



To: Mayor and Council
From: Joe Erceg
General Manager, Planning & Development
Re: **2041 Official Community Plan (OCP) Bylaw 9000**

Date: November 15, 2012

File:

Origin

On September 24, 2012, Council gave first reading to the 2041 Official Community Plan Bylaw 9000 and referred it to the November 19, 2012 Public Hearing.

The purpose of this memo is to:

- describe the public input received from the 2041 OCP Bylaw 9000 consultation (surveys, written submissions); and
- recommend changes to the proposed 2041 OCP Bylaw 9000 (e.g., edits, modifications).

OCP Bylaw 9000 Consultation Findings

A public open house was held at City Hall on Saturday October 20, 2012. Newspaper ads were placed in the Richmond Review and the Richmond News to advertise the open house. Newspaper inserts, news releases, media interviews and a “wrap” were published to raise awareness of the 2041 OCP and to garner attention. The 2041 OCP and an OCP comment form were posted on www.letstalkrichmond.ca and the City website. The comment form was also available at the open house. About seventy people attended the open house.

Comment form findings

A total of 24 comment forms were received (10 at the October open house and 12 online) (**Attachment 1**).

In general, the feedback indicated:

- ESAs should be preserved;
- To continue efforts to protect single family neighbourhoods; and
- More transit should be provided.

The proposed 2041 OCP policies are aligned in their directions.

Correspondence

Six letters were received from the following agencies and companies:

- Richmond School District
- Vancouver Coastal Health
- YVR Vancouver Airport Authority
- Port Metro Vancouver
- The Corporation of Delta
- Ecowaste

These letters and a summary table with staff recommendations are in **Attachments 2 & 3**.

Discussions with UDI, Richmond Small Home Builders and the Richmond School Board

Staff met with the Urban Development Institute (UDI) and the Richmond Small Home Builders (RSHB), and a summary of these discussions are in **Attachments 4 & 5**. UDI suggested that it would be useful to clarify Ecological Network and Green Infrastructure Network concepts. These clarifications are proposed and discussed below under the section called “Recommended 2041 OCP Bylaw Changes”. It is noted that no other amendments to the 2041 OCP Bylaw are needed and it was agreed that City staff, UDI and RSHB would continue to work together to explore more fully some of the items discussed at the meetings.

On November 5, 2012, the Richmond School Board invited City staff to present and discuss the proposed 2041 OCP. The School Board letter is in **Attachment 2**.

Recommended 2041 OCP Bylaw 9000 Changes

The following section provides recommended changes to the 2041 OCP Bylaw 9000.

City Council requested modifications

a) Single family neighbourhood protection

At the September 18, 2012 Planning Committee meeting when the 2041 OCP Bylaw 9000 was considered, Committee requested that staff insert a policy to more clearly protect single family neighbourhoods. **Attachment 6** shows the new policy highlighted in red.

Staff recommend that Council endorse this change.

b) School building representation on OCP Land Use Map

As per the request by Committee, the OCP Land Use Map has been changed to include a symbol representing school buildings on school properties.

Staff recommend that Council endorse this change.

City Staff initiated modifications

To improve planning policy effectiveness, staff recommend that Council endorse the following changes:

a) Electric charging equipment for bicycle parking spaces

A policy is proposed to be modified to require a minimum of one 120 volt receptacle to accommodate electric charging equipment for every 10 Class 1 bicycle spaces (**Attachment 7**). The provision of electrical outlets for bicycles and scooters complements that developed for electric vehicles and recognizes that these low-impact modes may become more prevalent in the future in concert with changing demographics (i.e., aging population). The provision of electric outlets for these modes will enhance their convenience and enable increased mobility choices for the community. Staff recommend that Council endorse this change.

b) Redevelopment of large sites in neighbourhood centres

The 2041 OCP policies about future Neighbourhood Centre planning processes is proposed to be modified (**Attachment 8**) to require that developers who wish to develop large (> 1 ha; 2.5 ac.) sites that are located within the inner or outer cores of neighbourhood centre areas (e.g., East Cambie, Blundell or Garden City) will be required to undertake a neighbourhood centre master planning process and include the nearby shopping mall sites in the replanning. Redevelopment of large sites near shopping malls provide opportunities to better reinforce and support the

densification of shopping mall sites regarding the land use mix and housing type, amenities and linkages to the shopping centre. Staff recommend that Council endorse this change.

c) *Clarification of Chapter 9.0 (Island Natural Environment) and Chapter 10.0 (Parks and Open Space)*

With the support of UDI, the distinction between the Ecological Network and the Green Infrastructure Network is proposed to be better described and clarified in Chapter 9.0 and Chapter 10.0 (**Attachment 9**). For the sake of clarity and implementation of the Ecological Network, several of the policies within these objectives have been re-organized. As both concepts are relatively new to the City, the separation of these concepts is useful. Redundant language has been removed. Staff recommend that Council endorse these changes.

d) *OCP Land Use Map changes*

The West Cambie Nature Park has been redesignated in the 2041 OCP from "Park" to "Neighbourhood Residential" to reflect Council's previous September 24, 2012 decision.

e) *Housekeeping Amendments*

i. *Insertion of Broadmoor Neighbourhood Centre policies*

Existing OCP policies from OCP Bylaw 7100 (j to h), Section 3.6.2 Broadmoor Neighbourhood Centre were inadvertently excluded in the publication of the new OCP Bylaw 9000. Staff recommend that these policies be inserted (**Attachment 10**).

ii. *Spelling, grammatical, photo and map corrections:*

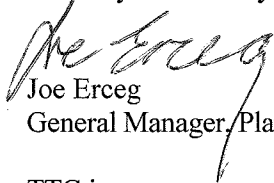
There are approximately 65 word corrections (spelling and grammatical), some photo replacements (**Attachment 11**) and minor mapping corrections to 8 maps (**Attachment 12**). All of these corrections are housekeeping and recommended.

Summary

It should be noted that the proposed revisions to OCP Bylaw 9000 are permitted without a further Public Hearing as land use and density are not affected. The proposed revisions to the 2041 OCP are available to the public for review.

Staff recommend that the 2041 OCP be adopted with the above recommended changes.

Should you have any further questions, please don't hesitate to contact Terry Crowe at 604-276-4139.



Joe Erceg

General Manager, Planning & Development

TTC:jc

Att.

Distribution:

p.c. Terry Crowe, Manager, Policy Planning
Holger Burke, Development Coordinator, Policy Planning
June Christy, Senior Planner, Policy Planning



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Merrill Muttart

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

Re: bicycle lanes

I am a walker and meet more cyclists on the sidewalk than I ever see on the road. ~~If the idea is to reduce the # of cars and get more on bikes, I am~~ afraid of being ^{hit} by cyclists who are afraid of being hit by cars ~~and~~ ^{therefore ride on sidewalks} which comes first - fewer cars (not likely!) or more cyclists?

Cyclists have no speed limits and I have frequently been frightened by them zooming past from behind with no warning.

Also, in turning into my garage (driving) I cross a sidewalk and ^{once} nearly hit a cyclist who cycled into the driveway part of the sidewalk as I turned off the road - he "came out of nowhere" faster than any pedestrian would have.

All written comments concerning the proposed 2041 OCP will be forwarded to Richmond City Council at the Public Hearing. They will also be made available for public inspection during the course of the Public Hearing which is anticipated to be held on November 19, 2012.

If you have questions, please call June Christy, Senior Planner, Policy Planning at 604-276-4188 or email at jchristy@richmond.ca.



City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)
6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Ron Field

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

#6 ROAD REQUIRE SIDEWALKS.

MEMBERS OF COUNCIL SHOULD ~~TAKE~~ TAKE

A WALK FROM WILLIAMS ROAD TO

TRINIDAD ROAD. I HOPE BEFORE

2041.

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City of Richmond

Comment Sheet Proposed 2041 Official Community Plan (OCP)

6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: _____

I live in Richmond. ☒ Yes ☐ No *X 27 years.*

I have the following comments about the proposed 2041 OCP.

Agree that we need an overall plan
to guide development of our community and
resources for the future.

I continue to be concerned about densification
adjacent to single family neighborhoods.

Densification brings issues around traffic, noise
& pollution but does not contribute much to
liveability, green space or affordability of housing
which is an increasing concern in Richmond.

I do support high rise development around the
city core but doubt transit can deal with
the additional burden which is one of the premises
to increase density (reduce car trips)

There are serious concerns in single family neighborhoods
around development which destroys green space,
trees and homes which are unoccupied and
neglected. This does nothing to promote

communities + neighborhoods. Unfortunately, many long time
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604-276-4188 or email at jchristy@richmond.ca.

*Residents feel they have no
power or voice in expressing
their concerns - even when
they choose to leave
& find another community
to live. long time*



City of Richmond

Comment Sheet Proposed 2041 Official Community Plan (OCP)

6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Marilyn Donaldson

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

- priority is to communicate with and listen to the community/communities regularly
- don't expand the major arterial roads
- protect & expand green spaces now
- priority is transportation (bus, bike) east-west in Richmond
- changes in bylaws are needed to address monster houses (2 1/2 stories really as 3 stories). Public consultation is needed as the residents are concerned.

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City of Richmond

Comment Sheet Proposed 2041 Official Community Plan (OCP)

6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: PAUL DYLLA

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

1. It does not look @ liveability holistically and seems to favour builders over residence.
 - not dealing with issue of monster homes
 - not dealing with builders denuding neighbourhoods of large trees and other vegetation that that adds to visual beauty and bird diversity.
 - Does not address a balanced transportation plan by allowing increased density along routes not supported by public transit, or under served by public transit.
2. Mixed message - we will build community centres (small business shopping/commercial areas, but we'll also let Walmart build in a location poorly served by transit and by a company that is predatory with its business practices
3. Lack of participation and attendance at OCP events is indicative of the failure of the OCP team to engage Richmond citizens.
and educate

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City of Richmond

Comment Sheet Proposed 2041 Official Community Plan (OCP)

6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Doug Zukowsky

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

I've been a resident of Richmond for 44 years and reside at 8900 Douglas St. in the north end of the city at Bridgeport. I have followed the OCP closely and recently there was a proposal to developa Duck Island. With such a grand vision for the area I was wondering if there was a task force set up to promote the surrounding area. When one thinks of a major entertainment area that very few cities of the world have, you don't vision a run down rat infested area bordering that development. That being said I think it is imperative that the city promote the rest of the Bridgeport area for development.

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City of Richmond

Comment Sheet Proposed 2041 Official Community Plan (OCP)

6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: MARTIN BOLLO

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

Thank you for this ~~the~~ opportunity to comment. In particular, I would like to express my support (& encourage the expediting of) the planned major street bike route along Westminster Highway west of the City Centre. Improving this route will encourage those in the Terra Nova area (a 'future neighbourhood centre') to bike to the centre of City Centre, and vice-versa. As an alternative, the roadway along River Road could be improved for those wishing to use cycling as a true transportation mode; in my opinion the gravel dyke trails are only suitable for those wishing to do recreational cycling.

Richmond is perfectly suited for cycling & I welcome and encourage future plans to improve routes suited to the safe and convenient use of bicycle users.

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City of Richmond

Comment Sheet Proposed 2041 Official Community Plan (OCP)

6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Mark Heath

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

Not enough parks in the shaded red/black
area.

No protection against monster Hoaxes
in single family neighbourhoods.

No plan shown for effects of climate
change - ie sea level rise. how fast
can dykes be raised.

Will the city consider 'Road Diet' to
expand cycling lanes.

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City of
Richmond

Comment Sheet
Proposed 2041 Official Community Plan (OCP)

6911 No. 3 Road, Richmond, BC V6Y 2C1

Name: Michael Mooney

I live in Richmond. ☒ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

WHY IS TERRA NOVA LAND(S) NOT INCLUDED
AS ESA? I SEE THAT IT IS A 'NATURAL AREA'
DESIGNATION BUT IT SHOULD BE ESA.

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City of Richmond

Comment Sheet Proposed 2041 Official Community Plan (OCP)

6911 No. 3 Road, Richmond, BC V6Y 2C1

Name:

Bob T. Charles

I live in Richmond. ☐ Yes ☐ No

I have the following comments about the proposed 2041 OCP.

*Follow your own Rules as to
5844 Policy / lanes / Rds / kerbs / footings
of EXISTING GRAND FATHER CHURCH RD WIDTHS
AT 5 METERS ALL DOWN BRIDGEPORT RD
of SUB-DIVISION RDS LANE AT 5 METERS*

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Swan, Cathy (Planning)

From: Bang The Table [admin.ca@mail48.us4.mandrillapp.com] on behalf of Bang The Table [admin.ca@bangthetable.com]
Sent: Tuesday, 02 October 2012 08:55 PM
To: Swan, Cathy (Planning)
Subject: Gudrun completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

Gudrun just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Gudrun

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP How will you compare yourself to Vancouver, Burnaby, Coquitlam and Surrey? I travel through Vancouver to Burnaby to work. I travel to Coquitlam to visit friends. It seems to me that you need to look around you. As I am a frequent pool and park user, I compare Richmond's fees, opening hours, service, etc. (Richmond could use some adjustments that are more friendly to working people, and that suit the seasons and temperatures better.) Where in your plan does Steveston crop up (I live in Steveston)? What is the long term plan for our community in terms of fitness and recreation? Our library and community centre are too small. The pool is under-utilized. A large aging community is in place... Rents are stupidly high and small business barely hang on, while young people can't afford our neighbourhood. How will you create balance in Steveston? Please don't leave it up to Onni or other landlords...

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@mail55.us4.mandrillapp.com] on behalf of Bang The Table [admin.ca@bangthetable.com]
Sent: Thursday, 11 October 2012 01:27 PM
To: Swan, Cathy (Planning)
Subject: lifelongres.seafair completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

lifelongres.seafair just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: lifelongres.seafair

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP With aquatic facilities becoming overloaded (especially when one of the pools is closed for mtnce.), serious consideration should be given to covering Steveston Pool. This would enhance the S.C.C./Library amenities year round and definitely ease traffic issues in the City core and at the Steveston Hwy.99 overpass as residents in the area would not need to commute. Personally, I have resorted to purchasing a New Westminster Active Living card for their Canada Games Pool in order to be able to lane swim on weekends. And I used to swim in Centennial Pool before it was covered!!

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@mail55.us4.mandrillapp.com] on behalf of Bang The Table [admin.ca@bangthetable.com]
Sent: Friday, 12 October 2012 09:06 PM
To: Swan, Cathy (Planning)
Subject: can completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

can just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Can

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP The city core is already very populated. During rush hours there are traffic jams on Westminster Hwy. It looks like the plan has no intentions to build more roads or somehow to widen the existing ones. I wonder how you are going to solve this problem in the future with so many people coming in, as the situation is already pretty bad now. Thank you

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Monday, 15 October 2012 09:38 AM
To: Swan, Cathy (Planning)
Subject: brunov completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

brunov just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Bruno Vernier

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP I like the general focus on resilience and sustainability. Blundell Neighbourhood Centre is shown centered on Blundell and Gilbert ... which one block away from the current Blundell Centre mall and about as far from the Garrat Wellness Centre ... What is the thinking behind the proposed location? Letstalkrichmond software is not sufficiently user-friendly and we need collective feedback software that is turned on all the time.... because citizen participation is valuable all the time as a feedback mechanism.

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Tuesday, 16 October 2012 03:30 PM
To: Swan, Cathy (Planning)
Subject: keithadams completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

keithadams just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Keith Adams

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP With all the building currently going on in Richmond - my daughter has summed it up for me - "Dad, why do they want Richmond to be so busy?" Do we really have to continue adding high rises and townhouses at this pace? I think we need to slow the pace of development. I foresee crowded spaces and lineups aplenty in this city's future. We are sacrificing quality of life in order to satisfy the developers.

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Wednesday, 17 October 2012 06:21 PM
To: Swan, Cathy (Planning)
Subject: nasah9 completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

nasah9 just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Hasan

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP Make the existing roads wider. More population means more traffic. Not everyone will rely on buses, their bike, e.t.c. Also ave more office buildings in your selected areas.

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Thursday, 18 October 2012 08:50 AM
To: Swan, Cathy (Planning)
Subject: derek williams completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

derek williams just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Derek Williams

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP

If you could put into action all that is planned, it would be a wonderful thing. But we need to start somewhere, connecting neighborhoods, creating local employment, and increased transit and way less use of the car would go a long way to meet the lower emission standard. Reaching sustainability is a must and we have to make it happen. A method of getting this started is to take giant steps with bicycling infrastructure, and totally changing peoples attitude to how a bike can be used. Richmond is flat, its easy to ride here, there is lots of space on the roads, cut down heavily on on street parking, put in many more bike lanes, and make sure they are continued right into the heart of all the industrial sites, this is where people work, create more bike parking, less car spots. Make driving more expensive and less convenient, Use other cities as an example eg. Copenhagen, Amsterdam. they still go to work and play just like us, but biking is a way of life, lets work towards that here and many of the problems, like greenhouse gas emissions, driving congestion on the streets will be eliminated. Bike infrastructure is cheap and long lasting, with less maintenance than roads. Be forward thinking, even if unpopular because in the big picture it makes sense. Our agricultural land must be saved We must buy local food even if it costs more. Bringing food from China does not make sense and its not sustainable. Housing should be built as green as possible, with more smaller units available, and a walking and biking environment the main focus, parking for 1 car max and limited access to park any where else on the site. Light rail transit coupled with buses and bike lanes should be the norm and encouraged, and driving our kids to school totally discouraged, If we educate them to bike and ride the bus, it will be normal to them in 2041.

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Thursday, 18 October 2012 05:45 PM
To: Swan, Cathy (Planning)
Subject: nasah9 completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

nasah9 just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: HASAN

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP Hello i am a grade six student and a member of me to we. I plan to live in Richmond for the early years of my life so i think i should have a say in this. First of make the roads wider. The major roads will not handle so much traffic in the future. Add a SUBWAY that takes you around Richmond and maybe neighboring cities. Lastly you should find more sources of income otherwise you will go greatly into debt.

Swan, Cathy (Planning)

From: Bang The Table [admin.ca@bangthetable.com]
Sent: Sunday, 21 October 2012 04:17 PM
To: Swan, Cathy (Planning)
Subject: none completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

none just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Arnie Ona

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP I have a suggestion about building a bridge on No. 8 and Boundary road in Burnaby...If there's a bridge on that area..maybe we could build the Jet Fuel Tank Farm somewhere at the end of No. 8 because it's far from residential area..Goods can be moved from Delta Port,River Port and the warehouses in Richmond with ease, because the trucks won't have to pass on residential area. If you would look at the road map...No. 8 Road is close to Boundary Road in Burnaby where the Oil Refinery is located. From No. 8 Road maybe we could build the pipeline from there to the Airport. Also it could ease the traffic in George Massey Tunnel because the public will have the option .to use the Alex Fraser Bridge to go to the Border Crossing and other places.

Swan, Cathy (Planning)

From: Let's Talk Richmond Team [admin.ca@bangthetable.com]
Sent: Tuesday, 30 October 2012 02:02 PM
To: Swan, Cathy (Planning)
Subject: Ajit completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

Ajit just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Ajit Thaliwal

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP

I think City should re-visit the granny flats idea, as it seems no incentives have been given to the developers to build this product and considering all the costs associated with this type of development it does not make economical sense. If staff think all the builders are going to start building these granny flats and incur all the extra cost of solar panels and rainwater collection and others costs without city contributing and giving builders a better incentive, no one will buy into this programme, the ultimate goal of the granny flats and the OCP update is to provide more affordable housing stock and our group of builders ensure Staff and Council this move will not promote affordable housing stock. Staff and Council really need to consult with the builders who will be building this product in more detail.

Swan, Cathy (Planning)

From: Let's Talk Richmond Team [admin.ca@bangthetable.com]
Sent: Tuesday, 06 November 2012 12:15 PM
To: Swan, Cathy (Planning)
Subject: elianachia completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

elianachia just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Eliana Chia

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP

Hello, my name is Eliana Chia and I am a current graduate student at UBC's School of Community and Regional Planning. My comments regarding the proposed OCP are less oriented around its content and more about the community participation process that has been practiced in its drafting. My concern is about the lack of youth engagement and participation in the writing of the OCP. At the Open House I attended on Oct. 20, I noticed the absence of individuals under the age of 25 in the audience. I remember hearing about the high school art competition to design a cover for the OCP, and I think that is a positive step in raising youth awareness about planning projects. However, my question lies in how much consultation has taken place in partnership with youth in the community regarding how they would like Richmond's future to be shaped. I would love to see more outreach to the younger generation in Richmond in order to generate more interest and value in civic engagement. I was told that the OCP Open House was advertised through the local Richmond newspapers and the City of Richmond's website, and I think that has played a role in the absence of youth. I believe the use of more social media, such as a 2041 OCP Facebook group and Youtube videos, would be beneficial in engaging younger participants. My last comment is on the LetsTalkRichmond website. On the home page, points are made about how the website can help connect users with like-minded people and provide ways to easily interact such as discussion forums. However, as a registered user, I am having a difficult time finding these features. Is there an online forum or message board incorporated into this website? Thank you for your time.

Christy, June

From: Swan, Cathy (Planning)
Sent: Monday, 05 November 2012 1:19 PM
To: Christy, June
Subject: FW: RichMan completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

Another one!

From: Let's Talk Richmond Team [mailto:admin.ca@bangthetable.com]
Sent: Monday, 05 November 2012 13:18
To: Swan, Cathy (Planning)
Subject: RichMan completed 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft'

RichMan just submitted the form 'Comment Sheet - Proposed 2041 Official Community Plan Final Draft' with the responses below. A full report of all form submissions is available within the activity report.

Name: Wendel

I live in Richmond Yes

I have the following comments about the proposed 2041 OCP

Some suggestions to the City's future: 1) Add another Skytrain station down - It doesn't really make sense to have the busiest station in Richmond as the very first or last stop. Too packed & congested. Better examples: The busiest station in Downtown is either Burrard or VanCity Centre, 2nd last stop before Waterfront. Or Surrey Central, 2nd last stop before King George. Get the idea? It would be nice to build another station further down to ease the congestion on Brighthouse Station. I'd suggest around No. 3 and Bennett Rd. where the McDonalds is since there's a vacant lot. Or go further down to Blundell Rd. 2) Can Skytrain handle the capacity? - Richmond's plan, as are most other City plans, mentioned increased developments along the transit routes, especially Skytrain. Great idea, but - What has Translink said about being able to handle the increased capacity, especially over the coming years? How are you co-ordinating this issue with Translink? - Case in point: I moved to Richmond not long ago, and get on the Brighthouse Station to Waterfront to work in downtown Vancouver. I remembered my first reaction was, why were there only 2 cars per train, and why is the station so small? I used to live by the New Westminster Station, which can accommodate up to a 6-car skytrain, as are most other stations along the Expo Line. I find No foresight by Translink. You don't build for yesterday's demand! You build for tomorrow's. Translink already spent \$billions on the infrastructure. What's a little more just to make each station bigger??! Result is, every morning I get on the very 1st station, and it's already packed like sardines!! Some people cannot even get in, and wait for the next train. I would hate to get on the later stations, which will only get worse with all the major developments coming, eg, Lansdowne, Marine Drive, and Oakridge which is proposing another huge development there. Capacity is already maxed out today! How can Skytrain handle tomorrow?! Or do they expect riders to always wait for the next train?! 3) More developments West of Aberdeen Station - Until the capacity issue is addressed, I'd suggest more development West of Aberdeen

station, along No. 3 Rd. from Cambie Rd. all the way to Capstan Way. There's very little meaningful retail in that area, mostly auto shops and couple small car dealerships. East side is nicely developed, but the West side is a little wasteful for such a prime location. 4) Don't want public washrooms around Brighthouse Station - Generally a bad idea. Who hangs around skytrain stations? Street people! Having a washroom there only makes it more convenient for them, which attract even more street people or bums, which gives the Skytrain another bad reputation! Ask YOURSELF this question - Will YOU use it?? Not me! Will just be another filthy place you'd avoid. - I always use the washroom at home before leaving for work. When I'm done at work, I always use the office washroom before going home. Guess what, I noticed most of my co-workers do the same! Just natural human behaviour. And even if you have to go, Richmond Centre is just across the street! Why create an unnecessary expense?! 5) Widen pedestrian walkways along No. 3 Rd. - One way to encourage walking, and to increase vibrancy & safety on the streets, is to widen the pedestrian walkways. No. 3 Rd. is the busiest street in all of Richmond, and people like to walk on a busy street with all the retail shops & malls nearby. I found myself walking along No. 3 Rd. often on a sunny day. However, except for around Westminster Hwy, majority of the curb lanes along No. 3 are quite narrow, much like on a quiet side street. I'd suggest to widen the curb lanes, especially on the West side. At least along the busiest blocks from Granville Ave. all the way to Cambie Rd. Make No. 3 Rd. more inviting for walking. Then more local residents will leave their cars home. 6) There are practically no office buildings in Richmond along the skytrain line except the VanCity and another building, both around Westminster & No. 3 Rd. I think having more office buildings along or near skytrain will add to the mix and vibrancy of the community, and encourage transit use for those going to work. Yes, most of these suggestions cost money, but you are building a 30 year infrastructure plan, and that will cost money regardless. Thank you, Wendel wcen@ymail.com



7811 GRANVILLE AVENUE / B.C. / CANADA / V6Y 3E3

TEL: 604-668-6000

www.sd38.bc.ca

November 6, 2012

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

| | |
|--------------------------|--------------|
| To Public Hearing | |
| Date: | NOV. 19 2012 |
| Item # | 3 |
| Re: | Bylaw 9000 |
| | |

Dear Mayor Brodie:

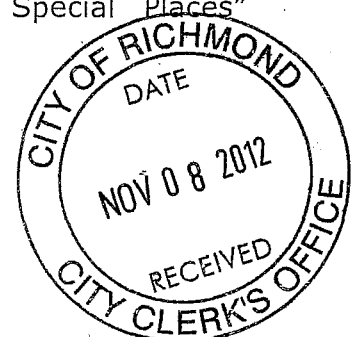
Re: 2041 Official Community Plan Bylaw

On behalf of the Board of Education, I would like to thank City Council for the opportunity to comment on the 2041 Official Community Plan Bylaw that will be the subject of a Public Hearing on November 19, 2012. We have reviewed the 2041 OCP, and have the following comments to make:

- It is our belief that schools are integral parts of the community and are often the focal point for community gatherings. We are pleased to note that the OCP reflects this, in particular the reference to schools as being "hearts of the community";
- The population growth and dwelling unit increases that are set out in the OCP are consistent with those used in our recently completed Long Range Facilities Plan (LRFP). Our LRFP indicates that, while some of the growth will be accommodated within existing school district facilities, there will also be a need to provide additional school facilities, especially in City Centre. Funding for new school facilities is provided by the Ministry of Education, and while we make every attempt to ensure that facilities are available when needed, it may not always be possible to do so.
- The identification of potential school sites in the OCP is a key component of planning for sustainable infrastructure. To this end, it is noted that OCP Chapter 3.0 "Connected Neighbourhoods With Special Places" addresses the planning of schools, as follows:

Board of Education:

Donna Sargent - Chairperson
 Grace Tsang - Vice Chairperson
 Rod Belleza Kenny Chiu Norm Goldstein
 Debbie Tablotney Eric Yung

**PH - 577****"OUR FOCUS IS ON THE LEARNER"**

- **OBJECTIVE 3:**

Recognize the importance of schools in neighbourhoods (e.g., education, day care, recreation, health, literacy and community life).

- **POLICIES:**

a) continue to consult with the School Board to ensure that Richmond residents have access to a range of educational, jobs, recreation, sport, special event and community wellness opportunities, including where new school sites may best be located and how closed school sites may be used; Page 3-10

- We suggest that the City Centre section of the "Connected Neighbourhoods with Special Places" chapter reflect the need for an additional school, and that consideration be given to amending the City Centre Area Plan to facilitate the Board developing potential school sites (e.g. certain text and map references).

The partnership between the school district and the City is highly valued, and is essential to ensuring that the residents of Richmond are well served. We look forward to the continued close working relationship between our two organizations.

Sincerely,



Mrs. Donna Sargent, Chairperson
On Behalf of the Board of Education (Richmond)

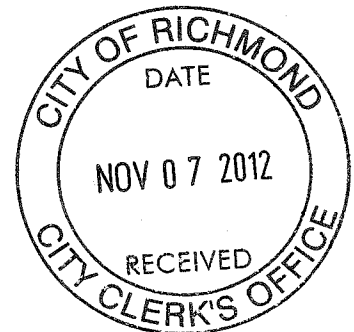
cc Trustees
D. Weber, Director, City Clerk's Office ✓
M. Pamer, Superintendent of Schools
M. De Mello, Secretary Treasurer

| |
|--------------------------|
| To Public Hearing |
| Date: <u>NOV 19 2012</u> |
| Item # <u>3</u> |
| Re: <u>B/CW 9000</u> |
| |

Office of the Chief Operating Officer
Richmond
7000 Westminster Highway
Richmond, BC V6X 1A2
(604) 244-5537

November 05, 2012

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
mayorandcouncillors@richmond.ca



Dear Mayor Brodie and Council:

Re: 2041 Official Community Plan – City of Richmond

On behalf of the Vancouver Coastal Health (VCH), we are pleased to have this opportunity to provide comment and response to the 2041 Official Community Plan (2014 OCP) that Council gave first reading on September 24 2012.

Vancouver Coastal Health appreciates the opportunities over the past two and half years to work with City staff on the 2041 OCP. In our letter of December 2009 (attached) to Mr. Terry Crowe, we identified a number of areas in the OCP that are of great interest to VCH. We are pleased with the directions taken in the 2014 OCP on many of these areas of common interest. In particular we commend the document in recognizing the vital links between the health and wellness of residents and the natural and built environments of the community. We do have a number of comments for Council's consideration in areas where the 2041 OCP can be strengthened or where attention is required when implementing the OCP. Our comments are not exhaustive. They do nevertheless point to the need and the benefit for continued dialogue between the Health Authority and the City.

Section 3.0 Connected Neighbourhoods With Special Places

We support the principles underlying this section. One very positive outcome of past planning decisions in Richmond is the existence of neighbourhoods with mixed income levels. Mixed neighbourhoods have contributed to the health and wellbeing of Richmond residents. Diversity matters, not only for a sustainable ecological system and environment, but also for a sustainable built environment and community. A healthy city needs diversity in housing type, in transportation modes and in public spaces. Section

3.0 has the potential to build on this past success. There are challenges however in achieving the vision of connected and diverse neighbourhoods. Some examples:

- o Density and Neighbourhood Shopping Centres: To achieve the benefit of mixed land use around neighbourhood shopping centres will require multiple elements to come together in synergy. Density without associated meaningful transit, active transport options, without the right mix of institutional / commercial / retail use, without sufficient open space, for example, could actually result in fewer options for healthy living.

Vancouver Coastal Health respectfully requests active participation with City staff in any future development or update of area and sub-area plans, in order to assist in assessing the health and wellness impacts of these plans. See also Section 13.2 Objective 1 in the 2041 OCP. Participation of the Health Authority is supported and consistent with section 879(2)(vi) of the Local Government Act.

- o Accessible Housing: Vancouver Coastal Health strongly supports the 2041 OCP policy directions to enhance residents' capacity to age in place. Our staff, through their day to day interactions with elderly residents and others with accessibility challenges, has extensive hands-on experience on the building designs that improve accessibility as well as designs that are barriers to independence.

Vancouver Coastal Health will be pleased to work with City staff to further refine the policies described in Section 3.4.

- o Conflicts from mixed land use: Section 3.6.3 correctly identifies noise management as an increasingly important issue as the City densifies, with increasing interfaces between different land uses as well as increasing areas of mixed use. While the development permit application process, public notifications, noise bylaws, buffers, and building envelope design will all help in minimizing the impact of unwanted noise, the fundamental issue on an ongoing basis is human relationships as neighbours. This would also hold true for other unwanted intrusions such as light. Land use conflicts will no doubt emerge in spite of every good intention to prevent such. Currently VCH enforces City noise by-laws on behalf of the City. Enforcing noise by-law compliance can often be protracted and unsatisfactory to all parties involved. The City may wish to consider establishing policies on conflict resolution and mediation expectations between property owners / users as a complement to existing regulations and by-laws.
- o **With regard to managing aircraft noise sensitive development, Vancouver Coastal Health respectfully requests active participation with City staff to assess the health and wellness impacts of aircraft noise sensitive land uses, whenever such uses are being considered pursuant to the City of Richmond Aircraft Noise Sensitive Development Policies, Table and Map.**

Section 6.0 Resilient Economy

- Health care access: We assume *Health Care* to be one of the Population Services under Objective 5 of this section. While we are pleased to see medical centres identified as one of the institutional uses that need to be incorporated into planned areas of dense population and employment, we are disappointed that the future land use requirements of large health care facilities that serve the entire community, such as the Richmond Hospital, are not identified in the OCP. Indeed the ideal mix and locations for health care as the population grows and ages are evolving.

Section 881 of the Local Government Act legally requires the local government to consult on a yearly basis with the school district on the anticipated needs for school facilities and support services. While the Local Government Act does not include a similar requirement with respect to health care facilities, we respectfully request that, given the anticipated size of population growth for the next 30 years and the aging health care infrastructure in Richmond, Council considers engaging in the same annual dialogue with Vancouver Coastal Health regarding health care facility needs. In this way, we can apprise and better include the City in ongoing health care facility planning processes.

Section 7 Agriculture and Food

- Equitable access to food: While this section identifies the need to strengthen the food system beyond production, the policy intent with respect to equitable distribution and access to healthy foods across the whole municipality requires more clarity and definition. For example, Section 7.2 states an intent to ensure that neighbourhoods have grocery stores within walking or cycling distance (page 7-8), but there is no clear accompanying policy to implement this intention. The grocery store is the major access point for food for most residents including the vulnerable populations. The City is encouraged to enhance the policy links between equitable food access and the development of connected neighbourhoods (Section 3). Ensuring healthy food access for the vulnerable populations, however, requires a multi-faceted approach. VCH is therefore also supportive of the ongoing food security work in Richmond such as community kitchens, community gardens, farmers markets, and the promotion of food security awareness in general.

Vancouver Coastal Health supports the intention in the OCP 2014 to develop a Richmond Food Strategy, and looks forward to participating in the development process.

Section 8 Mobility and Access

- o Walking to school: How we go to work, to school, to shop for groceries, have an important influence on our level of physical activity and thence health and wellness. The recent *Healthy Richmond Survey* conducted by VCH with the assistance of City staff found that Richmond residents are more likely to achieve the recommended daily physical activity level if they take the transit, walk, or bike to work as opposed to commuting by private automobile. We are pleased to see the stated policies in this section include the provision of direct walking routes to schools, and the reduction of school related vehicle trips and congestion. In terms of healthy physical environments for schools, reducing vehicular traffic around schools and increasing walking or cycling to school have multiple benefits.

Vancouver Coastal Health would be pleased to work with the City and the Richmond School District in making walking to school the norm.

- o Walking and the aging population: In terms of promoting walking, the perspectives through the lens of the aging population have to be considered, in particular on issues such as pedestrian crossing placement, lighting and timing.
- o Walkability Index: The 2014 OCP includes the transportation mode share target for Richmond for 2014. Another measurement that is more closely linked to land use decisions is the Walkability Index. This index can be a tool for performance monitoring as well as public education. The City may wish to consider collaborating with researchers in using the Walkability Index for tracking progress towards achieving the mode share targets.

Section 12 Sustainable Infrastructure and Resources

- o Water Supply and Distribution: The City currently relies on one single water main from the Metro Vancouver water system to supply the vast majority of the Richmond water users. A second Metro Vancouver water main supplies Hamilton and parts of East Richmond separately. There is currently no substantial east – west linkage of the two systems. Given the population growth, the expected growth of the airport, and the geological vulnerability of the city, Vancouver Coastal Health believes that building redundancy in the water supply to the city should be stated as a priority for Section 12.3.
- o Energy: Vancouver Coastal Health supports the principles of energy reduction and alternative energy options that can reduce GHG emission. As a major energy user, VCH is interested in the potential to partner with the City on district energy development.

Section 13 Implementation Strategy

- o Phasing and Priorities – Partnership with senior government, stakeholders, and the community: Vancouver Coastal Health is prepared and very interested in being a partner with the City to work on areas in the 2014 OCP that are of mutual concern, in setting priorities as well as developing joint actions. Our request to be included in the development of area and sub-area plans has already been made above. Furthermore, to recognize the links in the 2014 OCP to resident health and wellness, we respectfully recommend that Section 13.4, Objective 1, Policies (b) be amended to include mention of Vancouver Coastal Health as one of the agencies the City will "continue to co-operate with in their planning".

In summary, Vancouver Coastal Health is pleased to have had the opportunity to contribute to the development of the 2041 OCP. We believe the document is a thoughtful high level blue print for the future of Richmond. We note the many places where the interests of VCH intersect with that of the City, particularly in the areas of health and wellness. We also recognize that the work has just begun in achieving the 2041 OCP vision of a Sustainable Richmond. Implementing the 2041 OCP thus provides an opportunity for taking the existing partnerships and collaborations between the City and Vancouver Coastal Health to higher levels. The Richmond Community Wellness Strategy is an example of a collaboration that is facilitating synergy in program development between VCH and the City. We can do more. One way is to transform the many current ad hoc referral and consultation processes into a formal partnership agreement. A more structured approach to our collaboration will enhance the timeliness, the consistency, as well as the quality of the dialogue between the City and VCH. We would be pleased to explore this further. While directly and indirectly both the Public Health Act and the Local Government Act require the health authority and the local government to work together, at the end of the day, it is simply the right thing to do for the benefit of the people we serve. We thank you for this opportunity to provide comments to the 2041 Official Community Plan.

Respectfully



Dr. James Lu
Medical Health Officer
Vancouver Coastal Health – Richmond



Mike Nader
Chief Operating Officer
Vancouver Coastal Health – Richmond

att.

cc: David Weber, Director, City Clerk's Office, City of Richmond
Terry Crowe, Manager, Policy Planning, City of Richmond

December 14, 2009

Terry Crowe
Manager, Policy Planning Division
Richmond City Hall
6911 No. 3 Road
Richmond BC V6Y 2C1

Dear Mr. Crowe:

Vancouver Coastal Health is very interested in participating in the updating of the Official Community Plan (OCP) for the City of Richmond. The purpose of this letter is to provide some high level comments on the OCP, and also, to convey to City Staff and Council our desire and readiness to be an active partner throughout the City's process.

In the past 10 years Richmond has experienced very significant population growth, demographic shift, cultural diversification, and urbanization. It would be important for the OCP 2041 to provide a constant vision and a robust framework for our community to continue to grow and to be the most appealing, livable and well-managed community in Canada.

General Feedback on the OCP for City Staff and Council Consideration

Vancouver Coastal Health has been (and continues to be) a partner to the City on a number of initiatives over the past decade, including the Richmond Substance Abuse Task Force, the Richmond Poverty Response Task Force, the Parks, Recreation and Culture Services Master Plan, and the soon to be completed Richmond Community Wellness Strategy. These are initiatives that should inform the OCP update.

As well, there is increasing evidence that a "healthy built environment" is critical to achieving a sustainable community. The characteristics of our human-constructed physical environment – the built environment – have significant effects on population health. This is especially important as Richmond grows. We respectfully submit that the following areas, where population health and the built environment intersect, require consideration as the OCP is updated:

- Physical activity
- Access to healthy foods
- Ambient air quality and noise
- Injury and safety
- Housing and homelessness
- Sense of belonging and well-being
- Recreation choices and access
- Transportation choices
- Social and health services access
- Public infrastructure
- Child and age friendliness

We are pleased to note that many of these topic areas have been identified in the documents and displays produced for the first round of public consultation. The challenge for Council and City staff would be to achieve the best possible balance between competing priorities. As an example, we draw on the need to pay attention to the sense of belonging among Richmond residents. Research has shown that people who have a strong sense of belonging are healthier and are more engaged in their community. As the City contemplates focusing future residential and business development / densification along the major transit corridors, and in the city centre, there is a need to consider how such a strategy might sustain or change the nature of existing neighborhoods and what impacts there may be to residents' sense of belonging across the different neighborhoods.

Request to be an Active Partner Throughout the Process

We respectfully ask City Staff and Council to consider the formal inclusion of a Vancouver Coastal Health representative in the OCP update process, for the purpose of working directly with City staff throughout the process. Although not specifically referred to as such, the OCP is the type of public health planning envisaged in section 3 of the new BC Public Health Act. Areas where Vancouver Coastal Health can add value to the OCP update process include:

1. **Population health and health service data and related interpretive expertise.** Vancouver Coastal Health is prepared to share with the City information we have and use to evaluate population health and health service needs. In particular, Vancouver Coastal Health recognizes that as Richmond grows, the existing health care infrastructure will need to be renewed and expanded. Our long range acute care facility planning can benefit from mutual understanding of each other's needs and priorities.

Terry Crowe
December 14, 2009
Page 3.

2. **Assistance in public engagement activities.** Through the office of our Medical Health Officer, Vancouver Coastal Health can assist City staff in providing public presentations to increase community awareness on the vital links between health and wellness and the built environment.
3. **Assistance to City staff in translating population health and wellness pre-requisites into achievable objectives within the OCP.** VCH can work in partnership with the City towards a healthy and sustainable Richmond.

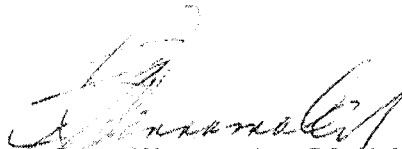
In summary, the OCP update could have a significant impact on population health and wellness, as well as health services infrastructure. Vancouver Coastal Health respectfully submits that greater inclusion of the Health Authority, a key stakeholder in the OCP update process, can bring significant benefits to the City, to Vancouver Coastal Health, and, most importantly, to the residents of Richmond. The OCP update is an excellent opportunity to further strengthen the partnership between the City of Richmond and Vancouver Coastal Health.

Yours truly,



James Lu, MD

Medical Health Officer
Vancouver Coastal Health – Richmond



Susan Wannamaker, BScN, MHA
Chief Operating Officer
Vancouver Coastal Health - Richmond

CC: Mayor and Council Members, City of Richmond



November 9, 2012

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

Dear Mr. Weber:

Re: 2041 Official Community Plan: Vancouver Airport Authority Comments

Further to your letter dated September 26, 2012 to Mary Jordan, thank you for the opportunity to comment on Richmond's 2041 Official Community Plan (OCP).

Vancouver Airport Authority supports and shares in the City of Richmond's 2041 vision articulated in the OCP. Indeed, the current and future success of Vancouver International Airport (YVR) and the City of Richmond are inextricably linked. As such, we need to work together to meet our common goals and manage areas of potential conflict.

YVR is a key differentiator and provides a competitive edge for Richmond in attracting jobs, tourism and investment. With 23,000 jobs at the airport, YVR is a major employer and source of significant tax revenue. The presence of YVR increases land values in Richmond benefiting the City through opportunities for redevelopment and taxes. Many businesses and residents choose to locate in Richmond because they are part of the supply chain that supports YVR or they need to be close to the international connectivity provided by YVR.

Airports are no longer single-purpose facilities on the edge of the city but increasingly a multi-purpose node of the regional economy and the whole notion of what is 'airport-related' is changing as regional economies re-organize around globalized enterprises and supply chains. We think of YVR as a multi-product, multi-service enterprise or platform where Richmond touches the world. The OCP definition of airport and airport use should be updated accordingly.

Page 1 of 3

We think that there are opportunities for the City and the Airport Authority to collaborate on the planning of Richmond City Centre and the east side of Sea Island to identify potential complementarities. For example, could the Russ Baker Way lands become the Neighbourhood Shopping Centre for the new residential communities across the river? Are there other commercial developments suitable for that land that would be considered a community amenity?

An integrated look at future demand on the transportation network (transit, roads and trails) from the collective plans of Richmond, Vancouver and YVR is needed. In particular, given the significant growth in population forecast for the City Centre we are concerned about increasing commuter use of Russ Baker Way corridor negatively impacting airport related traffic.

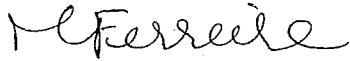
The Templeton field near Burkeville is not a City park and the designation on page 10-2 should be removed. This is a temporary, interim use on land designated for commercial development in the Airport Authority Land Use Plan.

While new generations of aircraft will be quieter, we also expect an increase in the number of aircraft operations both day and night. We support the continued inclusion of the Aircraft Noise Sensitive Development Policy (ANSDP) in the OCP. Mitigating the impact of airport noise is a key task and shared responsibility for the Airport Authority and the City. For example, on page 3-64 in paragraph (h), the City reserves the right to make final decisions about the ANSDP. This should only happen after timely and complete consultation with YVR. Changes to the ANSDP have recently occurred without appropriate early involvement of the Airport Authority. The concept of reallocating areas within the ANSDPA has emerged without prior consultation and without consideration of aircraft operations and noise levels. The OCP should be amended to require early input from the Airport Authority prior to any final interpretation.

Both the City and the Airport Authority agree that it is important to work closely to ensure that the zoning and regulations concerning development are appropriate and preserve safe, twenty-four hour aircraft operations and the eminent livability of Richmond. Recent changes to Transport Canada standards and long term plans for a future runway both lead to a requirement to further limit building heights in certain areas. The City should ensure that development does not affect current operations or preclude the option of building a south parallel runway at YVR. The Airport Authority will work with the City to identify additional areas where building heights need to be further restricted.

We look forward to collaborating with you to finalize the 2041 OCP. Please call me at 604-276-6357 or Mike Brown at 604-276-6309 if you have any questions or would like to discuss our comments further.

Yours truly,

A handwritten signature in cursive script, appearing to read "A. Murray".

per Anne Murray
Vice-President, Community and Environmental Affairs



PORT METRO
vancouver

November 13, 2012

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

Dear Mr. Weber:

Re: 2041 Official Community Plan – City of Richmond

Thank you for your letter of September 26, 2012 to Craig Neeser, Port Metro Vancouver Board Chair, regarding the City of Richmond's proposed 2041 Official Community Plan (OCP). Port Metro Vancouver and other agencies have been asked to comment on the draft OCP, which is targeted for Public Hearing on November 19, 2012.

The City of Richmond's new OCP has been under development since October 2009. The result is a proposed plan that is both comprehensive and forward-thinking in scope and its application of sustainability themes and best practices. There are many elements of the proposed plan that relate to or have an impact on Port Metro Vancouver's interests. The role of the Port and other stakeholders in implementing the Plan is acknowledged in Section 13, and we agree with the policy statement that would see continued cooperation between our agencies in future planning initiatives.

The Port supports the proposed planning direction to intensify the use of employment lands, which is expanded on in the section on a Resilient Economy, where a key objective is to "foster a strong and competitive Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location, industry infrastructure and Asia's economic growth." We also support the associated policies to protect the industrial land base and continue to coordinate long-term community planning with neighbouring jurisdictions vital to long-term employment and a resilient local and regional economy (including the Port).

The Port supports the proposed transportation goals that would see timely roadway improvements for goods movement to support economic activity, and the use of innovative transportation technologies to optimize the overall performance of the transportation system while reducing vehicle emissions and energy use. We note that there may be occasions where increases in physical road capacity may be warranted to support the movement of goods, in addition to efforts to optimize the use of existing capacity. We generally support the proposed road classifications, as well as the specific policies and actions that would improve the movement of goods within the community and to/from Port lands.

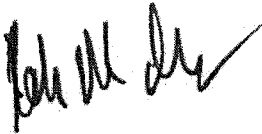
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Mr. D. Weber
Page 2
November 13, 2012

The proposed plan includes a policy (13.4.e) that would discourage Port Metro Vancouver from using Agricultural Land Reserve (ALR) lands for Port purposes and encourage the Port to use lands within the urban footprint. Land use designations and policies, together with the Port's overall vision for future growth, are at the heart of the process of updating our Land Use Plan. City of Richmond staff have been participating in our consultation activities in this regard, and we very much encourage continued participation in the process through 2013.

In closing, Port Metro Vancouver would like to thank the City of Richmond for seeking the input of the Port in finalizing Richmond's OCP, and we look forward to continued, positive collaboration with the City in future planning initiative.

Yours truly,



PORT METRO VANCOUVER

Robin Silvester
President and Chief Executive Officer

c: Craig Neeser, Port Metro Vancouver
Tom Corsie, Port Metro Vancouver
Peter Xotta, Port Metro Vancouver
Jim Crandles, Port Metro Vancouver
Greg Yeomans, Port Metro Vancouver



Community Planning & Development

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|--|
| To Public Hearing |
| Date: Nov 19, 2012 |
| Item # 3 |
| Re: Official Community Plan Amendment Bylaw 9000 |

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B/L #9000

File: P09-25

November 8, 2012

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

Dear Mr. Weber:

Re: 2041 Official Community Plan – City of Richmond

Thank you for the opportunity to review the 2041 Official Community Plan for the City of Richmond.

The 2041 Official Community Plan is a comprehensive document outlining the vision for a more complete and sustainable community for the future and the implementation process to achieve it. We note that the consultation process was extensive and the proposed Official Community Plan is consistent with the Metro Vancouver Regional Growth Strategy which Delta signed off on.

With the recent announcement of a new crossing of the Fraser to connect Delta and Richmond, we wonder if any necessary accommodations for this are needed within your Official Community Plan given this will be considered in the next 10 years. The Corporation of Delta has no further concerns or comments at this time.

Should you have any questions, please do not hesitate to contact me at 604.946.3381.

Yours truly,

Jeff Day, P. Eng
Director of Community Planning and Development
LR/cd/wl

cc: Mayor and Council
Central Registry

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The Corporation of Delta
4500 Clarence Taylor Crescent
Delta, BC V4K 3E2
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|--------------------------|
| To Public Hearing |
| Date: NOV 19 2012 |
| Item # 3 |
| Re: BUKW 9000 |

ECOWASTE

November 6, 2012

City of Richmond
City Clerk's Office
6911 No. 3 Road
Richmond, BC V6Y 2C1
Attn: David Weber, Director



Dear Sir:

RE: OFFICIAL COMMUNITY PLAN – ECOWASTE INDUSTRIES LANDS

I am writing on behalf of Ecowaste Industries Ltd. in response to the City's request for further input into its Draft Official Community Plan ("OCP") with our request that the area consisting of Ecowaste's four properties described below be the subject of further study by the City:

- 150-acre parcel legally described as 1 SEC 15 BLK4N RG5W PL LMP 40687 and 2 SEC 15 BLK4N RG5W PL LMP 40687 (**Parcel 1**)
- 79-acre parcel legally described as SEC 21 BLK4N RG5W PL Part N ½ (**Parcel 2**)
- 62-acre parcel legally described as H SEC 28 BLK4N RG5W PL 19680 (**Parcel 3**)
- 16-acre parcel legally described as SEC 10 BLK4N RG5W PL 723 Parcel A Except Plan 9341, EXP 723 (**Parcel 4**).

These parcels total over 300 acres. They are located in a very dynamic part of Richmond adjacent to Ecowaste's significant industrially-zoned lands (currently being developed), the Fraser Port Lands, key transportation corridors and a broad mix of other uses. Ecowaste believes these parcels warrant further study because of their unique size and strategic location, and because of:

1. the wide variety of past and present uses – and the potential for future uses of properties in this area;
2. the long history of Agricultural Land Commission (ALC) decisions allowing peat removal, landfill, industry, port, golf courses, transportation and other uses on these and other properties in the area;
3. the lack of significant farming activity in the immediate vicinity of our properties, except for the cranberry operation to the west and some farming to the north;
4. the recent designation of parts of our four properties as ESA and its impact;

5. the extensive port development and emerging traffic changes in the area, including a new bridge extending Blundell Road from the east into the Ecowaste properties;
6. the pending industrial development on other Ecowaste properties adjacent to these four parcels;
7. the lack of other properties in Richmond of similar size to meet the City's long-term needs in a number of areas, including employment and,
8. the benefits of a comprehensive and integrated land use plan that incorporates agriculture, industry, recreation, port, transportation and other uses that serve the long-term needs of the City.

Ecowaste Industries Ltd.

Ecowaste is a wholly-owned subsidiary of Graymont Limited. Ecowaste has 40 years of waste management experience in the City of Richmond. From 1971 to 1986 the Company operated a municipal solid waste landfill on 160 hectares of land owned by the Fraser River Harbour Commission (FRHC). As that land became filled Ecowaste purchased 160 hectares of land next to the FRHC site where it currently operates a landfill for construction, demolition and excavation materials. Since 1992 Ecowaste has been involved in many waste management initiatives aside from construction and demolition waste land filling, including yard waste composting, partnerships for soil bioremediation, custom soil manufacturing utilizing Metro Vancouver biosolids and, more recently, wood processing to create biofuels.

Ecowaste's Properties in Richmond

Ecowaste has substantial property holdings in East Richmond totaling 476 acres (192 hectares). These properties are located between No. 6 and No. 7 Roads and between Granville Avenue and Williams Road.

Our properties are bordered by Port Metro Vancouver (PMV) lands to the east and southeast on which PMV operates a large industrial park and logistics facility. There is a CN Rail right-of-way bordering the southeast side of the Ecowaste property. Properties to the north, west and south of Ecowaste consist of a variety of uses, including vacant land, golf courses and agricultural use. The property is bisected by the Blundell Road right-of-way.

Two of Ecowaste's properties are zoned industrial (one 140-acre and one 29-acre parcel) and are currently in the process of being developed for industrial use. The remaining four parcels are zoned agricultural and are located within the Agricultural Land Reserve (ALR).

All four of Ecowaste's ALR parcels have historically been used for purposes other than farming. From 1948 to 1970 peat was harvested commercially from most of them.

Ecowaste's current landfill operation is on Parcel 1. The landfill has been operating since 1986 under certificates and licenses issued by provincial, regional and local governments including MR-04922 (BC Ministry of Environment), GVS&DD license #L-005 (for the landfill) and GVS&DD license #C-007 (for the compost operation). The use of the parcel as a landfill was encouraged by local, regional and provincial officials at the time because the former Fraser River Harbour Commission lands to the east - which had previously been used to deposit fill - were at capacity and a new landfill was required to meet the regional construction industry's need to dispose of construction and demolition (C&D) waste.

There will continue to be a need for this type of facility in the future as identified by Metro Vancouver in its new Integrated Regional Solid Waste and Resource Management Plan. While that Plan calls for significant improvements in recycling in the C&D sector it also recognizes the long-term need for Ecowaste's type of disposal facility in the region. We anticipate the landfill has several years of useful life remaining.

In 2007 Ecowaste acquired Parcel 2 on No. 6 Road. This parcel had also been mined for peat and was substantially depleted at the time of purchase. Its surface was irregular and lower than adjoining properties and many sections were under water. Ecowaste has been working to determine the best options for this property.

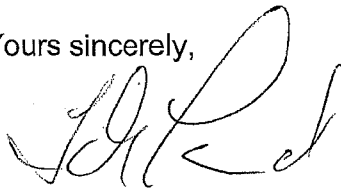
Parcel 3 is empty except for a broadcast facility currently under a long-term lease.

Parcel 4 is not currently leased but has historically been used for residential soil blending and bagging purposes.

In summary, for all of the reasons described above, we ask that the area consisting of Ecowaste's four ALR properties be the subject of further study by the City over the next 2 - 3 years, and that this be noted in the City's new Official Community Plan.

Thank you for your consideration.

Yours sincerely,



Thomas Land
Vice President & General Manager

cc: Joe Erceg, General Manager, Planning & Development
Wayne Craig, Director of Development
Holger Burke, Development Coordinator

Attachment 3

| OCP Bylaw 9000 Summary of Written Submissions and Response | | |
|---|---|---|
| Agency | City Staff Response | Proposed OCP Amendment |
| Richmond School District <ul style="list-style-type: none"> - noted that the OCP reflects that schools are integral parts and "hearts" of the community; - need to provide for new school facilities, especially in the City Center; - suggestion that the City Centre section of the "Connected Neighbourhoods with Special Places" chapter reflect the need for an additional school, and that consideration be given to amending the City Centre Area Plan to facilitate the Board developing potential school sites (e.g., certain text and map references). | <ul style="list-style-type: none"> - After the 2041 OCP is approved, staff will prepare a CCAP amendment to assist the School Board in selecting a new site. | <ul style="list-style-type: none"> - City Centre section (p 3-37) of the 2041 OCP proposed to be modified by inserting new wording that "reflect the need for an additional school in the City Centre Area". |
| Vancouver Coastal Health <ul style="list-style-type: none"> - commend that the OCP recognizes the link between health and wellness of residents and the natural and built environment of the community (e.g., mixed neighbourhoods, diversity of populations and housing type, age-in-place, transportation modes, and public spaces, accessible housing etc.). - requests participation with City staff in any future development or update of area and sub-area plans in order to assist in assessing the health and wellness impacts of these plans including impacts of aircraft noise sensitive land uses and accessibility policies. - disappointed that the future land use requirements of large health care facilities that serve the entire community, such as Richmond hospital, are not identified in the OCP. - wishes Council to consider engaging in annual dialogue with VCH regarding health care facility needs. | <ul style="list-style-type: none"> - City will to continue dialogue and partner with VCH in future planning initiatives; | <ul style="list-style-type: none"> - 2041 OCP Implementation Chapter 13.0 proposed to be modified and VCH inserted on the list as an agency the City will continue to partner with in 2041 OCP initiatives. |
| YVR Vancouver Airport Authority <ul style="list-style-type: none"> - suggest that the current OCP definition of "airport" and "airport use" should be updated to reflect that airports are no longer single-purpose facilities but increasingly a multi-purpose node of the regional economy. - opportunities for the City and the Airport Authority to collaborate on the planning of City Centre and the east side of Sea Island to identify potential complementaries. - more integrated look at future demand on the transportation network (transit, roads and trails) from the collective plans of Richmond, Vancouver, YVR (e.g., given the increasing growth forecast for the City Centre, concern about increasing commuter use of Russ Baker Way corridor negatively impacting airport related traffic). - Templeton field near Burkeville is not a City park and the designation on page 10-2 should be removed. (This is a temporary interim use on land designated for commercial development in the Airport Authority Land Use Plan.). - Supports the continued inclusion of the ANSDP in the OCP. For example, on page 3-64 in paragraph (h), the city reserves the right to make final decisions about the ANSDP. This should only happen after timely complete consultation with YVR. Changes to the ANSDP have recently occurred without appropriate early involvement of the Airport Authority. The concept of reallocating areas within the ANSDPA has emerged without prior consultation and without consideration of aircraft operations and noise levels. The OCP should be amended to require early input from the Airport Authority prior to any final interpretation. - Recent changes to Transport Canada standards and | <ul style="list-style-type: none"> - City will to continue dialogue and partner with YVR . | <ul style="list-style-type: none"> - 2041 OCP maps proposed to be changed so that Templeton Field near Burkeville is not shown as "Park". |

| OCP Bylaw 9000 Summary of Written Submissions and Response | | |
|--|---|--|
| Agency | City Staff Response | Proposed OCP Amendment |
| long term plans for a future runway both lead to a requirement to further limit building heights in certain areas. The City should ensure that development does not affect current operations or preclude the option of building a south parallel runway at YVR. The Airport Authority will work with the City to identify additional areas where building heights need to be further restricted. | | |
| Port Metro Vancouver <ul style="list-style-type: none"> - Supports intensifying employment lands, protecting the industrial land base and continue to coordinate long-term community planning with neighbouring jurisdictions vital to long-term employment and a resilient economy (including the Port). - Supports the transportation goals that would see timely roadway improvements for goods movement to support economic activity and the use of innovative transportation technologies to optimize the overall performance of the transportation system while reducing vehicle emissions and energy use (note that there may be occasions where increases in physical road capacity may be warranted to support the movement of goods, in addition to efforts to optimize the use of existing capacity.). | <ul style="list-style-type: none"> - City will to continue dialogue and partner with PMV in future planning initiatives; | <ul style="list-style-type: none"> - None |
| The Corporation of Delta <ul style="list-style-type: none"> - Wonder if any reference to the recently announced plans for a new crossing of the Fraser River to connect Delta and Richmond is needed in the OCP. | <ul style="list-style-type: none"> -There is no need to make reference to the Fraser River crossing at this time. | <ul style="list-style-type: none"> - None |
| Ecowaste <ul style="list-style-type: none"> - Requested that 4 of their Agricultural zoned properties within the ALR (approximately 300 acres) adjacent to the Port MV land's be a subject of further study by the City to determine the best options for its properties and that this be noted in the OCP. | <ul style="list-style-type: none"> -There is no need for the City to lead a planning process for Ecowaste owned land. Instead, staff recommend that the City continue to discuss planning matters with Ecowaste. | <ul style="list-style-type: none"> - None |

Discussion Notes
City staff and UDI meeting of October 30, 2012
 Re: 2041 OCP Bylaw 9000

UDI: Blaire Chisholm, Dana Westermarck, Jeff Fisher, Steve Jedreicich,
City Staff: Wayne Craig, June Christy, Terry Crowe, Holger Burke, Victor Wei

Purpose:

The purpose of the meeting was to obtain UDI's input into the 2041 Official Community Plan prior to final adoption.

1. Connected Neighbourhoods (Chapter 3)

- Closed/closing school sites – more specific language needed around development/density near school sites to increase enrolment and keep schools open

2041 OCP contains policies to enable more development/density (e.g., future neighbourhood centre/shopping mall densification and arterial road policies). It was acknowledged that sufficient population growth plays a role in keeping schools open by maintaining a demand for services. It was mentioned that residents in Broadmoor supported the densification of the Broadmoor mall because they believed it would help in preventing Maple Lane School from closing.

- Required on site amenities

It was suggested that some required amenities (outdoor and indoor) for townhouses are redundant in some circumstances. (e.g., requiring children's play space and equipment in a residential development adjacent to a play ground, park or a community centre.) It was pointed out that the space might be better used for some other activity (e.g., contemplative green space). Staff suggested that flexibility is already built into the review process but will review after OCP is adopted.

- Required accessible townhouse units:

There was discussion about the challenge of accommodating clients with disabilities with an available accessible townhouse unit. Many disabled can't find a unit when they need one. The feasibility of setting up and managing a data base that tracked the location of accessible townhouse units was discussed.

After the 2041 OCP is adopted, City staff will continue to work on clarifying accessibility requirements for different types of development in consultation with UDI members, Centre for Disability and the seniors community. This work is proposed to be completed within one year of OCP approval.

2. Resilient Economy (Chapter 6)

- No mention of individual policies, too high level, hotel outside City Centre

The policies in the 2041 OCP, including the land use designations provide sufficient direction for future development and/or intensification of Richmond's employment lands. There is adequate policy direction to consider hotel uses outside the City Centre through the OCP and Local Area Plans. No changes to the 2041 OCP is required.

3. Mobility (Chapter 8)

Funding of amenities: No new sources of funding were proposed for the 2041 OCP. Primary funding sources for transportation improvements remain to be DCC's, CACs/voluntary contributions.

Transit Oriented Development: The 2041 OCP states that, initially, TOD will be instituted in the higher density City Centre around the Canada Line stations.

Car share: Car share companies have begun to show interest in locating in Richmond. City Council recently approved dedicated on-street parking spaces near No. 3 Road for the use by car share companies.

Electric vehicles: There was discussion about electrical plug-ins in developments. Other possible approaches were discussed such as providing car charging stations + card swipe systems and it was decided to get together to discuss other approaches and requirements in the near future.

Transportation Demand Management: It was clarified that the City of Richmond's approach to TDM is to require a package of initiatives for the development that demonstrate a reduced need for parking. This approach is working well. Parking reductions are typically 30% below City-wide standard for developments adjacent to Canada Line stations and 10% more if acceptable TDM's are committed.

4. Island Natural Environment (Chapter 9)

Ecological Network: It was clarified that the ecological network are those lands depicted on the Ecological Network Management Map on page 9-3. City Environmental Sustainability staff will clarify the difference between the Ecological Network and the Green Infrastructure Networks (green infrastructure buildings, district energy).

Environmentally Sensitive Areas: Staff confirmed that the ESA DP designations and guidelines do not impede development (i.e., use and density) and that for those properties affected by an ESA, the City may require an environmental report depending on the complexity of the ESA. Staff confirmed that the Riparian Management Area policies and process will be clarified by Environmental Sustainability staff in the future and that they will consult with UDI. There is a need for consistency in how these are being addressed.

5. Social Inclusion and Accessibility (Chapter 11)

Childcare and securing office space for non-profits: Policies regarding the establishment of mechanisms to assist non-profit agencies and community groups to secure office or program space such as negotiating with developers. More discussion required in the future.

6. Sustainable Infrastructure and Resources (Chapter 12)

Waste audits on construction sites: The City supports regional initiatives such as waste audits, but any further regulatory action would be done in conjunction with stakeholder consultation (UDI) and senior governments.

7. Implementation Strategy (Chapter 13)

Front ending financing: City staff confirmed front end financing and latecomer charges will continue to be utilized in consultation with the development community.

8. Development Permit Guidelines (Chapter 14)

It was noted that some guidelines appear too specific (such as itemizing desired building materials in multi-family developments). It was agreed that a review of the 2041 OCP DP guidelines be done in consultation with UDI after the OCP is adopted to check for possible redundancies and inconsistencies. (e.g., as part of updating the Area and Sub Area Plans DP Guidelines).

As suggested by UDI, in a few cases, some potentially restrictive words (e.g., "required" replaced with "encouraged") may be removed as part of the proposed amendments.

9. Regional Context Statement (Chapter 15)

- The City confirmed that it supports intensifying employment lands and that the existing industrial/mixed employment land base in Richmond will be needed to support expected job and business growth to 2041. It should be noted that Metro Vancouver staff have advised (as of November 1, 2012) that they have recommended that the Metro Vancouver Board accept

the City of Richmond's Regional Context Statement as submitted to MV on September 26, 2012.

Conclusion: It was agreed that, after the 2041 OCP is adopted, City staff and UDI would continue to work together to explore more fully some of the items discussed at the October 30th meeting (e.g., accessibility, possible redundancies with the Development Permit Guidelines) and that there no changes that needed to be made to the OCP prior to final adoption. Both parties agree that they have a long standing and beneficial relationship.

Prepared by Policy Planning, November 7, 2012

DISCUSSION NOTES
RICHMOND OFFICIAL COMMUNITY PLAN (OCP) BYLAW 9000 CONSULTATION

Richmond Small Home Builders Group and City Staff

October 31, 2012

@ Richmond City Hall

Richmond Small Home Builders:

Ajit Thaliwal, Raman Kooner, Khalid Hasan, Rav Bains, Clive Balandra, Mukhtiar Sian (late)

City of Richmond:

Holger Burke, June Christy, Terry Crowe (late)

Comments/Response to Richmond OCP Bylaw 9000:

- Key comment is that Richmond is running out of single family lots that can be subdivided
- The City needs to look at ways to increase the potential supply of smaller single family lots
 - e.g., - lots on a lane behind the compact lots/coach houses on the arterial roads (transition of density to the single family neighbourhood)
 - subdivision potential in Land Use Contract areas
 - other areas such as the Heather/Ash Street neighbourhood, which has turned out well
 - allow duplex zoned properties to subdivide into 3 single family lots rather than just 2 lots
- The City should also be encouraging more front/back duplexes, as has been done successfully in the Acheson/Bennett area
- Suggested that the City revisit the requirement for a 40 m to 50 m frontage on arterial roads for townhouse development (i.e., a 30 m frontage is easier to assemble; servicing is no longer an issue requiring a larger frontage; the City has approved some quite attractive townhouse developments on General Currie Road in South McLennan on 20 m wide lots)
- Clarification sought on the proposal to allow granny flats and coach houses in Edgemere (e.g., density bonus being permitted; incentives to help with sustainability guidelines; requested and received a copy of the proposed Zoning Bylaw amendments)
- Questioned why hedge retention was one of the compact lot and coach house development requirements
- Discussed the City's concerns regarding coach houses on arterial roads and indicated that:
 - lots that are at least 40 m (130 ft) deep make good coach house lots (e.g., Blundell Road and Francis Road)
 - lots that are only 34 m (110 ft) deep do not make good coach house lots (e.g., No. 1 Road)
- Discussed the concern from some members of the public about new, larger homes replacing existing, smaller homes and the possibility of requiring more landscaping in the front yard, landscaping inspections on new homes, etc.
- The difference between Richmond OCP Bylaw 9000 and Richmond Zoning Bylaw 8500 was clarified

Prepared by
Policy Planning



3.2 Neighbourhood Character and Sense of Place

OVERVIEW:

Some say that communities happen on foot, so enhancing the character and accessibility of neighbourhoods is important.

OBJECTIVE 1:

Continue to protect single family neighbourhoods outside the City Centre.

POLICIES:

Single Family Land Uses

- promote single family uses within residential quarter sections;
- explore incentives and other mechanisms to encourage the retention of existing housing stock in established single family neighbourhoods (e.g., secondary suites);

Neighbourliness and Character Retention

- recognize that the physical elements of neighbourhoods such as housing styles, existing building setbacks, exterior finishes, building height and massing, existing trees and landscaping, attractive and appealing streets, street trees are just some of the factors that create the character of established single family neighbourhoods;
- work to ensure that new single family housing complements established single-family neighbourhoods using zoning or other appropriate regulations;
- continue to implement the Single Family Lot Size Policies to ensure that changes to the physical character of single family neighbourhoods occurs in a fair, complementary manner with community consultation;
- actively explore alternatives to Land Use Contracts (LUCs) (e.g., seek Provincial legislative changes, replace LUC with appropriate zones, apply development permit guidelines) to achieve better land use management over time;



- to encourage single family housing compatibility when requested by neighbourhoods, consider amending policies and bylaws (e.g., zoning), for example, to modify yard and building height requirements.

Densification in Residential Areas

- carefully manage coach houses and granny flats in residential areas as approved by Council (e.g., Edgemere; Burkeville; along arterial roads);
- coach houses and granny flats are not anticipated to be allowed in other areas except in Neighbourhood Centres. If such requests are made from owners and other neighbourhoods, they may be considered on a case by case rezoning basis;
- limit arterial road town houses to along certain arterial roads;
- carefully manage the densification of shopping centres outside the City Centre.

OBJECTIVE 4.2:

Manage change Enhance neighbourhood character and sense of place by considering community values.

POLICIES:

- a) **when enhancing neighbourhoods**, consider the following community values, for example:
 - **employment opportunities**;
 - sustainability **initiatives objectives**;
 - the compatibility of new housing types **with neighbourhood**;
 - local employment opportunities;
 - traffic impacts **and improving transit, walking, bicycling and rolling opportunities**;
 - existing and future infrastructure;
 - the provision of community amenities;
 - other as necessary;
- ~~b) continue to implement the Single Family Lot Size Policies to ensure that the physical character of neighbourhoods takes place in a fair, consistent manner with community consultation;~~
- ~~c) actively explore alternatives to Land Use Contracts (LUC) (e.g., seeking Provincial legislative changes, replacing LUC with appropriate zones, applying development permit guidelines) to achieve better land use management over time;~~
- ~~d) coach houses and granny flats are to be allowed along arterial roads and in certain neighbourhoods (e.g., Edgemere) as approved by Council;~~
- ~~e) coach house and granny flats are not anticipated to be allowed in other areas except in Neighbourhood Centres. If requests are made from owners and other neighbourhoods, they may be considered on a case by case rezoning basis;~~

Mobility and Access



- at neighbourhood centres outside the City Centre, up to 10% reduction with provision of transportation demand management measures;
- d) support the use of electric vehicles, **including bicycles and mobility scooters**, through the mandatory provision of electric vehicle charging infrastructure in new multi-family residential developments whereby, in line with forecast market penetration rates for electric vehicles in British Columbia:
 - a minimum of 20% of parking stalls will be provided with a 120 volt receptacle to accommodate electric vehicle charging equipment;
 - an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipment (e.g., pre-ducted for future wiring);
 - **a minimum of one 120 volt receptacle to accommodate electric charging equipment for every 10 Class 1 bicycle parking spaces;**
- e) in concert with changing population demographics, increase the percentage of disabled parking spaces both on-street and in new developments;
- f) support the use of pay parking to reduce automobile use and encourage transit, cycling and walking;
- g) where pay parking is in effect, establish parking rates that are equal to or exceed transit fares and vary across times and priority locations.

**Electric Vehicles**

Facilitate a transition to electric vehicles by:

- requiring new residential developments to provide charging equipment for a minimum of 20% of the parking spaces;
- supporting a network of publicly available charging stations.

OBJECTIVE 3:

Optimize the performance of the transportation system.

POLICIES:

- a) Expand the use of video detection at intersections to improve traffic flow and provide real-time monitoring;
- b) Support new vehicle technologies that reduce non-renewable energy use and air emissions (e.g., electric cars and scooters);

**FACT**

Each additional grocery store within about a kilometer distance was associated with 11% reduction in the likelihood of being overweight.

Larry Frank, 2009.

**OBJECTIVE 2:**

To undertake, over time, separate Neighbourhood Shopping Centre planning processes to enable a wider variety of housing, stores, services, and amenities which support more jobs, effective transit, walking, rolling and cycling.

POLICIES:

- a) over time, prepare Master Plans (e.g., by City staff, or with City staff leadership and developer work and paying for the costs) to replan neighbourhood centres (e.g., each may take a year or more to complete);
- b) each Master Plan is to have a sustainability theme and integrate sustainability, land use, employment, transportation, infrastructure, park, community facility, urban design, the Ecological Network and energy conservation policies to contribute to a more complete and vibrant community;
- c) while Council may vary the following centre densification planning sequence, at this time the sequence is as follows:
 1. Broadmoor Shopping Centre may continue **as per the Council approved Broadmoor Neighbourhood Centre Master Plan:**
 - the Inner Core is already approved for densification, it may continue;
 - in the Outer Core, requests to rezone:
 - sites under 1 ha (2.5 ac.), may occur without replanning the whole Outer Core;
 - sites 1 ha (2.5 ac.) or over, may occur **only** with the replanning of the whole Outer Core;
 2. Hamilton Shopping Centre: currently underway (completion anticipated in 2013);
 3. East Cambie Shopping Centre (To Be Determined by Council);
 4. Blundell Shopping Centre (To Be Determined by Council);
 5. Garden City Shopping Centre (To Be Determined by Council);
- d) **developers who wish to redevelop large (> 1 ha; 2.5 ac.) sites located within the inner or outer core of the East Cambie, Blundell or Garden City neighbourhood centre areas will be required to undertake a neighbourhood centre master planning process and include the shopping mall site in the replanning;**
- e) at this time, densification planning processes for the following neighbourhood centres is not anticipated as they are relatively new and/or there is little public support:
 - Terra Nova Shopping Centre;
 - Ironwood Shopping Centre;
 - Seafair Shopping Centre;

9.0 Island Natural Environment

(~~including~~ an Ecological Network approach)



9.0 Island Natural Environment

(including an Ecological Network approach)

OVERVIEW:

Richmond's spectacular estuarine location—at the point where the Fraser River meets the Pacific Ocean—means that the island City is located within one of the most productive ecosystems in the world. Our community relies upon a healthy and diverse landscape to maintain biological diversity and a resilient natural environment. Richmond's inland and foreshore habitats weave an intricate and unique tapestry of landscapes that provide a host of ecosystem services, the fundamental life supports for human settlements and a wide variety of plants and animals. These essential ecosystem services include temperature regulation, soil stability, clean air and water, carbon sequestration, pollination and drought and flood mitigation.

~~Trends towards~~ Increasing **population** growth **will** place higher demands on already stretched ecological resources. Research on ecological sustainability indicates that the worldwide use of resources is exceeding the Earth's capacity to renew and replenish them. At the same time, awareness is growing that ~~communities like~~ Richmond **will are** likely ~~to~~ experience significant impacts from changing environmental conditions (e.g., climate change), urbanization and agricultural **intensification-expansion**. **There is a concern** ~~Key concerns exist~~ for Richmond's natural environment in regards to the loss of local biodiversity due to climate change impacts (e.g., loss of foreshore habitat due to sea level rise and/or loss of inland habitat due to increasing storm intensity), urbanization and proliferation of invasive species.



Accommodating future growth, responding to climate change and adapting to urban and agricultural intensification expansion necessitate a sustainable approach to protecting and maintaining the ecological health and resilience of our unique island natural environment. The objectives and policies for the natural environment identify a broad range of tools and approaches that target the protection, enhancement, connectivity and acquisition of ecological lands and services. These tools include policies to integrate ecological values, lands and connectivity into land use planning initiatives at a variety of scales and in a manner that promotes ecosystem services and including human well-being.



OBJECTIVE 1:

Protect, enhance and expand a diverse, connected and functioning Ecological Network.

In a developing urban and rural environment, retention of biological productivity and biodiversity is a challenge. Biodiversity principles clearly indicate demonstrate that contiguous or connected areas offer greater habitat value and overall ecosystem resiliency than numerous fragmented portions. To gain the maximum benefit to biodiversity through land-use planning, the creation of an Ecological Network (EN) will help guide the strategic enhancement, layout and acquisition of lands. The EN comprises larger 'hubs', smaller 'sites' and interconnecting corridors that act to conserve and connect natural and semi-natural areas. The EN approach recognizes the ecological services provided by these natural and semi-natural areas that contribute to the health and livability of the City. Connectivity between people, the built environment and natural lands is intrinsic to the EN. It is an innovative and opportunistic approach to better achieve the acquisition, protection, and enhancement, connectivity and management of biodiversity components and the ecosystem services they support, within an expanding urban and agricultural rural context.

POLICIES:

- a) identify an EN to provide an innovative framework to better protect the city's ecological resources (e.g., see Ecological Network Management Map);
- b) include the EN as a foundational tool within the Green Built and Natural Environment program of the City's Sustainability Framework. Implementation within the program will include the establishment of targets and adoption of the Ecological Network concept;
- c) establish a meaningful and robust EN by:
 - expanding the EN with Green Infrastructure (GI) as the key management tool. GI is a term used to describe the interconnected network of natural and engineered "green" elements that occur at a variety of scales (i.e. site, building, neighbourhood, community-wide, regional etc). GI is a foundational support tool for the function and quality of communities and ecological systems. Green elements include the built and the natural environment (e.g., district energy systems, green buildings, permeable pavement, eco-industrial development, storm-water management features);

The map displays the Fraser River Delta area, highlighting various land management and conservation zones. Key features include:

- Land Management Areas:** OCP Development Permit Areas (dark green), Riparian Management Areas (RMAs) (blue), OCP "Conservation" Designation (yellow), Provincial Wildlife Management Areas (light green), Metro Vancouver Regional Parks (pink), YVR Sea Island Conservation Area (orange), Swishwash Island (Nature Conservancy of Canada) (light blue), Conservation-designated City Parks (light green), Other Conservation-designated Lands (light yellow), FREMP areas (fish habitat) not managed by other jurisdictions (light blue), City Parks & School Grounds (light green), Agricultural Land Reserve (light yellow), Provincial Dike Crest (dashed line), High Water Mark (dotted line), and City Boundary (orange line).
- Roads and Highways:** Highway 91, Highway 99, Bridgeport Rd, Cambie Rd, Westminister Hwy, Granville Ave, Blundell Rd, Railway Ave, Williams Rd, Steveston Hwy, Francis Rd, No. 1 Rd, No. 2 Rd, No. 3 Rd, No. 4 Rd, Garden City Rd, No. 5 Rd, No. 6 Rd, No. 7 Rd, No. 8 Rd, and No. 9 Rd.
- Bridges:** Knight Street Bridge, Bridgeport Rd Bridge, Aurora Connector Bridge, Moray Channel Bridge, and Diamond Bridge.
- Other Features:** A "Special Study Area" is marked near the center of the map. The map also shows the Fraser River and surrounding water bodies.



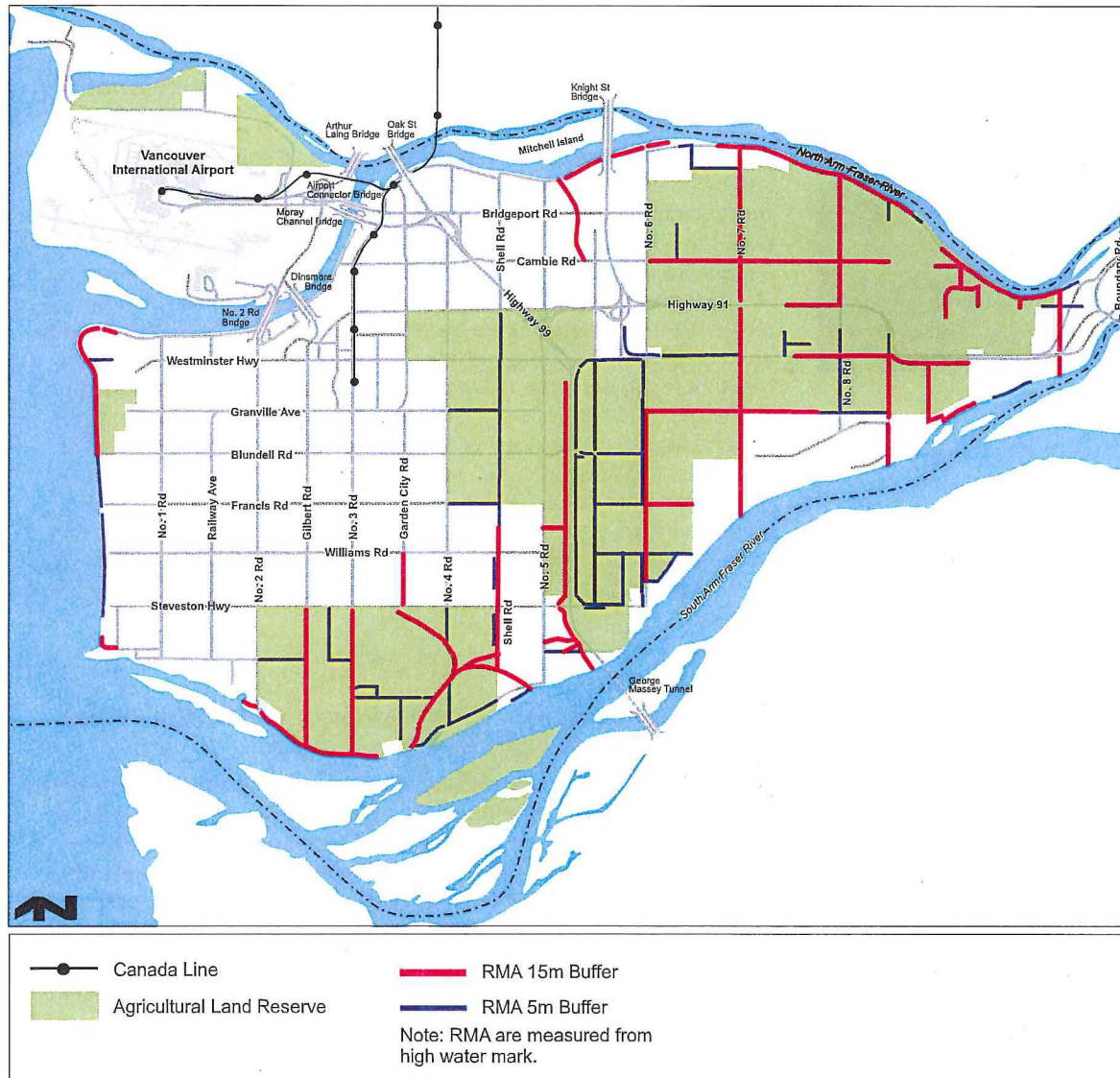
- considering the prioritization of EN lands, including City, private and other jurisdictions, for future planning, land acquisition, protection and enhancement (e.g., Riparian Management Areas, Park and Open Space policies, Environmentally Sensitive Areas, **school yards, agricultural lands, Wildlife Management Areas**, etc.). The EN data set includes information for the relative “naturalness” of given areas and also assesses their suitability for restoration and enhancement of lands **including (e.g., functioning, impaired and non-functioning corridors)**. Prioritization and recommendations can be made to identify possible acquisition, enhancement and protection strategies. Note: Currently the EN map does not include any corridors. ~~The City purchased Railway corridor is, therefore, currently under consideration. Further planning work and costing will be undertaken.~~ Amendments to the OCP will be made, as appropriate, prior to the next OCP update;
- establish clear goals and objectives to strengthen and expand the existing EN. This will include a review and recommendation of potential targets and metrics to assure successful implementation of the EN;
- ~~developing a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GI tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning;~~
- over time, establishing new design objectives (e.g., ecological landscape design guidelines), policies and principles for city lands, operations, environmental stewardship initiatives and private developments to ensure integration with the EN;
- ~~exploring possible strategies to manage the EN based on the five goals and the Big Ideas presented within the 2012 Environmentally Sensitive Area Management Strategy;~~
- linking the EN to emerging social and economic opportunities (e.g., organic farming, community gardens, recreation, eco-tourism) that will encourage the use of the land in an ecologically responsible manner ~~and maximize GI opportunities;~~
- implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy and updating it every five years (~~by~~ Policy Planning);
- over time, updating the City’s Riparian Management Areas (RMA) Response Strategy, Parks and Open Space Strategy and related policies to reinforce the value of connectivity ~~through the implementation of GI;~~
- all private development and City works will comply with the City’s Environmentally Sensitive Areas policies, the City’s RMA setbacks (5 m or 16.4 ft. and 15 m or 49.2 ft.), the City’s Tree Protection Bylaw, the Fraser River Estuary Management Program (FREMP) project review process and will respond to the EN policies and all other applicable environmental legislation;
- as city resources enable, strategically acquiring portions of the EN that become available and are considered important properties to be owned by the City;
- continuing to establish partnerships, incentives, policies, programs and measures, as appropriate, to improve the EN;

d) Environmental Sustainability will take the lead role in implementing the Ecological Network.

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Riparian Management Map





OBJECTIVE 2:

Promote green infrastructure and the Green Infrastructure Network (GIN) and their underlying ecosystem services (e.g., clean air, water, soils), on all (e.g., city and private) lands (by Environmental Sustainability).

Green infrastructure is referred to as the physical environment within and between our cities, towns and villages, forming a network of multi-functioning open spaces, including formal parks, gardens, woodlands, ponds, wetlands, watercourses, green corridors, street trees and open fields/lands (Davies, McFarlane, McGolin, and Roe, 2006). Occurring at a variety of scales (i.e. site, building, neighbourhood, community, regional, etc.), the green infrastructure supports the function and quality of communities, including ecological systems. The Green Infrastructure Network (GIN), describes the interconnected network of these natural and engineered "green" elements occurring at a variety of scales and is a foundational support tool for the function and quality of communities and ecological systems. Green Infrastructure Network elements include the built and the natural environment such as district energy systems, green buildings, permeable pavement, eco-industrial development, and storm-water management. The Green Infrastructure Network provides the opportunity to create and enhance natural values through the development process.

POLICIES:

- a) expand the EN with a complementary Green Infrastructure Network (GIN) as the key management tool;
- b) develop a Richmond specific approach to promote and track GIN green infrastructure (GI) opportunities to support for the Ecological Network (i.e. parks, natural spaces, riparian management areas, Fraser River foreshore, agricultural lands, etc.). This can be done by a variety of means (e.g., improved landscape edge plantings, buffering, continuous connections to ecological corridors), through the City's capital and operation projects, policies and development application requirements (e.g., the construction of storm water management ponds, wetland rehabilitation, district energy in city and private developments);
- c) over time, establish an Invasive Species Management Program which includes community and institutional partners, to reduce the spread of invasive species and consequent loss of biodiversity;
- d) create educational and outreach materials that interpret the direct value of the green infrastructure and the GIN, their underlying ecosystem services and significant natural features in the City;
- e) develop a toolbox of planning and environmental policies to support site and neighbourhood level planning processes to integrate the GIN tool within the EN. This will include the identification of opportunities to acquire, enhance and protect lands through redevelopment and rezoning;
- f) Environmental Sustainability will lead the implementation of this Objective 2.



OBJECTIVE 3:

Proactively implement practices to protect and improve water, air and soil quality.

In the course of the City's ongoing operations as well as the redevelopment and use of ~~City and~~ publicly owned lands, opportunities exist to not only preserve but actively improve environmental conditions. In some cases, new or strengthened City policies will be implemented; incorporating performance targets. Of particular note is the Integrated Stormwater Management planning process already underway, which will provide a framework to guide development towards sustainable rainwater management practices.

POLICIES:

- a) incorporate ecological values (~~e.g., ESA, RMA, Parks, Tree Bylaw~~), Ecological Network/~~green, and Green Infrastructure Network~~ opportunities and consideration of targets into the City's Integrated Stormwater Management Plan being developed under Regional and Provincial process. Targets will be considered for inclusion within the City's Sustainability Framework programs. As part of plan implementation, encourage innovative measures to improve storm water quality and manage impervious areas where appropriate to reduce run-off volumes, sedimentation and erosion, and thus improve water quality;
- b) continue to partner with other government agencies in the Fraser River Estuary Management Program (FREMP) in regulating and assessing shoreline development along the Fraser River;
- c) prioritize the protection and enhancement of the Fraser River and West Dike foreshore habitat (e.g., RMA requirements, 30 m or 98.4 ft. foreshore and 30 m or 98.4 ft. inland setback buffer in accordance with the City's ESA development permit process) and the Parks and Open Space Strategy);
- d) assure compliance for all capital, operations, development applications and other projects for the City's 5 m or 16.4 ft. and 15 m or 49.2 ft. setback requirements for Riparian Management Areas (RMAs) and ~~Development Permit Application~~ for Environmentally Sensitive Development Permit Areas (ESAs);
- e) enhance the ~~protection of the~~ City's RMA network through the implementation of strengthened policy ~~and/or~~ bylaw approaches;
- f) overtime, review and update design guidelines to ensure that public access to natural areas is provided in a manner that best balances habitat protection with public access ~~and ecological connectivity~~ opportunities;
- g) establish and encourage Best Management Practices related to Air Quality and reduction of greenhouse gases, including education both internally and externally to the industrial, construction and agricultural sectors;
- h) cease the use of traditional pesticides through the ongoing implementation of the city's Enhanced Pesticide Management Program which includes the Pesticide Use Control Bylaw and educational initiatives which promote the use of new generation, low toxicity pesticides, organic gardening, natural lawn care, etc.;





- i) continue to expand City Operations practices to innovate best practices for landscape maintenance in the absence of traditional pesticides;
- j) continue to establish collaborative approaches with partner agencies to reduce the environmental (i.e. biodiversity loss), infrastructure and economic impact of invasive species expansion;
- k) continue to partner with senior governments and businesses to promote initiatives aimed at best practices for storm water management and spill response management;
- l) continue participation in the Site Profile system to assist the Provincial Ministry of Environment with screening and managing contaminated sites through the Development process;
- m) continue to work with senior government and other agencies to raise awareness of environmental and health impacts of discharges of polluting substances into the air, soil and water;
- n) over time, establish Adaptive Management Principles to better manage foreshore areas in light of the potential impacts of climate change (e.g., sea level rise);
- o) continue to partner with all levels of government and others to encourage more adaptable, resilient policies to better manage climate change ~~(e.g., assess potential climate change risks, better guide decisions)~~.

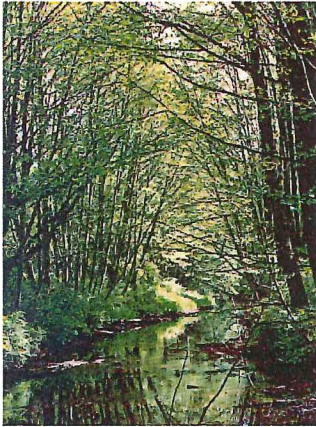
OBJECTIVE 4:

Develop Partnerships for “Ecological Gain”.

Supporting the objective of improving baseline indicators such as water quality ~~over time~~, the City will work towards creating a net gain in ecological values through the process of development, zoning and City capital and operation projects. This “Eco-Plus+” approach integrates environmental improvements as part of the City’s capital operations and the development process, rather than simply managing impacts. Combined with the Ecological Network concept, this provides the framework for creating strategic improvements to the City’s ecological values over time.

POLICIES:

- a) incorporate Ecological Gain principles into all City and development approval projects to maximize environmental values and benefits to the Ecological Network ~~and the green infrastructure management tool~~;
- b) consider the review and establishment of a target or metric to use for tracking the implementation and success of the Ecological Gain concept.



OBJECTIVE 5:

Fostering Environmental Stewardship.

Richmond takes pride in its beautiful setting at the mouth of the Fraser estuary. The City is defined by its proximity to the river, its history in agriculture and fishing as well as its diverse ecological values. With significant growth and the arrival of many new immigrants to the community an unrivalled opportunity presents itself to create a City-wide program of environmental education and awareness. With diverse cultural approaches to environmental stewardship, the City will take a leadership role in interpreting and valuing our natural environment to both long-standing and new residents.

POLICIES:

- a) identify and establish opportunities to support the Ecological Network through volunteer driven stewardship initiatives;
- b) continue to work with partner organizations, other levels of government, multicultural organizations and First Nations to develop and deliver environmental stewardship initiatives and collaborations that embrace the City's Ecological Network principles;
- c) ensure outreach and educational programs in environmental stewardship are relevant to a multicultural audience;
- d) seek out sponsorship and private sector support for environmental stewardship and place-making initiatives;
- e) encourage the formation of community based volunteer environmental stewardship organizations.

EN-Implementation

To implement Objectives 1 to 5, Environmental Sustainability will take the lead role which includes enhancing the Ecological Network by developing the Green Infrastructure Management Tool within the Network. The Green Infrastructure Management Tool will:-

- define management strategies;
- establish measurable targets;
- refine the conceptual Ecological Network Map to improve usability;
- refine how the Ecological Network will be integrated into the planning and development application processes.

As this work is ongoing and subject to City priorities and budgets, the implementation of projects will be determined in annually in Environmental Sustainability approved work programs and budgets. Environmental Sustainability will lead projects with assistance Policy Planning, Parks, Engineering and other City departments and stakeholders.



OBJECTIVE 6:

~~The~~ Achieve long-term protection for Environmentally Sensitive Areas (ESAs) ~~will be achieved~~ through the implementation of the 2012 ESA Management Strategy.

POLICIES:

- a) ESAs are identified in OCP Schedule 1 Attachment 2 Map;
- b) continue to provide protection for ESAs by requiring ESA Development Permits for proposed development activity in ESAs to ensure that development proposals meet ESA policies and guidelines;
- c) ensure that the ESA DP~~s~~ reviews~~s~~ and minimize the impacts of the proposed development ~~o~~in the ESA;
- d) continue to require environmental impact assessments in cases where development applications are likely to negatively impact the ESA;
- e) strive to achieve additional protection for ESAs, by facilitating the environmentally sensitive development on lands adjacent to identified ESAs through particular attention to the subdivision of land, siting of buildings and structures, the provision of parking, storage and landscaping areas, and allow stormwater retention during rain events;
- f) encourage the restoration and re-creation of natural habitats to enhance ESAs, particularly those which are under City ownership;
- g) review and update the ESA policies and areas at least every five years;
- h) Policy Planning will lead the implementation of this Objective 6.



10.0 Open Space and Public Realm

The Public Open Space System is comprised of:

- outdoor spaces available for public use that are either publicly owned (e.g., parks and trails) or are secured through legal agreement with private landowners (e.g., plazas, squares and pedestrian walkways).

The Public Realm is comprised of:

- streets, plazas, squares, boulevards, and pedestrian and cycling linkages between and through neighbourhoods

OVERVIEW:

Parks and other types of public open space play a vital role in the quality of life and vibrancy of a city. A well designed, well connected system of parks and trails, greenways and streets, plazas and squares, waterfronts and waterways significantly contribute to individual and community wellness in the following ways:

- **Promote Healthy Lifestyles:** Convenient access to parks and open spaces is a strong indicator for healthy levels of physical activity. Access to places to walk, the most common reason people cite for visiting parks and trails, is a critical service the System can provide. Contact with nature and even simple green spaces with grass and trees, have been shown to have profound psychological and physical benefits, for example, reducing stress and contributing to the healthy development of cognitive functions in children such as memory formation and spatial learning.
- **Foster Community Cohesiveness:** Community cohesiveness is stronger where there are opportunities to engage in informal social contact, to play together, and where people of diverse ages and backgrounds can engage in shared experiences. The sports fields, playgrounds, places to walk dogs, community gardens, and public plazas play a central role in fostering a strong sense of community.
- **Support a Healthy City Environment:** The quality of city life is determined, in part, by the quality of the urban environment. The System **contributes to the Ecological Network (EN)** and provides desirable ecosystem services such as mitigating temperature extremes, improving air and water quality, contributing to biodiversity and ecological health, and reducing the need to expand expensive infrastructure such as stormwater systems. These services have a positive impact on human health, as well as **reducing** infrastructure operating costs.



OBJECTIVE 4:

Strengthen pedestrian, rolling (e.g., wheelchairs, scooters, etc.) and cycling linkages among every element of the city (neighbourhoods, schools, civic spaces, neighbourhood shopping centres, parks, natural areas, streets, commercial areas and industrial parks).

POLICIES:

- a) improve connections across the existing City-wide trails system;
- b) continue to improve pedestrian, rolling and cycling linkages within neighbourhoods to key destinations and amenities;
- c) improve the wayfinding and signage system for parks and major public destinations;
- d) expand the range of opportunities for cycling routes separated from automobile traffic.

OBJECTIVE 5:

Strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rain water management, carbon sequestering) integrated within the open space and public realm **system-to strengthen and contribute to the Ecological Network.**

POLICIES:

- a) protect, enhance and sustain ecosystem services in parks and other public open spaces **as these are significant parts of a robust Ecological Network (see Chapter 9.0);**
- b) as practical, connect significant **eEcological nNetwork** assets **via with-existing or enhanced eco-**corridors (linear connections between ecosystems that facilitate the movement of species, water, nutrients and energy increasing the viability of those ecosystems);
- c) provide more opportunities for people to experience nature (e.g., bird watching, nature walks);



- d) provide recreational opportunities to appreciate and participate in agricultural activities;
- e) provide leadership in education and awareness of Richmond's unique ecological assets.



OBJECTIVE 6:

Showcase Richmond's world-class waterfront and enhance the Blue Network (the Fraser River shoreline and estuary, and the internal waterways, the sloughs, canals, and wetlands) for their ecological value, recreational opportunities, and enjoyment.

POLICIES:

- a) protect, ~~and~~ enhance and connect the ecological values and public amenities in the Blue Network (e.g., trails, piers, floats, beaches, riparian areas and the foreshore);
- b) continue to acquire land for the waterfront park on the Middle Arm in City Centre;
- c) continue to support the City's signature maritime events (e.g., Ships to Shore, Maritime Festival, Dragon Boat Festival);
- d) develop recreational opportunities on and around sloughs and canals;
- e) deliver educational and interpretive programs that increase the community's connection to the Blue Network;
- f) include water as an element in the urban environment (e.g., Garden City Park stormwater detention pond, Water Sky Garden at the Oval).



3.6.2 Broadmoor Neighbourhood Centre Policies

OVERVIEW:

In 2010, the City approved a plan to densify the Broadmoor shopping centre. This plan underwent considerable public consultation and was well received by the neighbourhood. As part of this process, specific objectives, policies and Development Permit Guidelines were included in the OCP.

OBJECTIVE 1:

To establish policies for the Broadmoor Neighbourhood Centre to guide its long-term redevelopment.

POLICIES:

a) general:

- the redevelopment of the Broadmoor Neighbourhood Centre is to be consistent with the OCP policies and Development Permit (DP) Guidelines. The Council approved "Broadmoor Neighbourhood Service Centre Master Plan" dated April 7, 2010 has been prepared to guide Centre redevelopment. The 2041 OCP policies and DP Guidelines shall prevail, in the event of a conflict;

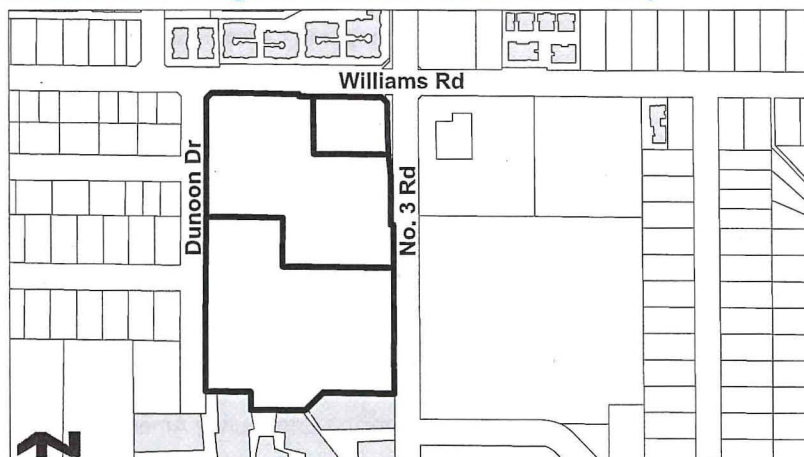
b) precedence:

- if there is a conflict with respect to a land use designation between the 2041 OCP Land Use Map and the more specific maps referred to in this section, the more specific map designations referred to in this section shall take precedence;

c) Broadmoor Neighbourhood Service Centre Area:

- see map;

Broadmoor Neighbourhood Centre Area Map



d) vision:

- the long-term Broadmoor Neighbourhood Centre Vision is: "A vibrant, accessible and sustainable mixed use hub where people will be able to live, work and meet their daily needs";



e) flexibility:

- over the anticipated 30 year redevelopment period, as the Shopping Centre redevelops, owners clarify their proposals, more specific technical studies are completed and requirements become better known, Council may modify the OCP policies and DP Guidelines, and Master Plan, as necessary;

f) mix and range of land uses:

- generally, the mix of land uses will be 60% residential with a variety of housing types and 40% commercial (e.g., retail and office);
- the Broadmoor Neighbourhood Service Centre land uses are to be as per the OCP Definitions (e.g., Neighbourhood Service Centres);

g) density:

- base: The base density will be 0.5 Floor Area Ratio (FAR);
- maximum density: The maximum overall density will be 1.5 FAR and minor density variations across the site may be allowed, subject to Council approval.

h) Building Height:

- Generally, the maximum building height of the redeveloped Broadmoor Neighbourhood Service Centre will not exceed 6 storeys (e.g., 24.3 m [80 ft.]) and the whole Centre area is not to be redeveloped to 6 storeys (e.g., 6 storeys along the arterials, lower elsewhere).

i) Sustainability:

- Broadmoor Neighbourhood Service Centre redevelopment is to incorporate sustainability features (e.g., Leadership in Energy and Environmental Design).

j) Development Permit Guidelines:

- Shopping Centre redevelopment is to be consistent with the OCP Development Permit Guidelines.

k) City Infrastructure:

- The infrastructure to support the redevelopment of the Centre shall be as per City requirements and technical studies.

l) Financing Infrastructure:

- The financing of Centre infrastructure is to be primarily by developers in a variety of ways including Development Cost Charges (DCCs) (for roads, water, sanitary, drainage, parks) and other mechanisms (e.g., service agreements, latecomer charges, phased development agreements).

m) Financing Community Amenities:

- The financing of Centre community amenities (e.g., affordable housing, child care, community planning services, community beautification — above and beyond the City's standard servicing agreement requirements) is to be primarily by developers, through density bonusing, phased development agreements and other means;



- **Density Bonusing:** (additional density above the base 0.5 FAR) may be allowed where developers:
 - meet the Council approved Affordable Housing Strategy requirements;
 - provide as per the approved Neighbourhood Service Centre Master Plan, a Broadmoor Community Amenity Contribution (e.g., \$2.00 per buildable square foot) which is to be allocated as follows: \$1.00 for child care and \$0.75 for community beautification;
- Phased Development Agreements and other mechanisms (e.g., voluntary contributions) may be used to obtain funds for community planning services (e.g., \$0.25 per buildable square foot);
- The provision of public art is encouraged, voluntary and where a voluntary contribution is provided, it is to be at \$0.60 per buildable square foot;
- Other amenities, as may be determined by Council.

3.6.3 Noise Management

OVERVIEW:

There are several types of urban noise, which affect Richmond:

- noise from construction activity;
- land use noise from the Canada Line on residential uses and certain land uses (e.g., industrial uses on residential uses);
- ambient noise, such as traffic noise;
- aircraft noise.

Construction Noise

The City's Noise Bylaw regulates the hours of construction activity.

Land Use Noise

It is increasingly important to minimize unwanted noise from the Canada Line on nearby residential uses and from new industrial and commercial uses on any nearby residential uses, and by new multiple family residential uses on nearby industrial and commercial uses.

Ambient Noise

It is increasingly important that noise issues are addressed as the volume of City activity and the number of people affected increases.

Airport Noise

Airport noise falls under the Vancouver International Airport's (VIAA) jurisdiction. Both the VIAA and the City work towards managing airport noise and aircraft noise sensitive development in a complementary manner.

The City's goal is to:

- better co-ordinate and balance City, VIAA and other stakeholder interests to achieve economic, and social development, and environmental protection, while minimizing aircraft noise related complaints and legal challenges to restrict or curtail airport operations;
- enable the VIAA to continue to operate and expand as a World Class Gateway airport and business which operates on a 24-hour per day (daytime and nighttime) basis;

Plan Interpretation

What is the Official Community Plan (OCP)?

The OCP is a legal community planning document for managing the City's social, economic, land use, urban design, servicing, transportation and environmental future. It sets out a vision, goals, objectives, policies, guidelines and land use designations that reflect overall community values that have been determined through a public consultation process.

How is the Plan organized?

The OCP is comprised of:

1. Schedule 1: the overall OCP; and
2. Schedule 2: Area Plans and Sub-Area Plans.

Area Plans cover portions of the 15 planning areas within Richmond (see Planning Area Boundaries Map and OCP Land Use Map).

Sub-Area Plans refer to smaller areas within specific planning areas.

The OCP addresses broad city-wide issues while the Area Plans and Sub-Area Plans address local neighbourhood issues.

Land Use Maps—Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Land Use Map (Schedule 1) and the Area Plan or Sub-Area Plan Land Use Maps (Schedule 2), the Area Plan or Sub-Area Plan Land Use Maps shall take precedence with the exception of sites designated OCP Conservation Area in which case this land use designation in Schedule 1 shall take precedence notwithstanding conflicting information which may be shown in Schedule 2.

Environmentally Sensitive Areas (ESA)

The ESA policies, guidelines, and designations shown in Attachment 2 to the OCP (Schedule 1) supercede any contained in the Area Plan or Sub-Area Plans (Schedule 2).

Aircraft Noise Sensitive Land Use

The Aircraft Noise Sensitive Land Use policies, guidelines and locations in Section 3.6.3 of the OCP (Schedule 1) supercede any contained in the Area Plan or Sub-Area Plans (Schedule 2).

How does the OCP work?

As a City document, the OCP can only encourage senior levels of government to take action; it cannot force or require senior governments to act. When implementing the OCP, the City will take into account agreements with other agencies.

Seeking Clarification

The OCP is to be read as a whole and specific topics (e.g., townhouses) may be addressed in several chapters and maps, and in Development Permits Guidelines. For clarification of the OCP policies and maps, please consult with City planning staff. Council or its designate make the final decision.



1.0 Moving Towards a Sustainable Community

1.1 A New Plan for the Future—2041

An Official Community Plan (OCP) is a City's statement of its long-term future community planning vision by describing the kind of community into which the City wishes to evolve. As a legal document under the Local Government Act, the OCP provides the City with one of its most powerful tools for bringing its vision to reality. The City of Richmond adopted its first OCP in 1986, updated it in 1999 and is now updating it to take the City to 2041. Updates follow about every ten years to guide land development and align with the region's plans and respond to current issues.

Globally, regionally and locally, the next 30 years will be marked by a range of challenges such as the impacts of climate change, environmental quality, energy reduction, food insecurity and an aging population. The City, through adoption of a 2010 Sustainability Framework, began to chart a course to move towards being more resilient and adaptable in the face of these challenges. The Sustainability Framework helps the City imagine and design a better future. This OCP Update is guided by the following Vision of a Sustainable Richmond:

"A sustainable and healthy island city that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is a place where people live, work, and prosper in a welcoming, connected, accessible and vibrant community. In Richmond, the health of the people and the health of the eco-system are sustained through community participation and long-term economic, social and environmental well-being."

"The community planning decisions which municipalities make have as much or more of an impact on the health of people than the decisions which doctors and hospitals make". These decisions include providing opportunities for affordable housing, child care, recreation, parks, trails, densification, walkability, access to nature and healthy lifestyles."

Dr. Patrick O'Connor, Vice President, Medicine, Quality, and Safety, Vancouver Coastal Health, June 2012.



The ~~new~~ 2041 OCP provides an opportunity to better address these challenges and work towards becoming a more adaptable and resilient City. The issue is how we can build on the strengths that have shaped Richmond and what we need to change, to meet the challenges of an ever-changing world.

This 2041 OCP establishes a broad 2041 vision, supporting goals, objectives, policies and new directions respecting land use, mobility, infrastructure, an ecological network and parks and open spaces. The City continues to place an emphasis on improving the health of neighbourhoods, building a vibrant downtown, fostering a resilient economy and a healthy business climate, addressing recreational needs, enhancing social development, preserving environmental quality and promoting the arts, culture and heritage.

This new OCP strives to continue to develop the City as a great place, and a greener, more resilient, connected and healthy City.



1.2 The Planning Process

Community Engagement

In June 2009, Council directed that the 1999 Official Community Plan be updated to 2041 and approved a range of OCP background studies (e.g., 2041 population and employment estimates, employment lands, social planning, parks and open space, and environmentally sensitive area management strategies). The OCP Update has been made possible by the extensive participation of residents, business owners, stakeholders (e.g., Richmond School Board, YVR, Port Metro Vancouver, Metro Vancouver, Urban Development Institute) community groups and the City's advisory committees. The process involved three major rounds of community consultation beginning in November 2009 with over ~~30~~ 28 public open houses over the 2 ½ year period, City-wide surveys and online discussion forums.



As well, separate community consultation processes were undertaken for the:

- 10 Year Social Development Strategy (twelve meetings with stakeholder and advisory committee groups, one online discussion forum and four study circles (Cantonese, Mandarin, recent immigrants and the general public);
- Parks and Open Space Strategy (seven focus groups).

Several hundred visitors came to the online discussion forum site with over 91,000 site visits and many comments posted.

Recurring Themes and Messages

Certain themes emerged:

- provide more housing choices to facilitate better aging in place, complete neighbourhoods and affordable housing;
- undertake neighbourhood shopping centre densification planning;
- retain industrial lands and encourage office uses in the City Centre;
- improve streets and connectivity in neighbourhoods;
- provide more parks and open space;
- retain agricultural lands;
- improve transportation, transit service, and expand the cycling network across the City;
- have more walkable and accessible neighbourhoods;
- improve the ecological network and its services;
- improve opportunities to access the shoreline.

Also, residents say that they are willing to consume and waste less, use their cars less and make energy and other environment improvements in their homes and offices.



OCP Update Concept

In April 2011, Council endorsed a 2041 OCP Concept based on the above public input, the findings of the OCP studies, City priorities, and sustainability principles. The 2041 OCP is based on the OCP Concept.



A Regional View

The City of Richmond is the fourth largest City in Metro Vancouver (MV) and a member municipality of the wider 22 member Metro Vancouver Region. A new Regional Growth Strategy, *"Metro Vancouver 2040 - Shaping Our Future"*, adopted by the MV Board in July 2011 is a framework to manage future development where the region will grow from 1.2 million to 3.4 million by 2040. It is a shared commitment by Metro Vancouver and member municipalities to work together to create a livable and sustainable region through the achievement of common regional goals.

The City and Metro Vancouver are committed to working in partnership to achieve the following shared goals:

- creating compact communities and directing growth to areas already designated for urban development;
- creating complete communities that are more walkable, mixed use and transit-oriented to reduce automobile use;
- supporting a sustainable economy by protecting and supporting employment lands (e.g., industrial);
- protecting agricultural, recreational and conservation lands that provide valuable ecosystem services;
- encouraging land use and public infrastructure capacity improvements of the built and natural environments to protect the environment and withstand climate change impacts;
- supporting sustainable transportation choices that reduce energy consumption and greenhouse gas emissions, improve air quality and promote walkability, bicycling, rolling (wheelchairs, scooters) and transit.

A more detailed description of how the City's OCP policies support and relate to the Regional Growth Strategy is provided in Chapter 15—Regional Context Statement.



1.4 2041 OCP Vision

In 2041, Richmond has become a more sustainable City—a place of great spaces and experiences, whose greatest assets include its thriving downtown, diversified economy, healthy, ~~and~~ distinct and connected neighbourhoods, its island shoreline, open spaces, and protected and productive agricultural lands. Richmond has adaptable and prosperous businesses that enrich people, the community, the natural environment, the world and future generations.

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1.5 Key Issues to Address in Planning for the Future

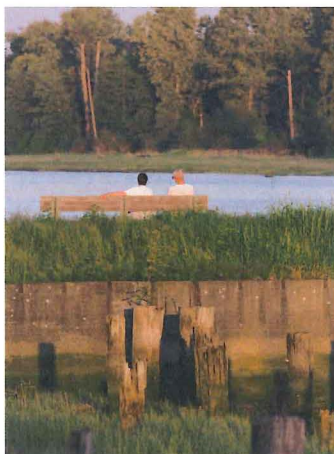
Below are some of the key issues that the 2041 OCP seeks to address.

Future Population Growth and Housing Demand

The City will grow by 80,000 people by 2041 and approximately 42,000 new housing units will be needed. The additional population will need to be accommodated within a limited land base so as to not impact the City's farmland or employment lands. While the City will be able to accommodate much of the growth through existing plans and policies, (e.g., West Cambie and the City Centre Area Plans), it will need to find ways to increase housing capacity for a portion of this growth. Much of the housing needed will be in the form of townhouses, anticipated apartments in densified shopping centres and to some extent coach houses and granny flats in areas outside the City Centre.

Aging Population and Changing Demographics

The number of people over age 65 will substantially increase by 2041. They will represent 26% of the population in 2041 compared to 14% in 2011. The over 75 age group will represent 15% of the population in 2041 compared to 6% in 2011. Some will be active and healthy and others will be frail and will have health problems associated with advancing age. This will have implications for providing services or special programs to ~~these age groups over 75 age group~~ in the community. Some will want to "age in place"—that is, remain living safely in their own community despite declining abilities and enjoy the familiar social, cultural and spiritual connections that enrich their lives. The challenge will be to find ways to develop suitable housing choices and more accessible services (easy access by walking, rolling, transit) to allow them to "age in place" and meet their shifting mobility needs.



Community Well-Being

Richmond is one of the most multicultural cities in Canada and the change in demographics has taken place quite recently. Richmond has a large and growing diverse population with more than 65% of the City's residents being visible minorities and of different ethnic backgrounds, which makes the City a vibrant and culturally diverse place to be. The City will need to continue to bring these diverse people together in meaningful ways and to better integrate them into all aspects of City recreation and social programs. Immigrants and newcomers will be welcomed.



Placemaking

Richmond has access to nature, open spaces and a quality of life often associated with smaller communities; however, with development, change is occurring perhaps at a faster pace than some residents would like. The challenge will be to create new pleasant, enjoyable and memorable places, while embracing older special character areas through urban design, heritage conservation and animation of the public realm.

Economic Uncertainty and A Levelling Off Of Boom Bust Cycles

To address economic uncertainty and boom bust cycles, Richmond will need to: maintain a diversified economy through a favourable business climate, support global industries that provide high paying jobs, support the financial well being of the City's population by enabling them to work where they live and through careful planning, not re-designating Richmond's needed employment lands for residential development.

Economic uncertainty and "boon-bust" cycle challenges indicate a need to:

- maintain a diversified economy through a favourable regional and city business climate;
- support global business and industries that provide high paying jobs;
- maintain the financial well being of the population and residents ~~who to~~ work where they live;
- protect employment ~~;~~ lands (e.g., industrial, office, retail, institutional).

Food Security

Like most urban communities, Richmond imports the vast majority of its food, creating concerns for the stability of the food supply in the face of rising energy costs and climate change. ~~Paradoxically, as~~ nearly 39% of Richmond's land base is protected agricultural land, the potential exists for this valuable asset to help meet local food security needs. There is also a demand for community garden space for those who lack access to land.

Accessibility

"Accessibility" means the ability to approach, enter, use and/or occupy buildings and spaces by persons with physical or sensory disabilities". Richmond is recognized as leader in accessibility, is one of Canada's most accessible cities and wishes to build on these achievements. The City enjoys its effective working relationship with the Richmond Centre on Disability,



seniors and other community stakeholders. In 2041, the average age of the population will be older and there will be more people with accessibility limitations (e.g., physical, mobility, hearing, seeing, mental challenges). Many want the option of aging in place, rather than having to leave the community as many grew up here. Older residents, visitors and tourists and those with limitations make significant social and economic contributions to the community as they have valuable social, life and job knowledge and skills. They also have a significant positive effect on the local economy and businesses. To address these needs, the OCP aims to make the City even more accessible, for example, by requiring accessibility measures in neighbourhoods as shopping centres densify; in new residential, commercial and institutional buildings; along streets, sidewalks and trails; in parks, parking lots and bus shelters, and through building design. As accessibility needs and solutions evolve, one initiative which the City proposes is to continue working with the Richmond Centre on Disability (RCD), seniors, the community, Urban Development Institute (UDI) and Richmond small home builders group, to increase housing accessibility (e.g., accessible housing, adaptable housing, convertible housing, housing visitability, and aging in place and barrier free housing). The study is to be completed within one year of OCP approval.

Social Issues

There is a range of social issues to address including vulnerable population groups which will place demands on services and programs. The high and rising cost of living which includes significant increases in housing prices will contribute to economic hardship for some. For a large percentage of residents, renting or owning an affordable home is a problem because of employment challenges, fixed income or those whose wages have not kept up with the increase in the cost of living. There are long waitlists for supportive and subsidized rental units for families, seniors, people with disabilities and low-income singles of all ages. The challenge will be to find ways to ensure that the City has adequate and affordable housing to meet the full range of income and needs.

Climate Change and a Large Environmental Footprint

The earth's climate is changing. Increasing green house gas emissions are causing a rapid rise in global temperatures and the effects will be felt both now and into the future. A fundamental challenge for Richmond and all communities will be to significantly reduce greenhouse gas emissions and find ways to ensure that the City is adapting to the effects of climate change. In Richmond, approximately 55% ~~56%~~ of greenhouse gas emissions are transportation related and approximately 41% ~~40%~~ come from the way buildings are built and operated. The City's targets are ~~to~~ ~~reduceing~~ community-wide GHG emission levels by 33% from 2007 levels by 2020 and 80% by 2050. Council has endorsed a 10% energy reduction from 2007 levels by 2020. The City will need to find ways to design its neighbourhoods and buildings to reduce the demand for fossil fuels and shape travel choices so that transit, walking, rolling, cycling and transit are the preferred modes of travel. It will also need to find ways to manage sea level rise, and anticipated increases in the intensity and duration of rainfall.

Financial Challenges

With increasing demands for services, social programs, affordable housing, and maintenance costs to the City's infrastructure, more funding options will need to be explored (e.g., with senior governments to develop more funding sources, ideally without raising taxes).



1.7 Richmond Demographics and Changes to 2041

2041 Population Estimates

Since 1967, the City's population growth has averaged 2.7% per year. Currently, there are 200,000 residents in Richmond.

- Richmond will grow by 80,000 people by 2041. More population growth will occur in the City Centre (61%) than in the rest of Richmond. The City Centre will double its population by 2041 and increase its share of the City's population from 25% in 2011 to 36% in 2041.

2011-2041 Richmond Population Growth

| Where | Existing 2011 | 2011-2041 30 Years | Future 2041 |
|---------------------|---------------|-----------------------|-------------|
| City Centre | 50,000 | +50,000 | 100,000 |
| Outside City Centre | 150,000 | +30,000 | 180,000 |
| Entire City | 200,000 | +80,000 | 280,000 |

Source: Urban Futures

2041 Housing Estimates

Currently, there are estimated to be 73,000 dwelling units in Richmond.

The City Center will add the most housing between 2011 and 2041, approximately 55% of future housing growth; Central Richmond (e.g., Thompson, Seafair, Blundell, Broadmoor, and the residential portion of Shellmont: 25%) and North Richmond: 10%.

- Much of the new housing growth in the area outside of the City Centre will be accommodated primarily by a range of densifying housing options along arterial roads or around neighbourhood shopping centres.



2011-2041 Richmond Housing Projections

| Where | Existing 2011 | 2011-2041 30 Years | Future 2041 |
|---------------------|---------------|-----------------------|-------------|
| City Centre | 24,000 | +23,000 | 47,000 |
| Outside City Centre | 49,000 | +19,000 | 68,000 |
| Entire City | 73,000 | +42,000 | 115,000 |

Source: Urban Futures

2041 Housing Types

- 75% of the City's new apartment development will occur in the City Centre, with 10% in North Richmond (e.g., Alexandra neighbourhood) and 5% in Central Richmond around the neighbourhood shopping centres.
- 50% of the new ground oriented housing (GOH) is projected to occur in the City's predominantly residential area of Central Richmond (e.g., Thompson, Seafair, Blundell, Broadmoor and the residential portion of Shellmont), while 30% will occur in the City Centre, 10% in Hamilton and 8% in North Richmond (Alexandra Neighbourhood).
- Steveston's share of net additional housing units (both apartment and ground oriented) on a City-wide basis is projected to be modest because of the constraints on available and developable land.

2011-2041 Richmond Housing Types

| Where | 2011 Estimate | | | Change Between 2011 and 2041 | | | 2041 Projection | | |
|---------------------|---------------|--------|--------|---------------------------------|---------|---------|-----------------|--------|---------|
| | GOH | Apt | Total | GOH | Apt | Total | GOH | Apt | Total |
| City Centre | 7,200 | 16,800 | 24,000 | + 4,800 | +18,200 | +23,000 | 12,000 | 35,000 | 47,000 |
| Outside City Centre | 41,000 | 8,000 | 49,000 | +13,000 | + 6,000 | +19,000 | 54,000 | 14,000 | 68,000 |
| TOTAL | 48,200 | 24,800 | 73,000 | +17,800 | +24,200 | +42,000 | 66,000 | 49,000 | 115,000 |

Source: Urban Futures

Ground Oriented Housing: Includes single detached houses, duplexes, townhouses, row houses and other forms of housing that have their own private entrance and access to a private outdoor area at the ground level (not necessarily on the ground—can use stairs), secondary suites, coach houses and granny flats.

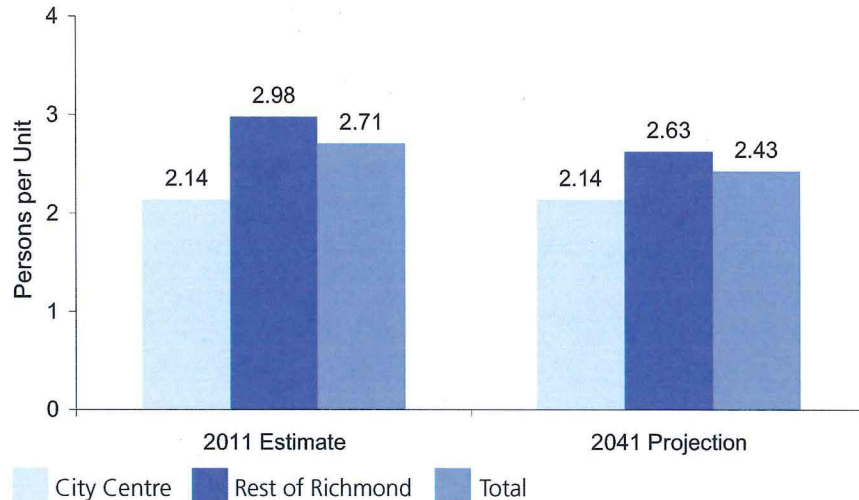
Apartment Housing: Housing which does not have its own private entrance (i.e., is accessed from a common indoor corridor) or access to a private outdoor area at the ground level and includes buildings 4 or less storeys (low-rise), 5 to 8 storeys (mid-rise) and 9 or more storeys (high-rise).



2041 Average Household Size

- The total number of households will increase, which means that more housing units will be needed, but average household size will decrease, which means there will be a demand for smaller housing units.
- Household sizes are decreasing outside of the City Center and in Richmond as a whole because of the aging population, ~~the~~ trend towards more multiple family housing forms and an increase in the prevalence of a secondary suite in most new single family homes.

Average Household Size in Richmond

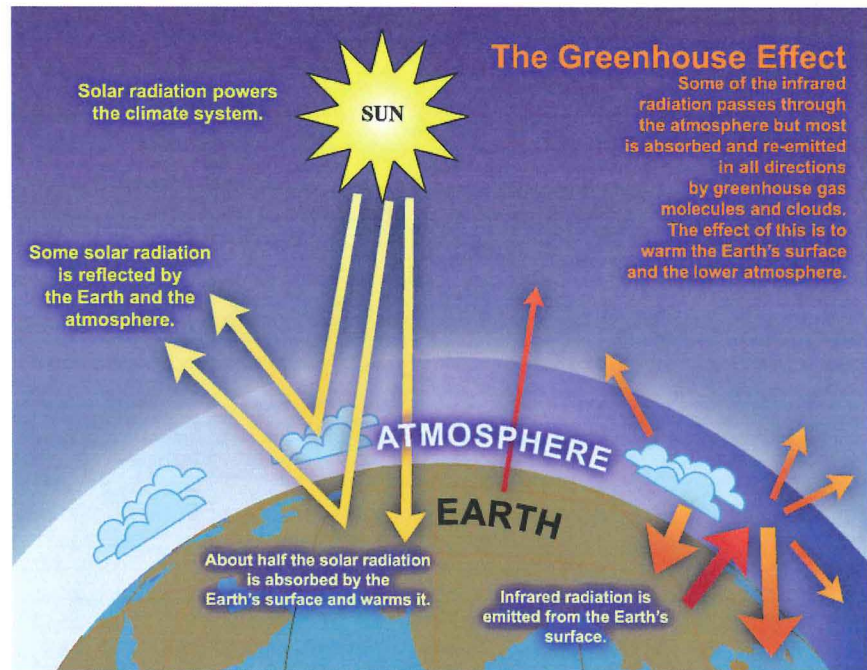


Source: Urban Futures

- The average size of households which dropped in the last few decades will drop even more, so that demand for less costly, smaller housing will continue.

2041 Age Distribution

- The +65 age groups are projected to grow faster than average, while all of the under 65 year age groups are projected to grow slower than average. The most significant change in absolute numbers is the growth in the numbers of two age groups:
 - +65-74—15,000 more people in 2041, which represents a 100% change from the 14,500 in 2011;
 - +75—30,000 more people from 12,500 people in 2011, which represents a 240% change;
 - the number of people in the 15-34 age groups will stay relatively the same.
- The increase in those over the age of 65 will bring a growing demand for housing forms that support aging in place. With a growing aging population, the number of persons with special access needs ~~(e.g., 25%)~~ can be expected to increase and the needs for accessible, supportive, and specialized housing will increase accordingly. Proportionally, only older age groups will increase, but the actual number of people in all age groups will increase.



The greenhouse effect (IPCC, 2007)

Primary human activities emitting greenhouse gases are those that involve the combustion of fossil fuels (e.g., heating our homes, driving our vehicles), those that generate waste and those that cause deforestation⁴. Scientists conclude that there will be serious consequences globally, regionally and at a local level if insufficient action is taken to reduce GHG emissions and adapt to unavoidable changing conditions⁵. Impacts may include diminishment in global food production, sea level rise, increased frequency and intensity of extreme weather events (e.g., storms, droughts, heat waves, natural disasters), energy servicing disruptions, infrastructure failures, species extinction and increased rates of disease⁶.

It is also known that, given already existing levels of greenhouse gas emissions, climate change is unavoidable and as such, some level of change will occur. Reducing further emissions is critical for reducing the amount of change that will occur and reducing the magnitude and extent of impacts. However, because not all levels of climate change can be averted, it is also important for communities to prepare for unavoidable change.

While climate change poses a significant challenge, responding to it presents opportunities for advancing overall sustainability. This is because many of the specific action initiatives that reduce impacts of climate change also simultaneously contribute to other sustainability objectives (e.g., community safety, resilient economies, strengthened local food security, live-work-play communities, reduced reliance on the automobile, higher performing buildings, and healthier natural environments).

⁴ IPCC Fourth Assessment Report, 2007. *The Physical Science Basis: Executive Summary*: http://ipcc.ch/publications_and_data/ar4/wg1/en/ch7s7-es.html

⁵ IPCC Fourth Assessment Report, 2007. 5 *The long-term perspective*: http://ipcc.ch/publications_and_data/ar4/syr/en/spms5.html

⁶ IPCC Fourth Assessment Report, 2007. 3.3.1 *Impacts on systems and sectors*: http://ipcc.ch/publications_and_data/ar4/syr/en/mains3-3-1.html



In the coming years, one of the most pressing challenges in securing a sustainable future will be to significantly reduce greenhouse gas emissions, and find ways to adapt to the unavoidable effects of climate change.

2.1 Managing Climate Change Response

OVERVIEW:

Effectively responding to climate change is a challenging endeavour, requiring a strategic approach and sustained effort. The City of Richmond has advanced a wide range of action initiatives to both reduce GHG emissions and prepare for change. A key challenge for the City of Richmond will be to integrate new ideas and emerging best practices in a manner which is cost-effective and results in meaningful benefits for the local community. Effective response, however, will depend upon sufficient action being taken by all sectors of society, including senior governments, businesses and the general public.

OBJECTIVE 1: A WELL-MANAGED PROGRAM

Advance a Climate Change Program that addresses climate change response priorities in a manner that supports the multiple needs of a sustainable community.

POLICIES:

- a) advocate that senior governments advance necessary climate change services and that local governments are resourced appropriately for taking meaningful action;
- b) as part of the City's Sustainability Framework, implement and regularly update the City's Climate Change Strategic Program to establish and address climate change response priorities, including capacity building, emission reduction, carbon sequestration and adaptation;
- c) develop and evolve targets for climate change response as part of the City's Climate Change Strategic Program;
- d) integrate climate change considerations for achieving a low-carbon and a climate-prepared City into key policies, plans, programs and services, including the City's land-use and development policies, Transportation Plan, Infrastructure Plan, Parks and Open Space Strategy, Flood Management Strategy, ~~Dike Dyke~~ Master Plan, Social Development Strategy, Environmentally Sensitive Areas Management Strategy, Emergency Plan and Economic Development Strategy;
- e) regularly measure and report progress towards meeting established targets;
- f) review and update policies in a timely manner to integrate evolving climate change knowledge and best practices.



OBJECTIVE 3:

Ensure that the City's neighbourhoods accommodate a range of uses with convenient access to jobs, services and recreation.

POLICIES:

- continue to identify the unique needs and preferences of **aging seniors**, youth, families and workers so that they can use and enjoy outdoor spaces, buildings, and transportation infrastructure;
- continue to improve mobility and accessibility for an aging population, monitor potential barriers and consult with seniors and the disability community regarding improvements;
- locate affordable housing close to transit, shops and services in neighbourhoods as much as possible;
- make green spaces and outdoor seating safe;
- work with senior governments and community agencies to strive for full accessibility for all ages and abilities.

OBJECTIVE 4:

Recognize the importance of schools in neighbourhoods (e.g., education, day care, recreation, health, literacy and community life).

POLICIES:

- continue to consult with the School Board to ensure that Richmond residents have access to a range of educational, **jobs employment**, recreation, sport, special event and community wellness opportunities, including where new school sites may best be located and how closed school sites may be used;
- strengthen pedestrian and cycling linkages between neighbourhoods and schools;
- create safe and walkable school areas and safe direct access to school sites;



FACT

Integrating different types of housing in a sensitive and well-designed way does not have a negative impact on neighbourhood residents in terms of decreasing property values, reported crime rates or neighbourhood complaints (i.e. noise, disruption and traffic).

Patterson, 2008 in Alice DeWolff in association with the Wellsley Institute, Dream Team and University of Toronto, 2008. We are Neighbours. Accessed November 26, 2010.



A significant portion of the rental housing stock is composed of secondary suites. Secondary suites increase the affordability of single detached housing for the homeowner, and at the same time provide affordable accommodation for renters. This is the same for coach houses and granny flats.

There is a shortage of special needs housing options for people who cannot have their housing needs met through the traditional housing market. These housing options include shelter beds, transition housing, community care facilities, and supportive housing units.

OBJECTIVE 1:

Encourage a variety of housing types, mixes and densities to accommodate the diverse needs of residents.

POLICIES:

- a) encourage a mix of housing types and tenures to support diverse needs (e.g., income and abilities), lifestyles (ages and values) and preferences (e.g., housing for older residents, persons with disabilities, rental and ownership housing, new homeowners and empty nesters, young workers and families);
- b) encourage a variety of forms of housing in neighbourhoods in appropriate locations to achieve housing choice including:
 - single family and infill housing;
 - secondary suites and other detached dwelling units (coach houses and granny flats);
- c) consider low and mid-rise multiple family housing (with grade access and private outdoor space) located near parks, schools, and community centres;
- d) consider fee simple row houses where there is lane access on a development site with at least 30 m (100 ft.) depth excluding the lane subject to a Development Permit application (e.g., within the City Centre such as the Spires Road area; within 400 m (1,312 ft.) or a five minute walk of a Neighborhood Service Centre such as Broadmoor or Hamilton);
- e) continue to implement the 2007 Richmond Affordable Housing Strategy and update it periodically;
- f) limit the demolition or strata conversion of existing rental units, (duplex strata conversions are acceptable), follow a no net loss rental policy and encourage a 1:1 replacement if a conversion of existing rental housing units in multiple family and mixed use developments is approved, with the 1:1 replacement being secured as affordable housing by a housing agreement in appropriate circumstances;
- g) make affordable housing a component of future neighbourhood planning;
- h) encourage partnerships with government and non-governmental agencies to support the creation of affordable, rental and special needs housing in the community and request increased senior government funding for it;



- i) encourage housing that incorporates “aging-in-place” concepts, accommodates special needs and supports independent living units;
- j) encourage seniors housing in locations central to community amenities, including public transit;
- k) consider the Seniors Affordable Supportive Housing Design Guidelines, City of Richmond, June 2002, in the planning, design and evaluation of seniors’ supportive housing projects;
- l) expedite rezoning and development permit applications, at no additional cost to the applicant, where the entire building(s) or development consist of affordable subsidized housing units;
- m) encourage the provision of indoor amenity space for the enjoyment and use of residents as part of multiple family development. In situations where it can’t be provided, cash in lieu, at an amount determined by Council Policy, may be provided.



Accessible housing is housing that can be approached, entered, used and/or occupied by persons with physical or sensory disabilities.

Adaptable housing is housing that is designed and built with basic universal housing features that do not affect the traditional look or function of the housing unit but add considerable utility to an occupant with mobility challenges.

Adaptable housing is limited to housing that is a single storey (i.e., apartment units).

Consistent with the BC Building Code, the basic universal housing features in adaptable housing include:

- one washroom with accessible:
 - toilet;
 - sink;
 - tub areas;
- one accessible bedroom:
 - doors and space;
 - window hardware and sill height;
 - closet;
- accessible kitchen:
 - counters;
 - cupboards;
 - plumbing;
- one living area:
 - window hardware and sill height;
- corridor widths and floor surfaces;
- outlets and switches;
- patio and/or balcony.

Additional basic universal housing features in Richmond include:

- task lighting at sink, stove and key working areas;
- easy to reach and grasp handles on cupboards;
- floor surfaces to be slip resistant.



3.4 Accessible Housing

OVERVIEW

The City of Richmond has always taken a proactive role with respect to accessible housing.

For example, in 2007, after consultation with the development industry (i.e., Urban Development Institute—UDI) and disability community (i.e., Richmond Centre on Disability—RCD), City Council adopted basic universal housing features in its Zoning Bylaw. Essentially, this provides an optional incentive for developers to build some apartments as adaptable housing. Where this is the case, 1.86 m² (20 ft²) per dwelling unit is excluded from the floor area ratio (maximum density) calculations. Over the past five years (2007–2012), it is estimated that approximately 10% of all the new apartment units that have been approved in Richmond were accessible (13% if you include one large project where nearly all of the apartments were accessible).

Similarly, Richmond has also endeavoured to ensure that some of its new townhouses are accessible. Over the same period of time (2007–2012), nearly every new townhouse project has provided at least one convertible housing unit within its development. Furthermore, close to half of all the projects involving more than 20 townhouse units provided two or more convertible housing units. All of this was done without any specific Zoning Bylaw provisions or density bonus (i.e., these convertible housing units were built by the developer through the Development Permit process).

All multiple family residential developments in Richmond are required to have aging in place features in all their new units.

With an aging population, it is expected that more people will require accessible housing in the future and/or have physical or sensory disabilities. Therefore, City staff want to continue working with RCD, seniors, UDI and ~~small time builders~~ the Small Home Builders group in Richmond who aren't part of UDI to come up with appropriate accessible housing requirements and incentives over the next year or two.



Convertible housing is housing that is designed and built to look like traditional housing but has features that are constructed or installed for easy modification and adjustment to suit the needs of an occupant with mobility challenges.

Convertible housing is limited to housing that is more than a single storey (i.e., townhouse units).

Typical convertible housing features include:

- vertical circulation such as wider staircase or the ability to install an elevator using stacked storage space;
- doors and doorways to entry, main living area, one bedroom and one washroom;
- corridor widths of hallways;
- one accessible parking space in garage and wider door to living area;
- one accessible washroom with toilet, turning diameter in kitchen;
- one window in living room and bedroom;
- outlets and switches;
- patios and/or balconies;
- wall reinforcement at top of staircase for future gate.

Aging in place is housing that is designed and built so that some accessibility features are provided now and so that others can be added more easily and inexpensively after construction.

Typical aging in place housing features include:

- stairwell handrails;
- lever type handles for:
 - plumbing fixtures;
 - door handles;
- solid blocking in washroom walls for future grab bars beside toilet, bathtub and shower.

OBJECTIVE 1:

Meet the existing need and future demand for accessible housing for the increasing population that has difficulties with or a reduction in their daily activities (e.g., mobility challenges).

POLICIES:

- a) aging in place continue to be required in all townhouses and apartments;
- b) adaptable housing features continue to be provided in apartments;
- c) convertible housing features continue to be provided in townhouse projects;
- d) City staff discuss with RCD, seniors, UDI and the Richmond ~~small-time~~ **builders Small Home Builders group** ways to:
 - establish a certain percentage of apartments with:
 - visitability;
 - adaptable housing;
 - establish a certain percentage of townhouses with:
 - convertible housing (e.g., the larger the project, the more convertible housing);
 - 1 storey design; or
 - adaptable features, master bedroom, kitchen and accessible three piece washroom on the ground floor;
 - provide incentives for all forms of accessible housing (including customer-driven barrier free housing).



4. Steveston

MAIN CHARACTERISTICS

Live:

- conserving its unique heritage character;
- a variety of compact, smaller and larger single family residential lots;
- townhouse residential and apartment residential uses scattered throughout the neighbourhood (including one older 7 storey seniors apartment);
- mixed uses (apartment residential over maritime uses or commercial and industrial uses).

Work:

- the key commercial node is the historic Steveston Village which is being conserved in heritage character;
- a few other commercial sites along Chatham Street and Steveston Highway;
- Steveston Harbour Authority industrial lands along the waterfront.

Play:

- Gulf of Georgia, Britannia Shipyard and Fisherman's Parks; Steveston Community Centre/Park, Garry Point Park, West Dike Trail, South Arm Fraser River open space and trails;
- McMath Secondary;
- 6 elementary schools: John G. Diefenbaker, McKinney, Manoah Steves, Lord Byng, Westwind and Homma;
- ~~visit~~ heritage, waterfront village.

MANAGEMENT HIGHLIGHTS

Connected:

- densify Steveston Village subject to the Steveston Village Heritage Conservation Strategy;
- encourage water~~front~~ connections and access within the Steveston neighbourhood for all of Richmond;
- prepare with senior governments and the Steveston Harbour Authority, a unified Steveston waterfront urban design policies and guidelines;
- assist the SHA in preparing its plans.

Healthy:

- retain waterfront walkways and access.

Diverse:

- convert Trites Road industrial area to single family residential and townhouse residential uses.

POLICIES:

- a) see Steveston Area Plan.



5. Blundell

MAIN CHARACTERISTICS

Live:

- predominantly larger single family residential lots, with some areas of smaller single family residential lots;
- coach house and single family residential lots along arterial roads with a lane;
- townhouse residential throughout the neighbourhood;
- a few apartment residential sites (including an older 7 storey apartment adjacent to Blundell shopping centre);
- serviced by a private elementary school and a number of churches.

Work:

- the key retail area is the Blundell Shopping Centre;
- some small commercial developments along No. 2 Road.

Play:

- Railway Avenue ~~g~~Greenway ~~and Linear Park~~;
- London Secondary School;
- 4 elementary schools: Blundell, McKay, Wowk and Richmond Christian.

MANAGEMENT HIGHLIGHTS

Connected:

- enable the Blundell Neighbourhood Centre densification planning process.

Healthy:

- the future use of the former Steveston Secondary School—TBD with School Board, City and Community discussion.

Diverse:

- encourage No. 2 Road, Gilbert Road and Railway Avenue to be distinct;
- new townhouse development envisioned along Blundell Road near Blundell Shopping Centre and along west side of Gilbert Road between Williams Road and Steveston Highway.

POLICIES:

- a) see Laurelwood and East Livingstone Sub-Area Plans.



8. Shellmont

MAIN CHARACTERISTICS

Live:

- predominantly larger single family residential lots;
- coach houses and compact single family residential lots permitted along arterial roads where there is an existing lane;
- multiple family residential predominantly in the form of townhouse development and some apartment residential;
- the former Fantasy Gardens site is undergoing a major mixed use redevelopment.

Work:

- the key retail areas are the Ironwood, Coppersmith and Sands Shopping Centres;
- some local commercial on Williams Road and No. 5 Road;
- Riverside Industrial Park used for both business park offices and industrial uses.

Play:

- Shell Road and South Dike Trail and Horseshoe, Lee and Hartnell Sloughs;
- the Gardens Agricultural Park;
- McNair Secondary School;
- 3 elementary schools: Woodward, Kidd and Kingswood.

MANAGEMENT HIGHLIGHTS

Connected:

- provide an attractive gateway to Richmond;
- the densification of the Ironwood Shopping Centre is not proposed;
- consider a new future lane and compact single family residential lots along the east side of No. 4 Road north of McNair Secondary School.

Healthy:

- recognize Shell Road corridor and various sloughs as important trails and ecological or riparian management areas;
- support the removal of isolated ALR properties in the Riverside Industrial Park.

Diverse:

- a variety of distinct land uses (commercial; industrial; business park offices; residential; parks);
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development;
- allow granny flats and coach houses in Edgemere where there is a rear lane.

POLICIES:

- a) see Ironwood Sub-Area Plan;
- b) see Granny Flat and Coach House Guidelines.

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10. City Centre

MAIN CHARACTERISTICS

Live:

- a variety of high density urban villages with multiple family residential housing forms (townhouse residential; low-rise and high-rise apartment residential; mixed use residential over commercial);
- single family residential are gradually being phased out, with exception of Acheson Bennett area and a portion of McLennan South.

Work:

- the primary location of concentrated commercial development in Richmond;
- commercial integrated with mixed residential development;
- significant employment lands located in the aircraft noise sensitive land use areas where residential development is not permitted;
- mixed uses.

Play:

- a concentration of cultural, educational and recreational facilities;
- improve existing park space and new parks to provide greater diverse activity;
- 3 secondary schools: Richmond, MacNeill and Station Stretch (alternative);
- 3 elementary schools: Anderson, Cook, and General Currie;
- **Reflect the need for an additional school in the City Centre area;**
- Oval, Middle Arm, Golden Village.

MANAGEMENT HIGHLIGHTS

Connected:

- provide a shorter street pattern to aid walking, cycling and rolling;
- encourage higher densities around the Canada Line stations;
- integrate Ecological Network principles and opportunities.

Healthy:

- complete the proposed Middle Arm Park to serve as an iconic “Jewel In The Crown” in the City Centre, which together with the Oval will dramatically increase the downtown’s attractiveness and function;
- plan the future of the Garden City Lands—TBD.

Diverse:

- housing, employment and recreation within distinct high density mixed use transit oriented urban villages.

POLICIES:

- a) see City Centre Area Plan and St. Albans, Acheson Bennett, McLennan North and McLennan South Sub-Area Plans.



11b. East Cambie

MAIN CHARACTERISTICS

Live:

- a combination of smaller and larger single family residential lots;
- townhouse residential and apartment residential uses.

Work:

- Cambie Shopping Centre is the key retail area;
- additional commercial areas include the Richmond Auto Mall and hotel/automotive/other uses near Highway 99;
- mixed employment areas include industrial and business park offices in the Airport Executive Park, Crestwood Industrial Park, Knightsbridge Industrial Park, etc.

Play:

- Richmond Nature Park, King George Park/Cambie Community Centre and Bridgeport/Shell Road and Bath Slough trails;
- Cambie Secondary School;
- 2 elementary schools: Mitchell and McNeely.

MANAGEMENT HIGHLIGHTS

Connected:

- densification **planning** of the Cambie Neighbourhood Centre may be undertaken;
- increase connectivity between the Nature Park, Community Centre and parks/sloughs.

Healthy:

- aircraft noise sensitive land development is subject to certain requirements or prohibited (e.g., no residential development in certain areas);
- the former Mitchell School and Sportstown sites represent two of the more major development opportunities (TBD).

Diverse:

- mixed employment lands are not envisioned for commercial purposes (other than a limited range of commercial uses), and will not be converted to residential development;
- new townhouse development is envisioned along Cambie Road and No. 5 Road because of proximity to Cambie Shopping Centre.

POLICIES:

- a) see East Cambie Area Plan.



13. East Richmond

MAIN CHARACTERISTICS

Live:

- limited housing because the majority of the area is in the Agricultural Land Reserve (ALR);
- some smaller agricultural lots only have a home (i.e., they are currently not being farmed).

Work:

- farming is the major employment;
- includes the western portion of Fraserwood Industrial Park included in this neighbourhood;
- also includes some industrial lands along River Road and a mixed employment area on No. 6 Road.

Play:

- Northeast Bog Forest;
- Mayfair Lakes, Green Acres, Country Meadows and Mylora Golf Courses;
- community institutional uses along No. 5 Road (and a few other scattered locations in the ALR).

MANAGEMENT HIGHLIGHTS

Connected:

- consider improving transportation for farming vehicles;
- possible future Blundell Road interchange at Highway 99 and connection to the Fraser Lands;
- complete a north/south cross city trail connection.

Healthy:

- continue to recognize farming and agri-related industries;
- ensure adequate buffers on residential lands abutting agricultural properties;
- provide pedestrian, bicycle and rolling access to waterfront where possible.

Diverse:

- encourage a variety of food production crops;
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development.

POLICIES:

- a) prohibit principal residential dwellings;
- b) see McLennan Sub-Area Plan;
- c) see Resilient Economy;
- d) see Richmond Agricultural Viability Strategy (RAVS).



14. Hamilton

MAIN CHARACTERISTICS

Live:

- Hamilton has a variety of smaller and larger single family residential lots (e.g., some coach houses on small lots; homes without sanitary sewer on large lots);
- there is also a significant amount of townhouse residential development and a few float homes.

Work:

- Hamilton Shopping Centre is the only commercial area;
- the eastern portion of Fraserwood Industrial Park is a key mixed employment area;
- Tree Island Industries and a new Trans Link bus facility are the major industrial lands.

Play:

- McLean Park and Queen's canal are the major park lands;
- Hamilton Elementary School and community space provide for the educational and recreational/cultural needs of the neighbourhood.

MANAGEMENT HIGHLIGHTS

Connected:

- the Hamilton Area Plan update is underway for the Hamilton Neighbourhood Service Centre and Areas 2 and 3; to be completed in 2013;
- increase connectivity within the neighbourhood, along both arms of the Fraser River and to the rest of Richmond/New Westminster.

Healthy:

- continue to protect the farming (ALR) areas;
- ensure adequate buffers and sound proofing for residential uses along Highway 91.

Diverse:

- potential **R**edvelopment of Areas 2 and 3;
- mixed employment and industrial lands are not envisioned for commercial purposes and will not be converted to residential development.

POLICIES:

- a) see Hamilton Area Plan.



Townhouse Development Requirements

All townhouse developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

Land Assembly

1. Involve a land assembly with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a **local minor** arterial road.

Residual Sites

2. Leave a residual site for future townhouse development with at least 50 m (165 ft.) frontage on a major arterial road and 40 m (130 ft.) frontage on a **local minor** arterial road.

Public Consultation

3. Include public consultation prior to Public Hearing where determined by Richmond City Council or City staff (e.g., if the site is the first townhouse development on that block of the arterial road; if it is expected that the surrounding **property owners** will want input into the development; etc.).

Newer Homes or Narrower Lots

4. Recognize that developing townhouses on lots with new houses (e.g., less than 10–20 years old) and with narrow frontages (e.g., less than 18 m or 60 ft.), will be more difficult, especially for land assembly purposes.

Internal Lot

5. An internal lot facing and addressed off a local road may be included in a townhouse development if the lots facing and abutting the arterial road are less than 35 m (115 ft.) deep.

Access—Local Road or Lane

6. Access should not be from a local road or lane, unless acceptable to the City.

Shared Access

7. Access may be required to be provided through or shared with another townhouse development by means of a statutory right-of-way or other suitable arrangement to the City.

Access Locations

8. Driveway accesses should be located across from a local road or commercial access, where possible.

Access Setbacks

9. Townhouse access points should generally be setback:
 - a) 35 m (115 ft.) to 50 m (164 ft.) from a local road;
 - b) 50 m (164 ft.) to 75 m (246 ft.) from a **local minor** arterial road intersection;
 - c) 75 m (246 ft.) to 100 m (328 ft.) from a major arterial road intersection;
 - d) 80 m (262 ft.) to 100 m (328 ft.) from another townhouse access point.



Additional Density

10. Additional density along arterial roads (e.g., increase from the normal density range of 0.60–0.65 FAR outside the City Centre to an additional density of 0.65–0.70 FAR) may be considered:
 - a) on corner lots with required frontage improvements on two or more streets; or
 - b) where significant road dedication is required; or
 - c) on a land assembly with more than 100 m (328 ft.) frontage on a major arterial road and 80 m (262 ft.) on a ~~local~~ minor arterial road; or
 - d) on a site abutting a park or other non-residential land use; or
 - e) where additional community benefits are provided (not including affordable housing contributions).

Compact Lot and Coach House Development Requirements

All compact lot (e.g., 9 m or 30 ft. wide lots) and coach house developments in Central Richmond and Steveston on the arterial roads shown on the Arterial Road Map, whether or not they are on the Arterial Road Development Map, should meet the following development requirements.

Landscape Plan

1. A landscape plan, prepared by a registered landscape architect must be submitted as a condition of rezoning adoption.

Landscape Cost

2. The landscape architect must submit a cost estimate of the proposed landscaping (including fencing, paving and installation costs) as a condition of rezoning adoption.

Landscape Security

3. Security in the amount of the cost estimate submitted by the landscape architect for landscaping must be received by the City as a condition of rezoning adoption.

Grade—Front Yard

4. The grade between the City's sidewalk and the landscaping along the front property line should be the same.

Grass Strip—Front Yard

5. Wherever possible, a grassed strip with at least one deciduous tree (minimum 6 cm or 2.5 in. calliper) per lot should be installed along the front property line (see New Trees—Front Yard).

Existing Tree and Hedge Retention

6. Wherever possible, existing trees and hedges should be retained, particularly if the trees are in the front yard and the hedges are in the side yard.



OBJECTIVE 2:

Mitigate noise from the Canada Line in nearby residential uses, and between industrial and commercial uses on nearby residential uses and vice versa.

POLICIES:

- a) to mitigate Canada Line Noise in adjacent New Multiple Family Residential Buildings (rezonings, Development Permits):
 - all new multiple family residential developments on sites located within 100 m (328 ft.) of the Canada Line right of way are required to achieve CMHC interior noise standards and ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy", and require noise covenants. Acoustical and thermal reports are to be required during the development review process to ensure that these mitigation standards are achieved;
 - where possible, all multiple family residential units should not be oriented directly adjacent to Canada Line guide way (avoid residential units at the guide way elevation);
- b) for all New Multiple Family Residential Developments (rezonings, Development Permits) within 30 m (98.4 ft.) of Commercial, Industrial and Mixed Use ~~S~~ites:
 - to mitigate noise from commercial, industrial and mixed uses within 30 m (98.4 ft.) of new multiple family residential uses:
 - all new multiple family residential units are required to achieve CMHC interior noise standards and ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy";
 - the registration of commercial, industrial and mixed use noise indemnity covenant on all new multiple family residential units;
- c) for New Commercial, Industrial and Mixed Uses (rezonings, Development Permits) within 30 m (98.4 ft.) of any Residential Use:
 - to mitigate unwanted noise on residential properties within 30 m (98.4 ft.) from commercial, industrial and mixed use areas, all new commercial, industrial and mixed use developments shall demonstrate that:
 - the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's current Noise Bylaw;
 - noise generated from rooftop HVAC units will comply with the City's current Noise Bylaw;
- d) after the OCP is approved, City staff will work with the Province to explore bringing forth Building Bylaw amendments to require, at the Building Permit stage, that commercial, industrial and mixed uses mitigate their noise on nearby residential uses, and that residential uses mitigate noise generated by nearby commercial, industrial and mixed uses. These improvements will complement the City Noise Bylaw and minimize nuisance and the need for enforcement.



- certain aircraft noise sensitive land uses are prohibited;
- certain aircraft noise sensitive land uses (e.g., residential) may be considered;
- City aircraft noise conditions, mitigation and insulation requirements apply.

f) Caution

The “Aircraft Noise Sensitive Development Map” means that, in the areas where aircraft noise sensitive land uses are “considered”, those uses (e.g., residential) may or may not actually be developed, due to a wide range of City priorities and requirements, and senior government, stakeholder and private sector decisions.

g) Aircraft Noise Sensitive Development Considerations

In areas where aircraft noise sensitive land uses may be considered, the following factors are to be taken into account, to determine if, where, how, to what degree, and to which requirements, aircraft noise sensitive land uses may occur in a specific location:

A. GROWTH NEEDS

1. Richmond’s limited land resource base.
2. As Richmond develops, the need for a wide range of land uses (e.g., assembly, residential, commercial, industrial, agricultural, office, institutional).
3. Canada Line and Oval supportive development.

B. CITY CORPORATE NEEDS

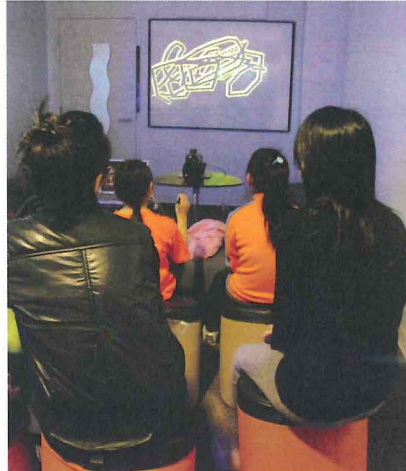
1. City Corporate land use and development needs (e.g., for community facilities and safety buildings, parks, infrastructure, environmental protection).
2. Achieving City policies.

C. CORPORATE POLICIES

1. The City’s Corporate Vision—appealing, livable, well managed.
2. City Strategies which include the:
 - Agricultural Viability Strategy;
 - Economic Development Strategy;
 - Land Acquisition Strategy;
 - ~~Parks and Trails Strategy~~ 2010 Richmond Trail Strategy;
 - Social Development Strategy;
 - Recreational Strategy;
 - Waterfront Strategy;
 - 2022 Parks & Open Space Strategy.

D. COMMUNITY PLANNING CONSIDERATIONS

1. The Official Community Plan including:
 - Neighbourhood Residential policies;



Arts: include disciplinary, multi-disciplinary and inter-disciplinary work in the literary, media, performing and visual arts and new media. Artistic activity involves creation, production, presentation, distribution and dissemination. It includes arts education, arts instruction, art collection, community arts, public art, arts training, arts facilities and venues and arts programs.

Heritage: is a legacy inherited from the past, valued in the present, which it helps interpret and shape the future. Heritage activity includes museums, archives, historic sites, built heritage, cultural heritage landscapes, natural heritage, archaeological resources, educational and interpretive programs and events.

Arts and heritage are the tangible products of culture.

The arts play a pervasive, socially integrating role in fostering community identity, creativity, cohesion, innovation, well-being and vitality. There is increasing awareness that participation in various forms of arts and culture contribute to help ~~instil~~ self-confidence, personal well-being, community identity, citizenship and pride.

A vibrant cultural sector provides benefits not just to its creators and viewers, but to society as a whole in the form of needed innovation and originality. The presence of innovation and creativity in all citizens provides a way to see and adapt to new situations and develop new solutions.

The City of Richmond has an exciting array of heritage resources, in both public and private ownership, that are unique in Metro Vancouver and has an impressive legacy of heritage conservation.

Culture ~~has long been~~ ~~is now being~~ recognized as a means to community building, encouraging outdoor activity, healthy lifestyles, life-long learning, increasing accessibility to programs for all levels of society and celebrating diversity and cultural differences.

Cultural vitality is essential to a healthy and sustainable society as it expands the way we think about the world around us and how we adapt to changing situations. Richmond citizens' innovation and creativity provide a way to adapt to new situations and develop new solutions to social, economic and environmental challenges.



OBJECTIVE 4:

Encourage and develop a mosaic of appealing, lively and distinctive areas, vibrant public spaces, festivals, events and activities.

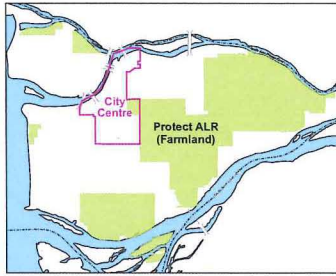
POLICIES:

- a) promote animated public spaces and places where people can gather and celebrate through: art friendly public spaces and facilities that connect communities, ~~an~~ animated ~~the~~ public realm (including City infrastructure such as pump stations, district energy utilities), and enhance ~~the~~ quality of life;
- b) build on the strengths of the Public Art Program to ensure that it is a key element in shaping, animating and enriching the public realm, civic pride and community identity;
- c) prepare Public Art Plans for specific areas of the City where appropriate such as City Centre and Steveston;
- d) recognize the importance of community festivals in the community's cultural life, and support and encourage their production through community groups and organizations;
- e) work with the community to develop several unique signature festivals and events that become a tourist draw to the City;
- f) create cultural districts within the City such as in City Centre with the Arts and Entertainment District;
- g) create opportunities for people to experience art in everyday life and for artists and communities to participate in the design, look and feel of the City through public art initiatives;
- h) promote opportunities to interpret Richmond's spectacular island foreshore and natural environment through the arts.





ALR and City Centre Map



The City recognizes the importance of agriculture as a food source, an environmental resource, a heritage asset and an important contributor to the local economy. Agricultural land and farming is sustained by long-term City policies that maintain an urban containment boundary that keeps residential growth outside of the ALR. As well, it is to be noted that the City owns and controls road rights-of-way (except for highways) in the ALR.

Richmond residents have always placed a high value on the protection of the City's farmlands.

Like any other industry, farmers face many challenges to make farming financially viable. Some of these include:

- economic issues such as competing in the international marketplace;
- drainage, servicing and infrastructure limitations;
- development pressures, absentee land ownership;
- aging of agricultural owners and farm operators and the possibility that they may not be replaced;
- finding ways to attract new farmers into the business.

The City's 2003 Agricultural Viability Strategy (AVS) is a long-term commitment and partnership of the City and agricultural community to strengthen and enhance agricultural viability in Richmond.

In 2011, the AVS was reviewed by the Agricultural Advisory Committee (AAC). It was found that the AVS continues to enhance agricultural viability. Some main achievements to date include the Nelson Road Interchange, improved drainage, seasonal farm dwellings, promotional farm tours and the review of urban development proposals adjacent to the ALR and agricultural proposals in the ALR. Some AVS changes include modifying urban-ALR buffer requirements (e.g., continuing to encourage small lots to be consolidated, discouraging roads in the ALR).

OBJECTIVE 1:

Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).

POLICIES:

Farmland Protection

- a) maintain the existing ALR boundary and do not support a loss of ALR land unless there is a substantial net benefit to agriculture and the agricultural community is consulted;
- b) collaborate with the Agricultural Land Commission (ALC) to ensure that:
 - the integrity of the ALR and its existing boundaries for both soil bound and non soil bound agriculture (e.g., green houses) is maintained;
 - all land uses within the ALR to conform to the policies and regulations of the *Agricultural Land Commission Act* and the *BC Farm Practices Protection (Right to Farm) Act*, *Water Management Act*, *Pesticide Control Act*;



OBJECTIVE 2:

Enhance all aspects of the agricultural sector including long-term viability, opportunities for innovation (agri-industry), infrastructure and environmental impacts.

POLICIES:

Long-term Viability

- a) build strong alliances with farmers and work with the City's Agricultural Advisory Committee so that issues and policies that affect agriculture and impact farmers are addressed;

Opportunities for Innovation

- a) pursue incentives to increase actively farmed agricultural land and encourage new farmers;
- b) encourage value-added business initiatives;

Land Use Considerations

- a) support farm activities which follow normal farm practices and do not create health hazards;
- b) consider agricultural projects which achieve viable farming while avoiding residential development as a principal use;
- c) discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR [mMap](#);
- d) for agricultural operations on agriculture sites with no direct road access, the City may facilitate access (via driveways, lease arrangements with owners to existing improved roads, but not new or improved roads);
- e) continue to explore with the Province maximum residential floor area and setback regulations for development within the ALR;
- f) ensure that land uses adjacent to, but outside of, the ALR are compatible with farming by establishing effective buffers on the non-agricultural lands;



- g) designate all parcels abutting, but outside of, the ALR boundary as Development Permit Areas with Guidelines for the purpose of protecting farming;
- h) where there is an intervening road between the ALR and the non-ALR lands:
 - encourage appropriate landscaping within the road right-of-way in front of the non-agricultural lands (e.g., between the road curb, any sidewalk and the property line) through the servicing agreement process;
 - encourage an appropriate landscaped setback on the non-agricultural lands (e.g., 3 m or 9.84 ft. to parking and 6 m or 19.68 ft. to buildings) through the:
 - Rezoning and/or Building Permit process for industrial and institutional uses;
 - Rezoning and/or Development Permit process for commercial and multiple family residential sites;
 - Rezoning and/or Subdivision process for single family residential sites;
- i) minimize conflicts among agricultural, recreation, conservation and urban activities;
- j) continue to encourage the use of the ALR land for farming and discourage non-farm uses (e.g., residential);
- k) limit the subdivision of agricultural land into smaller parcels, except where possible benefits to agriculture can be demonstrated;

Seasonal Farm Labour Accommodation

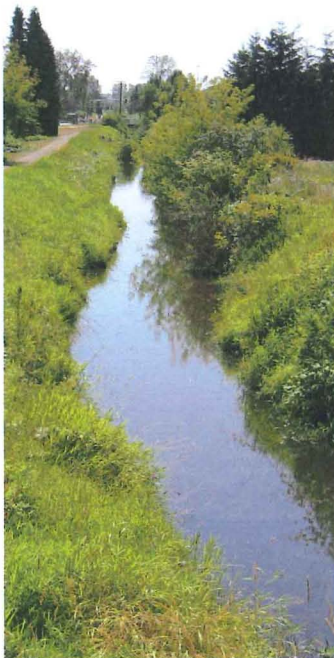
- a) seasonal farm labour accommodation, as an additional residential use, may be considered so long as the accommodation is accessory to the principal agricultural purpose and helps to support a farm operation in the Agricultural Land Reserve;

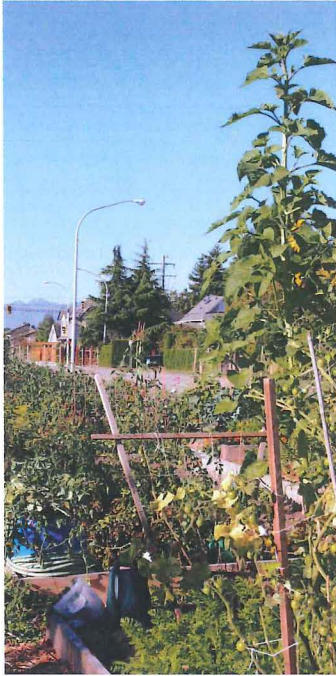
Servicing and Infrastructure—Drainage

- a) support the City's Master Drainage Plans:
 - identify and ensure that drainage improvements to the ALR occur in order of priority and according to ARDSA performance standards;
 - ensure that drainage improvements are considered in a comprehensive manner in consultation with the agricultural community and relevant City departments;
 - encourage sufficient notification to the agricultural sector of ditch-cleaning plans in order to achieve beneficial, effective and timely agricultural drainage;

Irrigation

- a) facilitate the improvement of irrigation and drainage infrastructure to provide secure and affordable water supplies that support the agricultural sector;





Credit: Richmond Food Security Society

Roads

- a) discourage, wherever possible, roads in the ALR, except as noted on the Existing Status of Road Improvements in the ALR **mMap**;
- b) for agricultural operations on agriculture sites with no direct road access, the City may facilitate access (via driveways, lease arrangements with owners to existing improved roads, but not new or improved roads);

Environment

- a) explore with farmers ways to protect the Ecological Network values of their lands such as:
 - explore programs contained in the 2012 Environmentally Sensitive Area Management Strategy;
 - encourage environmentally sound agricultural practices by promoting the BC Environmental Farm Program;
 - explore the viability of leasing agricultural lands that have important environmental values from farmers to manage these lands for both agricultural and environmental goals;
 - explore mechanisms that compensate farmers for the loss of cultivation to maintain key ecological objectives.



Credit: Richmond Food Security Society

7.2 Promote Urban Agriculture and Advance Food Security

OVERVIEW:

Urban agriculture is commonly defined as the growing of food (fruits, vegetables, grains, mushrooms, meat, dairy products) and herbs within cities. Over the last few years, there has been renewed interest in growing local foods, not only in back yards, but in community gardens located in parks, school yards, vacant lots, along roads, **and** privately donated land and rooftops.



Richmond imports the vast majority of ~~its own~~ food from elsewhere which has caused concerns for the stability of the food supply. These issues have focussed more attention toward ~~more~~ food security. In a food-secure community, the growing, processing and distribution of healthy, safe food is economically viable, socially just, environmentally sustainable and regionally based.

Action to increase food security can be seen as a continuum that ranges from:

- providing emergency food for those in need (e.g., providing support for food banks and community kitchens);
- building capacity to help those in need (e.g., programs to promote healthy eating and food preparation skills) and access within the community (e.g., ensuring that neighbourhoods have grocery stores within walking or cycling distance);
- strengthening the local food system (e.g., support for community gardens and farmer's markets; raising awareness about the supply of local food such as food directories);
- food waste management (e.g., composting).



OBJECTIVE 1:

To support and increase the range of urban agriculture (e.g., community gardening) and strengthen the food system beyond production.

POLICIES:

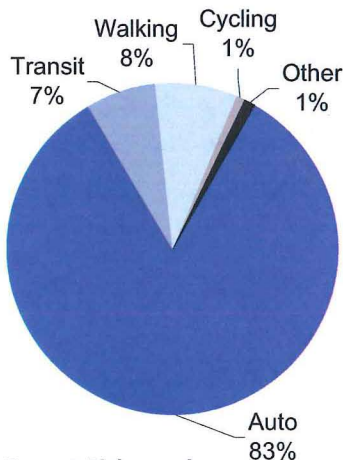
Urban Food Production

- a) continue to seek out opportunities to collaborate with others to increase urban agriculture, the number of community gardens, edible landscapes and food-bearing trees;
- b) encourage the retention of open space for food production (e.g., edible landscaping, gardens, rooftop gardens, food bearing trees) for the use of residents in new residential developments;

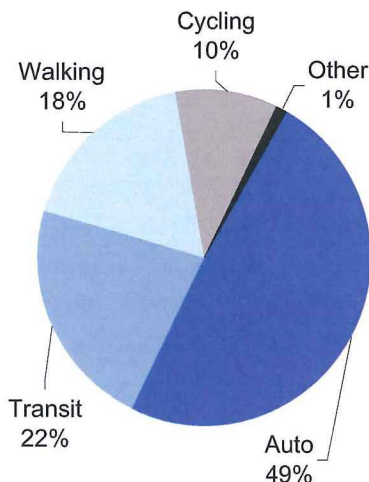


8.0 Mobility and Access

Richmond Mode Share (2008)



Target Richmond Mode Share (2041)



OVERVIEW

Mobility and access are vital to the life of a city. Residents, employees and visitors need to get to places to work, live and play, and access health care services and recreational, shopping and cultural activities. Businesses require efficient goods movement and emergency service providers need clear and convenient access.

While private automobiles provide a high degree of personal mobility, greater consideration of the consequences of individual and collective travel choices is needed as this preferred travel mode affects the rate of climate change, the environment, air quality, the peace and quiet of neighbourhoods, the health and safety of residents, social equity, the quality, comfort and design of urban development, and investment and maintenance costs.

In 2008, 83% of all trips in Richmond were made by car. If everyone continues to drive at that rate as the population grows, the valued quality of life will decline due to rising traffic congestion, a deterioration in air quality and an omnipresence of cars in every neighbourhood.

Moreover, on-road motor vehicle transportation accounts for over one-half of all greenhouse gas (GHG) emissions in Richmond as of 2010. Driving cars that use fossil fuels contributes to climate change and, if left unchecked, will significantly undermine efforts to achieve the City's GHG emission reduction targets of 33% below 2007 levels by 2020 and 80% below 2007 levels by 2050 (the same targets as those of the Province and Metro Vancouver).



OBJECTIVE 1:

Reduce the reliance on private vehicle travel by increasing the priority of walking, rolling, cycling, and transit within the road network.

POLICIES:

- over time, redistribute road capacity from private vehicles to transit, cycling, rolling, and walking to enhance the livability of the city;
- re-design streets within a 400 m (1,312 ft.) radius around neighbourhood centres to better support walking, rolling, and cycling (e.g., wider and uninterrupted sidewalks, shorter street crossing distances, improved lighting, enhanced audible signals, more street benches, and signed off-street paths);
- create shorter blocks to improve connectivity and access, particularly around neighbourhood centres;
- re-program traffic signals to give priority to pedestrians (e.g., shorter wait time and longer crossing time) where appropriate, as well as priority for cyclists and transit at intersections along bike and bus routes;
- ensure that new developments provide transportation facilities and programs that encourage greater use of transit, walking, rolling, cycling, and energy efficient vehicles (e.g., electric cars).



Neighbourhood Gateways

Enhanced streetscapes near neighbourhood centres with:

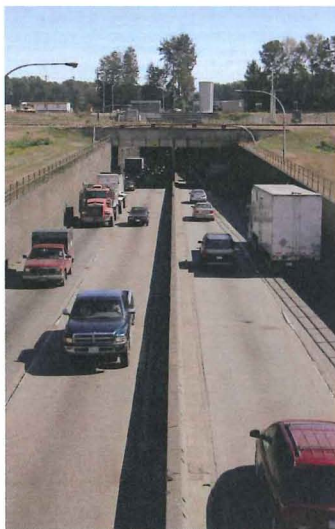
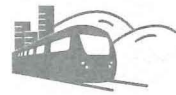
- sidewalks on both sides of the street;
- curb ramps at all intersections;
- benches and landscaping;
- local connecting bike routes;
- gateway features that reflect neighbourhood characteristics.

OBJECTIVE 2:

Encourage sustainable travel by enhancing the safety, comfort and accessibility of the transportation system for vulnerable road users (e.g., pedestrians, the mobility challenged, cyclists).

POLICIES:

- retrofit road and streetscape features to meet the changing mobility needs of the community to enhance accessibility, comfort and security for all ages and abilities of users (e.g., all sidewalks and pathways to have curb ramps at intersections as required, additional benches, larger font for signage, wayfinding maps);

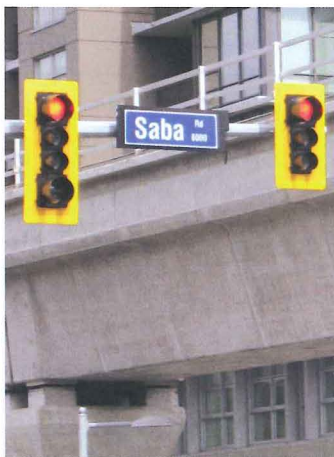


OBJECTIVE 3:

Optimize the existing road network to improve circulation and goods movement and reduce the need for added road capacity.

POLICIES:

- a) implement road improvements identified in the City Centre Transportation Plan to reduce congestion and improve circulation in the city core;
- b) use a hierarchy of local to major roads that directs through traffic to major roads, allows local circulation in areas of intense land use activity and minimizes traffic intrusion into residential neighbourhoods;
- c) require shared access and lanes parallel to major roads to discourage individual driveways that impede through traffic flow and create safety hazards for transit, cyclists and pedestrians;
- d) support the implementation of improvements along Highway 99, including an upgraded interchange at Steveston Highway and a new interchange at Blundell Road, to enhance local circulation and connectivity, increase safety and improve goods movement;
- e) implement timely road improvements for goods movement, particularly in commercial and industrial areas, to support and promote economic activities;
- f) implement new and proven technological measures (such as traffic signal preemption) to continually improve access and minimize response times for emergency services;
- g) limit the expansion of travel lane capacity for single-occupant private vehicles at all regional and provincial bridges/highways and give priority to transit, trucks and high-occupancy vehicles.



Implementation

Road and streetscape improvements will be undertaken through:

- development (e.g., redevelopment of neighbourhood centres);
- the City's annual Capital Program; and/or
- initiatives of senior governments (e.g., external grants, improvements to the Highway 99 corridor).

Projects carried out by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- crash history and traffic volumes/speeds on the roadway;
- enhances road safety for all users;
- provides a key connection for goods and transit;
- sufficient right-of-way available (i.e., no property acquisition required).

Road and streetscape improvements will be funded through the following mechanisms:

- development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



8.2 Transit

Frequent Transit Network

Work with TransLink to establish a Frequent Transit Network with service:

- every 15 minutes;
- 13-15 hours per day;
- 7 days per week.

OVERVIEW:

The Canada Line rapid transit system is a planned key element in transforming Richmond's City Centre from auto- to transit-oriented, as it offers a convenient, frequent, reliable, and accessible travel choice. Beyond the City Centre, transit service needs to be enhanced to better allow all trips to be made using a refined hierarchy of services (e.g., more frequent regional and local bus routes, neighbourhood community shuttles) tailored to meet the mobility needs of the community.

OBJECTIVE 1:

Make transit the preferred travel choice of Richmond's transportation system.

POLICIES:

- a) work with TransLink to establish a hierarchy of transit services:
 - a Frequent Transit Network (enhanced with transit priority measures along selected roadway sections) that directly connects the City Centre, major employment areas, neighbourhood centres, and other major destinations outside Richmond (e.g., town centres, University of British Columbia, Tsawwassen Ferry Terminal);
 - more convenient buses that better serve other key local destinations and activity centres (e.g., community centres, schools, parks);
 - community shuttles that better serve local neighbourhoods and lower density areas;
- b) in collaboration with TransLink, improve transit service through:
 - developing successive Richmond Area Transit Plans that identify planned short-term and long-term transit service improvements (both bus and rapid transit) for both existing routes (e.g., increased frequency, longer hours of operation, more capacity) and future services (e.g., new rapid transit and bus routes);





- c) encourage retail services to locate within Canada Line stations, exchanges and neighbourhood shopping centre areas for improved passenger convenience, as well as added security;
- d) implement transit priority measures (e.g., queue jumper lanes, transit-only signal phase) where warranted;
- e) encourage the use of transit through developer-provided transit passes or other incentives for residents and employees in new developments;
- f) seek opportunities to integrate car-share and bike-share programs with transit facilities to support a car-free lifestyle.

Implementation

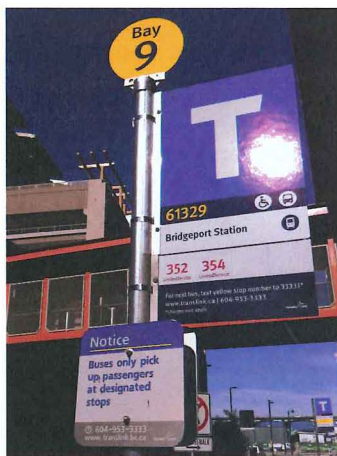
TransLink is responsible for the provision of public transit service and the City will work with TransLink to facilitate service improvements. Transit amenity improvements will be undertaken through development and the City's annual Capital Program.

Projects carried out by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- demonstrated community demand (e.g., upgrade of bus stop to become accessible);
- transit service frequency and/or passenger volumes;
- sufficient right-of-way available (i.e., no property acquisition required).

Transit amenity improvements will be funded through the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.





OBJECTIVE 2:

Expand and enhance the network for walking and rolling (scooters, skates and other personal low-powered travel modes).

POLICIES:

Neighbourhood Links

Establish a network of neighbourhood links that provide walking connections to:

- local destinations (schools, parks, transit stops, neighbourhood centres);
- city-wide greenways.



- provide direct walking routes to popular local destinations such as schools, neighbourhood centres, transit stops, and recreation areas;
- where no side streets exist, provide safe opportunities for crossing at mid-block locations;
- improve the connectivity of the pedestrian and rolling network (e.g., sidewalks, neighbourhood links, greenways, trails) by placing a high priority on filling in missing gaps (e.g., discontinuous sidewalks);
- create new connecting pathways and links within neighbourhoods as development opportunities occur;
- in higher volume pedestrian areas or as a traffic calming measure, extend sidewalks across streets as raised crosswalks;
- provide appropriate measures of protection from vehicle traffic, particularly at intersections, such as:
 - curb extensions to decrease crossing distance and increase visibility;
 - traffic calming (speed humps, raised crosswalks, median refuges);
 - special pavement markings and textures;
 - priority via an advance walk phase before the green traffic signal for vehicles;
 - restrict vehicles from turning right on a red light;
- maximize the duration of the walking and rolling phase for pedestrians at all signalized intersections;
- minimize the waiting time at traffic signals by giving immediate priority to those wishing to cross the street;
- provide a barrier-free walking and rolling environment that is accessible for users of all abilities including:

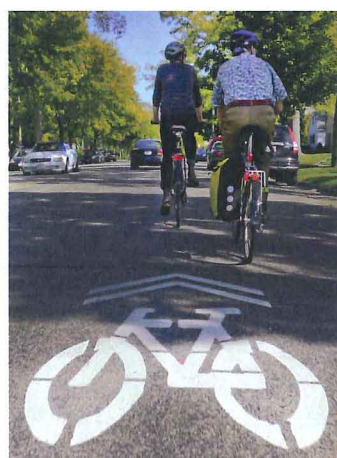


Projects undertaken by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- provides direct access to local destinations such as schools, parks, neighbourhood centres, and transit stops;
- location coincides with proposed neighbourhood links identified in Section 3.5 (Specific Richmond Neighbourhood Maps);
- completes a gap in pedestrian facilities to create a continuous link;
- degree of neighbourhood support;
- crash history and traffic volumes/speeds on the roadway;
- sufficient right-of-way available (i.e., no property acquisition required).

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



8.4 Cycling

OVERVIEW:

Richmond's flat topography makes cycling a practical and enjoyable means of travel that also provides significant health and environmental benefits. As nearly one-half of all trips within Richmond are 5 km (3.1 mi.) or less in length—which an average cyclist can ride in only 20 minutes—cycling is a fast, convenient and fun way to get around. Increasing the number of trips by bike requires an improved cycling network that is safe and continuous, secure bike parking, seamless integration with transit, and supportive strategies that seek to promote cycling as well as educate both cyclists and motorists.



Major Street Bike Network

Complete missing links in the major street bike route network including:

- new north-south route between Railway Avenue and Garden City Road;
- new east-west route between Williams Road and Granville Avenue;
- completion of Shell Road north of Highway 99.



- require secure and sufficient short-term and long-term bike parking at all developments and consider covered and secure facilities in areas with high demand (e.g., libraries, recreation facilities, transit stations);
- encourage the provision of end-of-trip facilities (e.g., lockers, showers, changing rooms) in major developments;
- work with TransLink to ensure cyclists have full access to all transit services;
- support the implementation of a public bike-share system as part of a regional program that integrates with transit service.



OBJECTIVE 2:

Support skills training programs for cyclists, motorists and other road users (e.g., the mobility challenged).

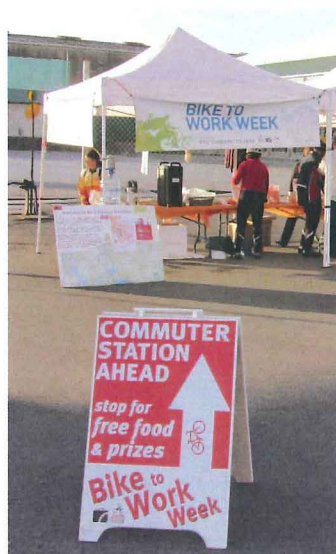
POLICIES:

- encourage the inclusion of cycling skills training and testing in elementary and secondary school curricula;
- support programs offering cycling skills and traffic safety training and education for adults;
- encourage the inclusion of education material that emphasizes the rights and responsibilities of motorists, cyclists and the mobility challenged in driver training, testing and safety education programs.

Neighbourhood Bike Routes

Establish a City-wide network of neighbourhood bike routes that:

- use local streets and off-street pathways;
- are spaced between each north-south and east-west arterial road;
- connect to local destinations;
- integrate with major street bike routes and greenways;
- have distinctive wayfinding and enhanced crossings at arterial roads.



- a better definition and regulation of motorized and non-motorized road users;
 - more effective regulation of vehicle design;
- b) Consider the implementation of 30 km/h speed limits on certain bike routes (e.g., neighbourhood bike routes on local roads);
- c) Delineate designated off-leash dog areas from adjacent greenways and trails used by cyclists.



OBJECTIVE 4:

Create a culture where cycling is seen as a normal, convenient and desirable travel option.

POLICIES:

- a) undertake and support community events that encourage and celebrate cycling;
- b) continue consultation with local stakeholders to identify and develop cycling facilities and programs;
- c) support and participate in cycling incentive campaigns targeted to workplaces, households and schools;
- d) support amendments to legislation to provide financial incentives for cycling as a travel mode (e.g., tax exemptions for bicycles and related safety equipment, free employee vehicle parking designated as a taxable benefit).

Implementation

Cycling infrastructure improvements will be undertaken as part of redevelopment and the City's annual capital program.

Projects undertaken by the City will be evaluated and prioritized based on the following criteria:

- within a 400 m (1,312 ft.) radius of a neighbourhood centre;
- provides direct access to local destinations such as schools, parks, neighbourhood centres, and transit stops;



- location coincides with proposed neighbourhood links identified in Section 3.5 (Specific Richmond Neighbourhoods);
- completes a gap in the cycling network to create a continuous link;
- crash history and traffic volumes/speeds on the roadway;
- sufficient right-of-way available.

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments;
- other future new revenue sources.



8.5 Transportation Capacity and Demand Management

Car-Sharing

Support and facilitate car-sharing services through:

- targeting the location of car-share parking spaces to where demand exists;
- supporting the provision of off-street car-share parking spaces in new developments;
- providing reserved on-street parking spaces.

OVERVIEW:

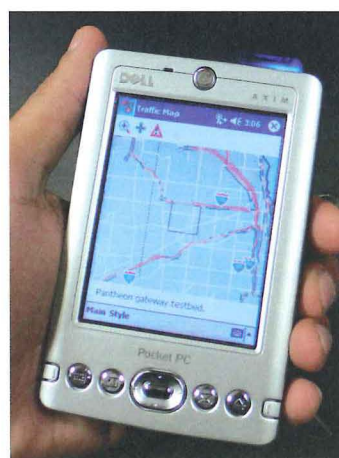
As the shift to a more sustainable transportation system occurs, motor vehicles will not disappear, but their use will become more strategic and targeted to the type and purpose of the trip. For private travel, driving will be considered as an option. The optimization of our existing transportation system and management of travel demand are important strategies to encourage and support the transition to a reduced reliance on cars.

OBJECTIVE 1:

Manage travel demand at its source to reduce private vehicle trips.

POLICIES:

- Support a shift to a more equitable user-pay system (e.g., region-wide road pricing, increased fuel taxes, distance-based or variable vehicle insurance rates) that reflects the true environmental, economic and social costs of driving.



- c) Work towards providing on-line and wireless pre-trip and en route traveller information such as traffic conditions and parking locations with current capacity available.

Implementation

Transportation demand management (TDM) and capacity optimization measures will be undertaken as part of development and the City's annual capital and operating programs.

TDM projects undertaken by the City will be targeted to locations that generate a large number of vehicle trips and have adequate levels of pedestrian and cycling infrastructure as well as transit service to support a shift to alternate travel modes (e.g., in the City Centre, within a 400 m or 1,312 ft. radius of a neighbourhood centre, major employment centres).

Measures to optimize transportation capacity will be directed to key corridors such as river crossings and Richmond's portion of TransLink's Major Road Network.

Projects will be funded by the following mechanisms:

- payment of development cost charges (DCC);
- as part of required works and services for new developments;
- voluntary developer contributions;
- general City revenues;
- grants and/or cost-share funding from senior governments.



10.0 Open Space and Public Realm

OVERVIEW:

The Public Open Space System is comprised of:

- outdoor spaces available for public use that are either publicly owned (e.g., parks and trails) or are secured through legal agreement with private landowners (e.g., plazas, squares and pedestrian walkways).

The Public Realm is comprised of:

- streets, plazas, squares, boulevards, and pedestrian and cycling linkages between and through neighbourhoods

Parks and other types of public open space play a vital role in the quality of life and vibrancy of a city. A well designed, well connected system of parks and trails, greenways and streets, plazas and squares, waterfronts and waterways significantly contribute to individual and community wellness in the following ways:

- **Promote Healthy Lifestyles:** Convenient access to parks and open spaces is a strong indicator for healthy levels of physical activity. Access to places to walk, the most common reason people cite for visiting parks and trails, is a critical service the System can provide. Contact with nature and even simple green spaces with grass and trees, have been shown to have profound psychological and physical benefits, for example, reducing stress and contributing to the healthy development of cognitive functions in children such as memory formation and spatial learning.
- **Foster Community Cohesiveness:** Community cohesiveness is stronger where there are opportunities to engage in informal social contact, to play together, and where people of diverse ages and backgrounds can engage in shared experiences. The sports fields, playgrounds, places to walk dogs, community gardens, and public plazas play a central role in fostering a strong sense of community.
- **Support a Healthy City Environment:** The quality of city life is determined, in part, by the quality of the urban environment. The System **contributes to the Ecological Network (EN)** and provides desirable ecosystem services such as mitigating temperature extremes, improving air and water quality, contributing to biodiversity and ecological health, and reducing the need to expand expensive infrastructure such as stormwater systems. These services have a positive impact on human health, as well as **reducing** infrastructure operating costs.



OBJECTIVE 4:

Strengthen pedestrian, rolling (e.g., wheelchairs, scooters, etc.) and cycling linkages among every element of the city (neighbourhoods, schools, civic spaces, neighbourhood shopping centres, parks, natural areas, streets, commercial areas and industrial parks).

POLICIES:

- a) improve connections across the existing City-wide trails system;
- b) continue to improve pedestrian, rolling and cycling linkages within neighbourhoods to key destinations and amenities;
- c) improve the wayfinding and signage system for parks and major public destinations;
- d) expand the range of opportunities for cycling routes separated from automobile traffic.

OBJECTIVE 5:

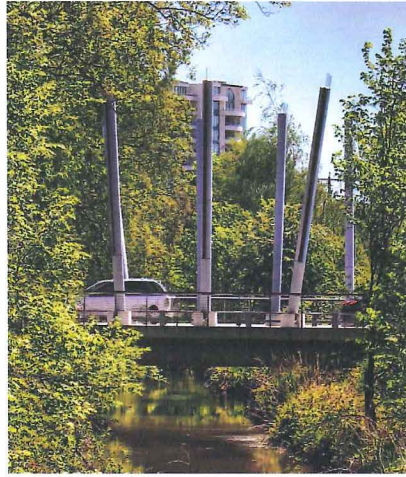
Strategically expand the range of ecosystem services (e.g., biodiversity and habitat, rain water management, carbon sequestering) integrated within the open space and public realm **system to strengthen and contribute to the Ecological Network.**

POLICIES:

- a) protect, enhance and sustain ecosystem services in parks and other public open spaces **as these are significant parts of a robust Ecological Network (see Chapter 9.0);**
- b) as practical, connect significant **eEcological nNetwork** assets **via with-existing or enhanced eco-**corridors (linear connections between ecosystems that facilitate the movement of species, water, nutrients and energy increasing the viability of those ecosystems);
- c) provide more opportunities for people to experience nature (e.g., bird watching, nature walks);



- d) provide recreational opportunities to appreciate and participate in agricultural activities;
- e) provide leadership in education and awareness of Richmond's unique ecological assets.



OBJECTIVE 6:

Showcase Richmond's world-class waterfront and enhance the Blue Network (the Fraser River shoreline and estuary, and the internal waterways, the sloughs, canals, and wetlands) for their ecological value, recreational opportunities, and enjoyment.

POLICIES:

- a) protect, ~~and~~ enhance and connect the ecological values and public amenities in the Blue Network (e.g., trails, piers, floats, beaches, riparian areas and the foreshore);
- b) continue to acquire land for the waterfront park on the Middle Arm in City Centre;
- c) continue to support the City's signature maritime events (e.g., Ships to Shore, Maritime Festival, Dragon Boat Festival);
- d) develop recreational opportunities on and around sloughs and canals;
- e) deliver educational and interpretive programs that increase the community's connection to the Blue Network;
- f) include water as an element in the urban environment (e.g., Garden City Park stormwater detention pond, Water Sky Garden at the Oval).



- b) work with community partners to provide important City information in multiple languages, as appropriate, and as resources allow;
- c) work with community partners to develop effective approaches for eliciting the opinions and involvement of traditionally “hard to reach” groups (e.g., recent immigrants, homeless persons, people with disabilities) in community consultation initiatives;
- d) provide pertinent information (e.g., on City programs and initiatives, demographic statistics) to assist members of the public and partner organizations in understanding social issues facing the community and effectively participating in collaborative responses (e.g., Hot Facts, bulletins).



11.3 Building on Social Assets and Community Capacity

OVERVIEW:

Social capital is a term to describe the linkages and communication channels amongst individuals and organizations and the community's capacity to work towards mutual gain. The underlying assumption is that connections are essential to the overall health and well being of the community.

The City's non-profit agencies, advisory committees, associations and community networking forums need to be nurtured as the city continues to grow and develop.

In addition to social capital, the City requires appropriate infrastructure to meet the social needs of its growing population, including:

- community facilities (e.g., child care centres, space for community service providers);
- affordable housing;
- accessible facilities, built environments, and transportation services.

The key challenges with social infrastructure relate to:

- costs (e.g., land, construction, operating) can be prohibitive—particularly in an escalating market such as Richmond;



- jurisdictional issues (e.g., **various** levels of government are responsible for some social infrastructure);
- priorities (e.g., given finite resources, which elements of the social infrastructure require priority support, and which ones do not?).

Through senior government funding, direct City funding or commitments obtained from developers through the rezoning process, Richmond has traditionally given priority to securing three types of social infrastructure: City facilities (e.g., recreation centres), child care centres, and affordable housing. In the future, additional emphasis will need to be placed on securing other types of social infrastructure—most notably space for non-profit agencies and other community amenities. Recognizing both the future needs and inherent challenges, a range of approaches will need to be pursued to ensure that the City is strategic, transparent, and effective in meeting its social infrastructure requirements.



OBJECTIVE 1:

Facilitate the establishment of a comprehensive, high quality system of child care services in Richmond.

POLICIES:

- a) continue to undertake periodic needs assessments to identify existing and future child care requirements, by type of care and geographic area of need;
- b) secure City-owned child care facilities, for lease at nominal rates to non-profit providers, from private developers through the rezoning process;
- c) encourage private developers to contribute to the City's Child Care Development Reserve Fund, as appropriate;
- d) consult and collaborate with child care providers and other community partners on child care issues;
- e) request senior governments to contribute funding and improve policies to address local child care needs;
- f) continue to administer the City's Child Care Grant Program to support the provision of quality, affordable, accessible child care in Richmond.



OBJECTIVE 2:

Facilitate the provision of space for community agencies.

POLICIES:

- a) establish mechanisms to assist non-profit agencies and community groups to secure office or program space, or funding (e.g., through senior governments, NGOs, the lease of any surplus City space, negotiation with developers in the rezoning process);
- b) establish clear, transparent guidelines for the securing and allocating of City-owned or negotiated community agency space (e.g., eligibility criteria, cost factors, timing, roles and responsibilities);
- c) support non-profit agencies and community partners to develop and maintain an inventory of space requirements for community agencies in Richmond.

OBJECTIVE 3:

Develop and nurture strong, sustainable, and collaborative relationships with senior governments and community partners.

POLICIES:

- a) develop and maintain strong networks and communication channels with senior government partners to seek their policy and financial assistance in addressing Richmond social issues;
- b) continue to participate in joint planning and networking initiatives with community partners (e.g., Richmond School District, Vancouver Coastal Health, Metro Vancouver, non-profit agencies);
- c) maintain strong networks with developers, the business community, and community agencies, collaborating as appropriate to address social issues.



OBJECTIVE 1:

Maintain an efficient sewage system to protect public health and safety.

POLICIES:

- a) maintain and improve the existing sanitary sewer system through a proactive maintenance program, the use of quality materials and applying best-management practices that minimize life cycle costs;
- b) improve the efficiency of the sewer system by:
 - maintaining low inflow and infiltration levels;
 - reducing waste volume through water conservation;
 - continuing to participate in the Metro Vancouver sanitary sewer source control program by supporting the Metro Vancouver Waste Water Discharge Permit process;
- c) focus on detecting and reducing fat, oil and grease (FOG) in the sewer system;
- d) develop public education programs to:
 - reduce FOG discharges into the sewer system;
 - reduce per capita water use which will, in turn, reduce sanitary sewer flows;
- e) continue to work with Metro Vancouver on sanitary trunk and treatment plant capacity improvement projects;
- f) participate in the on-going implementation of the May 2010 Metro Vancouver Integrated Liquid Waste Resource Management Plan.

OBJECTIVE 2:

Proactive planning of infrastructure upgrades and replacements due to age and growth.

POLICIES:

- a) budget and plan to replace aging infrastructure in alignment with the City's Aging Infrastructure Replacement Plan;
- b) coordinate the replacement of aging sewer infrastructure with other City infrastructure replacement projects;
- c) ensure that sewered areas of the City maintain service levels in alignment with the needs of present and future land uses;
- d) ensure that development related sanitary system upgrades are funded through Servicing Agreements, sewer DCC's, and senior government funding;
- e) require all new developments to be connected to sanitary sewer where sanitary system is available;
- f) discourage the development of private on-site sewage disposal systems, except in those areas where sanitary sewer is not available.



12.10 Street Trees

OVERVIEW:

Richmond's urban forest is a valuable community asset. The trees within it have many life affirming qualities, and their influence on the Ecological Network and environment enhances the well-being of all living things. The ecological service benefits of trees include absorbing carbon dioxide, replenishing oxygen, filtering particulate pollutants, preventing soil erosion, creating shade from the sun's rays, and providing food and habitat for wildlife (e.g., bird nests).

Trees are planted within all areas of the City: in parks and open spaces; along trails and in natural areas; and as integral parts of the built environment.

Tree planting is a fundamental part of new road construction and many trees have been and will continue to be planted along major city streets. Trees are important elements in making positive and well defined human scaled places.

Street tree planting is a positive initiative but creates challenges for development projects, existing building upgrades, and the accommodation of infrastructure located within City owned road allowances and rights-of-way.

OBJECTIVE 1:

Develop a comprehensive Street Tree Master Plan to provide a detailed, long-term policy framework for maintaining and funding City street trees.

POLICY:

- a) the Street Tree Master Plan will be integrated with the City's overall Urban Forest Strategy, and coordinated with other City master plans and strategies.



13.0 Implementation Strategy

13.1 Effective Implementation

13.1.1 Provincial Requirements

OVERVIEW:

The Province of British Columbia requires all municipalities to adopt an Official Community Plan (OCP) under the Local Government Act. The legislation specifies the purpose and effect of an OCP, the required content and policy statements, consultation during OCP development, and adoption procedures and authority.

For example, all bylaws enacted or works undertaken by Council must be consistent with the adopted OCP. However, this does not mean that the City's existing Zoning Bylaw is replaced or superceded by the OCP (i.e., the existing zoning continues to apply to all properties in Richmond).

The Province continues to amend or update its requirements for OCPs. Consequently, it will be necessary for Richmond to update its OCP in order to reflect and respond to new Provincial directions (e.g., requirement that the OCP include greenhouse gas reduction targets and supporting policies and actions).



OBJECTIVE 1:

Ensure that the City of Richmond's Official Community Plan (OCP) remains consistent with Provincial legislation.

POLICIES:

- a) advise Council as necessary when the Province amends legislation affecting the OCP.

13.1.2 Community Values and Consultation

OVERVIEW:

The OCP co-ordinates and manages the City's public interest regarding a wide range of topics (e.g., sustainability, demographics, growth, land use, transportation, infrastructure, community services, parks).

OBJECTIVE 1:

Consider community values and input in implementing the OCP.

POLICIES:

- a) provide meaningful community input opportunities through a flexible range of tools such as online methods, surveys and open houses;
- b) explore ways to reach those who do not usually attend traditional City open houses and public meetings (e.g., social media);
- c) provide adequate information, which is tailored to the need, the issue, decision making timing and situation.

13.1.3 Strategic Vision

OVERVIEW:

The City of Richmond has as its strategic vision *"to be the most appealing, livable and well-managed community in Canada"*.

To achieve this vision, the City has adopted a number of strategies and approaches in the past and will continue to do so in the future. The OCP is one of the key tools to accomplish the City's strategic vision.

OBJECTIVE 1:

Be the most appealing, livable and well-managed community in Canada.

POLICIES:

- a) continue to implement the OCP to assist in achieving the City's Strategic Vision.



OBJECTIVE 2:

Ensure that new development (e.g., rezonings, Development Permits and variances, subdivisions) achieve the OCP and related City **P**olicies, bylaws and regulations.

POLICIES:

- a) ensure that new development implements the OCP policies;
- b) where the OCP requires the City to first prepare refined strategies and policies (e.g., housing, sustainability, the Ecological Network), the strategies and policy studies are to be prepared and Council is to first approve such recommendations before they become requirements for development applications.

13.4 Others' Responsibilities

OVERVIEW:

Metro Vancouver, YVR, Port Metro Vancouver, TransLink, the School Board, Steveston Harbour Authority, and other Federal and Provincial stakeholders and partners play critical roles in implementing the OCP because of either, their senior jurisdiction, significant land holdings, important land uses, exemptions from local government controls, or social and economic impact on the City. As well, the City continues to work with First Nations, as appropriate. The City of Richmond has always endeavoured to work with these agencies to meet mutual interests and objectives.

At the same time, residents and business people will continue to be involved in finding acceptable, desirable and innovative ways to implement the OCP. Community participation in City processes will be required as Richmond grows and develops to the year 2041.

OBJECTIVE 1:

Partner with senior government, stakeholders and the community to implement the Official Community Plan (OCP).

POLICIES:

- a) continue to work with Metro Vancouver, YVR, Port Metro Vancouver, TransLink, the School Board, Steveston Harbour Authority, and other Federal and Provincial stakeholders and partners to implement the OCP;
- b) continue to co-operate with the following agencies in their planning:
 - Metro Vancouver—2040 Regional Growth Strategy (RGS) implementation;
 - **Vancouver Coastal Health**;
 - Agricultural Land Commission (ALC)—ALR regulation implementation;
 - YVR—2027 Master Plan implementation;
 - Port Metro Vancouver—planning;
 - Steveston Harbour Authority—planning;
 - Richmond School Board—planning;
 - First Nations—as appropriate;



- c) support the Steveston Harbour Authority in preparing effective plans and include them in City Steveston planning;
- e) discourage Port Metro Vancouver from using ALR lands for Port purposes and encourage the Port to use lands within the urban footprint;
- f) explore improved means to communicate with and involve the community in ongoing OCP implementation decision-making, recognizing that the final approach ~~used~~ lies with Richmond City Council.



The DP Guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of DP applications. The DP Panel may, at its discretion, recommend denial of, or require modifications to a DP application for failure to meet the standards contained within these Guidelines, in whole or in part. Developers and architects are encouraged to read the reasoning behind the criteria and meet the spirit of the criteria as well as the letter of the law.

14.1.5 Development Permit Area Designations

Pursuant to the Local Government Act, the City of Richmond designates the following as DP Areas:

- intensive residential areas where granny flats and coach houses are permitted (e.g., Edgemere);
- all multiple family sites throughout the City;
- all commercial sites throughout the City;
- all mixed-use developments (where residential and non-residential uses are combined on a site) throughout the City;
- all industrial sites in the City Centre Area Plan (CCAP);
- those industrial sites adjoining or within 30 m (98.4 ft.) to another site which is zoned or designated for residential, community institutional, park, school, conservation area, ~~agriculture~~ or mixed use;
- Environmentally Sensitive Areas (ESAs) shown in Attachment 2 to this OCP;
- all marinas;
- all sites abutting to the edge of the Agricultural Land Reserve (ALR).

14.1.6 Development Permit Area Exemptions

14.1.6.1 All Areas Except Environmentally Sensitive Areas (ESAs)

Exemptions to the DP process are as follows:

- renovations to interiors of all buildings except neighbourhood public houses;
- renovations to interiors of neighbourhood public houses where the interior renovations cost less than \$5,000;
- exterior renovations of all buildings, except neighbourhoods public houses, which cost less than \$75,000;
- exterior renovations of neighbourhood public houses where the exterior renovations cost less than \$5,000;
- new buildings or building additions of 100 m² (1,076.4 ft²) or less;
- new ancillary buildings or building additions in rear or interior side yards that conform to the respective minimum setback requirements and do not exceed a height of 12 m (39.4 ft.) nor contain more than three storeys.

14.1.6.2 Environmentally Sensitive Areas (ESAs) Only

Exemptions to the DP process are as follows:

- renovations to interiors;
- exterior renovations and construction activities which do not impact upon, or extend into, the designated ESA (e.g., within the existing footprint of buildings or paved areas);
- maintenance activities on existing structures which can be reasonably shown to not result in damage to trees, shrubs or fish habitat. (Note: the City may require that a qualified professional review such proposed works);



14.7.2 Intertidal

The intent is to prevent infilling or direct disturbance to vegetation and soil in the intertidal zone, maintain ecosystem processes such as drainage or sediment that sustain intertidal zones.

Area Designation: Coastal areas within 30 m (seaward) of the high water mark¹ which are influenced by waves, tides, and other processes along the Fraser River or Strait of Georgia. Also includes the shallow subtidal zone in some sites.

Typical Conditions: Mudflats, and a range of vegetated estuarine or salt marsh communities; tidal channels or shallow ponds are often present; developed shorelines with riprap, docks, and pilings are also included.

Justification: The intertidal zone is important for:

1. fish and wildlife habitat—the intertidal zone around Richmond's Islands is recognized for its importance for fish such as juvenile salmon from throughout the Fraser River watershed, but also for spawning eulachon, and smaller fish such as starry flounder which are an important part of the foodweb;
2. protection of Richmond's dikes and other infrastructure from wave and current **water** erosion by dissipating energy;
3. aesthetic and cultural values that make intertidal zones an important part of Richmond's parks and greenways.

Related Regulations: All intertidal zones in the City of Richmond area are considered *fish habitat* under the federal Fisheries Act. DFO regulates activities affecting fish habitat through their participation in the Fraser River Estuary Management Program (FREMP)². Port Metro Vancouver, as a federal agency, is also responsible for fish habitat management. Many intertidal zones also have important values for migratory wildlife such as shorebirds and waterfowl; migratory birds and their nests are protected under the Migratory Birds Convention Act and intertidal zones designated as part of provincial Wildlife Management Areas (including Sturgeon Bank WMA) are also managed for conservation values. Other

¹ The High Water Mark is the highest extent of tidal inundation under normal tides (e.g., no storm surges or abnormal water temperatures). It is usually defined in the field by vegetation and debris indicators. Note that the high water mark used for the ESA mapping was defined by visual interpretation of 2009 orthophoto imagery supplemented with field assessment in a few areas.

² Fraser River Estuary Management Program. See here or http://www.bieapfrempp.org/main_frempp.html



- retaining mature vegetation, including existing large trees, shrubs, and aquatic vegetation;
 - replanting disturbed areas with native vegetation.
- i) Development proposals that include measures to restore degraded shoreline zones by removing historical fill, structures, or contaminated sediment, and recreating natural habitats such as riparian forest may increase the level of support by the agencies provided that the works comply with DFO and FREMP guidelines. In many areas, the shoreline zone has been developed or landscaped and improvements including tree planting will enhance its ecological value over the long-term.
- j) Conformance with these guidelines does not exempt applicants from meeting requirements of other agencies, such as those participating in FREMP and Port Metro Vancouver. It is the responsibility of proponents to ensure they meet all external requirements.



14.7.4 Upland Forest

The intent is to maintain stands or patches of healthy upland forests by preventing or limiting tree removal or damage and maintaining ecological processes that sustain forests over the long-term.

Area Designation: Treed areas (woody vegetation >5 m (16.4 ft.) tall) not including forested wetlands (swamps and bog forests) or forested riparian zones, adjacent streams, rivers, and other watercourses.

Typical Conditions: Richmond's upland forests are typically forested with paper birch, red alder, and black cottonwood with lesser amounts of western hemlock and western red cedar. Non-native trees (e.g., European birch, Sycamore maple) are also common. Upland forests range in size from large hubs (e.g., >10 ha or 24.7 ac.) to small groups or even rows of single trees. Developed forest areas such as maintained trees in urban parks with an understorey of mowed grass are not included as ESAs. Future ecological restorative works in public parks would add to the ESA inventory. Understorey vegetation is variable and ranges from partially landscaped areas, to dense thickets of native shrubs mixed with ferns, forbs, and mosses.



Justification: Upland forests are a critical part of Richmond's ecological network. Its environmental values include:

1. habitat for wildlife and plants;
2. carbon storage in above- and below-ground plant material;
3. hydrologic cycle importance through rainfall interception and evapotranspiration;
4. improvements to air quality by capture or modification of particulates and gasses such as ozone;
5. aesthetic values in urban parks and greenways.

Related Regulations: The City of Richmond's Tree Protection Bylaw (No. 8057)⁶ regulates tree removal or damage on private and public lands and applies in ESAs. Its goal is to sustain a healthy, viable urban forest. Upland forests are not explicitly protected or managed through provincial or federal legislation. Relevant regulations which influence forest protection in urban areas include the BC Wildlife Act if there are any listed wildlife (herons and eagles), the Migratory Bird Convention Act which protects the nests of most birds during the nesting season, and potentially the federal Species at Risk Act.

Environmental Report Assessment Requirements: For all ESA areas classified as upland forest:

1. Confirm the ESA boundaries based on field assessment by a qualified professional.
2. Assess and confirm general ecological characteristics including general vegetation types using existing information such as recent orthophoto imagery and field assessment by a qualified professional.
3. Review current and previous mapping including 2011 ESA, and Metro Vancouver 2011 Sensitive Ecosystem Mapping.
4. In areas proposed encroaching or adjacent (within 20 m or 65.62 ft.) to an upland forest ESA, conduct a tree survey that locates each tree, records species, size (diameter), and health based on the requirements of Richmond's Tree Protection Bylaw. The City will review the impact assessment and may approve encroachment if there is a net ecological benefit.
5. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor or heron nests using existing information and field surveys by a qualified professional⁷.

Guidelines

- a) Preserve all upland forest, except in accordance with the conditions of the Development Permit and other necessary permits or approvals (e.g., Wildlife Act).
- b) Permitted works shall use careful site design to avoid the most sensitive portion of the upland forest (e.g., largest or older trees, wildlife habitat features, and natural understory).
- c) Where tree removal in ESA areas cannot be avoided, preserve the largest and healthiest trees and minimize the creation of narrow forest patches with edge habitat (maintain the mass and volume of the internal forest). The City of Richmond requires tree replacement on or near the development site. This may include nearby parks or other public lands. Some trees may be retained on site as artificial snags or downed logs under the direction of City staff.

⁶ City of Richmond Tree Protection Bylaw (summary). See here or <http://www.richmond.ca/services/Sustainable/environment/treeremoval.htm>

⁷ Inventory Method for Raptors (BC Environment 2001). See here or http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf



14.7.6 Freshwater Wetland

The intent is to maintain the areal extent and condition of fresh water wetland designated as ESAs by preserving vegetation and soils, and maintaining pre-development hydrology, drainage patterns and water quality.

Area Designation: Areas with vegetation and soils influenced by the presence of freshwater in the rooting zone for plants⁹; includes open, forested, and shrub bogs, swamps, marshes, wet meadows, seasonally flooded fields, and shallow (<2 m or 6.56 ft. depth) ponds and ditches.

Typical Conditions: Wetlands are widespread in Richmond and include bog forests with pine and birch trees, shrub swamps with Labrador tea and other bog plant species, cattail marshes, reed canary grass marshes, ditches and ponds. In some cases, wetland vegetation has been removed and only the soil remains from the previous wetland ecosystem. Bogs and related peatland wetlands are found within the previous boundaries of Lulu Island bog. Many large freshwater wetlands in Richmond such as Richmond Nature Park are within the ecological network but are not designated as Development Permit areas because they are protected as parks.

Justification: Freshwater wetlands are important for:

1. regulating water flow (hydrology) by storing water during rainfall and promoting groundwater infiltration;
2. influencing water quality through filtration, capture, and transformation of a variety of chemical constituents in plants and soil;
3. providing habitat for a diverse and often unique community of plant and animal species including amphibians, waterfowl, dragonflies, sedges, and peat-mosses;
4. storing carbon in saturated organic soils, particularly peat soils that are common in Richmond.

⁹ A wetland is land where the water table is at, near, or above the surface or which is saturated for a long enough period to promote such features as wet-altered soils and water tolerant vegetation. Wetlands include organic wetlands or "peatlands", and mineral wetlands or mineral soil areas which are influenced by excess water but produce little or no peat (Environment Canada, 1996).



Environmental Report Assessment Requirements: For all ESA areas classified as freshwater wetland:

1. Confirm the ESA boundary based on field assessment by a qualified professional.
2. Assess and confirm general ecological characteristics including general vegetation types using existing information such as recent orthophoto imagery and field assessment of soil and vegetation by a qualified professional. Wetland identification often requires specialized skills particularly in disturbed areas where soil and natural vegetation has been modified.
3. Review current and previous mapping including 2011 ESA, Metro Vancouver's 2011–2012 Sensitive Ecosystem Mapping, and Canadian Wildlife Service's historical and current wetland mapping.
4. Review the site's drainage system including watercourses, ditches, and stormwater pipes using City of Richmond's online GIS Inquiry mapping tool supplemented by field assessment if necessary.
5. Assess impacts to site hydrology for development activities that have the potential to affect hydrology and seasonal water table fluctuations (e.g., land drainage, ditches, large areas of impervious surface coverage, stormwater discharge or water storage).
6. Identify any nearby (within 100 m or 328 ft.) wildlife use such as raptor, crane, or heron nests using existing information and field surveys by a qualified professional¹⁰.
7. Assess freshwater wetland ESA areas for the presence of species or ecological communities at risk (see BC Conservation Data Centre¹¹ for current ranking).

Related Regulations: Freshwater wetlands are not explicitly protected or managed through provincial or federal legislation unless they are fish habitat or require a federal permit or approval (e.g., Navigable Waters Protection Act of Canadian Environmental Protection Act). Relevant regulations which influence wetland protection in urban areas include the BC Wildlife Act if there are any listed wildlife (herons and eagles), the Migratory Bird Convention Act which protects the nests of most birds during the nesting season, and potentially the federal Species at Risk Act for SARA-listed species. Commitments by Metro Vancouver's member municipalities under the regional Liquid Waste Management Plan may eventually provide some protection of freshwater wetlands for their role in urban watershed management.

Guidelines

- a) Preserve the extent and condition of all freshwater wetlands in ESAs, except in accordance with the conditions of the Development Permit and other necessary permits or approvals.
- b) Maintain ecological processes important to the long-term health of freshwater wetlands including drainage patterns, hydrology, seasonal water table fluctuations, and water quality.
- c) Consider contiguous or nearby ESA areas, or other areas of the Ecological Network, which have the potential to influence the freshwater wetland. Use vegetated buffers of at least 30 m (98.43 ft.) around wetlands to prevent direct or indirect disturbance.
- d) No alterations should be made to freshwater wetland without an appropriate environmental assessment and implementation of mitigation measures. The City may require preparation of an Environmental Protection Plan (EPP) prepared by a qualified professional to guide environmental management on sensitive, complex or large sites.

¹⁰ Inventory Method for Raptors (BC Environment 2001). See here or http://www.ilmb.gov.bc.ca/risc/pubs/tebiodiv/raptors/version2/rapt_ml_v2.pdf

¹¹ BC Species and Ecosystem Explorer. See here or <http://a100.gov.bc.ca/pub/eswp/>

15.0 Regional Context Statement (RCS)

1. Purpose

The purpose of a Regional Context Statement is to legally show how the 2041 OCP is, or can be made, to be consistent with the 2040 Regional Growth Strategy (RGS).

2. RCS Contents

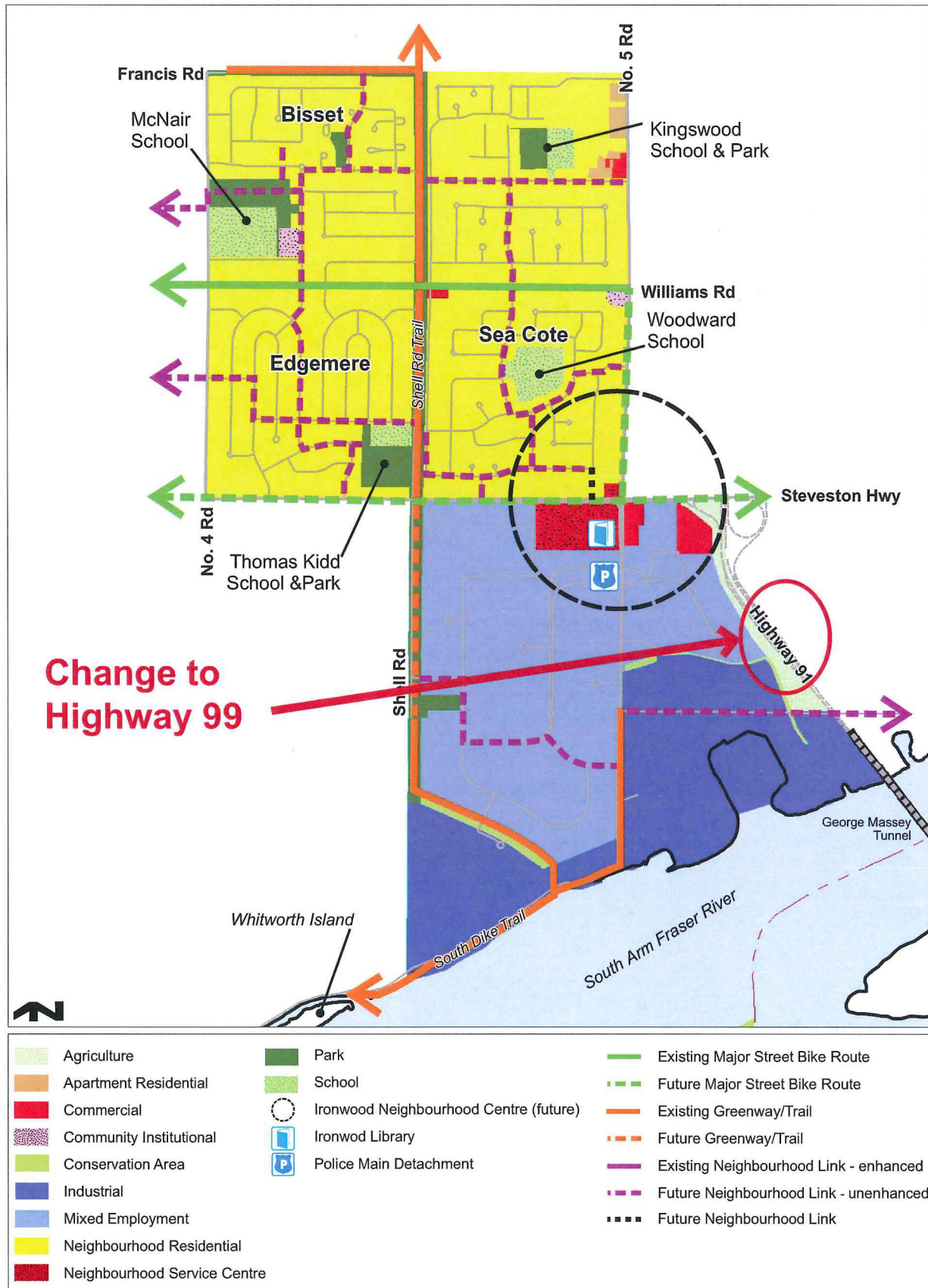
The 2041 OCP Regional Context Statement is as follows:

2040 Metro Vancouver Regional Growth Strategy (RGS)

| The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS) | |
|--|--|
| RGS GOAL 1 CREATE A COMPACT URBAN AREA | |
| STRATEGY 1.1 Contain urban development within the Urban Containment Boundary. | |
| Role of Municipalities 1.1.3 Adopt Regional Context Statements which: | |
| a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2); | See OCP RCS Map: shows the City's Urban Containment Boundary (UCB), which is consistent with the MV RGS. |
| b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in (RGS) Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary. | <p>The 2040 RGS projection (estimates) for the City are:</p> <ul style="list-style-type: none"> • Population = 275,000 • Dwelling Units = 115,500 • Employment = 181,000 <p>The City's 2041 OCP projections (estimates) are consistent with the 2040 RGS, as follows:</p> <ul style="list-style-type: none"> • Population = 280,000 • Dwelling Units = 115,000 • Employment = 180,000 <p>The 2041 OCP enables the City to strive to achieve these projections, subject to long-term market forces, and government policies and support.</p> <p>The City will strive to achieve these projections by implementing the 2041 OCP and Area Plans, and undertaking demographic projection and policy refinements in collaboration with Metro Vancouver.</p> <p>The City considers that any City projection differences are deemed to be within acceptable RGS estimates (e.g., as such are affected by government policies and funding, the market, the economy, immigration policies).</p> |



8. Shellmont



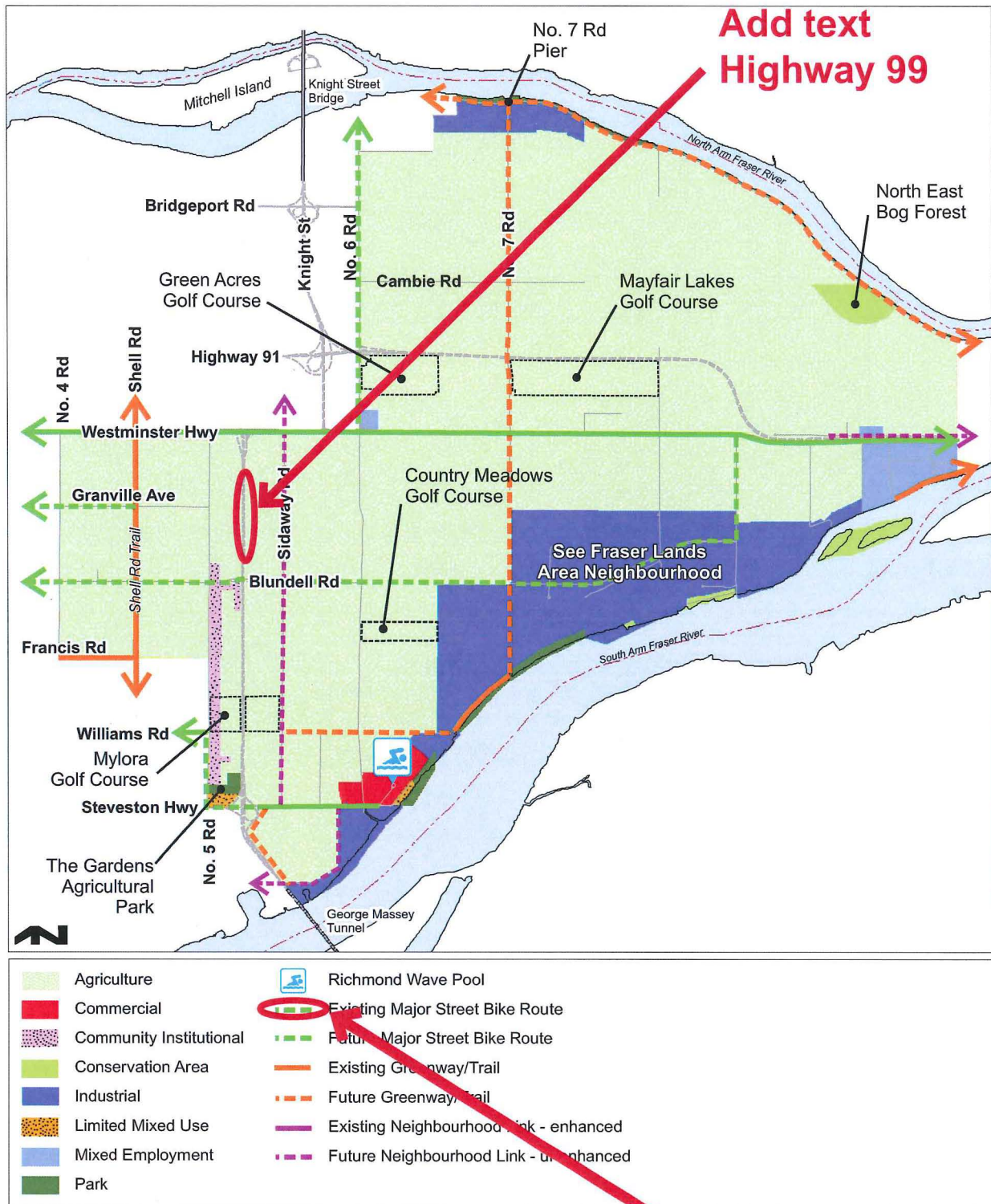
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City of Richmond Official Community Plan
Plan Adoption: _____

(to be filled in once adopted)



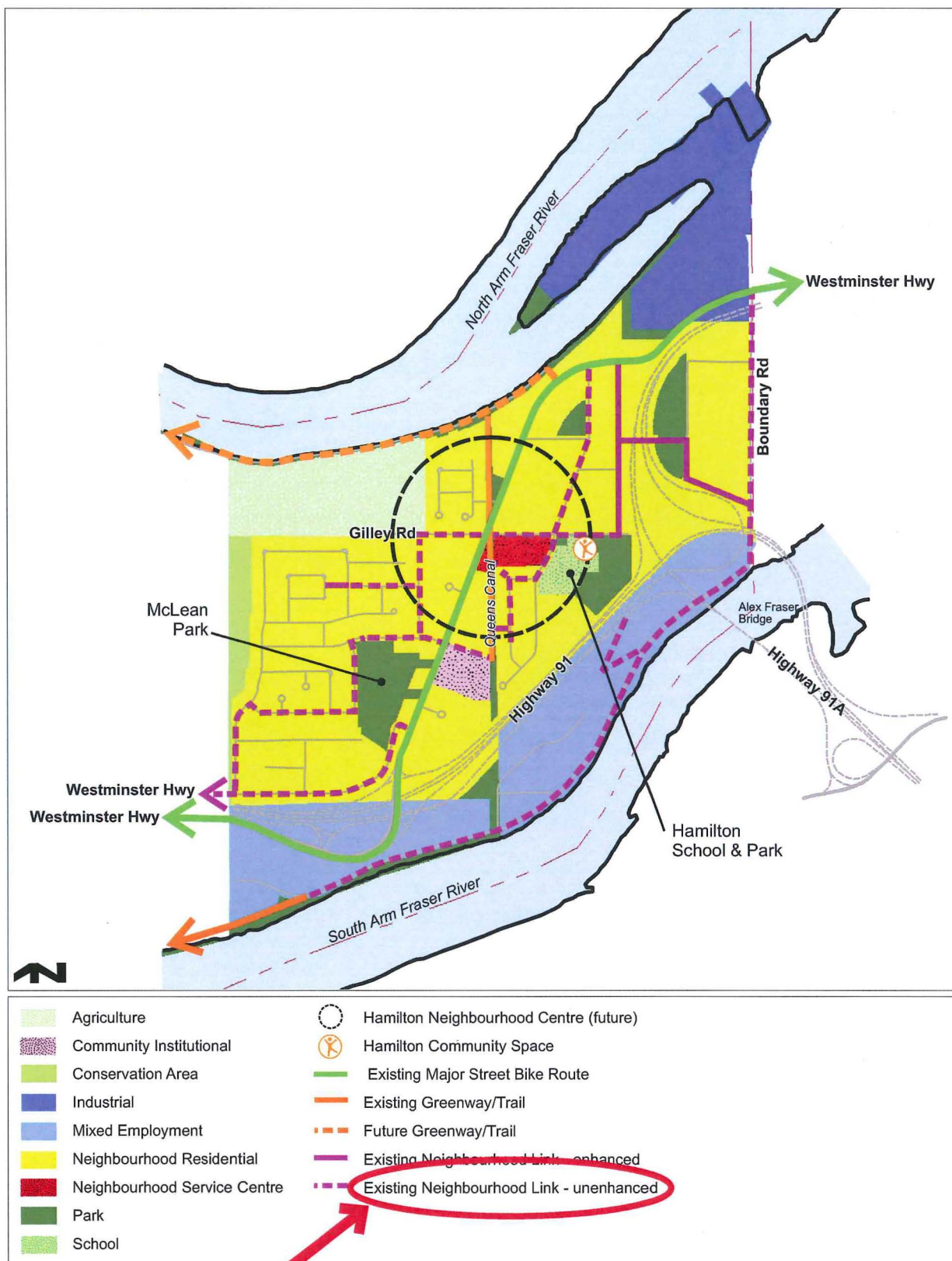
13. East Richmond



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14. Hamilton

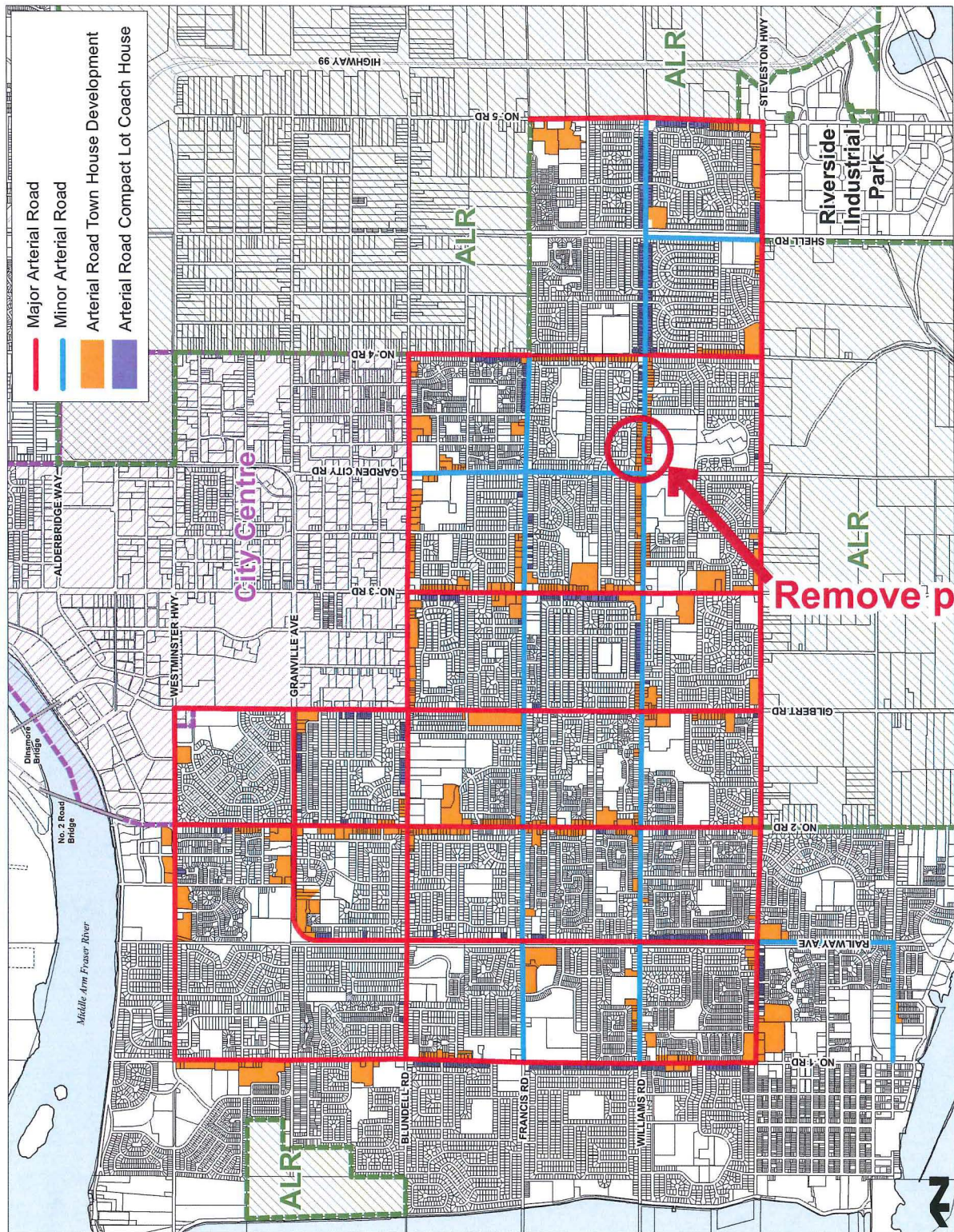


**Change to
Future Neighbourhood Link-unenhanced**

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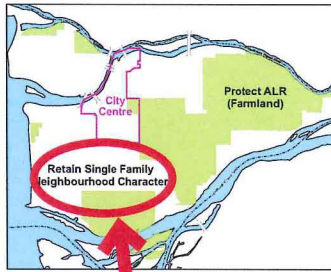


Arterial Road Development Map





ALR and City Centre Map



**Remove wording
“Retain Single
Family
Neighbourhood
Character”**

The City recognizes the importance of agriculture as a food source, an environmental resource, a heritage asset and an important contributor to the local economy. Agricultural land and farming is sustained by long-term City policies that maintain an urban containment boundary that keeps residential growth outside of the ALR. As well, it is to be noted that the City owns and controls road rights-of-way (except for highways) in the ALR.

Richmond residents have always placed a high value on the protection of the city's farmlands.

Like any other industry, farmers face many challenges to make farming financially viable. Some of these include:

- economic issues such as competing in the international marketplace;
- drainage, servicing and infrastructure limitations;
- development pressures, absentee land ownership;
- aging of agricultural owners and farm operators and the possibility that they may not be replaced;
- finding ways to attract new farmers into the business.

The City's 2003 Agricultural Viability Strategy (AVS) is a long-term commitment and partnership of the City and agricultural community to strengthen and enhance agricultural viability in Richmond.

In 2011, the AVS was reviewed by the Agricultural Advisory Committee (AAC). It was found that the AVS continues to enhance agricultural viability. Some main achievements to date include the Nelson Road Interchange, improved drainage, seasonal farm dwellings, promotional farm tours and the review of urban development proposals adjacent to the ALR and agricultural proposals in the ALR. Some AVS changes include modifying urban-ALR buffer requirements (e.g., continuing to encourage small lots to be consolidated, discouraging roads in the ALR).

OBJECTIVE 1:

Continue to protect the City's agricultural land base in the Agricultural Land Reserve (ALR).

POLICIES:

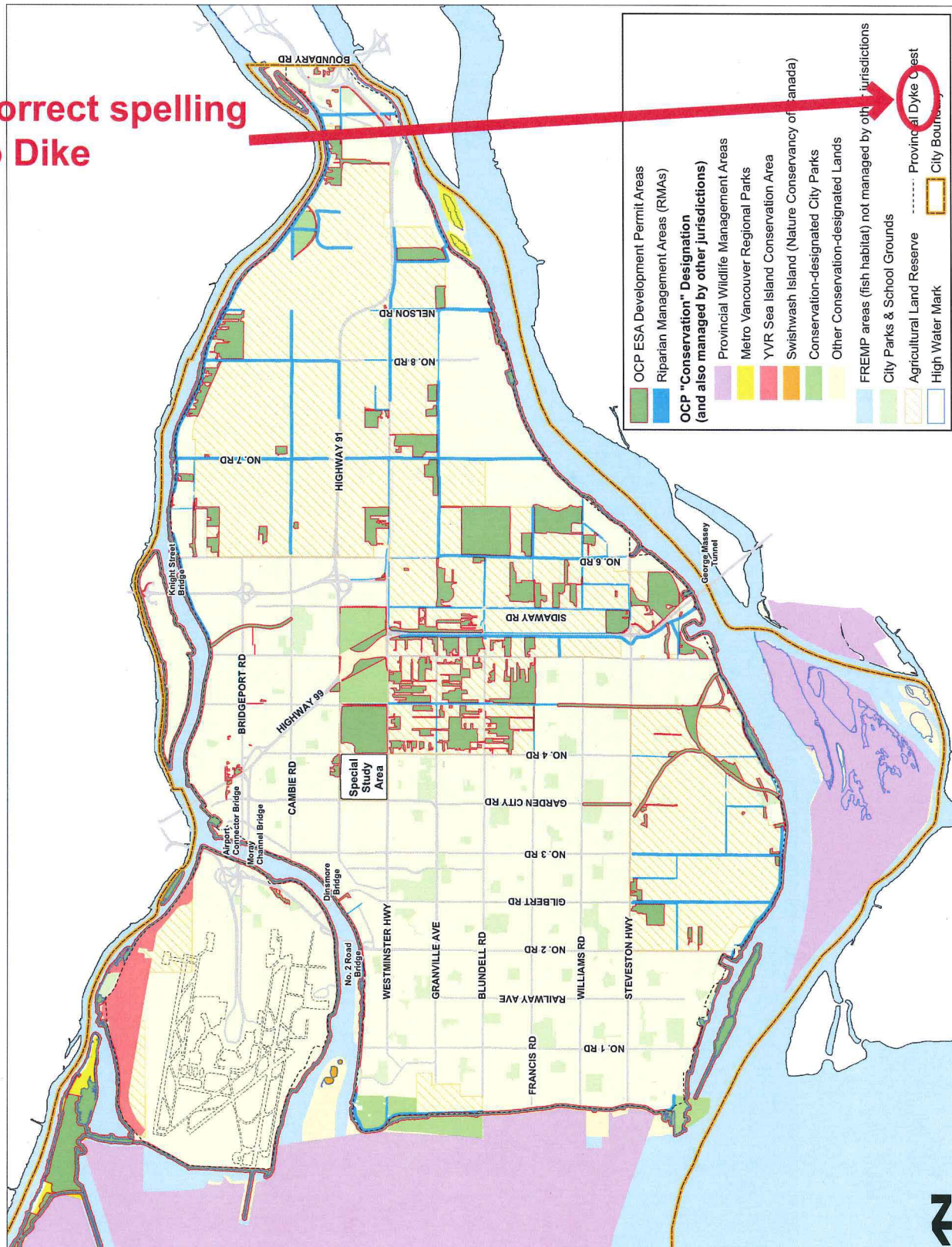
Farmland Protection

- a) maintain the existing ALR boundary and do not support a loss of ALR land unless there is a substantial net benefit to agriculture and the agricultural community is consulted;
- b) collaborate with the Agricultural Land Commission (ALC) to ensure that:
 - the integrity of the ALR and its existing boundaries for both soil bound and non soil bound agriculture (e.g., green houses) is maintained;
 - all land uses within the ALR to conform to the policies and regulations of the *Agricultural Land Commission Act* and the *BC Farm Practices Protection (Right to Farm) Act*, *Water Management Act*, *Pesticide Control Act*;



Ecological Network Management Map

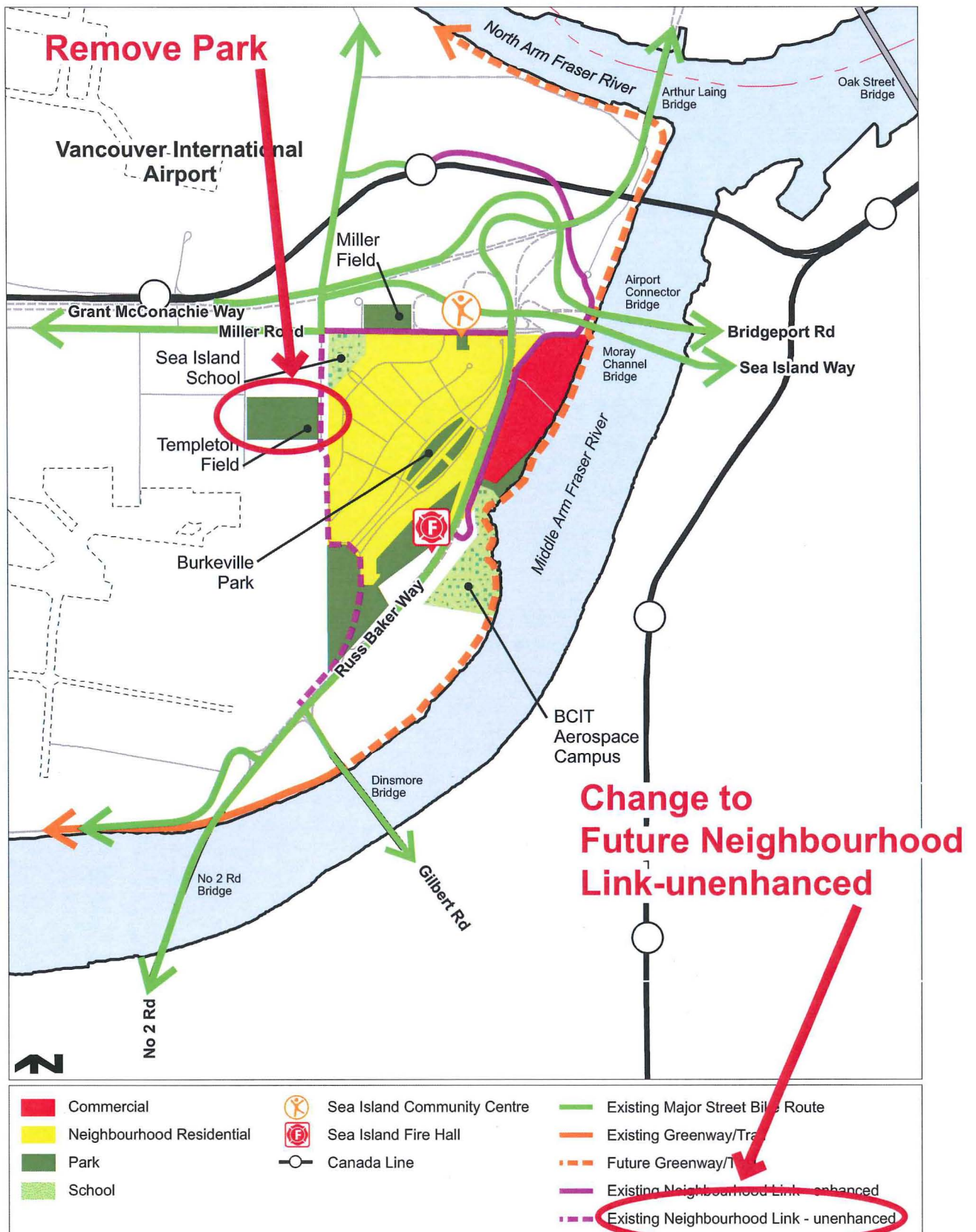
Correct spelling
to Dike



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1. Sea Island (Burkeville)



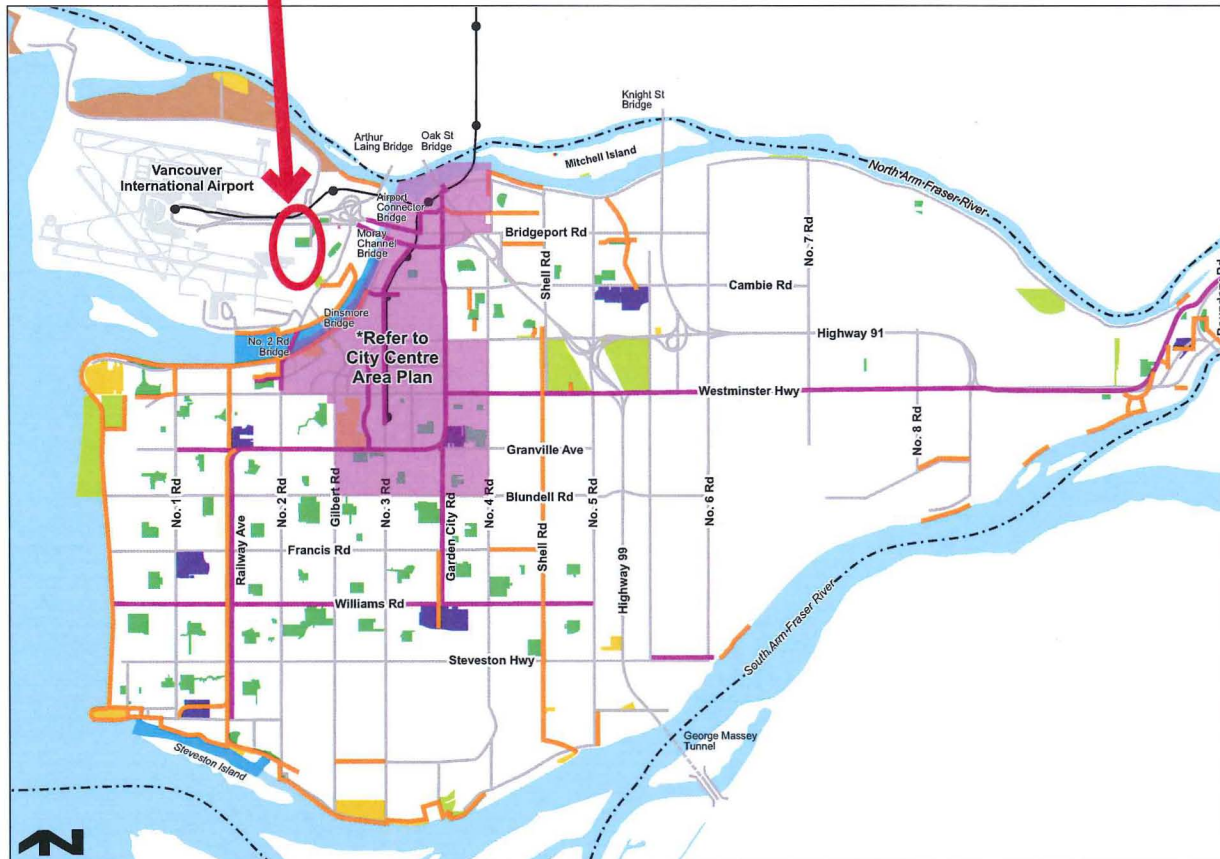
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Remove Neighbourhood Park



- Contribute to Economic Development: A vibrant open space system can exert a positive influence on the city's economy. Great parks and signature places, like Richmond's waterfront parks and trails, confer economic benefits through improved property values, attraction and retention of businesses, and attraction of tourism with signature outdoor places and events.

Current Parks and Public Open Space System Map



| | |
|-----------------|---------------------------------|
| Canada Line | City Wide Park |
| Trails/Greenway | City Wide Natural Area |
| Cycle Route | Marine Recreational Area |
| | Neighbourhood Park |
| | Regional Park/Conservation Area |

*Refer to the CCAP for the locations of future parks in the city centre.

See Section 3.4 (Specific Richmond Neighbourhoods) for locations of Neighbourhood Links.

Refer to the 2010 Richmond Trails Strategy for more detail on planned future trails.