

Main 2041 OCP Update Studies		
Study	Purpose	Status
Recreation	Various plans and policies (e.g., PRCS Master Plan 2008-2015, PRCS Facilities Strategic Plan, Community Wellness Strategy, Older Adults Service Plan, Youth Service Plan, Sport for Life Strategy, and 2009 Community Needs Assessment).	All studies completed
Arts, Culture and Heritage	Museum and Heritage Strategy (2007), Arts Strategy (updated in 2010), includes a Cultural Facilities Plan.	All studies completed
Demographic and Employment Study	Provide City-wide population, dwelling unit and employment (by total employment and by economic sector) projections to 2041.	Completed July 2010
Employment Lands Strategy	Assess long-term employment land needs within the City of Richmond and determine how Richmond can optimize its position to create a healthy, balanced and growing economy. Part A documents employment and land absorption trends and Part B identifies policy implications of employment land use (e.g., zoning, density).	Completed
Parks and Open Space Strategy	To develop a comprehensive working document that will: -enable balanced decision making, -explore innovation in resource management -explore integration of solutions to emerging urban issues (climate change adaptation, energy generation, urban agriculture and ecology, increasing density) and -inspire community engagement and reflect community identity.	Phase 1: March 1, 2011 Final: July 2011
Transportation Plan	Phase 1: transportation demand forecasting to identify any new significant transportation improvements based on future land use changes. Phase 2: identify principles, goals, objectives, policies for the OCP Update and identify an implementation strategy for each component of network including roads, transit, cycling, and walking. Phase 3: Implementation Strategy.	Phase 1: Complete Phase 2 and 3: Fall 2011
Development Permit Guidelines	Cross departmental staff team to review DP guidelines, identify gaps, best practises, and OCP Concept and revise existing DP guidelines. Consultation with Urban Development Institute and Small Home Builders and others	Fall 2011
10 Year Social Planning Strategy	Identify social planning priorities between now and 2021. Clarify the role of the City (and other stakeholders) with respect to addressing particular social planning topics, Provide a foundation for a more integrated, coordinated and sustainable approach for social planning in Richmond for the future	Phase 1 –community engagement and findings is complete Phase 2 – draft Social Planning Strategy to be completed in Fall 2011
Engineering Modelling	Identify needed 2041 OCP infrastructure and services (e.g., water, sanitary sewer, drainage) to support the OCP update.	Fall 2011
Community Energy and Emissions Plan (CEEP)	To establish a vision, long-term goals, emission reduction targets and key focus areas for action. Phase 1 established GHG emission reduction and energy reduction targets, principles and identified key focus areas for actions. Identify short-term and long-term actions that should be taken to improve overall community well-being and help the community achieve the emission and energy targets.	Phase 1: GHG targets, policies and actions & Energy Plan (Complete – May 2010) Phase 2: Fall 2011
Financial Implications (e.g., DCC By-law)	To review the DCC bylaw to determine the necessary changes to accommodate the OCP update.	December 2011
Environmentally Sensitive Areas Management Strategy	Provide a more accurate update of the existing OCP (ESA inventory and improve the ways in which the ESAs are managed.	Approach endorsed by Council in December 2010 Strategy to be forwarded to Council in early 2012

Second Round OCP Public Consultation Program

OCP Housing/Neighbourhood Survey and Outreach

- Survey which was available in both a paper copy form
- The OCP survey was delivered to all community centers, libraries, SUCCSS office, and all of the shopping malls.
- It was posted online through the www.letstalkrichmond.ca website.
- Full page colour ads for the survey and open houses were placed in the Richmond Review and Richmond News appearing 4 times a week over 2 weeks encouraging people to fill out the survey.
- The ads showed colour maps of the location of the 8 neighbourhood centres with a 5-minute walking radius around them. The single family areas were showed in yellow and orange to show the large and small lots.
- Coinciding with the survey period, five open houses were held at City Hall and 4 community centres.
- Each open house had a 20-minute presentation at each and questions and answer sessions.
- Vancouver Coastal Health was also a participant with their own display board.

OCP 2 nd Round Public Consultation Open Houses in October and November 2010			
Topic	Venue	Date of Open House	# Of Attendees
Housing and Neighbourhood Centres	City Hall	October 16, 2010	40
Housing and Neighbourhood Centres	Thompson Community Centre	October 17, 2010	35
Housing and Neighbourhood Centres	Hamilton Community Centre	October 20, 2010	30
Housing and Neighbourhood Centres	Cambie Community Centre	October 21, 2010	25
Housing and Neighbourhood Centres	South Arm Community Centre	October 24, 2010	93
Sustainable Community Energy Public Open House	Council Chambers, City Hall	November 24, 2010	12
Agriculture Public Open House	Council Chambers, City Hall	November 25, 2010	110

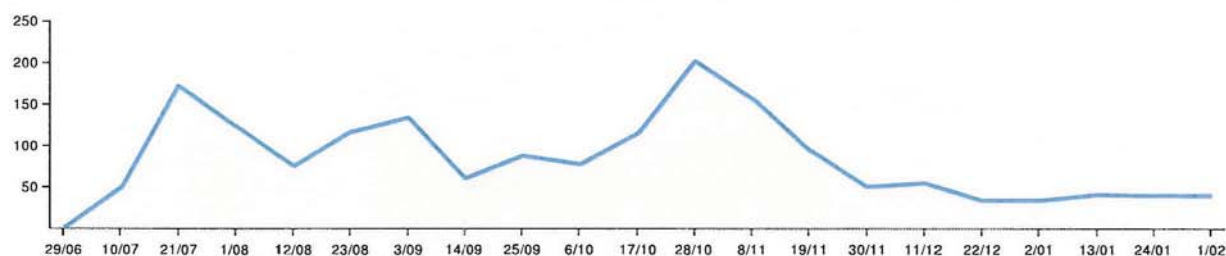
Activity Report

June 19, 2010

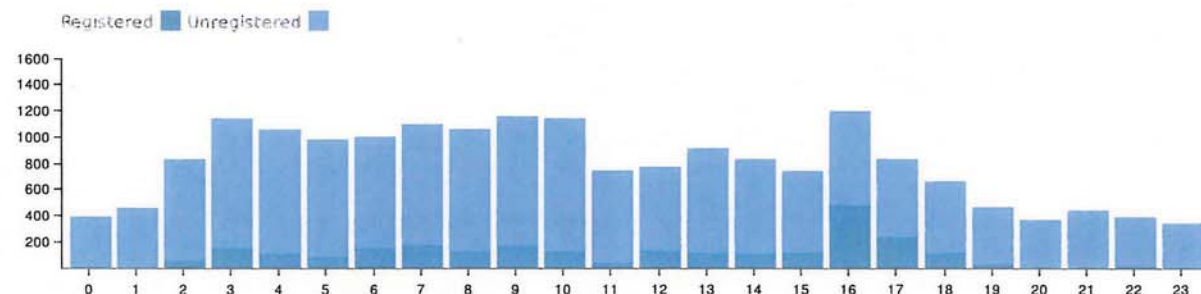
February 01, 2011

Activity Overview	(lifetime)	Number of Participants who	
Site visits	6,802 (6,817)	Registered	125 (125)
Page views	19,158 (19,176)	Commented	23 (23)
Visitors	1,918 (1,919)	Agreed	16 (16)
Comments	63 (63)	Disagreed	7 (7)
Agrees	72 (72)	Downloaded documents	401 (401)
Disagrees	11 (11)	Downloaded videos	110 (110)
Document downloads	1,701 (1,701)	Viewed FAQs	2 (2)
Video plays	282 (282)	Took polls	8 (8)

Page Views By Date



Page Views By Hour



Engagement Depth	Average	Total	Participant Conversion	
Time on site	2m 55s (2m 55s)	13d 20h (13d 20h)	Visitors who	
Page views	2.8 (2.8)	19,158 (19,176)	› registered	6.5% (6.5%)
Visits	3.5 (3.6)	6,802 (6,817)	› downloaded documents	20.9% (20.9%)
Comments	2.7 (2.7)	63 (63)	Registered participants who	
› primary		46 (46)	› commented	18.4% (18.4%)
› replies		17 (17)	› agreed/disagreed	13.6% (13.6%)
Agrees	4.5 (4.5)	72 (72)	› took polls	0.0% (0.0%)
Disagrees	1.6 (1.6)	11 (11)		

Tools	Total	Page views	Votes	Comments	Agrees	Disagrees	Participants
Forum Topics	6	2,098 (2,098)	28 (28)	64 (64)	72 (72)	11 (11)	55 (55)
News Articles	0	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)

Document Downloads	Document downloads	
Proposed OCP Vision	213	(213)
Future Planning of 8 Neighbourhood Centres	128	(128)
Broadmoor Neighbourhood Centre Plan	116	(116)
Benefit of New Housing Types	114	(114)
Description of Housing Types	108	(108)
How would new housing types fit into my neighbourhood	104	(104)
Possible New Housing Types in Richmond's Single Family Areas	103	(103)
Map, inner core, N Centre	78	(78)
Roles and Attributes of Neighbourhood Centres	74	(74)
Map, outer core, N Centre	72	(72)
Transit Map for Richmond	59	(59)
Urban Futures: Richmond's housing, population and employment projections to 2041.	56	(56)
Discussion Topic Comments Document	54	(54)
A Healthy Environment - Poster	52	(52)
On-Street Cycling Network Plan - Existing & Planned Routes	48	(48)
City Centre Transportation Plan Update - Creating a Transportation Vision	46	(46)
Explore Richmond's Environment	42	(42)
Richmond's Population and Housing to 2041	36	(36)
Richmond Population and Housing to 2041	34	(34)
Current OCP - Transportation Section	31	(31)
Map of Richmond, housing options and N Centre Planning	31	(31)
Highlights of November 2009 OCP Survey	30	(30)
City of Richmond Projections	25	(25)
Welcome Board, OCP 2041 Update	24	(24)
What is a Neighbourhood Centre Master Plan	23	(23)
TOTAL	1,701	(1,701)

Video Download Activity

McMath Secondary School-Natural Club	98	(98)
One Green Year Later W.D. Ferris Elementary School Goes Green	93	(93)
No Child Left Inside	91	(91)
TOTAL	282	(282)

Sources (Top 20)

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www.google.ca	158	(158)
letstalkrichmond.bangthetable.com	112	(112)
bangthetable.com	53	(53)
www.google.com	38	(38)
www.yourlibrary.ca	31	(31)
www.yahoo.com	16	(16)
corporate.bangthetable.com	13	(13)
translate.googleusercontent.com	13	(13)
www.facebook.com	7	(7)
twitter.com	6	(6)
gardencitylands.wordpress.com	4	(4)
yandex.ru	4	(4)
moderator.bangthetable.com	3	(3)
sn134w.snt134.mail.live.com	3	(3)
www.google.com.au	3	(3)
sn129w.snt129.mail.live.com	3	(3)
search.conduit.com	3	(3)
ca.search.yahoo.com	3	(3)
ca.mg2.mail.yahoo.com	2	(2)
www.google.com.pk	2	(2)
and 40 others		

Activity Report

October 16, 2010 - February 01, 2011

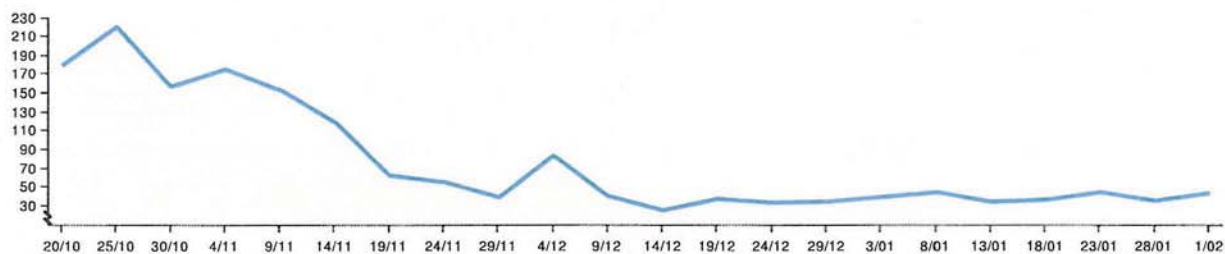
Activity Overview

	(lifetime)
Site visits	3,518 (6,817)
Page views	8,422 (19,176)
Visitors	1,111 (1,919)
Comments	63 (63)
Agrees	72 (72)
Disagrees	11 (11)
Document downloads	1,438 (1,701)
Video plays	49 (282)

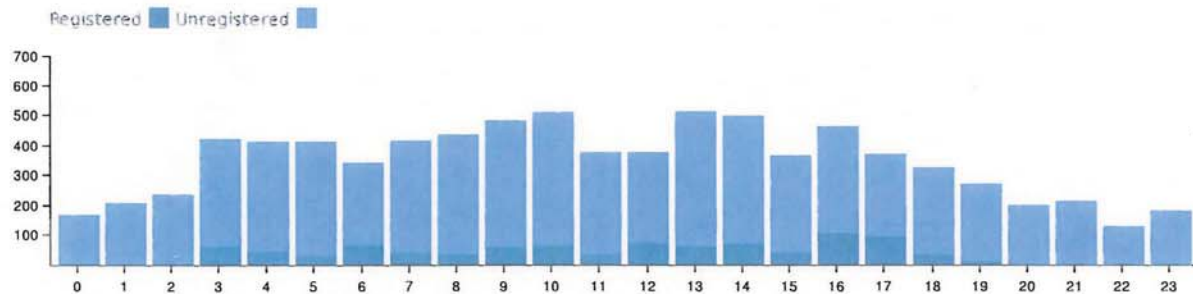
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www.yourlibrary.ca	0	(31)
www.yahoo.com	16	(16)
corporate.bangthetable.com	0	(13)
translate.googleusercontent.com	0	(13)
www.facebook.com	0	(7)
twitter.com	6	(6)
yandex.ru	4	(4)
gardencitylands.wordpress.com	0	(4)
sn134w.snt134.mail.live.com	3	(3)
ca.search.yahoo.com	3	(3)
sn129w.snt129.mail.live.com	2	(3)
search.conduit.com	1	(3)
www.google.com.au	1	(3)
moderator.bangthetable.com	0	(3)
www.google.com.qa	2	(2)
sn102w.snt102.mail.live.com	2	(2)
and 40 others		

Let's Talk Richmond: Official Community Plan Forum

What does an ecologically healthy neighbourhood look like?

135	118	We start by the City of Richmond accepting that splashing on greenwash is not the same as weaving in green. For example the present form of the tree bylaw is greenwash. The bylaw came about because citizens were outraged that developers were cutting down almost all the trees on lot before putting buildings and paving on most of it. Since the bylaw came in, developers are still cutting down almost all the trees on a lot before putting buildings and paving on most of it, but ordinary people have been fined thousands of dollars for cutting back a tree too much. To protect themselves, citizens got a huge number of trees cut down in the period before the bylaw took effect and are now less likely to plant a tree. A tree bylaw could have been an ecologically good thing, but the greenwash version was just a deceptive way to give the appearance of cleaning up a real problem. It did not make Richmond more ecologically healthy, and it is just one of the possible examples that come to mind.	15 Oct 2010	7	0
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Let's Talk Richmond: Official Community Plan Forum

136	118	Our wealth is our ecosystem. Since we have been thoroughly conditioned to value wealth (numbers on a balance sheet) as citizens, we need to use an accounting system that measures our ecological wealth.... so we can compare from year to year, and so we can set goals like zero carbon, zero garbage, zero hunger, zero involuntary homelessness, zero waiting time for a community garden plot, 40% cycling trips, 20% calories from within this city - "Richmond Diet", annual biodiversity counts, 70% green-growing satellite imagery (ex: encouraging green roofs), each Richmond neighbourhood with a rate of resident participation in neighbourhood community building events = 10%; rate of such events per neighborhood >= 1 every other day (potluck parties, canning/fermentation workshops, front lawn conversion to garden work parties, bicycle repair workshops, pocket markets, themed trading days (instead of just individual garage sales), 30% proportion of businesses that are primarily about healing the ecosystem (repair shops (bikes, appliances, tools), local ethical/green products, telecommuting shared neighbourhood workspaces, second hand shops, urban farming coops, etc	16 Oct 2010	3	0
137	118	If speaking about Richmond overall - save Garden City Lands from the development, it is the most significant move you can do in keeping the town ecologically healthy. If speaking about the healthy neighbourhood - keep up with the park norms allowance, stop using the faulty practice when subdividing/densification occurs now but park land inventory is done once in 5 years, that way you can simply find out later that there is not enough land to cover all the population increases. Implement the more frequent system of the check ups, at least once a year to see if more development permits can be issued or you are build up to capacity.	17 Oct 2010	3	0
143	118	Ensure that we don't compromise on the current allowances for greenspaces and make sure we maintain the slough corridors, perhaps even broaden them where possible. I live in Richmond BECAUSE it is green and lush and values its parks.	18 Oct 2010	6	0
175	118	I am really concerned about the City's proposal to eliminate setbacks in Agricultural zoned properties. If someone can build a big mansion in front, then add a big coach house at the back of the property, there is no land left for growing trees, plants, gardening or any kind of farming. The areas in between the buildings will be paved for parking or made into tennis courts. Plants give us oxygen but pavement doesn't. There are a lot of potential farmers in Richmond who would farm on small lots if they could afford them. But land is so expensive the only people who can afford it want to build their pseudo country estates. Establishing maximum setbacks for accessory buildings would free up land that small lot farmers could lease. It would also ensure the land is planted in order to provide food, an environment for wildlife, oxygen and act as a carbon sink for our CO2 belching cars.	04 Nov 2010	5	0

Let's Talk Richmond: Official Community Plan Forum

188	118	Similar to dewhalen's comment, I think the proliferation of fully built-over and concreted over lots across Richmond is slowly destroying the local ecology. The zoning guidelines for single family and especially townhouses should restrict the maximum building footprint to 60% of the lot to promote backyards with grass, trees and shrubs which encourage animals, birds and insects - what creates a vibrant ecosystem. Some of the houses along Williams, east of 4 Rd are brutal.	05 Nov 2010	4	0
216	118	One more vote for the Dewhalen and Gengland comments. The land overpaving standard is way too generous. The owners of one property up my street concreted the maximum (if not over maximum) land area. What for? To park more cars? So they wouldn't have to deal with nature? Time for the city to rethink it's development permit criteria and include greenspace (ground covering and trees/shrubs). Additionally, I think that there should be two inspections, one on completion of the construction, and one a year later... just to catch the folks who think they can pave over paradise when the City is not looking.	13 Nov 2010	2	0
232	216	I very much agree - if we do not preserve the green around our homes and in our neighbourhoods. Richmond is an island, overcrowding is not sustainability. There needs to be a healthy balance. Don't we have a responsibility beyond the mighty Dollar?	03 Dec 2010	1	0

Jobs of the future: What are they and where are they?

138	119	How could Richmond Council approve the OCP where the increase in the population far outnumbers the number of the jobs? Instead of allowing the endless housing highrises in the close proximity to the Canada line (it is 500 m by the architectural norms) there should be more office building highrises as it is in downtown of Vancouver then companies like Microsoft will not relocate their offices there.	17 Oct 2010	2	1
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Let's Talk Richmond: Official Community Plan Forum

151	138	Agreed, Olga.	22 Oct 2010	0	1
		<p>There is the tendency that residents in and outside of richmond commute to Downtown Vancouver or to other locations further than their municipality every morning. If Richmond can expand with office buildings, it will relieve pressure on main roads leading to Downtown Vancouver and other major office locations.</p> <p>I would guess the downside to this is the size of Richmond and the (possible, but likely) highrise height restriction because of a nearby airport. Richmond would have to allocate more land to commercial areas for office only but this may be undesirable because, and as it seems, Richmond can only expand east (agricultural land reserve in the south). I know I may receive opposition for this, but the council could develop the Garden City block into, strictly, office buildings. Of course, if there are sustainability features and energy-efficient buildings in the development of the city block, I'm sure that more people would favour the proposal as it will decrease commute times, and increase jobs in Richmond and in the regional district with a minimal impact on the environment. The development of the city block wouldn't increase congestion, but brings jobs into Richmond, and creates another small region where office jobs can be found.</p>			
152	151	<p>Garden City Lands block is not located in the center of Richmond in the close proximity to the Canada Line, shops and restaurants. The buildings that has to be office buildings have to be really close and we still have undeveloped areas in the casino and Canadian Tires area where the office buildings could be close to the Canada Line and the station there was projected. The Garden City Lands is the only chance of Richmond to fulfill its park land space requirement for the City Center even at the 1/2 rate that we have in the City Center and it would be a major recreational centrally located outdoor facility that is missing in our town. We have numerous office buildings only parcels just 5 min further down the road from the Garden City Lands at the crossing of the Westminster Hwy and Knight and they sit empty now so this is an example that the office buildings only areas are not needed in Richmond, they have to be incorporated in the very downtown center of Richmond and it was an oversight of the current council to allow that many housing highrises to be build in the very close (500 m) proximity to the sky train and public transit hubs. There is more in downtown Vancouver that makes it attractive for the companies to move there - it sits right beside of the Stanley Park and all the water front walks are close accessible for the people who work and live there, there is nothing major on that front in the center of City of Richmond. As I said already, Garden City Lands the only chance for the people that live AND might work in the City Center to have a major park within walking distance.</p>	23 Oct 2010	1	0

Let's Talk Richmond: Official Community Plan Forum

165	151	If "Garden City block" refers to the Garden City Lands, the idea of filling it with office buildings is a non-starter. People don't want big buildings of any kind there, and the Agricultural Land Commission would never approve that use of ALR Land. The commission would be very unlikely to even consider listening to another application about that area after refusing applications last year and four years ago.	28 Oct 2010	1	0
187	138	I also agree that more effort needs to be made in terms of zoning and attracting high density commercial interests along the Canada Line. I disagree with Aaron that expansion can only go east - most of the new development east of Garden City Rd is already beyond walking distance to Canada Line (as is the Oval development, but that's another debate!). There are more than enough old, grubby, underdeveloped strip malls along 3 Rd that are ripe for redevelopment and that could easily be turned into commercial development. For this to happen, the City needs to put AN END TO BUSINESS PARKS! To me, lower cost commercial space along the Canada Line in Richmond would be a very attractive alternative to Downtown Vancouver since they would still be easily connected to the Metro core. It would also provide more people with opportunities to live and work in Richmond.	05 Nov 2010	0	0
205	187	Ah. Of course, I just remembered there are some regions north of No.3 Road that can be developed. But I'd like to point out that if we want more pedestrian traffic over cars, we'll need an accessible and reliable bus system as well.	11 Nov 2010	0	0

Let's Talk Richmond: Official Community Plan Forum

195	119	<p>If we want to create more jobs for Richmond in the future, what we need is a vibrant downtown core that people want to take part in, where people want to go and be, and where businesses can flourish. While what we have got is doing well, there are some lopsided features that are bringing us down. What is lacking is real pedestrian accessibility, and community space. Who would want to go downtown to shop and hang out if it is built in a way that discourages that? While I am often amazed at how many great places there are to go Downtown, for eating and shopping, it is surprisingly hard to move along the neighbourhood. In fact, just try it yourself. What you will notice is that parking lots are often put in front of stores and malls, increasing walking time and adding that 'I have to make sure I'm not about to be run over' sensibility. Some areas have tight sidewalks, fitting two people side by side, and some of the roads that branch off No 3 have no sidewalk at all.</p> <p>While I commend some of the planning, like Aberdeen Mall and the stretch of 3 road from Granville to Westminster Highway, it is still a place designed for cars more than for people.</p> <p>Earlier, I mentioned a lack of community space. What I mean is that, in terms of music venues, art galleries, libraries, and community centres, all examples of them are placed in the Minoru Cultural Centre. Minoru is a wonderful establishment, yet it is undeniably on the outskirts of the 'city centre'. I believe in order to really bring downtown to life, we need to make it a 'place to be'. A big part of that is arts and entertainment. By investing in a music venue that is a coherent part of our downtown (unlike the casino), we are bringing more people doing more things, as well as creating jobs.</p>	06 Nov 2010	0	0
233	119	<p>Could it not be that people like to work in one place but live in another? How many people commute into Vancouver (and Richmond for that matter) but would never want to live there? People need a break, many don't want to live close to work, they want to get away from it in for while.</p>	03 Dec 2010	0	0
Energy Smart Living: live, work and play the energy-friendly way.					
139	123	<p>Create more walk-in accessible good sized parks in the center of Richmond so we will not have to drive everywhere between 20 to 60 min to go for a good walk or other outside activities.</p>	17 Oct 2010	1	0

Let's Talk Richmond: Official Community Plan Forum

146	123	<p>I must urge, that for the City of Richmond to aim for sustainability, is to create incentives and show that the City of Richmond and its council are motivated to embrace and emplace green technologies. (1) Electric cars and plug-in hybrids are about to be released into the Canadian economy within the month. Where are the charging stations? (2) Expanding Richmond City's food scrap program beyond single family homes to multi-family homes and apartments, businesses, and industries. A true 70% reduction in waste as planned by MetroVancouver.ca is the recycling of garbage from all sources. (3) Energy. I'm a strong advocate for the use of solar panels. Yes, it is likely that Canada receives less sunlight because it is further from the equator. But this assumption isn't legitimate for not harnessing the sun's energy when it can still make a difference. Harnessing solar energy by using solar electric and thermal panels will help governments in meeting energy demands in the future. My conception here is, there is an added supply of electrical energy by using solar panels will ease pressure on electricity demand during peak times. Instead of having electrical energy peaking at a hypothetical 100MW during the day, we would see electricity peaks at 80MW. So, how would the city be able to participate in this? Give incentives for residents and businesses to consider and eventually purchase these technologies through rebates, and grants. Make people aware of the savings opportunity in the use of solar hot water (solar thermal panels) that will reduce the use of natural gas. (4) Improve on alternative transportation by expanding bike lanes, bus routes (or more frequent busses). (5) I call it sustainable development where services are in arms reach of residents. Communities in which services are within a walking distance will encourage residents to walk rather than to drive to a commercial area 2 miles away. Newly developed communities may also include new technologies as well, built to be energy efficient and eco-friendly. Take the Olympic Village in False Creek for example. (6)</p>	21 Oct 2010	1	0
164	146	<p>You've raised a good point here regarding the potential of solar thermal energy. Richmond wants to see more residents harnessing the sun's energy to heat water, that is why we have been designated as a Solar Community by SolarBC. Currently, homeowners can receive \$2000 in rebates from SolarBC when they have solar hot water panels installed on their home. I have solar hot water panels on my house and they save me a lot of money every year. I estimate my system will be paid back in 6-8 years. You can learn more about this great deal at www.solarbc.ca.</p>	28 Oct 2010	0	0

Let's Talk Richmond: Official Community Plan Forum

193	146	Aaron makes some good points but I think a major issue is Strata Corporations (and there are lots in Richmond) usually control rooftops and individual homeowners don't really have the power to install their own systems. On the flip side, Strata do have money and do plan for the longer term (as opposed to freehold owners who find it hard to wait for a 7-10 year payback period), so..... maybe the City should FOCUS ON STRATAs with incentives. Stratas would be able to make large scale investments for lower per-unit costs and the owners would reap the benefits of lower energy rates immediately. I'd be interested to see what the City could come up with. I live in a townhouse Strata, by the way.	05 Nov 2010	0	0
206	193	My residence in Richmond is an apartment building and I've discussed with the council on the issue of energy efficiently. My apartment building's over 18 years old, one of the first to stand in Richmond, and with 13 floors, a solar heating system just won't do much. But from my knowledge, Solar Panels work best with apartment complexes that go as high as 3 stories (correct me if I'm wrong). So if the city can create some incentive for all housing that is applicable for solar heating installations, then we're looking at a sustainable community in no time.	11 Nov 2010	0	0
218	146	Good incentives change behaviour... and they don't need to be expensive. An example of a good incentive is Save-on-Foods giving 10 Save-on-More points for using a reusable shopping bag. An example of a bad incentive is what Surrey did a number of years ago. They were having a problem with cars being stolen from the Skytrain park&ride. So the mayor went out and gave free steering wheel locks (clubs) to people who didn't have any... This didn't reward good behaviour, they rewarded those who didn't care... at a cost of about \$25 per Club. A better incentive would have been to give \$10 to a random sample of people who had clubs... and tell everyone that this handout would happen again in a month. Those who didn't have Clubs would have run out and bought one just for a chance to win. Not only would it have saved the city money, but would have generated additional sales for the city's merchants. So what incentives can the city come up with to encourage sustainable liveable development?	13 Nov 2010	0	0
167	123	I think they should make it mandatory for new houses to install solar water, solar panel, and mini wind turbines. In 20 years, electricity will be the most important energy source to keep everything running. And to kick start it they should setup incentives for people/company to do it.	31 Oct 2010	0	0
207	167	I hate to say this, but solar electric panels are expensive, and I think developers won't do it unless the cost is subsidized, or decreased. I'm not sure how wind-turbines would work, but I can definately see solar hot water panels going up if the city mandates solar hot water panels in the next 20 years.	11 Nov 2010	0	0

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194	123	How about getting some landmark building to put renewable energy out in the public realm - check out the ZGF Twelve West building in Portland - http://www.archinnovations.com/featured-projects/mixed-use/zgf-architects-twelve-west-in-portland-or/	05 Nov 2010	0	0
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What do you think about allowing different types of housing in the City's single-family residential areas?

140	124	I think that this is another attempt to please the developers and to provide them with the long term cut of the work in the future. People of Richmond will not benefit from the increased density as it sacrifice our quality of life. The critical question about the focal densification proposal is - if there is a park land avail. in the area to offset this densification, it needs to be identified up front not to be trapped later into the situation - oh, there is no land for sale in the area anymore and we have to cut the park norm...	17 Oct 2010	1	1
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142	124	These new housing types seem to benefit new construction especially the coach houses and granny suites. The secondary suites may not fit well into existing house construction without extensive modification. This densification is directed to the rear yard but some of the existing housing does not have space in the rear yard but they have space in the front yard. Why is there a rear yard only requirement? Some existing housing does not back unto rear lanes. The cost of service connections could be less costly if the front yard was permitted since services are usually in the road allowances. Other issues of drainage, parking, etc. need to be seriously addressed by staff prior to proceeding with this issue. Logical areas should be allowed to vote on this issue as currently Richmond has R1E zoning backing unto R1B zoning.	17 Oct 2010	1	0
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150	124	<p>I can probably see why Richmond City Hall would consider this. Its a way to keep Canada's economy moving, and would increase municipal tax revenues by size.</p> <p>The issue with increasing population density is the increase in electricity demand, water demand, more waste/pollution, and the likelihood of increased crime rates. The Council must ask how electricity demand will be met in the short run, what method is best to charge households on using water, and how waste will be managed to meet waste produced from these houses. Crime may also be an issue, especially with grow-ops and meth labs that will exist with the increase of population.</p> <p>The issue of congestion and air pollution should also be considered. I'm sure congestion is already nasty in some areas, especially No. 3 Road. It would be best if more commercial areas are available to serve the population as it increases. Another alternative is to expand bus routes and to increase the number of buses, and increasing the accessibility of bus stops (adding more bus stops to reduce walking distance).</p>	22 Oct 2010	3	0
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153	124	<p>I believe new types of development is crucial for sustainable development for Richmond, and I mean that both economically and maintaining the quality of life. Since we could not and should not discourage a more populous Richmond in the future, the City needs to come up with the best solutions to maintain if not improve the standard of living. As a resident of the neighbourhood of East Richmond, I believe that a current problem in the neighbourhood is generally small lots west of Hwy 99 that aren't liked by most farmers. This causes the influx of Richmondites that couldn't find housing elsewhere and what I see is a negative mix of hobby farms, neglected lots with waste metal and disfunctional cars, and larger residential lots. The ultimate resolution to this problem is to allow smaller lots in the area west of the highway, in the form of estates, and enforce agricultural land east of the highway to agricultural purposes only, instead of renting houses on those lots to non-farmers.</p>	23 Oct 2010	0	2
154	124	<p>Notice that the majority of new freehold homes constructed already contain auxiliary suites (for "staff") plus expanded occupant space at the cost of yard space. This is a lifestyle choice and no amount of planning is going to revive the small duplex. Seen any built lately? Building codes could increase energy efficiency, maybe enough even to offset house size.</p> <p>Multi member families are not very compatible with apartment developments.</p>	24 Oct 2010	0	0
155	124	<p>I live in a neighbourhood with a mix of single family and townhouse residences - and this mix works very well. An important result of this mixing is that my elementary school, junior high and high school friends came from households of different economic levels. This made for a more healthy childhood.</p> <p>I am however skeptical whether granny flats or coach houses could work in areas not served by rear laneways. With a rear laneway, the granny and coach house works because they can be accessed from the rear of the house. I have worked as an urban planner for the past 6 years and am having difficulty visualizing how these new housing types would work in Richmond.</p>	24 Oct 2010	2	0
163	124	<p>I live in the Seafair area. I do not support increased population in this area. In my opinion the arterial roads, #1 Road, Francis Road and Blundell cannot support increased volumes of traffic in this area. The intersections of #1 Rd and Blundell Road and #1 Rd and Francis Road are common accident sites. The entrances and exits of the Seafair Shopping Centre are dangerous for vehicles and pedestrians every day because of the sheer volume and speed of traffic. On weekends especially, the volume of pedestrian and vehicle traffic draining off Hugh Boyd Park onto #1 Rd and Francis Rd adds to the problem. I think we've reached our population limit already. Thank you.</p>	27 Oct 2010	3	2

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189	163	The problem is not the density of people, the problem is that everyone around there (and pretty much everywhere in Richmond to be honest) lives auto-dependent lifestyles. If the Neighbourhood Centres Plans can encourage more complete 'town centres' with more services and amenities within walking distance and cycling and transit service and infrastructure can be improved to become the modes of choice, there wouldn't be so much traffic.	05 Nov 2010	0	1
169	124	<p>I have no problem with having different variety of housing types in single-family residential areas. Richmond should follow Vancouver's example and encourage neighbourhoods with alleys to construct granny flats in the back, and if possible neighbourhoods that are being refitted with new housing should be readjusted to have back alleys. For neighbourhoods without back alleys, what about allowing housing above or in renovated garages?</p> <p>Single-family residential areas should also see some strategic townhouse and low rise construction to increase density. This is important for many reasons. It allows people to stay in the same neighbourhood as their lives change; for example, retired couples could move into apartments on the same street when their house is too large for them to maintain. It also helps keeps schools populated, and makes public transit more viable.</p> <p>As for the argument that No.1 road is already too busy for more people, I think the fact that the road is fast moving with two lanes pretty much closed for parking much of the time shows that it hasn't reached its limit.</p>	31 Oct 2010	0	1
176	124	As part of Metro Vancouver, Richmond has agreed to take on the shared responsibility of absorbing the increasing population. But we live on an island so we have no choice but to build "up" (which is already being done in spades in the city centre) and build "infill" housing in established neighbourhoods. I agree with the other comments that granny suites, coach houses, duplexes, secondary suites, etc are acceptable ways to house us. Elders can stay in their own area as they age, local schools stay populated and neighbourhoods have mixed income levels and mixed family types- all good goals. However the infill housing should take on the same character and height as other houses in the area, and it should be affordable (def. is 30% of your household income is used for housing). Vancouver is having problems now because infill housing has been built that is out of character, too tall, too large and not affordable. 1/2 mill. for a 500 sq. ft. infill granny suite-come on, who can afford that?	04 Nov 2010	1	0
180	124	I have nothing against growing as a city. However there is a limit and we are perilously close to it. This is no longer a garden city and will never be again. The oval has trashed so much land and made it impossible for middle income families to live anywhere close to it. We all know that Richmond has a sister city. We are now racing madly to make it our twin sister city.	04 Nov 2010	1	1

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190	124	I think that coach houses could work within Neighbourhood Centres, but are a bad idea anywhere else for two main reasons. They encourage a larger building footprint, limiting and in some cases eliminating any hope for yards or greenspace, and if they aren't near neighbourhood centres or frequent transit, those people will require cars (probably more than 1 in many cases) which isn't the point of density - you want density to reduce auto-dependency and ownership levels. Granny flats should only be allowed where an existing garage is present to avoid over development of additional garage space to accomodate a flat above.	05 Nov 2010	2	0
214	124	I think that good quality mixed housing is positive for building neighbourhood communities. My concern is whether properly designed coach houses, granny flats and duplexes contribute to the liveability of the neighbourhood, or only contributes to the pocketbooks of the developers. Growth and densification is inevitable. Saying no to creating a sustainable plan for change will leave us at the risk of unplanned change. In many neighbourhoods, adding a coach house or granny flat just won't work. In some neighbourhoods, the back yard is sufficiently large to permit such a structure without truly encroaching on the neighbours. This increases the density and creates a situation where the renters of the secondary structure develop a relationship with the property owners. A small start to neighbourhood community. I spent four weeks in Switzerland this past summer. This is a country that has their act together with regards to building liveable cities. The city and town residents are very protective of their neighbourhoods, and any new development in many towns require the builders to place posts outlining the footprint and height of the buildings. This allows the residents to engage in the development of the building.	13 Nov 2010	0	0
219	124	I prefer increased density over sprawl - there are hundreds if not thousands of unauthorized 'basement' suites in Richmond - better to be 'legal and licensed' Cities are going to continue to grow, populations are going to continue to grow, we can't pretend that demand for services isn't going to happen - we need to learn how to be more efficient and how to manage the demand while maintaining quality of life	17 Nov 2010	2	0

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220 124 I have lived in a Richmond town house complex (loved it but it got too small for growing family), older Single family home with large lot (with family, too busy to maintain), and finally one of the newer houses on smaller lot along Williams. 19 Nov 2010 0 0

Love where I am now but would have loved the option to maintain a smaller footprint with the option of newer house that was in a subdivision instead of on busy road. I think different options to make it more affordable for families (smaller lots, rental potential) to remain in Richmond is crucial. At the same time reducing the environmental impact.

At the same time the City needs to ensure proper infrastructure including community green spaces, appropriate sewer and storm drains and paved roadways (back alleys).

234 124 During the recent snow fall in our neighbourhood people cleared the side walk of several properties, others cleared the drainage for much further than their own property, a group of women actually cleared the whole round-a-bout. In many high density areas there was not even a path cleared on the side walk. Let's not destroy our healthy neighbourhoods by overcrowding them! 03 Dec 2010 0 0

Healthy, vibrant, mixed use neighbourhood centres.

141 122 Shopping centers have to provide enough parking and to be modified to at least two stories constructions because there is a lot of people who can not walk there anyways, anything that is further then 500 m is not considered to be walking distance so even if you plan that people will walk for 1-2 km - they won't esp. when it is raining or they have to carry a lot of groceries. 17 Oct 2010 4 0

149 141 I agree. It's very difficult to achieve a mixed neighborhood where most of our services are available within walking distances. Plans like this are much easier in areas with higher population densities. But I guess some basic testing of mixed neighbourhoods wouldn't hurt. The Council could add more commercial areas to decrease distances between neighbourhoods and shopping centers. 22 Oct 2010 0 0

156 122 The concept of the 8 neighbourhood centres is a great idea. These neighbourhood centres are the city's best chance to build the pockets of density needed to support more frequent bus service outside the core. 24 Oct 2010 2 0

To ensure these new neighbourhood centres don't turn into traffic nightmares, I would ask that the city tie improved bus services to any redevelopment. Also, I would ask the city to put in-place more aggressive (lower) maximum parking standards - say 1 parking spot maximum per unit.

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166	156	This is VERY important: The city needs to tie not just improved bus services, but improved cycling facilities, pedestrian walking facilities, handicap access, as well as robust parking standards . Also in each neighbourhood, the necessary core facilities and services must be built FIRST (if they don't already exist) before permits are issued for that area. I am thinking, for example, of Blundell Neighbourhood which does not have a community centre.	29 Oct 2010	0	0
184	166	I strongly agree with both of these posts. Transportation (of all modes, but especially sustainable modes) needs to be a more integral part of the Community Plan and the future development of the Neighbourhood Centres. The relationship between land use/development and transportation is intimate and their influence on each other immense.	05 Nov 2010	0	0
170	122	I think the city also needs to encourage more mixed-use development around these neighbourhood centres. If I own a house or townhouse across the street or within walking distance from one of these centres I should be able to have a small shop or restaurant on the first floor. I agree with Olga that the owners of the buildings in the centres should also be encouraged to increase their height. It's just wasted air space to have a big parking lot surrounded by one story buildings. More stories could support residents which would be like having guaranteed customers, social housing, seniors housing, offices, art spaces, after school learning centres, community centres. They would also serve as solid anchors for a more frequent transit system that so many people are asking for. There is so much that could be done!	31 Oct 2010	0	1
172	122	Most large Richmond neighbourhoods were built around shopping/service centres in the first place, so it makes sense to expand on this. Services provided should include libraries, grocery stores, meeting places and medical services. The Blundell and No. 2 Rd Mall needs a library branch. East Richmond lacks grocery shopping- Cambie and No. 5 Mall has no grocery store any more although Fruiticana helps to fill the gap. People with cars can drive to Costco but that is not a real solution. Hamilton residents have to go to the Walmart in New Westminster-Queensborough so Richmond is not providing these Richmondites with the services they need. Hamilton residents also have to go to Fraser Health (New West) for health services as there are none in their area. Another general consideration would be to allow more residences built above services as is done in most large cities. Finally, less parking would be needed if people lived closer to needed amenities. The Parking zoning/bylaws are a big obstacle in providing any services here in Richmond-as a result the services aren't built when a developer can't satisfy the regulations.	01 Nov 2010	1	0

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186	122	I would be interested to know why the focus is only on the actual site of the shopping centres. Surely there may be good opportunities to add new retail along the main roads or around the main intersections to create a more lively and substantial neighbourhood centre. As it stands, the City is heavily reliant on the owners of the shopping centres to achieve the goals of more walkable communities. This might be radical but I would argue for more flexible zoning within neighbourhood centres to encourage more mixed use developments beyond the footprint of the shopping centre.	05 Nov 2010	1	0
215	122	I fully support the concept of neighbourhood centres, but is 8 enough to make Richmond a liveable city... I think not. Three concerns: 1. Many of the identified shopping centres were developed on using the 1970 model... big centres with big parking lots, intended to server a large geographic area. These shopping centres need to change to be more pedestrian friendly. 2. Terra Nova shopping centre was built on this model, but already support a relatively well designed mixed housing area (Terra Nova development west of No.1 Road). Not much headroom in the area to effect huge changes in terms of housing/transit/amenities, although opportunities exist to make the area more pedestrian friendly. 3. There are many areas in Richmond where smaller neighbourhood shopping centres could be build, but the city has not identified this as part of the plan. For instance, the Steveston Hwy / No.1 Road area. If we loose this space to residential developement, the opportunity is lost forever to build a vibrant self-sufficient neighbourhood. I believe that every Richmond resident should have some commercial real estate within 7-10 minute walk from where they live. This would include one or more stores to purchase food and fresh produce, places to purchase other products or services, and a community gathering place (e.g. restaurants, fitness centre). I spent four weeks traveling around Switzerland this past summer, a country that has their act together when it comes to liveable	13 Nov 2010	1	0
224	122	I was just reading this interview with Jane Jacobs - http://reason.com/archives/2001/06/01/city-views/3 - and she makes an interesting point. You can't just legislate neighbourhood focal points into being, the come about for specific reasons; the most important being a corner, or a meeting of different thoroughfares. While I admire the 8 neighbourhood centres initiative, I wonder if perhaps we shouldn't also be thinking of extending or improving existing areas. If people are already going to Steveston, why not expand 'Steveston' to include the crossroads of Steveston Highway and No.1 road, as the previous post by Rooting for a Livable City suggests?	27 Nov 2010	0	0
228	122	Funny, it is not a shopping centre, it just another housing development project! Don't fool us citizens.	02 Dec 2010	0	0

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What's stopping you from travelling car-free to your neighbourhood centre?

144	121	<p>I think the distance is too much in inclement weather. We live a km away from the nearest centre and the focal point of that centre is a Shoppers Drug Mart not a grocery store, as it should be. The Shoppers Drug Mart facilitates visiting with neighbours, etc, like a modern-day general store, but we miss having a true grocery store in Cambie. Too much of Richmond is designed for "getting somewhere" rather than enjoying the journey.</p> <p>Steveston is a shining example of what a car-free neighbourhood should be like: wide sidewalks made for tables or visiting, traffic calming, a good mix of shops, human-scaled street scapes. I would like to see more of this kind of vision in future development or redevelopment.</p>	18 Oct 2010	2	0
162	121	<p>I live in Seafair and am within walking distance of the shopping centre, schools, and buses. The dyke is a great bonus. That's why I bought in Seafair. Thank you.</p>	27 Oct 2010	1	0
168	121	<p>I live in Steveston, so I can easily get to my neighbourhood centre by walking or biking. As for commuting to other centres, the infrequency of bus service and lack of bike lanes prevent me from travelling car-free.</p> <p>Bus frequency needs to be at around 10-15 minutes to encourage more people to get out of their cars. I use the 402 a lot, but there are too many times when the bus comes too infrequently to be convenient, especially on the weekends or evenings. If I am confident that there will always be a bus coming within 15 minutes I will be more likely to use public transit, but if I have to watch my time to make sure I make that 30 minute interval, I'd rather take my car. I think the city should also construct more bike lanes on major streets to get more people to take their bikes. Where are the lanes for No. 1, 2, and south No.3, what about Gilbert, Westminster, and Steveston Hwy? If you see people riding their bikes on the sidewalks it's because they're too scared to ride them on the street. That's a hint that something should be done.</p>	31 Oct 2010	3	0
191	168	<p>I agree with the bus frequency aspect. It's been great that the 402 has increased to 10-minutes in the peak hours but it's a huge pain after 6 or 7pm when it drops to 30 mins - that's not going to get anyone out of their car. The bike lane issue is also valid. I biked to the Canada Line from my neighbourhood (Gilbert & Williams) during the summer and found the bike lanes on Williams and Granville to be great. Unfortunately I found it faster to take Gilbert, Francis and 3 Rd, none of which had bike lanes. Railway is pretty much the only north-south road with a bike lane and that's a problem.</p>	05 Nov 2010	0	0

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171	121	My neighbourhood is East Richmond-Blundell Rd between Sidaway and No. 6 Road. The nearest bus is Westminster and No. 6 or Blundell and No. 5--each almost a mile away. There are no sidewalks but I wouldn't want the ditches filled in to make sidewalks (the ditches have a lot of wildlife). Wider road allowances might help. I ride my bike a fair bit but there are no bike paths in our area. Biking to Watermania on No. 6 is dangerous. Biking around the area of Steveston Hwy, the 99 and No. 5 is even more dangerous--no bike allowances on roads around Ironwood so I have to bike on the sidewalk to avoid being run over. Bike paths or even a yellow line on the right side of the pavement might help. Current bike routes seem to be meant for exercise or "sightseeing" or within neighbourhoods, but not for a means of travel from one neighbourhood to the next.	01 Nov 2010	1	0
181	121	Living in Shellmont. Distances in Richmond are too spread out to reach easily. The main deterrent is the availability of time to get to and wait for buses. I realize accessibility by car is the opposite of present goals, but admire the foresightedness of Burnaby's purchase of several free parking sites just off Hastings shopping area--stopping is pleasant, not a hassle, and appears to have helped merchants in the area. Visited Vancouver's 4th Avenue & Arbutus area today, and was struck by the variety of shops in contrast to Richmond --close proximity and low enough leases? certainly made for an interesting mix. It was worthwhile to walk the distances.	05 Nov 2010	2	0
192	121	ourtown makes a good point. The Neighbourhood Centre idea is a good start, but we really need more linear shopping areas. People don't feel as though they are walking as far when there are active frontages and people on the streets and things going on. I also think a big issue is connectivity through neighbourhoods. In some areas, there are good paths and cut throughs making Richmond's mega-blocks traversable in an efficient manner, but many of the large strata developments and townhouses complexes have cut off through access, hindering easy pedestrian movement. This should be a major consideration for any development over 10 units (the inclusion of public pathways that is).	05 Nov 2010	1	0
196	121	I often walk from where I live in Steveston to the Downtown core. However, it is not always appealing. The main thoroughfares have fast-moving traffic and slim sidewalks, with very little in the way of storefront, or any visual interest whatsoever. The neighbourhood centres idea could do wonders for this, but I agree with gengland that in the end, corridors would be better. Inside our 'megablocks', the streets are twisting and misleading. Whatever purpose it may serve, it makes them useless for walking. I propose that the city should seriously consider planning walking routes through the megablocks, in addition to beautifying and increasing the human activity along thoroughfares like No 1 road.	06 Nov 2010	0	0

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217	196	Agree... With a city designed around cars, it makes getting from place to place a pain, be it walking, cycling and even rollerblading. Retrofitting (i.e. undoing the damage and building a smarter city) is going to be difficult... but having just come back from 10 days in Montreal, Richmond's challenge is much more manageable, as our city is not as infrastructure bound.	13 Nov 2010	0	0
221	121	I was in Seattle this past summer and they have a section of the downtown that is free bus service. May be too costly, however, free transit to downtown core may help. Also, schools used to have catchment areas so kids could walk to school. Now, students are driven all over the place for french emersion, incentive etc... Sports organizations also use to have teams (including games and practices) more local instead of all the practices and games taking place at three or four fields.	19-Nov-10	0	0
227	221	One problem is that Richmond doesn't have a centre; just mile and miles of strip malls best accessed by cars. You always need to hike across huge parking lots or sometimes small parking lots (parking lots all the same) to access any shops from the existing transit.	02 Dec 2010	0	0
226	121	I live in Brighthouse South and can easily walk to the Library and Richmond Centre. I can access lots of stores and plenty of recreational opportunities; although I drive to Watermania to use the gym and pool. Minoru doesn't have as good facilities. If I need groceries, I need to get in the car and drive in North, South, East or West. At best, I can pick up a few vegetables or fruit at the Mall. Anything more than that I am in the car. Richmond was built as a car-based suburb and it will take a lot of work to change that. Would I take a bike? Not in this lifetime. It just isn't a safe place to bike.	02 Dec 2010	0	0