City of Richmond

Report to Committee

To:	Planning Committee	**Date:**	April 6, 2005
From:	Terry Crowe Manager, Policy Planning	**File:**	
Re:	**RICHMOND'S REGIONAL CONTEXT STATEMENT REVIEW**		

Staff Recommendation

That the Greater Vancouver Regional District (GVRD) Board of Directors be requested to continue to accept Richmond's existing Regional Context Statement.

Terry Crowe
Manager, Policy Planning

Att. 2

FOR ORIGINATING DIVISION USE ONLY				
ROUTED TO:	**CONCURRENCE**		**CONCURRENCE OF GENERAL MANAGER**	
Law	Y ☑ N ☐			
Parks	Y ☑ N ☐			
REVIEWED BY TAG	YES ☑	NO ☐	**REVIEWED BY CAO**	YES ☑ NO ☐

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Staff Report

Origin

In 1999, in accordance with requirements of the *Local Government Act*, the City submitted its proposed Regional Context Statement (RCS) to the GVRD Board of Directors for acceptance.

On February 26th, 1999, the GVRD Board approved Richmond's Regional Context Statement (see **Attachment 1**).

On March 15th, 1999, Richmond's Official Community Plan (OCP), and its associated Regional Context Statement (RCS), were adopted by Council.

The purpose of this report is to outline a process to present Richmond's existing Regional Context Statement to the GVRD Board for continued acceptance.

Findings Of Fact

Regional Context Statement & the Local Government Act
A regional context statement (RCS) is a requirement of the *Local Government Act* under Section 866, and is the formal description of the consistency between a municipal official community plan (OCP) and a regional growth strategy (Livable Regions Strategic Plan – LRSP). The Livable Region Strategic Plan (1996) is the GVRD's adopted regional growth strategy.

Section 866(4)(c) of the *Local Government Act* specifies that a municipal council must "review the regional context statement at least once every 5 years after its latest acceptance by the (regional district) board and, if no amendment is proposed, submit the statement to the board for its continued acceptance."

As it has been over five years since the City of Richmond submitted its RCS to the GVRD Board for acceptance, it is appropriate for the City to resubmit the RCS, either in its present or an amended form.

Richmond Regional Context Statement (RCS)
Richmond's existing RCS (**Attachment 1**) describes the consistency between Richmond's OCP and the LRSP including the following four fundamental regional strategies:

- Protect the Green Zone;
- Build Complete Communities;
- Achieve a Compact Metropolitan Region; and
- Increase Transportation Choice.

Since 1999, Richmond has undertaken many initiatives and approved many policies to enhance the OCP goals and objectives. In doing so, Richmond has continued to support the LRSP goals, objectives and strategies. Richmond expects to continue this approach.

Working Towards Initiatives in the Richmond RCS

The 1999 Richmond RCS noted that the City will work on the following important topics to enhance the consistency between the OCP and the LRSP, and to further the implementation of the OCP and effectiveness of the LRSP in Richmond. The City's responses on each topic area are provided below.

1. *Consider and mitigate the agricultural impacts on new major roads to serve the Fraser River Industrial Area.*
   City response:
   The Richmond Agricultural Viability Strategy (endorsed by Council on May 26, 2003) includes implementation actions to mitigate agricultural impacts on new road plans to the Fraser River Industrial Area. The City, Agricultural Advisory Committee and Fraser River Port Authority (FRPA) are actively cooperating to this address this issue. Implementation discussions are ongoing.

2. *Consider the implications of strong employment growth in Richmond for the regional transportation system.*
   City response:
   - Richmond is no longer a suburb as more people travel to Richmond daily to work than leave the City to work.
   - In 1999, the City prepared an Industrial Strategy, which addresses transportation and bus service improvements, which are ongoing.
   - The proposed Richmond Airport Vancouver rapid transit planning system significantly addresses this issue. Station precinct plans and transit-oriented develop strategies to respond to the strong employment growth expected in the City Centre are underway. As well in 2005, Richmond will be updating its existing City Centre Area Plan to better address employment and the regional transportation system.

3. *Develop an implementation plan for flood protection.*
   City response:
   The City is completing a comprehensive update of its 1989 Flood Management Strategy, which will be presented for Council's consideration in 2005.

4. *Resolve the Green Zone boundaries on Sea Island.*
   City response:
   - The City is finalizing a City-wide Environmental Sensitive Area (ESA) review in 2005. The Vancouver International Airport Authority and the Agricultural Land Commission are to finalize the Green Zone designations and boundaries on Sea Island.

5. *Work with transit authorities to coordinate an efficient regional transit network.*
   City response:
   The City has worked on an ongoing basis with the GVTA and GVRD to better coordinate and achieve efficient and affective regional transit strategies (e.g. improved bus service, RAV, City Centre transportation planning).

OCP Implementation
Some recent Richmond OCP implementation initiatives that are consistent with the LRSP are highlighted in **Attachment 2**.

Analysis

At this time, it is recommended that Richmond continue with its current OCP and RCS, because:

- Both have and can continue to serve the City well, for the foreseeable future,
- The current area plan reviews that are in stream (e.g., growth in the City Centre, RAV corridor planning, West Cambie Area Plan review and City Centre Plan update) make it premature to establish a new OCP and revised RCS.
- The upcoming review of the LRSP is in process, and it is better to wait to first determine the scope and nature of any LRSP changes and how the Sustainable Region Initiative (SRI) will affect it.

Therefore, while the City will need to review and update its OCP and RCS in the future, staff do not recommend initiating such work until the above City and regional matters become clearer.

The Continued Acceptance Approach
The approach to present the existing municipal RCS for continued GVRD acceptance has been recognized and utilized. For example, on November 28, 2003, the GVRD Board of Directors approved the continued acceptance of Burnaby's RCS.

Staff Recommendation
Given the foregoing, it is recommended that Richmond request the GVRD Board of Directors to continue to accept Richmond's existing Regional Context Statement.

Legal Consideration
No new bylaw is required to renew the existing Richmond Regional Context Statement.

Financial Impact

None

Conclusion

It is legally necessary for Richmond to review its RCS and either, renew its continuance, or amend it.

As there are many regional and City planning initiatives underway at this time, staff recommend that:

- The City's existing RCS not be amended at this time, but that it be continued and any changes to it be deferred until City and regional planning matters have been concluded, and
- The GVRD be requested to approve the continued acceptance of Richmond's existing RSC.

Kari Huhtala
Senior Planner (4188)

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Existing 1999 RICHMOND REGIONAL CONTEXT STATEMENT

Excerpt from the Richmond Official Community Plan

1.4 REGIONAL CONTEXT STATEMENT

The Regional Context Statement is included to meet the Municipal Act requirement. It refers to many of the policies contained in the rest of the OCP.

The Greater Vancouver Regional District (GVRD) Livable Region Strategic Plan (LRSP) was approved by the GVRD Board of Directors on January 26, 1996 and deemed to be a regional growth strategy by the Minister of Municipal Affairs on February 10, 1996. The LRSP is a regional vision for growth, transportation, and environmental protection management in Greater Vancouver.

The Municipal Act requires that each municipality prepare, as part of the Official Community Plan (OCP), a Regional Context Statement which illustrates the policy links between the OCP and the LRSP.

The LRSP is based on four fundamental strategies to achieve a more livable and balanced regional community:

1. Protect the Green Zone
2. Build Complete Communities
3. Achieve a Compact Metropolitan Region
4. Increase Transportation Choice

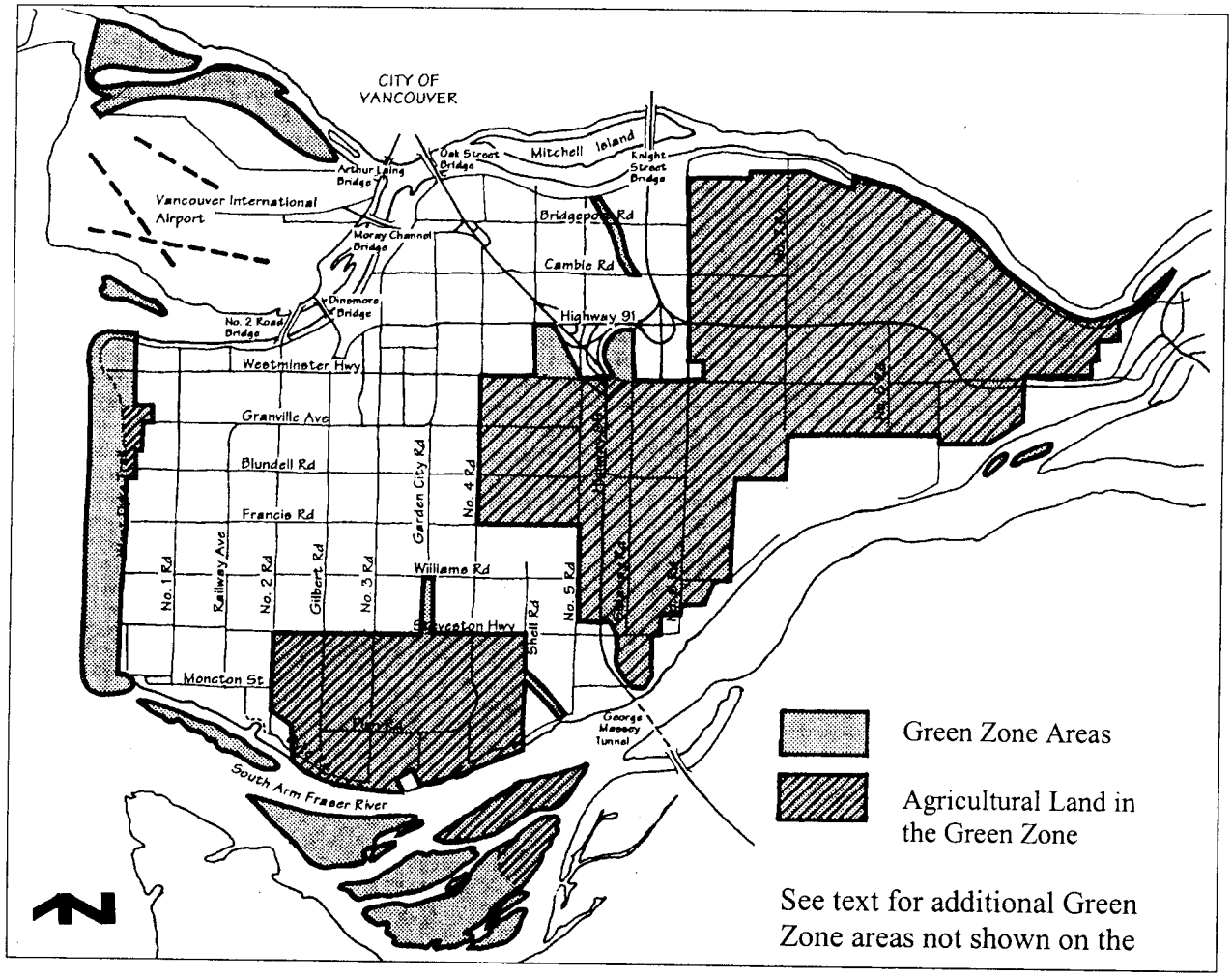
The LRSP was accepted by all member municipalities prior to its adoption by the GVRD Board. The City of Richmond endorsed the LRSP on January 22, 1996.

PROTECT THE GREEN ZONE

The OCP supports the LRSP policy of "Protect the Green Zone", by designating the Richmond Green Zone (see map).

As Richmond is a community virtually surrounded by river and estuary and contains significant agricultural land and rural activities, there is a compelling need for strong environmental policies. The preservation and protection of the natural environment and agricultural land are goals of the OCP (see 2.1 Agriculture and 5.0 Natural & Human Environment).

Green Zone



The Green Zone Map identifies and protects different types of natural land assets and resources, including:

- *Renewable resources lands (agricultural lands);*
- *Ecologically important lands (conservation and environmentally sensitive lands);*
- *Outdoor recreation and scenic lands (major regional parks, golf courses, and riverfront areas).*

Green Zone Lands

The Green Zone designations and boundaries on Sea Island are under review and discussion with the Vancouver International Airport Authority and the Agricultural Land Commission.

Because of the map scale some smaller Green Zones Lands are not shown. These include the following:

- Pockets of land along the shore of South Arm of the Fraser River (Gilmore, East Richmond, and Hamilton);
- Land along the north (toward the Moray Channel Bridge) and south (to No. 2 Road Bridge) shores of the Middle Arm of the Fraser River;

- The west shore banks of Iona Island;
- Shore area adjacent to Bridgepoint, and pockets of shore areas around Mitchell Island (North Arm Fraser River);
- Pockets of land along south shore of North Arm Fraser River (from Mitchell Island to Tree Island in Hamilton).

Natural Areas & Environmentally Sensitive Areas

The OCP (see 5.0 Natural & Human Environment) requires natural areas to be conserved, protected, and, where appropriate, used for park and recreational purposes through land use planning and development applications. The Environmentally Sensitive Areas (ESA) (see Attachment 3 to Schedule 1) are included in the OCP to protect environmental features that are sensitive to change. The OCP designates certain areas as ESA Development Permit areas. Development activity in these areas may require a Development Permit Application.

In addition, two areas, the South Arm Islands and Sturgeon Banks, have now been designated as Wildlife Management Areas by the Provincial Government. Overall wildlife management of these areas will reside with the BC Ministry of Environment, Lands and Parks.

The agricultural lands account for 49% of Richmond's total land base.

Agricultural Land Reserve

The OCP (see 2.1 Agriculture and Attachment 1 to Schedule 1) requires the protection and enhancement of agricultural areas and farming by designating a consolidated agricultural land reserve in Gilmore and East Richmond, and smaller parcels elsewhere. The OCP establishes a distinct boundary between urban and rural lands to protect the ALR from urban encroachment, using existing roads and railways, or creating urban-rural buffer areas; it also acknowledges and encourages the City to take a number of key initiatives to support farming and agricultural activities. The City continues to work with the Agricultural Land Commission to maintain these areas for agricultural and related purposes.

Parks & Open Spaces

The City's parks and open space distribution is shown on the OCP Land Use Maps (see Attachments 1 and 2 to Schedule 1), and the accompanying Area Plan Maps contained in Schedule 2. The permanent status of the parks is secured through dedication and by-law measures. The protection of lands other than parks is secured by by-laws and by policy mechanisms in the area plans.

As a demonstration of additional linkages between the OCP and LRSP, the OCP includes ESA designations and boundaries, and FREMP policies supportive of parks. Other complementary initiatives include Parks, Open Space and Beautification strategy, and State of the Environment Report.

BUILD COMPLETE COMMUNITIES

The OCP supports the "Building Complete Communities" policies described in the Livable Regional Strategic Plan.

The OCP (see 2.4 Commercial, and City Centre Area Plan) identifies and promotes key strategies for facilitating the achievement of complete communities, by working to balance the City's role as an economic centre through the creation and reinforcement of strong neighbourhoods; the development of a broad range of housing to meet the needs of a sizable and diverse resident population; and fostering locally based employment and jobs (see 2.0 Jobs & Business, and 3.0 Neighbourhoods & Housing).

Together, the following objectives and policies work towards building a complete community by: striving to create built environments that are safe, attractive, and people friendly (see 3.1 Neighbourhoods & Sense of Community, and 6.2 Public Safety); locating a range of community services and facilities closer to neighbourhoods (see 6.0 Community Facilities & Services); promoting and developing energy efficient communities (see 7.5 Energy, and City Centre Area Plan); promoting a range of housing opportunities by encouraging a variety of housing tenures, types, and densities (see 3.2 Housing); servicing enough land for business and job creation (see 7.0 City Infrastructure); and providing viable alternatives to the car (see 4.0 Transportation, and City Centre Area Plan).

Equally importantly, the complete community strategies endeavour to create recreational amenities and resources for residents (see 6.0 Community Facilities & Services). The planning policies also work to retain, conserve, and re-use heritage buildings, landscapes, and sites as community resources (see 6.7 Heritage).

The OCP promotes the development of a network of mixed-use urban activity centres by:

- Continuing to support the City Centre as a regional centre encouraging mixed-use commercial, office, retail, and residential uses (City Centre Area Plan);
- Encouraging private sector investment through redevelopment potential in the City Centre and other commercial areas, including Steveston commercial centre, and Shellmont, Garden City, Seafair, Broadmoor, Terra Nova, Ironwood, and Hamilton commercial areas (see 2.3 Industry, and 2.4 Commercial);
- Developing and maintaining local and regional access and transportation connections to and within the City Centre and between the other commercial areas (see 4.0 Transportation);

- Protecting and recognizing areas for industrial uses and activities along the North and South Arms of the Fraser River, north-west area of the City Centre, the Knight Street corridor, and the Vancouver International Airport (see 2.2 Airport, and 2.3 Industry).

The OCP, through the Land Use Map (Attachment 1 to Schedule 1), further identifies components of complete communities strategies by distinguishing between the City Centre, commercial, and industrial designations.

A demonstration of additional linkages between the OCP and LRSP, the OCP consolidates multi-family and commercial guidelines. Other complimentary initiatives include community policing, additional library services, fire-rescue improvements and the Richmond Public Art Program.

These strategies and their implementation are all further detailed in OCP and the Area and Sub-Area Plans (Schedule 2 of the OCP).

ACHIEVE A COMPACT METROPOLITAN REGION

The OCP is committed to achieving a compact metropolitan region by means of employment targets, as well as intensification of residential, commercial, industrial, and institutional land uses.

The OCP provides key policy directions and implementation measures to promote the development of a Compact Metropolitan Region. The OCP goal is to balance employment and housing opportunities in the City (see 1.2 Goals, and 2.0 Jobs & Business).

Land Use Designations

The OCP designates 41% of Richmond's total land base for both existing and future housing (26%), commercial (3%), and industrial development (13%). An additional 10% of total land base is designated for parks, marinas, schools, and institutional uses. These land use designations, totalling 51% of the land base, will accommodate future growth through infill and redevelopment of serviced residential land (e.g. City Centre), followed by redevelopment of unserviced land, and through subdivisions of existing lots into smaller ones by amending the Richmond Zoning and Development Bylaw No. 5300 (Single Family 702 Lot Size Policy).

Residential Development

The OCP has a capacity for 92,550 households (or 212,000 people) based on a future average household size of 2.29 persons to the year 2021. The City Centre is expected to absorb more than half of the new population growth. The population capacity of 212,000 will be achieved as the provision of adequate sewerage services is provided. The OCP anticipates high growth for all types but continues to place

emphasis on the creation of opportunities for the development of ground-oriented housing.

The City toward an implementation plan for flood protection acceptable to the Province that will reduce the risk of flooding for residents and their property. To such an end, the City will budget, as part of its capital expenditure program, a portion of the funds necessary for the construction of a mid- dyke, and develop and implement regulations for improved flood protection in West Richmond (see 7.6 Flood Protection).

Employment & Commercial & Industrial Development

The OCP encourages job-intensive business and industry, supports traditional agriculture and fishing, and concentrates commercial and visitor services in the City Centre (see 2.0 Jobs and Business). Like the City of Vancouver, Richmond has achieved a favourable balance of employment opportunities with the resident labour force. The bulk of Richmond jobs will continue to be located in the "golden triangle", consisting of the airport, the City Centre, and the industrial-commercial lands from the City Centre east to the Knight Street corridor.

The OCP directs commercial development mainly into and around the City Centre and to neighbourhood centres (see 2.4 Commercial, City Centre Area Plan, and Land Use Map, Attachment 1 to Schedule 1). It is anticipated that these areas will continue to be prime commercial areas to 2021.

Richmond OCP Capacities

Households (total)	*92,530*
- Single-family to townhouse, apartments less than 5 storeys	*77,530*
- Apartments (5 storeys & up)	*15,000*
Population	*212,000*
Employment	*150,000*

The OCP assigns industrial activities to the City Centre's northwest sector, the Bridgeport-Knight Street corridor, the waterfront areas along the North Arm (including Mitchell Island), the South Arm of the Fraser River, and Sea Island (Airport Master Plan). There is a sufficient supply of developable industrial land to accommodate a proportionate share of regional industrial development and employment growth. The City plans to improve access and extend services to the existing industrial land to meet future demand, and has already initiated completed Richmond an Industrial Land Strategy to address all aspects of commercial/industrial developments both in the short and long terms. The City will work with the Agricultural Land Commission, other pertinent agencies, and local agricultural groups in its planning for improved road and transit access to the Fraser Lands Industrial Area, and for mitigation of potential impacts on adjacent farm areas.

Richmond has a number of unique economic drivers of regional significance and benefit (i.e. Vancouver International Airport) that will affect future employment in the City and Region. As a result, Richmond is expected to experience substantial employment growth. The City is committed to working with the GVRD, other municipalities, and affected parties to

understand and address the impacts on the regional transportation system, and will work towards resolution of these impacts with the appropriate agencies benefiting and having jurisdiction

The OCP supports compact and planned community development and will coordinate residents, business and City resources to guide the location and form of growth. The City is committed to working with other communities to achieve the region's goals to accommodate long-term growth. Currently, *an* Industrial Land Strategy is underway *to* towards maintaining existing industries in Richmond, while finding ways to attract new ones to ensure a healthy economy.

INCREASE TRANSPORTATION CHOICE

The OCP strongly supports the Increase Transportation Choice Policies through objectives aimed at reducing automobile dependency and increased use of transit, walking, and cycling (see 4.0 Transportation). As Richmond grows, the City works to ensure that its transportation needs are met by reinforcing a network of roads, railroads, pedestrian walkways, bicycle, wheelchair and scooter paths, a bus system, and future rapid transit.

The following policies in the OCP are intended to achieve increased transportation choice:

- Move people and goods safely and efficiently by promoting a safe pedestrian environment (see 4.3 Pedestrians), by supporting the provision of custom transit services (see 4.2 Transit), by reducing congestion through improved road network design, and by supporting a railway and road network for transporting goods (see 4.1 Road Network);
- Develop a transportation system that supports a livable community by emphasizing transit use for regional commuter travel in preference to new facilities for automobiles, by encouraging the provision of on- and off-street parking for disabled persons, and by moderating the effects of traffic noise on residential environments along major arterial and highway routes (see 4.0 Transportation and 5.0 Human and Natural Environment);
- Support non-car transportation alternatives by increasing transit ridership to, from, and within Richmond, by pursuing rail transit service to and from Richmond, and by providing a network of bicycle routes throughout Richmond (see 4.0 Transportation);
- Target population and job growth for areas that are served by transit and existing or planned transportation routes (see 4.2 Transit);

- Commit to work with transit authorities to coordinate an efficient regional public transportation network (see 4.0 Transportation);
- Encourage the development of a network of sidewalks, paths, and trails through parks, natural areas, and waterways to link neighbourhoods and destination areas, and to actively promote more pedestrian activity and bicycle use (see 4.3 Pedestrians and 4.4 Cycling);
- Support partnerships with GVRD member authorities and other jurisdictions to coordinate an efficient regional joint City/regional bicycle transportation network (see 4.4 Cycling);
- Provide appropriate levels of services for inter-regional transportation and truck movements through the network of arterial, collector, and local roads that minimize intrusions into neighbourhoods (see 4.1 Road Network);
- Encourage the application of transportation management techniques, such as public transit, car pooling, traffic signalling coordination, parking alternatives, and traffic control devices (see 4.5 Automobiles).
- As a demonstration of additional linkages between the OCP and LRSP, the City is implementing the City Centre Transportation Plan and the Cycling Network Plan, pursuing transit improvements between Vancouver and Richmond, undertaking new sidewalk, streetscape designs and traffic calming measures, planning new road and transit connection between Richmond and Sea Island, and initiating City employee ride-share and van pooling program.

IMPLEMENTATION

The City of Richmond and the Greater Vancouver Regional District are committed to working in partnership together to achieve the shared goals of the LRSP and the OCP. Should a disagreement arise, both Richmond and the GVRD are committed to cooperate in discussions to resolve disagreements in keeping with the provisions of the Municipal Act.

1999 – 2005 OCP Implementation Activities
City of Richmond

Some 1999 – 2005 Richmond OCP implementation initiatives that are consistent with LRSP include:

Protecting the Green Zone

- Initiated steps to better conserve Steveston Island (2004)
- Completed the 2010 Richmond Trails Strategy (2003)
- Completed the Richmond Agricultural Viability Strategy (2003)
- Established the Agricultural Advisory Committee (2003)
- Participated in FREMP and Fraser Basin Council initiatives
- Initiated a complete review of the Richmond Environmentally Sensitive Areas (ESA) (2003-2005)
- Initiated a City Strategic Waterfront Plan and the Middle Arm Fraser River Waterfront Master Plan (2003)
- Completed the Richmond's Environmental Project Guidebook (2001)
- Updated the State of the Environment Report in 2001 and it will be updated in 2005

Build Complete Communities

- Introduced the Corporate Strategic Planning (1999 and ongoing)
- Completed the City's first Intercultural Strategy (2004)
- Established an Intercultural Advisory Committee (2004)
- Finalized an OCP Aircraft Noise Sensitive Development Policy to better manage residential, daycare, school and hospital uses with respect to aircraft noise (2004)
- Pursued site identification and development of an emergency shelter housing strategy.
- Initiated the Parks, Recreation and Culture Master Plan (2004)
- Completed the Richmond Arts Strategy (2004)
- Completed the process to have Richmond designated as a "Safe Community in Canada" under the National Safe Communities Foundation initiative (2004).
- Completed the Flex House Demonstration Project in Steveston (2003)
- Completed A Social Services Inventory and Analysis (2003)
- Supported the successful 2010 Winter Games Bid (2003)
- Completed the 2001 – 2006 Child Care Needs Assessment Strategy (2002)
- Completed the Seniors Affordable Housing Inventory, Policy, and Guidelines (2002)
- Completed the Homelessness Needs and Assessment Strategy (2002)
- Completed the Arterial Road Residential Development Policy (2002) (Currently being updated)
- Worked with the Fraser River Port Authority (FRPA) to develop the Fraser Port deep water terminal and an City-FRPA Accord

Achieve a Compact Metropolitan Region

- Approved significant residential and commercial development growth in the City Centre (ongoing)
- Completing a significant update to the City's 1989 Flood Management Strategy (2005)
- Completed a City Economic Strategy (2002)
- Completed the Richmond Industrial Strategy (1999)

Increased Transportation Choice

- Approved buying hybrid vehicles for the City Hall (2005)
- Expanded the City's Employee Carpool Program (ongoing)
- Expanded the City's Cycling Network (ongoing)
- Initiating a number of major roadway and bus service improvements (in conjunction with Translink) throughout the City
- Completed the Richmond Parks and Trails Strategy (2004)
- Completed the Richmond 3 Year Transit Plan (in conjunction with Translink) to enhance travel by transit within the community and to/from other regional centres (2002, 2003, and 2004)
- Implemented the 98B Line busway improvements along No. 3 Road (2000)
- Participating with the GVRD and Translink on the Travel Smart Program to encourage the use of alternative modes
- Introducing the car co-op program to reduce travel by single occupancy vehicles
- Participating in the planning and development of the proposed RAV rapid transit system
- Initiating the City Centre No. 3 Road Streetscape Transit-Oriented Development Strategy
- Participating in various engineering and education initiatives to encourage alternative transportation to and from schools
- Jointly implemented with Translink and other agencies, HOV/bus priority facilities
- Improving pedestrian facilities, such as crosswalks and sidewalks on an annual basis
- Improving bicycle routes
- Implementing the 2005 approved B.C. Ports Strategy
- Liaison with the Fraser River Port Authority, North Fraser River Port Authority and the Steveston Harbour Authority.

City Recognition

Since 1999, Richmond has been recognized for many achievements including the:

- Canadian Award for Financial Reporting – by Government Finance Officers Association (2004)
- First Power Smart Certified Municipality in BC – by BC Hydro (2003)
- Certificate of Community Partnership by Richmond School District (2002)
- Environment Award – by Canadian Association of Municipal Administrators (2001)
- Most Beautiful City Award – by International Nations in Bloom Competition (2000)
- Program Excellence Richmond Teen Program by B.C. Recreation & Parks Association (1999).

GVRD Initiatives

- Staff participate in the:
  - GVRD Technical Planning Committee (TAC)
  - LRSP review process
  - GVRD Sustainable Region Initiative
  - GVRD Social Issues Committee
  - GVRD Bill 27 Discussion (2004)
  - GVRD Ports Competitive Initiative (2003 – 2004)

Improved City-UDI & GVHBA Coordination

From 1999-2004, Richmond strengthened its relationships with the Urban Development Institute (UDI) and the Greater Vancouver Home Builders Association (GVHBA) (e.g., quarterly meetings, a sustainable lane policy workshop improved accessibility).

Improved City-Realtor Communication

From 2001-2004, Richmond annually met with Richmond realtors to inform them of new and existing policies, initiatives and events.

Prepared by
Policy Planning
City of Richmond