



**General Purposes Committee**

**Anderson Room, City Hall  
6911 No. 3 Road**

**Tuesday, July 3, 2012  
4:00 p.m.**

Pg. #      ITEM

**MINUTES**

**GP-5**      *Motion to adopt the minutes of the meeting of the General Purposes Committee held on Tuesday, May 22, 2012.*



**CORPORATE SERVICES DEPARTMENT**

1.      **2012 CITY GRANT PROGRAM REVIEW**  
(File Ref. No. 03-1085-01/2012-Vol 01) (REDMS No. 3520616)

**GP-13**

See Page **GP-13** for full report

*Designated Speakers: Lesley Sherlock / Serena Lusk / Liesl Jauk*

**STAFF RECOMMENDATION**

*That the City Grant Policy 3712 be amended as indicated in Attachment 4 of the staff report dated June 20, 2012 titled 2012 City Grant Program Review.*



## CHIEF ADMINISTRATIVE OFFICE

2. **PARTNERSHIP WITH FORTISBC TO UTILIZE AND PROMOTE RENEWABLE NATURAL GAS FROM THE LULU ISLAND WASTE TREATMENT PLANT**

(File Ref. No. 10-6600-10-01/2012-Vol 01) (REDMS No. 3495055)

GP-29

See Page GP-29 for full report

*Designated Speaker: Cecilia Achiam*

### STAFF RECOMMENDATION

- (1) *That a letter be sent, on behalf of Council, to the British Columbia Utilities Commission (BCUC) indicating that the City of Richmond:*
  - (a) *Supports the Fortis BC application to convert biogas from the Lulu Island Wastewater Treatment Plant to renewable natural gas; and*
  - (b) *Will purchase up to 360 GJ of renewable natural gas, which represents approximately 10% (\$1,870) of the annual natural gas consumption of City Hall and South Arm Community Centre, from FortisBC in 2012;*
- (2) *That the City commit to purchasing 10% of the City's annual corporate natural gas consumption (up to \$50,000 worth) of all City facilities under the corporate energy management program as renewable natural gas produced at Lulu Island Wastewater Treatment Plant (Lulu RNG) when it comes on stream; with the option to renew the commitment yearly for the subsequent four years; and*
- (3) *That a pilot incentive program to encourage property and business owners to reduce GHG emissions by replacing up to 10% of their natural gas consumption with Lulu RNG be developed and staff to report back to Council with the proposed pilot project.*



3. **REFERRAL REPORT ON RIVER ROAD TRUCK PARKING AND APPLICATION BY VIRDI PACIFIC HOLDINGS LTD. FOR A ZONING TEXT AMENDMENT TO THE LIGHT INDUSTRIAL (IL) ZONING DISTRICT AT 16540 RIVER ROAD**

(File Ref. No.: 12-8060-20-8908, ZT 12-610945) (REDMS No. 3562603, 2303774, 3527767, 3562603, 3563297)

GP-37

See Page GP-37 for full report

*Designated Speaker: Brian Jackson*

STAFF RECOMMENDATION

- (1) *That Bylaw No. 8908, to amend the “Light Industrial (IL)” zoning district to remove commercial vehicle parking and storage restrictions related to maximum number of vehicles, linkage to a Richmond agricultural operation and prohibition of dump trucks, be introduced and given first reading; and*
- (2) *That Bylaw No. 8908 be considered at Public Hearing to be held on July 16, 2012 at 7:00 pm in the Council Chambers of Richmond City Hall.*

☐

ADJOURNMENT

☐







## General Purposes Committee

Date: Tuesday, May 22, 2012

Place: Anderson Room  
Richmond City Hall

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

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

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the General Purposes Committee held on Monday, April 16, 2012, be adopted as circulated.*

**CARRIED**

### COMMUNITY SERVICES DEPARTMENT

1. **CITY OF RICHMOND: RESPONSE TO GENETICALLY ENGINEERED FREE BC RESOLUTION**

(File Ref. No. 01-0370-01/2012-Vol01) (REDMS No. 3518727)

Margot Daykin, Sustainability Manager, Community Services, provided background information, and noted that genetically modified (GM) crops and food products in Canada are regulated at the federal level. Ms. Daykin also noted that currently there are no labelling requirements to identify products that contain genetically engineered (GE) ingredients.

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A discussion ensued about:

- the positions of the City's Advisory Committee on Agriculture (AAC), and the Advisory Committee on the Environment (ACE) with respect to genetically modified crops. It was noted that:
  - AAC was in support of: (i) education initiatives for GE product awareness; and (ii) initiatives by appropriate federal agencies to move towards labelling of products that contain GE ingredients; and
  - ACE was in support of: (i) the City in taking action that supports individual choice, and strengthens senior government management, including mandatory labelling, more rigorous testing, and educational programs to increase awareness; and (ii) a study on the economic impacts and benefits to Richmond;
- GE products making up approximately 60-70% of packaged food products, and a ban would impact food availability;
- the Richmond Food Security Society and GE Free BC Richmond Food Security Council's submission of an online petition (on file, City Clerk's Office) asking that Richmond City Council support a resolution to ban the growing of genetically modified crops within City limits. It was noted that there were 1025 signatures on the petition, of which approximately 200 were Richmond residents;
- a letter from Vancouver Coastal Health stating that there is no public health reason for a ban of genetically engineered trees, plants and crops;
- the definition of genetically modified plants, which is when DNA is taken from one species and inserted into another species;
- the process related to the approval of genetically modified seeds and plants for commercial distribution;
- the need for further information on GE products, as well as further input from the City's advisory committees;
- concerns related to how consumers may be purchasing genetically modified foods without knowing so; and
- concerns related to dated and limited information about GE products on government websites.

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At this point, the Chair asked for delegations from the audience:

Michelle Li, Richmond Resident, spoke in opposition to GE products, and requested the City to pass a resolution to protect future generations. She made reference to a study conducted on maternal and fetal exposure to pesticides associated to genetically modified foods in eastern townships of Quebec; and an article on genetically modified flax that had been contaminated (both on file, City Clerk's Office). In conclusion, the delegation requested City Council to consider the environmental health and economic benefits associated with a ban of GE products, and to adopt a resolution which other municipalities will follow.

Inga Hamley, spoke in opposition to GE products, and made reference to an article entitled *The Big GMO Cover-up*, written by Dr. Jeffery M. Smith (on file, City Clerk's Office). The article highlighted the dangers associated with genetically modified organisms (GMOs). She spoke about her belief that most scientists were prevented from raising issues related to GMO's due to the potential impacts on corporations, as well as trade agreements. She stated that the public was a guinea pig for a corporate agenda, and scientists who speak out on the issue are immediately blacklisted. Ms. Hamley noted that large biotech companies are left to determine if their own foods and products are safe, and expressed concerns about medical problems associated with GMOs, including childhood diseases, diabetes, damage to the liver, and an increase in allergies.

Robert Wager, Department of Biology, Vancouver Island University, spoke in favour of a scientific approach to the subject of GMOs, noting that he has been researching GM crops for over a decade, and has found that there are many prevalent myths on the subject. Mr. Wager then expressed his views and made the following statements:

- there is not one food regulatory body in the world that has found any harm from any GM crops;
- the idea that GM crops are not tested is completely false;
- the idea that GM crops represent a threat to reproductive organs is completely false; and
- there is no evidence of harm from consuming GM products.

In answer to a question, Mr. Wager advised that he does not receive compensation from any company associated with GM products. He also explained the difference between genetically modified and genetically engineered products, stating that modifying is when you change the DNA, and engineering uses techniques to move DNA from one species to another. Mr. Wager provided supporting scientific documents which are on file City Clerk's Office.



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Tony Beck, Society for a GE Free BC, spoke in opposition to GE products, noting that GE Free BC is about supporting local sustainable agriculture and local farmers. He stated that the key to progress on sustainable agriculture is to offer farmers an alternative to GE crops that is financially viable and supports local community. Mr. Beck spoke to some points identified in the staff report, and spoke about safety and testing and the concerns related to cross pollination.

Rikshana Engineer, Richmond Resident, spoke in opposition to GE products, and expressed her views that GE products are about patents, monopoly, and control. She spoke about the health risks associated with aspartame, and stated that the regulatory process for aspartame had been side-tracked. She then spoke about scientists who had been silenced and put out of business for speaking out about the harms associated with GE products, and expressed concern about the rights of people who do not want to eat GEOs. In conclusion, Ms. Engineer stated that monopoly is destroying farmers' livelihoods.

Dag Falck, Organic Program Manager, Nature's Path Foods, spoke in opposition to GE products, and stated that he is responsible for the integrity of organic products for Nature's Path Foods, and visits farms and suppliers world wide to investigate GMO contamination. He advised that the introduction of GM canola has contaminated all canola, therefore, Nature's Path Foods has stopped using canola oil in cereal products. Mr. Falck requested that the City take this opportunity to pass a resolution on the matter, and take steps to collect all the information that is needed.

Arzeena Hamir, 8480 Dayton Court, spoke in opposition to GE products, and requested that the City ban the growing of GE crops for the following four reasons:

- the general public does not want to knowingly consume GE food. Approximately 60-70% of processed foods are genetically modified;
- declaring Richmond as "GE Free" would provide a branding opportunity for local farmers and food manufacturers;
- the 1025 name online petition (on file, City Clerk's Office) that had been submitted by Richmond Food Security Society and GE Free BC Richmond Food Security for Richmond to be GE Free suggests broad support in Richmond and worldwide; and
- new studies from Europe are indicating that genetically modified ingredients impact the long-term health of both animals and humans.

Larry Tolden, Richmond Resident, spoke in opposition to GE products, and expressed his view that the term "genetically engineered" was not appropriate, as the matter did not have anything to do with engineering, rather it was similar to "blasting bits of foreign DNA into a cell with a shotgun". Mr. Tolden requested City Council to consider the effects of GE crops on future generations, and not to let loose something harmful into the food supply.

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Emily Pearson, Richmond Farmer, spoke in opposition to GE products, and stated that she was speaking on behalf of young farmers. Ms. Pearson spoke about health and economic viability in connection to GE products, as well as corporate power of large biotech companies. She advised that every GE seed being planted has chemicals that are going into the soil and water. With respect to economic viability, Ms. Pearson expressed concerns that as a farmer, she has no control over her neighbours' use of GE crops, which could cross contaminate her crops. She further noted that GMO patent holders have the right to come to her farm and check her crops, and if there has been cross contamination, they have the power to freeze her financial assets.

Michael Wolfe, 9731 Odlin Road, spoke in opposition to GE products, and made comments about biodiversity, monopolies and mono-culture. He stated that he found the term "symbolic gesture", as used in the staff report offensive. With regard to feedback from AAC and ACE, he expressed his opinion that both committees are "stacked in one direction". In conclusion, Mr. Wolfe spoke about creating sustainable agriculture to ensure that mono-cultures are avoided.

Wendy McDonnell, Richmond Resident, spoke in opposition to GE products, and stated that as a result of her academic studies, she had access to up and coming research on GE products. Ms. McDonnell advised that private companies are conducting the safety studies on GE products, and provided an example of a study which concluded that there were no adverse effects from feeding GE corn to dairy cows, however, the study only tested the milk. She further advised that independent studies found GE foods to be harmful to mammals. In conclusion, Ms. McDonnell expressed concerns about the GE corn crops in Richmond, and stated that she cannot grow corn for her children due to the risk of cross pollination. Ms. McDonnell provided a document on GM corn which is on file City Clerk's Office.

It was moved and seconded

- (1) *That Option 1: Support Consumer Choice/Advocate for Strengthened Senior Government Management as described in the report titled "City of Richmond: Response to Genetically Engineered Free BC Resolution", dated April 26, 2012, from the Interim Director, Sustainability and District Energy be endorsed; and*
- (2) *That letters be sent on behalf of Council to the Prime Minister, Premier and leaders of the Federal and Provincial opposition, and copied to relevant Ministers in the Federal and Provincial governments, Richmond MPs and MLAs, and Metro Vancouver requesting strengthened management of genetically modified plants, including the introduction of mandatory labelling requirements, more transparent assessment procedures and enhanced communication with the public.*



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

- the possible economic losses related to genetically modified crops, and how such crops may jeopardize the future of all farm businesses in Richmond;
- the need for transparency and awareness with regard to what is being grown in Richmond;
- concerns related to super-weeds that are Round-up resistant, as a result of GE crops;
- education and enforcement related to genetically modified crops; and
- consideration of the proposed resolution from Genetically Engineered Free BC and Richmond Food Security which would state that the City of Richmond is opposed to the cultivation of genetically engineered plants and trees.

During the discussion, the following **amendment** was introduced:

*That:*

- (1) *Part (1) of the main motion be changed to Part (2), and that the following be added as Part (1):*

*“That the City of Richmond hereby opposes the cultivation of genetically engineered plants and trees in the City of Richmond, with the exception of the 3 existing dairy farm GMO corn crops found prior to this Resolution, and that from this Resolution forward, no further GM crops, trees, or plants should be grown in the City of Richmond. This also includes GM fruit trees, all GM plants and shrubbery, GM vegetables, GM commodity crops and any and all field tests for medical and experimental GM crops.”*

- (2) *Part (2) of the main motion be changed to Part (3), and amended to include further copies of the letter to UBCM, LMLGA, and FCM, which would read as follows:*

*“That letters be sent on behalf of Council to the Prime Minister, Premier and leaders of the Federal and Provincial opposition, and copied to relevant Ministers in the Federal and Provincial governments, Richmond MPs and MLAs, Metro Vancouver, UBCM, the LMLGA, and the FCM, advising of these resolutions and requesting strengthened management of genetically modified plants, including the introduction of mandatory labelling requirements, more transparent assessment procedures and enhanced communication with the public”; and*

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(3) *the following be added as Part (4):*

*“The City of Richmond agrees to revisit this resolution as pertinent new information becomes available that affects this resolution.”*

**CARRIED**

The question on the main motion, as amended, which now reads as:

- “(1) That the City of Richmond hereby opposes the cultivation of genetically engineered plants and trees in the City of Richmond, with the exception of the 3 existing dairy farm GMO corn crops found prior to this Resolution, and that from this Resolution forward, no further GM crops, trees, or plants should be grown in the City of Richmond. This also includes GM fruit trees, all GM plants and shrubbery, GM vegetables, GM commodity crops and any and all field tests for medical and experimental GM crops;*
- (2) That Option 1: Support Consumer Choice/Advocate for Strengthened Senior Government Management as described in the report titled “City of Richmond: Response to Genetically Engineered Free BC Resolution”, dated April 26, 2012, from the Interim Director, Sustainability and District Energy be endorsed;*
- (3) That letters be sent on behalf of Council to the Prime Minister, Premier and leaders of the Federal and Provincial opposition, and copied to relevant Ministers in the Federal and Provincial governments, Richmond MPs and MLAs, Metro Vancouver, UBCM, the LMLGA, and the FCM, advising of these resolutions and requesting strengthened management of genetically modified plants, including the introduction of mandatory labelling requirements, more transparent assessment procedures and enhanced communication with the public; and*
- (4) That the City of Richmond agrees to revisit this resolution as pertinent new information becomes available that affects this resolution,”*

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

## ADJOURNMENT

It was moved and seconded

*That the meeting adjourn (6:06 p.m.).*

**CARRIED**

## **General Purposes Committee**

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Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Tuesday, May 22, 2012.

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Mayor Malcolm D. Brodie  
Chair

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Shanan Dhaliwal  
Executive Assistant  
City Clerk's Office





# City of Richmond

## Report to Committee

**To:** General Purposes Committee  
**From:** Cathryn Volkering Carlile  
General Manager – Community Services  
**Re:** 2012 City Grant Program Review

**Date:** June 20, 2012  
**File:** 03-1085-01/2012-Vol 01

### Staff Recommendation

That the City Grant Policy 3712 be amended as indicated in Attachment 4 of the staff report dated June 20, 2012 entitled "2012 City Grant Program Review".

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

Att. 4

| REPORT CONCURRENCE                 |               |
|------------------------------------|---------------|
| CONCURRENCE OF GENERAL MANAGER<br> |               |
| REVIEWED BY TAG<br>SUBCOMMITTEE    | INITIALS:<br> |
| REVIEWED BY CAO                    | INITIALS:<br> |

## Staff Report

### Origin

On July 25, 2011, upon adopting the City Grant Policy (**Attachment 1**) and providing significant funding increases for City Grants, Council resolved that:

*“staff report back, following implementation of the 2012 City Grant Programs and prior to implementation of the 2013 City Grant Program, regarding:*

- a) stakeholder consultations regarding the new Policy and Programs, including the appropriate amounts for each category.*

The review was lead by Cllr. Evelina Halsey-Brandt and Cllr. Linda Barnes, who had lead the previous review resulting in the new policy, programs and funding increase. This report describes the results of stakeholder consultations and proposes City Grant Policy amendments.

This report addresses the following Council Term Goal regarding Community Social Services:

- 2.5 *Development of clear policies around the City's role in social services and the grant processes, and corresponding clear communications with the public on these roles and policies.*

### Findings of Fact

#### 1. Stakeholder Consultation Results

The City Grant Policy established the following grant programs administered by the respective departments:

- Health, Social and Safety (Community Social Services),
- Arts and Culture (Arts, Culture and Heritage), and
- Parks, Recreation and Community Events (Parks and Recreation).

Requests for comments on the 2012 City Grant Programs, as per the July 25, 2011 Council referral, were sent to all recipients of 2012 City Grants and to the Richmond Community Services Advisory Committee (RCSAC). As well, Arts and Culture grant recipients were invited to complete a short survey. Written responses are included in this report as **Attachment 2** and survey results are included as **Attachment 3**.

In general, feedback was positive from all sources and indicated that the program is appreciated for its contribution to community organizations. A dedicated Arts and Culture Program, increased funding, three-year cycles and streamlined application requirements for minor grant requests were identified as welcome changes.

Suggestions for improvement included additional clarification of criteria, a process for funding requests outside of the grant cycle, creating an online application system and refining the application format.

## **Analysis**

The following analysis reflects suggested actions based on stakeholder consultations as well as staff experience in administering the 2012 Programs. Many recommendations are within staff purview to implement by modifying program guidelines and application forms. Other suggestions require amending the Council-adopted City Grant Policy.

### **1. Program Procedures, Guidelines and Application Forms**

Staff will amend 2013 grant programs, guidelines and procedures to reflect consultation results by:

- making orientation sessions available on an annual basis,
- ensuring that eligibility criteria, the review process and grant categories are easily identified in Program Guidelines,
- ensuring that all applicants are advised to contact staff for updates regarding the timing of presentation to General Purposes Committee,
- modifying the application format to provide increased opportunities for narratives,
- including artisanal projects and activities as eligible for the Arts and Culture program,
- allowing artist umbrella organizations that provide services on behalf of a membership, but do not necessarily produce public programs or events, to be eligible for the Arts and Culture program, and
- requesting that organizations specify the number of Richmond residents served on both major and minor grant application forms.

### **2. On-line Application Process**

An on-line application system was requested. Information Technology staff, in consultation with the City Grant Steering Committee, are currently designing a system anticipated to be ready for implementation by mid-year 2013.

### **3. Funding Priorities**

The RCSAC recommended that the Health, Social and Safety Grant Program criteria reflect Social Planning Strategy priorities, which will be considered once the Strategy has been adopted in the Fall of 2012. Parks, Recreation and Community Event applicants requested that the community participate in setting priorities. The City Grant Policy indicates that Council-adopted strategies, developed with community participation, will be considered in assessing applications.

### **4. Funding Emerging Needs and Partnership Opportunities**

The RCSAC proposed that funding be made available outside of the City Grant cycle for needs emerging throughout the year (e.g., new program start-up costs, unexpected circumstances such as emergencies, opportunities to leverage funding, support for community partnerships).



Currently, if needs arise outside of the City Grant cycle, organisations must make requests directly of Council. Staff recommend that this practice continue because it provides the flexibility required by organizations to request, and Council to consider, emerging needs in a timely manner without requiring adherence to a formalized grant structure and process.

## 5. City Grant Policy Amendments

As a result of both stakeholder comments and staff experience in implementing the revised City Grant Policy, a number of amendments are proposed that clarify, rather than change, the intent of the Policy (**Attachment 4**):

- the three City Grant Programs will each receive an annual Cost of Living increase,
- information regarding program-specific criteria and review procedures is found in Program Guidelines,
- change the name of the Arts and Culture Program,
- grants of \$5,000 or less will consist of two streams, rather than tiers, of grant applications because the Arts and Culture Project Grants (\$5,000 or less) have different, rather than streamlined criteria,
- only registered non-profit societies requesting funding to serve primarily Richmond residents are eligible, as currently indicated in Program Guidelines, and
- allow discretion in recommending Cost of Living increases.

As the proposed revisions will help to clarify the Policy for applicants, administrators and Council, staff recommend amending the City Grant Policy 3712, with changes noted in bold as presented in **Attachment 4**.

## Financial Impact

There is no financial impact.

## Conclusion

The 2012 City Grant Policy, Programs and funding increases were well received by applicants and stakeholder organisations. Suggestions for improvement will be addressed by revising guidelines and application forms, clarifying procedures and amending the City Grant Policy as proposed.



Lesley Sherlock  
Social Planner  
(604-276-4220)  
LS:ls



Serena Lusk  
Manager, Parks Programs  
(604-233-3344)



Liesl Jauk  
Manager, Community Cultural Development  
(604-204-8672)



### City Grant Policy

Please note that there is a separate Sport Hosting Incentive Grant Policy (3710).

It is Council Policy that:

1. The following City Grant Programs be established, to be designed, administered and reported by the respective departments:
  - Health, Social and Safety (Community Social Services, with representation from Community Safety)
  - Arts, Culture and Heritage (Arts, Culture and Heritage)
  - Parks, Recreation and Community Events (Parks and Recreation).
2. Casino funding be used to create three separate line items for these City Grant Programs in the annual City operating budget.
3. Each Program receives an annual Cost of Living increase.
4. Recipients who received a grant the preceding year for the same purpose will receive a Cost of Living increase.
5. A City Grant Steering Committee consisting of a representative of Community Social Services, Community Safety, Arts and Culture, and Parks and Recreation, will meet at key points in the grant cycle to ensure a City-wide perspective.
6. Applications will be assessed based on relevance to the City's Corporate Vision, Council Term Goals and adopted Strategies, as well as program-specific criteria.
7. Each Program will consist of two tiers, one for minor (\$5,000 or less) and one for major grant requests. Application requirements for minor grant requests will be streamlined.
8. Only registered non-profit societies serving Richmond residents, governed by a volunteer Board of Directors, are eligible.
9. Applicants may apply to one of the three Programs.
10. Applicants receiving City Grants for a minimum of the five most recent consecutive years will have the option of applying for a maximum three-year funding cycle.
11. Community Partner documents submitted to fulfill annual funding agreements with the City will be considered as part of grant application requirements.
12. Due to the high number of applications for limited funding, and as applicants may apply the following year, no late applications are accepted and there is no appeal process to Council's decision.



# RCSAC | Richmond Community Services Advisory Committee

## 2012 RCSAC Grant Review and Recommendations

### **Background:**

In response to a letter from Lesley Sherlock, City Planner requesting the RCSAC review newly revised 2012 Grant Program, a sub-group of the RCSAC committee met on March 27, 2012 to provide feedback on the City of Richmond Grant Program.

### **Attendees:**

|                         |   |
|-------------------------|---|
| Rebeca Avendano (Chair) | Chimo Crisis Centre                               |
| Lynda Brummit           | Richmond Poverty Response Committee               |
| Jason Lee               | Boys and Girls Clubs of South Coast BC            |
| Brenda Plant            | Turning Point Recovery Society                    |
| Lisa Cowell             | Richmond Society for Community Living             |
| Barb Bawlf              | Richmond Mental Health Consumer & Friends Society |

**Regrets:** Brenda Plant Turning Point Recovery Society, Judy Valsonis Touchstone Family Association, Kim Winchell Richmond Family Place

The 2012 Grant Program experience was discussed. In addition, the RCSAC submission of recommended or suggested revisions to the Grant Program from 2011 was reviewed alongside the 2012 Grant Program documentation.

### **Findings:**

The following recommendations were implemented by the City of Richmond had a positive impact on the last Grant Program:

- 3 year grant cycles
- a positive adjustment to the overall grant amount
- a short form for applications of funding of \$5,000 or less

There were also recommendations from the 2011 submission from the RCSAC that continue to be important and will be re-iterated in this document. Additional ideas and suggestions were brought forward.



## **Recommendations:**

The following recommendations are put forward for consideration by Richmond City Council:

1. Accommodating Emerging needs funding requests (brought forward from June 2011 RCSAC recommendations)

Potential solutions include:

- carving out an amount from the pool of funds allocated for the grant program to be allocated at other times of the year to address new and/or emerging issues that could impact the community and social services
- once the grant program funds are allocated if there are funds left over providing another opportunity to apply for these funds
- requesting additional funds

An option that was discussed was the idea of year round discretionary funding – an emerging needs fund with a cap for example at \$500 – \$1000 that can be applied for at any time throughout the year regardless of whether a grant has been applied for in past. Examples where this one time small amount application could be beneficial: a school strike – where continued services are requested, a traumatic event (fire, suicide at school), a new program within the community to assist with start-up costs.

2. Support community projects with partners and consider an agency's additional grant application.

Considering additional grant applications that are part of a partnership to complete a community project will further strengthen agencies seeking partnerships as well consider emerging needs and/or projects (mentioned in #1). Organizations forming partnerships could apply for funding both as an independent organization to seek support for an on-going or new program, but also as a partner on another initiative (ex. The Poverty Response Committee, Food Bank and Turning Point could apply for funds to support Homeless Connect Event held annually in October).

3. Tie grant funding to Social Planning Strategy

This recommendation is brought forward from the June 2011 RCSAC recommendations and will bring together the social planning strategy and implementation of community social services working in support of the strategy.

4. Education and Increased Transparency regarding program criteria and grant funding decisions.

Agencies newly working in Richmond and those new to the City of Richmond's grant program will benefit from education on how the program works.

It has been requested that there is more of an understanding regarding the grant program criteria.

Communications to the RCSAC about grant information and presentation opportunities are welcomed and it is requested these communications are sent to both the agency representative and their alternate.

The opportunity to find out more about the grants awarded, especially when there are changes to the amount was also requested.

5. Online Grant Application.

There was a request for the online application to provide the ability to save the application and be able to access it multiple times to complete it before submitting it. An example was brought forward of online grant applications that provide a log in so you can come back to grant application later to provide further information review/revise.

6. Format of Application

There was a request for the online application to reduce the number of responses required in the table format, and allow for increased narratives.

Recommendations Endorsed by the RCSAC Committee: April 12, 2012



## Sherlock, Lesley

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**From:** Fleur Cooper [FCooper@BigSisters.BC.CA]  
**Sent:** Tuesday, 03 April 2012 17:01  
**To:** Sherlock, Lesley  
**Subject:** City of Richmond Evaluation Feedback

Hi Lesley,

Great to chat to you just now. Please find below the feedback from Treena Innes, Director of Development with regards to the City of Richmond grant process. When you have a moment if you could please send me your logo and we will be able to include it in our recognition pieces. Thank you so much for your support, we really appreciate it.

### Pros

Multi year funding option

Well defined criteria

Fund Operating Expenses

### Cons

Would like further definition/interest on Minor and Major Grant criteria

### Opportunities:

If City of Richmond could be an advocate to help charities promote their programs/volunteer opportunities to the community

Fleur Cooper  
Fundraising Manager  
Big Sisters of BC Lower Mainland  
P: 604-873-4525 ext. 317 E: [fcooper@bigsisters.bc.ca](mailto:fcooper@bigsisters.bc.ca)  
[www.bigsisters.bc.ca](http://www.bigsisters.bc.ca)



Big Sisters  
of BC Lower Mainland

Two great spring events – one great cause!  
Grape Juice Wine Auction and Big Sisters Spring Lunch – please join us!

## 2012 City of Richmond Arts & Culture Grants Program Grant Recipient Survey

Ten (10) grant recipients completed the survey. Their responses are below:

### 1. How did you hear about the Richmond Arts & Culture Grant Program? (please check as many as apply)

|     |  |
|-----|--|
| 90% | Email from City of Richmond's Cultural Development Manager |
| 50% | Other*   |
| 40% | City of Richmond newspaper advertisement                   |
| 40% | Email from Richmond Arts Coalition                         |
| 30% | City of Richmond website                                   |

\*Other: City staff (2), have received previous City Grant (2), involved in process (1)

### 2. Did you attend one of the introductory workshops offered?

|     |     |
|-----|-----|
| 80% | yes |
| 20% | no  |

### 3. How well did you understand the Grant Guidelines and Form?

Criteria as described in *Guidelines*

|     |                                 |
|-----|---------------------------------|
| 50% | Almost completely or completely |
| 40% | Mostly                          |
| 10% | Somewhat                        |
| 0%  | Not at all                      |

Questions in the *Form*

|       |                                 |
|-------|---------------------------------|
| 55.6% | Almost completely or completely |
| 33.3% | Mostly                          |
| 11.1% | Somewhat                        |
| 0%    | Not at all                      |

#### COMMENTS:

We found the Guidelines and Application Forms for both Project and Operating Grants clear and understandable. However, we initially submitted a Project Grant for an Operational expense. In looking back on how this happened, we referred to the notes from the workshop. It was suggested that Operating Grants were for "taking the organization to the next level". To us this meant having to greatly expand our Guild's membership and activity, which we couldn't guarantee. We were looking for financial support just to sustain our current activities, not to move to the next level. It was also suggested that there was an expectation that most of the grants would be Project Grants, not Operational. To us, this meant that Operational Grants were more for organizations larger than ours with paid staff. Also, the Operating Grant Form was not available on the web site -- there are no specific directions about how to obtain this form, so I imagine the Cultural Services Manager was flooded with requests. See <http://www.richmond.ca/culture/artists.htm> After the January 6 deadline (not a great time of year for organizations that only meet monthly), Arts Centre staff explained that there was some confusion by several groups and they were extending the deadline and offering to look over our applications beforehand. This is very helpful and put us on the proper path to a successful application. In future workshops, I suggest that facilitators keep strictly to the printed guidelines, offer specific examples of what each grant can be used for, and be prepared to answer specific questions that each group might have on their own situation. Finally, I

found the application forms a challenge to fill in. In particular, the Proposed Budget page has line items for "Other (Specify)" costs in each subsection -- you can input the number, but there is no way to input the words to describe this cost. In the end, I had to create and submit a separate Proposed Budget Sheet to show our additional costs. I discovered the easiest way to fill in the form was to write the text in WORD, using its Word Count and Spell Check features, then copying and pasting into the application form.

We under - estimated our own impact in the community. We'll make a fuller and more complete application containing this and other information if there is a subsequent grant application opportunity

Some areas were very difficult for me since I had never applied for a grant before. It took me a huge amount of time to write it up.

I think that the forms might have seemed a bit daunting for first time users, but compared to other grant application forms, they were very much in line. Also Liesl was extremely helpful in answering questions etc.

#### **4. How will receiving this grant impact your operations or project?**

##### **For Operating Assistance**

|       |             |
|-------|-------------|
| 57.1% | Major       |
| 42.9% | Significant |
| 0%    | Some        |
| 0%    | Minimal     |

##### **For Project Assistance**

|     |             |
|-----|-------------|
| 40% | Major       |
| 60% | Significant |
| 0%  | Some        |
| 0%  | Minimal     |

##### **COMMENTS:**

By subsidizing our rent, the Operating Grant will allow us to keep our membership fees at the present sustainable level. We will also be able to expand our publicity, to attract more members. The Project Grant will help us further "tell our story" to a wider audience and give our members some unique experiences in working with young people. The Operating Grant will also ensure we can fund enough material to supply quilts etc. to fill the requests made by our community partners in this time of accelerated population growth in Richmond.

We will be having a 3 day workshop for the first time in several years and this will greatly benefit our membership and the club

It enables us to do some long - range planning knowing that we will be operational.

This funding was essential in being able to put together a new community outreach project.

Our other festival was out of my own pocket. This will help with awards, assistant, a program guide and the celebration.

#### **5. The Operating Assistance Grant offers funding up to 30% of the total cost of the project to a maximum of \$10,000. Is this an appropriate amount?**

|     |        |
|-----|--------|
| 60% | yes    |
| 20% | no     |
| 20% | unsure |

##### **COMMENTS:**

We were not eligible for the operating assistance grant this year and we will review our budgetary needs for the next grant year

it's hard to judge whether it is appropriate or not, because we do not know the criteria to make the judgement. if we take into the consideration of the tremendous volunteers hours involved, the sacrifice of a personal well-being life, and the endless stress and pressure



we have to face everyday in life, it's way from enough. Just think how much a minimum salary for a person to make a decent living in this expensive place and world.

As a new society, we had very little budget

The 10,000.00 maximum is sufficient provided that the percentage is increased to 50% of the applicants budget. This should help offset the decrease or elimination by the Provincial Government in funding for adult arts. There are not too many places that most of the Richmond applicants can apply for funding.

**6. The Project Assistance Grant offers funding up to 50% of the total cost of the project to a maximum of \$5,000. Is this an appropriate amount?**

60%      yes  
10%      no  
30%      unsure

**COMMENTS:**

This year, for our purposes, this was sufficient.

Our organization does not regularly have "projects" other than our community concerts, which comprise our regular activities

The 50% is fine, however the maximum of \$5,000.00 means that the total budget would be only \$10,000.00. Depending upon the project this may not be sufficient.

**7. We will offer free workshops prior to the deadline for the next round of applications. Please indicate which workshops, if any, you would be interested in attending.**

90%      grant writing  
60%      budget creation  
10%      none of the above

**COMMENTS:**

How to document expenses properly.

**8. If there is any other feedback you would like to provide, please do.**

Thanks for the opportunity to give feedback on this new City Grant Program. Public funding of the arts is easily criticized, even when financial controls are in place and objectives are clear. I think this increased arts funding by the City to will result in a stronger, more stable arts community. All the best for the future.

We find some problems with both application forms: 1) questions are redundant -- similar questions repeat. 2) the design of the budget is not very clear, the categories are confusing. 3) the PDF file is not allowed to save the data, which is very problematic. I have just completed a CIC-inter-action grant, I feel it is well designed and very user friendly. 4) Overall, there are too many questions in the forms and very complicated. The purpose of the grant - and any grant in general, is to support the social endeavours, which are always non-profit and volunteer based, but with such complicated procedure, it is so time consuming and exhausted, and eating the energy of any real creation. The mentality of artists in Canada is really grant driven and oriented, which is a very sad thing. Energy and attention are spend less on real creation than bureaucratic process. [We are...] forever grateful to the wonderful support from the City, and we are very happy for the great progress happening to the arts.

And we believe this Arts and Cultural Grant will make tremendous contribution to the community. On the other hand, most of my time are now spending on grant writing, constant worry about money..... therefore, we just wish the Application Form could be simplified and more user friendly, which its purpose of supporting art would be more efficiently realized. Thank you.

We are truly grateful to the City of Richmond for creating this funding. If the band can reciprocate by performing at a civic function please let us know.

Thank you so much for creating this granting program and valuing the arts so much.

The staff were great. They helped with questions and did not give any advice which would be a conflict of interest but showed support and answered general questions. It was a lot of work-estimated 60 hours but may have taken longer due to having to learn as it was being done in a fairly short time frame.

We acknowledge that this was a HUGE job for city staff and appreciate their hard work. We would also like to express our thanks to city staff and the Mayor and Council for making these changes and allowing us to continue to support the arts, artists and artisans in Richmond and create exhibitions that will be free to the public to enjoy.

I feel the process was very well laid out in both the workshop and the printed documents and the staff was very helpful when questions arose.

**City Grant Policy**

Please note that there is a separate Sport Hosting Incentive Grant Policy (3710) and Child Care Development Policy, including Child Care Grants (4017).

It is Council Policy that (**proposed amendments are in bold**):

1. The following City Grant Programs be established, to be designed, administered and reported by the respective departments:
  - Health, Social and Safety (Community Social Services)
  - **Arts and Culture** (Arts, Culture and Heritage)
  - Parks, Recreation and Community Events (Parks and Recreation).
2. Casino funding will be used to create three separate line items for these City Grant Programs in the annual City operating budget.
3. Each **of the three City Grant** Programs will receive an annual Cost of Living increase.
4. A City Grant Steering Committee consisting of a representative of Community Social Services, Arts and Culture and Parks and Recreation, will meet at key points in the grant cycle to ensure a City-wide perspective.
5. Applications will be assessed **based on program-specific criteria that reflect** the City's Corporate Vision, Council Term Goals and adopted Strategies. **Information regarding assessment criteria and the review process will be provided in Program Guidelines.**
6. **City Grant Programs will consist of two streams** of grant requests, (1) \$5,000 or less and (2) over \$5,000, whereby application requirements **may** be streamlined for requests of \$5,000 or less.
7. Only registered non-profit societies governed by a volunteer Board of Directors, **requesting funding to serve primarily Richmond residents**, are eligible.
8. Applicants may apply to **only** one of the three Programs **per year**.
9. Applicants receiving City Grants for a minimum of the five most recent consecutive years will have the option of applying for a maximum three-year funding cycle.
10. Community Partner documents submitted to fulfill annual funding agreements with the City will be considered as part of grant application requirements.
11. Due to the high number of applications for limited funding, and as applicants may apply the following year, no late applications are accepted and there is no appeal process to Council's decision.





*Note: Omitted previous #4, "Recipients who received a grant the preceding year for the same purpose will receive a Cost of Living increase" to allow for discretion in recommendations.*

DRAFT







# City of Richmond

## Report to Committee

**To:** General Purposes Committee

**Date:** May 24, 2012

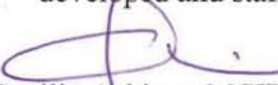
**From:** Cecilia Achiam, MCIP, BCSLA  
Interim Director, Sustainability and District Energy

**File:** 10-6600-10-01/2012-Vol 01

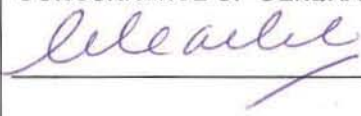


**Re:** Partnership with FortisBC to Utilize and Promote Renewable Natural Gas from the Lulu Island Waste Treatment Plant

### Staff Recommendation

1. That a letter be sent, on behalf of Council, to the British Columbia Utilities Commission (BCUC) indicating that the City of Richmond:
  - Supports the Fortis BC application to convert biogas from the Lulu Island Wastewater Treatment Plant to renewable natural gas; and
  - Will purchase up to 360 GJ of renewable natural gas, which represents approximately 10% (\$1,870) of the annual natural gas consumption of City Hall and South Arm Community Centre, from FortisBC in 2012.
2. That the City commit to purchasing 10% of the City's annual corporate natural gas consumption (up to \$50,000 worth) of all City facilities under the corporate energy management program as renewable natural gas produced at Lulu Island Wastewater Treatment Plant (Lulu RNG) when it comes on stream; with the option to renew the commitment yearly for the subsequent four years.
3. That a pilot incentive program to encourage property and business owners to reduce GHG emissions by replacing up to 10% of their natural gas consumption with Lulu RNG be developed and staff to report back to Council with the proposed pilot project.

  
Cecilia Achiam, MCIP, BCSLA  
Interim Director, Sustainability and District Energy  
(604-276-4122)

Att: 1

| REPORT CONCURRENCE                      |   |  |   |
|---|---|--|---|
| <b>ROUTED TO:</b>                       | <b>CONCURRENCE</b>  | <b>CONCURRENCE OF GENERAL MANAGER</b>  |   |
| Budgets                                 | <input checked="" type="checkbox"/>   |  |   |
| Project Development                     | <input checked="" type="checkbox"/>   |  |   |
| <b>REVIEWED BY TAG<br/>SUBCOMMITTEE</b> | <b>INITIALS:</b><br> | <b>REVIEWED BY CAO</b>   | <b>INITIALS:</b><br> |

## Staff Report

### Origin

Goal # 8.1 in the Council Term Goals for the Term 2011-2014 states:

***“Sustainability – Continued implementation and significant progress towards achieving the City’s Sustainability Framework, and associated targets.”***

Furthermore, in April 2010, Council illustrated its commitment to sustainability by adopting the provincial targets and approved an amendment to the Richmond Official Community Plan (OCP) Bylaw 7100, Amendment Bylaw No. 8599. Richmond’s community-wide Greenhouse Gas (GHG) Reduction Targets are set at 33% below 2007 levels by 2020, and 80% below 2007 levels by 2050. The OCP amendment contained a series of actions including the following:

- Establish a grant, rebate and/or low interest loan program to assist property owners to retrofit their buildings to reduce GHG emissions;

The proposed initiatives in this report meet the intent of these Council directives.

### Background

Staff have been collaborating with Metro Vancouver to explore ways to utilize the energy recovered from solid waste treatment produced at the Lulu Island Wastewater Treatment Plant. Two potential energy sources have been identified:

1. Waste heat recovery for a local district energy system; and
2. The recovery of biogas, which can be refined into a carbon neutral natural gas “substitute”.

MetroVancouver completed a study, in consultation with the City, which has concluded that there is insufficient development potential in the vicinity of the Lulu Island Wastewater Treatment Plant to warrant development of a district energy system at this time. On the other hand, it has been deemed feasible to develop the recovery of biogas from the plant to support the production of a natural gas substitute in partnership with a utility provider. As there are significant costs to the production of biogas, Metro Vancouver and FortisBC Energy Inc. (Fortis), a division of Fortis BC, have been exploring arrangements to develop the most effective way to bring biogas into production on a cost recovery basis (**Attachment 1**).

Biogas is produced when in the absence of oxygen, in a process called anaerobic digestion, bacteria break down organic waste from sources like landfills, wastewater plants and agriculture. In its raw form, biogas contains other gases that are not typically found in natural gas. It can, however, be purified (or upgraded), so that it is interchangeable with natural gas. Once upgraded it is often referred to as biomethane or renewable natural gas (RNG).

The provincial government considers RNG to be a carbon neutral source of energy.



FortisBC's renewable natural gas has been granted Carbon Neutral Product status by Offsetters BC after assessing the expected lifecycle emissions savings of the program<sup>1</sup>. Offsetters BC is a company that verifies carbon offset in accordance with the British Columbia Carbon Protocol. As RNG is considered to be carbon neutral in BC, displacing a portion of the traditional natural gas purchased with RNG will lower respective customers' GHG emissions.

FortisBC has been working with MetroVancouver on the feasibility of developing the process to capture the biogas from the Lulu Island Wastewater Treatment Plant (Lulu RNG) and installing new equipment to upgrade the biogas into renewable natural gas on a cost recovery basis. The renewable natural gas from the Lulu RNG is anticipated to come on stream in late 2013 upon completion of the British Columbia Utilities Commission (BCUC) regulatory approval process and will be delivered using the existing Fortis infrastructure.

The Lulu RNG project is not the first such venture for FortisBC. Fortis is already offering its customers the ability to designate 10% of their energy use as renewable via RNG purchase in BC. For example, Fortis already has partnerships with Catalyst Power of Abbotsford, BC and the Columbia Shuswap Regional District to capture, upgrade, and market RNG from agricultural and landfill sources. Fortis is actively researching and developing additional sources for RNG as it looks to expand its market into renewable clean energy.

## Analysis

The City has been following three overarching strategies for transitioning towards a more sustainable energy and low carbon future with lower GHG related emissions:

- **Energy conservation** - reduce the overall demand for an energy service (e.g., insulating buildings)
- **Energy efficiency** - reduce the energy required to provide an equivalent energy service (e.g., take rapid transit to work instead of driving a vehicle)
- **Renewable and clean energy** – increase the use of renewable energy sources and reduce the carbon intensity of emissions resulting from an energy service (e.g., fuelling the same vehicle with gasoline that includes 5% renewable content)

While the City's primary focus is to reduce GHG emissions through energy conservation and efficiency, our facilities still require natural gas for many of their operations. Increasing the use of renewable energy sources, such as RNG, will help to further reduce GHG emissions.

The availability of RNG captured from the solid waste produced in Richmond at the Lulu RNG, represents a "made in Richmond" opportunity for our community to purchase renewable energy to offset greenhouse gas emissions locally. This approach is considered to be preferable to purchasing GHG emission offsets from the private market that often pays large corporations to switch fuel from more polluting sources, such as coal, to less polluting sources. These types of

<sup>1</sup> The full report titled "Biomethane Greenhouse Gas Emissions Review, FortisBC, dated May 30<sup>th</sup>, 2011", completed by Offsetters, is available at <http://www.fortisbc.com/NaturalGas/Homes/Offers/RenewableNaturalGas/Documents/BiomethaneGreenhouseGasEmissionsReview.pdf>

projects do not actually support the development of renewable energy. In addition, many of these projects are not even located in the same community paying for the offset.

Another significant advantage of RNG is the ease of conversion for customers. In addition to being considered a carbon neutral renewable resource, there is no new equipment needed for the businesses and residents to receive RNG. Fortis will install new infrastructure at the source to convert the biogas to RNG and inject an amount of RNG into the current supply line which is equivalent to the RNG purchased by a specific community. Another benefit is that this process can be accurately monitored and verified.

Staff are proposing a working partnership with FortisBC that includes two components - Corporate Leadership and Community Action. Depending on Council's instruction, these components can be carried out together or separately. However, staff feel that embracing both components will maximize the community benefits from a lower carbon future perspective.

### Corporate Leadership

As a leader in municipal energy conservation, the City can show its support for the development of local green house gas offset solutions during the developmental phase of the Lulu RNG by:

1. Providing a letter of support for the FortisBC application to the British Columbia Utilities Commission to bring an additional renewable natural gas supply to customers in British Columbia.
2. Purchasing 360 GJ of renewable natural gas in 2012 from FortisBC in 2012, as a gesture of support for the development of RNG to reduce green house gas emissions. This amount represents approximately 10% of the natural gas consumption of City Hall and South Arm Community Centre. The incremental cost will be \$5.191 per GJ (as compared to the regular natural gas cost), which results in an additional cost of \$1,870.

(Note: Richmond will be the first municipality to take this symbolic step to support the FortisBC initiative. While this incremental premium of approximately \$1,870 is modest, it represents a meaningful gesture. The total GHG emissions reduction from this purchase would be equal to approximately 18 tonnes, which is the equivalent of diverting 13,160 lbs of waste from landfills.)

3. When the Lulu RNG becomes available, it is suggested that the City replace 10% of the natural gas energy use with Lulu RNG of all City facilities managed under the corporate energy management program at that time. Staff recommend capping Lulu RNG purchase at \$50,000/annum to maintain a cost/benefit balance.

For example, the annual incremental premium to replace 10% of the City's natural gas consumption with Lulu RNG for 2013 is estimated to be \$42,100. The GHG emission reduction would be approximately 405 tonnes, which is the equivalent of diverting 304,790 lbs of waste from landfills. In addition, this GHG emissions reduction would avoid the need



to purchase approximately \$12,150 worth of carbon offsets<sup>2</sup> to meet our carbon neutral commitments.

Corporate energy retrofit projects are funded based on the capacity of the project to payback the investment through cost avoidance and successful application for external grants. While the cost of Lulu RNG will be higher than conventional natural gas, the implementation of the Lulu RNG purchase program will not impact the City's overall energy budget. It is anticipated that the incremental increase in the energy cost can readily be absorbed by the cost avoidance and external grants generated by the corporate energy management program.

Based on the track record of the City's corporate energy management program, the only financial consequence for this initiative will be a slightly longer pay back period to the City's capital account. The program secured over \$500,000 in external grants from 2009 to 2011 as well as produced cost avoidance through energy management and maintenance improvements of approximately \$135,000 in 2011. It is anticipated that the City's energy sound corporate energy management practices will fully offset the marginal cost increase to purchase the Lulu RNG.

### Community Action

At this time, only 1,200 BC residential customers are taking advantage of the 10% RNG purchase offered by FortisBC. Of these 1,200 households, 36 households (approximately 3%) are from Richmond.

One of the barriers may be higher cost of RNG when compared to conventional natural gas, which does not take into consideration the costs of the higher GHG emissions of conventional natural gas. According to FortisBC, an average BC residential single family household uses approximately 95 Gigajoules (GJ)/year of natural gas. The incremental cost of purchasing RNG for such a household is approximately \$67/yr (or \$5.60/mo).

It will take significantly higher community participation in energy conservation, reduction actions, and the development of other renewable energy sources to meet Richmond's community GHG emissions and energy reduction targets. The Lulu RNG is a seamless way to switch (partially) to a carbon neutral renewable energy source at a relatively low conversion cost. This makes the Lulu RNG a viable and simple option for Richmond residents.

Corporately, the incremental cost of approximately \$1,870 for 2012, and the future incremental cost of up to \$50,000 per year can be readily absorbed by savings from corporate energy conservation.

From a community perspective, since taking specific actions to reduce energy or emissions is completely on a voluntary base, the best approach the City can take to encourage community action would be through:

- **Corporate leadership** – the City leading by example

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<sup>2</sup> Given the anticipated average price of private market carbon offsets at \$30/ton of CO<sub>2</sub>e.

- **Increasing awareness** – raising awareness about the value and benefits of reducing energy consumption and GHG emissions
- **Providing incentives** – developing an incentive program to encourage energy reduction and switching to the “made in Richmond” available renewable energy source<sup>3</sup>

In consideration of this approach, staff recommend that a report be brought to Council for consideration after investigating the following:

1. A pilot incentive program designed to encourage Richmond businesses and residents to purchase the Lulu RNG, and the associated costs of the program; and
2. Explore opportunities to work with external funding partners to establish a grant/rebate program for the purchase of Lulu RNG by residents and businesses.

This approach follows Council’s direction (April 26, 2010 Council meeting) to

*“Establish a grant, rebate, and/or low interest loan program to assist property owners to retrofit their buildings to reduce GHG emissions”,*

### Financial Impact

None. This is a cost neutral initiative as the incremental energy cost increase will be offset by a combination of carbon reduction (i.e. reduced cost of carbon offsets to meet our carbon neutral commitments) and slightly extended pay back to the corporate energy management program.

### Conclusion

The successful implementation of this initiative will represent a major step forward to meeting our corporate GHG reduction targets in City owned buildings and structures. As well, it provides a simple alternative for Richmond residents to participate in the journey towards achieving the adopted community-wide energy and GHG reduction target.



Cecilia Achiam, MCIP, BCSLA  
Interim Director, Sustainability and District Energy  
(604-276-4122)

|        |  |                |
|--------|--|----------------|
| Att. 1 | Letter – Metro Vancouver, Jeff Carmichael, dated May 2, 2012 | REDMS #3532966 |
|--------|--|----------------|

<sup>3</sup> For example, FortisBC Energy Inc. has partnered with AIRMILES to offer airmiles for participating customers. Fortis could work with the City to offer additional bonuses to offset the incremental cost and run special promotions to raise awareness and encourage participation.




**metrovanouver**

Greater Vancouver Regional District • Greater Vancouver Water District

Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovanouver.org

MAY 02 2012

 Utility Planning Department  
 Tel. 604 432-6375 Fax 604 436-6811

File No.: CP-03-04-LW022

 Alen Polstolka  
 City of Richmond  
 5599 Lynas Lane  
 Richmond, BC V7C 5B2

 Cecilia Achiam  
 City of Richmond  
 5599 Lynas Lane  
 Richmond, BC V7C 5B2

Dear Mr. Polstolka and Ms. Achiam.:

This letter is in response to a request for clarification regarding the financial plan for the proposed Green Biomethane project at the Lulu Island Wastewater Treatment Plant, specifically with respect to how the project costs will be covered. The proposed project is led by Metro Vancouver, but includes FortisBC, Paradigm Environmental Technologies Inc., the Innovative Clean Energy Fund, and the Union of British Columbia Municipalities as partners, funders, or suppliers to the effort.

The project includes two distinct elements: the use of MicroSludge technology to enhance biogas creation, and the use of a biogas upgrading technology to create pipeline-grade biomethane which is expected to be sold to FortisBC. Both of these elements use new equipment that is not part of the existing wastewater treatment process.

The total project capital cost is estimated to be \$13.1 million. These capital costs will be recovered through a combination of grants, in-kind contributions, and revenue from the sale of the biomethane. No sewage charges collected from users of the Lulu Sewerage Area wastewater treatment facility will be used for this project. Economic analysis indicates that the project is expected to break even: no profits will be generated by the project.

Agencies and individuals who choose to purchase "green" biomethane from FortisBC will be contributing to the recovery of capital costs necessary to upgrade the biomethane, allowing it to be transported and used through the FortisBC system. They will also be contributing to the region by reducing greenhouse gas emissions, by replacing fossil fuel-based natural gas with biomethane. Metro Vancouver encourages its residents and municipal members to consider this option as one of several possible means of contributing to meeting greenhouse gas reduction targets.

Please feel free to contact me if you need further information or clarification on this issue.

Yours Truly,

 Jeff Carmichael  
 Division Manager, Utility Research and Opportunity Projects

JC:lah

Orbit #: 6119010







# City of Richmond

## Report to Committee Planning and Development Department

**To:** General Purposes Committee

**Date:** June 25, 2012

**From:** Brian J. Jackson, MCIP  
Director of Development

**File:** ZT 12-610945

**Re:** Referral Report on River Road Truck Parking and Application by Viridi Pacific Holdings Ltd. For a Zoning Text Amendment to the Light Industrial (IL) Zoning District at 16540 River Road

### Staff Recommendation

1. That Bylaw No. 8908, to amend the "Light Industrial (IL)" zoning district to remove commercial vehicle parking and storage restrictions related to maximum number of vehicles, linkage to a Richmond agricultural operation and prohibition of dump trucks, be introduced and given first reading.
2. That Bylaw No. 8908 be considered at Public Hearing to be held on July 16, 2012 at 7:00 pm in the Council Chambers of Richmond City Hall.



Brian J. Jackson, MCIP  
Director of Development

BJ:ke

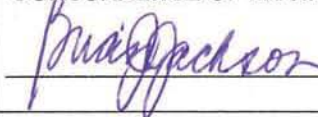
Att.

### FOR ORIGINATING DEPARTMENT USE ONLY

**ROUTED TO:**  
Community Bylaws  
Transportation

**CONCURRENCE**  
Y ☒ N ☐  
Y ☒ N ☐

**CONCURRENCE OF ACTING GENERAL MANAGER**



## Staff Report

### Origin

On May 23, 2012, a zoning text amendment for 16540 River Road (ZT 12-610945) was considered by Planning Committee to amend the Light Industrial (IL) site specific zoning provisions to remove restrictions related to commercial vehicle parking and storage on the subject site. As a result of the discussion and questions at Planning Committee, the proposal was referred back to staff.

At the June 11, 2012 Regular Council Meeting, a local trucking sector delegation (represented by Kal Mahal) addressed Council and noted concerns about the need to provide dedicated areas available for commercial vehicle parking. As a result of the local truck sector delegation (and supporting letter contained in **Attachment 1**), Council made the following referral:

1. *That the comments provided by the delegation on the matter of truck parking in Richmond be referred to staff;*
2. *That staff provide further information and report back on:*
  - a. *The number of truckers and trucks;*
  - b. *The problems with parking;*
  - c. *The number of complaints associated with parking of trucks in incorrect areas, and the alternatives that may be available;*
  - d. *Current enforcement of parking violations on farm land, and how widespread the problem is; and*
  - e. *The zoning designations (shown on a zoning map) along River Road including what the current uses are; and*
3. *That the matter be dealt with at a General Purposes Committee meeting together with the application by Viridi Pacific Holdings that previously went to the Planning Committee.*

### Purpose

This report:

1. Responds to the June 11, 2012 Council referral; and
2. Brings forward the zoning text amendment application at 16540 River Road (ZT 12-610945) by Viridi Pacific Holdings in order to:
  - Remove the restriction on the maximum number of commercial vehicles (40) that can be stored on the site; and
  - Remove the provision identifying that commercial vehicles parked or stored on the site must be related to transporting of agricultural produce on a farm in Richmond.
  - Remove the restriction that prohibits the parking and storage of dump trucks on the subject site (Based on a request from the property owner).

### Background – Chronology

- February 11, 2008 – Council approves the Interim and Long Term Action Plan for the 16,000 Block of River Road (**Attachment 2**) that outlines guidelines for reviewing commercial vehicle truck parking and storage rezoning applications in the area.



- January 23, 2012 – Council approves the continued processing of truck parking and storage rezoning applications in the 16,000 block of River Road in accordance with the Interim Action Plan. Staff were also directed to undertake traffic counts in the area during 2012, with findings reported to Council by end of year.
- January to May, 2012 – Based on the direction from Council to continue processing rezoning applications for commercial vehicle parking and storage, staff have been processing a number of existing and new rezoning applications in this area along with the current requested text amendment for the property at 16540 River Road.
- May 23, 2012 – Report forwarded to Planning Committee on the proposed zoning text amendment at 16540 River Road (ZT 12-610945). The zoning text amendment was referred back to staff.
- June 11, 2012 – Delegation presented information to Council outlining concerns about the need for designated general commercial truck parking and storage in Richmond and requested that rezoning applications in the 16,000 block of River Road that comply with City requirements be permitted to address the needs of truckers and reduce conflicts associated with trucks parked in incorrect areas of the City.

### Findings of Fact

The following attachments contain supporting background information and materials to the Council referral and proposed zoning text amendment at 16540 River Road:

- Letter submitted by Council delegation on June 11, 2012 (**Attachment 1**).
- Interim and Long-Term Action Plan – 16,000 block of River Road (**Attachment 2**).
- Map of Zoning and Current Uses in the 16,000 block of River Road (**Attachment 3**).
- Reference Map of Development Applications – 16,000 Block of River Road (**Attachment 4**).
- Zoning text amendment staff report for 16540 River forwarded to May 23, 2012 Planning Committee (**Attachment 5**).
- Revised rezoning considerations associated with the proposed text amendment at 16540 River Road (**Attachment 6**).

### Response to Council Referral (June 11, 2012)

This section provides responses to the Council referral (June 11, 2012).

#### *1. That the comments provided by the delegation on the matter of truck parking in Richmond be referred to staff*

The delegation's letter submitted at the June 11, 2012 Council meeting (**Attachment 1**) outlines the following concerns:

- Lack of dedicated commercial truck parking and storage areas in Richmond resulting in truckers having to park in other areas in the region or illegally in the City resulting in increased complaints.
- Stresses the economic importance of the truck industry to job creation and role it plays in providing income to families.
- Emphasizes that through the various studies and report to examine truck parking in the 16,000 block of River Road, Council has approved an overall strategy to process and review these proposals.



- Recommended that commercial vehicle parking and storage limitations and restrictions (i.e., maximum number or restrict to certain types of commercial vehicles) be removed.
- Requested Council to continue considering rezoning applications for the 16,000 block of River Road as was previously supported by Council on January 23, 2012.

Most comments and concerns raised in the delegation's letter were addressed in the report and recommendations that was supported by Council on January 23, 2012. Staff undertook a comprehensive review of issues related to truck parking and storage specific to the 16,000 block of River Road and the larger issue of truck parking and storage on a citywide basis. The following is a summary of recommendations and findings from this report:

- Traffic counts undertaken in 2006 and 2011 along portions of River Road east of No. 7 Road and No. 7 Road between River Road and Bridgeport Road indicated that the number of truck traffic movements along roads to and from this area was not significant. As a result, additional traffic counts were recommended and supported by Council. Transportation staff collected traffic data in April/May 2012 and plan to undertake traffic counts at the same locations later this year in September. Findings on these traffic counts will be reported to Council at the end of 2012 as requested.
- The existing Official Community Plan designation for the 16,000 block of River Road is "Business and Industry". This designation complies with the interim use of properties for commercial vehicle parking and storage and long-term use envisioned for more intensive light industrial/manufacturing uses. The proposed new 2041 OCP Update designates the 16,000 block of River Road as Industrial, which would also support interim truck parking and long-term light industrial development. Existing and proposed OCP designations also permit agri-industrial oriented development to occur.
- Based on a review of vacant existing industrial zoned land in Richmond and on Port Metro Vancouver land, it was determined that land available for commercial vehicle parking and storage was extremely limited as existing industrial zoned land in the City or Port Metro areas are targeted for more intensive light industrial development. These areas would not be able to accommodate truck parking in the short or long-term.
- Council supported the continued review and processing of rezoning applications in the 16,000 block of River Road in accordance with the Interim Action Plan.

The 16,000 block of River Road is recognized in the OCP and Interim Action Plan as an area that is available and appropriate for commercial truck parking and storage activities so long as certain traffic control measures are implemented to restrict vehicle movements to and from properties through each rezoning application. The Council direction on January 23, 2012 to continue processing rezoning applications for commercial truck parking and storage responds to the delegation's comments and concerns brought to Council's attention on June 11, 2012 about the need for designated areas to park commercial trucks in Richmond, which will better meet local truck sector needs and make operations more efficient in the future.

**2. That staff provide further information and report back on:**

- **The number of truckers and trucks** – Identifying a number of commercial trucks and truckers that are based in Richmond and operate in the City is difficult to determine because vehicles may be licensed to an address in the City, but are not limited to Richmond operations. Conversely, many commercial vehicles are licensed in other



municipalities in the region and operate in Richmond. Information on the total number of commercial vehicles licensed to a registered address in Richmond does not accurately identify the following:

- Where the vehicles are parked or stored.
- Where the vehicles operate.
- Vehicles licensed in other municipalities that are parked or operate in Richmond.

On this basis, there is no current information available to accurately identify the number of trucks (and truckers) that either park or operate in Richmond.

- ***The problems with parking*** – As identified by the delegation, finding appropriate places to park commercial vehicles (i.e. larger trucks) is challenging to the truck sector industry. Having limited land availability for commercial truck parking results in trucking companies and individual truckers having to look outside of Richmond into other municipalities that results in increased operational costs (i.e., fuel and time), larger draw upon resources and related environmental impacts.

In some instances, limited land availability for truck parking options results in commercial vehicle parking in non-permitted areas (i.e., residential areas or on agricultural land) that results in increased resident complaints pertaining to safety and disturbance related issues.

- ***The number of complaints associated with parking of trucks in incorrect areas, and the alternatives that may be available*** – Specific complaints (Citywide) related to truck parking are followed-up by Community Bylaws staff. Ticketing and enforcement issues related to truck parking in incorrect areas is patrolled regularly by Community Bylaw Officers. The specific number of complaints for commercial trucks parked in incorrect areas is not tracked by Community Bylaws. In lieu of this information, the following is a summary of commercial vehicle parking-related violation tickets from 2010 to current:
  - 405 violation tickets issued for a commercial vehicle parked during prohibited hours.
  - 5 violation tickets issued for a commercial vehicle parked over 3 hours.
  - 134 violation tickets issued for commercial vehicle parked abutting a property used as a residence, park or school.

An alternative option available to help reduce complaints and related ticketing of commercial vehicles is to have land available for this use. The 16,000 block of River Road has been identified and approved for such uses with specific parameters for truck parking established by the Interim Action Plan.

- ***Current enforcement of parking violations on farm land, and how widespread the problem is*** – Information related to commercial vehicle enforcement files for properties in the Agricultural Land Reserve going back from 2010 to 2012 (as of June) is summarized as follows:
  - 2010 – 17 enforcement files in the ALR related to commercial vehicles.
  - 2011 – 9 enforcement files in the ALR related to commercial vehicles.
  - 2012 – 4 enforcement files in the ALR related to commercial vehicles.

Based on these figures, commercial vehicle parking in Richmond agricultural areas does occur, but not on a significant basis. Community Bylaws staff work through their processes to resolve issues and complaints when illegal commercial parking activity on agricultural land occurs. Ensuring land is available for truck parking outside of the ALR would reduce pressures on farm land to undertake illegal (i.e., non-farm related) truck parking and thus reducing Community Bylaw related complaints and enforcement issues.

- ***The zoning designations (shown on a zoning map) along River Road including what the current uses are*** – A map identifying existing zoning in the 16,000 block of River Road is contained in **Attachment 3** along with a summary of current land uses. Zoning consists of Light Industrial (IL) zoning for the 4 properties on the west portion of the 16,000 block of River Road. These sites have pre-existing Light Industrial (IL) zoning. Remaining portions of the 16,000 block of River Road contain a mix of Agriculture (AG1) and Golf Course (GC) zoning for properties that have not yet applied for/been approved for commercial truck parking and storage. Properties with Light Industrial (IL) zoning (16540 River Road; RZ 10-524476) and Industrial Storage (IS1) zoning (16780 River Road; RZ 09-503308) have been granted previous rezoning approval to undertake commercial vehicle truck parking. Please refer to **Attachment 4** for a map identifying the status of all rezoning applications submitted along River Road.

Zoning to the west of No. 7 Road (15,000 block of River Road) is Light Industrial (IL). Zoning to the east of the Kartner Road allowance (17,000 block of River Road) is Agriculture (AG1) and is contained in the ALR.

Current land uses consist of a mix of commercial/recreational vehicle storage on properties with Light Industrial (IL) zoning with some light industrial buildings and structures on the 4 industrial zoned properties to the west. Remaining properties are generally vacant with residential dwellings on the front portion of sites.

### **Proposed Zoning Text Amendment – 16540 River Road (ZT 12-610945)**

#### Background

On November 14, 2011, rezoning approval was granted for 16540 River Road (RZ 10-524476) that permitted a limited area light industrial wood manufacturer. The rezoning also permitted commercial vehicle truck parking, but placed a number of restrictions on this use as follows:

- Maximum of 40 trucks parked or stored at any given time.
- Trucks parked on the site must be comprised of only those transporting agricultural produce from a farm operation in the City.
- Prohibits the parking of dump trucks on the property.
- Truck tractor trailers are not permitted to operate any heating and/or refrigeration units while parked or stored on the site.

A request to amend the existing zoning for 16540 River Road (along with accompanying legal agreements registered on the subject site) was made by the property owner to remove truck parking restrictions that identified a maximum number of parked trucks (40) and linked them to agricultural operations in Richmond. As a result, a report was tabled to May 23, 2012 Planning Committee (A copy of the report is contained in **Attachment 5**). At this meeting, the proposed zoning text amendment was referred back to staff.



As a result of the Council delegation on June 11, 2012 from local truck sector representatives, Council directed staff to bring forward the Viridi Pacific Holdings zoning text amendment (16540 River Road; ZT 12-610945) in conjunction with the referral on River Road truck parking arising from the delegation.

This section of the report presents new information and analysis related to the zoning text amendment for 16540 River Road based on minor changes to the proposal since it was forwarded to May 23, 2012 Planning Committee. All other information on the text amendment from the earlier staff report remains relevant and can be referenced in **Attachment 5**.

### **Summary of Existing and Proposed New Amendments to the Light Industrial (IL) Zone**

#### Existing Proposed Amendments

The initial proposal requested amendments to remove truck parking restrictions that placed a maximum cap of 40 commercial vehicles being parked or stored on the subject site and that these vehicles had to be comprised of trucks that transported agricultural produce only from a farm operation in Richmond. Similar legal agreements registered on title of 16540 River Road that were secured as part of the previous rezoning would also require revision if the text amendments are approved.

Supporting rational for these revisions is summarized as follows:

- Existing OCP designations support commercial truck parking as an appropriate land use in this area.
- Specific access control measures and signage that restrict vehicle movements to and from the subject site to ensure vehicle travel down certain roads (i.e., River Road east of the 16,000 block and No. 7 Road south of River Road) does not occur.
- Traffic count data that identified that the number of absolute truck traffic movements in this area was not significant and that an increase in trucks parked in this area would not impact these routes so long as the necessary vehicle access/exit control structures and signage is implemented.
- Limiting truck parking to those that were involved in transporting agricultural produce from Richmond only was too restrictive as the proponent for 16540 River Road was having difficulties securing trucks that met these criteria. Due to the seasonal nature of agricultural operations, very few trucks are solely dedicated to agricultural uses only.

#### Existing Truck Parking Restrictions to Remain

Due to the potential noise disturbance impacts to neighbours related to truck tractor trailers with integrated heating/refrigeration units, the existing zoning restriction and legal agreement registered on the subject site that does not permit the operation of integrated heating/cooling units on the trailers will remain in place.

#### New Proposed Amendments

The proponent has also requested a revision to the zoning and accompanying legal agreement registered on title to remove the restriction that prohibits dump trucks from being parked or stored on the subject site. A review and analysis of permitting dump trucks on the subject site is contained in the forthcoming section.

## **Examination of Issues – Parking of Dump Trucks**

### Traffic Movement Restrictions to and from the Subject Site

An existing vehicle access has been implemented at the River Road entrance to the subject site that has been designed and constructed to permit entrance to and exit from the site for larger tractor trailer vehicles travelling to and from the west. Compared to commercial tractor trailers, dump trucks are smaller vehicles and can make the necessary turns to enter and exit the site, which adheres to the permitted truck movements along River Road.

This access also is designed and constructed to restrict any commercial trucks with trailers to enter and exit the site from the east along River Road. The proponent's traffic engineering consultant is currently reviewing the existing constructed access at 16540 River Road to confirm that the existing control structure will restrict any dump truck turning movements to or from the east along River Road. If additional works to the existing access at the subject site are required to restrict dump truck turning movements, the design and completed works are required to be reviewed and approved by Transportation staff.

The proponent's request to remove the restriction to allow the parking and storage of dump trucks is reasonable.

### Demand for Dump Truck Parking Areas

Although commercial truck tractor trailers are a significant trucking sector, dump trucks also face similar challenges associated with finding suitable locations to park. As with commercial truck tractor trailers, dump trucks operate on an independent contracted basis and are not always linked to a main business or operation. As a result, dump trucks do not always have a permanent industrial site to be parked or stored when not in operation.

If restrictions are placed on dump trucks that do not permit them to be stored on properly zoned and designated areas, there is a potential for these vehicles to park in less desirable residential and agricultural areas and result in increased resident complaints.

### Zoning Amendment and Revision to Legal Agreement

The restriction that prohibited the parking of dump trucks on 16540 River Road through the previous rezoning (RZ 10-524476; approved on November 14, 2011) was secured through a site-specific zoning provision included in the Light Industrial (IL) zone. A legal agreement was also secured and registered on title as part of the rezoning to restrict the parking of dump trucks.

In addition to the zoning text amendment that will remove the restriction that prohibits the parking of dump trucks on the subject site, amendments to the legal agreement will also be required. Please refer to **Attachment 6** for a copy of the revised rezoning considerations.

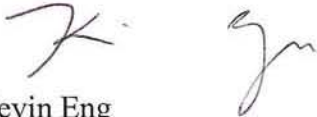


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**Summary Analysis and Conclusion**

The Council referral on River Road truck parking arising from the delegation at the June 11, 2012 Council meeting has been addressed in this report. The previous direction from Council (from January 23, 2012) to process rezoning applications in the 16,000 block of River Road in accordance with provisions of the Interim Action Plan responds to concerns about the need for designated truck parking areas in the City, while also addressing specific technical traffic routing and control measures for each proposal.

The proposed text amendment at 16540 River Road to the Light Industrial (IL) zoning district that revises the site specific restrictions related to commercial vehicle parking and storage also complies with the council direction from January 2012 related to land use applications in the 16,000 block of River Road. On this basis, staff support the proposal to remove commercial truck parking restrictions for the property at 16540 River Road.



Kevin Eng  
Planner 1

KE:cas

Attachment 1: Letter Submitted from Council Delegation (June 11, 2012)

Attachment 2: Interim and Long-Term Action Plans

Attachment 3: Map of Zoning and Current Uses in the 16,000 Block of River Road

Attachment 4: Reference Map of Development Applications

Attachment 5: Zoning Amendment Report for 16540 River Road (May 23, 2012 Planning Committee)

Attachment 6: Revised Rezoning Considerations

Schedule 1 to the minutes of the  
Regular Council meeting held on  
Monday, June 11, 2012

My name is Kal Mahal, residing at 16551 Westminster Hwy, Richmond, B.C.

I am here this evening as a spokesperson for the trucking community in our city to request Council support, without restrictions, for Council to follow its own truck parking policy for the area of River Road from No. 7 Rd., to Kartner Road. Many from our trucking community, who live in Richmond are here with us this evening. I'd ask those drivers to please raise your hands.

This problem is of extreme importance, but is really rather simple to explain. Today, those of us who drive a truck for a living, and live within Richmond, do not have any suitable locations to park our trucks. That has resulted in truckers parking in other cities and driving back home – only to pick up their trucks in the morning and drive back into the city. Less honourable truckers will illegally park their trucks at unsuitable locations within the city. This not only penalizes law abiding citizens, it also creates greater pollution from the movement of trucks from community to community.

That's a major point I don't think should be overlooked. Richmond is always talking about living and working closer to home – and yet we are forcing these residents to commute due to lack of commercial parking.

The facts are clear – the trucking community creates jobs and sustains families in our city. We don't want to move to Surrey or Burnaby, or anywhere else. We live in Richmond, we like Richmond, and we want Richmond to support the jobs created by our industry. As you can see, and is identified in city staff's own report, there is tremendous demand for commercial vehicle parking here in the city.

Another issue identified by city staff is one that's even more pressing. – the limited availability of land to accommodate commercial vehicle parking in Richmond. We know this is a very pressing problem, so where can truckers turn. Based on the city's own report, this stretch of property on River Road is one of very few viable options.

The city has undertaken traffic studies for River Road and No. 7 Road and determined that removal of limitations for this property will not hurt traffic flows and is supportable. Moreover the current Official Community Plan designates this area for Business & Industry, and the 2041 OCP update is proposing to designate this area as Industrial. The proposal for commercial trucks to park and be stored on this property complies with both the current and proposed OCP.

Currently, the interim plan for Mr. VIRDI'S property does allow for up to 40 trucks – but only if they are agricultural in nature. This type of restrictive requirement is very unique to this property in our city. With few to no trucks solely dedicated to agricultural use given the seasonal nature of the industry, it has been very hard to make use of that



designation. In reality, commercial truckers rely on a variety of contracts for their business and that needs to be reflected in the realities of ZONING. If you're talking about reducing our carbon footprint and keeping jobs here in our community the zoning requirements currently in place help nobody.

Given this is the only suitable area available for truck parking in Richmond, and it had received the support of city staff to act as such, our request is to allow truck parking without restrictions on these properties. ONLY IN JANUARY 2012, CITY COUNCIL REITERATED ITS POSITION THAT THIS WAS A GOOD AREA FOR TRUCK PARKING AND THAT THERE SHOULD BE NO RESTRICTIONS. And yet when Mr. Virdi's re-application to take off the restrictions came forward, Planning Committee referred this matter back to staff for more study.

GIVEN THE PRESSING NATURE OF THIS ISSUE, THE LACK OF AVAILABLE LAND, AND THE SIGNIFICANCE OF THIS ISSUE TO THE CITY'S ECONOMY, WE WOULD LIKE COUNCIL TO CONSIDER THIS ISSUE TO BE DISCUSSED AT THE – GENERAL PURPOSES COMMITTEE, SO IT CAN BE ADDRESSED IN A TIMELY MANNER FITTING ITS IMPORTANCE.

**The City of Richmond**  
**Interim Action Plan**  
**16,000 Block of River Road**  
*(Revised based on Public Consultation Feedback)*

**Land Use**

- The 16,000 block of River Road:
  - Is currently designated for 'Business and Industry' in the City's Official Community Plan (OCP).
  - Outdoor parking and storage of vehicles and goods would be consistent with the existing OCP land use designation.
  - This land is not within the Agricultural Land Reserve.
  - Agri-Industrial service activities (operations that support or are directly related to a farm) can also be considered as a potential land use under the "Business and Industry" designation.
- The 17,000 block of River Road:
  - No land use changes are proposed as part of the Interim Action Plan as the properties are contained within the Agricultural Land Reserve and designated for "Agriculture" in the existing OCP.

**Proposed Approach to Rezoning Applications**

- The City is proposing a restrictive Comprehensive Development District zone in this area. This will allow (if permitted) outdoor storage and parking of vehicles and goods under a set of regulations and conditions – Fencing; Screening; Storage Setbacks; Permeable surface treatment.
- The proposed Comprehensive Development District zone will limit the uses and restrict the amount and size of buildings.

**Technical Objectives and Issues***Engineering*

- The 16,000 block of River Road is currently **not** adequately serviced by City storm and sanitary systems to sufficiently support intensive light industrial activities involving warehousing/manufacturing buildings or agri-industrial service uses.
- Rezoning proposals for outdoor vehicle storage and parking can be considered, as this use would have minimal impacts on City services.

*Transportation*

- Vehicle access for traffic generated from proposed uses (i.e., commercial vehicle parking and storage) is to be arranged to mitigate the use and related impact of truck traffic on River Road.
- City staff have recommended that the applicants explore a shared vehicle access across the properties under rezoning application to limit truck and vehicle use of River Road.
- Appropriate traffic assessments and upgrades to applicable portions of River Road and No. 7 Road must be undertaken.

*Existing Soil/Fill Conditions*

- Confirmation from the Ministry of Environment that any fill previously located on the sites does not pose a contamination risk or negative impact to surrounding areas. A report prepared by the appropriate professional is required to be submitted to the Ministry of Environment to confirm this. The rezoning applicants are to undertake this process, keeping City staff informed of progress and approvals.

### Rezoning Considerations (To be completed by the rezoning applicants)

- ☐ Submit an acceptable fence and landscape buffer scheme.
- ☐ Registration on title legal agreements securing shared vehicle access by rezoned properties and restricting access to River Road based on the recommendations set out in the traffic assessment and approved by the City (*additional consideration based on public feedback*).
- ☐ Complete a traffic assessment of **River Road** from No. 7 Road to the eastern extent deemed to be impacted by traffic generated by properties along River Road (16,000 Block).
- ☐ Complete a traffic assessment of **No. 7 Road** from Westminster Highway to River Road by traffic generated by properties along River Road (16,000 Block)(*additional consideration based on public feedback*).
- ☐ Any traffic control measures, joint access infrastructure or road upgrades, including any traffic calming features to minimize the truck impacts in the area, identified as part of the traffic assessment of applicable portions of River Road and No.7 Road (reviewed and approved by City staff) will be the responsibility of the rezoning applicants to complete (*additional consideration based on public feedback*).
- ☐ Dedication of a 20 metre wide strip of land along the south property line of each property to facilitate the creation of a new road.

### Forthcoming Process

- ☐ Rezoning applicants will be given a deadline of March 31, 2008 to complete the necessary studies and plans and submit the following materials to City staff for review:
  - ☐ Traffic assessments for applicable portions of River Road and No. 7 Road (*additional consideration based on public feedback*).
  - ☐ Geotechnical reports, which have been forwarded to the Ministry of Environment for review and approval, to confirm that the sites do not pose any contamination risk or negative impact to surrounding areas.
  - ☐ A buffer and landscaped screen plan for the properties under rezoning application.
- ☐ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.



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# **The City of Richmond**

## **Long-Term Action Plan**

### **16,000 Block of River Road**

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*(Revised based on Public Consultation Feedback)*

#### **Land Use Examination**

- ❑ Monitor outdoor vehicle and goods parking/storage to ensure compliance to regulations and Interim Action Plan provisions.
- ❑ Future rezoning applications will be required, should property owners wish to undertake more intensive light industrial activities or agri-industrial service activities.
- ❑ Intensive light industrial uses or agri-industrial service activities is consistent with the existing City's Official Community Plan (OCP) 'Business & Industry' land use designation.
- ❑ Review agri-industrial service operations to determine if specialized zoning provisions are required.

#### **Technical Objectives and Issues**

##### *Traffic and Transportation*

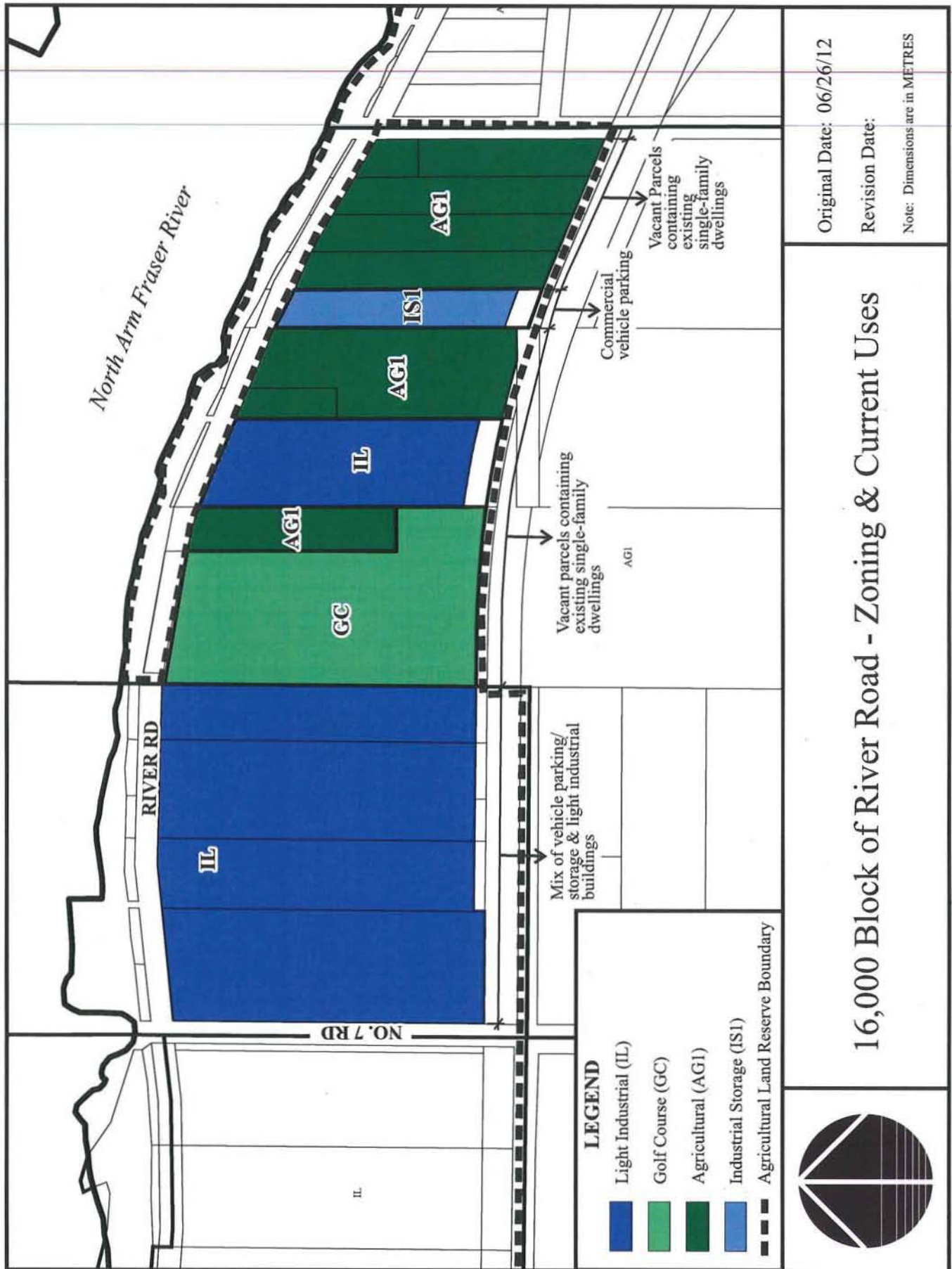
- ❑ Establishment of a new road access east of No. 7 Road to serve as the future vehicle access to potential light industrial activities.
- ❑ The proposed alignment for a new road east of No. 7 Road is along the south property line of the River Road properties (a 20 metre wide future road dedication will be secured through current rezoning applications).
- ❑ Design and construction of a new road east of No. 7 Road would be undertaken when the road can be made functional.

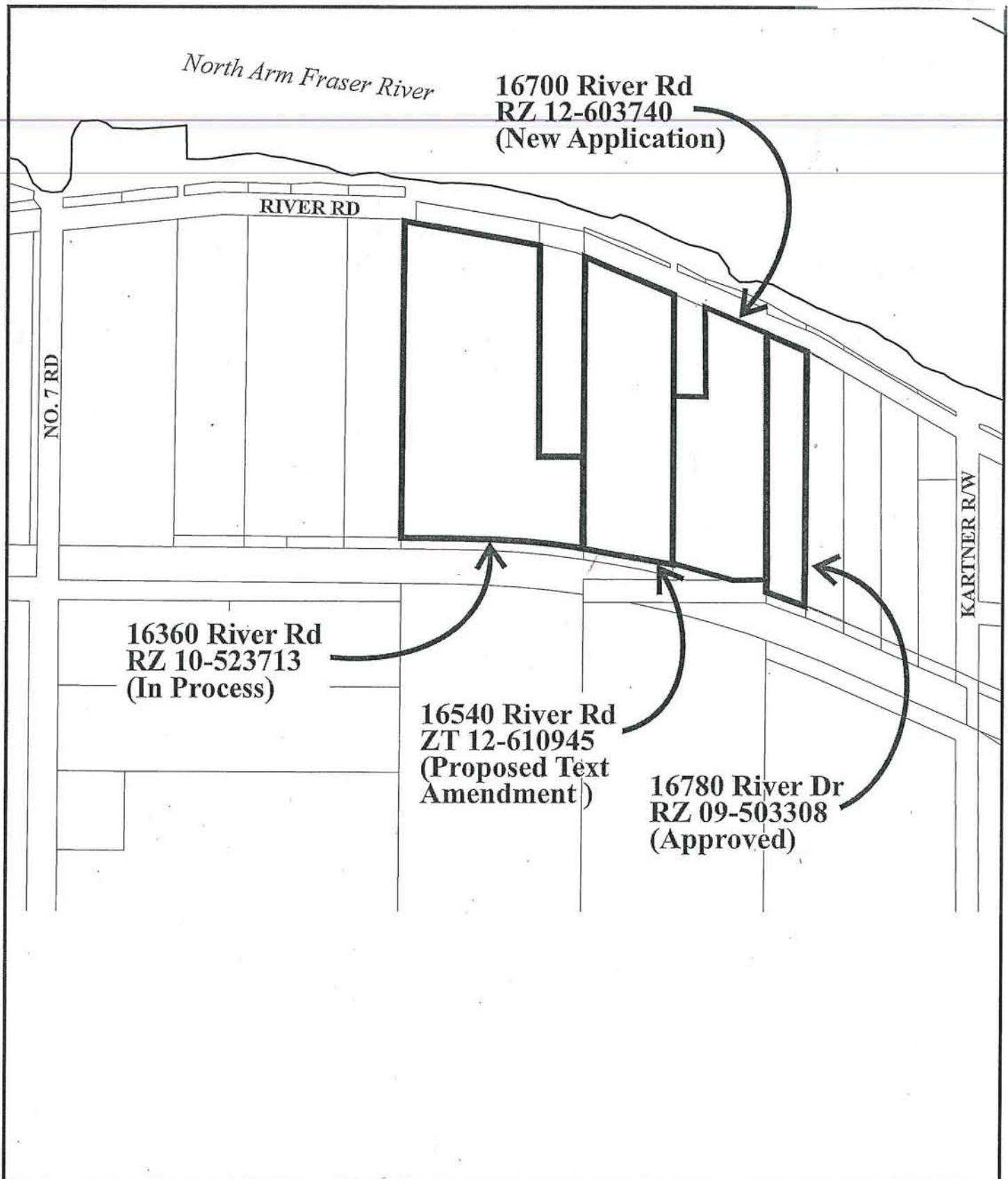
##### *City Servicing*

- ❑ Intensive light-industrial uses and agri-industrial service activities will require the appropriate servicing infrastructure (sanitary, storm and water systems), which entails significant works to be undertaken.
- ❑ Resolution of City servicing constraints will be required through future rezoning applications in this area to more intensive light industrial uses.

#### **Forthcoming Process**

- ❑ Should Council approve the staff recommendation, this decision will be integrated into the forthcoming City wide review of the OCP.





## Rezoning Applications in the 16000 Block of River Road

**GP - 53**

Original Date: 03/31/09

Amended Date: 05/15/12

Note: Dimensions are in METRES





**City of  
Richmond**

**Report to Committee**  
Planning and Development Department

**To:** Planning Committee

**Date:** May 14, 2012

**From:** Brian J. Jackson, MCIP  
Director of Development

**File:** ZT 12-610945

**Re:** Application by Viridi Pacific Holdings Ltd. For a Zoning Text Amendment to the  
Light Industrial (IL) Zoning District at 16540 River Road

**Staff Recommendation**

That Bylaw No. 8908, to amend the "Light Industrial (IL)" zoning district, be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

BJ:ke

Att.

**FOR ORIGINATING DEPARTMENT USE ONLY**

**ROUTED TO:**  
Transportation

**CONCURRENCE**  
Y ☒ N ☐

**CONCURRENCE OF ACTING GENERAL MANAGER**

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## Staff Report

### Origin

Virdi Pacific Holdings has applied to the City of Richmond for a text amendment to the Light Industrial (IL) zoning district applicable to 16540 River Road (**Attachment 1**) in order to:

- Remove the restriction on the maximum number of commercial vehicles (40) that can be stored on the site; and
- Remove the provision identifying that commercial vehicles parked or stored on the site must be related to transporting agricultural produce in Richmond.

### Chronology of Events for the 16,000 Block of River Road

#### Interim and Long-Term Action Plan – 16,000 Block of River Road (2008)

The revised Interim and Long-Term Action Plan for the 16,000 block of River Road (**Attachment 2**) was approved by Council in 2008. The Interim Action Plan serves as a guide to process rezoning applications for interim uses, such as outdoor storage and commercial vehicle parking and requires the submission of transportation studies, environmental reports and landscape buffer plans to address technical issues with proposals.

The Long-Term Action Plan recognizes the continued use of this portion of River Road for outdoor storage and commercial vehicle parking uses. It also identifies the potential for these properties to redevelop into more intensive light industrial and manufacturing uses as the necessary services and transportation infrastructure becomes available.

The development of agri-industrial service uses and operations is permitted in both the Interim and Long-Term Actions Plans as well as existing and proposed future OCP designations.

Rezoning applications are required for all properties wishing to undertake outdoor storage and commercial vehicle parking as an interim use. Another rezoning application will be required in the future if properties wish to undertake intensive light industrial activities (warehousing and manufacturing).

#### In Response to a Referral on the Existing Truck Parking Strategy, Council Approval of Truck Parking Strategy for the 16,000 Block of River Road (2011-2012)

On January 23, 2012, the following was supported by Richmond City Council:

*That:*

1. *The "Interim Truck Parking Action Plan" (Interim Action Plan), as amended by Council in February 2008, be continued until the end of 2012 to allow for consideration of further rezoning applications for commercial vehicle parking and storage within the plan area in the 16,000 block of River Road;*
2. *A daily traffic count be undertaken over two (2) one-week periods on No. 7 Road (between Bridgeport Road and River Road) and on River Road (East of Nelson Road) in 2012 either by the City or by future applicants' consultants, to the satisfaction of*



*City staff, as part of the rezoning applications that facilitate commercial vehicle parking and storage within the Plan Area;*

- 3. Staff report back to Planning Committee with an update on such daily traffic count trends by the end of 2012 to consider the option of amending the Interim Action Plan to allow only commercial outdoor storage and not commercial vehicle parking in the short term, depending on the City's review of traffic counts in 2012;*
- 4. The existing 1999 OCP "Business and Industry" designation and policies allowing for a range of long-term intensive industrial uses for the 16,000 block of River Road as well as the agri-industrial uses set out in the Long-Term Action Plan be considered for inclusion in the proposed updated OCP; and*
- 5. The City send a letter to Port MetroVancouver regarding the shortage of truck parking in the City of Richmond, inquiring about the opportunities for truck parking on Port Land.*

Based on the above direction from Council (process rezoning applications in accordance with the Interim Action Plan), the proposed text amendment to the Light Industrial (IL) zone to remove truck parking restrictions applicable to 16540 River Road is being forwarded for Council consideration.

An initial traffic count was conducted in April/May 2012, with a second traffic count scheduled for September 2012. Once the necessary data has been collected and analysed, City staff will report out to Council by year end on findings and options pertaining to amending the Interim Action Plan.

The Draft 2041 OCP Update confirms that land use designations for 16,000 block of River Road will remain for industrial uses (which includes allowances for agri-industrial uses) over the long-term.

City staff will update Council on any responses received or comments from Port MetroVancouver about opportunities for truck parking on Port Land.

#### **Current Findings of Fact – 16,000 Block of River Road**

- The 16,000 block of River Road consists of 11 properties (11.6 ha or 28.6 acres total) that are designated for "Business and Industry" in the Official Community Plan (OCP) and subject to the approved "Interim Action Plan" for truck parking and storage in this area.
- 4 properties located east of No. 7 Road and outside of the Interim Action Plan area already have existing Light Industrial zoning (IL), which are currently used for a variety of industrial activities.
- A majority of existing properties in the 16,000 block of River Road within the Interim Action Plan area have either Agricultural (AG1) or Golf Course (GC) zoning.
- Properties in the 16,000 block of River Road were excluded from the ALR in 2000, therefore resulting in remnant Agriculture (AG1) zoning on many of the sites with



decisions to apply for rezoning left to individual property owners to undertake and subject to Council approval.

- Since approval of the Interim Action Plan in 2008, the following is a summary of rezoning applications in the 16,000 block of River Road and the applicable status of each (see **Attachment 1** for a reference map):
  - 16780 River Road (Quadra Coast; RZ 09-503308) – Unrestricted commercial vehicle parking and storage. Approved by Richmond City Council on September 27, 2010.
  - 16540 River Road (Virdi Pacific; RZ 10-524476) – Limited area wood manufacturing development (1,860 sq.m or 20,000 sq.ft.) and limited commercial vehicle parking and storage. Specific restrictions for truck parking were placed on this property, which are discussed later in this report. Approved by Richmond City Council on November 14, 2011.
  - 16360 River Road (Berane Construction; RZ 10-523713) – Proposal for general outdoor storage and commercial vehicle parking and storage.
  - 16700 River Road (Brian Dagneault Planning Consultants; RZ 12-603740) – New proposal for general outdoor storage and commercial vehicle parking and storage.

### **Surrounding Development**

- To the North: River Road and the foreshore of the Fraser River.
- To the East: The immediate to the east is a property zoned AG1 with a single-family dwelling on the front portion of the site. The remaining back portion of the site is primarily vacant. Also along the site's east adjacency is a AG1 zoned property that has applied for rezoning to permit commercial vehicle storage and outdoor storage (16700 River Road; RZ 12-603740)
- To the South: An existing rail allowance and rail line. Further south are AG1 zoned properties
- To the West: An AG1 zoned property with a single-family dwelling on the front portion and vacant on the remainder. Further west, a Golf Course (GC) zoned site that is primarily vacant and under rezoning application for commercial vehicle parking and outdoor storage (16360 River Road; RZ 10-523713)

### **Proposed Text Amendment to the Light Industrial (IL) Zone**

The text amendment for 16540 River Road proposes to remove the 40 commercial vehicle maximum that can be parked/stored at one time on the subject site and no longer requires these vehicles to be comprised of only those transporting agricultural produce from a farm operation in the City.

Other restrictions related to prohibiting dump trucks from parking on the subject site as well as commercial vehicle tractor trailers with integrated refrigeration and/or heating units are prohibited from operating while parked on the subject site were implemented as part of the

rezoning approval for 16540 River Road. The prohibition of parking of dump trucks and operation of tractor trailer with refrigeration units will remain in place as part of the proposed text amendment.

Storage and parking of commercial vehicles related to the permitted light industrial business (i.e., woodworking manufacturer) would be permitted on the subject site as this type of activity is accessory to the principal light industrial use permitted on the subject site.

### **Staff Comments**

#### Planning

The 16,000 block of River Road is designated for Business & Industry in the existing Official Community Plan land use map designation. The new 2041 OCP Update is proposing to designate the 16,000 block of River Road and all of the industrial areas along the North Arm of the Fraser River as Industrial. Rezoning applications proposing general unenclosed outdoor storage and commercial vehicle parking and storage as an interim use along this portion of River Road complies with the existing OCP and proposed future designations in the new 2041 OCP Update.

The subject site received rezoning approval on November 14, 2011 to Light Industrial (IL) zoning to enable the development of a limited area (1,860 sq.m or 20,000 sq.ft.) wood manufacturing building. The proponent has not yet started redevelopment of the subject site for the wood manufacturing operation.

Rezoning approval was also granted to permit limited commercial vehicle parking and storage on the site, with the aforementioned restrictions on total number of vehicles, prohibiting the parking of dump trucks, restricting operation of refrigeration units on tractor trailers and that all vehicles parked or stored on the site must transport agricultural products from a farm operation in Richmond.

These restrictions on commercial vehicle parking and storage were incorporated as site-specific regulations in the Light Industrial zoning district. In addition to these zoning provisions, legal agreements were registered on title of the subject site to secure the truck parking restrictions.

#### Transportation

Prior to rezoning approval of 16540 River Road, an access control structure was designed and constructed for the subject sites vehicle access to River Road. This access control structure was designed and implemented to ensure that trucks can only enter the site through right in (Eastbound to Southbound) vehicle movements and exit the site through left out (Northbound to Westbound) vehicle movements. This access control structure was completed and approved by the City's Transportation staff prior to final adoption of the rezoning.

### **Examination of Issues**

#### Study of Truck Traffic Movements - 16,000 block of River Road

A review of traffic data and counts taken in 2006 and 2011 along portions of River Road east of No. 7 Road and No. 7 Road between River Road and Bridgeport Road was completed and reported to Council in the January 2012 referral report. Findings indicated that the absolute



number of truck traffic movements along roads to and from this area was not significant. As a result, further traffic counts were recommended (and approved by Council) to be undertaken in 2012 with findings to be reported to Council at the end of 2012 to determine if any new truck movement patterns emerge. Transportation staff have collected traffic data in April/May 2012 and plan to undertake traffic counts again in the same locations later this year in September. These findings will be reported to Council by year-end as requested.

#### Council Endorsement of the Interim Action Plan

Council also endorsed processing of rezoning applications for outdoor storage and commercial vehicle parking in the 16,000 block of River Road on January 23, 2012. In addition to the text amendment proposed for 16540 River Road, staff are in the process of reviewing other in-stream rezoning applications for this area of River Road.

#### Revisions to Legal Agreements - Removal of Truck Parking Restrictions

In conjunction with the proposed text amendment, existing legal agreements registered on title for 16540 River Road will need to be modified accordingly. Modifications to the appropriate legal agreements registered on title of 16540 River Road is a rezoning consideration to be completed prior to final adoption of the zoning text amendment (**Attachment 3**)

#### Number of Commercial Vehicles

The rear half of 16540 River Road is approximately 2.5 acres in area (portion behind proposed light industrial development and parking area). Based on the size and shape of this vacant area, staff estimate that approximately 70 commercial trucks with tractor trailers could be parked on the subject site at one time (trucks parked perpendicular along the east and west property lines with a central manoeuvring drive-aisle).

The access control structure at the vehicle entrance to 16540 River Road, which has already been implemented, restricts truck movements to and from the subject site. Large commercial vehicles are required to enter the site from an east to southbound direction only (right-in) and exit the site from a north to westbound direction only (left-out). Additional directional signage implemented on River Road east of No. 7 Road will direct truck vehicle movements west on River Road towards No. 6 Road as opposed to going south on No. 7 Road. The aforementioned access control mechanism at the site entrance prevents any eastbound truck movements from the site entrance towards the weight restricted portions of River Road.

The traffic data collected in 2011 identified that truck movements on portions of River Road (east of Nelson Road) ranged from 22 to 42 truck movements per day travelling in an either east or westbound direction. The existing arrangements to control truck movements to and from the subject site (as well as all properties that apply for rezoning in the 16,000 block of River Road) to prevent any truck movements east of the site's entrance will not contribute to the overall volume of truck traffic east of the 16,000 block of River Road.

Removal of the restriction placing a maximum of 40 commercial vehicles that can be parked on the subject site is supportable as truck parking and general outdoor storage in the 16,000 block of River Road is a viable, interim use for this area given the demand for commercial vehicle parking and limited availability of land to accommodate this use in Richmond. The necessary



controls have been implemented on the subject site, in conjunction with signage along public roads, to prevent truck movements on River Road east of the 16,000 block and along No. 7 Road south of River Road. Once the second traffic count scheduled for September 2012 is carried out and data is analyzed, staff will report back by end of 2012 (as per Council direction) on the results of the traffic analysis to quantify the changes in truck traffic on River Road and No. 7 Road.

#### Relation of Commercial Vehicles to Agricultural Operations

The applicant at 16540 River Road has also requested that the zoning provisions and associated legal agreements registered on title of the subject property that restrict commercial vehicle parking and storage to only those vehicles transporting agricultural produce from a farm operation in Richmond be removed.

Many commercial truck operators are involved in transporting of agricultural produce in Richmond and throughout the region, but they are not solely dedicated to this use. As agricultural activities are seasonal and demands for commercial vehicle transportation varies significantly, it has proven to be difficult for the proponent for the subject site to secure arrangements for commercial vehicle parking that meet the existing criteria and restrictions. The seasonal nature of agricultural activities results in very few commercial trucks being solely dedicated only to farm produce transportation in Richmond. Most commercial truck operators therefore rely on a variety of contracts and demand for use from agricultural operations (seasonally when demand exists) and other light industrial and warehousing operations where the demand is consistent year-round. As noted in the January 2012 referral report to Council, available space for commercial vehicle truck parking is limited throughout the City, including on non-developed portions of Port Metro Vancouver land. So long as the appropriate traffic controls and monitoring is implemented in conjunction with individual rezoning applications, the 16,000 block of River Road remains a suitable area for commercial vehicle parking and storage and general outdoor storage activities, which are uses that comply with the existing Business and Industry OCP designation.

If the proposed text amendment is approved, commercial vehicles and trucks involved in transporting agricultural produce or supporting farms in the City will be permitted to park or be stored on 16540 River Road.

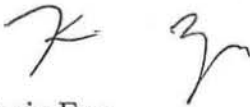
#### Existing Commercial Vehicle Parking Restrictions to Remain

Previous concerns were identified about the parking of dump trucks on the subject site and the noise and disturbance generated from tractor trailer units with integrated heating/refrigeration units. The zoning and legal agreements registered on title of the property already include restrictions that prohibit the parking and storage of dump trucks and do not allow truck trailers with refrigeration/heating units to be operational while parked or stored on the subject site. No changes are proposed to these restrictions and they will remain incorporated into zoning provisions and legal agreements associated with the property.

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**Conclusion**

Staff support the proposed text amendment to remove commercial vehicle truck parking and storage restrictions as summarized in this report. All prior requirements applicable to the proposal for commercial vehicle parking and storage on the subject site were addressed as part of the original rezoning approved on November 14, 2011 (i.e., access control at River Road entrance; landscape buffer provisions along River Road; road dedication and statutory right-of-way requirements). Therefore, the rezoning considerations applicable to the text amendment for 16540 River Road is limited to revising the appropriate legal agreements currently registered on title.



Kevin Eng  
Planner 1

KE:cas

Attachment 1: 16,000 Block of River Road Reference Map

Attachment 2: Interim and Long-Term Action Plans

Attachment 3: Rezoning Considerations



**Address:** 16540 River Road

**File No.:** ZT 12-610945

**Prior to final adoption of Zoning Amendment Bylaw 8908 , the developer is required to complete the following:**

1. Undertake all necessary modifications and revisions to the existing legal agreement registered on title of 16540 River Road (reference legal documents BB1996917 and BB1996918) to the satisfaction of the Director of Development in order to achieve the following:
  - a. Remove the provision that places a maximum number of 40 commercial vehicles that can be parked or stored on the subject site.
  - b. Remove the provision that requires all commercial vehicles that are parked or stored on the subject site to be used exclusively for the transport of Richmond agricultural produce.
  - c. Remove the site specific restriction that prohibits commercial vehicle dump trucks from being parked or stored on a site.

**Note:**

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8908 (ZT 12-610945)  
16540 RIVER ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by deleting Section 12.2.11.2.a and 12.2.11.2.b and renumbering remaining sections.
2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 8908"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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| CITY OF<br>RICHMOND   |
| APPROVED<br>by<br><i>KE</i>                                   |
| APPROVED<br>by Director<br>or Solicitor<br><i>[Signature]</i> |

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER