Heat Exchangers and Meter Sets at the Designated Property.*




City of Richmond

Report to Committee

To:	General Purposes Committee	Date:	December 16, 2014
From:	Victor Wei, P. Eng. Director, Transportation	File:	01-0153-04-01/2014- Vol 01
Re:	2014 Report from City Citizen Representatives to the Vancouver International Airport Aeronautical Noise Management Committee (YVR ANMC)		

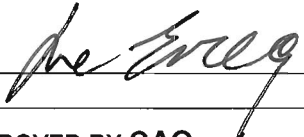


Staff Recommendation

1. That the Vancouver Airport Authority be requested to explore the feasibility of publicizing and providing training for Richmond residents in the use of WebTrak to register airport noise complaints per the recommendation of the City's citizen representatives to the YVR ANMC outlined in Attachment 1.
2. That staff be directed to provide a status update on the above recommendation as part of the annual reporting process in 2015.



Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

As directed by Council, the City's two citizen appointees to the YVR ANMC provide annual updates directly to the General Purposes Committee on agenda items discussed at the YVR ANMC meetings. This report provides the 2014 update through a status report prepared by the City's appointees to the YVR ANMC (Attachment 1).

Analysis

The YVR ANMC continues to achieve good participation from all cities and agencies and provides the opportunity for insightful discussions on a wide range of aeronautical noise-related topics as well as continued educational tours to enhance members' understanding of airport operations. The attached status report from the citizen appointees provides a comprehensive summary of the key agenda items discussed at Committee meetings held between December 2013 and October 2014; staff also provide the following supplemental comments on items not mentioned in their summary.

Update of 5-Year Noise Management Plan (2014-2018)

The City provided comments on the first draft of the Noise Management Plan (NMP) through a separate report presented at the November 25, 2013 Council meeting. Vancouver Airport Authority (VAA) staff then prepared a second draft of the Plan to address, where possible, comments received from all stakeholders including the City. That version was presented on December 12, 2013 to the VAA Board of Directors, who provided their final approval. The Plan was then submitted to Transport Canada where it is awaiting approval by the Minister of Transport, which is anticipated in early 2015. While the Plan has not yet been publicly released, VAA staff have advised that the City's comments were addressed as summarized in Table 1.

Table 1: Summary of VAA Responses to City Comments on Draft NMP

City Comment on Draft NMP	VAA Response
Indicate how the previous 2009-2013 YVR Noise Management Plan has been implemented and any outstanding initiatives	An appendix was added summarizing work on the 2009-2013 YVR Noise Management Plan.
Clarify the purpose, rationale, expected benefits, priority and timing of each proposed Plan initiative over the coming five-year period	Each initiative includes a specific objective statement that speaks to the purpose and rationale. Additional text was added that describes how VAA will meet with key stakeholders to create annual work plans to address the initiatives, and report on the results to the YVR ANMC and in the annual aeronautical noise management report.
Identify the air travel growth scenario used to prepare the proposed Plan	VAA will be reassessing traffic growth forecasts as part of the upcoming Airport Master Plan review. The findings of this work will inform the growth scenario to be used when assessing the applicability of the current 2015 long term planning Noise Exposure Forecast (NEF) Contour.

Upon receiving Ministry approval, VAA will publicly release the document and respond to all written comments provided on the first draft of the Plan.

While the Plan has not yet been formally approved, VAA initiated work in 2014 on some of the actions identified in the NMP as described below.

- *Noise Management Home Buyer & Owner Guide*: A focus area of the draft 2014-2018 NMP is enhancing community awareness of aircraft operations, flight paths, and noise management measures to enable a greater understanding of the implications of aircraft noise and airport operations, and to match public expectations with experience. Within this category, a specific initiative is the development of a brochure to help educate new homebuyers and provide existing homeowners with suggestions on how to sound insulate older homes. While the new brochure is intended for residents of all municipalities in the region impacted by aircraft noise, VAA staff consulted with the City's citizen representatives as well as City staff during the development of the brochure (see Attachment 2 for the final draft). The guide will be posted on YVR's website in early 2015 as an on-line resource for new home buyers and existing home owners.
- *Engagement with Aviation Stakeholders*: A complementary focus area is enhancing industry awareness via engagement with aviation stakeholders to improve noise management activities. To this end, VAA hosted regular meetings throughout 2014 with Transport Canada and other major airports in Canada to exchange information on noise management opportunities, discuss roles and responsibilities, and coordinate response on national issues.

Anticipated initiatives in 2015 include a review of the existing engine run-up procedures and directives with a focus on optimizing noise reduction opportunities at all non-Ground Run-up Enclosure (GRE) locations. VAA staff will work with the YVR ANMC to develop a scope of work for this project.

Runway End Safety Area (RESA)

In anticipation of the enactment of a Canadian standard within the next few years, VAA is proactively planning to construct RESAs for its three runways (north, south and crosswind) that will meet existing international safety recommendations. Following these best practices, the length of each RESA (300 m with widened shoulders) will exceed the anticipated Canadian standard of 150 m. Construction will occur on the south and crosswind runways first due to relatively simpler operational, environmental and financial factors. The preferred options do not impact the foreshore and maintain existing runway lengths (i.e., no extension of the takeoff and landing distances).

Modelling results by VAA indicate that there may be a negligible increase in noise levels for some areas of Burkeville, as a limited number of larger aircraft taking off to the west may begin their takeoff roll where the new pavement will be added for the RESA at the eastern end of the south runway, which would bring those aircraft approximately 200 m closer to the Burkeville area. The estimated increase in noise level is three decibels, which is imperceptible to humans, and operational procedures such as the use of reduced thrust will help mitigate noise exposure. This increased noise level would still be lower than what Burkeville residents currently experience for takeoffs to the east; these latter noise levels will not change. On-going noise impacts will be monitored via VAA's network of Noise Monitoring Terminals throughout the community.

Consultation commenced in early September 2014 and included:

- presentations to YVR's Environmental Advisory and Noise Management Committees;
- small meetings with stakeholder groups including City staff, community associations and agricultural, environmental, business, and tourism organizations/committees; and

- an open house and on-line survey for the general public.

Construction is scheduled to occur during the summer months commencing in 2015 for both ends of the crosswind runway and the west end of the south runway. The east end of the south runway will require preload from Winter 2015 to Spring 2016, with construction occurring in Summer 2016 and 2017. Planning for RESAs on the north runway is currently in the early stages and consultation with the public and stakeholders will occur when more information is available.

The above information was also summarized in a staff memorandum to Council dated September 30, 2014 (see Attachment 3).

2014 Aeronautical Noise Management – Summary Report

In 2014, YVR received a total 1,695 noise concerns from 278 individuals across Metro Vancouver, which is a 31 per cent increase in concerns but no change in the number of complainants over 2013 (see Chart 1). The increase in concerns is attributed primarily to three individuals (one each in South Surrey, South Delta and Richmond) who together submitted 66 per cent of all noise concerns in 2014 (i.e., 1,122 concerns).

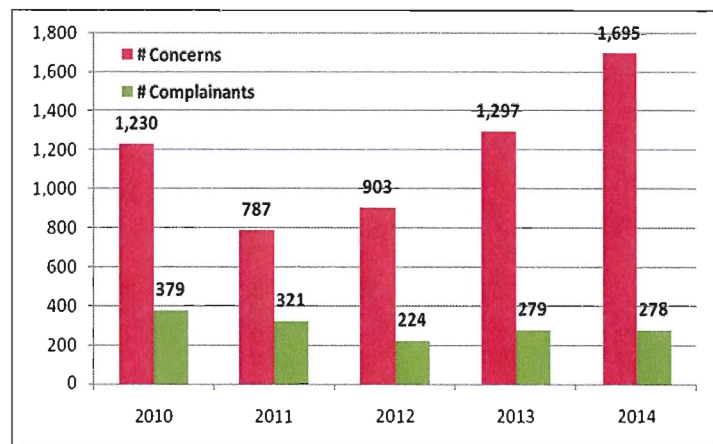


Chart 1: Total Number of Region-wide Noise Concerns and Complainants

The individual in Richmond resides adjacent to the float plane route and registered 130 concerns in 2014 (42 per cent of all Richmond-related concerns), which is a decrease from the 225 concerns registered by the same individual in 2013 (see Chart 2). While the total number of Richmond-related concerns fell from 376 in 2013 to 306 in 2014 (19 per cent decrease), the number of complainants residing in Richmond increased marginally from 87 in 2013 to 92 in 2014 (six per cent increase).

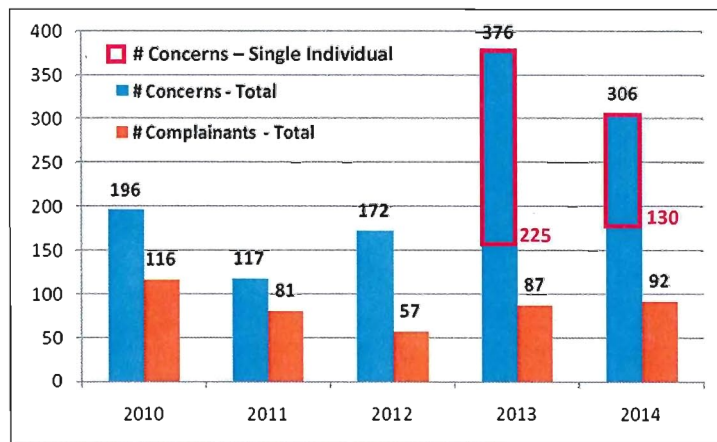


Chart 2: Total Number of Richmond-Related Noise Concerns and Complainants

When the concerns from the single individual are excluded for 2013 and 2014, the remaining number of Richmond-related concerns registered in 2014 is 176, which is a 17 per cent increase from the balance of 151 concerns received in 2013 and in line with the general trend over the past several years. Note that the status report from the City's appointees to the YVR ANMC summarizes noise concerns received for the first three quarters of 2014 (i.e., January through September).

Based on data up to the end of 2013, there is growing use of WebTrak to register concerns (e.g., in 2013, 63 per cent of concerns were received via WebTrak versus an average of 44 per cent over the 2010-2012 period). WebTrak is a web-based tool on YVR's website that allows the public to view 'real-time' and historical flight and noise data, and allows citizens to register concerns about particular aircraft or aviation in their community. The increase in concerns registered via this medium suggests that residents are becoming more aware of the tool.

Of those concerns received from Richmond residents, the operational concerns identified include float plane operations as noted above followed by take-offs and engine run-ups. The number of concerns related to run-ups has decreased in correlation with the opening of the GRE.

Outcome of 2013 Recommendations of the City Appointees to the YVR ANMC

The citizen representatives recommended that the City consider partnering with the VAA on its *Fly Quiet Awards* to show the City's appreciation of the aviation community's commitment to being good neighbours. These awards are presented at the annual YVR Chief Pilot's Meeting to the airlines that are not in violation of noise abatement procedures, have the lowest average noise level and fly regularly at YVR. The awards now feature the City's heron logo so that airline operators are aware that the City recognizes and appreciates their efforts to minimize aeronautical noise impacts on the surrounding community.

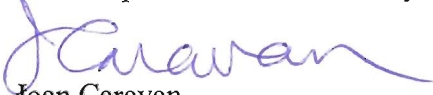
Financial Impact

None.

Conclusion

The City's citizen representatives to the YVR ANMC continue to uphold Richmond's profile at the Committee and both contribute positively to discussions. Staff support the recommendation identified in the status report (i.e., publicize and provide training for residents in the use of WebTrak to register airport noise complaints) and recommend that its feasibility be explored with the Vancouver Airport Authority. Staff would provide an update on the status of the initiative as part of the annual report back in 2015.

The YVR ANMC remains a valuable forum for addressing aeronautical noise impacts on Richmond. The provision of input regarding action items to support VAA's new *2014-2018 Noise Management Plan* will be an opportunity for the City and the City's representatives to the YVR ANMC to ensure that the initiatives are consistent with a goal of minimizing aeronautical noise impacts to the community and enhancing residents' quality of life.



Joan Caravan
Transportation Planner
(604-276-4035)

- Att. 1: 2014 Status Report: YVR Aeronautical Noise Management Committee
2: Noise Management Home Buyer & Owner Guide
3: Memorandum to Council re YVR RESAs

Date: November 17, 2014

To: City of Richmond General Purposes Committee

From: Margot Spronk, City of Richmond Citizen YVR ANMC Representative
Donald Flintoff, City of Richmond Citizen YVR ANMC Representative

2014 Status Report: YVR Aeronautical Noise Management Committee

City Appointees

The 2013/14 term is the third Airport Noise Management Committee (ANMC) appointment for Margot Spronk. Margot was previously NAV CANADA's General Manager for the Vancouver Flight Information Region, and worked as an air traffic controller at the Vancouver Area Control Centre. Margot lives in Steveston.

Donald Flintoff was appointed to the VANMC in January 2013 for a two-year term. Donald brings his experience as a consulting engineer to the table. Currently Donald is the Senior Electrical Engineer for the British Columbia Utilities Commission, has lived in Richmond since 1975, and currently lives in the Thompson area since 1988.

Past Year at the YVR Aeronautical Noise Management Committee

Since our last report, the ANMC met 3 times: December 4, 2013, April 30, 2014 and October 15, 2014.

Highlights

Floatplane Operations

Don Flintoff raised concerns about YVR floatplane operations at the ANMC meeting in April 2014. He had four questions that were answered by YVR at the October ANMC meeting.

- Q: Could the flight path be changed to minimize noise?
A: No changes can be accommodated due to proximity of flight paths for the south runway
- Q: Could altitudes be increased to 1500' or above?
A: No, due to conflicts with aircraft operating on south runway
- Q: Could further noise impact studies be conducted?
A: The Airport Authority is open to additional monitoring in the area. Monitoring aids in understanding the contribution of aircraft noise, but does not drive compliance, enforcement or changes to routes or procedures.
- Q: Could Wide Area Augmentation System (WAAS) be implemented to eliminate low flying in bad weather?
A: State of the art radar surveillance is employed at YVR. Floatplanes operate under VFR (Visual Flight Rules) which require aircraft to navigate and avoid obstacles and other aircraft visually and with reference to the ground. As weather degrades, the only option is to fly lower.

The Airport Authority has also provided a letter documenting their responses to the City.

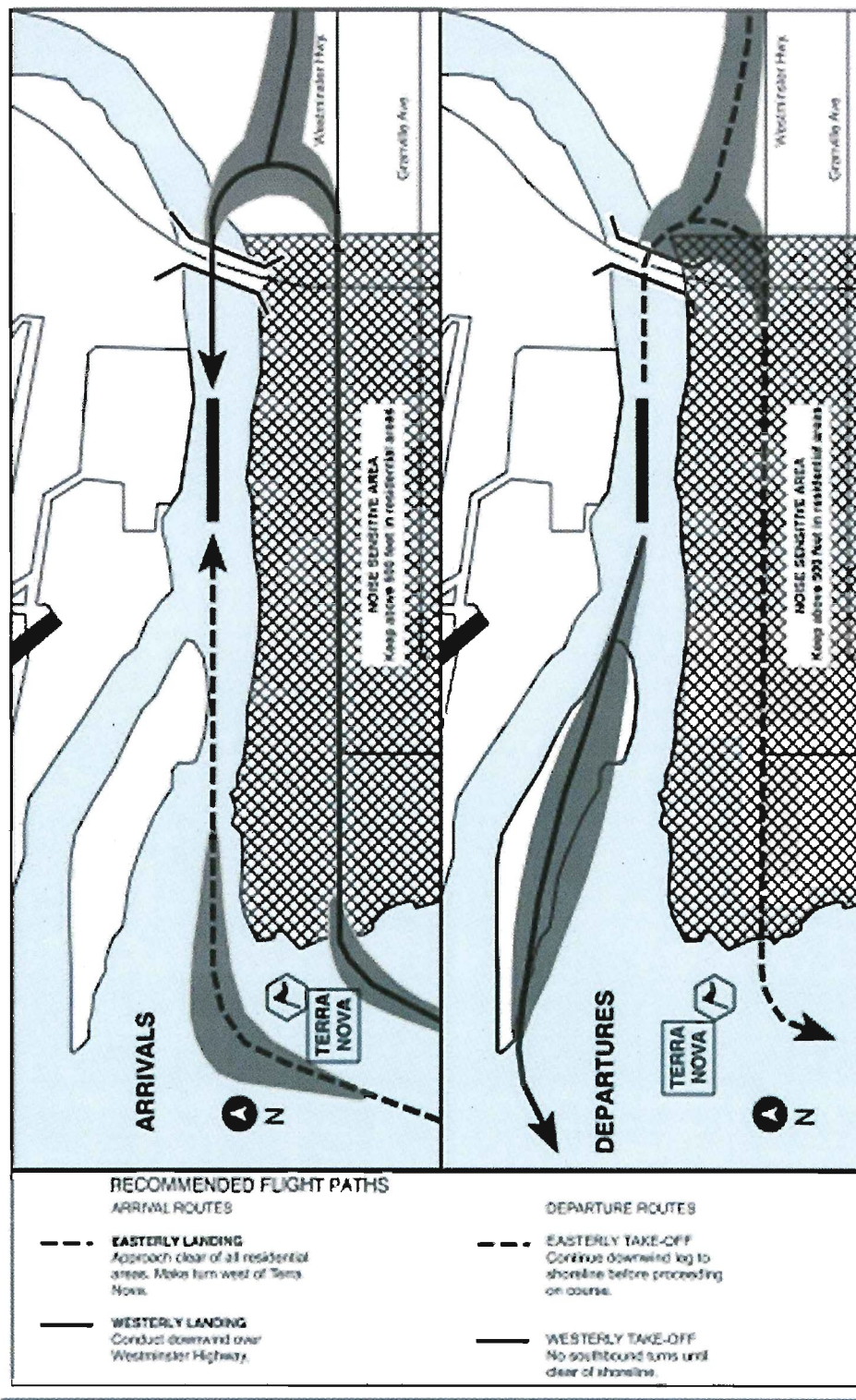
Excerpts from the current Water Aerodrome Supplement related to float plane operations at YVR are shown below.

CANADA WATER AERODROME SUPPLEMENT

Effective 0901Z 7 March 2013 to 0901Z 3 April 2014

AERODROME/FACILITY DIRECTORY B237

VANCOUVER INTL CAM9 VFR TERMINAL PROCEDURES CHART



CANADA WATER AERODROME SUPPLEMENT

Effective 0901Z 7 March 2013 to 0901Z 3 April 2014

AERODROME/FACILITY DIRECTORY B239

VANCOUVER INTL BC (Cont'd)

CAM9

PRO	<p>AIRSPACE: See VTA chart for VFR rtes & pro. Class "C" Airspace & CZ: Transponder reqd.</p> <p>ARR/DEP: See Vancouver Intl CAM9 VTPC. Downwind flt alt not below 500' ASL over populated area to the S. Westbound dep keep clear of S shore noise sensitive area. Dep rstd til 0630 hr lcl O/T PPR from YVR Ops 604-207-7022. At low tide use river slightly N of centre of river.</p> <p>NOISE ABATEMENT: Consistent with safe acft ops, the following are recommended operational proc: 1. TkoF Westbound and ldg Eastbound are preferred when wind and water conds permit. 2. Use low RPM reduced noise tkoF when able. 3. Avoid dep rte that fly over the City of Richmond, whenever possible. 4. Avoid using "reverse thrust" after ldg to slow the acft. 5. Maintain 500 ASL when flying the Westminster Hwy downwind rte. 6. Join the downwind circuit for the Westbound ldg after passing the TERRA NOVA checkpoint unless directed by ATC.</p> <p>ATS REQUIREMENTS: All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code. - All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Vancouver ACC at 888-987-2633 (866-WXBRIEF) for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary. - All acft arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units; Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows, or call Vancouver ACC at 888-987-2633 (866-WXBRIEF) - All acft arriving Victoria Intl from a non NAV CANADA site call Vancouver ACC at 888-987-2633 (866-WXBRIEF) at for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary.</p>
CAUTION	<p>Low lvl overflights of heli arr/dep adj land A/D. Rough water associated with strong E or W winds (1-3' swells). Debris in river. Rowers E of No. 2 Rd Bridge. Twr cranes S side of Fraser River adj Olympic Oval.</p>

Change in Board Chair

Marion Town, YVR's new Director of Environment assumed chair responsibilities for the ANMC in the spring of 2014. In a recent executive level reorganization within the Airport Authority, the YVR Environment Department (and the noise management group) now report to Michael O'Brien, Corporate Secretary & VP Strategic Planning & Legal Services. Anne Murray, previous chair of the ANMC, is now VP of Communications & Marketing.

2014 – 2018 Noise Management Plan

This year should have marked the first year of the 2014-2018 YVR Noise Management Plan, which is still with Transport Canada awaiting approval. A major reason for the delay is a review of the requirement for Ministry approval of Airport Noise Management Plans.

RESA (Runway End Safety Area)

RESA is an area at the end of the runway that is designed to provide an area free of objects to reduce the severity of damage to an aircraft when for example, it over runs the runway on landing. It can also facilitate the movement of emergency vehicles. Pending Transport Canada regulations will require RESA for all runways in Canada.

The Airport Authority has finalized its plans for RESAs on the South and Crosswind Runways. The project will take three years to complete. During construction, residents of Richmond and Vancouver may see some change in airport noise. Once completed, the effect on noise is expected to be negligible. There may be a small increase in single event noise levels for some areas of Burkeville. This increase may not be enough to be clearly audible to residents given the existing high noise levels in the area, but moving the start of take-off roll closer to residents, especially those at the south-west corner of Burkeville, may lead to a perceived increase in noise levels.

A community information session was held at the River Rock Casino in Richmond on September 30, 2014. Approximately 25 individuals attended the session.

Work to assess the options for RESA on the North Runway will begin in 2016.

Airspace Change Communications and Consultation Protocol

A working group of various airports was organized under the Canadian Airports Council to work collaboratively with NAV CANADA and airlines on a protocol to outline when and how communications and consultation will occur during airspace or procedural changes. A final draft was sent to the Minister for review in October 2014. Approval is anticipated late 2014/early 2015. Once approved, details of the protocol will be released and shared with the Committee.

This initiative is most welcome, as it will standardize and formalize communication between all stakeholders, including communities, when airspace or procedural changes to air routes are planned.

Sound Insulation Brochure

The Airport Authority has started a project to develop a Sound Insulation Brochure. The objectives of this project are to provide information on:

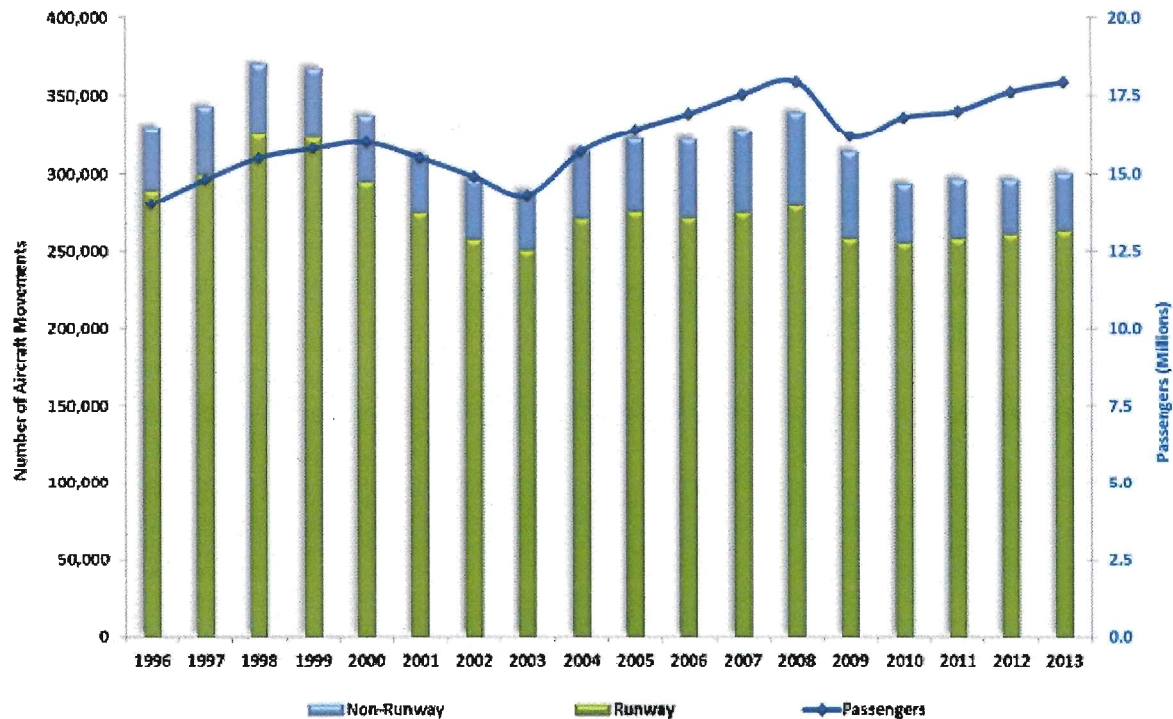
- noise exposure in areas of the City for potential home buyer;
- ways to sound insulate homes of owners of older dwellings located in high noise areas.

Consultants will be hired for the development, design and production of this brochure. Committee members will be asked for review and comment at the next ANMC meeting.

Vancouver Airport Statistical Trends

Vancouver International Airport was named best airport in North America for the fifth year in a row by Skytrax. Runway operations were up 1.3% in 2013, showing traffic has fully rebounded from the 2008/2009 recession. Passenger numbers were up over 2.1%, almost doubling the runway operations increase, showing a continuing shift towards larger aircraft and higher load factors. Larger newer aircraft with higher load factors have a beneficial effect on the overall noise profile of the airport.

Figure 1: YVR Annual Aircraft Movements & Passenger Statistics, 1996-2013



Noise Characteristics of New Aircraft Design (Courtesy NACC)

- Current aircraft are 30 dB quieter, or a 90% reduction in noise footprint area, compared to original commercial jets.
- Since the 1960s, the aviation industry has cut fuel burn and CO₂ emissions by 70%, NO_x emissions by 90% and noise by 90%.
- Already one of youngest, quietest and most efficient fleets in the world, airlines in Canada are investing more than \$20 billion over the next thirteen years in newer, more modern and quieter aircraft.
- These new aircraft are not only quieter than the aircraft they are replacing, but they are also larger and carry more passengers.
- New aircraft will be equipped for RNP procedures, meaning that more efficient routes and altitudes can be instituted. However, changing air-routes and the extreme accuracy of RNP flight may cause neighbourhoods to experience noise they hadn't before, even though the overall noise profile is reduced.

Richmond-Specific Noise Trends

- 10 Noise Monitoring Terminals (NMTs) are located throughout Richmond. These are:

NMT	Name	Location
1	Unidentified	Privacy Issues
2	Airside Burkeville	Templeton St., Richmond
3	Lynas Lane Park	Lynas Lane & Walton Rd., Richmond
4	Tomsett Elementary	Odlin Rd. and No. 4 Rd., Richmond
5	Bath Slough	Bath Rd. & Bath Slough, Richmond
6	Outer Marker	Westminster Hwy & No. 7 Rd., Richmond
11	Bridgeport	No. 4 Rd. & Finlayson Dr., Richmond
12	West Sea Island	Airside YVR, Richmond
13	North Sea Island	Ferguson Rd., Richmond
17	Maple Lane Elementary	Alouette Dr. & Tweedsmuir Ave., Richmond

- As of the end of the third quarter of 2014, 257 noise complaints were made by 66 Richmond residents, a 28% decrease over the same period in 2013. 102 concerns were registered by one Richmond resident, mostly regarding floatplane operations.
- 147 of the 351 complaints concerned floatplane operations
- This is the second year in a row where floatplane operations have been the primary source of noise complaints for Richmond.

Areas for Concentration in 2014-2015

We will continue to monitor and contribute to the following initiatives:

- Development of a training module for flying training schools to raise awareness of noise within the pilot community.
- Comment and review the Sound Insulation Brochure
- Continue to monitor progress on Noise Task Force Recommendations.
- Provide input to Vancouver Airport Authority and City on aircraft noise mitigation.

Recommendations to the General Purposes Committee

The Vancouver Airport Authority should publicize and provide training for Richmond residents in the use of WebTrak to register airport noise complaints. Also, as WebTrak is an English only program, the Vancouver Airport Authority, concerning the demographics of the surrounding community, should provide help menus in the other prominent languages spoken in Richmond. Although this may initially increase the complaints, the accuracy of the data should also increase.

Closing

We are appreciative of the opportunity to work with the City and the Vancouver Airport Authority on the environmental noise portfolio, and look forward to helping make a difference in how airport noise is felt and perceived in Richmond as we complete our 2013/2014 term.

Sincerely,

Margot Spronk
Donald Flintoff

NOISE MANAGEMENT

HOME BUYER & OWNER GUIDE



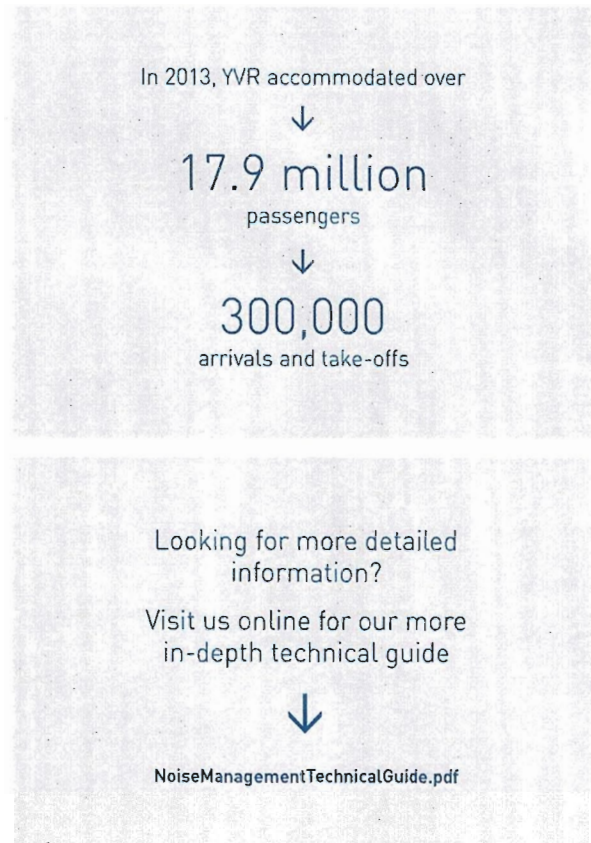
Beyond, Every Day.

➤ Introduction

Vancouver International Airport ("YVR") is the second busiest airport in Canada and is open 24-hours a day to support the travel and business demands of the local region and Province. In 2013, YVR accommodated over 17.9 million passengers, and over 300,000 arrivals and take-offs. These numbers are forecasted to grow in the future to meet the community demand for increased air services.

YVR is located on Sea Island, within the City of Richmond, and is in close proximity to major urban residential developments. While YVR undertakes significant effort to mitigate noise from aircraft operations, it is practically impossible to eliminate aircraft noise exposure on residents located in high noise areas under the flight paths.

Purchasing a home is often the largest financial decision a person will make in their life. This material is aimed to help residents identify aircraft noise considerations when looking to buy a new home, and to provide existing owners with information on how to better sound insulate their home.



➤ New Home Buyers

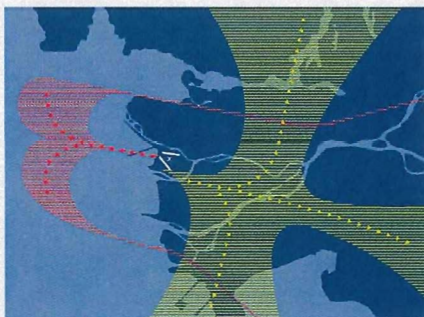
Airport Operations & Flight Paths – 101

YVR has three runways: the south runway, the north runway, and the crosswind runway. The south runway and the north runway are used most, and the use of the crosswind runway is limited to use during high crosswind conditions, which happens very infrequently.

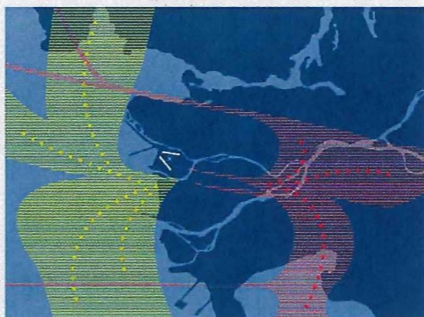
For safety reasons, landings and take-offs must occur into the wind. As such, the traffic patterns over the Lower Mainland will change based on the surface wind conditions at the airport. When the winds are from the west, take-offs will occur over the Strait of Georgia and arrivals will occur over the City. When the winds are from the east, take-offs will occur over the City and arrivals will occur over the Strait of Georgia.

GENERALIZED RUNWAY TRAFFIC PATTERNS ASSOCIATED WITH WIND DIRECTION

RUNWAY 08 / WINDS FROM THE EAST



RUNWAY 26 / WINDS FROM THE WEST



■ - ARRIVALS ■ - DEPARTURES

This figure is meant to illustrate how wind direction affects the direction of flights. It should not be used to assess over-flights of an area.

If you have questions about aircraft over-flights of an area you are interested in, please contact us – we are happy to discuss and provide you with custom information specific to the area.

At most airports, including YVR, aircraft often do not follow fixed flight paths. While there is consistency for some aircraft flight tracks, there is also a substantial degree of variation because the air traffic control environment is very dynamic. In many cases, air traffic controllers issue commands to move aircraft around the sky both horizontally and vertically, to ensure adequate separation is provided between aircraft. In other cases, the pilot is responsible for their own navigation using visual reference to the ground. In all cases, managing and moving aircraft in the complex airspace over the Lower Mainland is a significant challenge, and it is not possible to route aircraft away from populated areas.

In addition to aircraft operating from the runways, YVR is also home to a very busy float plane base on the Middle Arm of the Fraser River and helicopters based on the south side of the airport. The flight paths for these aircraft are often less fixed than aircraft using the surface runways and they operate at very low altitudes over communities close to the airport.

Home Buying Considerations – Exposure to Aircraft Noise

If you are wondering about aircraft noise when buying a home in a particular area, please consider the following:

- Noise levels in the community will vary on a daily basis, and will depend on a number of factors that influence sound propagation. These factors include: which runways are used; wind direction; air temperature; humidity; cloud cover; and temperature inversions.
- YVR is a 24-hour facility. While trying to take advantage of the Strait of Georgia by having both arrival and take-offs occur over the water during the night-time hours when traffic levels permit, in some cases, aircraft will need to land or take-off over the City due to the wind conditions.
- While all parts of the Lower Mainland are exposed to some level of aircraft over-flights, certain areas will experience a greater number of operations than others. If you are interested in learning about aircraft operations over a specific area, you can contact us and we would be pleased to provide information on the nature and level of aircraft activity.
- You can use our online flight tracking system ([provide link to YVR WebTrak](#)) to obtain a general understanding of air traffic over a particular area.
- Figure out where the home is located in relation to the extended centerline of the runways. In general, when close to the airport, these areas will be exposed to a greater number of over-flights than other areas.
- Aircraft maintenance and engine testing activities are required to keep aircraft air worthy, and these activities are often done at night. Homes located adjacent to the airport will be exposed to noise from these activities. Noise from landed aircraft using thrust reverse to assist braking may also be heard in residential areas adjacent to the airport.

➤ Sound Insulating Your Home

Aircraft noise can enter your home through numerous different paths. The significance of an individual path depends on the material, and its sound transmission loss characteristics, and the size of the exposed area. In general, the following graphic shows some of the main paths by which aircraft noise may enter a home.

The following information is intended to provide high level and general guidance only. Home owners should consult with professional contractors and consultants before undertaking work to discuss their specific needs and requirements. Additional and expanded information can be found in this guide.

Factors to consider when upgrading home sound insulation

As it is often difficult to rank which path is most significant, homeowners often have a challenging decision on where to spend available funds to achieve the greatest overall benefit. Some questions to consider when making this decision include:

WHICH INDIVIDUAL ROOMS ARE THE MOST NOISE SENSITIVE?

Most municipalities require that new homes be designed to achieve lowest interior noise levels in bedrooms, with slightly higher levels permitted in living, dining, recreation rooms and dens. Noise levels in kitchens, bathrooms and hallways can be slightly higher still.

WHAT IS THE COST-BENEFIT OF ALTERNATIVE NOISE CONTROL MEASURES?

Replacing a large picture window in a living room could be very expensive and if the room is used infrequently, it may be better to replace smaller windows in one or more bedrooms for a similar cost, in an effort to reduce sleep disturbance.

Adding or improving weather-stripping to an exterior door is relatively inexpensive but replacing the door or adding a storm door may only be worthwhile if the door opens directly into a family room as opposed to a hallway.

Insulating an attic could provide a modest reduction in aircraft noise to all rooms in the home for a relatively low cost.

WHAT IS THE ORIENTATION OF THE HOUSE RELATIVE TO THE AIRCRAFT FLIGHT PATH?

Homes located almost directly beneath a flight path will have roughly equal noise exposure on all sides, whereas homes that are well off to the side of a flight path or off to the side of the airport will have greater exposure on the near side than on the far side. In this case, priority should be given to the more exposed facades and roof of the house than to the facade that is somewhat shielded from aircraft noise.



1 Open Chimney / Open Ventilator

- Entry of aircraft noise into homes via fireplace chimneys can be reduced somewhat by closing the flue, but a more convenient approach is to install airtight glass doors at the fireplace opening.
- Attic vents may or may not be a significant concern depending upon many factors including the type, size and location of the vents, the amount of insulation in the attic and the type of ceiling beneath the attic.
- Large gable vents in attic walls can significantly degrade overall sound insulation, and built in-place baffles could be used on the inside of gable vents to reduce this noise intrusion.
- Range hood vents may provide a significant path for aircraft noise to enter kitchens particularly if the duct work to the exterior is short and without any bends. Duct work for range exhausts cannot be acoustically lined or silencers added due to the presence of grease in the exhaust air. The best option from a noise control perspective would be to install a ductless (recirculating) range hood which filters out grease and odours without ducting exhaust air to the exterior.
- Noise entry via bathroom exhaust vents could be reduced by locating the exterior outlets on the underside of soffits and/or by installing sheet metal duct work with internal acoustic lining.

2 Roof

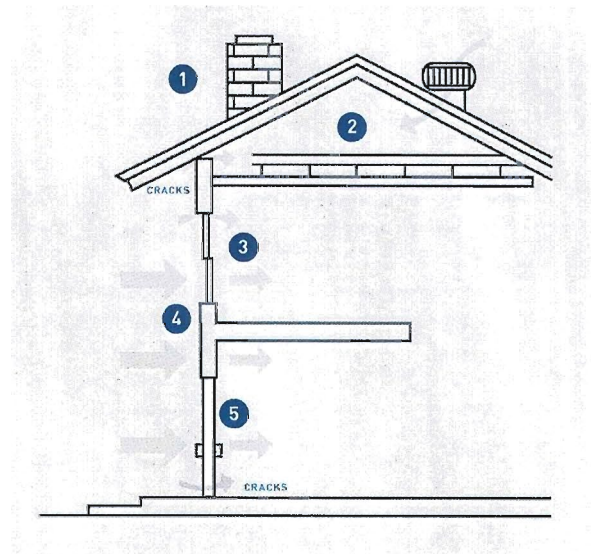
- Provide relatively thick insulation (e.g. R40 which is 240 mm thick) over the entire attic space.
- Roofs that are flat, or post and beam construction (where there is no attic space), could be a very significant path for aircraft noise to enter the home.

3 Windows / Sky Lights

- The most important parameters that govern the acoustic rating of windows includes the thickness of the individual panes of glass, the depth of the airspace in double glazed units, and the type of glass.
- In general, increasing the thickness of glass and increasing depth of airspace will help reduce sound through this path.
- In order to substantially increase the acoustic rating for a window, it is generally necessary to provide an exterior or interior storm window and/or reduce the size of the window.
- The use of laminated glass is most beneficial in controlling high frequency sound so it offers only marginal improvement for controlling aircraft noise, which tends to be mostly low to mid frequency in nature.

4 Walls

- Exterior walls are unlikely to be a significant sound transmission path relative to windows and doors if the exterior siding is relatively heavy (e.g. stucco, fibre-cement, brick or brick veneer) and if the wall is well insulated with fibreglass, mineral wool or loose fill cellulose insulation.
- Exterior walls with lightweight aluminum or vinyl siding and/or closed-cell rigid insulation are more likely to provide significant transmission paths into the house.



- Upgrading existing walls is not easy and very expensive since it generally requires application of heavier siding or modifications to the interior side of the wall.
- Upgrading the exterior siding has the advantage that it will benefit all rooms in the house but upgrading the interior side of the wall may be more cost-effective if only a few rooms (e.g. bedrooms) require improvement.

5 Doors

- Lightweight or poorly aligned exterior doors should be replaced with pre-hung, solid core wood doors equipped with effective weather-stripping, particularly if the door opens directly into a frequently utilized space such as a family room.
- Although steel doors can provide as much sound insulation as solid core wood doors, some steel doors intended for residential use are relatively light weight with inadequately insulated cores and it may be difficult to judge their acoustic effectiveness unless the supplier can provide the acoustic rating.
- If an existing solid core wood door is well aligned in its frame, then it should be possible to upgrade the weather-stripping without replacing the door.
- For sound attenuation, compression seals are better than sweep seals and sponge neoprene or neoprene "bubble" seals are better than felt or other porous materials.
- Any openings in the door, such as mail slots or pet doors should be avoided.
- If there is glazing in, beside or above the door, it will likely be a more significant sound transmission path than the door itself unless the glazing is upgraded.

➤ Methods for Acoustic Rating of Sound Insulation

The ability of a material to reduce noise is commonly rated in terms of its Sound Transmission Class ("STC"). An open window would have an STC rating of 0 whereas closed windows could have STC ratings in the 25 to 40 range. The STC was originally developed to assess the attenuation of speech through interior walls so it places most importance on speech frequencies.

Exterior noise from transportation sources contain lower frequency sound than speech so a different rating system, called the Outdoor-Indoor Transmission Class ("OITC"), was developed for rating exterior assemblies such as windows. However, while some window manufacturers publish both STC and OITC data, OITC ratings are rarely provided for exterior doors or other building components.

The overall attenuation of aircraft noise from outside to inside a particular room will depend both upon the OITC rating of each building component and the area of each. However, if interior noise is being controlled primarily by one component, for example, a window, then improving the window will provide a directly corresponding reduction in interior noise level.





**City of
Richmond**

Memorandum
Planning and Development Department
Transportation

To: Mayor and Councillors
From: Victor Wei, P. Eng.
Director, Transportation
Terry Crowe
Manager, Policy Planning
Date: September 30, 2014
File: 01-0153-01/2014-Vol 01
Re: **Update: YVR Runway End Safety Areas (RESAs)**

The purpose of this memorandum is to provide an update regarding YVR's upcoming Runway End Safety Area (RESA) initiative.

On September 23, 2014, YVR staff and consultants met with cross-divisional City staff to provide information and an update regarding YVR's planned Runway End Safety Area (RESA) construction project. Departments attending included: Transportation, Policy Planning, Emergency Programs, Engineering, and Sustainability. The RESA project is one of YVR's initiatives outlined in its 20-year Master Plan (*YVR: Your Airport 2027*), which was approved by Transport Canada in 2008.

RESA is a pending requirement from Transport Canada that would require an additional area at each end of a runway to enhance aircraft and passenger safety. These areas would reduce the severity of damage to an aircraft should one overrun or undershoot during landing thereby increasing passenger safety, as well as providing an area for better access for emergency response vehicles. There is no change to the operational length of the runway. In anticipation of the enactment of the Canadian standard within the next few years, YVR is proactively planning to construct RESAs for its three runways (north, south and crosswind) that will meet existing international safety recommendations. Following these best practices, the length of each RESA (300 m with widened shoulders) will exceed the anticipated Canadian standard of 150 m.

Option analysis for the south and crosswind runways began in 2011; construction will occur on these runways first due to relatively simpler operational, environmental and financial factors. Potential options were evaluated based on the following criteria: water and land impacts, land use, cost, construction, operational efficiency, and noise. The preferred options do not impact the foreshore, maintain existing runway lengths (i.e., there is no extension of the takeoff and landing distances) and have low noise impacts both during and after construction (see Attachment 1).

Modelling results by YVR indicate that there may be a negligible increase in noise levels for some areas of Burkeville, as a limited number of larger aircraft taking off to the west may begin their takeoff roll where the new pavement will be added for the RESA at the eastern end of the south runway, which would bring those aircraft approximately 200 m closer to the Burkeville area. The estimated increase in noise level is three decibels, which is imperceptible to humans, and operational procedures such as the use of reduced thrust will help mitigate noise exposure. This increased noise level would still be lower than what Burkeville residents currently experience for takeoffs to the east; these latter noise levels will

September 30, 2014

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not change. On-going noise impacts will be monitored via YVR's network of Noise Monitoring Terminals throughout the community.


The preferred options being presented for consultation with stakeholder and the general public have already been presented to YVR's Environmental Advisory and Noise Management Committees and have been endorsed by YVR's Board of Directors. Stakeholder consultation commenced in early September 2014. Table 1 summarizes the schedule and identifies the participation or invitation of any City-related committees and organizations. A public information session will be held on September 30, 2014, from 4:00 pm to 8:00 pm, at the River Rock Resort & Hotel, Whistler "C" Ballroom (3rd Floor, East Tower, hotel side), 8811 River Road, Richmond, which staff will attend. Notices of this meeting have been placed in the Vancouver Sun, as well as local newspapers. Information is also posted on YVR's website (<http://www.yvr.ca/en/business-at-yvr/construction/projects.aspx>) including a Discussion Guide and on-line survey, which closes on October 31, 2014. A consultation summary report will be prepared and posted on YVR's website. YVR staff have offered to appear before Council to discuss the results of the survey findings. Staff will co-ordinate this meeting at a mutually convenient time.


Table 1: Schedule of RESA Public Consultation Activities			
Date	Group	Attended/Invited	
September 9	Agricultural-Goods Movement	<ul style="list-style-type: none"> Richmond Agricultural Advisory Committee: staff liaison attended Richmond Farmers' Institute: invited 	
September 18	Environmental Organizations	<ul style="list-style-type: none"> Garden City Conservation Society: member attended Richmond Advisory Committee on the Environment: 2 members attended 	
September 23	City of Richmond	<ul style="list-style-type: none"> Staff from Transportation, Policy Planning, Emergency Programs, Engineering, and Sustainability 	
September 25	Community Organizations	<ul style="list-style-type: none"> East Richmond Community Association Hamilton Community Association Sea Island Community Association Steveston Community Society Thompson Community Association West Richmond Community Association South Arm Community Association City Centre Community Association 	
September 30	Business-Tourism-Recreation	<ul style="list-style-type: none"> Tourism Richmond Richmond Economic Advisory Committee Richmond Nature Park Richmond Chamber of Commerce Steveston 20/20 Steveston Merchants Association 	
September 30	General Public	<ul style="list-style-type: none"> General public Staff will attend 	

Construction is scheduled to occur during the summer months commencing in 2015 for both ends of the crosswind runway and the west end of the south runway. The east end of the south runway will require preload from Winter 2015 to Spring 2016, with construction occurring in Summer 2016 and 2017. Staff will continue to work with YVR to manage the construction impacts on the surrounding community.

Planning for RESAs on the north runway is currently in the early stages and consultation with the public and stakeholders will occur when more information is available.

Please contact either of us, if you have any questions or would like further information.


Victor Wei, P. Eng.
Director, Transportation


Terry Crowe, RPP, MCIP
Manager, Policy Planning

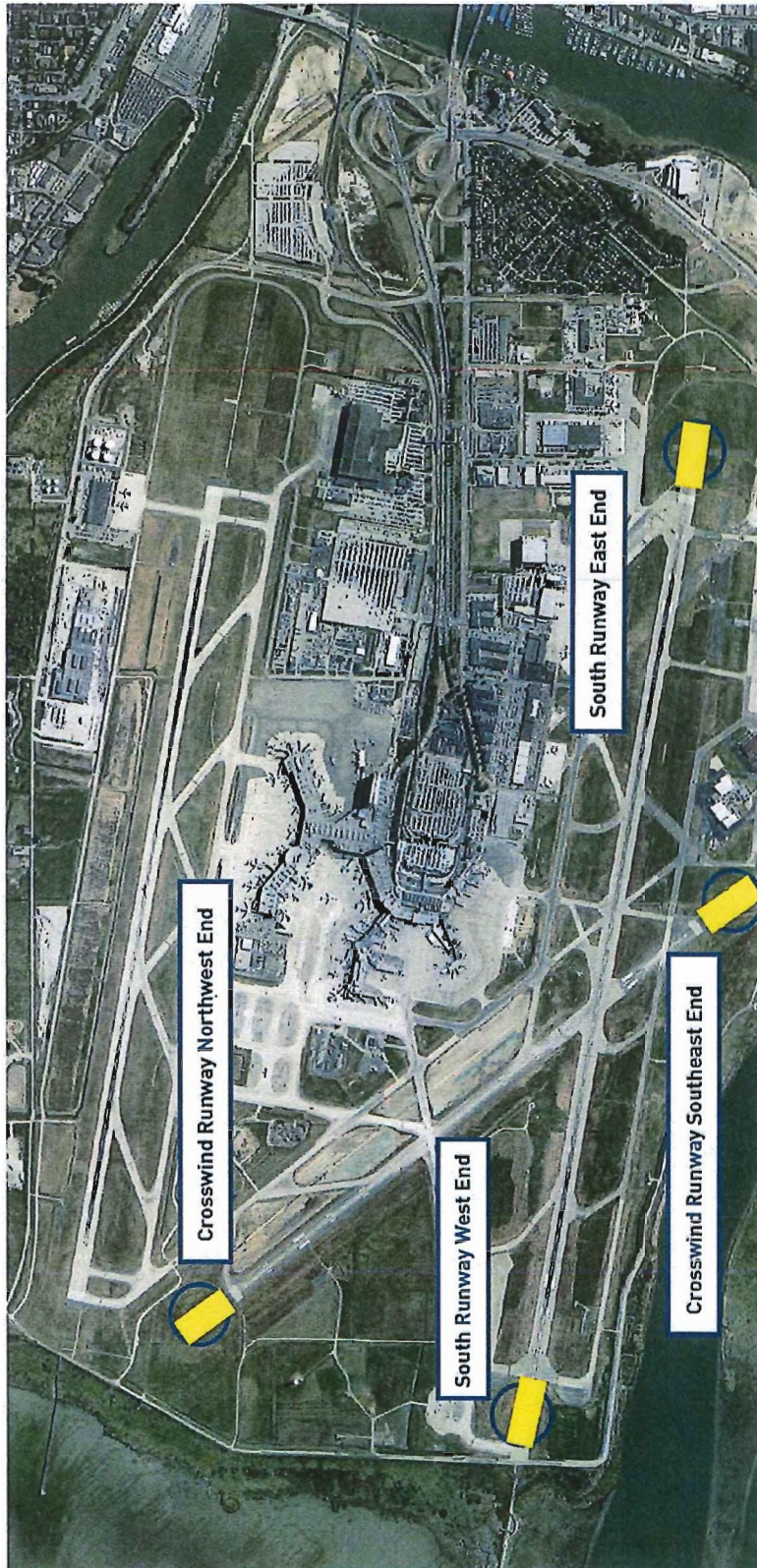
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pc:

- SMT
- Brendan McEwen, Manager, Sustainability
- John Irving, Director, Engineering
- Lloyd Bie, Manager, Engineering Planning

- Tim Wilkinson, Deputy Fire Chief
- Deborah Procter, Manager, Emergency Programs
- Ted Townsend, Senior Manager, Corporate Communications



-  RESA = 300 m in length by 120 m in width
- South Runway = 3,500 m in length
- Crosswind Runway = 2,200 in length