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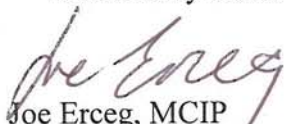
**To:** Planning Committee **Date:** April 8, 2011  
**From:** Joe Erceg, MCIP **File:**  
General Manager, Planning and Development  
**Re:** 2041 OCP Update: Second Round of Public Consultation Findings

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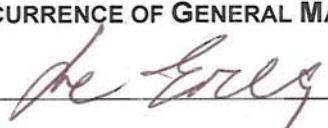


**Staff Recommendation**

That, as per the staff report entitled: "2041 OCP Update: Second Round of Public Consultation Findings", dated April 8, 2011:

1. Regarding coach house and granny flat options:
  - a.) In May-June 2011, prior to the 2041 OCP Update being finalized, more community consultation take place in the Richmond Gardens, Edgemere, and Burkeville areas to seek more input to see if the residents in these three areas want to consider coach houses and granny flats options; and
  - b.) No other areas will be considered for granny flats and coach houses in the 2041 OCP.
2. Regarding more consultation and planning to densify neighbourhood centres outside the City Centre, after the 2041 OCP is approved:
  - a.) City-led neighbourhood centre master planning processes will be undertaken for East Cambie and Hamilton Neighbourhood Centres;
  - b.) If the owners of the Blundell and Garden City shopping malls, request in writing to initiate a neighbourhood centre densification planning process which the City will guide and they will undertake and pay for, such requests will be considered by Council;
  - c.) Densification of the Seafair, Terra Nova and Ironwood Neighbourhood Centers, not be considered in the 2041 OCP Update; and
  - d.) The Broadmoor Neighbourhood Centre can continue its densification, as per the Broadmoor Neighbourhood Centre Master Plan approved by Council in 2010.
3. The above recommendations be incorporated into the 2041 OCP Concept for further community consultation and refinement, prior to inclusion in the 2041 OCP Update.

  
Joe Erceg, MCIP  
General Manager, Planning and Development  
(604-276-4083)

Att. 19

FOR ORIGINATING DEPARTMENT USE ONLY			
<b>ROUTED TO:</b>		<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Development Applications		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation		Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b>
			DEPUTY  YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

In mid 2009, Council directed that the 1999 Official Community Plan be updated to 2041. In October 2009, Council endorsed the:

- theme for the OCP Update as: “Towards a Sustainable Community”;
- 2041 OCP Update work program and public consultation program; and
- terms of reference for the main OCP studies (e.g., 2041 Demographic and Employment Study, Community Energy and Emissions Plan CEEP, 2041 Employment Lands Strategy, 2041 Environmentally Sensitive Lands Strategy). Consultants were engaged for these studies in 2010.

The 2041 OCP Update supports the following Council Term Goal:

*Council Term Goal #3: “Ensure the effective growth management for the City through updating of the OCP (and sub area plans) to reflect current realities and future needs.”*

The purpose of this report is to present:

- For Part 1: 2041 OCP Update - 2<sup>nd</sup> Round October/November 2010 Public Consultation results indicating:
  - the public input received in the second round of OCP public consultation;
  - housing/neighbourhood centre options, survey and public open houses findings;
  - sustainable (community energy) Open House findings;
  - Agricultural Open House findings;
  - written OCP submissions; and
  - letsTALKRichmond online discussion forum feedback.
- For Part 2:
  - The criteria and rationale for choosing 3 specific areas, specifically the Richmond Gardens, Burkeville and Edgemere areas, for additional May-June 2011 consultation (e.g., surveys, open houses) regarding granny flat and coach house options, prior to finalizing the 2041 OCP Update;
  - The criteria and rationale for choosing East Cambie and Hamilton Neighbourhood Centres to be subject to a City-led neighbourhood centre master planning process after the 2041 OCP Update is approved; and
  - The criteria and rationale for identifying the Blundell and Garden City Neighbourhood Centres for shopping mall owner-led planning processes after the 2041 OCP is approved.

### Background

#### 2041 OCP Update Activities To Date

- In November and December 2009, the first round of public consultation was launched with open houses and a public survey. Highlights of the first round survey results include that the City has strong building blocks (City Centre densification and ALR preservation) to enable it to move towards sustainability with:



- strong city political leadership;
- senior government assistance;
- mixed use and densification at key places outside the City Centre;
- more housing choices and mixed use neighbourhoods with amenities, shops and services close by; and
- improved transportation, natural areas, parks and green space.
- In May, 2010, Council approved an OCP Green House Gas (GHG) reduction target of 33 percent below 2007 levels by 2020, to successfully meet Provincial legislation for OCP GHG target requirements;
- In July 2010, Council received the copy and summary of the 2041 OCP Update study entitled: "*Community-level Projections of Population, Housing & Employment*", prepared by Urban Futures which identified population, housing and employment projections to assist in planning growth to 2041. The report presented staff options regarding potential new forms and locations of ground oriented housing (e.g., granny flats, coach houses, duplexes, fourplexes), outside the City Centre while maintaining employment and agricultural lands. Some conclusions and options were:
  - Richmond would normally grow to 280,000 people by 2041 and will account for approximately 7-8% of Metro Vancouver's population;
  - Richmond will need a total of 46,271 new housing units (26,494 apartments and 19,777 ground oriented units) by 2041;
  - Based on the options for new housing types put forward in the July 2010 staff report, Council agreed that staff should explore new housing options in the single family areas outside the City Centre as part of the 2041 OCP Update. Council agreed that the densification of neighbourhood centres and new housing forms such as granny flats, coach houses and duplexes were suitable options for presentation to the public to determine their degree of acceptance via open houses and a survey;
- In October and November 2010, the second round of public consultation was undertaken with five open houses and a survey on housing and the future planning of neighbourhood centres;
- In April 2011, the 2041 Employment Lands Strategy was presented to Planning Committee for consideration; and
- Due to its complexity, the Environmentally Sensitive Area (ESA) Strategy will take until December 2011 to complete, as it involves substantial and detailed study, and further analysis and consultation.

#### **Purpose and Status of all OCP Studies**

The purpose and status of all the 2041 OCP Studies are described in **Attachment 1**.

Staff will integrate already approved department planning strategies (e.g., Recreation; Arts, Culture and Heritage) into the 2041 OCP update. The remaining studies will be completed by December 2011 for Council's consideration and integration into the 2041 OCP.



## Analysis

### Part 1: 2041 OCP 2<sup>nd</sup> Round Public Consultation Results

#### 1.1 2041 OCP Update Survey, Open Houses, Online Discussion And Distribution Methods

**Attachment 2** outlines the details of the second round public consultation process including the five public open houses on the OCP Housing/Neighbourhood Centre survey, an Agricultural Open House, a Sustainable (e.g., community energy) Open House and the online “letsTALKRichmond” discussion forum activity reports and comments. Each open house began with a 20 minute staff presentation followed by a question and answer session.

The proposals contained in the 2041 OCP Housing and Neighbourhood Centre Survey were also presented to the Urban Development Institute (UDI) and the Richmond Small Home Builders in November 2010 and their comments are included in this report.

**Attachment 3** contains the 2041 OCP Housing and Neighbourhood Centre Survey.

**Attachment 4** contains the 13 display boards that were presented at the open houses and one display board from Vancouver Coastal Health.

#### 1.2. Detailed Survey Responses and Petition Material

The detailed survey findings (City wide and by neighbourhood; petitions and resident letters) are on file in binders in the Clerk’s Department, in the Councillor’s Lounge and at the City Hall Front Counter. The contents of the detailed survey binder are as follows:

Table of Contents: Survey Response Binders	
<b>OCP Housing/Neighbourhood Survey Responses</b>	
– City wide survey results – (see attachments below)	
– survey results by neighbourhood:	
– For the single family lots greater than 550 m2 (6,000 sq. ft): - ( <b>Attachment 5</b> , a map),	
– For the single family lots less than 550m2 (6,000 sq. ft): - ( <b>Attachment 6</b> , a map),	
– For neighbourhood centre survey - ( <b>Attachment 7</b> , a map).	
– verbatim survey comments by question/topic	
– verbatim survey responses by neighbourhood	
– summary of “most mentioned” comments by topic	
– www.letsTALKRichmond.ca - online discussion forum comments	
<b>Petitions and Letters</b>	
Thompson (Riverdale) petition	– Representing 142 households and 168 people
Thompson (Gibbons) petition	– Representing 26 households and 44 people - (Map of Riverdale and Gibbons <b>Attachment 8</b> ) – submission made by Maureen Coyle - 6811 Gibbons Drive
Monds (Seafair) survey package	– 24 surveys, representing 20 households & 46 people – From the survey feedback: 49 householders and 58 people – A total 69 households and 104 people - ( <b>Attachment 9</b> )
Letters and emails	1. Marion Smith, 6580 Mayflower Drive, Riverdale (Thompson) 2. Erika Simm, 4991 Westminster Highway 3. Ian Frier, 4240 Tucker Avenue 4. Letter writer unknown 5. Bob Williamson (no address) 6. David & Melanie Crook (no address) 7. Mark Heath, Ullsmore Road 8. Marion Smith (no address) 9. Walt Poehlke (no address) 10. Kwai Kam (no address) 11. Merrill Muttart (no address) 12. Paul Yu (no address); Edward Arneson (no address); Rovert Plowman (no address)

### 1.3 2041 OCP Survey Participation and Public Open House Attendance

- A total of 488 OCP Housing/Neighbourhood Centre surveys were received;
- Of the 488 OCP surveys, 291 responded online and 197 sent in paper copies;
- The largest survey participation came from Richmond's westerly areas of Seafair, Thompson and Steveston;
- The lower survey participation came from Richmond's eastern areas such as Cambie East, Cambie West, Shellmont and Hamilton; and
- Attendance at the open houses was higher in the 2<sup>nd</sup> round with attendance ranging from 30 people at the Hamilton Community Centre to 93 people at South Arm Community Centre.

### 1.4 2041 OCP Survey Structure and Questions

The survey consisted of two parts.

Part A consisted of questions about whether people would consider:

- On Smaller Single Family Lots (up to 550 m<sup>2</sup>):
  - granny flats or coach houses *instead of* a secondary suite in single-family houses; or
  - a duplex on the lot *instead of* a single family house and a secondary suite.
- On Larger Single Family Lots (over 550 m<sup>2</sup>):
  - granny flats or coach houses *in addition to* a secondary suite in single-family houses; or
  - a duplex, *instead of* a single-family house and a secondary suite.

The table below lists the housing forms that were suggested and how Richmond defines them.

Housing types proposed for single family neighbourhoods outside the City Centre	
Housing type	Description
Granny Flat	– a detached, self contained dwelling located on the ground floor in the rear yard - maximum size would be 70 m <sup>2</sup> (755 sf)
Coach House	– a self contained dwelling located above a detached garage in the rear yard - maximum size would be 60 m (645 sf)
Duplex	– two self-contained dwellings located either:(1) side by side, or (2) front & back on the site – the maximum size would be the same as a single-family house

Part B of the survey consisted of three questions related to future planning around the eight neighbourhood centres outside the City Centre. Residents were asked if they would consider, after the 2041 OCP is approved:

- future planning and community consultation around the eight neighbourhood centres to create more mixed use and walkable communities where people can better live, work, shop and play;
- a range of uses and building types in the *inner core* (e.g., mixed use buildings with commercial at grade and residential or office above, low to medium rise apartments and townhouses on the shopping centre site); and
- a range of housing types such as triplexes, fourplexes, some townhouses *as well as* granny flats, coach houses and duplexes in the *outer core* (e.g., outside the inner core of the shopping centre and within the single-family residential area).



Neighbourhood Centre	Description
Inner Core	– shopping centre site itself and any adjacent commercial or multi-family residential sites along the major arterial roads abutting the Neighbourhood centre
Outer Core	– the area within a 5 minute walk to the inner core.
<b>Housing Types proposed to be considered for the “outer core” of future neighbourhood centre planning (in addition to granny flats, coach houses and duplexes)</b>	
Triplex	– three self contained dwellings in a single detached dwelling each used by one household
Fourplex	– four self contained dwellings (strata units on the ground floor; 2 strata units on the second floor) in a 2 or 3 storey, duplex form
Town houses	– three or more dwelling units where the yards are either privately owned (e.g., row housing or fee simple town housing) or common ownership (i.e., typical strata development).

### 1.5 2041 OCP Housing/ Neighbourhood Centre Public Survey Findings

The table below summarizes the 488 city wide responses to the survey questions and the lessons learned. A more detailed summary showing number of respondents and results by area is in **Attachment 10**.

City - Wide 2041 OCP Housing/Neighbourhood Centre Public Survey Findings		
<b>Part A: New Housing Types in Single Family Areas</b>		
<b>Large Lots (e.g., over 550 m2 or 5,920 ft.2 in size) - (ATTACHMENT 5 - A Map)</b>		
2. Currently, owners may have a single-family house AND a secondary suite. The following additional housing choices should be permitted:		
a) in addition to a secondary suite	Strongly Agree/Agree 37% (184)	Strongly Disagree/Disagree 53% (259)
– i) a coach house		
– ii) a granny flat	Strongly Agree/Agree 39% (191)	Strongly Disagree/Disagree 49% (241)
b) instead of a single-family house AND a secondary suite	Strongly Agree/Agree 37% (181)	Strongly Disagree/Disagree 49% (238)
– i) a duplex.		
<b>Small Lots (e.g., up to 550 m2 or 5,920 ft2 in size) - (ATTACHMENT 6 - A Map)</b>		
1. Currently, owners may have a single-family house AND a secondary suite.		
2. The following additional housing choices should be permitted.		
a) instead of a secondary suite	Strongly Agree/Agree 33% (162)	Strongly Disagree/Disagree 56% (272 )
– i) a coach house		
– ii) a granny flat	Strongly Agree/Agree 32% (154)	Strongly Disagree/Disagree 52% (256)
b) instead of a single-family house AND a secondary suite:	Strongly Agree/Agree 32% (154)	Strongly Disagree/Disagree 51% (248)
– i) a duplex		
<b>Part B: Future Planning Around the Existing Eight (8) Neighbourhood Centres (ATTACHMENT 7 - A Map)</b>		
<b>3. Eight (8) Neighbourhood Centre Areas:</b> Over the long term, after the 2041 OCP Update is completed, more detailed planning should be undertaken, in close consultation with the neighbourhood, for the eight (8) Neighbourhood Centre Areas.	Strongly Agree/Agree 78% (383)	Strongly Disagree/Disagree 10% (49)



City - Wide 2041 OCP Housing/Neighbourhood Centre Public Survey Findings		
<b>4. Inner Core of the Neighbourhood Centre</b> In the future planning and community consultation for the eight (8) Neighbourhood Centres, a range of uses and building types in the inner core (e.g., mixed use buildings with commercial at grade and residential or office above, low to medium rise apartment and townhouses ) should be considered:	Strongly Agree/Agree 52% (255)	Strongly Disagree/Disagree 27% (136)
<b>5. Outer Core of the Neighbourhood Centre</b> In the future planning and community consultation for the eight (8) Neighbourhood Centres, the range of housing types in the outer core (e.g., outside the inner core and within the single-family residential area) should be extended beyond coach houses, granny flats and duplexes to included triplexes, fourplexes and some townhouses.	Strongly Agree/Agree 32% (154)	Strongly Disagree/Disagree 57% (280)

#### 1.6 Area Petitions and Packages (see Binder)

*Riverdale and Gibbons Area:* Two petitions stating concerns about densification were submitted from the Riverdale and Gibbons areas. Both sets of petitioners identified concerns about the densification of these areas and their desire to preserve their single-family lot character.

*Monds Area:* A survey package from the Monds area was received in October 2010 and represented 20 households. They objected to the coach houses and granny flat options.

#### 1.7 City - School District Consultation

During the consultation period, City staff met several times with School District staff and were invited to an informal discussion with the Trustees regarding the 2041 OCP update theme, consultation, survey questions and process. The School District would like the 2041 OCP to reflect that schools are important centres of communities, and continue to support school children safety and walkable communities. These points will be addressed in the 2041 OCP. City staff will continue to consult with the School District regarding this report and others as they become available.

#### 1.8 Key Messages from Survey Findings

##### *Survey Part A: Housing Choices In Single-Family Areas*

In general, Richmond residents indicated the following regarding housing choices in single family areas:

- City wide, (49% to 56%) either strongly disagreed or disagreed with coach houses, granny flats or duplexes on lots located anywhere but on an arterial road;
- In the Seafair area (163 out of 488 surveys), there was very low support for considering new housing types; 62% to 68% strongly disagreed or disagreed with coach houses, granny flats or duplexes on lots not located on an arterial road.

- There was some support in specific areas (over 50%) for considering:
  - Coach houses in Steveston where 53% strongly agreed or agreed;
  - Granny flats in Broadmoor where 59% strongly agreed or agreed;
  - Coach houses and granny flats in Shellmont where 50% strongly agreed or agreed with coach houses and 57% strongly agreed or agreed with granny flats;
  - Coach houses and granny flats in Hamilton where 67% strongly agreed or agreed with coach houses and 66% strongly agreed or agreed with granny flats on large lots;
  - Coach houses and granny flats in Cambie East where 53% strongly agreed or agreed with coach houses and 54% strongly agreed or agreed with granny flats on large lots.
- There was some support in Burkeville, East Richmond/Fraser Lands and Bridgeport for coach houses and granny flats, but the number of respondents in each area was very low (under 10);
- The duplex housing form was not supported by most areas. Most mentioned that the look and size of existing duplexes in Richmond was very unappealing.
- Citywide, the concerns most mentioned regarding the new housing options were the:
  - increased number of parked cars on the streets or on the site;
  - additional neighbourhood traffic;
  - loss of back yard and green space;
  - loss of privacy from overlook;
  - loss of existing single family neighbourhood character and lifestyle (quiet and peaceful; sense of belonging and commitment);
  - creation of more impermeable surfaces on the lots; and
  - increased noise.
- Many suggested that housing options should only be allowed in newer developing areas, and not in older established areas.
- The perceived benefits of the housing options that were most mentioned from those in support were:
  - allowing additional housing on a lot would be a way to preserve older houses (building a granny flat or coach house to reach the same maximum density allowed on the lot);
  - providing a positive income and mortgage helper;
  - giving more flexibility (e.g., for couples, seniors);
  - creating lower cost housing for renters; and
  - ensuring that the new housing options have good design guidelines.

#### *Survey Part B: Neighbourhood Centres*

- Citywide, residents strongly supported (78% strongly agreed or agreed) more detailed future planning in consultation with the community for most neighbourhood centres;
- To gain a more refined understanding of residents' views, regarding neighbourhood centre densification, City staff asked residents about their views regarding neighbourhood centre "inner" and "outer" core densification.
  - City wide, residents were more cautious (52% strongly agreed or agreed), to inner core densification of neighbourhood centers; and



- City-wide, there was less support (32%) for introducing more housing types in the outer core.

The table below provides more detail by Planning Area about how residents felt about future neighbourhood centre planning:

OCP Neighbourhood Centre Survey Results - By Planning Area					
Planning Area & number of survey participants	Future N/C Planning Inner Core Outer Core	% Support	Planning Area & number of survey participants	N/C Planning Inner Core Outer Core	% Support
<b>Seafair</b> 163	N/C Planning Inner Core Outer Core	68% 34% 16%	<b>Hamilton</b> 15	N/C Planning Inner Core Outer Core	93% 74% 53%
<b>Steveston</b> 68	N/C Planning Inner Core Outer Core	83% 65% 34%	<b>Cambie East</b> 13	N/C Planning Inner Core Outer Core	84% 53% 38%
<b>Thompson</b> 56	N/C Planning Inner Core Outer Core	76% 54% 29%	<b>Cambie West</b> 9	N/C Planning Inner Core Outer Core	88% 78% 66%
<b>Broadmoor</b> 43	N/C Planning Inner Core Outer Core	90% 60% 28%	<b>East Richmond/Fraser Lands</b> 9	N/C Planning Inner Core Outer Core	89% 89% 66%
<b>City Centre</b> 31	N/C Planning Inner Core Outer Core	84% 74% 55%	<b>Gilmore</b> 7	N/C Planning Inner Core Outer Core	86% 74% 43%
<b>Shellmont</b> 28	N/C Planning Inner Core Outer Core	89% 46% 43%	<b>Bridgeport</b> 7	N/C Planning Inner Core Outer Core	72% 72% 71%
<b>Blundell</b> 27	N/C Planning Inner Core Outer core	85% 60% 41%	<b>Burkeville</b> 4	N/C Planning Inner Core Outer Core	75% 25% 25%

- Listed below are the “most mentioned” benefits of neighbourhood centre densification:
  - more compact communities;
  - more green space;
  - more people living within walking distance of shops and services;
  - more stores and services;
  - improved transit service; and
  - a wider range of housing options and more affordable housing choices.

#### 1.9 LetsTALKrichmond (LTR) Online Discussion Forums

To date, the LTR activity is as follows:

LetsTALKrichmond Activity		
	News Page	OCP Discussion Forum
Type of Activity	Number	Number
Page views	93,405	21,980
Site visits	78,850	8,139
Visitors	3,246	2,200
Registered visitors	206	128
Average number of visitors per day	24	3.7
Average stay time	2.5 minutes	2.55 minutes
Documents downloaded	1,847	2,136



The letsTALKRichmond online website was used in October and November 2010, for a six week period for a second round of discussion topics including:

- new housing types (granny flats, coach houses and duplexes);
- future neighbourhood centers;
- jobs for a sustainable future;
- energy smart living;
- natural environment; and
- walking, cycling and transit around shopping centres.

In summary, some LTR comments from discussion topics included:

For *"What kind of city do you want it to be?"*

- City needs better infrastructure to support predicted population growth;
- Require developers to include green technology for water collection, recycling, geothermal and green roofs;
- Densification will cause too much traffic and congestion;
- More affordable housing choices; and
- More community gardens and dog walking parks

For *"What would get you off your bike?"*

- More bike paths similar to the bike paths on Williams and Railway that can take you on a loop around Richmond;
- Safety concerns;
- More bike paths to link to dykes and farmland;
- Develop bike routes within neighbourhoods;
- Create a physical barrier/median between the cyclist and motorist; and
- Shut down some of the main roads in the City on Sundays so people can ride their bikes in safety.

For *"What else is needed to help you get out of your car?"*

- Lower transit costs;
- Create car sharing opportunities;
- Create a shared bicycle system; and
- Improve neighbourhood centres so people won't have to drive as much.

For *"What is a park? What is a green space?"*

- Citizens want more accessible green space; and
- Green space includes parks, community gardens, dykes and trails.

For *"Is your neighbourhood park just a space or a special place?"*

- There is not enough parks in Richmond devoted to nature;
- Parks are too small and overcrowded; and
- Create more parks within walking distance.

For “*Why do you value Richmond’s natural environment?*”

- Model more parks after Terra Nova Rural Park;
- Do not develop on Garden City Lands; and
- Incorporate more natural elements into the City’s park system.

#### 1.10 Stakeholder Letters (Attachments 11 -15)

Stakeholder Letters And Additional Consultation		Lessons Learned
1	<b>Urban Development Institute (re: Housing/Neighbourhood Center Housing survey)</b> <ul style="list-style-type: none"> <li>– Consider densification in areas where there is a threat of school closures due to lack of students.</li> <li>– Incentives such as increasing the FSR and moving the floor area to be shifted from the single family house to the coach house or granny flat in the back.</li> <li>– Talk to BC assessment authority about potential property tax implications of permitting coach houses and granny flats.</li> <li>– Maintaining high park ratio within the urban containment boundary will be difficult because of finite land supply, may have to reduce park ratio standards.</li> <li>– Confirm that CCAP will not be impacted by neighbourhood centres or new housing types.</li> <li>– Support development of non-strata row houses.</li> <li>– City to provide a schedule for the planning of neighbourhood centres so UDI members can further assess development opportunities and/or confirm if the process for all 8 neighbourhood centres occur simultaneously.</li> </ul>	<ul style="list-style-type: none"> <li>– will be part of the neighbourhood centre master planning process;</li> <li>– will talk to BC Assessment where appropriate;</li> <li>– park ratios will be reviewed, by Parks, as part of the 2041 OCP Update;</li> <li>– rowhouses are already allowed in the OCP; and</li> <li>– a schedule will be considered, with flexibility &amp; community consultation.</li> </ul>
2	<b>Richmond Small Home Builders (Notes from City staff presentation in November 2010)</b> <ul style="list-style-type: none"> <li>– Concerned about privacy impact of coach houses.</li> <li>– Coach house works best off arterial roads with lanes; need design guidelines.</li> <li>– Explore subdivision potential of single family lots.</li> <li>– Consult with residents re: small houses on a subdivision by subdivision basis.</li> <li>– Consider on 40 foot wide lots, not 33 ft. Wide.</li> <li>– Do servicing analysis.</li> </ul>	<ul style="list-style-type: none"> <li>– consideration for coach houses and laneway houses may be explored where there is some indication of support from the neighbourhood and Council agrees; and</li> <li>– will have design guidelines</li> </ul>
3.	<b>Child Care Development Advisory Committee (re: the provision of child care)</b> <ul style="list-style-type: none"> <li>– There is a lack of dedicated and stable funding from provincial and federal government for child care.</li> <li>– Developer funded child care space in all new development is not enough to address the lack of needed child care spaces.</li> <li>– Explore other municipal models for providing child care (e.g., Hub model).</li> <li>– Review existing COR bylaws for possible opportunities to support creation of child care spaces.</li> <li>– Provide financial and organizational support to ensure City participation and partnerships with all stakeholders.</li> </ul>	Will be reviewed as part of the: <ul style="list-style-type: none"> <li>– 10 Year Social Planning Strategy, &amp;</li> <li>– 2041 OCP Update</li> </ul>
4.	<b>Richmond Seniors Advisory Committee (re: housing, amenities)</b> <ul style="list-style-type: none"> <li>– Ensure there will be an appropriate mix of housing: low and high-rise, townhouse, single family, affordable and supportive housing.</li> <li>– Provide a balance between more housing choice and maintaining unique character of areas such as Steveston, Seafair and Sunnymede .</li> <li>– Ensure that funding is available for amenities such as community centres, libraries, and added health services.</li> <li>– Richmond is headed in the right direction.</li> <li>– Strong political leadership is needed to achieve the OCP Vision.</li> </ul>	Will be reviewed as part of the: <ul style="list-style-type: none"> <li>– 10 Year Social Planning Strategy, &amp;</li> <li>– 2041 OCP Update</li> </ul>



Stakeholder Letters And Additional Consultation		Lessons Learned
5.	<b>Richmond Poverty Response Committee</b> (re: affordable housing, food security, transportation, social inclusion) <ul style="list-style-type: none"> <li>– Give priority to non-market and low-end market rental units within neighbourhood centres, near transit, services and amenities.</li> <li>– Implement policy areas 5 (building capacity and through partnerships in the community) and 6 (advocacy and funding to resources) of the affordable housing strategy.</li> <li>– Promote the redevelopment of existing social housing for upgrade, maintenance or to redevelop with increased density and build on opportunities in Richmond to do this; and help the homeless.</li> <li>– Broaden the affordable housing strategy to include supportive housing and homelessness initiatives.</li> <li>– Ensure that agricultural land is available for local food production; show land designations accurately on City maps, to help preserve agricultural land for current and future food production.</li> <li>– Include healthy food outlets as components in the OCP Update, decrease impediments to food-related enterprises (farmer's markets, green grocers), and encourage them to locate in neighbourhood centres by providing incentives and staff coordination time.</li> <li>– Through mixed use zoning in neighbourhood centres, ensure that most residents are within a 10-minute walk of jobs, schools, services, amenities and parks.</li> <li>– Redouble efforts to support the participation of low-income by removing financial barriers to city programs and by providing opportunities for low income residents to volunteer.</li> </ul>	Will be reviewed as part of the: <ul style="list-style-type: none"> <li>– 10 Year Social Planning Strategy, &amp;</li> <li>– 2041 OCP Update</li> </ul>
6.	<b>Richmond Public Library Board</b> (Re: roll and provision of library services to 2041) <ul style="list-style-type: none"> <li>– Described the essential role libraries play in promoting the progress and welfare of the community.</li> <li>– Outlined the Library Board's vision of how the library can best serve Richmond residents while working with other community agencies.</li> <li>– Made recommendations regarding the number and type of library facilities that will be needed to meet community needs by 2041.</li> </ul>	Will be reviewed as part of the: <ul style="list-style-type: none"> <li>– 10 Year Social Planning Strategy, &amp;</li> <li>– 2041 OCP Update</li> </ul>

### 1.11 Additional 2041 OCP Open Houses

#### *Sustainable (Community Energy) Open House - November 24, 2010*

The purpose of the open house was to raise awareness about sustainable community development, energy security challenges, climate action and the City's Community Energy and Emission Planning (CEEP) process. It was also to solicit input from attendees about what a more energy-wise, low-carbon and sustainable community would look like. Staff outlined the City's sustainability framework and strategies being employed to realize sustainability goals. Twelve (12) people attended this open house which enabled a good discussion. The comments include support for Richmond to continue exploring and where feasible implementing a wide range of sustainability and community energy target measures (e.g., district energy, geothermal, solar, other);

#### *Agriculture Open House - November 25, 2010*

An invitation was sent to owners of agricultural land to attend an open house at City Hall Council Chambers. The purpose was to explain the 2041 OCP update process, summarize the existing Richmond Agricultural Viability Strategy, and listen to ideas about improving agricultural viability. One hundred and ten (110) people attended.



Ten agricultural comments sheets were received and comments are in **Attachment 16**. Comments included improving road access for farms in the McLennan area, improving tax farm status for all farmed land proportional to size, and finding ways to attract younger farmers. In the 2041 OCP Update, agricultural viability priorities will be reviewed and proposed. The City will continue to work with the Richmond Agricultural Advisory Committee (AAC) and others to ensure that Agricultural Viability Strategy projects are explored for their feasibility and, where viable, implemented, subject to available funding.

## **Part 2: Additional Spring 2011 Consultation for Coach Houses and Granny Flat Options and Neighbourhood Centre Densification Planning**

### **2.1 Areas For Further Consultation Regarding Granny Flats and Coach Houses**

The relatively high survey response rate (488) is very useful. However, when the results are categorized into their respective 14 planning areas and then further sorted for the strength of responses per topic, it can sometimes appear that an accurate sense of what area residents want has not been captured. For example, in some areas it cannot be determined if residents are for, or against granny flats and coach houses. For these reasons, staff suggest that it is worthwhile to consult further in certain areas.

Staff prepared criteria for choosing certain areas for additional consultation by considering:

- the degree of survey support,
- the quantity and age of housing stock built before 1970, as such sites tend to redevelop,
- the level of transit service, and
- if the area is subject to a 702 lot size policy.

The results of the analysis is that the Richmond Gardens, Burkeville and Edgemere areas are best to consult with more regarding granny flats and coach houses, as summarized below:

Summary Areas For Additional Consultation for Coach Houses and Granny Flats Options						
Area Plan	# of OCP Survey Responses	Area	Degree of Area Support (i.e., 50% and over) for coach houses and granny flats)	Quantity / Age of Housing Stock (built before 1970)	Transit Service	Subject to 702 Lot Size Policy
Thompson	56	Richmond Gardens	<ul style="list-style-type: none"> <li>– 3 survey respondents, all in favour of coach houses and granny flats</li> <li>– Small Lots: 27% coach house; 27% granny flats</li> <li>– Large Lots: 33% Coach; 34% granny flats</li> </ul>	575 no-lane lots built before 1970	Excellent, adjacent to City Centre	No
Burkeville	4	Burkeville	<ul style="list-style-type: none"> <li>– two respondents supported granny flats and</li> <li>– two supported coach houses</li> </ul>	150 lane lots built before 1970	Limited	No
Shellmont	28	Edgemere	<ul style="list-style-type: none"> <li>– 6 survey respondents:</li> <li>– 4 out of 6 in agreement to coach houses and granny flats;</li> <li>– 2 did not support</li> </ul>	<ul style="list-style-type: none"> <li>– 266 lane lots built before 1970</li> <li>– 72 no-lane lots built before 1970</li> </ul>	Good community shuttle down Williams to Shell, east on Steveston #410 to No. 5 Road	Yes

The following analysis is presented to indicate the benefits of consulting with these three areas:

(a.) *Richmond Gardens (Thompson)* **Attachment 17**

Pros

- Unanimous survey support in the Richmond Gardens subdivision although only three (3) respondents;
- Richmond Gardens is entirely composed of large lots (over 550 m<sup>2</sup>);
- Centrally located, close to City Centre, good transit access, close to parks (e.g., Brighthouse, Minoru) schools;
- Separated from West Thompson by No. 2 Road;
- Good possible acceptance as there are a large number of pre-1970 lots;
- Neighbourhood has not been involved in any 702 single family lot size policy or other planning exercise; and
- Richmond Small Home Builders advise that this neighbourhood has redevelopment potential in the next 5 to 10 years.

Cons

- Located within the Thompson Local Planning Area where there was a high degree of survey participation (56/488) but very low support for granny flat/coach house options;
- Two petitions opposing granny flats and coach houses were received from the Thompson Gibbons and Riverdale areas. These neighbourhoods are located to the west of Richmond Gardens, west of No. 2 Road. Until further consultation is done in Richmond Gardens, it is not clear whether Richmond Gardens residents feel the same as the residents in Gibbons and Riverdale;
- There may be difficulty in achieving a neighbourhood fit with no-lanes, however, one-storey granny flats may be a good option;
- An intact neighbourhood with large amount of well-maintained homes;
- May be fire access issues if existing home remains and is not demolished as part of a granny house development; and
- Some neighbourhood concern about the height of one of the new houses a few years ago.

(b.) *Burkeville* **Attachment 18**

Pros

- Residents desire more planning for the area;
- All lots have lane access;
- May be an opportunity to provide retention incentives for existing housing stock; and
- In the last few years, Council has approved two (2) rezoning applications for coach houses in Burkeville. In both cases, the existing house was retained at the front.

Cons

- Generally, limited transit.



*(c.) Edgemere (Shellmont) Attachment 19*Pros

- Good opportunity for take-up as there are a large number of lots built before 1970;
- High proportion are lane-lots (266) which will provide more opportunities for both coach houses and granny flats;
- The area is changing rapidly; many houses are being demolished;
- Close to Ironwood Shopping Mall;
- Out of 6 survey respondents living in Edgemere, 4 supported both granny flats and coach houses; and
- Composed of large lots (over 550 m<sup>2</sup>).

Cons

- It is subject to a 702 lot size policy, although the minimum five (5) year time period ends in October 2011;
- In 2006, there was much opposition to proposals for subdivision along No. 4 Road, although applications on Williams Road were supported. The 2006 planning process involved numerous petitions from the residents, well attended public open houses and 11 delegations at the public hearing (Council referred the traffic flow, safety, parking and accessibility issues in this neighbourhood to staff for review and these are in the process of being implemented/monitored); and
- adjacent to the No. 5 Road "Highway to Heaven" which will be going through a separate planning process in 2011 and 2012.

Recommendations

For the above reasons, staff recommend that the Richmond Gardens, Burkeville and Edgemere areas be consulted with more regarding granny flats and coach houses.

2.2 Identifying Two (2) Neighbourhood Areas for City-led Densification Planning

Support for densification planning for the neighbourhood centres was high; however, as not all centres can be re-planned at once, priorities are required. City staff established the following criteria to determine priorities;

- degree of survey support,
- age of the centre, as older centres tend to redevelop,
- the need for improvements t (e.g., traffic, beautification).



The analysis reveals that East Cambie and Hamilton Neighbourhood Centres most meet the criteria as summarized below:

Summary - Prioritizing Neighbourhood Centres for Future Neighbourhood Centre Planning				
Neighbourhood Centre	# of survey responses	Degree of survey support	Age of shopping mall	Need for street beautification, traffic safety improvements (pedestrian crossing, traffic circulation)
Cambie East	13	84% N/C Planning 53% Inner Core 38% Outer Core	<ul style="list-style-type: none"> <li>- older, in need of renovation</li> <li>- no full service grocery store</li> <li>- community support</li> </ul>	<ul style="list-style-type: none"> <li>- need for street beautification</li> <li>- more transit service (e.g., No. 5 Rd. to Ironwood Shopping Mall)</li> <li>- Cambie and #5 Rd. – high collision intersection-</li> </ul>
Hamilton	15	93% N/C Planning 74% Inner core 53% Outer Core	<ul style="list-style-type: none"> <li>- older, future of shopping mall uncertain, store vacancies</li> <li>- resident concern for losing grocery store (Price Mart Foods)</li> </ul>	<ul style="list-style-type: none"> <li>- traffic safety issues</li> <li>- street beautification needed</li> </ul>

The following analysis is presented to indicate the benefits of replanning these two Centres.

(a.) *Cambie East Neighbourhood Centre*

Pros

- Of all the eight (8) neighbourhood centres, Cambie East most closely meets the criteria (age, survey support for and need);
- A large degree of support:
  - From The East Cambie Area:
    - for neighbourhood centre planning (84%) and densification of the inner core (53%);
    - for coach houses (53%) and granny flats (54%) which would be an appropriate housing form in the outer core of neighbourhood centres; and
  - From Surrounding Areas: (e.g., Cambie West, Bridgeport, East Richmond/Fraser Lands) for neighbourhood centre densification, (38 responses in total = 84%: 71% inner core; 58% outer core).

Cons

- Few;
- There was a low degree of support (38%) for different forms of housing types in the outer core; however, such forms can still be explored in the planning process; and
- The outer core housing is covered by existing 702 single family lot size policies or small lot subdivisions with newer homes, so development potential in outer core may be somewhat limited and will not be significant.

*(b.) Hamilton Neighbourhood Centre*Pros

- Can combine neighbourhood centre planning process with other Hamilton Area Planning issues (e.g., clarifying areas 2 and 3 in Hamilton);
- A large degree of support for:
  - neighbourhood centre planning (93%) and densification the inner core (74%) and outer core (53%); and
  - city services (e.g., sanitary sewer) will be upgraded in this area as a result of the new TransLink facility.

Cons

- None.

Recommendations

Staff recommend that the East Cambie and Hamilton Neighbourhood Centres be replanned after the 2041 OCP Update is approved. The City will lead these processes.

2.3 Shopping Mall Owner Requested Densification Planning

To provide more flexibility, staff determined that other Neighbourhood Centres may be replanned after the 2041 OCP is completed. In these cases, the mall owners could request replanning and if Council approved, the City would guide the process but the owners would do the planning work and pay for it.

Using similar Centre criteria as above, staff identified that Garden City and Blundell Neighbourhood Centres are suitable for this approach. The benefits of this approach are summarized below:

Pros

- possible potential to densify;
- strong support (over 84% either strongly agreed or agreed ) for future neighbourhood centre planning from Garden City residents;
- strong support (over 85% either strongly agreed or agreed) for future neighbourhood center planning from Blundell residents; and
- In both areas, strong support (Garden City; 74% and Blundell; 60% ) for densification in the inner core.

Cons

- few constraints; but
- both Garden City and Blundell are relatively new malls, so there may not be a desire to re-develop.



### Recommendation

City staff recommend that the Garden City and Blundell Neighbourhood Centres be eligible for replanning, after the 2041 OCP is approved. These processes will be City guided and shopping mall owner undertaken and paid for.

#### 2.4 Seafair, Ironwood and Terra Nova Neighbourhood Centres

Based on the neighbourhood feedback over the last 10 years and community comments made at the open houses, there is little wish to redevelop the Seafair, Ironwood and Terra Nova Shopping Centres. For this reason, staff recommend that these centres not be considered for densification in the 2041 OCP Update.

#### 2.5 Broadmoor Neighbourhood Centres

It is to be understood that the Broadmoor Neighbourhood Centre can continue its densification, as per the Broadmoor Neighbourhood Centre Master Plan approved by Council in 2010.

### **Next Steps**

- The letsTALKRichmond online discussion forum will be reactivated in May 2011 to invite community input regarding the proposed 2041 OCP Concept;
- In May-June 2011, the 3<sup>rd</sup> round of 2041 OCP consultation for the OCP Concept;
- In May-June 2011, more community consultation will take place in the Richmond Gardens, Edgemere, and Burkeville areas to seek more input about coach houses and granny flats;
- September 2011, report 3<sup>rd</sup> round consultation and survey findings to Council;
- Fall 2011, begin drafting the 2041 OCP;
- February 2012, the Environmentally Sensitive Areas (ESA) Strategy will be reviewed by Council followed by public, Advisory Committee on the Environment (ACE), Agricultural Advisory Committee (AAC) and affected owner consultation. A revised ESA Strategy will be presented to Council in March-April 2012; and
- March-April 2012, the 2041 OCP brought forward for Council consideration and Public Hearing.

### **Financial Impact**

None, as the 2041 OCP Update is funded from existing budgets.

### **Conclusion**

In 2009, Council initiated the 2041 OCP Update with a sustainability theme. The second round of consultation has now been completed and this report presents the responses from the second round of public consultation and staff proposals. Additional community consultation in Richmond Gardens, Edgemere and Burkeville areas to solicit more input about coach houses and granny flats is proposed in May-June 2011. A city-led neighbourhood centre master planning

process is proposed for East Cambie and Hamilton after the 2041 OCP is adopted. If the owners of the Blundell and Garden City shopping malls, request in writing to initiate a neighbourhood centre densification process which the City will guide and they will undertake and pay for, such requests will be considered by Council.

After Council endorses the proposed 2041 OCP Concept, the proposed OCP Concept and the results from the second round survey will go out to the public in May and June 2011. Drafting the 2041 OCP will commence in the fall of 2011. All 2041 OCP studies are to be completed by December 2011. The full 2041 OCP Update is anticipated to be finished in early 2012 with Provincial approval of the complementary DCC bylaw afterwards.



Terry Crowe, Manager  
Policy Planning (4139)



June Christy, Senior Planner  
Policy Planning (4188)

TTC:jc

#### Attachments

Attachment 1	Main 2041 OCP Update Studies, their purpose and status
Attachment 2	2 <sup>nd</sup> Round OCP Public Consultation Program
Attachment 3	2 <sup>nd</sup> Round OCP Housing/Neighbourhood Centre Survey
Attachment 4	OCP 2 <sup>nd</sup> Round Public Open House Display Boards
Attachment 5	Map of Survey Responses For Residential Options For Lots Greater than 550m2
Attachment 6	Map of Survey Responses For Residential Options For Lots Less Than 550m2
Attachment 7	Map of Survey Responses For Neighbourhood Shopping Centres
Attachment 8	The Thompson (Riverdale and Gibbons) Area Map
Attachment 9	The Monds Area Map
Attachment 10	2041 OCP Housing/Neighbourhood Centre Survey Findings by Neighbourhood
Attachment 11	Urban Development Institute
Attachment 12	Child Care Development Advisory Committee
Attachment 13	Richmond Seniors Advisory Committee
Attachment 14	Richmond Poverty Response Committee
Attachment 15	Richmond Public Library Board
Attachment 16	Agricultural Open House Comments
Attachment 17	Richmond Gardens (Thompson) Map
Attachment 18	Burkeville Map
Attachment 19	Edgemere (Shellmont) Map



# ATTACHMENT 1

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](http://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 <sup>nd</sup> 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

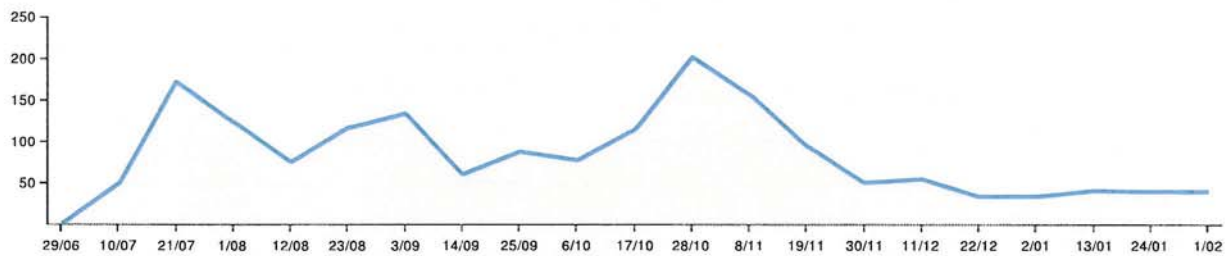
## Activity Overview

(lifetime)

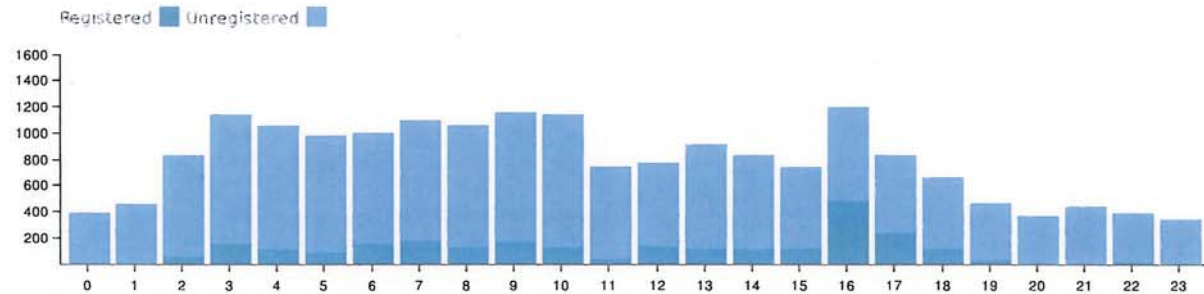
## Number of Participants who

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

Time on site	2m 55s (2m 55s)	13d 20h (13d 20h)
Page views	2.8 (2.8)	19,158 (19,176)
Visits	3.5 (3.6)	6,802 (6,817)
Comments	2.7 (2.7)	63 (63)
> primary		46 (46)
> replies		17 (17)
Agrees	4.5 (4.5)	72 (72)
Disagrees	1.6 (1.6)	11 (11)

## Participant Conversion

### Visitors who

> registered	6.5% (6.5%)
> downloaded documents	20.9% (20.9%)

### Registered participants who

> commented	18.4% (18.4%)
> agreed/disagreed	13.6% (13.6%)
> took polls	0.0% (0.0%)

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)
<b>TOTAL</b>	<b>1,701</b>	<b>(1,701)</b>

#### 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)
<b>TOTAL</b>	<b>282</b>	<b>(282)</b>

#### Sources (Top 20)

		Page views
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)
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www.google.com.pk	2	(2)
and 40 others		



# Activity Report

October 16, 2010 - February 01, 2011

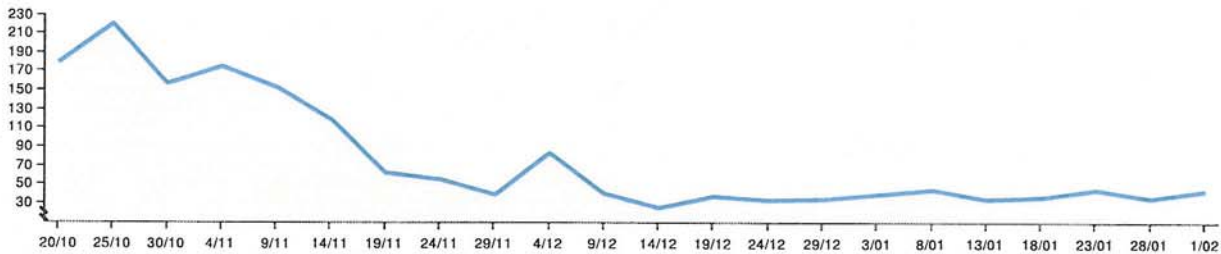
## Activity Overview

	(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)

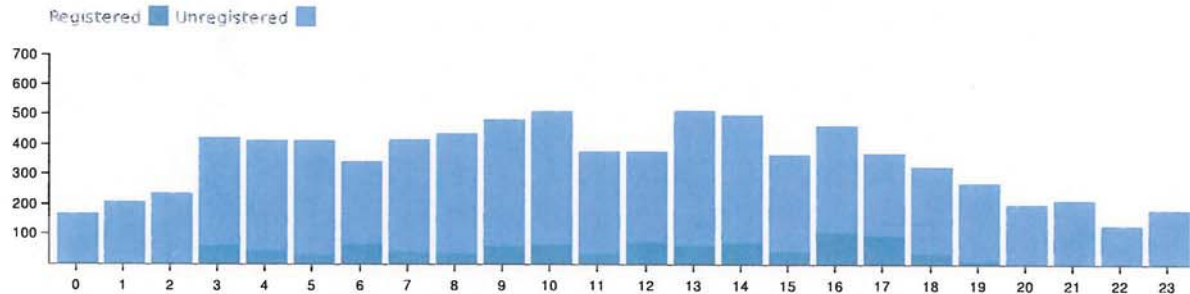
## Number of Participants who

Registered	66 (125)
Commented	23 (23)
Agreed	16 (16)
Disagreed	7 (7)
Downloaded documents	242 (401)
Downloaded videos	21 (110)
Viewed FAQs	1 (2)
Took polls	8 (8)

## Page Views By Date



## Page Views By Hour



## Engagement Depth

	Average	Total
Time on site	2m 50s (2m 55s)	6d 22h (13d 20h)
Page views	2.4 (2.8)	8,422 (19,176)
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Comments	2.7 (2.7)	63 (63)
▶ primary		46 (46)
▶ replies		17 (17)
Agrees	4.5 (4.5)	72 (72)
Disagrees	1.6 (1.6)	11 (11)

## Participant Conversion

Visitors who	
▶ registered	5.9% (6.5%)
▶ downloaded documents	21.8% (20.9%)
Registered participants who	
▶ commented	34.8% (18.4%)
▶ agreed/disagreed	25.8% (13.6%)
▶ took polls	0.0% (0.0%)

Tools	Total	Page views	Votes	Comments	Agrees	Disagrees	Participants
Forum Topics	6	1,981 (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		40	(213)
Future Planning of 8 Neighbourhood Centres		127	(128)
Broadmoor Neighbourhood Centre Plan		116	(116)
Benefit of New Housing Types		113	(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		102	(103)
Map, inner core, N Centre		77	(78)
Roles and Attributes of Neighbourhood Centres		73	(74)
Map, outer core, N Centre		71	(72)
Transit Map for Richmond		28	(59)
Urban Futures: Richmond's housing, population and employment projections to 2041.		54	(56)
Discussion Topic Comments Document		54	(54)
A Healthy Environment - Poster		32	(52)
On-Street Cycling Network Plan - Existing & Planned Routes		36	(48)
City Centre Transportation Plan Update - Creating a Transportation Vision		38	(46)
Explore Richmond's Environment		36	(42)
Richmond's Population and Housing to 2041		36	(36)
Richmond Population and Housing to 2041		34	(34)
Map of Richmond, housing options and N Centre Planning		31	(31)
Current OCP - Transportation Section		26	(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)
<b>TOTAL</b>		<b>1,438</b>	<b>(1,701)</b>

#### Video Download Activity

McMath Secondary School-Natural Club	20	(98)
One Green Year Later W.D. Ferris Elementary School Goes Green	14	(93)
No Child Left Inside	15	(91)
<b>TOTAL</b>	<b>49</b>	<b>(282)</b>

#### Sources (Top 20)

		Page views
www.google.ca	100	(158)
letstalkrichmond.bangthetable.com	12	(112)
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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
<b>Energy Smart Living: live, work and play the energy-friendly way.</b>					
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 <a href="http://www.solarbc.ca">www.solarbc.ca</a>.</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



## Let's Talk Richmond: Official Community Plan Forum

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 - <a href="http://www.archinnovations.com/featured-projects/mixed-use/zgf-architects-twelve-west-in-portland-or/">http://www.archinnovations.com/featured-projects/mixed-use/zgf-architects-twelve-west-in-portland-or/</a>	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
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
150	124	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. 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. 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).	22 Oct 2010	3	0

## Let's Talk Richmond: Official Community Plan Forum

153	124	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.	23 Oct 2010	0	2
154	124	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. Multi member families are not very compatible with apartment developments.	24 Oct 2010	0	0
155	124	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.  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.	24 Oct 2010	2	0
163	124	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.	27 Oct 2010	3	2



## Let's Talk Richmond: Official Community Plan Forum

189	163	<p>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.</p>	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	<p>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?</p>	04 Nov 2010	1	0
180	124	<p>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.</p>	04 Nov 2010	1	1

## Let's Talk Richmond: Official Community Plan Forum

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



## Let's Talk Richmond: Official Community Plan Forum

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.

## Let's Talk Richmond: Official Community Plan Forum

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



## Let's Talk Richmond: Official Community Plan Forum

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 - <a href="http://reason.com/archives/2001/06/01/city-views/3">http://reason.com/archives/2001/06/01/city-views/3</a> - 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

## Let's Talk Richmond: Official Community Plan Forum

### 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 Rihcmond 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 &amp; 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



## Let's Talk Richmond: Official Community Plan Forum

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

## Let's Talk Richmond: Official Community Plan Forum

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





## Regarding

- ♦ New Housing Types in Single-Family Residential Areas
- ♦ Future Planning Around the Existing Eight (8) Neighbourhood Service Centres

### Please:

1. complete this survey by **Friday, November 5, 2010**, and
2. send it to the City of Richmond, or
3. fill it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca)
4. place a checkmark beside your choice, or draw a circle around your answer.

## Purpose:

The purpose of this survey is to invite you to tell us your ideas regarding:

1. New Housing Types in Single-Family Residential Areas:  
*What new types of housing, outside the City Centre, you might want to have to improve your and others' lifestyle living choices (e.g., coach houses, granny flats, duplexes).*
2. Future Planning Around the Existing Eight (8) Neighbourhood Service Centres:  
*How we might better plan around the existing neighbourhood shopping centres to create more mixed use, walkable communities where people can better live, work, shop and play.*

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## Part A: New Housing Types in Single-Family Residential Areas

### Background

- The existing 1999 OCP already allows a variety of housing types in Richmond's single-family residential areas.
- This is occurring now on some major arterial roads and in certain neighbourhoods outside the City Centre.
- A secondary suite is permitted in all single-family zones (but not areas governed by a Land Use Contract, which is a contractual agreement separate and distinct from zoning).
- *What do you think about allowing, outside of the City Centre, some new forms of housing like coach houses, granny flats and duplexes on lots not located along a major arterial road?*
- Housing Types:
  - A coach house is a self contained dwelling located above a detached garage in the rear yard.
  - A granny flat is a detached, self contained dwelling located on the ground floor in the rear yard.
  - A duplex is two self-contained dwellings located either: (1) side by side, or (2) front and back.

## Questions Regarding New Housing Types in Single-Family Residential Areas Outside the City Centre

### Small Lots (e.g., up to 550 m<sup>2</sup> or 5,920 ft<sup>2</sup> in size) – Yellow Areas on Attached Conceptual Map

1. Currently, owners may have a single-family house **AND** a secondary suite. The following additional housing choices should be permitted:
- a) **instead** of a secondary suite:
- i) a coach house  
☐ Strongly Agree    ☐ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree    ☐ Don't Know
- ii) a granny flat  
☐ Strongly Agree    ☐ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree    ☐ Don't Know
- b) **instead** of a single-family house **AND** a secondary suite:
- i) a duplex  
☐ Strongly Agree    ☐ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree    ☐ Don't Know

My comments/reasons: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### Large Lots (e.g., over 550 m<sup>2</sup> or 5,920 ft<sup>2</sup> in size) – Orange Areas on Attached Conceptual Map

2. Currently, owners may have a single-family house **AND** a secondary suite. The following additional housing choices should be permitted:
- a) **in addition** to a secondary suite:
- i) a coach house  
☐ Strongly Agree    ☐ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree    ☐ Don't Know
- ii) a granny flat  
☐ Strongly Agree    ☐ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree    ☐ Don't Know
- b) **instead** of a single-family house **AND** a secondary suite:
- i) a duplex  
☐ Strongly Agree    ☐ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree    ☐ Don't Know

My comments/reasons: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



## Part B: Future Planning Around the Existing Eight (8) Neighbourhood Service Centres

### Background

- Outside the City Centre, there are eight (8) existing Neighbourhood Service Centres.
- They comprise the shopping centres and surrounding commercial sites at Broadmoor, Blundell, Garden City, Seafair, Terra Nova, Ironwood, Cambie and Hamilton (blue areas within the hatched circles on the attached conceptual map).
- In the November 2009 OCP public survey, residents indicated that they wanted more livable, walkable, mixed use neighbourhoods, with improved transit, and more and closer shops, services and amenities.
- The existing 1999 OCP already allows this to occur within the shopping centres and surrounding commercial sites.
- An example of this has now been achieved when in April 2010, after a year of public consultation resulting in community and owner support, Council approved such improvements for a portion of the Broadmoor Shopping Centre.
- *What do you think about allowing, over the long term, future planning and community consultation for the inner core and outer core of these eight (8) Neighbourhood Centres?*
- Definitions:
  - The inner core is the shopping centre itself and any adjacent commercial or multiple-family residential sites along the major arterial roads abutting the Neighbourhood Service Centre.
  - The outer core is the area within a 5 minute walk to the inner core. In addition to proposing to permit a coach house, granny flat and/or duplex in this area, it is proposed that consideration be given to allowing triplexes, fourplexes and some townhouses.
  - The Neighbourhood Centre is both the inner core and outer core (hatched circle on the attached conceptual map).

## Questions Regarding Future Planning Around the Existing Eight (8) Neighbourhood Service Centres

### Neighbourhood Centres (5 Minute Walk from Neighbourhood Service Centre) – Hatched Circle on Attached Conceptual Map

#### 3. Eight (8) Neighbourhood Centre Areas:

Over the long term, after the 2041 OCP Update is completed, more detailed planning should be undertaken, in close consultation with the neighbourhood, for the eight (8) Neighbourhood Centre Areas:

☐ Strongly Agree      ☐ Agree      ☐ Neutral      ☐ Disagree      ☐ Strongly Disagree      ☐ Don't Know

#### 4. Inner Core:

In the future planning and community consultation for the eight (8) Neighbourhood Centres, a range of uses and building types in the **inner core** (e.g., mixed use buildings with commercial at grade and residential or office above, low to medium rise apartments and townhouses) should be considered:

☐ Strongly Agree      ☐ Agree      ☐ Neutral      ☐ Disagree      ☐ Strongly Disagree      ☐ Don't Know

## 5. Outer Core:

In the future planning and community consultation for the eight (8) Neighbourhood Centres, the range of housing types in the **outer core** (e.g., outside the inner core and within the single-family residential area) should be extended beyond coach houses, granny flats and duplexes to include triplexes, fourplexes and some townhouses.

☐ Strongly Agree    ☐ Agree    ☐ Neutral    ☐ Disagree    ☐ Strongly Disagree    ☐ Don't Know

My comments/reasons: \_\_\_\_\_

## Part C - Please Tell Us About Yourself

### Introduction

- When community surveys are being completed, Richmond residents and Council would like to know who is commenting and the area in which they live. This ensures that those not directly affected do not unduly influence Council decisions and that they are made in respect of affected residents' preferences.
- Please help us determine this by completing the following information.

### Details:

Name: \_\_\_\_\_

Address: \_\_\_\_\_ Postal Code: \_\_\_\_\_

I live in:

- |                                     |                                      |  |   |
|-------------------------------------|--------------------------------------|--|---|
| <input type="checkbox"/> Seafair    | <input type="checkbox"/> Shellmont   | <input type="checkbox"/> Thompson              | <input type="checkbox"/> Cambie West                |
| <input type="checkbox"/> Blundell   | <input type="checkbox"/> Hamilton    | <input type="checkbox"/> Broadmoor             | <input type="checkbox"/> East Richmond/Fraser Lands |
| <input type="checkbox"/> Gilmore    | <input type="checkbox"/> City Centre | <input type="checkbox"/> Burkeville/Sea Island |   |
| <input type="checkbox"/> Bridgeport | <input type="checkbox"/> Steveston   | <input type="checkbox"/> Cambie East           |   |

### Individual survey responses are confidential.

Future city actions will be guided by the 2041 OCP created from the responses to this survey. Whatever your opinion, it is important to tell the City what you think.

### Thank you for your input

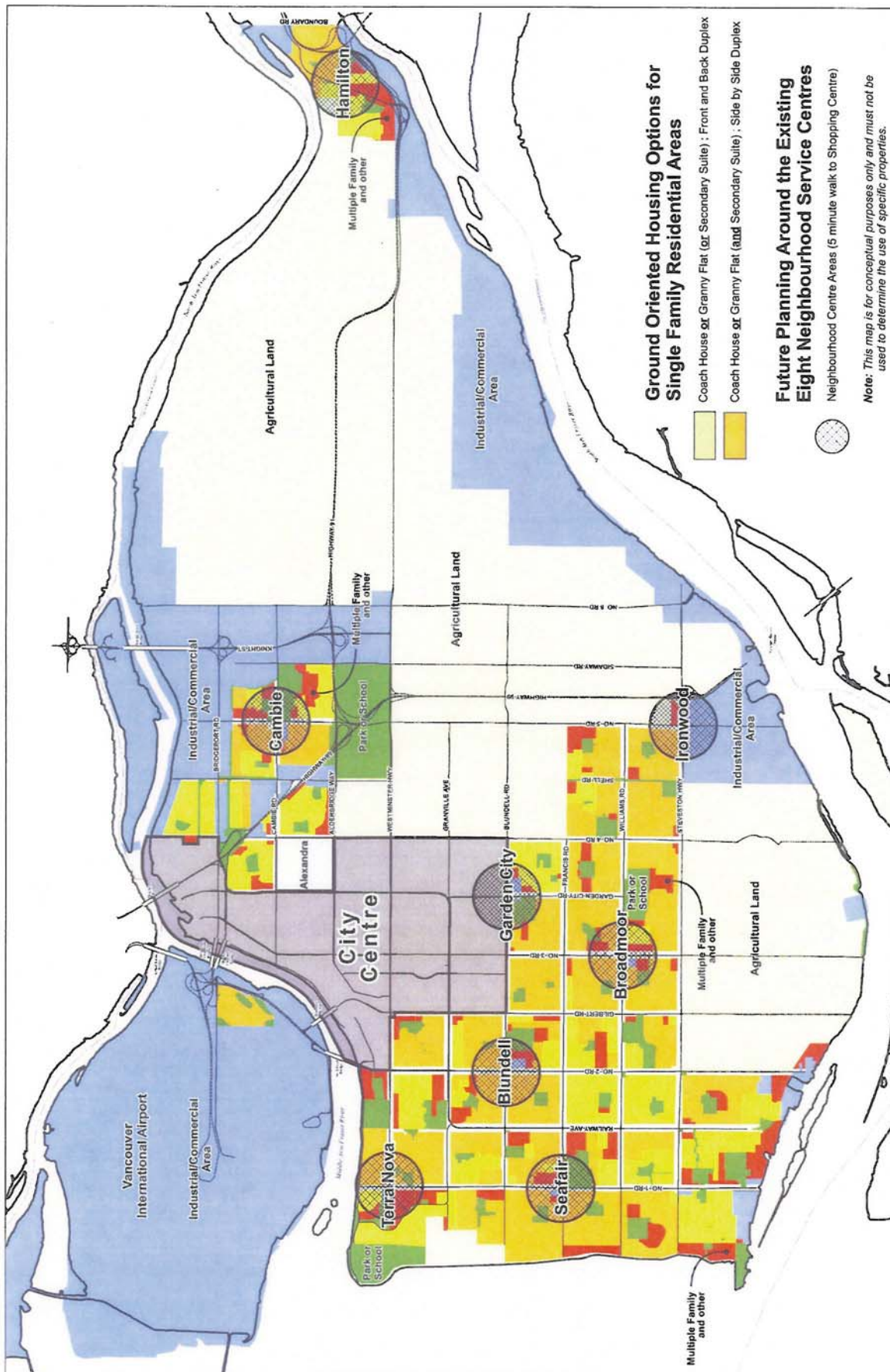
Please remember to return your completed survey by **Friday November 5, 2010**.

You can fill out the survey on line at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca).

You can also take your survey to one of the Public Open Houses, drop it off at any community centre, library or City Hall, or you can mail or fax it to:

2041 OCP Housing/Neighbourhood Centre Survey  
 Richmond City Hall  
 6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 Fax: 604-276-4052





# *Towards a sustainable community* Official Community Plan (OCP)–2041 Update



## *Welcome to the Official Community Plan (OCP) public open house.*

### 2041 Update: Second round public consultation

The purpose of this open house is to obtain your feed back on:

- New forms of housing in Richmond's single-family residential areas. These include coach houses, granny flats and duplexes not located along a major arterial road.
  - Over the long term, future community consultation and master planning to create more walkable, mixed used communities within and around Richmond's eight (8) neighbourhood service centres outside the City Centre. This includes considering various forms of buildings and housing types (e.g., mixed use buildings with commercial at grade and residential or office on top, low-rises and mid-rises, triplexes and fourplexes).
1. Please review the display panels which describe population growth to 2041, new housing forms and proposals for future neighbourhood centre planning and ask staff any questions.
  2. Fill out the 2041 OCP Housing/Neighbourhood Centre Survey by *Friday, November 5, 2010*.
    - Complete and drop off the 2041 OCP Housing/Neighbourhood Centre Survey or fill it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca), the City's new online discussion forum OR
    - Take it home and mail or fax it back to us OR
    - Drop it off at the OCP drop boxes at any community centre, library or City Hall.
  3. Visit the online discussion forum at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca)
    - We have a variety of other discussion topics online, such as:
      - jobs for a sustainable future
      - nature in your neighbourhood
      - environmental areas
      - walking, cycling and transit around neighbourhood centres
      - and energy smart living.
    - You can also see what other people said and have your say by visiting [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca).
  4. Stay involved by checking out the online website. We will let you know what the feedback was and of future open houses.





- a proposed OCP 2041 vision;
- their community (e.g., its look and feel, character, housing choices, local shopping areas, social programs);
- how the city could provide more housing choices outside the City Centre by 2041;
- what they liked most about Richmond and what exciting changes they would like to see for Richmond.

For the 2041 Vision to become a reality, Richmond residents want the City to:

- move towards sustainability showing strong political leadership in their efforts to implement its sustainability policies;
- improve transportation, natural areas, parks and green space;
- provide for more housing choices, mixed use neighbourhoods with amenities, shops and services close by.

- eat more locally grown food;
- use their car less;
- consume and waste less;
- make energy and other environmental improvements to their home and office;
- buy needed goods and services from environmentally friendly and/or socially responsible companies.

Richmond is updating the OCP to move toward a sustainable city. In the fall 2009 public consultation, we asked what the City could do to contribute to a healthy, vibrant community today and in the future. One of the aspects of a healthy vibrant community is to achieve a compact, transit oriented, walkable, bicycle friendly community that has a range of housing choices, services and amenities close by over the long term.

[illegible]





# Richmond population and housing to 2041

As part of the 2041 OCP Update, the City had a Demographic Study completed by Urban Futures.

In addition to population and employment projections, the Demographic Study predicted how many dwelling units Richmond would require between now and 2041. Urban Futures distinguishes between two forms of housing based on the census data:

**Ground oriented (GOH)** which 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).

**Apartment (Apt)** 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). The following table summarizes the housing projections by Urban Futures, which are consistent with demographic work completed by the Metro Vancouver Regional District.

## Richmond housing to 2041

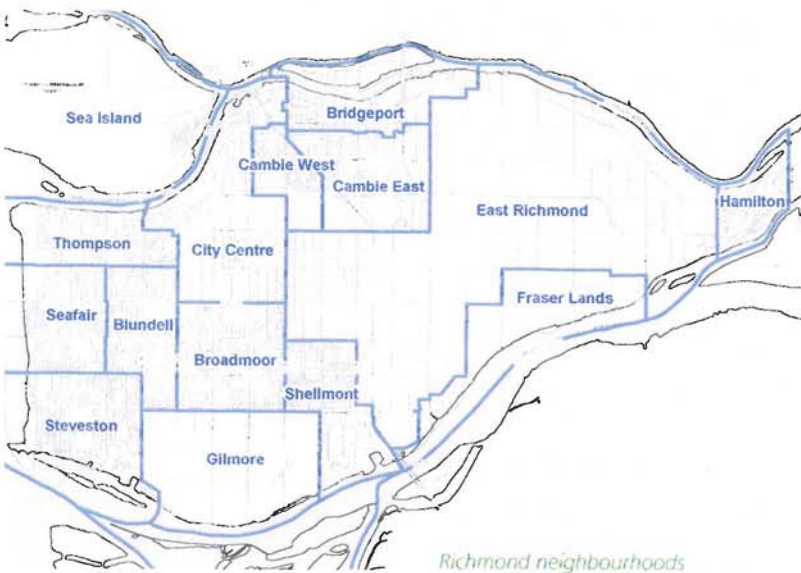
Source	Area	Current Housing (2009)	2041 Housing	Change 2009 to 2041	
				Number	Percentage
Urban Futures	City Centre	GOH: 6,244	GOH: 11,922	GOH: 5,678	GOH: 91%
		Apt: 14,637	Apt: 35,000	Apt: 20,363	Apt: 139%
		Total: 20,881	Total: 46,922	Total: 26,041	Total: 125%
	Outside City Centre	GOH: 40,369	GOH: 54,468	GOH: 14,099	GOH: 35%
		Apt: 7,391	Apt: 13,522	Apt: 6,131	Apt: 83%
		Total: 47,760	Total: 67,990	Total: 20,230	Total: 42%
	Richmond Total	GOH: 46,613	GOH: 66,390	GOH: 19,777	GOH: 42%
		Apt: 22,028	Apt: 48,522	Apt: 26,494	Apt: 120%
		Total: 68,641	Total: 114,912	Total: 46,271	Total: 67%
Metro Vancouver	Richmond Total	64,000 (2006)	115,500	51,500	80%

As can be seen from this table, over the next 30 years the population will increase naturally and this will require more dwelling units. Richmond's City Centre dwelling units are expected to more than double from approximately 21,000 in 2009 to 47,000 in 2041 (mostly apartments). Outside the City Centre, in the rest of Richmond, the number of dwelling units is forecasted to increase from approximately 48,000 in 2009 to 68,000 in 2041.

Outside the City Centre, the existing 1999 OCP currently allows a variety of housing types in Richmond's single-family residential areas. This already is occurring on some of the major arterial roads and in certain neighbourhoods.

The City is now considering allowing coach houses, granny flats and duplexes on lots not located along a major arterial road outside the City Centre (e.g., within the single-family residential areas of Richmond, including within a 5 minute walk to a neighbourhood shopping centre, with or without a back lane).

The City is also proposing that, over the long term, future community consultation and master planning occur to permit various forms of building and housing types within and around Richmond's 8 neighbourhood service centres outside the City Centre.







## Description of housing types

### Secondary suite

On a single-family residential lot, a secondary suite is an accessory, self contained dwelling located within the single-family house.

It could be located on the 1st storey, 2nd storey or ½ storey in the 2½ storey and 9 m (29.5 foot) height typically permitted for a single-family house.

The maximum size of a secondary suite is 90 m² (970 ft²).

### Coach house

On a single-family residential lot, a coach house is a self contained dwelling located above a detached garage in the rear yard.

It would be a maximum height of 2 storeys and 6 m (20 feet) with a pitched roof (a typical single-family house can be 2½ storeys and 9 m (29.5 feet) in height).

The maximum size of a coach house would be 60 m² (645 ft²).

### Granny flat

On a single-family residential lot, a granny flat is a detached, self contained dwelling located on the ground floor in the rear yard.

It would be a maximum height of 1 storey and 5 m (16.4 feet) with a pitched roof (the maximum height of an accessory building like a detached garage is 1 storey and 5 m (16.4 feet)).

The maximum size of a granny flat would be 70 m² (755 ft²).

### Duplex

A duplex is two self contained dwellings located either (1) side by side, or (2) front and back.

It would be a maximum height of 2 storeys and 9 m (29.5 feet) (a typical single-family house can be 2½ storeys and 9 m (29.5 feet) in height).

The maximum size of a duplex would be the same as a single-family house.

**Note:** Each of these housing types could be located with or without a back lane.



*Coach house with back lane*



*Granny flat with back lane*



*Front and back duplex with back lane*





## Possible new housing types in single-family residential areas

The following housing options can be developed on a typical single-family residential lot, and are intended to provide choices for family friendly and ground oriented housing.

### On single-family residential lots up to 550 m<sup>2</sup> (5,920 ft<sup>2</sup>)

Development possibilities with or without a back lane (yellow areas on previous display board)

In addition to a single-family house, **either** of the following two housing types would be permitted **instead** of only a secondary suite:

- a coach house (up to 2 storeys)
  - with a back lane
  - without a back lane, **or**
- a granny flat (1 storey maximum)
  - with a back lane
  - without a back lane.

Instead of a single-family house, the following housing type would be considered without a secondary suite:

- a front and back duplex (2 storeys)
  - with a lane
  - without a lane.

### On single-family residential lots over 550 m<sup>2</sup> (5,920 ft<sup>2</sup>)

Development possibilities with or without a back lane (orange areas on previous display board)

In addition to a single-family house **and** a secondary suite, **either** of the following two housing types would be permitted:

- a coach house (up to 2 storeys)
  - with a back lane
  - without a back lane, **or**
- a granny flat (1 storey maximum)
  - with a back lane
  - without a back lane.

Instead of a single-family house, the following housing type would be considered without a secondary suite:

- a side by side duplex (2 storeys)
  - with a lane
  - without a lane.



*Coach house without back lane*



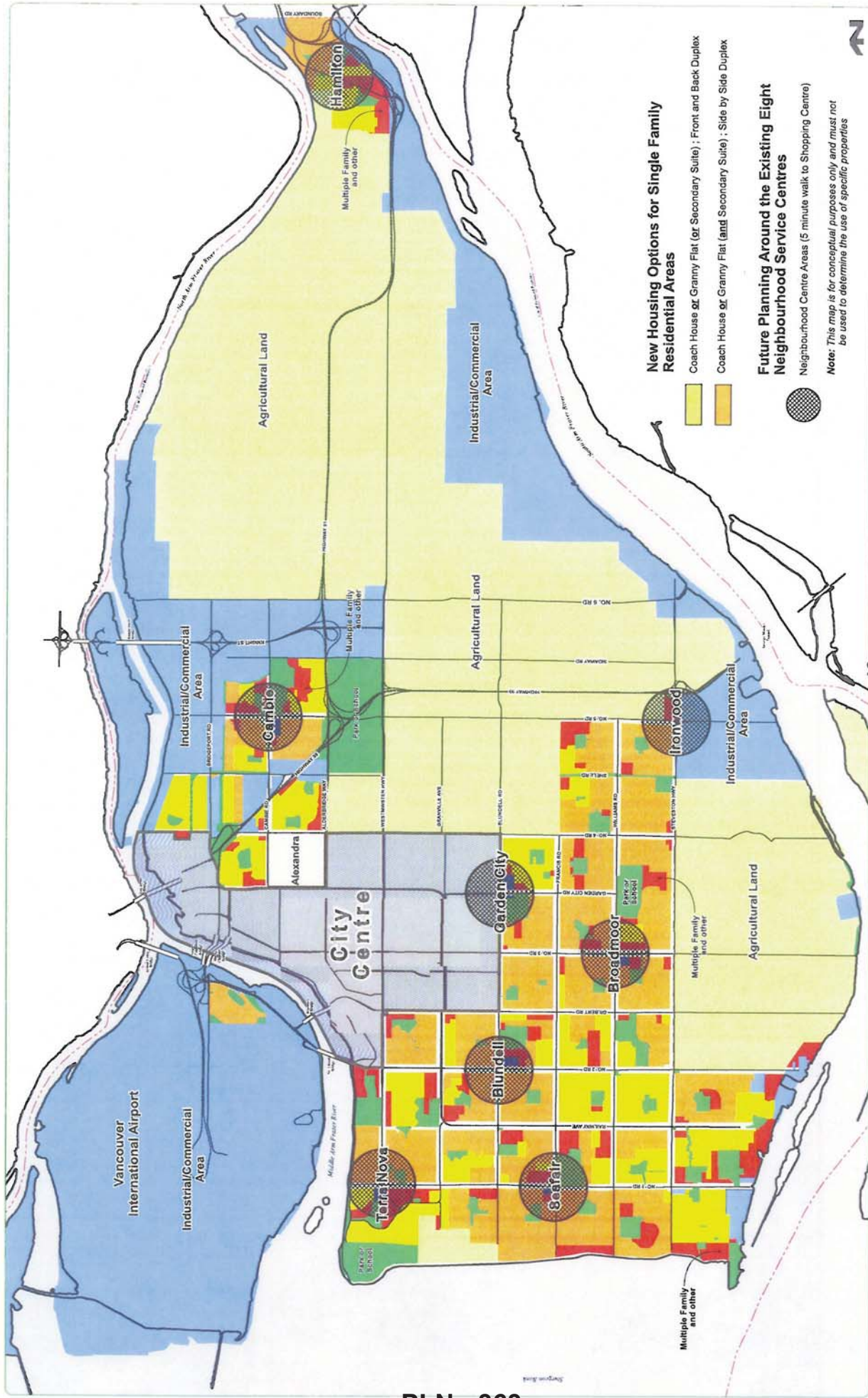
*Granny flat without a back lane*



*Front and back duplex without a back lane*



# Housing options and future Neighbourhood Centre planning



PLN - 363





# Benefits of these new housing types (more choices)

## Coach houses and granny flats

- Are an alternative housing option to a secondary suite on lots less than 550 m<sup>2</sup> (5,920 ft<sup>2</sup>) in size (yellow areas on previous display board) – most new single-family houses make provision for a secondary suite.
- On lots over 550 m<sup>2</sup> (5,920 ft<sup>2</sup>) in size (orange areas on previous display board), would be another housing option in addition to a secondary suite (which is being built in most new single-family houses).
- Would provide rental housing, which is needed in Richmond (the coach house or granny flat could not be subdivided or strata titled from the principal single-family house).
- Would provide a detached form of housing for family members, such as elderly parents, their caregivers or adult children and for homeowners who want to “age in place”.
- One storey granny flats would be easy to make universally accessible.
- Could be used as a mortgage helper or supplementary source of income for single or no income households.
- Helps reduce the size and massing of new single-family houses (i.e., some of the permitted floor area would be transferred from the house to the detached coach house or granny flat).
- Could be built by current homeowners in order to retain their existing houses (would be an alternative to the demolition of an existing house and construction of a new house).
- An existing garage in the back yard could be converted to a coach house or granny flat, depending on its age and condition (conversions would have to meet the requirements for new construction).
- Would offer more “eyes on the street” where there is a back lane.
- Provides a new form of ground oriented housing in Richmond, which Urban Futures’ housing study indicates will be required in areas outside the City Centre.



*Coach house with back lane*



*Side by side duplex with back lane*



*Granny flat with back lane*

## Duplexes

- Are an alternative housing option to a single-family house with a secondary suite (which is being built in most new single-family houses), without increasing the number of dwelling units.
- Would provide the opportunity for the two dwelling units to either be rental or ownership housing, both of which would probably be less costly than renting or buying a single-family house.
- Would enable unusually shaped lots to be developed for something other than a single-family house (e.g., cul-de-sac lots with narrow frontage; corner lot with two road frontages; lot on a major arterial road that can not be developed for townhouses or subdivided into compact single-family housing lots).
- Provides smaller housing for two households in a building that has the same size and massing as a single-family house that is used by one household.
- Provides a new form of ground oriented housing in Richmond, which has not been built in Richmond in recent years but could be in more high demand in the future.



# How would these new housing types fit into my neighbourhood?

## Coach houses and granny flats

- The Zoning Bylaw would be amended (through a separate Public Hearing process) to streamline the approval process and provide certainty to homeowners, neighbours and builders about the appearance and location of these new housing forms and the landscaping, permeability and open space requirements for the site. Once done, individual site rezoning would not be required.
- The City would establish design guidelines to ensure a high quality design and neighbourliness, such as scale and massing, privacy and outlook, shadowing and lighting, lane or lot line frontage, garbage and recycling space, green building features, etc.
- Maintains the setbacks and back yard open space typical of traditional single-family residential areas.
- Would be a smaller dwelling unit, slightly larger than a typical detached garage.
- The size of the coach house and granny flat is limited (maximum 60 m<sup>2</sup> or 645 ft<sup>2</sup> to 70 m<sup>2</sup> or 755 ft<sup>2</sup>).
- The City's requirement for on-site parking would depend on the property's lot size and location, i.e.:
  - lots over 550 m<sup>2</sup> (5,920 ft<sup>2</sup>) in size (orange areas on previous display board) would have one parking space for the coach house or granny flat (in addition to the two parking spaces required for the single-family house).
  - lots under 550 m<sup>2</sup> (5,920 ft<sup>2</sup>) in size (yellow areas on previous display board) would not be required by the City to have a parking space since none is required for the secondary suite which the coach house or granny flat is replacing.
- Would share existing services, infrastructure and public amenities (e.g., transit, parks, schools, recreation facilities, shopping, etc.).
- Would be subject to all City bylaws (e.g., noise regulation; storm drainage requirements; parking restrictions on public roads).



*Coach house without a back lane*



*Granny flat without a back lane*



*Side by side duplex without a back lane*

## Duplexes

- A rezoning application is required, so the property owner or agent would apply to amend the Zoning Bylaw, which would be subject to a specific property notification and separate Public Hearing process (and Single Family Lot Size Policy amendment process if applicable).
- The neighbourhood would have input into the rezoning application process, and each property would be dealt with separately and uniquely.
- The Zoning Bylaw would be amended to provide certainty to homeowners, neighbours and builders about the appearance and location of duplexes and the landscaping, permeability and open space requirements for the site.
- The City would establish design guidelines to ensure a high quality design and neighbourliness, such as scale and massing, privacy and outlook, shadowing and lighting, lane or lot line frontage, garbage and recycling space, green building features, etc.
- The setbacks and back yard open space would be similar to a single-family house.
- Two on-site parking spaces would be provided for each dwelling unit (the same parking ratio for a single-family house).
- Would share existing services, infrastructure and public amenities (e.g., transit, parks, schools, recreation facilities, shopping, etc.).





# Future planning for 8 neighbourhood centres

## What is a neighbourhood centre?

A "neighbourhood centre" is a specific place within a community—a community's "heart" or "core". It's where residents can find a wide variety of stores, services, jobs, community amenities and public places (parks and plazas) to meet their daily needs and enhance the quality of neighbourhood life—all within walking distance of most residences around the core. Richmond's existing OCP designates Richmond's 8 shopping malls outside the City Centre as "Neighbourhood Service Centres". The OCP contains policies for the development and improvement of these 8 neighbourhood service centres (shopping malls) by allowing for mixed use (e.g., residential over commercial) development.

### Broadmoor shopping centre – Richmond's first mixed use neighbourhood service centre

In April 2010, City Council approved the *Broadmoor Neighbourhood Service Centre Master Plan* after a comprehensive community planning process. Broadmoor is Richmond's first mixed use development within a shopping mall site outside the City Centre. See the Broadmoor display board for more information.

### 2041: A neighbourhood centre planning framework

Over the next few decades, the City could undertake a comprehensive master planning process with the communities in each of the 8 neighbourhood service centre (shopping mall) areas. In future master planning processes, each community will customize what their Neighbourhood Centre should be like by developing their own unique Neighbourhood Centre vision, objectives and planning principles.

Although there is no one prototype of a Neighbourhood Centre, they have an *inner core* and an *outer core*:

#### The inner core

The inner core is the shopping centre itself and any adjacent commercial or multi-family residential areas along the major arterial road abutting the shopping mall. They can contain:

- higher density, mixed use buildings (between 4 to 6 storeys or more) within and around the shopping mall;
- commercial (retail and office) uses which are located and retained within the shopping malls and sometimes along the arterial roads and not located within the adjacent residential areas.

#### The outer core and transition areas

- lower density residential buildings can surround the inner core to act as a transition between the higher commercial buildings in the inner core and to preserve the single family and ground oriented housing on the outer core edges;
- the outer core is the residential area within a 5 minute walk to the inner core;
- the outer core has a greater variety of ground-oriented housing forms such as triplexes and fourplexes, coach houses, granny flats and/or duplexes.







## Role and attributes of neighbourhood centres

Neighbourhood Centres strengthen the heart of a community and enhance the quality of life by providing more opportunities for residents to access a wider variety of stores, services and amenities and meet with their neighbours.

The following are some of the neighbourhood centre elements that contribute to healthy and vibrant communities:

- reduces dependency on the car by being more compact, pedestrian and bicycle-friendly, and served by transit;
- provides more diverse and affordable mix of housing choices;
- provides a better range of shops and services (e.g., grocery stores, drug stores, bakeries);
- creates stronger neighbourhood linkages from the inner core to the outer core;
- provides more employment opportunities;
- improves on site circulation and parking within the inner core.



- provides improved community amenities (e.g., child care, community meeting rooms, improved park space).

### Car, pedestrian and bicycle improvements

Improves circulation routes for pedestrians, cycling and parking within the inner core including:

#### Transit

- more bus shelters, more street furniture, improved transit service.

#### Bicycle

- improved bike connections to and from neighbourhood centres;
- more end-of-trip bicycle facilities (bike rooms, storage racks, secure bike parking in the shopping mall).

#### Pedestrian

- improved pedestrian crossings at intersections and across busy streets;
- car share vehicles available to residents and members;
- wider sidewalks and crossings;
- neighbourhood traffic calming measures (e.g., corner bulges to provide better pedestrian space, shorten cross walk distance and speed humps to reduce vehicle speed);
- more benches and attractive street furniture.

#### Parking

- more efficient on site parking;
- reduced parking requirements in surrounding housing.

### Public Realm

- improved street beautification (landscaping, medians, boulevards and information kiosks).

### Sustainable infrastructure opportunities

- green building, energy efficient and green infrastructure;
- alternative energy sources;
- storm water runoff and energy consumption.







# Broadmoor neighbourhood service centre master plan

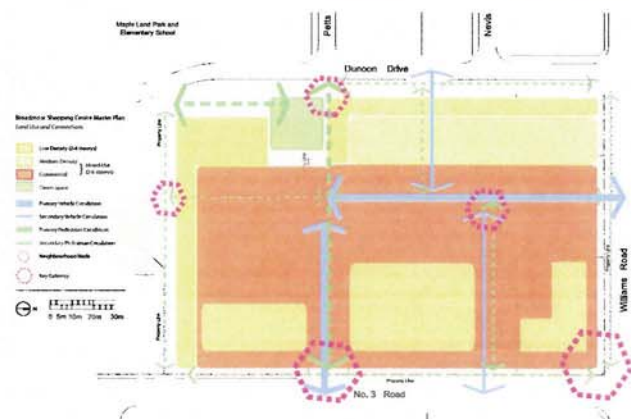
In April 2010, Council adopted the Broadmoor Neighbourhood Service Centre Master Plan after an extensive public consultation process with the community. Broadmoor shopping centre is the first mixed use neighbourhood service centre of the 8 shopping centre sites outside City Centre.

## Vision:

*"a vibrant accessible and sustainable mixed use hub with a mix of housing, shops and services where people will be able to live, work, and meet their daily needs."*

## Highlights:

- 2–6 storey mixed use buildings (residential over commercial);
- Building height is greatest along No. 3 Road and Williams Road and lower elsewhere;
- Lower storey townhouse buildings front local residential streets;
- More range of shops and services in smaller units;
- Mix of land uses will be approximately 60% non residential (e.g., commercial) and 40% residential;
- Local, sustainable and natural building materials (e.g., wood, recycled materials);
- Sustainable infrastructure and green building strategy to address on-site rainwater management, energy efficiency, renewable energy productions, potable water and waste minimization;
- LEED Silver certification or equivalency buildings;
- Alternative energy management (e.g., geothermal, sewer exchange; passive or active solar energy such as solar hot water or photo voltaic panels);
- A series of pedestrian connections, nodes and gateways to connect the adjacent neighbourhood to the shopping mall;
- Pedestrian connections better defined with a combination of surfaces, colour, landscape features, signage, seating and human scale lighting and separated from parking areas;
- Two open space areas (green space; kiosk and plaza) within the mall site;
- Improved pedestrian crossings at busy streets;
- Major gateway features (e.g., urban park internal to the site fronting Dunoon Road; major pedestrian spine from No. 3 Road entry into the site that includes decorative pavement and double row of trees; landmark building at the corner of Williams and No. 3 Roads);
- More efficient parking layout on site;
- Future car-sharing/car co-op vehicles provided to residents and members;
- Additional bus shelters;
- Bicycle end-of-trip facilities (changeroom, showers, bicycle storage);
- Neighbourhood traffic calming in future phases.



Broadmoor neighbourhood service center land use concept

*Towards a sustainable community*

Official Community Plan (OCP)–2041 Update: Second round public consultation







# What is a neighbourhood centre master plan?

The Master Plan will be a document that provides the City, residents and developers with a planning framework that reflects what the community wants. It is used to assess future development applications.

## The purpose of a Neighbourhood Centre Master Plan is to:

- develop a vision, guiding principles, and a land use concept and policies for the long term development of the Neighbourhood Centre area;
- set out Centre design guidelines for future development (e.g., require a development permit for triplexes and fourplexes as "intensive residential development");
- address transportation, parking, parks and park development, and sustainability;
- create a mechanism for amenity contributions to go towards affordable housing, child care, neighbourhood centre beautification and servicing requirements;
- prepare an implementation strategy (e.g., applicability of Development Cost Charges to single-family housing, secondary suites, coach houses, granny flats, duplexes, triplexes, fourplexes).



Blundell



Broadmoor



Cambie



Garden City



Hamilton



Ironwood

## Preliminary planning principles for Neighbourhood Centre Master Plan

The following is a preliminary set of principles to guide the process of neighbourhood centre planning:

- Provide a variety of ways for the range of residents, property owners and business owners to participate in the Neighbourhood Centre master planning process and ensure that opinions of both those in the affected area and those in the wider community are sought.
- Create a place with a mix of housing types for people of all ages and incomes.
- Create an attractive, cohesive and walkable Neighbourhood Centre that reflects the unique characteristics of varying lifestyles of the community.
- Recognize the varying physical and economic conditions and demographic makeup of different communities.
- Integrate the development with the surrounding urban fabric.
- Provide an integrated network of linkages extending through the shopping mall site to the adjacent neighbourhood to provide enhanced connectivity.
- Encourage transit oriented development.
- Incorporate sustainability principles
  - green building objectives (energy efficient) and urban agriculture;
  - extend green buildings to more than the redevelopment of the shopping malls, but to all commercial, apartment, residential and mixed use developments.
- Minimize adverse traffic impacts and improve circulation for all with an emphasis on sustainable models.
- Articulate density objectives, building forms and character and public realm treatment.
- Retain and improve neighbourhood amenity by providing for an amenity strategy – a mechanism to capture increased development value from incremental redevelopment and use it to contribute to public amenities—to provide for more community amenities, including an improved public realm, green spaces, park improvements and new community spaces.



Seafair



Terra Nova

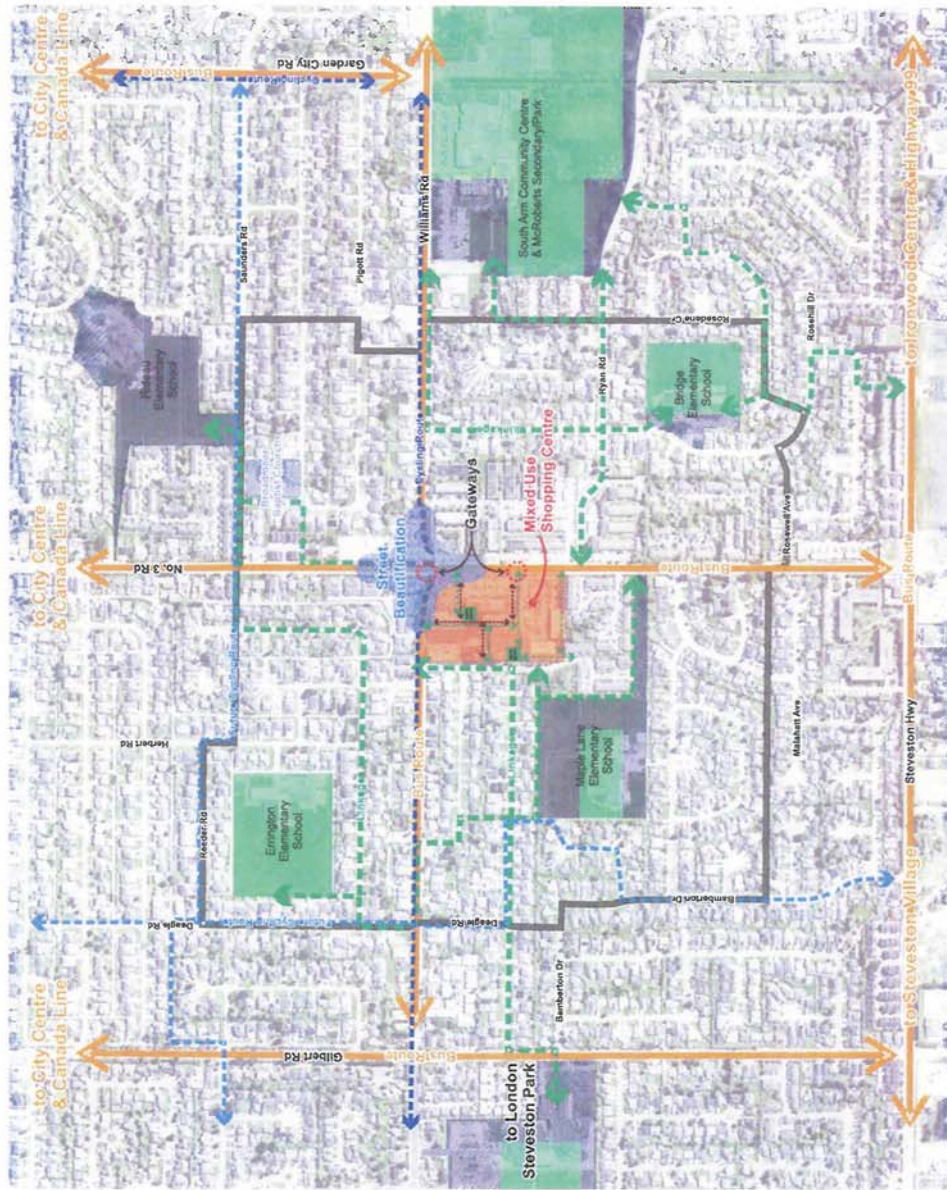
*Towards a sustainable community*

Official Community Plan (OCP)–2041 Update: Second round public consultation





## A future Neighbourhood Centre – what might it look like? (INNER CORE)



1. Public meeting places, 2. Safer and more pleasant pedestrian environment, 3. More housing choice of mixed use buildings, 4. Street beautification, 5. Car, pedestrian and bike improvements, 6. More stores and services close by

*Towards a sustainable community*  
Official Community Plan (OCP) – 2041 Update: Second round public consultation





# A future Neighbourhood Centre – what does it look like? (OUTER CORE)



1. More ground-oriented housing choices (e.g. coach houses, grannies and townhouses), 2. Neighbourhood linkages, fourplexes and townhouses), 3. Safe pedestrian crossings, 4. Neighbourhood traffic calming

*Towards a sustainable community*  
Official Community Plan (OCP)–2041 Update: Second round public consultation







## Thank you for attending our open house

Don't forget to complete the survey by **Friday, November 5, 2010**, as your input is important to us. You can drop it off in the drop box at the meeting tonight or fill it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca)

### Next steps

Using your feedback, City staff will compile the results and develop an overall OCP Concept for Council in January 2011. We will put the 2041 OCP Housing/Neighbourhood Survey results on the website in November 2010 at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca).

We will be having a third round of public open houses in 2011. Open House ads will be placed in the Richmond newspapers and online to let you know when they will be.

### Third round open houses

At the third round open houses, we will show:

- the results of the 2041 OCP Housing/Neighbourhood Centre Survey;
- the preliminary OCP Concept.

OCP concept will show:

- the OCP Vision;
- transportation concepts for outside the City Centre;
- results from the OCP studies (Employment Lands, ESA Management Strategy, social planning);
- some possible draft park and community amenity locations.

### OCP public consultation timeline



### For more information

For more information, please call 604-276-4188 or visit [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca).

Don't forget to complete the survey. Your answers will help us in the next phase of the OCP update



# Ripple effect...

Healthy neighbourhoods → healthy people



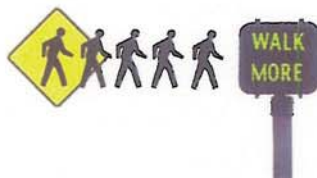
## People are healthier:

- Physically fit, lower incidence of chronic diseases & obesity
- Connected to the community, better health
- Fewer injuries as a result of less driving



## People make healthy choices that are enabled by healthy neighbourhood design:

- People walk, cycle, transit to stores, park, recreation, work, etc.
- People socialize & interact in neighbourhood places
- People are connected, & are involved in neighbourhood life



## Healthy neighbourhoods 'on the ground':

- Neighbourhoods are compactly developed & mixed-use
- Different types of housing to meet diverse needs
- Connected streets & routes to access amenities, stores, parks
- Streets that are designed to accommodate walking & cycling
- Transit routes with viable and frequent service

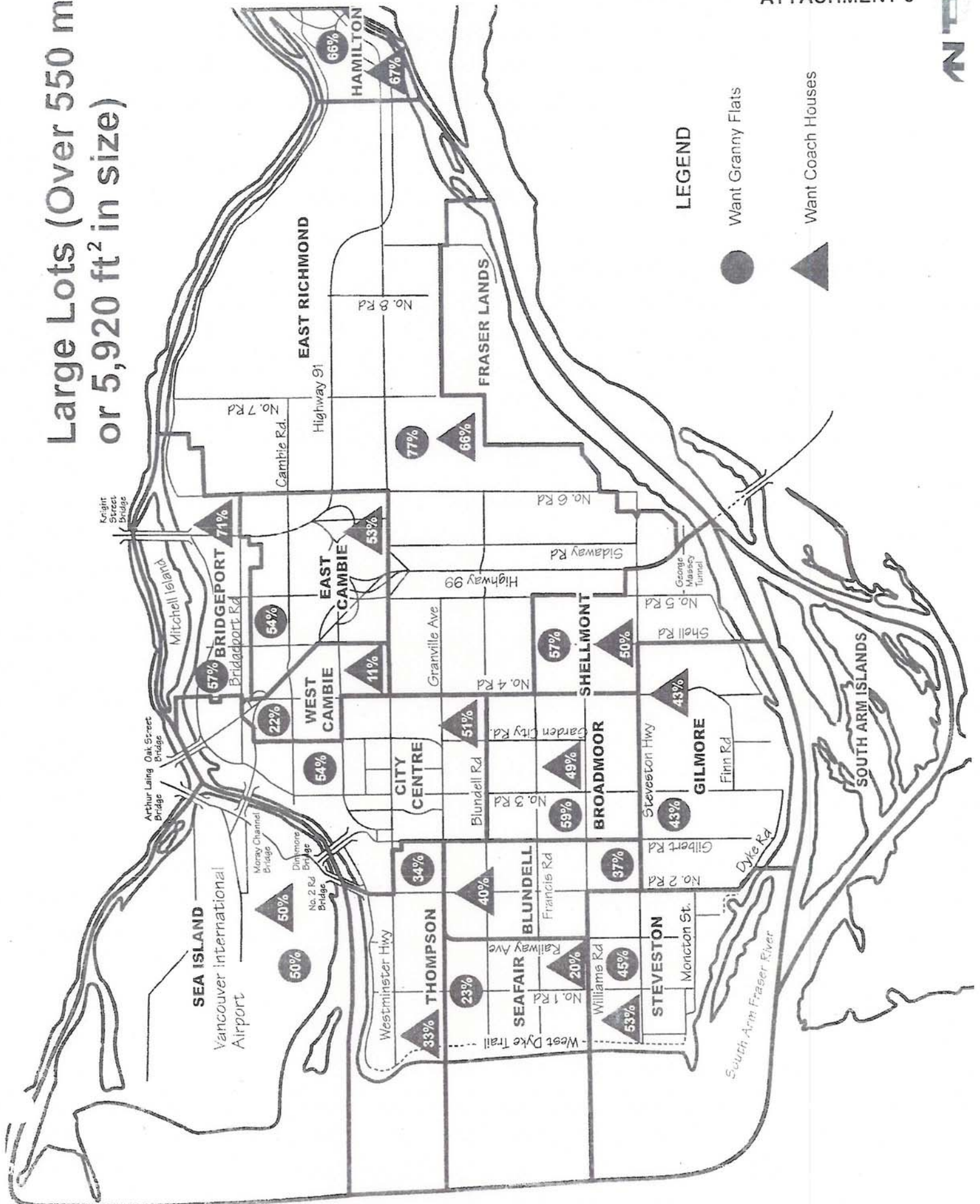


## Planning policies and decisions for complete and healthy neighbourhoods:

- OCP policies, land use designations, zoning, development guidelines and standards, infrastructure investments

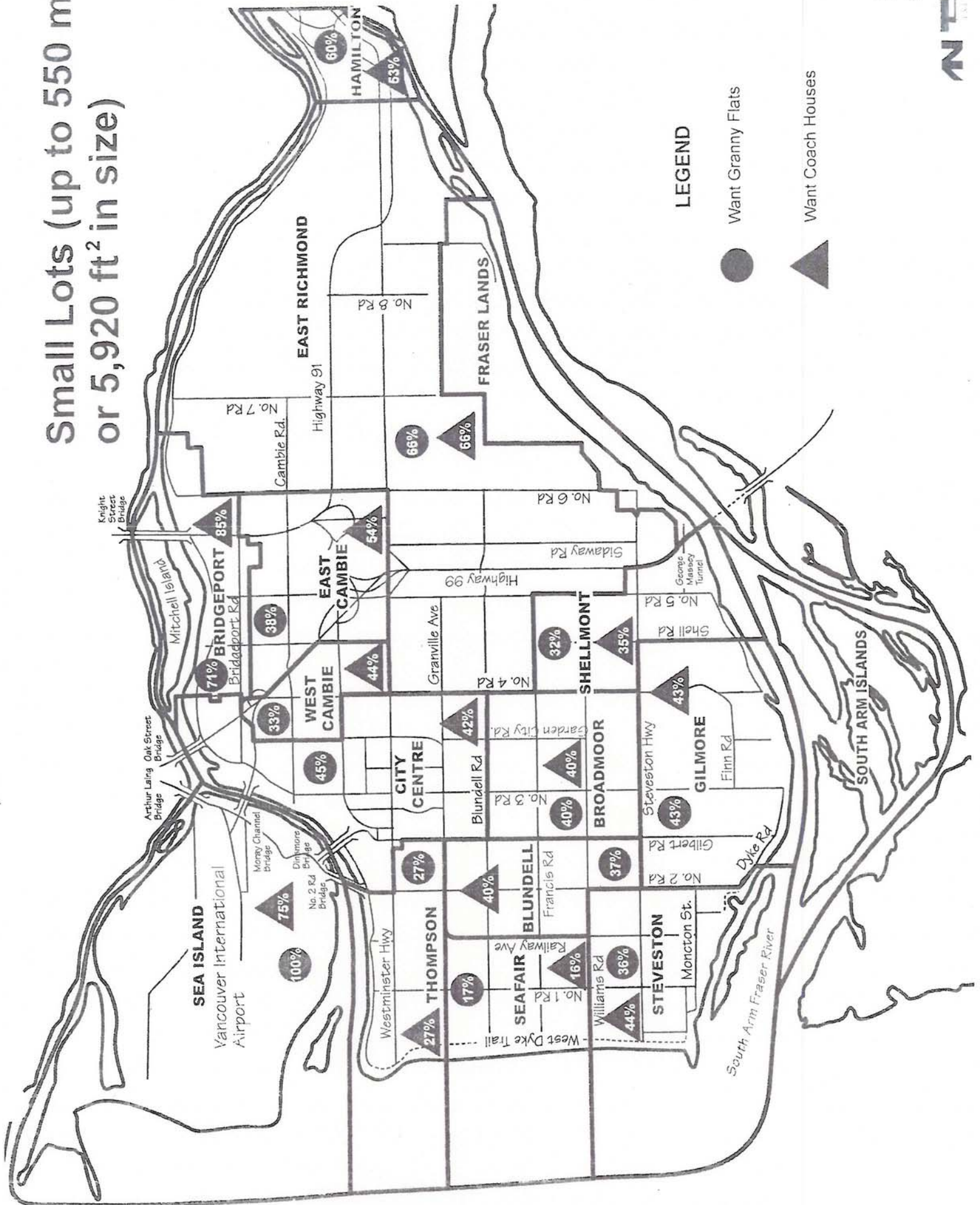
Images are from *Healthy Places and Spaces* by  
(top to bottom): A Drusilla, Mike Licht [NotionsCapital.com](http://NotionsCapital.com),  
Billie Giles Corti, TPG Town Planning and Urban Design.

# Large Lots (Over 550 m<sup>2</sup> or 5,920 ft<sup>2</sup> in size)







# Small Lots (up to 550 m<sup>2</sup> or 5,920 ft<sup>2</sup> in size)









-  Riverdale Petition  
 Gibbons Petition



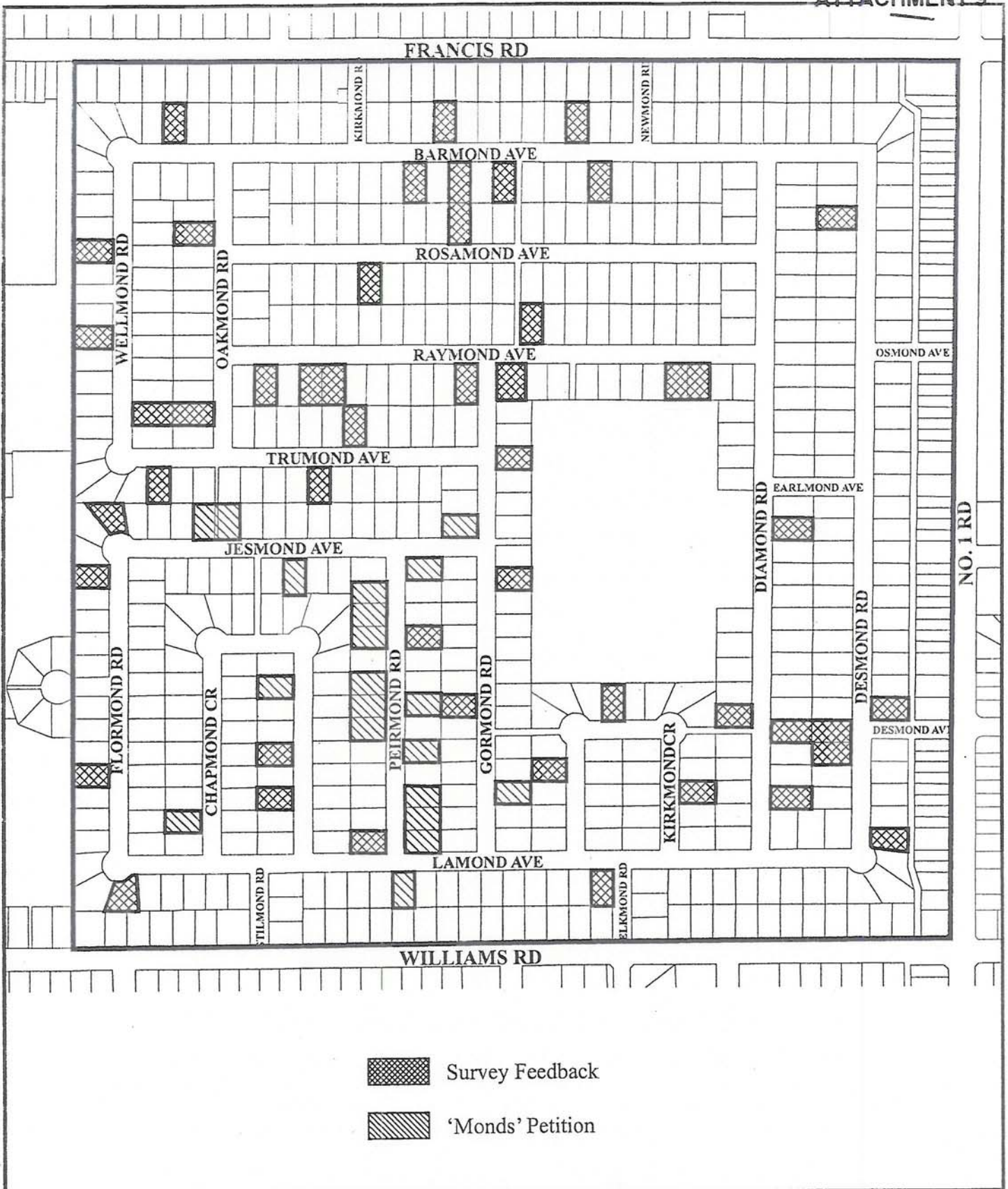
## The Thompson (Riverdale and Gibbons) Area Map

Original Date: 02/09/11

Revision Date: 02/10/11

Note: Dimensions are in METRES





## Mond's Area Map

Original Date: 02/09/11

Revision Date: 02/10/11

Note: Dimensions are in METRES



**DETAILED 2041 OCP HOUSING/NEIGHBOURHOOD CENTRE SURVEY FINDINGS BY NEIGHBOURHOOD**

Note: N/C Results = Neighbourhood Centre Planning; Inner Core Planning ; Outer Core Planning  
S/L = Small lots L/L = Large lots

Neighbourhood	% agreement Coach houses/Granny Flats S/L (small lots) L/L (large lots)	Neighbourhood % agreement for N/C planning, inner core and outer core	% agreement Coach Houses/Granny Flats
<b>Neighbourhood Centre</b> % agreement for N/C planning, inner core and outer core			
<b>Seafair – 163 respondents</b> N/C 68%/34%/16% Note: 68% = Future N/C Planning 34% = Inner Core 16% = Outer Core	S/L 16% /17% L/L 20% /23%	Hamilton: 15 respondents N/C Planning/Inner Core/Outer Core 93%/74%/53%	S/L 53%/60% L/L 67%/66%
<b>Steveston – 68 respondents</b> N/C Planning/Inner Core/Outer Core 83%/65%/34%	S/L 44% /36% L/L 53% /45%	Cambie East: 13 respondents N/C Planning/Inner Core/Outer Core 84%/53%/38% (Cambie NC)	S/L 54%/38% L/L 53%/54%
<b>Thompson – 56 respondents</b> N/C Planning/Inner Core/Outer Core 76%/54%/29% (Terra Nova NC)	S/L 27% /27% L/L 33% /34%	Cambie West – 9 respondents N/C Planning/Inner Core/Outer Core 88%/78%/66%	S/L 44%/33% L/L 11%/22%
<b>Broadmoor: 43 respondents</b> N/C Planning/Inner Core/Outer Core 90%/60%/28%	S/L 40%/40% L/L 49%/59% w	East R/Fraser Lands: 9 respondents N/C Planning/Inner Core/Outer Core N/C 89%/89%/66%	S/L 66%/66% L/L 66%/77%
<b>City Centre – 31 respondents</b> N/C Planning/Inner Core/Outer Core 84%/74%/55% (Garden City NC)	S/L 42%/45% L/L 51%/54%	Gilmore: 7 respondents N/C Planning/Inner Core/Outer Core 86%/72%/43%	S/L 43%/43% L/L 43%/43%
<b>Shellmont – 28 respondents</b> N/C Planning/Inner Core/Outer Core 89%/46%/43% (Ironwood NC)	S/L 35%/32% L/L 50%/57%	Bridgeport: 7 respondents N/C Planning/Inner Core/Outer Core 72%/72%/71%	S/L 85%/71% L/L 71%/57%
<b>Blundell: 27 respondents</b> N/C Planning/Inner Core/Outer Core 85%/60%/41%	S/L 40%/37% L/L 40%/37%	Burkeville: 4 respondents N/C Planning/Inner Core/Outer Core 75%/25%/25%	S/L 75%/100% L/L 50%/50%
<b>TOTAL: 488 respondents</b>			


**URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION**

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November 12, 2010

Terry Crowe  
 City of Richmond  
 6911 No. 3 Road  
 Richmond, British Columbia V6Y 2C1

Dear Mr. Crowe:

***Re: Richmond Official Community Plan (OCP) 2041 Update***

I would like to thank you for organizing the October 26, 2010 meeting to review the City of Richmond's OCP with organizations in the development industry and their members. From the discussion, it was clear that the industry supports the City allowing more flexibility in single-family zones for more housing types and increasing residential intensification opportunities outside of the City Centre Area.

Generally the minutes of the meeting reflect UDI's position, but I would like to clarify a few of points.

**Schools:**

During our discussion, it was noted that in one Neighbourhood Centre there was community support for the redevelopment of an older shopping centre - in part because the neighbourhood was concerned that their local school might close in the future.

We recommend that the City work with the School Board to identify areas where there is the threat of school closures due to a lack of students. The City could then partner with the School Board and the local community to allow densification which enables more affordable forms of housing which in turns encourages new residents, especially those with school aged children, to move into the area.

**Incentives for Coach Houses and Granny Flats:**

In the first bullet point under the *Coach Houses/Granny Flats/Duplexes* section, it is noted that the City should "... consider reducing the density (FAR) in the existing single family zones or increasing the density (FAR) if the builder constructs a coach house or granny flat instead of putting all of the building area into the single family house."

UDI supports increasing density and incenting developers to build coach houses and granny flats as this promotes the principles of wise and efficient land use and affordability.



In general, UDI opposes downzoning as it undermines investor certainty and discourages development. We would prefer the latter approach (increasing the density) be used by the City to incent the development of coach housing and granny flats.

**Property Assessment Issues:**

Under the first bullet point on page 2 of the minutes, it is recommended that the City talk to the BC Assessment Authority about the tax implications of permitting coach housing and granny flats. UDI recommends that all of the policies of the OCP be discussed with the BC Assessment Authority, as property tax issues have arisen in the past with previous municipal plans.

**Parks:**

*As we noted in our February 11, 2010 letter, "Metro Vancouver's Regional Growth Strategy (RGS) will further challenge the City by restricting uses within the Urban Containment Boundary as well as limiting growth in the Non-Urban Designated areas. As a result, having high park ratios within the Boundary will be difficult, and expensive – if not impossible to achieve – because the land supply will remain finite as the population grows within the Boundary."*

Park costs were a significant issue the last time Richmond reviewed its DCCs. It should be noted that another Metro Vancouver municipality had to reduce its park standard because it would have resulted in DCCs increasing to over \$80,000 per single-family unit.

**OCP and the City Centre Area Plan (CCAP):**

We raised the question about how the City Centre Area will be treated under the OCP review (third point under the *Other Comments section*). Our understanding from the discussions is that the CCAP will not be impacted by the new OCP. Is this correct?

**Property Owners and Tenants:**

Similarly, the second last bullet point on page 2 from our discussions about distinguishing property owners from tenants was phrased as a question not a recommendation.

Since meeting with City officials, UDI has received further recommendations from UDI members:

**Row Houses:**

UDI is supportive of non-strata row houses as a housing form for municipalities seeking to densify neighbourhoods. Row houses are non-intrusive and allow people to live in a denser project without the restrictions of a Strata Council. Several local governments have permitted row houses in their communities. UDI will be sending you further information on this matter in the near future.

**Neighbourhood Centres Planning Schedule:**

It would be helpful if the City could provide a firmer schedule for the planning of the Neighbourhood Centres, so our members can better assess potential development opportunities. At the meeting, City staff noted that a substantial portion of Richmond's growth over the next 30 years will be outside of the City Centre Area. Growth in the Neighbourhood Centres will be important to the success of the new OCP.

One question our members have is whether the process for planning the Centres will occur simultaneously or if the City will move forward with some Neighbourhood Centres before others? If so, does the City know which Centres will proceed first?

We would like to thank you again for organizing the October 26<sup>th</sup> meeting. There was a positive discussion between City staff and the industry on the OCP review. UDI looks forward to working with you and your staff as Richmond develops its vision for the future through this process.

Yours truly,

Original signed by:

Jeff Fisher  
Deputy Executive Director

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**CITY OF RICHMOND  
CHILD CARE DEVELOPMENT ADVISORY COMMITTEE  
SOCIAL PLANNING STRATEGY RESPONSE (FINAL)**

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**1. What are Richmond's key social assets?**

With respect to child care, Richmond has a strong community of child care professionals and advocates, not-for-profit and for-profit child care centres as well as the City's Child Care Development Advisory Committee, the Child Care Resource and Referral Centre, Richmond Children First, group child care centres, family child care homes, as well as a wide range of pre-schools.

**2. What are some key social issues facing Richmond?**

Child care in the City is in crisis just as it is all over the country. A lack of dedicated and stable funding from the provincial and federal governments has created a patch work system of child care. Standards of care are not consistent and access to affordable, group care is unattainable for many families. Programs that are the most expensive to operate, such as infant/toddler group care and before/after school care, are in short supply. Attracting and retaining qualified staff is difficult due to the low wages.

Simply having a CCDAC and negotiating with developers for child care space in all new developments is politically correct but not enough to make a difference in resolving the crisis issues around early learning and care. Richmond is suffering from a number of challenges – high cost of infant/toddler care, oversupply of 3-5 care and a shortage of before and after school care. A City commissioned report has repeatedly recommended the City hire a dedicated full-time child care co-ordinator but to-date, the City has not taken action to implement this recommendation.

**3. What's working well re: social issues?**

As it did in the 90's, the City is currently working closely with developers to create new child care centres. This initiative has provided growth in the number of child care spaces available within the City during a period of significant new construction.

The City enjoys a broad range of child care programming options; among them play-based, Montessori, Reggio, fine arts, bilingual centres, family, group and out-of-school care.

Within the City of Richmond there is a large pool of talented and dedicated child care professionals who often work under difficult circumstances to provide child care, hire and retain qualified staff, keep parent fees affordable, maintain premises and generally do whatever it takes to keep the doors of their child care spaces open.

**4. What could be improved?**

There are a variety of other municipal models for providing child care such as a Hub or Reggio model that could be explored for delivery of services in Richmond. For example, a 'Hub' model may offer child care and other child services gathered under one roof to provide a 'service hub' to meet the needs of children and their families. It is suggested these alternative models could be explored to more effectively service the child care needs in Richmond.

Other municipalities such as West Vancouver have implemented bylaw changes to ease the burden of creating child care spaces. A review of existing City of Richmond bylaws could look at the potential to ease certain bylaws to support the creation of additional child care spaces.

Provide financial and organizational support for the City to participate with all stakeholders in the early learning and care community in Richmond to come together, identify individual strengths of each organization and opportunities for collaboration to provide measurable benefits to the child care and early learning community. The City should see it is in their best interest to strengthen the CCDAC and encourage community wide collaboration and support.

Make the CCDAC relevant and an integral part of the City planning process or get rid of it. Refer all matters relating to child care and early learning in the community to CCDAC for input and feedback. Give CCDAC profile as a meaningful group of citizens who contribute valued time and energy to helping the City address child care and early learning matters. In doing so, we would hope to avoid the situation which occurred in 2006 when the entire CCDAC disbanded due to the perception the Committee was not relevant nor being treated as a partner with the City.

Establish a baseline and benchmarks to measure progress of critical success factors in maintaining and growing the number of quality affordable child care spaces needed in Richmond during a period of significant change in the early learning and care delivery model; update and report semi-annually.

#### **5. What should our social planning vision be for the City?**

CCDAC's vision for child care includes a full-time child care co-ordinator, to ensure that funding opportunities are not missed, to bring together different child care members for partnerships, and to ensure that the child care centres that are built by developers meet the actual needs of the community and are organizationally and financially viable within the rapidly changing child care context.

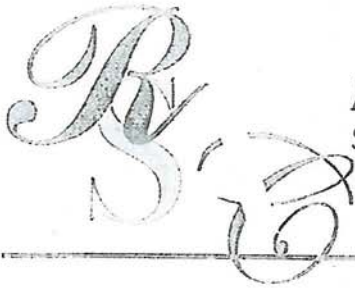
#### **6. What roles can others play to better address local social needs?**

Provincial government: provide stable and sufficient funding, address the ECE shortage and attrition (particularly for infant/toddler), share their vision for the proposed programming for 3-year and 4-year olds within the public school system, work with local school district to ensure newly built schools can accommodate child care centres

Federal government: offer a universal child care system, extend maternity leave duration (to lessen need for infant/toddler care),

Child Care Community Members: Create better community network connections to improve quality of child care, and to tackle arising issues such as child care space shortages (infant/toddler and out-of-school care), work collaboratively to respond to changes to child care imposed by the likely implementation of Full-day Kindergarten for 3-year and 4-year olds including the impact on child care for school age children.





*Richmond Seniors Advisory Committee*  
Serving Richmond since 1991



November 15, 2010

Mayor Malcolm Brodie  
and Councillors  
City of Richmond

Dear Mayor and Councillors:

Re: Official Community Plan

As a member of Richmond Seniors Advisory Committee (RSAC), I have been asked to articulate our comments regarding the Richmond's Official Community Plan (OCP)

There is a great need for an appropriate mix of housing, high-rise, low-rise, multiple family, single family, social housing, affordable housing and supportive housing.

Although we think this is necessary, on the other hand, we would like to see some areas such as Steveston, Seafair and Sunnymede maintain their uniqueness. A difficult balance.

Having to look forward to the population growth over the next 10 - 20 years, we are cognizant of the fact that there will be highs and lows in the development market. With this in mind, we trust the City Fathers will have a rainy day fund to use for social amenities such as community centers, libraries and added health needs

RSAC are pleased at the progress and participation of the public by giving their views on the future planning of Richmond. We feel that Richmond has strong potential and is headed in the right direction, but strong political leadership is needed to achieve the proposed 2041 OCP Vision.

Yours sincerely,

Aileen Cormack

**Input from Richmond Poverty Response Committee on  
The Official Community Plan Review  
November 24, 2010**

The City of Richmond has requested citizens' input to the update of the Official Community Plan (OCP). The Richmond Poverty Response Committee comprises volunteers representing the faith community, community organizations, local social services, and members of the public who wish to help alleviate the effects of poverty in Richmond. We are pleased that the City has chosen to update the OCP with a focus on sustainability, because many recommendations and considerations for sustainability will also assist lower income Richmond residents to meet their basic needs, remove barriers, and facilitate social connectedness.

Of all jurisdictions in British Columbia, Richmond has the second highest rates of general poverty and of child poverty.<sup>1</sup> Its groups most at risk of poverty include families with children, immigrant newcomers, women, seniors, and people with physical or mental disabilities. Their poverty affects their health and well-being by restricting access to affordable housing, safe neighbourhoods with public amenities, transit, and social activity. These adverse effects can be mitigated by land-use plans and community planning that address the needs of lower-income residents through sustainable strategies for affordable housing, community wellness, and social services.

In the 2000 report *Poverty in Richmond: a Sense of Belonging*, focus groups of people with low income indicated that living in poverty has two major impacts: an overwhelming exclusion from life in the community, and a limiting of choice in the decisions they had to make. Reported most frequently were constant juggling between basic expenses and emergency expenses and cutting back on social contact as a way to make ends meet. The focus groups said that reducing the costs of housing and increased access to transportation would make their life easier.

The Official Community Plan 2041 Update circulated by City Council reflects the idea that liveability of neighbourhoods is enhanced through healthy built environments.<sup>2</sup> This idea has also been advanced on behalf of low-income residents by the BC Healthy Living Alliance. Their recent report recommends changes to the built environment such as increasing housing density, more mixed land-use patterns, improving connectivity between urban streets for easier and shorter walks between locations, and better public transit. Similarly, the Richmond Wellness Strategy points out that the physical environment and land-use can affect physical well-being by providing healthy choices for transportation (walking, cycling, and transit) and can help residents know their neighbours and feel part of their community.<sup>3</sup> It is the view of Richmond Poverty Response Committee that creating neighbourhood centres that allow for a range of housing sensitive to a range of income

<sup>1</sup> Local-Level Data On Income and Poverty for BC from 2006 Census, Provincial Health Services Authority, Health Officers' Council of BC and Vancouver Coastal Health October 2008

<sup>2</sup> Health Inequities in British Columbia A Discussion Paper, BC Healthy Living Alliance, November 2008

<sup>3</sup> Richmond Community Wellness Strategy, Living Well in Richmond 2010 - 2015



needs, provides increased access to affordable transportation alternatives and fosters social connectedness will enhance the quality of life of low income residents.

### **Affordable Housing**

The OCP document has identified a need for 41,000 housing units to accommodate population growth forecasts up to 2041. It recognizes the importance of planning to ensure that Richmond will have adequate and affordable housing for the full range of incomes and needs. It also points out the opportunity to add more housing choices within neighbourhood centres and along transit routes, providing for a diversity of housing types to suit all ages, incomes, and family composition.

When developing the Regional Growth Strategy and examining the issues of affordable housing, the Metro Vancouver Board estimated the housing demand, for various incomes, of each Metro Vancouver community over the next ten years. It projected that Richmond will need 1,800 units of low income housing (which includes subsidized housing) and 2,200 units of moderate income housing.<sup>4</sup> To meet this demand, an average of 400 units of low/moderate income housing needs to be added each year. However, according to a recent progress report on the city's Affordable Housing Strategy, just 645 such units have been secured over the last three years. At that rate, it would appear, there will be a significant shortfall to meet the affordable housing needs of Richmond residents.

Understanding and meeting the challenge of providing affordable housing is a complex issue. A recent report from the Conference Board of Canada<sup>5</sup> stated that 67% of Metro Vancouver households struggle with the high cost of housing, making Metro Vancouver 22<sup>nd</sup> on a list of 25 least affordable communities. Using CMHC data, the report concluded that a lack of affordable housing supply left one in five Canadian households (3 million) spending too much on housing. It also pointed out that when a household over spends on housing it threatens the health of individuals who cannot also afford nutritious food, other healthy pursuits like sports and recreation, or education that could lift them out of poverty. High costs have led developers to build homes predominantly for upper and middle incomes. It suggests that governments, the private sector, and the non-profit housing sector should combine their efforts to increase the supply of affordable housing. Each sector has its unique expertise – governments have planning and development-approval powers to encourage private-sector developers to include affordable units in their developments. Private-sector developers are best at building such units because of their ability to find ways of reducing construction costs, and the non-profit sector can operate social housing developments and advocate for addressing poverty issues.

A report<sup>6</sup> prepared by Will Dunning for the Cooperative Housing Federation of Canada put a price tag on eliminating the affordability gap. Using CMHC data from 2006, it determined that almost 4 million people, including 750,000 children, were living in accommodation that was in a state of disrepair, or was unsuitable for the number of people living there, or cost more than 30% of the household's pre-tax income. The report calculated that it would cost \$4.7 billion a year (\$1.10 per

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<sup>4</sup> Metro Vancouver 2040: Shaping Our Future. Metro Vancouver Board, November 10, 2010, p. 71.

<sup>5</sup> Building from the Ground Up: Enhancing Affordable Housing in Canada. Conference Board of Canada, March 2010

<sup>6</sup> Dimensions of Core Housing Needs in Canada, Cooperative Housing Federation of Canada, November 2009



day for every Canadian household) to ensure that core housing needs were met for the 1.5 million households in need. It also identified British Columbia as one of four provinces where the incidence of core housing is greatest.

These findings are supported by other research. A background report prepared in January, 2007 for the development of the Richmond affordable housing strategy noted that based on CMHC data for 2001 16 % of households were in core housing need.<sup>7</sup> A CMHC report of 2009 placed 18% of Metro Vancouver households in this category.

Two other reports, one by the Federation of Canadian Municipalities<sup>8</sup> and the other by the Canadian Senate<sup>9</sup> raised related concerns about housing in Canada. The Federation noted increases in the wait time for social housing and in the number of shelter beds. The Senate report on poverty stated that governments must commit to a strategy of core poverty eradication which would entail designing all housing and income support programs to "lift Canadians out of poverty rather than make living within poverty more manageable." It urged the development of a national housing strategy.

In Richmond, wait lists for subsidized housing are still high and shelter beds have not increased. In 2007, BC Housing provided the following information to Richmond Poverty Response Committee. On their wait list at the time were 692 applications from Richmond, including 417 families, 185 seniors, and 90 people with special needs. Between 2000 and 2007, only 74 units of non-market housing were built in Richmond. The homeless count of 2008 showed 56 homeless people in Richmond, up 60% from the 2005. The Regional Steering Committee on Homelessness<sup>10</sup> provided a snapshot of who make up the homeless population in Richmond. They range widely in age range: six accompanied children under 19 years of age, one unaccompanied child under the age of 19, one youth aged 19 – 24, 34 aged 25 – 54 and 7 over 55 years of age. Twelve were women and 32 were men. Half reported having multiple health conditions. Today, in Richmond there is one 10-bed shelter for men only and one temporary shelter that is open from November to March.

It is clear from the information above that providing affordable housing is a complex proposition. By experience it is known that solutions cannot be left to market forces and that solutions require the involvement of the many sectors – developers, government, and non-profit organizations and community working together. Richmond City is to be commended for adopting an affordable housing strategy that provides a framework for finding solutions for the provision of affordable housing including secondary suites, preserving and maintaining rental stock as well as low-end market home ownership. The OCP envisions adding more housing choice within neighbourhood centers to suit a range of ages, incomes, and family composition which may allow for more proactive implementation of the affordable housing strategy. In addition, as the affordability gap

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<sup>7</sup> City of Richmond Affordable Housing Strategy: Background Indicators and Key Measures and Indicators. McClanaghan and Associates, January, 2007, p. 3.

<sup>8</sup> Mending Canada's Frayed Social Safety Net: the role of municipal governments, Federation of Canadian Municipalities, March, 2010

<sup>9</sup> In From the Margins: A Call to Action on Poverty, Housing and Homelessness, Canadian Senate Report tabled December, 2009.

<sup>10</sup> Homeless in Metro Vancouver: A Comparative Profile, Greater Vancouver Regional Steering Committee on Homelessness, March 2010



widens to include more people, and people with higher incomes, it is important to also plan for housing needs of the most vulnerable, those who are living in inadequate and unsafe housing and people who are hard to house due to medical and behavioural problems. The homelessness and those at risk of homelessness are no longer the stereotypical single adult male; it includes families and women and seniors.

#### **Affordable Housing Recommendations:**

1. Give priority to non-market and low-end market rental units within neighbourhood centres, near transit transfer points, services, and amenities.
2. Increase the city's efforts to implement Policy Areas 5 and 6 of the affordable housing strategy. Area 5 focuses on building capacity through targeted strategies as well as through partnerships brokered in the community and Area 6 focuses on advocacy aimed at improving the policy framework and funding to resources available for responding to local housing needs. Both are important tools for ensuring the development of non-market and low-end market rental units.
3. Promote the redevelopment of existing social housing. Some social housing in Richmond was built 30-40 years ago and needs upgrading or maintenance. Many of these projects may be redeveloped with increased density. The BC Housing Service Plan for 2008-2011 includes strategies to work with the private and non-profit sectors to redevelop their lands into mixed-income communities in which subsidized housing is more fully integrated. The Co-operative Federation of Canada has been also exploring ways through its 2020 Vision discussion to redevelop co-op lands (already by definition mixed-income communities) to increase density and to better serve the needs of their residents. Opportunities will undoubtedly exist where the City of Richmond could provide support and leadership in promoting redevelopment projects that build on existing resources.
4. Help the homeless. While Richmond's affordable housing strategy addresses three broad areas of affordable housing (affordable ownership, affordable rental and subsidized rental), it glaringly neglects to mention the homeless and supportive housing. Indeed, while the city wholeheartedly endorses the recommendations of the 2002 homelessness report "It's My City Too", little effort has been made to implement the recommendations. The affordable housing strategy needs to be broadened to include supportive housing and homelessness initiatives and the OCP should acknowledge our responsibility to provide accommodation to those on the margins of our society.

#### **Food Security**

Food security means having access to enough food for an active and healthy life without having to resort to emergency food assistance, begging, stealing, or scavenging for food. Professor David Holben, a Canada-U.S. Fulbright Scholar, who spent 2006-2007 exploring the food security, health status, social capital, and characteristics of emergency food program users in the Lower Mainland, observed that a significant number of Richmond residents do not have daily access to affordable and nutritious food. The Food Security

Task Force of the Richmond Poverty Response Committee completed a Richmond Food System Assessment<sup>11</sup> in 2006 identified specific challenges to food security for people of low income: insufficient community gardens (only one was accessible by public transit), a lack of groceries and fresh produce in East Richmond, and the ad-hoc nature of food programs in schools (which can be an effective way to provide nutritious food to children and youth). A 2010 UBC student project found that Richmond is only eight percent self-sufficient in vegetable production.

Many factors contribute to the lack of food security. The sagging economy has increased unemployment and swelled the numbers of those accessing social assistance. Yet despite rising costs for food and rental housing, social assistance rates and the minimum wage have remained static.<sup>12</sup> Hunger Count 2009<sup>13</sup> showed 89,886 individuals were supported by food banks in BC in March 2009, a 15 percent increase from March 2008. The Richmond Food Bank assists 480 households in an average week—more than 1,200 people, 30 percent of whom are children—a 55 percent increase over the previous year.

Richmond's Official Community Plan 2041 Update recognizes that the viability and use of agricultural land for food production is a challenge facing Richmond now and in the future and refers to food as a basic survival service in the context of a healthy ecosystem and environment. But it fails to address food security as an immediate requirement for healthy individuals and a healthy community. To achieve a healthy and complete community Metro 2040 Shaping our Future Draft Regional Growth recommends supporting urban food production and distribution by encouraging roof-top gardens, green roofs, and community gardens on private and municipally owned lands, and by encouraging the location of healthy food retailers and farmers' markets near housing and transit services. Although Richmond's Parks and Recreation Department is actively supporting the development of community garden sites—where people of low income will be able to have access to healthy, affordable food – there is currently a three-year wait list for garden plots.

The following recommendations are made to support and reinforce current City initiatives:

#### **Food Security Recommendations**

1. Make city-owned agricultural land available for local food production.
2. Show land designations accurately on City maps, to help preserve agricultural land for current and future food production.
3. Include healthy food outlets as components in the OCP Update.
4. Decrease impediments to food-related enterprises like farmers' markets and green grocers, and encourage them to locate within neighbourhood centres by providing incentives and staff coordination time.

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<sup>11</sup> Richmond Food System Assessment: Environmental Scan and Action Plan, Richmond Food Security Task Force, September 2006

<sup>12</sup> Cost of Eating in BC 2009: Low income British Columbians can't afford healthy food, Dieticians of Canada, BC Region and Community Nutritionists Council of BC, December 2009

<sup>13</sup> Hunger Count 2009, Food Banks Canada, November 2009



5. Provide community gardens in better proportion to the City's population, improving the current ratio of one garden plot for every 900 people in Richmond to down to at least one plot per 500 people, including plots in the City Center, where population growth is greatest.
6. Acknowledge the links between income, housing, and food security, and consider the affordable housing recommendations, above, in the context of food security.

### **Transportation**

Anticipating continuous population growth within Richmond's limited land base, The Official Community Plan 2041 Update has identified access to public transit and alternative modes of transport such as bicycling and walking as important priorities to ensure that citizens' quality of life is not diminished by increased traffic congestion and loss of access to amenities such as parks, recreation, libraries, etc.

This access is especially crucial to low-income individuals and families. They need convenient transit and safe walkways that are well connected to schools, employment, recreation, medical care, and government services. Many will also benefit from a comprehensive network of on-street cycling routes that connect to local destinations and regional bike routes, as well as other supports that encourage the use of bicycles, such as the co-op program used during the Olympics, safe bike lanes, and storage.

The Canadian Federation of Municipalities<sup>14</sup> concluded from an analysis of commuters' income data that lower-income households are disproportionately dependent on transit for their commuting needs. A good transit system that provides mobility to persons with low income can help increase their prospects for employment and for social interaction. Richmond should explore options, investigated by some other Canadian cities, for keeping transit costs affordable, such as by providing transit subsidies or discounts in the form of community passes.<sup>15</sup>

### **Transportation Recommendations**

1. Through mixed-use zoning in the centre of each neighbourhood, ensure that most residents are within a ten-minute walk of jobs, schools, services, amenities, and parks. Maintain and light walkways, and ensure that crosswalks are safe for crossing.
2. Plan to provide appropriate levels of transit between neighbourhood centres as well as to external destinations, and encourage more bikes on transit, to give residents a workable alternative to car ownership.

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<sup>14</sup> Mending Canada's Frayed Social Safety Net: Role of Municipal Governments, Federation of Canadian Municipalities, March 2010

<sup>15</sup> See, for instance the description of the Municipal Fee Assistance Program in Kingston, Ontario, at <http://www.cityofkingston.ca/residents/transportation/transit/fee-assistance/>

3. Increase accessibility and use of transit by providing transit fare subsidies for low-income residents.
4. Ensure the safety of new and existing on-street cycle routes; develop an expanded comprehensive network for cyclists, in part by using municipal rights-of-way and parking lanes; encourage implementation of a "co-op bike" program; increase the number of secure bike storage lockers at strategic points.

### **Social Inclusion**

As mentioned in the introduction, our poverty report of 2000 recorded that low-income residents felt excluded from full participation in community life and had few choices in the decisions they faced. In considering land use and planning, it is worthwhile to look at how the physically built environment can facilitate social inclusion.

In a backgrounder completed for a community development project by the Laidlaw Foundation<sup>16</sup> social inclusion is described as extending beyond bringing "outsiders in". It is about closing physical, social and economic distances separating people, rather than eliminating barriers between "us" and "them." In other words, social inclusion and preventing social exclusion are not synonymous. Preventing social exclusion focuses on getting individuals to change their attitudes, while promoting social inclusion rallies a whole community to work together. Looking at social inclusion as a process as well as an outcome, the report concludes that local governments can do much to lessen aspects of social and physical distance among people, and that citizens have great confidence in their local government's ability to understand and respond to the social needs of the community. But at the same time a subtle form of exclusion can arise in the political process itself, when support programs and services are developed by upper- and middle-income portion of the population, because vulnerable members of the community are alienated from the development of policies and programs that affect their lives.

Social inclusion is not formally addressed in the regional growth strategy or the Richmond OCP update. However both documents provide tools for addressing social inclusion. In the discussion of developing complete communities, the regional growth strategy speaks to the importance of ensuring an appropriate mix of housing options to respond to diverse and changing needs of the community. Strategy 4.2 of the Regional Growth Strategy specifically recommends that municipalities provide public spaces that offer increased social interaction and community engagement. The OCP Update adopts this recommendation to an extent, by advocating neighbourhood centres with a diversity of housing types to suit all ages, incomes, and family types. Additionally, the Richmond Wellness Strategy points out wellness cannot be achieved by activity alone and must be linked with residents having a sense of connectedness to their community and a commitment to wellness and well-being.

### **Inclusion Recommendations:**

1. Redouble efforts to support the participation of low-income residents by removing financial barriers to city programs and by providing opportunities for low-income residents to give back to their community through volunteerism by providing

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<sup>16</sup> Poverty, Inequality and Social Inclusion, Perspectives on Social Inclusion, Laidlaw Foundation, December, 2002.



reimbursement for out-of-pocket expenses (including transportation and childminding costs).

2. Ensure that public consultations are inclusive by continuing to facilitate the participation of low-income residents. The recent use of study circles and on-line discussions are recent City initiatives that are to be encouraged as examples of ways to include all residents in the policies and programs that affect their lives.
3. While developing neighbourhood centres, examine ways to decrease the physical and social distances separating people through inclusion of mixed affordable housing options and creation of public spaces that facilitate engagement and connectedness within these hubs.

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[www.yourlibrary.ca](http://www.yourlibrary.ca)

January 27, 2011

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

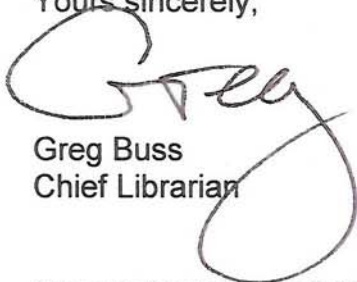
Dear Terry,

**RE: Library Board OCP Submission**

Enclosed please find the Library Board's submission to the City's Official Community Plan (OCP). I want to take this opportunity to thank you once again for your presentation to the Library Board on the 2041 OCP updating process and the assistance you have given us.

Please do not hesitate to contact me if we can provide further information on library needs that would contribute to the OCP update.

Yours sincerely,



Greg Buss  
Chief Librarian

Copy: Cathy Volkering Carlile, General Manager - Community Services

*Handwritten notes in blue ink:*  
Rid JAN 28/11  
YC



**RICHMOND PUBLIC LIBRARY BOARD**  
**OFFICIAL COMMUNITY PLAN SUBMISSION**

**January 2011**

**INTRODUCTION**

The purpose of this submission is to describe the essential role libraries play in promoting the progress and welfare of the community and to outline the Library Board's vision of how the library can best serve Richmond residents while working with other community agencies; and to make recommendations regarding the number and type of library facilities that will be needed to meet community needs by 2041.

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## **1. MEETING THE NEEDS OF THE INDIVIDUAL**

Library services are critical to meet the social, educational and recreational needs of the community. Following are the key areas where the library provides services in support of City goals.

### **a) Accessing Information and Knowledge**

Access to information and the pursuit of lifelong learning empowers people in the community to make good decisions, improve their skills and expand their horizons. Richmond libraries are an active crossroads between past, present and future – they place our citizens at the centre of the world and allow them to reach out to encompass the world at large.

Library resources span many cultures and disciplines to provide access to a vast body of knowledge in multiple forms and in several languages. More importantly, our trained staff are able to help customers find the information they need in a world of knowledge that continues to grow exponentially.

### **b) Fostering the Joy of Reading and Learning**

In addition to being able to read for practical reasons, the simple joy of reading is a pleasure that is worthy of celebration. It contributes to our sense of self, our cultural awareness and our capacity for expression.

The promotion of the value and joy of reading is encouraged through our book clubs, displays, staff book review columns and radio broadcasts. Our motto is “Go anywhere. Learn anything. Read every day”. Our library is recognized as a world leader in designing its space and displays to attract and stimulate the interest of our customers.

### **c) Developing Literacy Skills**

**Reading, writing and numeracy** skills are among the most prized and important skills necessary to fully participate in modern society. Better literacy skills improve employment prospects and income, reduce dependence on social assistance, promote health, and reduce criminal offending.

Literacy is our core business. Our role to encourage reading to all age groups and ethnicities is the cornerstone of developing our collections and implementing programs and partnerships with community groups. We are particularly strong in providing programs to children by offering daily storytimes for young children, regular babytimes for baby and parent, and Reading Buddies and Summer Reading programs for youth.

**Health literacy** has been defined by the Canadian Public Health Association as “skills to enable access, understanding and use of information for health”. These literacy skills are used for a wide range of daily tasks, such as making healthy lifestyle choices, finding and understanding health and safety information, and locating proper health services. Health literacy is more complex than general literacy. Mastering health literacy tasks requires the use of more than one literacy skill – prose, document and numeracy – often simultaneously. The three most vulnerable populations are seniors, immigrants and the unemployed.

The library has developed a strong collection of health materials and is working closely with Vancouver Coastal Health–Richmond and their health practitioners to encourage patients to come to the library for health information. A special webpage has been developed by the library



which includes the ability for health practitioners to recommend titles for our collection. Staff have been trained in providing reliable health information to customers at a reading level that is suitable to the individual.

**Computer literacy** may be well developed in the younger generation of students who have gone to school in Richmond, but that is not necessarily the case for refugees, immigrants and the older population. Knowing how to access information by computer, applying for jobs online and using the computer in work situations is now essential and those who do not have these skills are at a great disadvantage.

The library has public computers available to children and adults as well as wireless access for those with laptops. Our website offers computer tutorials for those that would like to learn or improve their skills. We also offer programs on basic computer literacy skills in several languages.

## **2. DEVELOPING A SENSE OF INCLUSION**

One of the City's goals is to create a strong and inclusive sense of community in Richmond. In addition to serving the general public, the library is aware and sensitive to the needs of particular Richmond residents and provides skilled staff to give them a sense of welcome and belonging.

### **a) Immigrant Community**

One of the features of Richmond that distinguishes it from other municipalities is its extremely diverse cultural make-up. Roughly 60% of residents were not born in Canada, which is the highest proportion of foreign born residents for a municipality in this country.

The library offers immigrants opportunities to integrate and understand Canada's culture while at the same time enjoying reading materials and movies in their native tongue. We have a large collection of ESL materials and information programs to meet their needs – whether it is applying for a business license or learning more about health care. We also offer ESL literacy classes, employment counseling, reading clubs and computer courses in different languages. We have an excellent Chinese language collection and have expanded our multilingual collections recently to include Tagalog and Russian in response to recent demands. These have been added to our existing Japanese, French, Spanish, Hindi, Arabic, Punjabi and Urdu collections. We also have a language learning lab for people to learn English as well as other languages such as Mandarin, Spanish and French.

### **b) Low Income Support**

"While being widely regarded as a relatively affluent community, Richmond has the dubious distinction of having the **second highest rates of household and child poverty in the province**. Research has revealed the link between poverty and lower health status, higher justice system costs, increased demands for community services, heightened stress on families and reduced success in school" (from City of Richmond web page on Social Sustainability).

The public library is the most egalitarian resource in the community because everyone regardless of age, income or ethnicity may use library resources and services absolutely free seven days a week. This means that everyone has access to thousands of books, magazines, newspapers, music CDs, DVDs, computers, online resources and programs. It is critical that we



continue to find ways to reduce any barriers in order to address the increasing disparity between “have” and “have not” groups within the community. It is also critical to find ways to reach the less fortunate to make them aware of and encourage them to use the resources of the library.

#### **c) Seniors and Older Adults**

As of the 2006 census, there were 174,461 residents in Richmond, and a quarter of them were aged 55 or older (with roughly 12% being 65 years and older). This trend points to the aging demographic that is being seen across the province but is slightly more pronounced in Richmond.

The library provides a delivery service of books and recorded books to homebound customers, the majority of which are the elderly. We have a collection of books in large print that are popular with our older customers and others with vision limitations. The library also participates with other organizations in senior wellness fairs.

#### **d) Special Needs Community**

The Diversity Services section of the City of Richmond works to eliminate barriers and ensure appealing, liveable and well-managed recreation and cultural services for all Richmond residents.

All library branches are wheelchair accessible. And for those customers that are homebound and unable to visit the library, we provide home delivery service. Special consideration is given to these customers in terms of extended loan periods and waived late charges to eliminate any barriers they may have to using our resources.

#### **e) Youth Services**

While there are many programs and resources dedicated to young children, it has been noted during the City’s Social Planning Strategy meetings that youth is seen as the most neglected group in Richmond. Immigrant and refugee youth are particularly vulnerable since they are dealing not only with the challenges of settlement, including learning English, finding employment and coping with stress of adaptation, but they are also dealing with the unique pressures of adolescence. Some youth must also deal with issues of racism.

The library has a good collection of materials for youth including magazines, study guides, music, computer games and DVDs. It has also developed a web page that is dedicated to teens and their interests. Teens have been involved in helping younger children with tutoring programs such as Reading Buddies for English and French, they and have their own online summer reading club and Stellar Awards committee that choose nominees for the annual Young Adult book awards.

### **3. WORKING WITH COMMUNITY AGENCIES**

The library is committed to actively involving the community in the delivery of library services. Programming partnerships with a wide variety of community agencies extend the services the library can provide. Co-operative initiatives not only maximize the use of resources but they also provide an added level of service.

Some of the reasons that other organizations are interested in working with the library include: a welcoming space, extremely high foot traffic in library facilities, good locations, excellent



promotion and supportive staff. Equally important is the recognition that libraries are places of learning, and whether it is learning to speak English, be a better parent, or understand health issues, learning and libraries is a natural match.

The library also benefits from working with other agencies – especially those agencies that reach people who are not regular library users. It gives us an opportunity to promote library materials and services that would be of particular interest to them.

In 2010, the library worked with more than 50 agencies and businesses to provide services and programs for the benefit of the community.

The following are just a few examples of the types of agencies and programs we have been involved with:

### **Arts and Culture**

- **The National Film Board of Canada** donated their best films to the library to screen in our cinema during the Olympics.
- **Trevor Lai**, author and illustrator, offered art work and workshops for the public during the Olympics.

### **Business and Employment**

- **Scotiabank** was instrumental in fundraising and helping establish a new Filipiniana collection for the library to enhance the lives of the growing number of Filipino people in our community.
- An annual job fair is hosted by the library in partnership with the **Richmond Employment Resource Centre** and the **Richmond Career Centre of Immigrant Services Society of BC**. Employers from a wide range of sectors including food, retail, hospitality and technology are available to discuss job opportunities.

### **Education and Government Agencies**

- In partnership with **Kwantlen Polytechnic University** and the **Immigrant Services Society of BC**, an ongoing program called *Read, Speak Succeed* helps ESL learners and job seekers to improve their English language skills.
- **StrongStart BC** early learning programs for preschool children and their parents are available in 3 elementary schools in Richmond. Our children's librarians visit these sites regularly to share stories and the love of books.

### **Social Agencies**

- Partnering with the **Canadian Mental Health Association**, **City of Richmond Senior Services**, **Volunteer Richmond Information Services – Seniors Community Support Services** and **Vancouver Coastal Health** the library hosted a half day workshop on helping people find ways to overcome depression, anxiety and insomnia.
- The library is currently working with the **Touchstone Family Association** on a literacy project which is finding ways to encourage reading for families in crisis.

#### **4. BRANCH DEVELOPMENT STRATEGY FOR POPULATION GROWTH**

As the population expands the library must look to expanding the size of its branch libraries and increasing the number of them. In order to meet the service needs of the community in the most effective and cost efficient manner, library branches must be located and sized to meet the specific needs of various communities.

##### **a) Branch Size and Purpose**

###### **i) Main Library**

The Main Library serves the dual purpose of providing basic community branch library services to the adjacent community while also providing more advanced and specialized library services for the entire city. Brighthouse (Main) Branch is Richmond's current Main Library. It must serve the information and research needs of those who live, work and attend school in Richmond, as well as the Richmond business community. In addition, it must provide support and back-up for the other library branches. In order to do this the Main Library must have sufficient space to house significant collections of materials in a variety of formats, a central computer system and computer network to support the entire library system, specialized computer equipment, meeting and programming space for the public, and trained professional staff to develop and support library services throughout the city.

Examples of advanced library services are: more in-depth collections, multilingual collections, language learning lab, genealogy research centre, lecture hall and programming space, community meeting rooms, advanced technology and staff space to support the operation of the entire library system.

Two trends make it clear that the Main Library will have to continue to develop and expand its resources: one is the projected population growth of up to 90,000 additional people by 2041 and the other is the increased importance of information and information technology in the working and personal lives of Canadians. By 2041 Richmond's Main Library should provide 100,000 square feet of space.

###### **ii) Community Branches**

A community branch library is 25,000 sq. ft and provides a full range of library services to a community of 25,000 to 35,000 people. While providing a standardized level of library service it should reflect the individuality of the community and offer a strong sense of community identity. Basic levels of service include:

- collection of books, videos, audios, reference materials
- separate children's, teen and seniors' areas
- individual computer workstations and computer lab for group learning
- individual and group study space
- library programming and community meeting space
- gathering place with comfortable seating areas

The purpose of a community branch library is to provide convenient library services close to where people live, work and shop. Community branch libraries are intended to meet everyday library needs such as popular reading materials, school support, children's programming, a quiet place to study, and access to the Internet and computers. For more specialized services it



would be necessary to visit the central resource library or have material sent over from the Main Library.

### **iii) Neighbourhood Lending Services**

This level of service is a place where residents can pick-up and return library materials and have electronic access to the full library collection. It is not a full service library and may not even be a dedicated library facility; rather it provides a convenient access point and takes advantage of the public's preference for integrated services and multi-use facilities.

The weekly library service currently being developed for the Hamilton community is a prototype for this service and will help determine the opportunities and challenges in delivering this level of service.

## **B) BRANCH LOCATIONS**

### **i) City Centre**

The vast majority of population growth is projected to take place in City Centre; therefore, when considering future library needs for population growth City Centre needs to be the primary focus. The City Centre Area Plan (approved by Richmond City Council on September 14, 2009) provides an excellent description of library needs for this area. The City Centre Area Plan includes all three levels of library service and at full build-out City Centre would have:

- a relocated and substantially expanded Main Library
- three community library branches
- a variety of neighbourhood lending services

On the following page is the section from the City Centre Area Plan that covers libraries. The Library Board fully endorses this plan.

## From the CITY CENTRE AREA PLAN Approved September 2009

City of Richmond

### 2.7.1 Libraries

Libraries are the most used indoor community facilities in Richmond, utilised by 4 out of 5 residents. The Library Board reports that Richmond Public Library has the highest per capita circulation of any large urban library, as well as the highest percentage of active card holders.

#### Challenge/Opportunity

The heavy use of Richmond libraries has resulted in growing service gaps in space and collections. There will be a need to improve in these areas, and to undertake facility development that, as the population grows, library services keep pace. The library in the City Centre - Brighthouse (Main) Branch library - serves the dual purpose of being a community branch for the City Centre, and a city-wide resource for advanced library services. Brighthouse cannot currently support additional population growth.

#### Proposed Strategy

In 2006, based on the PRCS, Place & Spaces in City Centre report, Council authorized that the following proposed library facilities be incorporated in the CCAP:

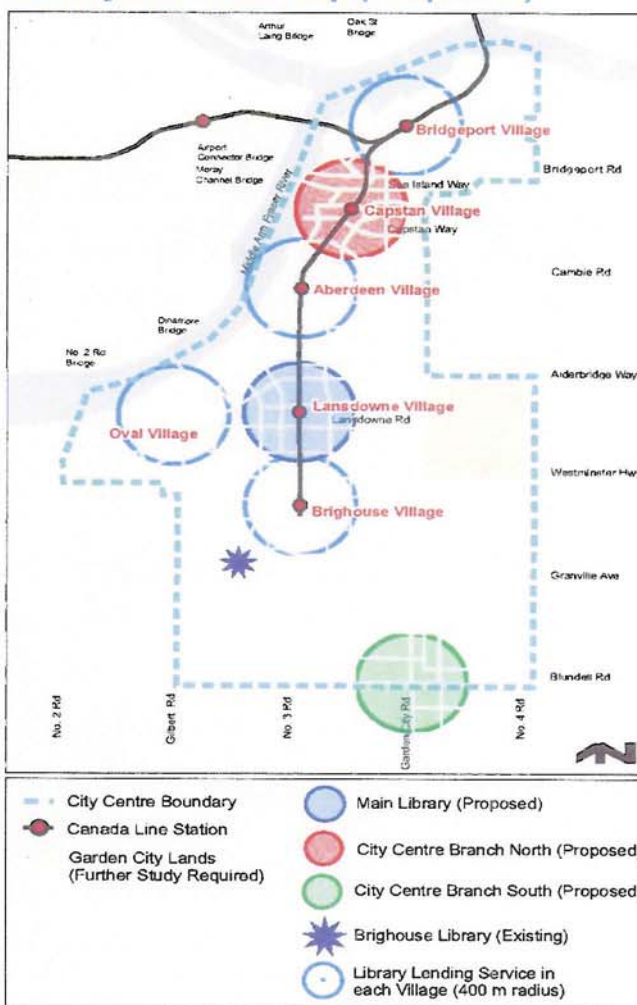
- library lending services in each village centre;
- 3 branch libraries;
- a new Main Library.

Note: The existing Brighthouse Library could become a 2,325 m<sup>2</sup> (25,000 ft<sup>2</sup>) branch library (south) and each branch library would likely be co-located with another facility (shared space would vary depending on the type of facility with which it is co-located).

It is to be noted that Council still needs to determine the specific location of and funding for the proposed libraries. PRCS will bring forth reports for Council approval.

Also in October 2007, as per the Richmond Library Facilities Plan, Council reinforced the above.

### Library Facilities Map (Proposed)



Proposed City Centre Libraries (Location TBD)		
Facility	Needed Space	Service Level
New Main Library	9,290 m <sup>2</sup> (100,000 ft <sup>2</sup> )	City-wide
City Centre Branch Library (north)	2,325 m <sup>2</sup> (25,000 ft <sup>2</sup> )	Community
City Centre Branch Library	1,860 m <sup>2</sup> (20,000 ft <sup>2</sup> )	Community
City Centre Branch Library	1,860 m <sup>2</sup> (20,000 ft <sup>2</sup> )	Community
Lending Library Services	185 m <sup>2</sup> (< 2,000 ft <sup>2</sup> )	Neighbourhood

Original Adoption: June 19, 1995 / Plan Adoption: September 14, 2009

City Centre Area Plan 2-79



## **ii) Community Branches Serving Each Quadrant**

In order to serve the communities outside of City Centre, the Library Board recommends developing a 25,000 square foot community library branch in each quadrant of Richmond. These branches would be located in the following general areas:

- Steveston area (currently served by Steveston Branch, 4,000 sq. ft.)
- Shellmont/Broadmoor area (currently served by Ironwood Branch, 12,000 sq. ft.)
- Cambie area (currently served by Cambie Branch, 4,700 sq. ft.)
- Thompson/Seafair area (no branch currently)

The timing for these branches will depend upon population growth but there is already a demonstrated need for expanded community branches in the Steveston and Cambie areas.

## **iii) Hamilton and Smaller Population Areas**

In smaller and more isolated areas such as Hamilton, library services are best offered in co-operation with other organizations through a library lending service. These library services would cater to the needs of children, caregivers, seniors, and others with limited mobility. The Hamilton Outreach Service offered in co-operation with the Hamilton Community Association and Hamilton School is a good example. This model of library service is appropriate for an area which does not have reasonable access to a community branch. It may also serve as an incubating ground for the development of a community branch library as the population grows.

## **5. GUIDELINES FOR LIBRARY FACILITY DEVELOPMENT**

The Library Board has developed the following guidelines when considering the development of library facilities:

- a. Wherever possible libraries should be part of a multi-use complex that encourages an integration of spaces and services. Not only does this provide a higher level of convenience and accessibility for the public, but sharing space with other agencies contributes towards lower capital costs and operational costs.
- b. Library space must be designed to be flexible and capable of supporting other community groups so that we can offer collaborative programming and integrated services. Being connected to and working with other agencies increases the opportunities for wide-ranging programs and also facilitates reaching residents that may not be regular library users.
- c. Libraries are the most heavily used indoor public facility and therefore have a central role in providing a gathering space to encourage residents to come together both formally and informally. Meeting rooms, programming rooms, gathering spaces, living room environments, and group studying spaces are all as important as space for the collections.
- d. Libraries attract very heavy foot traffic and are an ideal anchor for other facilities such as museums, cultural facilities, community health or community policing. Locations within a retail complex can also provide opportunities, including discounted lease rates as demonstrated by the Ironwood and Cambie libraries. Opportunities to work with developers, the private sector, government agencies, educational organizations, etc. should be fully explored.

- e. When developing building plans and service options for new library facilities, the Library Board will first consult with the community at large, targeted community groups, and particularly library customers to seek their input and ideas as to how the library can be designed to best meet their needs.



## OCP Update – Agricultural Viability Open House

Thursday, November 25, 2010

### Comments:

1) It is very important to recognize that small farms should not be assumed to be hobby farms. The small farms should not be required to show farm income of \$10,000, while less small farms only need to show income of \$2,500 (to get property tax break). I am not a small farmer, but I ask staff and council to take strong action on this without delay. Give small and medium farmers a larger voice! Thank you.

Name: Jim Wright Phone: 604-272-1936  
Address: 8300 Osgoode Drive, Richmond e-mail: jamesw8300@shaw.ca

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2) I live in 10460 Granville Drive. Recently, there is a group asking some of our neighbours about going to get a cell phone tower around this area. There was one cell phone tower on No 4 & Granville. Just wondering if City Hall control the setting up of tower inside the ALR. Can we go against the 2<sup>nd</sup> tower set up in this area. As I know, there were people who lived around/close to the 1<sup>st</sup> tower got cancer and passed away. Please help us against the group.

Name: Dr. Peter Change Phone: 604-304-3338  
Address: 10460 Granville Ave, Richmond e-mail: chungway@hotmail.com

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3) To encourage farming all land deemed to be farmland should be able to get farm tax status. The income amount should be proportional to the size. This should include ½ to 1 acre lots. Otherwise it is unfair to treat these parcels as farms.

Name: Steve Hosford Phone: 604-2746848  
Address: 10280 Sidaway, Richmond e-mail: shosford@shaw.ca

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4) Richmond is becoming a big City. Canada is so big why keep a small piece of valuable land as farms. We should change the area from Steveston North to become residential or commercial. We can create more farms further outside the City.

Name: Kamy An Yueng Phone: 778-998-2816  
Address: 7291 No 6 Road e-mail: delanecanada@shaw.ca

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5) For the city development and improve the economic situation, we should develop more houses and townhouses, make Richmond richer!

Name: Shulin Lui Phone: 604-323-6767  
Address: 7611 No 5 Road e-mail: \_\_\_\_\_

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6) What can you farm on 1 acre or less with no access. I think all parcels less than 1 acre should be removed from the ALR and be put to better use by rezoning.

Name: \_\_\_\_\_ Phone: 604-807-9940  
Address: \_\_\_\_\_ e-mail: paul.samra@hotmail.com

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7) Who is going to be farming in 2020? What can the City do to attract young farmers?

Name: Arzeena Hamir Phone: 778-297-2202  
Address: 8480 Dayton Court e-mail: arzeenahamir@shaw.ca

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8) Request extension of Shell Rd from Westminster Hwy to Williams Rd.

Name: N. Fukamachi Phone: 604-230-5599  
Address: 7707 Ash Street, Vancouver e-mail: tentek@telus.net

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9) Take a look – a study from a student of University of Toronto finds the average citizen does not care about the urban fringe lands being farmed, but cares about GREEN SPACE maintained – looks like all the talk here is self fulfilling.

Name: Fairhurst Phone: 604-271-4846  
Address: 12620 No 3 Road, Richmond e-mail: mfairhurst1@my.bcit.ca

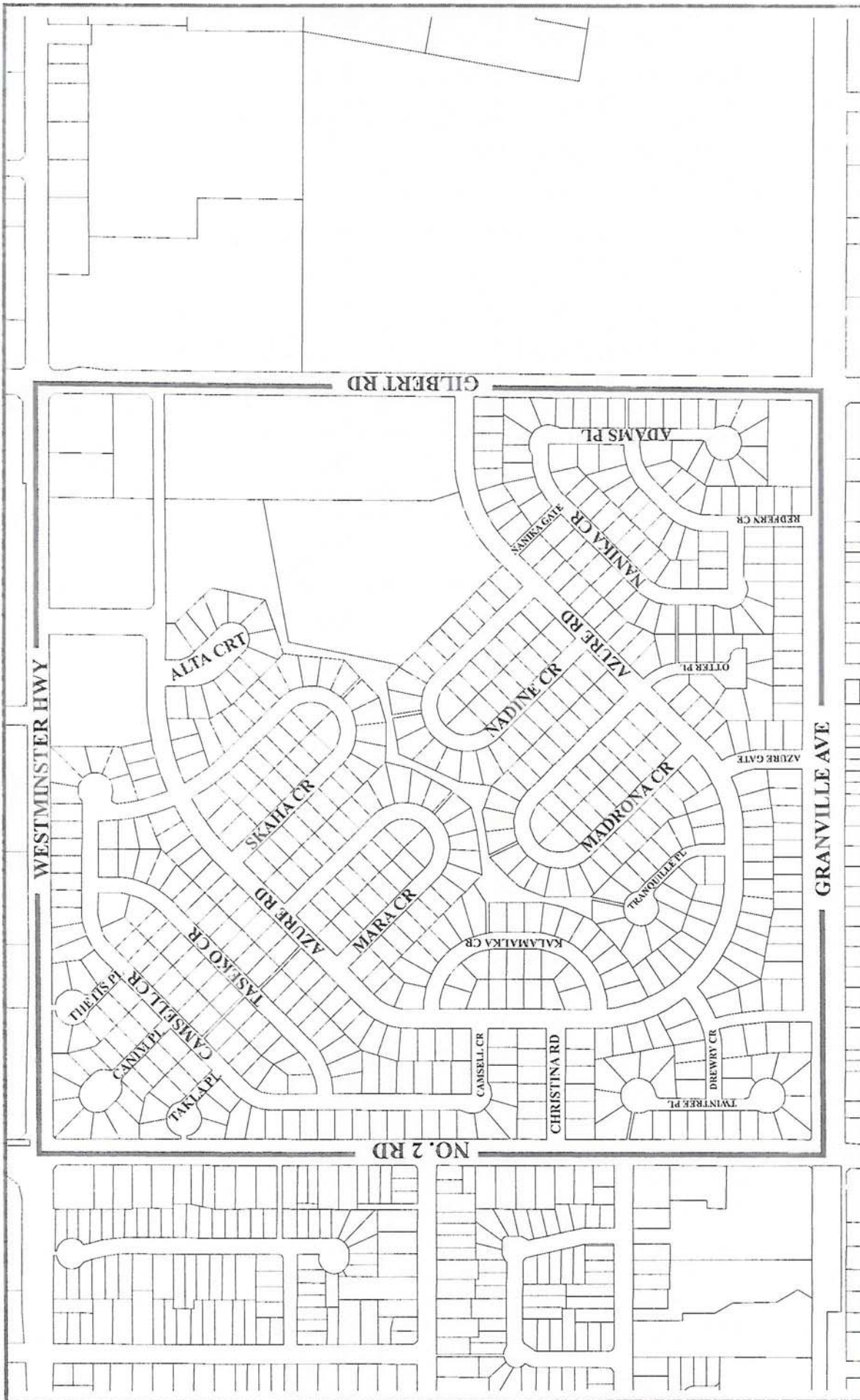
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10) The City should start putting in access roads for farms in McLennan. Too many farms there can't be farmed due to no access roads/ Please advise when those roads would be put in.

Name: Ellen Hsu Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ e-mail: ellen.hsu@realtyline.ca

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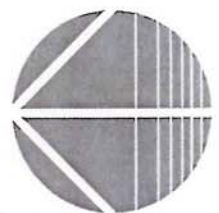


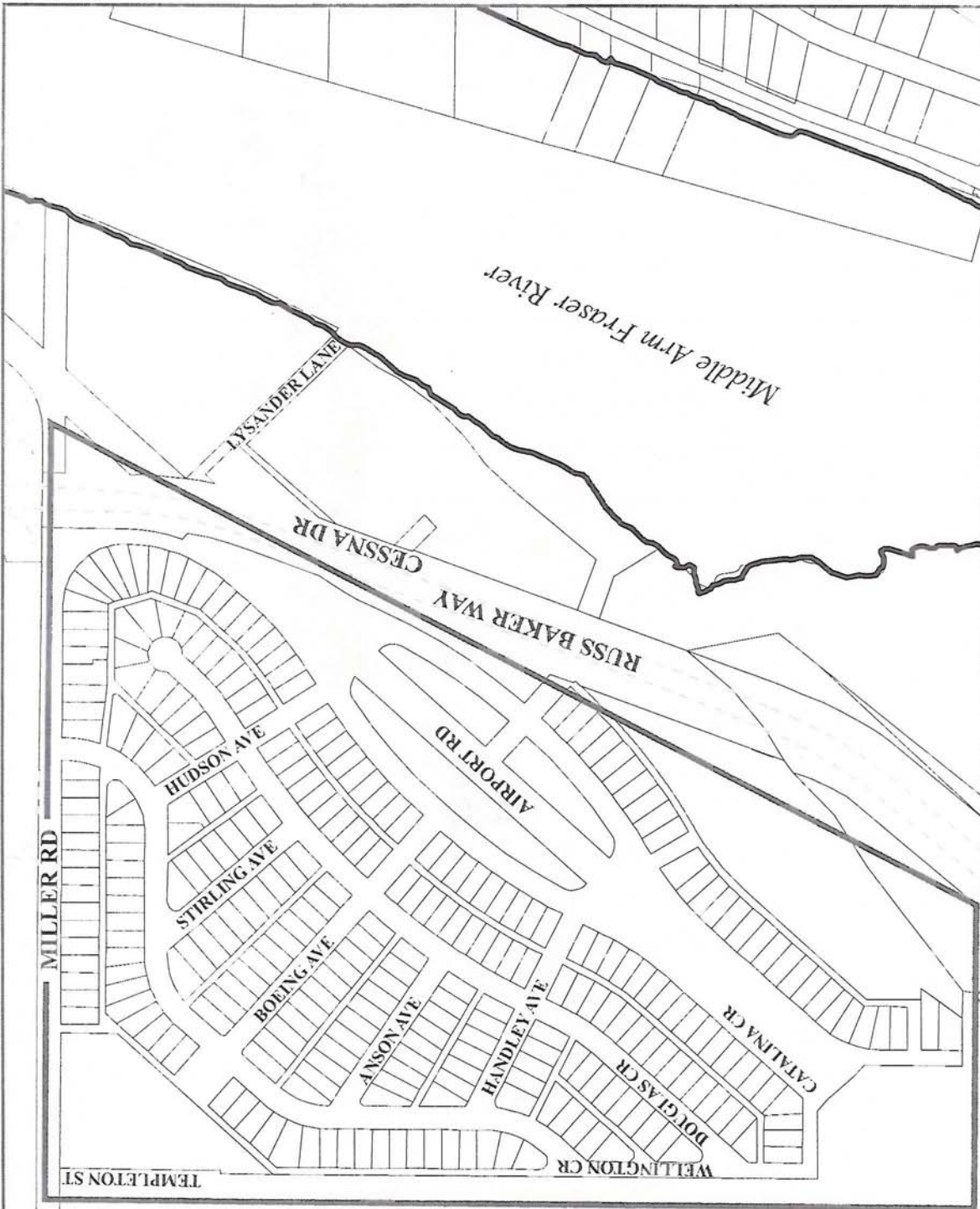
Original Date: 04/08/11

Revision Date:

Note: Dimensions are in METRES

# More community consultation for granny flats and coach houses Richmond Gardens (Thompson)



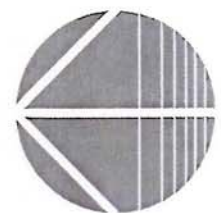


Original Date: 04/08/11

Revision Date:

Note: Dimensions are in METRES

# More community consultation for granny flats and coach houses (Burkeville)







Original Date: 04/08/11

Revision Date:

Note: Dimensions are in METRES

# More community consultation for granny flats and coach houses Edgemere (Shellmont)

