



To: Planning Committee

Date: September 13, 2011

From: Joe Erceg, MCIP  
General Manager, Planning and Development

File:

Re: 2041 OCP Update: Third Round Public Consultation Findings

**Staff Recommendation**

1. That the following form the basis for the preparation of the 2041 OCP Update:
  - a.) For Burkeville, allow granny flats and coach houses on a site by site rezoning basis;
  - b.) For Edgemere, allow granny flats and coach houses on a site by site rezoning basis on lots backed by a lane; and
  - c.) For Richmond Gardens and elsewhere, do not allow granny flats or coach houses (except where currently allowed under the Arterial Road Policy);
2. That form and character guidelines for granny flats and coach houses be prepared for the 2041 OCP Update; and
3. That the 2041 OCP Update provide for a review of coach houses and granny flats in Burkeville and Edgemere in two years from adoption of the 2041 OCP Update.

Joe Erceg, MCIP  
General Manager, Planning and Development  
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| FOR ORIGINATING DEPARTMENT USE ONLY                             |  |  |   |
|---|--|--|---|
| <b>ROUTED TO:</b><br>Development Applications<br>Transportation |  | <b>CONCURRENCE</b><br>Y <input checked="" type="checkbox"/> N <input type="checkbox"/><br>Y <input checked="" type="checkbox"/> N <input type="checkbox"/> | <b>CONCURRENCE OF GENERAL MANAGER</b><br>                           |
| <b>REVIEWED BY TAG</b>  | YES <input checked="" type="checkbox"/><br>NO <input type="checkbox"/> | <b>REVIEWED BY CAO</b>   | 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 2041 OCP Update as “Towards a Sustainable Community”;
- 2041 OCP Update work 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). Consultants were engaged for these studies in 2010.

In April 2011, Council endorsed the draft 2041 OCP Concept and directed staff to proceed with a 3<sup>rd</sup> round of public consultation regarding the Concept, and to consult with Burkeville, Edgemere and Richmond Gardens residents regarding possible granny flats and coach houses. This report presents the results.

- Part 1: Granny flat and coach house options in Burkeville, Edgemere and Richmond Gardens; and
- Part 2: The proposed 2041 OCP Update Concept.

The 2041 OCP Update supports the following Council Term Goals:

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.”*

Council Term Goal #7: *“Sustainability and the Environment – Demonstrate leadership in and significant advancement of the City’s agenda for sustainability through the development and implementation of a comprehensive strategy that among other objectives includes incorporation sustainability into our City policies and bylaws”.*

### Background

The 2041 OCP Update activities to date are in **Attachment 1**. The purpose and status of all the 2041 OCP Studies are described in **Attachment 2**. All studies will be completed in early 2012 for integration into the 2041 OCP Update.

### Analysis

#### **Part 1: Granny Flat and Coach house Options in Burkeville, Edgemere and Richmond Gardens**

##### Coach House/Granny Flat Open Houses Consultation

In May 2011, invitation letters to attend the open houses were sent or dropped off at each household in Burkeville, Edgemere and Richmond Gardens.



Because of the two-week work stoppage by Canada Post during May 2011, staff hand delivered the invitation letter to each household in Richmond Gardens and Edgemere.

Newspaper ads were placed in the Richmond News and the Richmond Review a week prior to each open house. The ad included a coloured parcel-based map of each neighbourhood. For three evenings in June 2011, open houses were held in Burkeville, Edgemere and Richmond neighbourhoods. At each open house, staff held a presentation on coach houses and granny flats followed by question and answer sessions.

**Attachment 3** contains the survey questionnaire that was available at the open houses and online on the City of Richmond and the LetsTALKRichmond website. The survey and packages of the display board material were also available at all community centres, libraries and at City Hall.

#### Coach house/Granny Flat Open House Display Information

Staff had received substantial public feedback during the October 2010 open houses about granny flats and coach houses. Residents in support of these housing forms wanted adequate policies and guidelines to ensure quality developments and neighbourhood fit. Therefore, the display material (**Attachment 4**) contained substantial information, photos and site plans about proposed requirements and guidelines including:

- Development requirements (e.g., maximum unit size, density, height, site layout and setbacks, private out door space, parking requirements);
- Design guidelines to ensure quality developments and neighbourhood fit (e.g., building facades, windows, building materials and colours, visibility, access, landscaping, including lane landscaping, decks and balconies); and
- Sustainable design options (solar power, rainwater collection systems), where feasible.

Due to concerns about privacy and overlook, only one-storey granny flats were proposed in neighbourhoods. One-storey granny flats were only to be allowed on properties without lanes. For properties with lanes, both one-storey granny flats and coach houses would be allowed. Where both can be considered on a lot, only a coach house or a granny flat is allowed.

#### Coach house/Granny Flat Survey Questions

The survey asked whether residents support (yes), didn't support (no), or were unsure (unsure) about permitting granny flats and/or coach houses in their neighbourhood. For each housing type, the survey also asked whether residents preferred:

- That the City amend the Zoning Bylaw to allow granny flats or coach houses in their neighbourhood without having to go through a site specific rezoning process and that only a building permit would be required; OR
- That each property owner should go through a site specific rezoning prior to obtaining a building permit.

In total, 151 paper copies and 14 online surveys representing 132 households in the three neighbourhoods were returned. The section below describes the consultation findings for each neighbourhood.



# 1. Burkeville Granny Flat and Coach House Consultation

The table below shows the number of invitation letters delivered, open house attendance and survey response in Burkeville.

| Coach house/Granny Flat Consultation in Burkeville |   |                       |                                      |
|--|---|-----------------------|--------------------------------------|
|  | No. of Households Invited to the Open House | Open House Attendance | # of Survey Responses (by household) |
| Burkeville   | 277   | 37                    | 46                                   |

## *Burkeville Proposals for Granny flats and Coach houses*

Burkeville still retains a substantial amount of its original early 1940's housing stock. (Burkeville was established during World War II to house workers in the Boeing aircraft plant and other local aircraft industries on Sea Island.) The housing stock is predominantly smaller one storey single family homes on lots backed by lanes. Comments from Burkeville residents during the last few decades suggest that residents want to retain the historic character of their neighbourhood as much as possible. There is also limited transit to this neighbourhood and there are resident concerns about on street and back lane parking obstructing traffic flow and access along the narrow roads and back lanes. Staff considered that on Burkeville properties, coach houses and granny flats could be considered but the existing house must not contain a secondary suite in order to avoid parking problems and fit the buildings on the small lots.

Given these considerations, the following was proposed for considering granny flats or coach house options in Burkeville:

- permit coach houses and granny flats on the condition that the existing house or the existing floor area is retained. (note: the retention of the existing house is consistent with the previous two rezoning applications for coach houses in Burkeville.); and
- the existing house must not contain a secondary suite, if a granny flat or coach house is considered.

| Coach house and Granny Flat Proposals for Burkeville |                                      |                                    |                       |                       |
|--|--------------------------------------|------------------------------------|-----------------------|-----------------------|
| Area   | Retention of existing house required | Secondary suite permitted in house | Granny flat permitted | Coach house permitted |
| Burkeville (entire area has lanes)                   | Yes                                  | No                                 | Yes                   | Yes                   |

## *Burkeville Survey Findings*

The table and section below summarizes the 46 responses to the survey questions in Burkeville. Mapped responses for Burkeville residents are in **Attachment 5**.



| Granny Flats and Coach houses Survey Findings for Burkeville  |                                |  |        |
|---|--------------------------------|--|--------|
| Granny flats  |                                |  |        |
| 1. Do you support the idea of permitting granny flats in your neighbourhood?  |                                |  |        |
|   | Yes                            | No   | Unsure |
| Burkeville<br>Total responses = 46  | (42) 91%                       | (4) 9%                                       | 0      |
| 2. If yes, do you prefer that   |                                |  |        |
| Option 1: The City amend the Zoning Bylaw to allow granny flats in your neighbourhood by Building Permit?<br>OR                               |                                |  |        |
| Option 2: Each property owner request the City to amend the zoning Bylaw after a Public Hearing to allow a granny flat on their own property? |                                |  |        |
|   | Option 1<br>by Building Permit | Option 2:<br>Site Specific Rezoning by owner |        |
| Burkeville (total responses = 43)   | (41) 95%                       | (2) 5%                                       |        |
| Coach houses  |                                |  |        |
| 3. Do you support the idea of permitting coach houses in your neighbourhood?  |                                |  |        |
|   | Yes                            | No   | Unsure |
| Burkeville (total responses = 46)   | (41) 89%                       | (5) 11%                                      | 0      |
| 4. If yes, do you prefer that:  |                                |  |        |
| Option 1: The City amend the Zoning Bylaw to allow coach houses in your neighbourhood by Building Permit? OR                                  |                                |  |        |
| Option 2: Each property owner request the City to amend the Zoning Bylaw after a Public Hearing to allow a coach house on their property?     |                                |  |        |
|   | Option 1<br>by Building Permit | Option 2<br>Site Specific Rezoning by owner  |        |
| Burkeville<br>Total responses = 42  | (40) 95%                       | (2) 5%                                       |        |

### *Burkeville Survey Highlights*

- Burkeville had the highest support for both housing options with 91% in support (said “yes”) for coach houses and 89% in support (said “yes”) for granny flats;
- In Burkeville, for those that supported granny flats and coach houses, there was very high support for the building permit option for both housing types (95% for coach houses and 95% for granny flats); and
- For those respondents that provided their addresses on the survey, mapping the location of their residences show that survey respondents were distributed evenly throughout Burkeville.

## 2. Edgemere Granny Flat and Coach House Consultation

The table below shows the number of invitation letters delivered, open house attendance and survey responses in Edgemere.

| Coach house/Granny Flat Consultation in Edgemere |   |                       |                                      |
|--|---|-----------------------|--------------------------------------|
|  | No. of Households Invited to the Open House | Open House Attendance | # of Survey Responses (by household) |
| Edgemere   | 545   | 65                    | 36                                   |

### *Edgemere Proposals for Granny Flats and Coach Houses*

Since there is a mixture of lots with lanes (266) and lots without lanes (72), granny flats (not coach houses) were proposed for the laneless lots. For the lane lots, both granny flats and coach houses were proposed

| Coach house and Granny Flat Proposals for Edgemere |                                      |                                    |                       |                       |
|--|--------------------------------------|------------------------------------|-----------------------|-----------------------|
| Area   | Retention of existing house required | Secondary suite permitted in house | Granny flat permitted | Coach house permitted |
| Edgemere (area with no lanes)                      | No                                   | Yes                                | Yes                   | No                    |
| Edgemere (area with lanes)                         | No                                   | Yes                                | Yes                   | Yes                   |

### *Edgemere Survey Findings*

The table and section below summarizes the 46 responses to the survey questions. Mapped responses for Edgemere residents are in **Attachment 6**.

| Granny Flats and Coach houses Survey Findings for Edgemere  |                                |  |        |
|---|--------------------------------|--|--------|
| Granny flats  |                                |  |        |
| 1. Do you support the idea of permitting granny flats in your neighbourhood?  |                                |  |        |
|   | Yes                            | No   | Unsure |
| Edgemere (total responses = 36)   | (22) 61%                       | (14) 39%                                     | 0      |
| 2. If yes, do you prefer that:  |                                |  |        |
| Option 1: The City amend the Zoning Bylaw to allow granny flats in your neighbourhood by Building Permit? OR                                  |                                |  |        |
| Option 2: Each property owner request the City to amend the zoning Bylaw after a Public Hearing to allow a granny flat on their own property? |                                |  |        |
|   | Option 1<br>by Building Permit | Option 2:<br>Site Specific Rezoning by owner |        |
| Edgemere (total responses = 24)   | (19) 79%                       | (5) 21%                                      |        |
| Coach houses  |                                |  |        |
| 3. Do you support the idea of permitting coach houses in your neighbourhood?  |                                |  |        |
|   | Yes                            | No   | Unsure |
| Edgemere (total responses = 22)   | (20) 54%                       | (14) 38%                                     | (3) 8% |
| 4. If yes, do you prefer that:  |                                |  |        |
| Option 1: The City amend the Zoning Bylaw to allow coach houses in your neighbourhood by Building Permit? OR                                  |                                |  |        |
| Option 2: Each property owner request the City to amend the Zoning Bylaw after a Public Hearing to allow a coach house on their property?     |                                |  |        |
|   | Option 1<br>by Building Permit | Option 2<br>Site Specific Rezoning by owner  |        |



| Granny Flats and Coach houses Survey Findings for Edgemere |          |         |
|--|----------|---------|
| Edgemere (total responses = 22)                            | (19) 86% | (3) 14% |

### *Edgemere Survey Highlights*

- Edgemere also had very high support for both housing options with 61% in support (said “yes”) for coach houses and 54% in support (said “yes”) for granny flats;
- Edgemere, residents were generally interested and asked many questions about the coach house and granny flat proposals. In particular, residents wanted to be informed about how the servicing (sewer/water connections and other utilities such as hydro);
- In Edgemere, for those that supported granny flats and coach houses, there was also very high support for the building permit option for both housing types (79% for granny flats and 86% for coach houses);
- For those respondents that provided their addresses on the survey, mapping the location of their residences in each neighbourhood provided the following information:
  - Survey respondents were distributed evenly throughout the area;
  - For granny flats in Edgemere, out of the 15 respondents that supported granny flats, 4 out of the 15 respondents who gave support lived on laneless lots; Out of 10 that did not support granny flats, 3 lived on laneless lots. (Note: The majority of properties in Edgemere have lanes.);
  - For coach houses in Edgemere, mapping shows that 100% (14 out of 14 respondents) whose properties backed onto lanes supported coach houses. For the eleven (11) respondents who properties did not back onto lanes, four (36%) did not support coach houses;

### 3. Richmond Gardens Granny Flat and Coach House Consultation

The table below shows the number of invitation letters delivered, open house attendance and survey response in Richmond Gardens.

| Richmond Gardens | No. of Households Invited to the Open House | Open House Attendance | # of Survey Responses (by household) |
|------------------|---|-----------------------|--------------------------------------|
|                  | 585   | 73                    | 50                                   |

### *Richmond Gardens Proposals for Granny Flats*

Since the entire neighbourhood is composed of laneless lots, only granny flats were proposed in Richmond Gardens and no coach houses. The following table summarizes the specific proposals for each neighbourhood.

| Richmond Gardens Coach house and Granny Flat Proposals |                                      |                                    |                       |                       |
|--|--------------------------------------|------------------------------------|-----------------------|-----------------------|
| Area   | Retention of existing house required | Secondary suite permitted in house | Granny flat permitted | Coach house permitted |
| Richmond Gardens                                       | No                                   | Yes                                | Yes                   | No                    |

Mapped responses for Richmond Gardens are in **Attachment 7**.

### *Richmond Gardens Survey Findings*

| Richmond Gardens Survey Responses for Granny Flats and Coach houses   |                                |  |        |
|---|--------------------------------|--|--------|
| Granny flats  |                                |  |        |
| 1. Do you support the idea of permitting granny flats in your neighbourhood?  |                                |  |        |
|   | Yes                            | No   | Unsure |
| Richmond Gardens (Total responses = 50)   | (22) 44%                       | (27) 54%                                       | (1) 8% |
| 2. If yes, do you prefer that:  |                                |  |        |
| Option 1: The City amend the Zoning Bylaw to allow granny flats in your neighbourhood by Building Permit? OR                                  |                                |  |        |
| Option 2: Each property owner request the City to amend the Zoning Bylaw after a Public Hearing to allow a granny flat on their own property? |                                |  |        |
|   | Option 1<br>by Building Permit | Option 2:<br>Site Specific Rezoning – by owner |        |
| Richmond Gardens (Total responses = 23)   | (18) 78%                       | (5) 22%  |        |
| *Coach houses were not proposed in Richmond Gardens as the entire neighbourhood is composed of laneless lots                                  |                                |  |        |

### *Richmond Gardens Survey Highlights*

- Richmond Gardens had the highest open house participation (73 attendees) but had the lowest support (54% said “no” to granny flats). At the Richmond Gardens open house, residents expressed that granny flats would be obtrusive because of the lack of back lanes;
- As a general observation, particularly in the Richmond Gardens open house, there were many comments by residents about a perception that there is a widespread proliferation of illegal suites and mega homes that contained several suites. There were also many comments that suggested that the City could do more to enforce such matters. (City staff are looking in to these issues.)

### Granny Flat and Coach house Verbatim Comments **Attachment 8**

In general, residents mentioned the many benefits and concerns of the granny flats and coach houses that were mentioned in the October 2010 citywide survey:

#### Benefits

- allows a way to preserve older houses (building a granny flat or coach house to reach the same maximum density allowed on the lot);
- providing extra income;
- give more housing flexibility (e.g., for couples, seniors);
- creating lower cost housing for renters; and
- maximizes the use of land and floor space.

#### Concerns

- increased neighbourhood traffic;
- loss of back yard and green space;



- possible loss of privacy from overlook;
- creation of more impermeable surfaces on the lots;
- increased noise; and
- will change the dynamic of the neighbourhood for the worse and depreciate property values.

#### Coach house and Granny Flat Recommendations

Even though there was high support for granny flats and coach houses in Burkeville and Edgemere, and high support in these neighbourhoods for amending the Zoning Bylaw so that owners can apply by building permit only, staff recommend the following incremental approach to considering coach houses and granny flats in the next few years to ensure community acceptance as they are built:

*For the 2041 OCP Update, staff recommend that:*

- For Burkeville (all Burkeville properties are backed by lanes), allow granny flats and coach houses on a site by site basis through individual rezoning applications;
- For Edgemere, for properties backed by lanes, allow granny flats and coach houses on a site by site basis through individual rezoning applications;
- For Edgemere, for properties not backed by lanes, do not consider granny flats or coach houses;
- For Richmond Gardens, (all properties are not backed by lanes), do not consider granny flats or coach houses (There are no lots backed by lanes in Richmond Gardens; therefore these coach houses were not proposed); and
- For Other Areas In Richmond, do not consider granny flats and coach houses after the 2041 OCP Update is approved.

*For the OCP Update, incorporate the following into the chapter on "Connected Neighbourhoods":*

- Maps of Burkeville and Shellmont Local Planning Areas to show that the following areas will be considered for coach houses and granny flats;
  - For Burkeville, the entire neighbourhood will be considered for coach houses and granny flats; and
  - For Shellmont, the Edgemere neighbourhood will be shown with a notation that coach houses and granny flats will be considered only on lots backed by lanes.
- Coach house and granny flat policies will have land use, density, maximum height and on site parking requirements; and design guidelines to provide direction for elements such as building facades, roof pitch, window treatments, size and location; building materials, colours, privacy elements, landscaping, lane landscaping, decks and balconies and private outdoor space; and
- Sustainable design elements as optional requirements where feasible (solar power, rainwater collection systems).



*After the 2041 OCP is approved, staff recommend:*

- Monitoring the development of coach houses and granny flats for neighbourhood acceptance and quality of development;
- After a two year period, conduct a community survey, too see if the new housing forms are successful and accepted by Burkeville and Edgemere residents and consider amending the Zoning Bylaw so that property owners will not be required to submit a rezoning application and only a building permit will be required.

## **Part 2: OCP Update Concept Community Consultation, Findings and Recommendations**

### 2041 OCP Update Concept Public Consultation

In May and June 2011, staff held eight (8) open houses at City Hall and community centres across the City about the draft April 2011 OCP Update Concept contained in **Attachment 9**.

**Attachment 10** contains a summary of the OCP Update Concept Consultation program including venues, dates and open house attendance and the online “LetsTALKRichmond” discussion forum activity.

**Attachment 11** contains the OCP Update Concept display board material that was presented at the open houses.

**Attachment 12** contains the 2041 OCP Update Concept Comment Sheet and **Attachment 13** contains the verbatim comments.

### 2041 OCP Concept Comment Sheet Feedback

Residents were asked to fill out a comment sheet about the proposed April 11, 2011 OCP Concept. The comment sheet asked whether the vision, goals and objectives in the OCP Concept provide the direction necessary to prepare the 2041 OCP Update and to move Richmond towards a more sustainable future. The comment sheet had a space for people to provide their comments about the vision, goals and 12 objectives and whether anything had been left out.

There were thirty-five (35) responses. Fifteen (43%) respondents either strongly agreed or agreed that the OCP Concept provided enough direction. Ten (29%) respondents were neutral and ten (29%) disagreed.

### *Highlights of verbatim response*

In general, most people found that the OCP Concept was well done, that the City was on track, and that they were looking forward to seeing what Richmond might look like in thirty years. Many felt that there was no choice but for the City to become more sustainable and every effort must be made, no matter what opposition and that it would take political courage to implement the OCP Concept goals. The most mentioned topics and comments reflect what has been heard in previous OCP consultation rounds and are summarized below under the relevant OCP Concept topics.



- Vision and Goals
  - A good start, but need more research on different approaches to sustainability, including reviewing best practices from outside Canada;
  - Densification at key places and providing more housing choices is the only way forward;
  - Policy choices should reflect an emphasis on energy conservation;
  - The emphasis placed on notions of accessibility is timely because an aging population will need an improved transit system, improved cycling and pedestrian routes and universally accessible housing in apartments, granny flats, single family homes and townhouses. Shopping and services must eventually all become within walking distance; and
  - For the city's neighbourhoods to be connected and accessible, more green space, more shops and services within walking distance.

In general, residents wanted assurance that the OCP Update will contain policies to support and provide for:

- Connected Neighbourhoods with Special Places
  - Densification to improve and support shopping and services close to where people live;
  - More housing choice and more affordable housing options (e.g., townhouse, coach house or granny flats);
  - Pedestrian oriented compact neighbourhoods; a vibrant streetscape and pedestrian realm;
  - Improved look and appearance of single family homes; and
  - An enhanced neighbourhood identity.
- Vibrant City: Arts, Culture and Heritage/ Recreation and Community Wellness
  - More public spaces to bring people together;
  - More events like the Ozone, but not always in the City Centre. Program events in places such as City Hall, Cambie High School or the East Richmond Community Centre; and
  - More community amenities, especially for families and seniors.
- Agriculture and Food
  - Policies for food security and to encourage food production;
  - Restrict development (buildings and residences) on farmland;
  - Preserve the agricultural lands; and
  - Restrict the use of pesticides.
- Sustainable Infrastructure and Resources
  - Conservation and sustainability education needs to start at early level – kindergarten to grades 3 and 4; and
  - Implementation of energy conservation programs and plans to retrofit existing buildings.
- Mobility and Access
  - More transportation options, especially transit in all directions;
  - Priority to pedestrians and cyclists in the provision of routes and safety;
  - Improve the accessibility of the City's sidewalks;
  - More cycling storage; more racks for bikes in front of stores;
  - Keep bus fares to a minimum; increase rapid transit capability (e.g., more trains on the Canada Line);
  - Some suggested to allocate whole lanes for transit and bikes;



- More roads in and out of Richmond;
- Make parking more expensive;
- More tax on vehicles;
- Street parking by permit only on all streets with 3.5 km of Oval;
- Monitor ridership on the Canada Line, and when it reaches capacity; ensure that added capacity is provided (especially with planned development along Cambie corridor in Vancouver); and
- More responsible and accountable leaders in transit; elected transit authority.
- Ecological Network, Open Space and Public Realm
  - Many mentioned the intrinsic value of the Garden City Lands (wide open expanse and sense of space);
  - Provide more access to the Fraser River foreshore;
  - Preserve the City's parks and historic areas such as Steveston, Garry Point and Terra Nova Park; and
  - Improve the protection of natural areas and watercourses, especially the Fraser River.
- Climate Change
  - Begin planning and preparing for the effects of climate change such as sea level rise (i.e., dike upgrades).
- Safe City
  - Ensure that there is emergency response planning as part of the OCP Update (e.g., for natural occurrences such as earthquakes).
- Jobs and Economy
  - Retain the high jobs to people ratio and retain the high numbers of residents who live and work in Richmond compared to other municipalities.

For those that disagreed or strongly disagreed, most comments were related to mixed and negative views about the impacts that future population growth and densification of single family neighbourhoods would bring, including:

- Densification is not an appealing concept, population increase will have a huge impact on the quality of life; densification in the downtown core has been very disappointing (Brighthouse);
- Apartments are boxlike, dull and drab. Make them more visually appealing, interesting and creative;
- Need more information about where future park land and services would be implemented; what population growth would entail for Richmond's neighbourhoods;
- Don't allow multi family housing in all neighbourhoods; keep density in the downtown core; accommodate people in a wide variety of different types of neighbourhoods, townhouses and 3 storey buildings outside the City Centre and create more of a neighbourhood than high-rises.



### LetsTALKrichmond Online Discussion Forums

Between the launch of the letsTALK online website in July 2010 to date, LTR activity has been successful as follows:

| LetsTALKrichmond Activity          |                                    |  |
|------------------------------------|------------------------------------|--|
|                                    | July 2010 to August 2011 News Page | 3 <sup>rd</sup> Round Activity May 27 to June 30th |
| Type of Activity                   | Number                             | Number   |
| Page views                         | 109,354                            | 1,864  |
| Site visits                        | 91,081                             | 635  |
| Visitors                           | 4,334                              | 303  |
| Registered visitors                | 268                                | 18   |
| Average number of visitors per day | 22                                 | 2  |
| Average stay time                  | 2.50                               | 3.10   |
| Documents downloaded               | 1,965                              | 660  |

The LetsTALKrichmond online website was used for a one month period in between May 27 and June 30, 2011 for a second round of discussion topics about the OCP Update Concept. The two discussion topics presented were similar to the OCP Concept survey questions. Residents were asked whether the vision, goals and objectives were in the OCP Concept provide the direction necessary to being to draft the OCP Update. The second discussion topic asked whether there was anything more to add to the ideas and principles presented in the OCP Concept. Although there was much activity and several hundred visitors to the online site during June 2011 who sought information, very few comments were posted to the discussion forum. City staff continue to encourage residents to post their comments.

### Stakeholder Letters (Attachment 14 and 15)

| Stakeholder Letters |  | Lessons Learned  |
|---------------------|--|--|
| 1.                  | <b>Eco Waste</b><br>- City of Richmond's Employment Lands Strategy has understated the rate of port-related growth to be expected in Richmond and overstated the supply of land suitable for industrial use;<br>- Since Ecowaste's lands have not been used for agriculture and may not be suitable for farming when filling is complete, the City should make provision now for the future industrial use of some or all of Ecowaste's property north of Blundell Road;<br>- Richmond should amend its Urban Containment Boundary through the Regional Context Statement by extending the Urban Containment Boundary north along Savage Road all the way to Granville Avenue. | - The Employment Lands Strategy endorsed by Council in July 2011, determined that Richmond has an adequate supply of employment lands;<br>- The future use of the Ecowaste properties that are within the ALR will be subject to City and Agriculture Commission policies and regulations;<br>- The Urban Containment Boundary established in Regional Growth Strategy was the result of many years of consultation and was recently approved by the Metro Vancouver Board in July 2011. The City has no plans to change the UCB.  |
| 2.                  | <b>Richmond School District</b><br>- The role of schools as being integral hubs for the community, frequently used by local organizations and families for after school programs and activities (e.g., day care, recreation) needs id not receive the prominent exposure in the OCP that it deserves;<br>- School district has much to contribute to help Richmond remain vibrant, especially the learning opportunities (e.g., continuing education for adults);<br>- Identification of potential school sites in the OCP is of primary importance in planning for sustainable infrastructure   | <b>Response letter from Mayor is in Attachment 16.</b><br>- In preparing the 2041 OCP, the City will enhance the existing 1999 OCP policies which already include a very extensive Education section (6.4). - In building on the existing OCP policies, examples of some 2041 OCP Concepts to better plan and integrate school and community needs include:<br>- Lifelong learning, safety for Kids, Linking People, Community and Nature.<br>- In preparing the 2041 OCP, additional policies to improve the role of schools can include:<br>- As the City considers the densification of neighbourhood centres outside the City Centre to create more complete communities, where people can better work, live and play, schools will play an important role, as determined in consultation with the |

| Stakeholder Letters | Lessons Learned  |
|---------------------|--|
|                     | School Board<br>- The City and Board will continue their partnership to ensure that Richmond residents have access to a range of educational, recreation, sport and community wellness opportunities, including where any needed new school may best be located. |

### 2041 OCP Update Concept Recommendations

That Staff proceed to draft the 2041 OCP Update based on the:

- Coach house and granny flat recommendations in Part I; and
- April 2011 OCP Update Concept and studies; and

### **Next Steps**

In the fall of 2011, staff will begin drafting the 2041 OCP Update (see the attachment for the status of studies). February 2012, the Environmentally Sensitive Areas (ESA) Strategy will be reviewed by Council followed by public, Agricultural Advisory Committee (AAC), Environment Advisory Committee (EAC) and affected property owners consultation. A revised ESA Strategy will be presented to Council in March-April 2012. In March-April 2012, it is anticipated that the 2041 OCP Update will be brought forward for consideration and a public hearing.

### **Financial Impact**

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

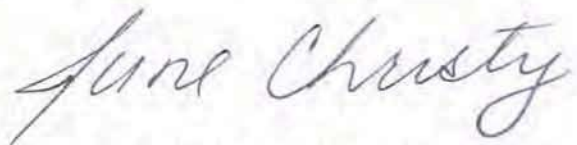
### **Conclusion**

In 2009, Council initiated the 2041 OCP Update with a sustainability theme. The third round of consultation has now been completed and this report presents the responses regarding coach house and granny flat options in Burkeville, Edgemere and Richmond Gardens and the proposed 2041 OCP Concept. As staff have already begun drafting the 2041 OCP, once Council endorses the recommendations contained in this report, they will be incorporated into the 2041 OCP Update. All 2041 OCP studies are to be completed in early 2012. The full 2041 OCP Update is anticipated to be finished in mid 2012 with Provincial approval of the complementary DCC bylaw afterwards.



Terry Crowe  
Policy Planning (4139)

TTC/JC:cas



June Christy, Senior Planner  
Policy Planning (4188)



**Attachments**

|                      |   |
|----------------------|---|
| <b>Attachment 1</b>  | Summary of OCP Update Activities  |
| <b>Attachment 2</b>  | Main 2041 OCP Update Studies  |
| <b>Attachment 3</b>  | Granny Flat/Coach House Survey Questions  |
| <b>Attachment 4</b>  | Granny Flat and Coach House Open House Display Boards   |
| <b>Attachment 5</b>  | Burkeville Neighbourhood Map of Survey Responses  |
| <b>Attachment 6</b>  | Edgemere Neighbourhood Map of Survey Responses  |
| <b>Attachment 7</b>  | Richmond Gardens Map of Survey Responses  |
| <b>Attachment 8</b>  | Granny Flat/Coach House Verbatim Comments   |
| <b>Attachment 9</b>  | 2041 OCP Update Concept (April 2010 draft)  |
| <b>Attachment 10</b> | OCP Concept and Housing Open House Program (venues, dates and attendance) and Lets Talk Richmond Activity |
| <b>Attachment 11</b> | 2041 OCP Concept Display Boards   |
| <b>Attachment 12</b> | OCP Update Concept Comment Sheet  |
| <b>Attachment 13</b> | 2041 OCP Update Concept Comment Sheet Verbatim Comments   |
| <b>Attachment 14</b> | Richmond School Board letter  |
| <b>Attachment 15</b> | Mayor Response to School Board Letter   |
| <b>Attachment 16</b> | Ecowaste Letter   |



## 2041 OCP Update Activities from November 2009 to August 2011

- In November 2009, the first round of OCP public consultation was held with open houses and an OCP 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;
  - densification at key places such as mixed use neighbourhood centres outside the City Centre with amenities, shops and services close by;
  - more housing choices in the single family areas;
  - improved transportation choices, and more 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 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;
- In October and November 2010, the 2<sup>nd</sup> round of OCP public consultation was undertaken with five open houses and a survey on new housing types in single family areas and the future planning of neighbourhood centres outside the City Center;
  - Citywide, a large percentage (49% to 56%) either strongly disagreed or disagreed with coach houses, granny flats or duplexes on lots located anywhere but on an arterial road;
  - There was some support (over 50% in support) in specific areas for considering coach houses and granny flats;
  - Most areas did not support the duplex housing form. Most mentioned that the look and size of existing duplexes in Richmond was very unappealing;
  - Citywide, residents strongly supported (78% strongly agreed or agreed) more detailed future planning in consultation with the community for most neighbourhood centres;
  - Although the citywide survey response rate (488) was useful, when the results were categorized into the 14 planning areas, an accurate sense of what area residents want was not captured, and it could not be determined if residents were in support, or not for granny flats and coach houses. For these reasons, it was felt that it would be worthwhile to consult further in certain areas prior to the OCP Update being finalized. Staff prepared criteria and three neighbourhoods were chosen based on criteria (degree of survey support, quantity and age of housing stock built before 1970, as such sites tend to redevelop);
  - Although support for densification planning for neighbourhood centres was high; not all centres can be re-planned at once and priorities based on criteria were established (degree of survey support, age of the centre, need for improvements such as transportation and street beautification);
- In April 2011, based on the 2<sup>nd</sup> round OCP findings, Council endorsed that:
  - Regarding coach house and granny flat options:
    - Prior to the OCP Update being finalized, more public consultation will take place in Burkeville, Edgemere and Richmond Gardens to see if residents in these three areas want coach houses and granny flats.
  - Regarding more consultation and planning to densify neighbourhood centres outside the City Centre:
    - City-led master planning processes and more consultation and planning to densify neighbourhood centres be undertaken for East Cambie and Hamilton Neighbourhood Centres after the OCP Update is approved;



- If the owners of 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;
- Densification of Seafair, Terra Nova and Ironwood neighbourhood centers is not to be considered in the 2041 OCP Update based on neighbourhood feedback over the last 10 years and community comments made at the open houses, which indicated that there is little wish to redevelop these Centres;
- The Broadmoor Neighbourhood Centre can continue its densification, as per the Broadmoor Neighbourhood Centre Master Plan approved by Council in 2010.
- In April 2011, the 2041 Employment Lands Strategy was presented to Planning Committee for consideration. It included a summary of 2009 – 2041 employment strengths and an employment lands outlook to 2041 and some highlights include:
  - Richmond will continue to maintain its favourable job/worker ratio;
  - City Centre will be the main employment area in the City;
  - Richmond will remain one of the major industrial land providers in the Metro Vancouver region;
  - There is no need to remove land from the ALR to meet 2041 projected employment needs; and
  - Densification of all types of employment lands needs to be encouraged in the future.
- In April 2011, Council endorsed the draft 2041 OCP Concept, and that staff proceed with a 3<sup>rd</sup> round consultation process to solicit community input on the OCP Concept. The Concept presented a high level summary of the concepts upon which the OCP can be prepared, based on the consultation, studies and research; and
- Due to its complexity, the Environmentally Sensitive Area (ESA) Strategy will take until January 2012 to complete, as it involves substantial and detailed study, and further analysis and public consultation.



## Attachment 2

| 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  | Studies completed except:<br>Arts Strategy Update: Steering Committee input session completed, RTC to Council in early 2012  |
| 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:<br>-enable balanced decision making,<br>-explore innovation in resource management<br>-explore integration of solutions to emerging urban issues (climate change adaptation, energy generation, urban agriculture and ecology, increasing density) and<br>-inspire community engagement and reflect community identity  | Phase 1: March 1, 2011<br>Final: November, 2011  |
| Transportation Plan                                 | Phase 1: transportation demand forecasting to identify any new significant transportation improvements based on future land use changes<br>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<br>Phase 3: Implementation Strategy   | Phase 1: Complete<br>Phase 2 and 3: Fall 2011  |
| Development Permit Guidelines                       | Cross departmental staff team to review DP guidelines, identify gaps, best practices, 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.<br>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<br>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.  | Engineering modelling complete<br>Report finalization in September 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.<br><br>To provide a strategic roadmap for making the transition to a more energy-wise and low-carbon future and meet provincial legislative requirements of Bill 27. The CEEP is being developed in 2 phases. Phase 1 identified priority areas of focus and produced action scenarios to meet alternative targets. Phase 2 will identify short-and long-term actions that the City can take directly, or indirectly, to meet established targets. | Phase 1: Vision, Objectives, Targets and Key Strategies (Complete)<br>- resulted in Council adopted energy and GHG emissions targets.<br><br>Phase 2: Actions and Implementation Plan (Spring 2012). |
| 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<br>Strategy to be forwarded to Council in early 2012   |



**OCP 3<sup>rd</sup> Round Open House Survey  
Burkeville, Richmond Gardens, Edgemere**

**Granny Flats**

1. Do you support the idea of permitting granny flats in your neighbourhood?

☐

Yes

☐

No

☐

Unsure

**Comments:**

---



---

2. If yes, do you prefer that:

☐

**Option 1:**

The City amend the Zoning Bylaw to allow granny flats in your neighbourhood by Building Permit?

☐

**Option 2:**

Each property owner request the City to amend the Zoning Bylaw after a Public Hearing to allow a granny flat on their own property?

**Comments:**

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**Coach Houses**

3. Do you support the idea of permitting coach houses in your neighbourhood?

☐

Yes

☐

No

☐

Unsure

**Comments:**

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4. If yes, do you prefer that:

☐

**Option 1:**

The City amend the Zoning Bylaw to allow coach houses in your neighbourhood by Building Permit?

☐

**Option 2:**

Each property owner request the City to amend the Zoning Bylaw after a Public Hearing to allow a coach house on their own property?

**Comments:**

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**Please turn over and complete other side**



**OCP 3<sup>rd</sup> Round Open House Survey**  
**Burkeville, Richmond Gardens, Edgemere**

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☐ Richmond Gardens      ☐ Edgemere      ☐ Burkeville

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### Request

Please fill out the survey form to let us know what you think about these proposed new, innovative forms of ground-oriented housing by **Thursday, June 30, 2011**.

- Complete the survey form tonight and leave it in the drop off boxes provided at this open house; or
- Take it home and mail or fax it back to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1 or 604-276-4052 (fax); or
- E-mail it to [hburke@richmond.ca](mailto:hburke@richmond.ca); or
- Fill it out online at the City's web site or at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca), the City's online discussion forum.

Thank you very much

*Please use this space for any additional comments.*

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**Your comments will be considered by Richmond City Council in preparing the 2041 OCP.**

# Official Community Plan (OCP)–2041 Update



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

### 2041 Update: Third round public consultation

#### Purpose

The purpose of this Open House is to:

- Undertake more community consultation to see whether residents in Richmond Gardens, Edgemere and Burkeville want to consider granny flats and/or coach houses in their neighbourhoods;
- Obtain your feedback on these proposed new, innovative forms of ground-oriented housing.

#### Request

Please fill out the survey form to let us know what you think by Thursday, June 30, 2011.

- Complete the survey form tonight and leave it in the drop boxes provided at this Open House;
- Take it home and mail or fax it back to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1 or 604-276-4052 (fax)
- Email it to [hburke@richmond.ca](mailto:hburke@richmond.ca)
- Fill it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca), the City's online discussion forum

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## Proposed new, innovative forms of ground-oriented housing

### Background

The City of Richmond is in the process of updating its Official Community Plan (OCP). The OCP is the City's most important planning policy document that helps achieve the City's long-term vision, and what we want to be in the future as a community. The existing OCP was adopted in 1999 and helps the City manage to 2021.

In 2009, Richmond City Council directed that the OCP be updated to the year 2041. Over the past 1½ years, City staff have been consulting with the public and various stakeholders on how the 2041 OCP Update can move Richmond "towards a sustainable community". One of the ways to do this is by considering new, innovative forms of ground-oriented housing outside the City Centre.

In April 2011, Richmond City Council directed that prior to the 2041 OCP Update being finalized, more community consultation take place in the *Richmond Gardens, Edgemere and Burkeville* areas to see if the residents in these three areas want to consider new, innovative forms of ground-oriented housing such as granny flat and coach house options. The intent of this public consultation process is to gauge the level of support and interest in Richmond Gardens, Edgemere and Burkeville only. No other areas will be considered for granny flats and coach houses in the 2041 OCP Update.

The following table provides a summary of the proposed new, innovative forms of ground-oriented housing that are described and illustrated in greater detail on the other display boards.

Currently, Richmond Gardens, Edgemere and Burkeville permit single family houses and a secondary suite. Two rezoning applications have been approved in Burkeville which would permit a coach house on the condition that the existing single family house is retained and does not contain a secondary suite. There have been no rezoning applications to permit a granny flat or coach house in Richmond Gardens or Edgemere (i.e., these forms of housing would be new to these areas).

### Summary of proposed new, innovative forms of ground-oriented housing

| Area                                 | Retention of existing house required | Secondary suite permitted in house | Proposal to permit granny flat | Proposal to permit coach house |
|--------------------------------------|--------------------------------------|------------------------------------|--------------------------------|--------------------------------|
| Richmond Gardens (area has no lanes) | No                                   | Yes                                | Yes                            | No                             |
| Edgemere (area with no lanes)        | No                                   | Yes                                | Yes                            | No                             |
| Edgemere (area with lanes)           | No                                   | Yes                                | Yes                            | Yes                            |
| Burkeville (area has lanes)          | Yes                                  | No                                 | Yes                            | Yes                            |

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**Towards a sustainable community**

**Official Community Plan (OCP)–2041**

**PLN - 132**

**Update: Third round public consultation**







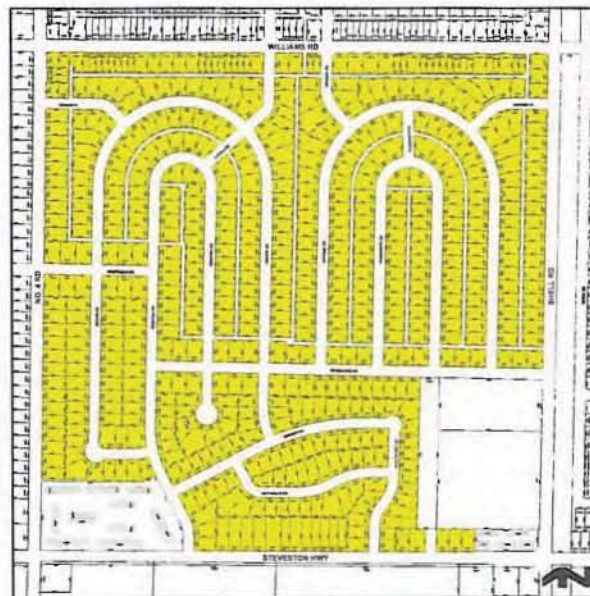
## Proposed new, innovative forms of ground-oriented housing



Richmond Gardens



Burkeville



Edgemere

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

**PLN - 133**  
Update: Third round public consultation







# Proposed new, innovative forms of ground-oriented housing

## Granny flat

### Applicable to

- Richmond Gardens
- Edgemere
- Burkeville—on the condition that the existing house as retained and does not contain a secondary suite.

### Description

A granny flat is a detached, self contained dwelling located totally on the ground floor in the rear yard of a single family residential lot with or without lane access.

### Proposed locations

Granny flats are proposed to be:

1. The only new, innovative form of ground-oriented housing where there is no lane (i.e., coach houses would not be permitted in all of Richmond Gardens and a portion of the Edgemere area);
2. The primary new building form for the majority of Burkeville which has a predominance of existing 1 storey single family houses, which are to be retained.

### Maximum height

A granny flat would have a maximum height of 1 storey or 5 m (16½ feet), whichever is the lesser. As such, the granny flat would be no higher than a typical 1 storey single family house or the maximum height of a detached garage or workshop.



Granny flat with lane access

### Roofs

Flat roofs would not be permitted (unless built as a green roof used as an urban garden), and in order to provide architectural interest a roof pitch of around 6:12 is proposed.

### Size

In order to control the size of the granny flat, a minimum and maximum building area of between 33 m<sup>2</sup> (355 ft<sup>2</sup>) and 70 m<sup>2</sup> (755 ft<sup>2</sup>) is suggested.

### Setbacks

The granny flat is proposed to be located a minimum of 3 m (10 ft) from the single family house and 1.2 m (4 ft) from the side and rear lot lines.

### Density

There would be no change in the permitted density and lot coverage currently allowed in the Richmond Gardens, Edgemere and Burkeville areas (i.e., the granny flat would not result in more building area than what is presently permitted upon redevelopment).

### Parking

In addition to the minimum 2 parking spaces for the single family house, a minimum and maximum of 1 additional parking space would be required for the granny flat.



Granny flat with no lane access

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**Towards a sustainable community**

**Official Community Plan (OCP)–2041**

**PLN - 134**

**Update: Third round public consultation**







## Proposed new, innovative forms of ground-oriented housing

### Granny flat continued . . .

#### Secondary suites

A secondary suite would be permitted in the single family house only (an additional parking space could be provided for the secondary suite but is not required), but not in Burkeville where there are concerns about parking and where there is a lack of transit services.

#### Burkeville house retention

Because of its heritage/historic nature, a granny flat would only be permitted in Burkeville where the existing single family house is retained.

#### Subdivision

No subdivision would be permitted of the single family lot or for the granny flat in order to retain the existing large lot sizes in these neighbourhoods and to provide rental housing.

#### Outdoor space

It is proposed that a private outdoor space with a minimum area of 30 m<sup>2</sup> (325 ft<sup>2</sup>) and minimum width and depth of 3 m (10 ft) be provided for the benefit of the granny flat only.

#### Sustainable design

Wherever possible, the granny flat will be required to incorporate sustainable design elements into the site and building design and construction (e.g., solar power; rainwater collection systems).

#### Design guidelines

Additional design guidelines will be implemented for the building facades, windows, building materials and colours, visibility, access, landscaping, decks and other aspects of the granny flat to ensure that they fit into the neighbourhood and are well designed.

#### Zoning Bylaw

If granny flats are favoured, two options exist for permitting them under the Zoning Bylaw:

##### Option 1:

The City could amend the Zoning Bylaw to allow a granny flat in the areas that want this new, innovative form of ground-oriented housing. Under this option, the City would absorb the cost of amending the Zoning Bylaw and, if approved by Richmond City Council, rezoning applications on individual sites would not be required and only a Building Permit would be needed. This option would provide greater certainty to homeowners, neighbours and builders. It is the approach the City of Vancouver has taken on laneway housing. Any amendment to the Zoning Bylaw would go through a Public Hearing process and be subject to the approval of Richmond City Council.

##### Option 2:

Each property owner in the areas that want a granny flat would have to apply to amend the Zoning Bylaw by rezoning their property to permit this new, innovative form of ground-oriented housing. Under this option, the property owner would absorb the cost of amending the Zoning Bylaw and rezoning applications on individual sites would be required (i.e., a rezoning sign would be put up on the property, a Public Hearing would be held, and the rezoning would be subject to the approval of Richmond City Council). This approach would provide the City and neighbourhood more flexibility in determining the location of granny flats and is a more cautious approach of gauging the impact of permitting this new form of housing.

#### Survey questions for granny flats:

1. Do you support the idea of permitting granny flats in your neighbourhood?  
☐ Yes    ☐ No    ☐ Unsure
2. If yes, do you prefer that:  
☐ Option 1: The City amend the Zoning Bylaw to allow granny flats in your neighbourhood by Building Permit?  
☐ Option 2: Each property owner request the City to amend the Zoning Bylaw after a Public Hearing to allow a granny flat on their own property?

Comments:

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

PLN - 135







## Proposed new, innovative forms of ground-oriented housing



Granny Flat with lane access



Granny Flat with no lane access

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## Proposed new, innovative forms of ground-oriented housing

### Coach house

#### Applicable to

- Edgemere—where there is a lane
- Burkeville—on the condition that the existing house is retained and does not contain a secondary suite

#### Description

A coach house is a detached, self contained dwelling located beside and/or above the garage accessed by a lane in the rear yard of a single family residential lot.

#### Proposed locations

Coach houses are proposed to be permitted only where:

1. There is a lane  
(i.e., coach houses would not be permitted at all in Richmond Gardens nor in the portion of the Edgemere which has no lane);
2. There are existing 1½ to 2 storey single family houses in Burkeville, which are to be retained.

#### Types of coach houses

Basically, there are two types of coach houses:

1. Where the majority (e.g., 75%) of the floor area is located above a detached garage (i.e., dwelling on the 2nd storey);
2. Where the majority (e.g., 60%) of the floor area is located on the ground floor (i.e., 1½ storey dwelling).

#### Maximum height

In both cases, the maximum building height is proposed to be 6 m (20 ft), which is 3 m (10 ft) or ½ to 1 storey lower than the maximum height of a typical, new single family house.



1 ½ storey coach house with lane access

#### Roofs

Flat roofs would not be permitted (unless built as a green roof used as an urban garden), and in order to provide architectural interest a roof pitch of around 6:12 to 8:12 is proposed.

#### Unit Size

In order to control the size of the coach house, a minimum and maximum building area of between 33 m<sup>2</sup> (355 ft<sup>2</sup>) and 60 m<sup>2</sup> (645 ft<sup>2</sup>) is suggested.

#### Setbacks

The coach house is proposed to be located a minimum of 4.5 m (15 ft) from the single family house and 2 m (6½ ft) from the side and rear lot lines.

#### Density

There would be no change in the permitted density and lot coverage currently allowed in the Edgemere and Burkeville areas (i.e., the coach house would not result in more building area than what is presently permitted upon redevelopment).

#### Parking

In addition to the minimum 2 parking spaces for the single family house, a minimum and maximum of 1 additional parking space would be required for the coach house.

#### Access:

It is proposed that all of these parking spaces would be located in the rear yard (not the front yard) and would be accessed from the lane only (not the street).



2 storey coach house with lane access

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**Towards a sustainable community**

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

**PLN - 137**







## Proposed new, innovative forms of ground-oriented housing

### Coach house continued . . .

#### Layout

A coach house would be located above a maximum of 2 parking spaces in a garage.

#### Secondary suite

A secondary suite would be permitted in the single family house only in Edgemere (an additional parking space could be provided for the secondary suite but is not required), but not in Burkeville where there are concerns about parking and where there is a lack of transit services.

#### Burkeville house retention

Because of its heritage/historic nature, a coach house would only be permitted in Burkeville where the existing single family house is retained.

#### Subdivision

No subdivision would be permitted of the single family lot or for the coach house in order to retain the existing large lot sizes in these neighbourhoods and to provide rental housing.

#### Outdoor space

It is proposed that a private outdoor space with a minimum area of 30 m<sup>2</sup> (325 ft<sup>2</sup>) and minimum width and depth of 3 m (10 ft) be provided for the benefit of the coach house only.

#### Lane landscaping and services

Because the coach house will be adjacent to and visible from the lane, certain landscaping, permeable materials, screened waste/recycling bins and underground services should be located along the lane in order to create an attractive transition and appearance.

#### Garage doors

Garage doors would be encouraged to have careful detailing and sensitive design.

#### Sustainable design

Wherever possible, the coach house will be required to incorporate sustainable design elements into the site and building design and construction (e.g., solar power; rainwater collection systems).

#### Design guidelines

Additional design guidelines will be implemented for the building facades, windows, building materials and colours, visibility, access, landscaping, balconies, decks and other aspects of the coach house to ensure that they fit into the neighbourhood, minimize overlook and privacy concerns, and are well designed.

#### Zoning Bylaw

If coach houses are favoured, two options exist for permitting them under the Zoning Bylaw:

##### Option 1:

The City could amend the Zoning Bylaw to allow a coach house in the areas that want this new, innovative form of ground-oriented housing. Under this option, the City would absorb the cost of amending the Zoning Bylaw and, if approved by Richmond City Council, rezoning applications on individual sites would not be required and only a Building Permit would be needed. This option would provide greater certainty to homeowners, neighbours and builders. It is the approach the City of Vancouver has taken on laneway housing. Any amendment to the Zoning Bylaw would go through a Public Hearing process and be subject to the approval of Richmond City Council.

##### Option 2:

Each property owner in the areas that want a coach house would have to apply to amend the Zoning Bylaw by rezoning their property to allow this new, innovative form of ground-oriented housing. Under this option, the property owner would absorb the cost of amending the Zoning Bylaw and rezoning applications on individual sites would be required (i.e., a rezoning sign would be put up on the property, a Public Hearing would be held, and the rezoning would be subject to the approval of Richmond City Council). This approach would provide the City and neighbourhood more flexibility in determining the location of coach houses and is a more cautious approach of gauging the impact of permitting this new form of housing.

#### Survey question for coach houses:

3. Do you support the idea of permitting coach houses in your neighbourhood?

☐ Yes ☐ No ☐ Unsure

Comments:

4. If yes, do you prefer that:

☐ Option 1: The City amend the Zoning Bylaw to allow coach houses in your neighbourhood by Building Permit?

☐ Option 2: Each property owner request the City to amend the Zoning Bylaw after a Public Hearing to allow a coach house on their own property?

Comments:

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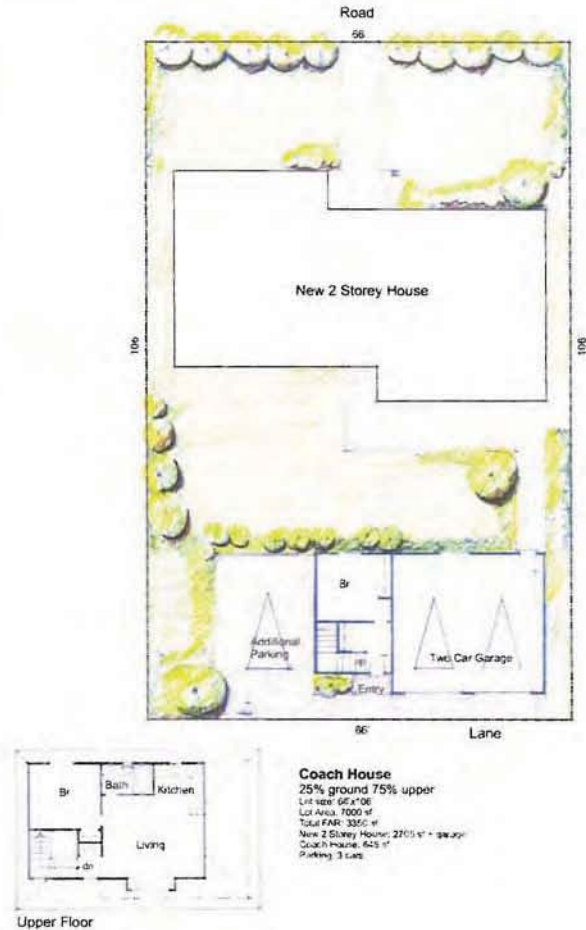




# Proposed new, innovative forms of ground-oriented housing



Coach House 60% ground and 40% upper



Coach House 25% ground and 75% upper

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

**PLN – 139**

Third round public consultation







# Proposed new, innovative forms of ground-oriented housing

## Survey

**OCP 3<sup>rd</sup> Round Open House Survey**  
Burkeville, Richmond Gardens, Edgemere

**Granny Flats**

1. Do you support the idea of permitting granny flats in your neighbourhood?

☐ Yes ☐ No ☐ Unsure

Comments: \_\_\_\_\_

2. If yes, do you prefer that:

☐ Option 1:  
The City amend the Zoning Bylaw to allow granny flats in your neighbourhood by Building Permit?

☐ Option 2:  
Each property owner request the City to amend the Zoning Bylaw after a Public Hearing to allow a granny flat on their own property?

Comments: \_\_\_\_\_

**Coach Houses**

3. Do you support the idea of permitting coach houses in your neighbourhood?

☐ Yes ☐ No ☐ Unsure

Comments: \_\_\_\_\_


4. If yes, do you prefer that:

☐ Option 1:  
The City amend the Zoning Bylaw to allow coach houses in your neighbourhood by Building Permit?

☐ Option 2:  
Each property owner request the City to amend the Zoning Bylaw after a Public Hearing to allow a coach house on their own property?

Comments: \_\_\_\_\_

Please turn over and complete other side



**OCP 3<sup>rd</sup> Round Open House Survey**  
Burkeville, Richmond Gardens, Edgemere

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

Address: \_\_\_\_\_

Neighbourhood: ☐ Richmond Gardens ☐ Edgemere ☐ Burkeville

E-mail: \_\_\_\_\_

Home Phone: \_\_\_\_\_

Work Phone: \_\_\_\_\_

**Request**  
Please fill out the survey form to let us know what you think about these proposed new, innovative forms of ground-oriented housing by Thursday, June 30, 2011.

- Complete the survey form tonight and leave it in the drop off boxes provided at this open house, or
- Take it home and mail or fax it back to the City of Richmond, 6911 No. 3 Road, Richmond BC V6Y 2C1 or 604-276-4052 (fax), or
- E-mail it to [rich@richmond.ca](mailto:rich@richmond.ca), or
- Fill it out online at the City's web site or at [www.360richmond.ca](http://www.360richmond.ca) the City's online discussion forum

Thank you very much

Please use this space for any additional comments:

\_\_\_\_\_  
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Your comments will be considered by Richmond City Council in preparing the 2041 OCP.

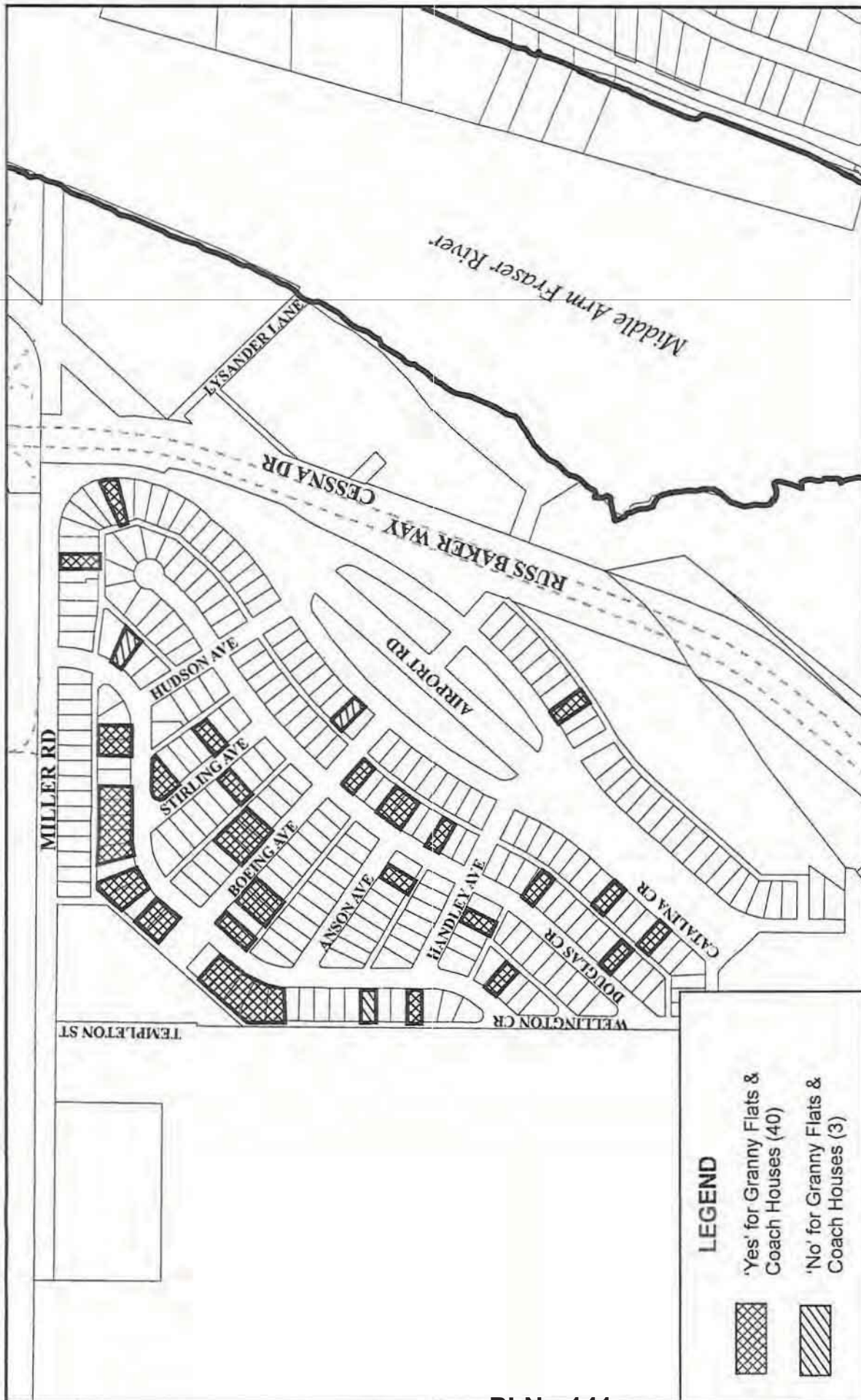
*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

**Towards a sustainable community**  
Official Community Plan (OCP)-2041

**PLN - 140**

Update: Third round public consultation





# Burkeville Area Map







**LEGEND**

'Yes' for Granny Flats (18)



'No' for Granny Flats (23)



# Edgemere Area Map

Original Date: 08/23/11


Revision Date:


Note: Dimensions are in METRES

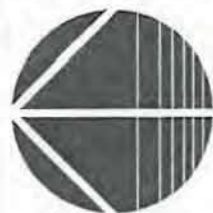




# LEGEND

 'Yes' for Coach Houses (14)

 'No' for Coach Houses (11)



## Edgemere Area Map

Original Date: 08/23/11

Revision Date:

Note: Dimensions are in METRES





# LEGEND

'Yes' for Granny Flats (16)



'No' for Granny Flats (10)

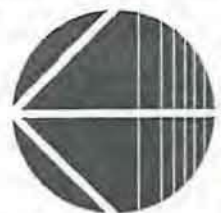


## Richmond Gardens Area Map

Original Date: 08/23/11

Revision Date:

Note: Dimensions are in METRES



**OCP 3<sup>rd</sup> Round – Housing Survey**  
**for Burkeville, Edgemere and Richmond Gardens**  
*Survey Verbatim*

**Q1) Granny Flats – Do you support the idea of permitting granny flats in your neighbourhood?**  
 Comments:

**Burkeville:**

| Survey # | Support Granny Flats | Comments  |
|----------|----------------------|---|
| 4        | Yes                  | Need legislation and rules on flats   |
| 11       | Yes                  | It's a great idea for a senior to know that they would be near their relatives if they need care.   |
| 12       | Yes                  | I do not think houses in Burkeville are heritage and Granny Flats should be allowed on new or renovated houses.   |
| 21       | Yes                  | The high value of our land cannot support an original 800 sq ft WWII home.<br><br>Option 2 could turn into a "Gong Show"  |
| 70       | No                   | Parking and density concerns mainly.  |
| 71       | No                   | Originally supportive, but after walking around the neighbourhood and giving it more thought, I'm not sure it / they are a 'good fit' for our community.<br><br>Lots depicted seem to have more room than average Burkeville lots. More green space possible in between |
| 73       | No                   | Parking is a concern – our streets are narrow and when residents park on both sides of the streets, the street then becomes a one way street. It is rather difficult for emergency vehicles to navigate our narrow streets as it is.                                    |



**OCP 3<sup>rd</sup> Round – Housing Survey**  
**for Burkeville, Edgemere and Richmond Gardens**  
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| 70       | No                   | Parking and density concerns mainly.  |
| 71       | No                   | Originally supportive, but after walking around the neighbourhood and giving it more thought, I'm not sure it / they are a 'good fit' for our community.<br><br>Lots depicted seem to have more room than average Burkeville lots. More green space possible in between |
| 73       | No                   | Parking is a concern – our streets are narrow and when residents park on both sides of the streets, the street then becomes a one way street. It is rather difficult for emergency vehicles to navigate our narrow streets as it is.0                                   |

**Edgemere:**

| <b>Survey #</b> | <b>Support Granny Flats</b> | <b>Comments</b>  |
|-----------------|-----------------------------|--|
| 77              | Yes                         | Ensure adequate parking for owners. no other neighbour should park at other people's property.<br><br>Option 1: Adequate sewage to handle the add'l owners.  |
| 78              | Yes                         | Make sure parking is adequate and is allowed for within the lot. No off-street and no off-lane parking at all times.<br><br>Option 1: No street parking and no back lane parking must be strictly enforced   |
| 83              | Yes                         | Provided the city consider the neighbour's infrastructure plan. ie more schools, improved roads, speed bumps to accommodate the increase in population.  |
| 86              | Yes                         | I think this will increase value of property and will help with relatives having a hard time buying their own place.<br><br>Option 1: By allowing granny flats our sons & daughters can have an affordable place by themselves.  |
| 99              | Yes                         | Options: Depends! In the absence of the requirement for a rezoning application, I would like to see design guidelines to guide the design of the granny flat with only a building permit and there should be some kind of "Review" permit (although not a full-on rezoning). |
| 95              | No                          | Residential lots are much too expensive to cover the property with only a single level of living space.  |
| 101             | No                          | Because the city does not force them to be registered, inspected and have off-street parking.  |
| 102             | No                          | Parking problems. Cutting down more trees. Traffic problems.   |
| 106             | No                          | Traffic / Noisy Tenants / Back lane traffic  |
| 110             | No                          | I lose more privacy if my neighbours build these.  |



**Richmond Gardens:**

| <b>Survey #</b> | <b>Support Granny Flats</b> | <b>Comments</b>  |
|-----------------|-----------------------------|--|
| 125             | Yes                         | Problem of access with lack of back lane? What is the actual difference of a Coach House and Granny Flat?  |
| 128             | Yes                         | This will make living or continue living in Richmond possible for younger people like my children.   |
| 130             | Yes                         | Option 2: We prefer this approach because this way there is more control over the process both by the City of Richmond and the entire neighbourhood.   |
| 131             | Yes                         | Roofline should have a very low pitch  |
| 137             | Unsure                      | Nothing but a tax grab by city hall.   |
| 138             | No                          | Lived in this single family neighbourhood for 27 years and believe it should remain as it was intended.<br><br>The new houses being built now are too big for the lots and contain multi-families. |
| 139             | No                          | Properties in this neighbourhood do not have lanes.  |
| 145             | No                          | Not in favour of any extra housing on already homes with illegal suites in them.   |
| 148             | No                          | Already too much traffic, even walking through park and sidewalk; you have bicycles, skateboards, motorized wheelchairs, ect. you have to dodge.   |
| 151             | No                          | Increased density, on street parking problems, inflated property valuations for those not building any, increased property taxes.  |
| 154             | No                          | Enough illegal suites already that are not subject to rules.   |
| 155             | No                          | This is a neighbourhood of well-established family homes. It would be a shame to change it.  |
| 159             | No                          | The neighbourhoods are crowded enough already, it will create more congestion. No lane access for the firefighters and can end up with more than one family like all of the illegal suites.        |
| 166             | No                          | Who needs them.  |

**Q3) Coach Houses – Do you support the idea of permitting coach houses in your neighbourhood? Comments:**

**Burkeville:**

| Survey # | Support Coach Houses | Comments   |
|----------|----------------------|--|
| 12       | Yes                  | This should be done by city, so it will save time and money and allow this type of work to be done in the whole area regardless of neighbours.   |
| 13       | Yes                  | Very interested  |
| 14       | Yes                  | Eager to accommodate a coach house on our property.  |
| 15       | Yes                  | Both coach house and granny flats should be allowed with new construction.   |
| 21       | yes                  | Same comment as above/   |
| 70       | No                   | Same concerns as above   |
| 71       | No                   | I have to say that I would not want one beside me. I am concerned about diminished privacy, back yard gardens being shaded out by the taller buildings, increased traffic, less parking available and speculated development by some property owners for part... |
| 73       | No                   | Parking – see above. Although it is indicated that access be located at the rear it won't happen. The one space for the coach house maybe – the other residents generally park on the main street.   |

**Edgemere:**

| Survey # | Support Coach Houses | Comments   |
|----------|----------------------|--|
| 74       | Yes                  | Option 1: It should be blanket. Too much City time, resources and expense to do on individual basis.   |
| 78       | Yes                  | No back lane parking at all times.   |
| 83       | Yes                  | Only for those lots with back lanes.   |
| 85       | Yes                  | Good to allow coach houses.  |
| 91       | Yes                  | It is better to attach the coach house to the main house   |
| 93       | Yes                  | But only if the property owner has to supply parking on his own property for the tenants.<br><br>Option1: A blanket approved for a neighbourhood makes more sense. Everyone knows what type of construction can take place next to them. |
| 99       | No                   | 2-story massing is potentially too obstructive and would impact adjacent lots liveability.   |
| 101      | No                   | For the same reason as #1 above  |
| 102      | No                   | No lane access in our neighbourhood  |
| 110      | No                   | More cars, noise (shift workers) ect. More beat up alley where 2 cars can't pass.  |



**Q5) Additional Comments:**

**Burkeville:**

| Survey # | Comments   |
|----------|--|
| 1        | I am fully in support of higher density ground oriented housing. Particularly coach houses.  |
| 3        | Maintain gravel back alleys  |
| 8        | I would like the city to consider paving the alleyway between Miller Road and wellington cres. Hopefully the city can pick up at least part of the tab as some miller road homes use this as their only car access.  |
| 11       | <p>Please pave the back-lanes as the dust is just terrible. Should seal the places where the potholes are always there.</p> <p>Now have a bus service that would actually take you to No 3 Rd and Richmond Centre. Also why isn't there a bus that runs 7 days a week, and on holidays. After all you can't go to a concert in the evening because the C92 quits at 7pm. Because there isn't a decent bus service, people may not want to live here.</p>                                   |
| 12       | I think it is important to have this option to house parents and kids as prices have climbed to high. It is important to make a decision on a community level, so it is fair across the board. I support this in every way to make legal housing and a crack down on the illegal housing that is all over Burkeville.  |
| 15       | <ol style="list-style-type: none"> <li>1. Coach houses or granny flats should be allowed with new construction too.</li> <li>2. What about water connection / gas connection / hydro are going to be allowed as separate connection of only one connection.</li> <li>3. What happens to property taxes, do they go up or not.</li> <li>4. Too many questions remains unanswered?</li> </ol>  |
| 17       | I would agree with paving of all laneways.   |
| 18       | <ol style="list-style-type: none"> <li>1. I would like to see lanes paved.</li> <li>2. With this, I would be interested in moving the present original Burkeville house to rear of lot as a granny flat (with upgraded wiring and insulation and windows, ect) and build a modest size Burkeville style house as main residence facing Wellington. This is a large lot and not properly utilized at present with one tenant only – I will type a separate letter with thoughts.</li> </ol> |
| 19       | I would agree to paving lanes  |
| 20       | I would agree to paving lanes  |
| 21       | <p>I would like to see the Burkeville Lanes sealed with asphalt to keep dust to a minimum. Both for our homes and for proposed coach house suites.</p> <p>Better bus service for Burkeville residents would help older people get out.</p>   |
| 71       | The neighbourhood is changing far too rapidly, with many developers seeing Burkeville's older homes as nothing more than cheap building lots – we don't want it to look the same as every other neighbourhood in Richmond (we saw it happen across the river – we lived on Tilton Cr. while our house was being rebuilt). We already have a number of lots in Burkeville that are almost entirely developed (ie built on) and some very large and unusual looking                          |



|    |   |
|----|---|
|    | <p>garages shading out neighbour's yards. The lots depicted in the handouts seem somewhat larger than an average Burkeville lot (ie providing for more space between buildings).</p> <p>Increased traffic is already a factor – transit has gotten worse, not better – everyone used to love the 98 B-line; now most people just drive. We have enjoyed living in Burkeville for the past twenty-four years; it has been a wonderful neighbourhood to live and raise a family in. It is distressing to see (though not entirely unexpected) our community neighbourhood is threatened by profit-minded developers and a desire for an increased tax base.</p>   |
| 72 | <p>If I had wanted to live in a high density neighborhood I would have bought in one. We bought where we did because we like the quiet, green space. It is an ideal place for raising children. Granny flats, and coach houses intrude on neighbors privacy, I know one family who is moving because of the coach house going in next door. The coach house had a cute little deck that completely overlooks their back yard. They also block light to neighbors gardens, as some one who loves to grow things I would be horrified if one went up next to us. It seems that Richmond city council is catering to the builders, and their own love of revenue, not to the people who pay the brunt of the tax burden, the family home owner. PS your computer would not let me send this until I filled out #2&amp;4 yet it is phrased "If yes" and my answer is NO !!!</p> |
| 73 | <p>Thank you for giving us the opportunity to voice our concerns.</p>   |

#### **Edgemere:**

| <b>Survey #</b> | <b>Comments</b>   |
|-----------------|---|
| 74              | <p>I thin this is a good idea. Nowadays people aren't that interested in a huge yard. They don't have the time to deal with it. If one allows more density on the lot the space is still there; everyone who lives there has a yard (albeit smaller). The lots are not smaller cause you are talking about doing this on the inside lots as is.</p> <p>It is very expensive to buy in Richmond. This could help purchasers by choosing a rental suite or in-laws living with them to help pay the cost of the property.</p> |
| 75              | <p>We like the idea. gives young families a chance to live in this unreasonably expensive city</p>  |
| 76              | <p>Great idea</p>   |
| 78              | <p>1) Make sure parking spaces are allowed for when submitting the building permit</p> <p>2) Absolutely no back lane parking at all times.</p>  |
| 81              | <p>This is a great idea and long overdue.</p>   |
| 83              | <p>It is a great idea and good to know that the city is planning already for the expected growth in population.</p>   |
| 91              | <p>It is better the coach house is attached to the main house.</p>  |



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|----|--|
| 93 | The current road infrastructure is not sufficient to sustain this and there will be far too many cars parked on the streets which will lead to hostility between neighbours competing for places to park their vehicles. We need more grass and trees not more buildings.  |
| 95 | <p>Land costs are only going to escalate in Richmond. Try to use each square foot (living space) to its maximum potential.</p> <p>ie. why not just put a coach house on top of every double or triple garage on new builds? The roofs are already so high and packed that it doesn't take much to convert this "attic" space to liveable space. Just ensure parking inside residential lots is available.</p> <p>Not for thought: Ban all exposed aggregate front lawns and replace with cobblestone, paving stones, or gravel so as to reduce the huge pressure on our storm sewers, pumping houses, etc. Ensure the small green space on each lot is protected.</p>  |
| 96 | <p>The city of Richmond had better be more than careful when allowing such developing to occur. Unfortunately I was unable to attend the open house at the Thomas Kidd school on the 21st but I am totally against this type of building. I live in the Shellmont area and I see what happens when such buildings are built. The lots are used to the very edge and there is no space or green grass and all the vehicles are parked on the streets which are narrow, two cars cannot pass each other and there is no where to walk. The constant comings and goings, the noise and the garbage that is thrown around the neighborhood is unsightly.</p> <p>All of this is total greed on the behalf of the City, developers and builders. These high inflated prices are creating a false economy and no one will be able to afford any type of home to say the least. I am fast approaching the time when I will have to give up my single two level family home for a one level house but there is none to be had. The only area to have ranchers are in Westwind and these thirty year old homes are selling for over a million dollars so please give me a break when allowing these huge ugly monster homes to be erected. This is not a Canadian custom, this is a ethnic custom that have been pushed down our throats by people who have money and the means to bring this about. You have all allowed Richmond to become so foreign and unrecognizable. My hard earned tax dollars are going to things that very few will benefit from and all the city does is cater to those with deep pockets. This township has been a constant disappointment to the residents of Richmond and all of you who clamour to be a part of this ugliness will some day regret this.</p> <p>Think long and hard, these homes do have a place in society but they belong on acreages not regular lots.</p> |
| 98 | <p>Retain the neighbourhood as it now is evolving; made it a tourist attraction. "This is the Richmond that was" you could even charge admission to make up for the loss of taxes!</p> <p>Three parking spaces are not enough.</p> <p>Sewer, water, traffic issues must be considered first.</p>   |



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|-----|---|
| 99  | <p>I'm glad to see the new ideas, but I'm only supportive of the granny flats concept.</p> <p>I also wonder about how many lots in the neighbourhood land themselves to the addition of a granny flat on their lot (many of the existing homes are too large or sited such that there is no room for a new building on-site).</p> <p>Careful consideration should be used.</p>  |
| 100 | <p>Shame! Back way door to increase our taxes!</p> <p>Already 17% increase this year! Boo!!</p>   |
| 101 | Force existing suites to register, be inspected and have off-street parking as the progressive municipalities in Metro do!  |
| 102 | Previous attempts at subdivision have failed. Is this a backdoor way of getting to "subdivide" the properties and increase taxes without increasing amenities?  |
| 104 | We bought in this neighbourhood so we can have a large, private backyard and the last thing we want is neighbours to build coach houses to overlook our fences and stare onto our patios and yard and window and take away our privacy. Also increased alley traffic and parking in alleys is dangerous for our children.   |
| 105 | <p>I am concerned that increasing housing options will ultimately increase property taxes.</p> <p>For example:</p> <ul style="list-style-type: none"> <li>• needing to pave unpaved alleys (due to required parking and increased traffic)</li> <li>• installing speed humps, ect to slow traffic</li> <li>• installing sidewalks, street lights, ect</li> </ul> <p>Also, very disappointed that I bought in this neighbourhood and moved here from a different community to come to learn coach house can be built next door and reduce my privacy and my value of my house - due to the lack of privacy</p> |
| 107 | <p>We already have a problem with too many vehicles parked on the road instead of in their own yards. We do not have curbs and sidewalks; these cars parked on the street are hazardous. The addition of granny flats or coach houses would multiply the amount of vehicles parked on the road. They would certainly block the back alleys/lanes which are crucial for waste pick up. Our neighbourhood was designed for one home/building per lot.</p> <p>Thank you</p>  |
| 108 | Questions 3 & 4 are not applicable as my property does not have a back lane. My support is based upon the City's further considerations of infrastructure and traffic in the area in view of the anticipated higher population density  |
| 109 | The large number of existing illegal suites already in the area has created a parking lot feeling in some areas of the subdivision. The proposal as is does not deal with this issue but will add more living space and not really deal with the need for even more parking. I don't believe the 3 proposed parking spaces will deal with this problem.   |



|     |   |
|-----|---|
| 110 | I bought in a single family zoning and want it to stay that way.  |
| 114 | <p>Why coach houses and granny flats are not appealing to homeowners:</p> <p>When I attended the open house in October 2010 I was introduced to the concept of Granny Flats and Coach Houses. The dimensions of these where in m<sup>2</sup> ; however most of us are still thinking in sq. ft.</p> <p>The average size of a Richmond lot is 60x20 = 7,200 sq ft<br/> The size of a house footprint is 45% of the lot size = 3,240 sq ft<br/> and that equals to 6,480 sq ft per average on storey house.</p> <p>The maximum size of a granny flat is 755 sq ft; a coach house 645 sq ft.</p> <p>Seriously, that is the size of a kids playhouse next to a 6,480 sq ft house!<br/> Even granny is used to a bigger place than 7655 sq ft. That is why no-one takes this option seriously. I think the City should let go of this idea.</p> <p>However, the idea of duplexes, triplexes and even fourplexes that look like single family dwelling makes a lot of sense, especially on lots larger than 7,200 sq ft. They can be side by side, front and back as well as up and down. They are part of the City's deification plan. They fit beautifully into single family neighbourhoods.</p> <p>They truly can mean "Affordable Housing" A \$1.5 mil duplex dwelling for \$750,000 per owner, a triplex \$500,000 per owner; and taxes and maintenance would be lower for each owner.</p> <p>This housing type should be encouraged by the planning department. It makes more sense than large single family houses where rooms and the garage are rented, and where 5 to 7 cars per house is common (like the house next door and down the road from me.)</p> |

#### **Richmond Gardens:**

| Survey # | Comments   |
|----------|--|
| 122      | Higher density is not a bad thing, and is a way to keep families in one home.  |
| 124      | I would like to have this option for my future but many of the comments at the meeting were anti-city, anti-tax, anti-anything, so I don't really understand all the pros and cons. I might go to the Public Hearing if there ends up being one. Thank you for the opportunity.  |
| 128      | I see allowing granny flats and/or coach houses as one option to make living in Richmond affordable for our children. With our growing population it will be one option for us to still keep our older single dwelling residence and still have one child / spouse live on the same property, but not under the same roof. I don't see how it will be an eye sore or impact negatively on the neighbourhood. |
| 131      | I support the idea of aging in place, but fear this concept of granny flats will be abused by investors in the same way secondary suites are being abused – ie with 2, 3 or more units in a single family home. The city needs to have   |



|     |   |
|-----|---|
|     | strict bylaws that they actually enforce. The property owner should be required to live on the property.  |
| 136 | We own a house in the Brighthouse area and we would welcome any new initiatives in our area as most of the houses are old. Compared to other areas in Richmond our area looks run down and it is high time you allow us to improve our living conditions  |
| 137 | The concept is ludicrous. There is adequate density now. I purchased my home in 1969 with the expectation of living in a single family area.<br><br>I expect to spend the remainder of my life in the middle of a construction zone.<br><br>There was inadequate notice of this. Over my dead body!!  |
| 138 | 1) By opting for these proposed changes we will be looking at far too many people per household and this will result in more traffic. Where will children play when the backyards are gone? In the streets which will be too dangerous due to traffic.<br><br>2) Richmond has always prided itself on its liveability and these proposals are quite simply the beginning of the end of what we came to Richmond for in the first place. |
| 139 | These properties do not lend themselves to this concept. Already lots of houses with multi-suites.<br>Not enough parking for additional density. Not enough street for all the cars. Concerns would be around regulating # of suites in granny addition. Also what about height – lots of shade in neighbours yard.   |
| 140 | Too crowded   |
| 141 | Forget it!  |
| 142 | Bizarre idea. Most lots are only 6,000 sq. ft. unlike the "mores" and "monds"   |
| 143 | I like the area as it is – would miss all the trees, open back gardens if granny flats allowed.   |
| 144 | Have lived in this area since August 1973 and really enjoyed living here. Not in favour of granny flats   |
| 145 | A really bad idea. Density is already a problem.  |
| 146 | I am against granny flats in my neighbourhood.  |
| 147 | I am "not" in favour of the proposed granny flats in my neighbourhood.  |
| 149 | I have 4 suites to the left of me. 3 suites to the right why would I want this?   |
| 151 | There is absolutely no benefit to all existing property owners who have large lots but do not want to have granny flats / coach houses.   |
| 154 | This area is single family dwellings – why change that!   |
| 160 | The area would be too crowded. as it is many houses are full of roomers.  |
| 161 | If you look around Richmond Gardens, several new houses already have Coach House "provisionals" over top of the garages. Once again the contractors are ahead of the city.  |
| 162 | Too many cars around already.   |
| 163 | I have lived in Richmond Gardens for 40 years now. It is an ideal location near everything that is needed. What is not needed is more people. Every area of Richmond is getting to be nothing but townhouses and apt blocks. Every city needs areas of single family housing. Richmond Gardens should be one of them.   |
| 164 | The proposed new form of ground-oriented housing in Richmond Gardens is   |



|     |  |
|-----|--|
|     | <p>a horrible idea and we do not support this proposed future development. Having granny flats and coach houses in the backyards is definitely not appealing to us.</p> <p>As proud homeowners who have lived in Richmond Gardens for over 30 years, we feel grant flats &amp; coach houses will change the dynamic of the neighbourhood and eventually the community for the worse. It will also depreciate the property value in Richmond Gardens.</p> <p>Please do not crowd and destroy our beautiful neighbourhood.</p> <p>Thank you for you consideration.</p> |
| 165 | <p>My wife and I purchased a new home in Richmond Gardens when this great development opened in 1964 and have been residents since. We have seen changes from our single family dwellings – when you know all your neighbourhood well – to the start of "family Suites" which has certainly changed the complexion of our street and neighbourhood!!</p>   |
| 166 | <p>Never mind granny suites!!! The houses around here already have who knows how many illegal suites parking horrendous and would be worse. 5 Caucasians out of 25 houses – Asians don't even become a neighbour. Who are you kidding, an extra road down side of house.</p> <p>Too bad I won't be around to see it!! You have more than enough high-rises and still keep building.</p> <p>Resident since 1957</p>   |



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| TOPIC  | DESCRIPTION  |
| 2011 - 2041 TOWARDS A SUSTAINABLE COMMUNITY  | A sustainable and healthy island city that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is a place where people live, work, and prosper in a welcoming, connected, accessible, and vibrant community. In Richmond, health of the people and health of the eco-system are sustained through community participation and long-term economic, social and environmental well-being.   |
| 2041 OCP VISION                              | <p>In 2041, Richmond has become a more sustainable city – a place of great spaces and experiences, whose greatest assets include its thriving downtown, healthy, distinct, and connected neighbourhoods, its island shoreline, open spaces and protected and productive agricultural lands. Richmond has adaptable prosperous businesses that enrich people, the community, the natural environment, the world and future generations.</p> <p>Richmond is a place where people:</p> <ul style="list-style-type: none"> <li>• feel connected to their physical surroundings, to the people around them, and to their community</li> <li>• are active and healthy</li> <li>• respect, honour and celebrate the diversity in their community</li> <li>• feel connected to the past, celebrate the present, and anticipate the future with enthusiasm</li> </ul> <p>Richmond has become more energy efficient and is responding to the challenges of climate change, in partnership with other levels of government, its citizens and its businesses.</p>  |
| 2041 GOALS                                   | <p><b>Richmond will become a city that is:</b></p> <p><b>1. Welcoming and diverse</b><br/>The city is inclusive and designed to support the needs of a diverse and changing population.</p> <p><b>2. Connected and accessible</b><br/>People are connected to and interact with each other. Places, buildings and activities are connected and easy to access by everyone. Decisions with respect to housing, businesses, parks, recreation, transportation and community access, including street design and repair will be made to facilitate participation of all citizens including those with disabilities and restricted mobility. This allows everyone to participate fully in community life.</p> <p><b>3. Valued for its special places</b><br/>A variety of places – big and small – in all neighbourhoods where residents and visitors will be drawn to them as vibrant people places or for their natural beauty.</p> <p><b>4. Adaptable</b><br/>The city, residents and businesses have the ability to anticipate and respond creatively to change. They build upon what already exists, learn from and build upon experiences from both within and outside the community. In partnership with each other, respond to the challenges of changing demographics, culture, technology, and climate.</p>  |
| POPULATION AND EMPLOYMENT                    | <ul style="list-style-type: none"> <li>• By 2041, Richmond's population will be 280,000 (100,000 in the City Centre) and will have 180,000 jobs (60,000 jobs in the City Centre).</li> <li>• Richmond embraces its share of Metro Vancouver's 2041 population and job growth and understands that appropriately planned urban densification, a strong employment base, the continued protection of the ALR will create a city that is special, adaptable, diverse and vibrant.</li> </ul>  |
| REGIONAL CONTEXT STATEMENT (RCS)             | <ul style="list-style-type: none"> <li>• From 2011 to 2041, Metro Vancouver's regional growth (e.g., sustainability, population, employment, densification, land use [e.g., urban, agricultural, employment, recreation, conservation], transportation and infrastructure) is to be guided by the proposed Metro Vancouver 2040 Regional Growth Strategy (RGS).</li> <li>• The City's 2041 OCP must contain a Regional Context Statement (RCS) to identify how Richmond' OCP is and / or will be made consistent with the RGS over time.</li> </ul>  |
| GENERAL LAND USE CONCEPTS                    | <p><b>Highlights</b></p> <ul style="list-style-type: none"> <li>• Development and re-development supported by transit options that place biking and walking above automobiles as priorities. An urban landscape that encourages and enables physical activity and social connection in everyday living.</li> <li>• High density mixed uses in the City Centre</li> <li>• Outside the City Centre, the focus appears to be, after more community consultation and support: <ul style="list-style-type: none"> <li>• Mix of low to medium density uses in the inner core of the neighbourhood centres and a diversity of ground-oriented residential housing choices in the outer core of the neighbourhood centres</li> <li>• Intensified employment lands including industrial and commercial employment</li> <li>• The preservation of agricultural lands</li> <li>• Expanded parks and open spaces</li> <li>• An improved transportation network with an emphasis on walking, cycling and transit.</li> </ul> </li> </ul> <p><b>Shopping centre densification planning:</b></p> <ul style="list-style-type: none"> <li>▪ City Led: After the 2041 OCP is approved, the City intends to lead consultative planning processes for the Hamilton and East Cambie Shopping Centres.</li> <li>▪ Shopping Centre Owner Requests: After the 2041 OCP is approved, if the Blundell and Garden City shopping mall owners request their centres undergo city guided and owner undertaken planning and consultation at their expense, Council may approve such processes.</li> </ul> |



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|   | <ul style="list-style-type: none"> <li>Densification of the Broadmoor, Seafair, Terra Nova, and Ironwood Shopping Centres not be considered for five years after the 2041 OCP is approved.</li> </ul> <p><b>Consider granny flats and coach houses</b></p> <p>1) In May-June 2011, the following neighbourhoods will be asked to see if and where coach houses and granny flats may be allowed to enable more housing choices in their neighbourhoods only:</p> <ul style="list-style-type: none"> <li>Richmond Gardens (Thompson)</li> <li>Edgemere (Shellmont)</li> <li>Burkeville</li> </ul> <p>2) No other neighbourhoods will be considered for granny flats and coach houses as part of the 2041 OCP Update.</p>  |  |  |                                       |   |
| <p><b>GHG TARGETS, ENERGY TARGETS</b></p>                     | <ul style="list-style-type: none"> <li>Richmond is committed to City wide GHG reduction targets:                             <ul style="list-style-type: none"> <li>33% below 2007 levels by 2020</li> <li>80% below 2007 levels by 2050</li> </ul> </li> <li>Richmond has adopted a community-wide energy reduction target of 10% below 2007 levels by 2020</li> <li>Overtime, City staff will identify how the City can meet its GHG and energy reduction targets, based on partnerships (e.g., enhanced senior government research and funding [(e.g., BC Hydro] developers) research, cost effectiveness and new developer requirements and opportunities.</li> <li>When prepared, these proposed strategies, policies and actions will be presented to Council for consideration.</li> </ul>   |  |  |                                       |   |
| <p><b>OBJECTIVES</b></p>                                      |   |  |  |                                       |   |
| <p><b>A. Connected Neighbourhoods with Special Places</b></p> | <table border="1"> <tr> <td data-bbox="293 783 448 1024"> <p align="center"><b>Objective</b></p> </td><td data-bbox="448 783 1497 1024"> <ul style="list-style-type: none"> <li><b>Connected Sense of Place:</b> Develop a varied range of distinct higher density mixed-use neighbourhood centres which will become the "heart" or "core" for the community and contribute to a sense of place.</li> <li><b>Diverse Range of Housing Choices:</b> Support mixed and non-traditional housing forms and arrangements to support residents of all ages and abilities, challenges, characteristics and income levels.</li> <li><b>Promote Healthy Communities:</b> Foster neighbourhood design that comprise many types of destinations a short distance from home with easy access to safe places where everyone in the community has a chance to be active.</li> </ul> </td></tr> <tr> <td data-bbox="293 1024 448 1610"> <p align="center"><b>Concepts</b></p> </td><td data-bbox="448 1024 1497 1610"> <ul style="list-style-type: none"> <li>Neighbourhood centres will contain a diversity of housing choices, shops and services, a distinct public realm, special places, parks, recreation and sports facilities and a web of pedestrian and cycling connections</li> <li>Neighbourhood centres will contain varied and sustainable infrastructure (e.g., energy efficient buildings and green infrastructure)</li> <li>Housing outside of neighbourhood centre will be diverse, neighbourly, well designed and meet the needs of residents by providing a continuum of housing choices that are acceptable, appropriate and affordable to all incomes and ages and the needs of those with special circumstances</li> <li>Future planning that considers Aging in Place in each community.</li> </ul> <p><u>Staff Rationale:</u></p> <p><i>The ways in which neighbourhoods are designed and built have implications for health and quality of life. Compact, mixed use neighbourhoods that include many types of destinations, within a short distance from home, that can be easily reached by walking and cycling, provides more equitable access for residents to a range of services and amenities. Stores, parks, playgrounds, recreation, schools and libraries located near where people live. Neighbourhood design that encourages walking, cycling and transit use is associated with better public health. Walkable neighbourhoods enable residents to enjoy active lifestyles. A diverse community that is made up of all age groups and abilities requires a range of house choices to meet their needs now and into the future. 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| B.<br>Vibrant City: Arts,<br>Culture, Heritage | <b>Objective</b> | <ul style="list-style-type: none"> <li>To create the environment for the City to be a "thriving, resilient, diverse and creative community" where people have a strong sense of identity and a clear sense of the attributes that make it unique. A citizenry that is empowered engaged and connected and a city that is a vibrant tourism destination.</li> </ul>   |
|  | <b>Concepts</b>  | <ul style="list-style-type: none"> <li><b>Cultural Engagement:</b> facilitate and create the environment and culture of the city that supports the arts and culture and enhances their contribution to the vibrancy and vitality of the community,</li> <li><b>Lifelong Learning:</b> foster a joy of reading and a culture of lifelong learning</li> <li><b>Celebrating Heritage:</b> preserve, promote and celebrate community heritage</li> <li><b>Community Revitalization:</b> encourage and develop a mosaic of appealing, lively and distinctive areas, vibrant public spaces, festivals, events and activities</li> <li><b>An Economic Engine:</b> harness the benefits of and support a creative economy and contribute to the thriving community tourism sector</li> </ul> <p><u>Staff Rationale:</u></p> <p>Many factors contribute to making a vibrant, healthy and sustainable community and the presence of a thriving arts, culture and heritage sector plays a critical role. The City plays a multifaceted role in ensuring a healthy and contributing arts, culture and heritage sector including:</p> <ul style="list-style-type: none"> <li>creating the environment for the sector to flourish through policy, zoning and support;</li> <li>facilitating and supporting individuals and organizations including access to facilities; and</li> <li>providing opportunities and activities for lifelong learning, creating and participating.</li> </ul> |

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| C.<br>Vibrant City:<br>Recreation and<br>Community<br>Wellness | Objective | <ul style="list-style-type: none"> <li>Richmond is to be renowned as a place where residents have access to a diverse and leading edge range of recreation, sport and community wellness opportunities. Through this, residents are physically active and healthy, have an increased permanent commitment to wellness, and feel increasingly connected to their community.</li> </ul>  |
|  | Concepts  | <ul style="list-style-type: none"> <li><b>Strong Partnerships:</b> Strategies to deliver services in partnership with many organizations – from volunteer-based community groups and social agencies, the Richmond School District, Vancouver Coastal Health, and many others.</li> <li><b>Being Uniquely Richmond:</b> Strategies to ensure our services meet the needs of our diverse community – including our different ethnic groups, people living with disabilities, single-families, low-income families, our aging population and our youth.</li> <li><b>Connecting and Growing:</b> Strategies to ensure our residents have opportunities for life-long learning, to meet their neighbours and feel they belong.</li> <li><b>Living Healthy and Active Lives:</b> Strategies to address the widespread trend towards physical inactivity – to encourage people to live healthy and active lives from the cradle to the grave.</li> <li><b>Investing in Parks and Recreation Infrastructure:</b> Strategies to ensure our facilities and sports fields support our active and healthy living ambitions.</li> </ul> <p><u>Staff Rationale</u></p> <ul style="list-style-type: none"> <li><i>Strong partnerships are important in order to build on each other's strengths, avoid duplication and deepen our reach into the community. Partnerships also inspire a shared stewardship of our community's well-being. We will continue to work closely with our community partners, including the Community Associations – with whom we jointly operate our community centres and ice arenas. We will develop new partnerships where possible, and continue to build on the close working relationships we have with Vancouver Coastal Health, the Richmond School District and other key agencies in Richmond.</i></li> <li><i>Only through recognizing that Richmond is unique can we ensure that our services and programs truly meet our diverse community's needs. We will continue to reach out to those 'hard to reach' residents, and address the needs of youth (especially low-asset youth), seniors and people with disabilities. We will continue to work towards ensuring that the broadest possible range of programs and opportunities appeals across all cultures, age groups and neighbourhoods. We will respond to accessibility and affordability issues for Richmond residents and we will continue to be inclusive of our diverse range of cultural and ethnic needs in our community - to celebrate our diversity.</i></li> <li><i>Promoting community and neighbourhood building encourages social connectedness and enhances a 'sense of belonging' These are key components to achieving a sense of well being. We will continue to focus on addressing the need for people to enhance their skills beyond basic levels through using their discretionary time for fun and enjoyment and to be inspired and engaged in lifelong learning. We want to connect people with their environment and our green eco-network through opportunities to engage citizens in environmental stewardship activities.</i></li> <li><i>Strategies to encourage greater physical activity is vital. The Public Health Agency of Canada states that each year more than two-thirds of deaths result from four groups of chronic diseases, and that physical inactivity and unhealthy eating are key risk factors that lead to these diseases. With dramatically rising rates of overweight and obesity, healthy and active living needs to become a way of life for our residents. We will focus on: Increasing active living literacy (through facilitating our residents to have an increased permanent commitment to wellness and well-being); Helping children and youth build healthy habits; Reducing barriers to living a physically active life for vulnerable populations; Building a connected and activated social environment; Creating urban environments that support wellness and encourage physical activity; and Promoting health literacy and individually-focused health care</i></li> <li><i>Investing in parks and recreation infrastructure is important because there is a direct connection between physical activity levels and appropriate provision of recreation and sports facilities, parks, trails and active transportation corridors. We will continue to advocate for a federal and municipal long-term funding plan to replace municipal recreation infrastructure. We will continue to implement the Parks and Recreation Facilities Strategic Plan; a 20-year plan which prioritises twenty-one projects. We will also continue to identify opportunities to seek grants and other forms of funding (through partnerships, etc) to improve or replace our parks and recreation facility infrastructure.</i></li> </ul> |
| D.<br>Safe City  | Objective | <ul style="list-style-type: none"> <li>Provide a framework for a safe community that incorporates a prevention-focused, citizen engagement, and public education model</li> <li>Anticipate, assess and manage the multiple natural hazards in Richmond</li> </ul>  |



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|                               | Concepts  | <ul style="list-style-type: none"> <li>• Be prevention focussed while providing optimum emergency response (includes education)</li> <li>• Be public educators and facilitators of fire and rescue related safety matters and embrace the delivery of public education through community partnerships</li> <li>• Deliver prevention programs that are responsive to: statistical trends, hazards and the needs of a diverse community</li> <li>• Provide safe transportation infrastructure that ensures the safety of multiple user groups and that encourages active transportation options (walking, biking, transit)</li> <li>• Design safe street, neighbourhoods and places that are vibrant and crime free by intentional safe design of land use mix, public realm and buildings.</li> <li>• Consult with the Richmond School Board in creating safe and walkable school areas.</li> </ul> <p><u>Staff Rationale</u></p> <ul style="list-style-type: none"> <li>• Ensuring that people feel safe wherever they are; and</li> <li>• The importance of a safe community in Richmond is a goal of Richmond Council – through ongoing education and prevention</li> </ul>  |
| E.<br>Resilient<br>Economy    | Objective | <p>Richmond serves as a pre-eminent Asia-Pacific and Western Canadian air, sea, land and intermodal gateway and technology hub. It is home to a strategic range of sectors for a resilient economy, with a favourable job-to-labour force ratio and high paying jobs for local and regional residents. Richmond's future economic growth and industry diversification are achieved through retention and intensifying of existing industrial and commercial employment lands.</p>  |
|                               | Concepts  | <p><u>Priorities to 2041 include:</u></p> <ul style="list-style-type: none"> <li>• <b>Asia-Pacific Gateway:</b> Fostering a strong Asia-Pacific Gateway enabling sector that takes full advantage of Richmond's strategic business location on the North American west coast, optimizes the use of its industrial land and other resources, and capitalizes on Asia's economic growth.</li> <li>• <b>Knowledge-Based Industries:</b> Cultivating a high-paying, thriving technology and creative industries office, amenity and entertainment hub in the City Centre, that attracts skilled talent locally and from abroad.</li> <li>• <b>Amenities and Attractions:</b> Developing a diversified lighter-footprint commercial sector that meets the growing needs of both Richmond residents and visitors alike</li> <li>• <b>Sustainable Local Resources:</b> Championing a viable agricultural sector for both commercial and neighbourhood farmers, which responds to long-term community food security needs</li> <li>• <b>Population Services:</b> Nurturing a responsive institutional sector that serves the access, mobility, and safety needs of a growing multicultural and demographically changing community</li> <li>• <b>Micro-Business:</b> Encouraging flexible mixed-use development in the regional and neighbourhood centres that supports the needs of the home office sector, micro-entrepreneurs and small businesses.</li> </ul> <p><u>Staff Rationale:</u></p> <p>A balanced, robust and resilient Richmond economy is one of three fundamental cornerstones of the OCP Update sustainability framework and thus complements and enhances OCP principles of social and environmental sustainability. The end of the 20<sup>th</sup> century saw Richmond successfully amass a diversified industry base, largely resilient to economic downturns. In contrast, the first decade of the 21<sup>st</sup> century delivered a rapid residential boom resulting in gradual eradication of the local business base. A healthy, sustainable 21<sup>st</sup> century Richmond community will require continued focus on growing and diversifying the local economy and business tax base to serve both local and regional/visitor populations. Balancing of Richmond's social and environmental sustainability objectives with a growing population will require intensified employment lands across all land types.</p> |
| F.<br>Agriculture and<br>Food | Objective | <ul style="list-style-type: none"> <li>• Our agricultural lands are protected, viable and productive with an abundant capacity to produce food close to home</li> <li>• Urban agriculture is commonplace in all Richmond neighbourhoods</li> <li>• Our food security policies are implemented</li> <li>• Senior government and financial support is obtained.</li> </ul>   |
|                               | Concepts  | <ul style="list-style-type: none"> <li>• Better protect, encourage the productivity and viability of our agricultural lands by partnering with farmers, senior governments, institutions and others</li> <li>• Review the Richmond Agricultural Viability Strategy and prioritize and implement with senior government support and funding.</li> <li>• Improve equitable access to healthy food in every neighbourhood</li> </ul>  |
| G.<br>Mobility and<br>Access  | Objective | <p>To deliver a dynamic and effective transportation system that improves connectivity throughout the city and to the region for people and goods while achieving a major shift from automobile use to sustainable travel modes.</p>   |

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|   | <b>Concepts</b>  | <ul style="list-style-type: none"> <li>• <i>Walkable Neighbourhoods</i> - Transform auto-dependant neighbourhoods around each service centre where significantly improved pedestrian and cycling realms foster walking and cycling as the preferred travel options for accessing local services and gathering with neighbours.</li> <li>• <i>Transit-Friendly City</i> - Enhance transit and cycling connections and amenities amongst neighbourhood service centres and major employment areas for easy city-wide and regional travel without a car.</li> <li>• <i>Travel Smart, Live Long</i> - Give priority to active transportation modes (cycling, walking and other non-motorized modes) that improve personal and environmental health, safety, social equity, and quality of life.</li> <li>• <i>A Caring Street System</i> - Retrofit existing and build new transportation infrastructure to meet the changing mobility needs of the community by enhancing accessibility, comfort and security for all ages and abilities of users.</li> <li>• <i>Intelligent Investments</i> - Deploy efficient and innovative transportation technologies to optimize the overall performance of the transportation system and reduce vehicle emissions and energy use.</li> <li>• <i>Moving Goods, Securing Jobs</i> - Coordinate and implement timely improvements to enhance access to jobs and goods movement to support and promote growth in economic activities.</li> </ul> <p><u>Staff Rationale:</u></p> <ul style="list-style-type: none"> <li>• <i>Mobility and access are vital to the life of a city but our individual and collective travel choices can have long-lasting social, economic and environmental impacts. To maintain an effective transportation system that supports a growing and thriving city, travel patterns need to become more sustainable. Sustainable transportation aims to ensure that our needs for access to people, services and goods are met while protecting the environment and social equity for current and future generations. Compact, walkable neighbourhoods with mixed land uses and convenient public transit service allow communities to rely on foot, bicycle and transit to travel throughout the local and broader regions.</i></li> <li>• <i>Richmond's priorities in the transition to a more sustainable transportation system that enhances the vibrancy, safety and health of the city will focus on:</i> <ul style="list-style-type: none"> <li>• <i>Complete and Connected Communities support a vibrant City Centre complemented by transformed neighbourhood centres that meet the daily needs of residents, foster walking, cycling and transit and help reduce vehicle use, energy consumption and air emissions;</i></li> <li>• <i>Safer and Smarter Transportation Choices give priority to active transportation modes (cycling and walking) that improve personal and environmental health and safety, and retrofit transportation infrastructure to meet the changing mobility needs of the community; and</i></li> <li>• <i>An Optimized Transportation System deploy efficient and innovative transportation technologies to reduce vehicle emissions and energy use, and implement timely improvements for goods movement to support and promote growth in economic activities.</i></li> </ul> </li> </ul> |
| <b>H<br/>Ecological<br/>Network, Open</b> | <b>Objective</b> | <ul style="list-style-type: none"> <li>• To protect and develop a sustainable, well-designed system of parks and streets, trails and greenways, plazas and squares, the waterfront and waterways that significantly contributes to a healthy, vibrant city.</li> </ul>  |



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| Space & the Public Realm | Concepts  | <ul style="list-style-type: none"> <li>• <b>Promoting a vibrant and 'distinctly Richmond' urban realm</b> – Showcase and enhance the City's identity through a rich variety of great spaces and experiences that bring to life Richmond's natural and cultural heritage.</li> <li>• <b>Linking people, community and nature</b> – Strengthen pedestrian and cycling linkages between every element of the city (neighbourhoods, schools, civic spaces, neighbourhood service centres, parks, natural areas, streets, commercial areas and industrial parks).</li> <li>• <b>Creating a greener, dynamic and resilient cityscape</b> – Protect and create a network of resilient and healthy eco-systems that are integrated within the open space system to support biodiversity, recreation, social interaction and spiritual renewal.</li> <li>• <b>Transforming and celebrating our waterfront and waterways</b> – Showcase Richmond's world-class waterfront on the Fraser River and enhance the Blue Network (the river, sloughs, canals, and wetlands) for its ecological value and recreational opportunities.</li> <li>• <b>Building for physical, social, and spiritual well being</b> – Provide a full range of appealing, welcoming places for residents and visitors of all ages and backgrounds to walk, exercise, play, socialize and engage in healthy, active lifestyles.</li> <li>• <b>Meeting multiple community objectives</b> – Provide a diversity of open spaces that are flexible and adaptable to respond to growth, social needs and environmental changes while respecting the city's finite land resource.</li> <li>• <b>Responsive and collaborative stewardship</b> – Sustain the quality of public places through innovative, responsive management and shared stewardship between the City and multiple stakeholders to foster pride, purpose, and a sense of community.</li> </ul> <p><u>Staff Rationale</u></p> <p><i>Richmond enjoys a wealth of parks and a dike trail system that is a regional destination. A growing population and changing demographics will mean that the open space system will have to grow and become more diverse in the next 30 years. While traditional parks will continue to be an important part of the open space system, the public realm (i.e. urban streets, plazas and amenity areas within developments, and linkages between neighbourhoods) will increasingly play a role in providing recreational opportunities and the stage for social life. In addition, a safe, attractive public realm along with Richmond's unique places, like the waterfront, will contribute to tourism and economic development, drawing visitors and businesses to the city.</i></p> <p><i>The city's finite land area will necessitate that the open space system meet multiple community objectives and play a critical role in the city's environmental health and resiliency to climate change. The urban forest, parks, natural areas and waterways all play a role in the quality of the urban environment and can provide other services such as stormwater management, food production, and alternative energy generation. Focusing on increasing the diversity of the types and functions of parks and open spaces will contribute to the city's sustainability and, at the same time, enrich people's daily experiences.</i></p> |
|                          | Objective | <ul style="list-style-type: none"> <li>• To protect and improve the City's environmental health, ecological integrity and opportunities for the community to experience nature.</li> </ul>   |
|                          | Concepts  |  |

**PROPOSED 2041 OCP CONCEPT - April 2011 draft**

|   |           |   |
|---|-----------|---|
|   |           | <ul style="list-style-type: none"> <li>• <i>Healthy Ecological Network – Protect and enhance a diverse, connected, and functioning ecological network.</i></li> <li>• <i>Ecological Design – Integrate ecological attributes into the City's built and cultivated landscapes.</i></li> <li>• <i>Pollution Prevention – Proactively implement best management practices to protect and improve water, air and soil quality.</i></li> <li>• <i>Strong Partnerships for Ecological Gain – Collaborate with the community and senior governments to protect and restore environmental health and ecological integrity.</i></li> <li>• <i>Great Nature Experiences – Make it easy and enjoyable for the community to experience nature.</i></li> <li>• <i>Adapting for Change – Use best available science and practices to better equip the City to adapt to climate change.</i></li> </ul> <p><u>Staff Rationale</u></p> <ul style="list-style-type: none"> <li>• <i>The open space and public realm system supports physical activity and social engagement, provides links for alternative forms of transportation, facilitates child and youth development, contributes to tourism and economic development, and contributes to the city's environmental health and resiliency to climate change</i></li> <li>• <i>Richmond's location - at the point where the Fraser River meets the Pacific Ocean - means that the island City is located within some of the most productive ecosystems in the world. The Richmond community depends upon its local ecosystem and broader environment to provide its daily socio-economic needs – growing food, supplying water and clean air, and providing material resources.</i></li> <li>• <i>Increasing growth places higher demands on already stretched ecological resources. Research on ecological sustainability indicates that the worldwide use of resources is exceeding the Earth's capacity to renew and replenish them. "If everyone lived like an average Canadian, we would need 4 Earths to support current lifestyles." At the same time, awareness is growing that communities are likely to experience significant impacts from changing environmental conditions. Key concerns exist regarding the impacts of climate change (e.g., sea level rise, increasing storm intensity and frequency) and the reduced availability of current core dependencies (e.g., fossil fuels, food supply).</i></li> <li>• <i>In order to conserve the City's valuable ecological resources and be prepared for changing environmental conditions, 6 key concepts have been identified:</i> <ul style="list-style-type: none"> <li>• <i>Healthy Ecological Network,</i></li> <li>• <i>Ecological Design,</i></li> <li>• <i>Pollution Prevention,</i></li> <li>• <i>Strong Partnerships for Ecological Gain,</i></li> <li>• <i>Great Nature Experiences and Adapting for Change.</i></li> <li>• <i>Adapting for Change</i></li> </ul> </li> </ul> <p><i>Addressing each of these in concert will help move us towards a robust and functioning ecological network woven throughout the City.</i></p> |
| I.<br>Social Inclusion<br>and Accessibility | Objective | <ul style="list-style-type: none"> <li>• To facilitate development of a more socially sustainable city, recognizing the needs of all citizens with the intent of enhancing their physical, mental and social well being.</li> </ul>   |
|   | Concepts  | <ul style="list-style-type: none"> <li>• <b>Fundamental Human Needs</b> – develop and implement strategies that address fundamental human needs (financial stability, adequate and affordable housing, equitable access to health and support services, social connectivity, mobility)</li> <li>• <b>Citizen Engagement</b> - facilitate active and meaningful citizen engagement amongst the population</li> <li>• <b>Social Assets and Capacity Building</b> – implement approaches which build on Richmond's key social assets and community capacity</li> </ul> <p><u>Staff Rationale</u></p> <ul style="list-style-type: none"> <li>• <i>As Richmond grows and develops over time, it is important that the City's existing high quality of life not only be maintained, but also enhanced. Indeed, the sustainable community vision for the OCP recognizes that, in addition to environmental and economic components, social sustainability is critical for Richmond's future.</i></li> <li>• <i>Concurrent with the OCP, the City is also preparing a 10 year Social Planning Strategy. Through consultations to date on the Strategy, social inclusion and accessibility have been identified as key objectives to pursue. The consultations have also confirmed the community's view that, while not being able to address all social issues on its own, the City can play an important role in:</i> <ul style="list-style-type: none"> <li>• <i>Addressing fundamental human needs</i></li> <li>• <i>Actively engaging all our citizens in decision making and activities</i></li> <li>• <i>Building on existing social assets and community capacity.</i></li> </ul> </li> </ul> <p><i>Pertinent information from the Social Planning Strategy will be incorporated into the OCP.</i></p>   |



**PROPOSED 2041 OCP CONCEPT - April 2011 draft**

|  |           |   |
|--|-----------|---|
| J.<br>Sustainable<br>Infrastructure<br>and Resources                 | Objective | <ul style="list-style-type: none"> <li>To improve the water, sanitary, drainage, energy and refuse infrastructure to meet the City's changing needs in a financially, socially and environmentally responsible manner.</li> </ul>   |
|  | Concepts  | <ul style="list-style-type: none"> <li><b>Meet the Demands of a Growing City</b> – determine the infrastructure requirements that meet the needs of a growing population and develop an implementation plan that stays ahead of demand.</li> <li><b>Adapt to Climate Change</b> – build climate change resilient infrastructure to meet challenges that include rising sea levels, wetter winters and drier summers.</li> <li><b>Sustainable Energy Sources</b> – reduce the City's dependence on external power supplies by innovatively reducing and capturing waste energy and sustainable energy sources through conservation and the use of district energy utilities.</li> <li><b>Efficient Infrastructure</b> – achieve greater infrastructure efficiency through proactive and creative planning of infrastructure upgrades and replacements, the use of new technologies, and educating the public on demand side management. Deliver projects with minimum life cycle costs on time and within budget.</li> </ul> <p><u>Staff Rationale:</u></p> <ul style="list-style-type: none"> <li><i>The City's population is predicted to grow by 90,000 over the next 30 years. The increase in population will result in higher demands on City infrastructure that will exceed the capacity of some infrastructure elements. It is important to identify those elements and improve them prior to their capacity being exceeded to maintain liveability while facilitating growth. Managing these infrastructure upgrades effectively plays a large role in achieving the City's goal of being well managed.</i></li> <li><i>While climate change impacts all people on the planet in many different ways, it will impact Richmond in two critical areas.</i> <ul style="list-style-type: none"> <li><i>The first area of concern is sea level rise due to global warming. Locally, sea level is predicted to rise 1.2 m over the next 100 years. As the City is dependent on its diking system for protection from the waters of the Strait of Georgia and the Fraser River, diking improvements that stay ahead of rising sea levels are critical.</i></li> <li><i>The second area of concern is the intensity and duration of rainfall. Climate change experts believe that, in the long run, rainfall intensity and duration will increase during the winter months. Drainage infrastructure must be improved to meet longer and more intense storm events to maintain the City's current level of flood protection.</i></li> </ul> </li> <li><i>Every year Richmond businesses and residents consume 24 Gigajoules of energy to heat their homes and transport goods and people. This is equivalent to the chemical energy in approximately 4 million barrels of oil. As we are dependent on outside suppliers for our energy, our 'energy dollars' will continue to flow beyond our city boundaries until we develop local energy sources. There will be opportunities for local companies to develop markets for geothermal and solar energy, as well as waste heat capture and re-use. This will in turn strengthen our local economy, make us less dependent on foreign energy sources, help our community achieve its greenhouse gas emissions reduction targets of 33% below 2007 levels by 2020, and 33% below 2007 levels by 2050, and take us closer to meeting our community-wide energy reduction target of 10% below 2007 levels by 2020</i></li> <li><i>Demand management has potential to defer, reduce or eliminate the need for infrastructure capacity upgrading. Water demand can be reduced through water metering, low flow fixtures, leak reduction, pressure management, and reduction in discretionary uses such as lawn irrigation. Most water use reductions also generate sewer flow reductions. Sewer flows can also be reduced through inflow and infiltration management. Education and technology can play critical roles in demand side management. Storm water has potential to be harvested and utilized in place of drinking water for uses such as irrigation.</i></li> <li><i>Life cycle management plays a key role in a well managed utility, as extending the life of assets reduces their overall cost to society. Some products that appear cost effective in the short term can have excessive operational costs that make them more expensive in the long run. Therefore, infrastructure choices should always favour the long view.</i></li> </ul> |
|  |           |   |
| K.<br>Implementation<br>Strategy                                     | Concepts  | <ul style="list-style-type: none"> <li><b>Effective Implementation</b> - Identify how the Official Community Plan vision, goals and objectives will be achieved to the year 2041</li> <li><b>Phasing &amp; Priorities</b> – Identify the timing for further planning, Area and Sub Area Plan updates, development priorities, additional studies, significant land acquisitions and other initiatives.</li> <li><b>Sustainable financing</b> (e.g., development cost charges, works and services), density bonusing, developer contributions and planning strategies are clear and transparent for the City, development community, general public and others.</li> <li><b>Others' Responsibilities</b> – Clarify the role of Metro Vancouver, Translink, YVR, the Province and Federal Governments and their agencies in facilitating the implementation of the City's 2041 OCP.</li> </ul>  |
| L.<br>Building/Site<br>Design and<br>Public Realm (DP<br>Guidelines) | Concepts  | <ul style="list-style-type: none"> <li>Development Guidelines that aim to the development of identifiable, lively, safe, accessible, sustainable, healthy urban areas and neighbourhood centres outside of the City Centre that focus on energy efficient, human scale, people-friendly built forms and a high quality public realm.</li> <li><b>More user-friendly guidelines</b> for use by staff, developers and the general public</li> <li><b>Reinforcing sustainability</b>, safety and security, connectivity, and accessibility guidelines of site</li> </ul>   |

| PROPOSED 2041 OCP CONCEPT - April 2011 draft |  |   |
|--|--|---|
|  |  | <p>planning and "placemaking", including comprehensive landscaping and open space guidelines which influence the quality of the public realm</p> <ul style="list-style-type: none"> <li>• <b>Urban areas and neighbourhood centres</b> that facilitate easy access to amenities, serve the daily needs of local residents, and invite walking and biking through a system of direct routes from the residential areas to the neighbourhood centre, as well as between neighbourhood centres</li> <li>• <b>Open spaces and urban plazas</b> integrated into developments that are part of the overall neighbourhood fabric</li> <li>• <b>Site-specific urban design concept statements</b> that are responsive to the vision for the neighbourhood as part of the design review process of neighbourhood centres and major developments.</li> <li>• Streamlining the guidelines to clarify and improve adaptability</li> </ul> <p><u>Staff Rationale:</u></p> <p><i>Revised, update, and re-organized guidelines will ensure that:</i></p> <ul style="list-style-type: none"> <li>• <i>sustainability, safety, and accessibility objectives are given priority;</i></li> <li>• <i>complete mixed use pedestrian friendly developments and neighbourhoods are developed;</i></li> <li>• <i>the existing residential character of neighbourhoods and quality of life is preserved;</i></li> <li>• <i>high quality civic outdoor space crucial to the enjoyment of public life is developed;</i></li> <li>• <i>information is easy to find and reference and that all relevant urban design considerations are taken into account for each development application; and</i></li> <li>• <i>community and neighbourhood values are recognized and respected through the design review process (e.g., tailoring the interface between single family areas and higher density developments).</i></li> </ul> |
| CAUTION                                      |  | <p>Important Notes:</p> <ol style="list-style-type: none"> <li>1. As part of the 2041 OCP Concept, the Richmond City Council advises land owners and developers not to speculate, buy, or option land based on this 2041 OCP Concept (e.g., a change of land use, increased density or other considerations) because: <ol style="list-style-type: none"> <li>(A) the 2041 OCP is not approved yet,</li> <li>(B) the 2041 OCP Concept may change when the 2041 OCP is prepared and finalized; and</li> <li>(C) after the 2041 OCP is approved, some policies (e.g., densification) will be subject to more long term City study and community consultation.</li> </ol> </li> <li>2. Land owners and developers are clearly advised that Council will not be bound to honour any land owner and developer action, prior to the 2041 OCP being approved.</li> <li>3. It is understood that the City, after City studies, research, and consultation, may reword the actual OCP policies and this may change land use, density and related management policies.</li> </ol>  |



### Third Round OCP Update Concept Public Consultation Program

- Paper copies of the comments sheets were distributed at the open houses and were available online at the [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca) and City OCP website.
- The comment sheets and packages of the display board material were delivered to all community centres, libraries, SUCCESS office.
- Drop boxes were available at all community centres, libraries and City Hall to drop off the comment sheets.
- Full page colour ads for the comment sheets and the open houses were placed in the Richmond Review and the Richmond News appearing 4 times a week over 4 weeks encouraging people to fill out the comments sheet. The ad informed the public that the OCP Concept contained a vision, goals and objectives based on a more sustainable community that is more healthy, welcoming, diverse, safe, connected and adaptable with a thriving downtown core, distinct and connected neighbourhoods, protected agricultural lands, a healthy eco-system and prosperous businesses.
- Coinciding with the comment sheet period, eight open houses were held at City Hall and the community centres.
- Departmental staff were in attendance to answer questions.

| Coach House and Granny Flat Open Houses |  |                     |
|---|--|---------------------|
| Date                                    | Venue  | Number of Attendees |
| Wednesday, June 8/11                    | Burkeville – Sea Island Community Centre         | 37                  |
| Monday, June 20/11                      | Richmond Gardens – Samuel Brighthouse Elementary | 73                  |
| Tuesday, June 21/11                     | Edgemere - Thomas Kidd Elementary                | 65                  |

| 2041 OCP Update - 3rd Round Open Houses |                                |                     |
|---|--------------------------------|---------------------|
| Date                                    | Venue                          | Number of Attendees |
| Saturday, May 28/11                     | Thompson Community Centre      | 35                  |
| Tuesday, May 31/11                      | West Richmond Community Centre | 30                  |
| Thursday, June 2/11                     | Richmond City Hall             | 28                  |
| Saturday, June 4/11                     | Steveston Community Centre     | 28                  |
| Monday, June 6/11                       | Cambie Community Centre        | 12                  |
| Wednesday, June 8/11                    | Sea Island Community Centre    | 37                  |
| Thursday, June 9/11                     | South Arm Community Centre     | 26                  |
| Thursday, June 16/11                    | Hamilton Community Centre      | 28                  |

## Activity Report : Lets Talk Richmond

01 July 2010

– 29 August 2011

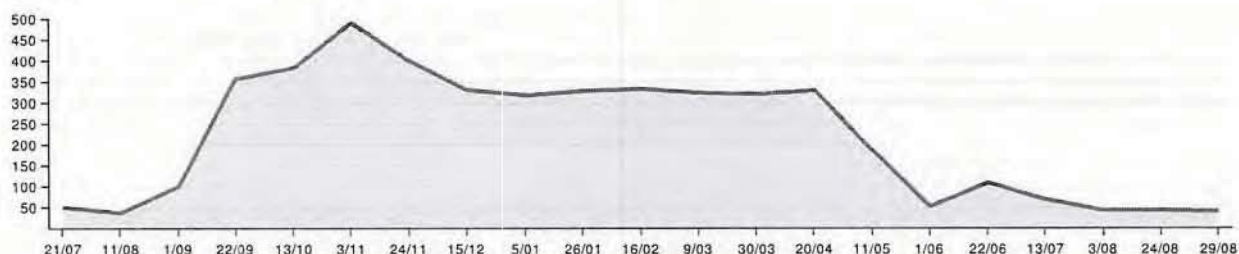
### Activity Overview

(lifetime)

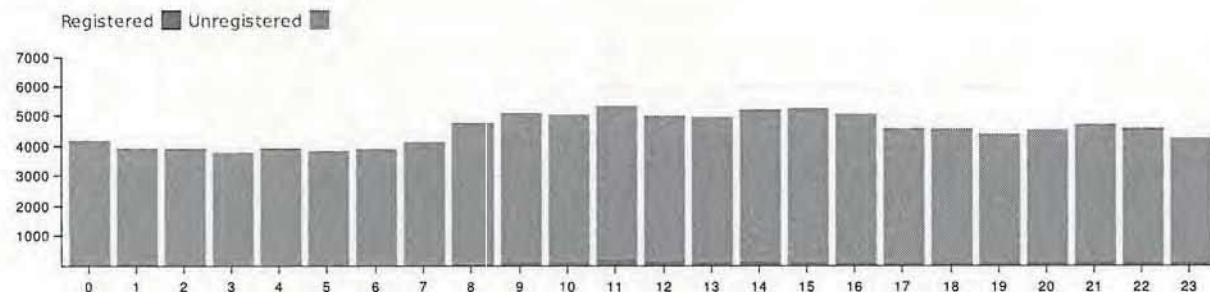
### Number of Participants who

|                    |                  |                      |           |
|--------------------|------------------|----------------------|-----------|
| Site visits        | 90,878(91,082)   | Registered           | 268 (269) |
| Page views         | 109,014(109,355) | Commented            | 0 (0)     |
| Visitors           | 4,316 (4,334)    | Agreed               | 0 (0)     |
| Comments           | 0 (0)            | Disagreed            | 0 (0)     |
| Agrees             | 0 (0)            | Downloaded documents | 534 (534) |
| Disagrees          | 0 (0)            | Downloaded videos    | 0 (0)     |
| Document downloads | 1,965 (1,965)    | Viewed FAQs          | 9 (9)     |
| Video plays        | 0 (0)            | Took polls           | 21 (21)   |

### Page Views By Date



### Page Views By Hour



### Engagement Depth

Average

Total

|              |               |                     |
|--------------|---------------|---------------------|
| Time on site | 2m 5s (2m 5s) | 131d 12h (131d 23h) |
| Page views   | 1.2 (1.2)     | 109,014(109,355)    |
| Visits       | 21.1 (21.0)   | 90,878(91,082)      |
| Comments     | 0.0 (0.0)     | 0 (0)               |
| ▶ primary    |               | 0 (0)               |
| ▶ replies    |               | 0 (0)               |
| Agrees       | 0.0 (0.0)     | 0 (0)               |
| Disagrees    | 0.0 (0.0)     | 0 (0)               |

### Participant Conversion

#### Visitors who

|                        |               |
|------------------------|---------------|
| ▶ registered           | 6.2% (6.2%)   |
| ▶ downloaded documents | 12.4% (12.3%) |

#### Registered participants who

|                    |             |
|--------------------|-------------|
| ▶ commented        | 0.0% (0.0%) |
| ▶ agreed/disagreed | 0.0% (0.0%) |
| ▶ took polls       | 7.8% (7.8%) |

| Tools         | Total | Page views | Votes | Comments | Agrees | Disagrees | Participants |
|---------------|-------|------------|-------|----------|--------|-----------|--------------|
| Forum Topics  | 0     | 0 (0)      | 0 (0) | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)        |
| News Articles | 5     | 454 (490)  | 0 (0) | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)        |



| Document Downloads  | Document downloads |                |
|---|--------------------|----------------|
| Map of Richmond's Neighbourhoods  | 344                | (344)          |
| OCP fall newsletter and survey  | 298                | (298)          |
| Proposed new ground-oriented Housing: Burkville, Richmond Gardens, Edgemere | 204                | (204)          |
| 2041 OCP Goals  | 192                | (192)          |
| OCP Objectives: A to L  | 189                | (189)          |
| 2041 OCP Vision   | 183                | (183)          |
| What is an OCP?   | 172                | (172)          |
| Official Community Plan Update City Website                                 | 125                | (125)          |
| General Land Use Concepts and Principles                                    | 68                 | (68)           |
| City-wide Survey Results  | 35                 | (35)           |
| Areas for Further Consultation for Coach Houses and Granny Flats            | 33                 | (33)           |
| Coach Houses and Granny Flats - Background Information                      | 33                 | (33)           |
| Neighbourhood Centres - Background Information                              | 32                 | (32)           |
| Future Neighbourhood Centre Planning for the 8 Shopping Malls               | 31                 | (31)           |
| What is an OCP?   | 26                 | (26)           |
| <b>TOTAL</b>  | <b>1,965</b>       | <b>(1,965)</b> |

| Video Download Activity |          |            |
|-------------------------|----------|------------|
| <b>TOTAL</b>            | <b>0</b> | <b>(0)</b> |

| Sources (Top 20)                  | Page views   |                |
|-----------------------------------|--------------|----------------|
| www.richmond.ca                   | 1,370        | (1,370)        |
| www.google.ca                     | 523          | (523)          |
| intranet                          | 163          | (163)          |
| richmond.ca                       | 100          | (100)          |
| www.civicinfo.bc.ca               | 92           | (92)           |
| www.bclocalnews.com               | 84           | (84)           |
| www.google.com                    | 72           | (72)           |
| www.facebook.com                  | 58           | (58)           |
| www.yourlibrary.ca                | 58           | (58)           |
| www.letstalkrichmond.ca           | 54           | (54)           |
| letstalkrichmond.bangthetable.com | 50           | (51)           |
| www.bing.com                      | 42           | (42)           |
| yandex.ru                         | 38           | (38)           |
| whois.domaintools.com             | 37           | (37)           |
| www.municipalinfonet.com          | 23           | (23)           |
| cms                               | 13           | (13)           |
| www.sustainet.com                 | 13           | (13)           |
| 36ohk6dgmcd1n.yom.mail.yahoo.net  | 12           | (12)           |
| cms.cityrichmond.bc.ca            | 12           | (12)           |
| twitter.com                       | 12           | (12)           |
| and 177 others                    |              |                |
| <b>TOTAL</b>                      | <b>3,215</b> | <b>(3,226)</b> |

| Search Terms (Top 20)   | Search Engine | Page views |      |
|-------------------------|---------------|------------|------|
| letstalkrichmond        | Google        | 50         | (50) |
| let's talk richmond     | Google        | 44         | (44) |
| lets talk richmond      | Google        | 42         | (42) |
| letstalkrichmond.ca     | Google        | 38         | (38) |
| letstalk richmond       | Google        | 28         | (28) |
| www.letsTALKrichmond.ca | Google        | 16         | (16) |
| www.letstalkrichmond.ca | Google        | 13         | (13) |
| lets talk richmond      | Bing          | 10         | (10) |
| letsTALKrichmond.ca     | Bing          | 6          | (6)  |
| Edgemere Gardens OCP    | Google        | 6          | (6)  |

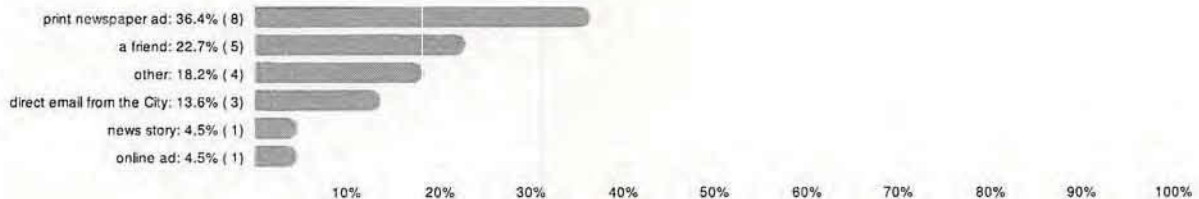
|   |        |            |              |
|---|--------|------------|--------------|
| www.letstalkrichmond                                      | Bing   | 5          | (5)          |
| let's talk Richmond                                       | Google | 4          | (4)          |
| boundaries of richmond city                               | Google | 4          | (4)          |
| letsTALKrichmond.ca                                       | Google | 4          | (4)          |
| richmond granny flat edgemere burkeville richmond gardens | Google | 4          | (4)          |
| letstalkwichmond.ca                                       | Google | 3          | (3)          |
| letss talk richmond                                       | Google | 3          | (3)          |
| talk richmond   | Google | 3          | (3)          |
| lets talk richmond  | Yahoo  | 3          | (3)          |
| www.letstalkrichmond.ca                                   | Bing   | 3          | (3)          |
| and 121 others  |        |            |              |
| <b>TOTAL</b>  |        | <b>437</b> | <b>(437)</b> |

#### Polls

|                            |      |        |
|----------------------------|------|--------|
| Voters (total)             | 21   | (21)   |
| Voters (% of participants) | 0.5% | (0.5%) |

#### Polls

How did you hear about LetsTALKRichmond.ca? (22)



| Surveys  | Survey takers | Survey takers (% of participants) | 2 (2)  |
|--|---------------|-----------------------------------|--|
| COMMENT SHEET: Proposed 2041 OCP Update Concept                      | 11 (11)       | 0.3% (0.3%)                       | <a href="#">Summary</a>   <a href="#">Browse responses</a> |
| PROPOSED NEW HOUSING SURVEY - Burkeville, Richmond Gardens, Edgemere | 14 (14)       | 0.3% (0.3%)                       | <a href="#">Summary</a>   <a href="#">Browse responses</a> |

| Submissions | Submission takers | Submission takers (% of participants) | 0 (0) |
|-------------|-------------------|---------------------------------------|-------|
|-------------|-------------------|---------------------------------------|-------|

| People              | Comments | Agrees | Disagrees | Site visits |
|---------------------|----------|--------|-----------|-------------|
| lichen              | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| kosmicforces        | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| Steve               | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| Solway              | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| jkg                 | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| derek williams      | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| Bob Lepsoe          | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| Max                 | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| Russ                | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| carol Day           | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| phb                 | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| meotway             | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| angelako            | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| 4300 Bayview Street | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| _talbot@telus.net   | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| Yew                 | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| Starr               | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| MarieKerr           | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| mgerlach            | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |



|              |          |            |          |            |          |            |          |            |
|--------------|----------|------------|----------|------------|----------|------------|----------|------------|
| citizen30    | 0        | {0}        | 0        | {0}        | 0        | {0}        | 0        | {0}        |
| <b>TOTAL</b> | <b>0</b> | <b>{0}</b> | <b>0</b> | <b>{0}</b> | <b>0</b> | <b>{0}</b> | <b>0</b> | <b>{0}</b> |

| Suburb               | Participants     | Comments     | Agrees       | Disagrees    | Site visits  |
|----------------------|------------------|--------------|--------------|--------------|--------------|
| Richmond             | 0 {250}          | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| richmond bc          | 0 {5}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| Vancouver            | 4 {4}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| 23-9111 No 5         | 1 {1}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| V6X 2H2              | 1 {1}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| bucharest            | 1 {1}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| New West             | 1 {1}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| Abbotsford           | 1 {1}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| Richmnd              | 1 {1}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| GVHBA                | 1 {1}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| Vancouver / Richmond | 1 {1}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| North Vancouver      | 1 {1}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| Sydney               | 0 {1}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| richmond             | 250 {0}          | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| Richmond BC          | 5 {0}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| RICHMOND BC          | 0 {0}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| RICHMOND             | 0 {0}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| Unspecified          | 0 {0}            | 0 {0}        | 0 {0}        | 0 {0}        | 0 {0}        |
| <b>TOTAL</b>         | <b>268 {269}</b> | <b>0 {0}</b> | <b>0 {0}</b> | <b>0 {0}</b> | <b>0 {0}</b> |

## Topic Breakdown

### News Article Breakdown

5 news articles

#### Let's Talk Richmond's Future - The 2041 Official Community Plan

|              |    |      |
|--------------|----|------|
| Page views   | 22 | {47} |
| Votes        | 0  | {0}  |
| Comments     | 0  | {0}  |
| Agrees       | 0  | {0}  |
| Disagrees    | 0  | {0}  |
| Participants | 0  | {0}  |

#### Let's Talk Social Planning

|              |    |      |
|--------------|----|------|
| Page views   | 16 | {27} |
| Votes        | 0  | {0}  |
| Comments     | 0  | {0}  |
| Agrees       | 0  | {0}  |
| Disagrees    | 0  | {0}  |
| Participants | 0  | {0}  |

#### This is Richmond.....

|            |     |       |
|------------|-----|-------|
| Page views | 200 | {200} |
| Votes      | 0   | {0}   |
| Comments   | 0   | {0}   |

|                  |   |     |
|------------------|---|-----|
| Agrees           | 0 | (0) |
| Disagrees        | 0 | (0) |
| Participants     | 0 | (0) |
| This is Richmond |   |     |

|              |     |       |
|--------------|-----|-------|
| Page views   | 194 | (194) |
| Votes        | 0   | (0)   |
| Comments     | 0   | (0)   |
| Agrees       | 0   | (0)   |
| Disagrees    | 0   | (0)   |
| Participants | 0   | (0)   |

#### Proposed 2041 OCP Concept

|              |    |      |
|--------------|----|------|
| Page views   | 22 | (22) |
| Votes        | 0  | (0)  |
| Comments     | 0  | (0)  |
| Agrees       | 0  | (0)  |
| Disagrees    | 0  | (0)  |
| Participants | 0  | (0)  |



## Activity Report : Lets Talk Richmond

27 May 2011



30 June 2011



### Activity Overview

(lifetime)

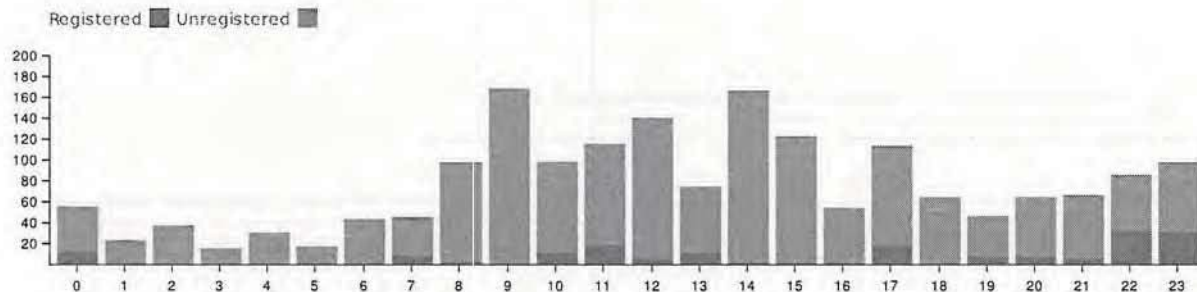
### Number of Participants who

|                    |               |                      |           |
|--------------------|---------------|----------------------|-----------|
| Site visits        | 635 (1,186)   | Registered           | 18 (22)   |
| Page views         | 1,864 (2,785) | Commented            | 1 (1)     |
| Visitors           | 303 (450)     | Agreed               | 3 (3)     |
| Comments           | 2 (2)         | Disagreed            | 0 (0)     |
| Agrees             | 4 (4)         | Downloaded documents | 131 (176) |
| Disagrees          | 0 (0)         | Downloaded videos    | 0 (0)     |
| Document downloads | 650 (847)     | Viewed FAQs          | 0 (0)     |
| Video plays        | 0 (0)         | Took polls           | 0 (0)     |

### Page Views By Date



### Page Views By Hour



### Engagement Depth

Average

Total

|              |                 |               |
|--------------|-----------------|---------------|
| Time on site | 3m 10s (2m 51s) | 1d 9h (2d 8h) |
| Page views   | 2.9 (2.3)       | 1,864 (2,785) |
| Visits       | 2.1 (2.6)       | 635 (1,186)   |
| Comments     | 2.0 (2.0)       | 2 (2)         |
| ▶ primary    |                 | 2 (2)         |
| ▶ replies    |                 | 0 (0)         |
| Agrees       | 1.3 (1.3)       | 4 (4)         |
| Disagrees    | 0.0 (0.0)       | 0 (0)         |

### Participant Conversion

#### Visitors who

|                        |               |
|------------------------|---------------|
| ▶ registered           | 5.9% (4.9%)   |
| ▶ downloaded documents | 43.2% (39.1%) |

#### Registered participants who

|                    |               |
|--------------------|---------------|
| ▶ commented        | 5.6% (4.5%)   |
| ▶ agreed/disagreed | 16.7% (13.6%) |
| ▶ took polls       | 0.0% (0.0%)   |

| Tools         | Total | Page views | Votes | Comments | Agrees | Disagrees | Participants |
|---------------|-------|------------|-------|----------|--------|-----------|--------------|
| Forum Topics  | 2     | 323 (521)  | 0 (0) | 2 (2)    | 4 (4)  | 0 (0)     | 2 (2)        |
| News Articles | 0     | 0 (0)      | 0 (0) | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)        |

| Document Downloads   |  | Document downloads |              |
|--|--|--------------------|--------------|
| OCP Objectives: A to L   |  | 150                | (183)        |
| 2041 OCP Vision  |  | 133                | (174)        |
| 2041 General Land Use Concepts and Principles                    |  | 127                | (156)        |
| 2041 OCP Goals   |  | 87                 | (117)        |
| Detailed Survey Results and Verbatim Comments                    |  | 37                 | (42)         |
| Coach House and Granny Flats - Background Information            |  | 19                 | (30)         |
| Future Neighbourhood Centre Planning for the 8 Shopping Malls    |  | 20                 | (28)         |
| City-wide Survey Results   |  | 23                 | (27)         |
| Key Messages from 2nd Round OCP Findings                         |  | 21                 | (26)         |
| Neighbourhood Centres - Background Information                   |  | 18                 | (24)         |
| Areas for Further Consultation for Coach Houses and Granny Flats |  | 15                 | (23)         |
| What is an OCP?  |  | 10                 | (17)         |
| <b>TOTAL</b>   |  | <b>660</b>         | <b>(847)</b> |

| Video Download Activity |  |          |            |
|-------------------------|--|----------|------------|
| <b>TOTAL</b>            |  | <b>0</b> | <b>(0)</b> |

| Sources (Top 20)                 |           | Page views  |  |
|----------------------------------|-----------|-------------|--|
| www.google.ca                    | 11        | (16)        |  |
| www.yourlibrary.ca               | 14        | (14)        |  |
| www.facebook.com                 | 11        | (11)        |  |
| www.google.com                   | 8         | (9)         |  |
| m.facebook.com                   | 2         | (2)         |  |
| bangthetable.com                 | 1         | (2)         |  |
| corporate.bangthetable.com       | 1         | (1)         |  |
| by148w.bay148.mail.live.com      | 1         | (1)         |  |
| sn128w.snt128.mail.live.com      | 1         | (1)         |  |
| www.google.at                    | 1         | (1)         |  |
| col16w.col116.mail.live.com      | 1         | (1)         |  |
| 36ohk6dgmcd1n.yom.mail.yahoo.net | 1         | (1)         |  |
| www.google.co.jp                 | 0         | (1)         |  |
| <b>TOTAL</b>                     | <b>53</b> | <b>(61)</b> |  |

| Search Terms (Top 20)                     |        | Search Engine | Page views  |  |
|---|--------|---------------|-------------|--|
| 2041 OCP Update Concept                   | Google | 2             | (2)         |  |
| richmond ocp                              | Google | 2             | (2)         |  |
| site:letstalkrichmond.ca coach Burkeville | Google | 2             | (2)         |  |
| Official Community Plan 2041              | Google | 1             | (1)         |  |
| ocp richmond                              | Google | 1             | (1)         |  |
| mission and vision concept                | Google | 1             | (1)         |  |
| site:letstalkrichmond.ca coach            | Google | 1             | (1)         |  |
| granny flats vs. coach houses             | Google | 0             | (1)         |  |
| vision goals and objectives               | Google | 0             | (1)         |  |
| <b>TOTAL</b>                              |        | <b>10</b>     | <b>(12)</b> |  |

| Polls                      |      | 0 (0)  |  |
|----------------------------|------|--------|--|
| Voters (total)             | 0    | (0)    |  |
| Voters (% of participants) | 0.0% | (0.0%) |  |

## Polls

| Surveys     | Survey takers     | Survey takers (% of participants)     | 2 (2) |
|-------------|-------------------|---------------------------------------|-------|
| Submissions | Submission takers | Submission takers (% of participants) | 0 (0) |



| People       | Comments |            | Agrees   |            | Disagrees |            | Site visits |            |
|--------------|----------|------------|----------|------------|-----------|------------|-------------|------------|
| Olga         | 2        | {2}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| teacherman   | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| kelandtrev   | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| hawthorne    | 0        | {0}        | 1        | {1}        | 0         | {0}        | 0           | {0}        |
| Martinvdh    | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| chikabooday  | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| Yew          | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| lelikj       | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| Tripper      | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| lavric       | 0        | {0}        | 2        | {2}        | 0         | {0}        | 0           | {0}        |
| snomojo      | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| Marsaine     | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| summerland   | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| bonil        | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| rgraham      | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| Edward       | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| brentwood    | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| Think        | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| sofunke      | 0        | {0}        | 0        | {0}        | 0         | {0}        | 0           | {0}        |
| wardo        | 0        | {0}        | 1        | {1}        | 0         | {0}        | 0           | {0}        |
| <b>TOTAL</b> | <b>2</b> | <b>{2}</b> | <b>4</b> | <b>{4}</b> | <b>0</b>  | <b>{0}</b> | <b>0</b>    | <b>{0}</b> |

| Suburb      | Participants | Comments | Agrees | Disagrees | Site visits |
|-------------|--------------|----------|--------|-----------|-------------|
| Richmond    | 16 (20)      | 2 (2)    | 4 (4)  | 0 (0)     | 0 (0)       |
| Richmond BC | 1 (1)        | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| Vancouver   | 1 (1)        | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| RICHMOND    | 0 (0)        | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| richmond    | 0 (0)        | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| Unspecified | 0 (0)        | 0 (0)    | 0 (0)  | 0 (0)     | 0 (0)       |
| TOTAL       | 18 (22)      | 2 (2)    | 4 (4)  | 0 (0)     | 0 (0)       |

## Topic Breakdown

2 forum topics

Proposed OCP Concept Vision, Goals and Objectives

|              |     |       |
|--------------|-----|-------|
| Page views   | 192 | {311} |
| Votes        | 0   | {0}   |
| Comments     | 1   | {1}   |
| Agrees       | 2   | {2}   |
| Disagrees    | 0   | {0}   |
| Participants | 1   | {1}   |

Proposed 2041 OCP Concept - Did we leave anything out?

|              |     |       |
|--------------|-----|-------|
| Page views   | 131 | {210} |
| Votes        | 0   | {0}   |
| Comments     | 1   | {1}   |
| Agrees       | 2   | {2}   |
| Disagrees    | 0   | {0}   |
| Participants | 1   | {1}   |





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

ATTACHMENT 11



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

### 2041 Update: Third round public consultation

The purpose of this open house is to:

- Provide you with the results and outcomes of the 2nd round public consultation including:
  - City-led master planning processes for East Cambie and Hamilton Neighbourhood Centres
  - More community consultation in May–June to see whether residents in Richmond Gardens, Edgemere, and Burkeville want to consider coach houses and granny flat options
- Obtain your feed back on the:
  - Proposed 2041 OCP Concept (OCP Vision, Goals and Objectives)
  - 2041 general land use principles

1. Please review the display panels which describe the proposed 2041 OCP Concept.

2. Please fill out the comment sheet to let us know what you think about the proposed 2041 OCP Concept by Thursday, June 30, 2011.

- Complete and drop off the proposed 2041 OCP Concept comment sheet in the drop boxes provided at this open house OR
- Fill it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca), the City's 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 at City Hall.

3. Visit the online discussion forum at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca)

- There is a discussion forum for you to discuss the proposed 2041 OCP Concept.
- 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 for this round of OCP consultation and future 2012 open houses when the OCP is drafted in mid-2012



*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

*Towards a sustainable community*

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

PLN - 177







# What is an Official Community Plan (OCP)?



An OCP is the planning policy document that reflects and helps achieve the City's long-term vision – who and what we want to be in the future as a community. It is the City's most important planning policy. The OCP is developed after a thorough and realistic assessment of the City's existing situation, future prospects and relationship to the surrounding region, and is based on the community's values determined through public consultation. Richmond adopted its first OCP in 1986, and updated it in 1999. The 2041 OCP Update will better reflect current realities, including future population growth, address future needs and trends, integrate sustainability and ensure a comfortable pace of change.

## What is sustainable development?

Richmond is updating the OCP to move towards a sustainable city. The most commonly understood definition of "sustainable development" is *"development which meets the needs of the present without compromising the ability of future generations to meet their own needs"*



## How do we create a sustainable community and accommodate a growing population?

By 2041, Richmond will grow to 280,000 people and will have 180,000 jobs. The number of residents living in the City Centre will grow to 100,000 from its current population of 52,000. Richmond will need a total of 46,271 new housing units (26,494 apartment and 19,777 ground oriented units) by 2041. As a result of this growth, our neighbourhoods will likely look different in the future. Much of the housing demand will be accommodated in the City Centre, however there is a need for more housing choices in the single family areas outside the City Centre.

## How and where do we locate new housing to accommodate a growing population?

In July 2010, Council endorsed that staff explore new housing options in the single family areas outside the City Centre as part of the 2041 OCP Update. Council agreed that staff should present to the public to determine their degree of acceptance via open houses and a survey:

- new housing forms such as granny flats, coach houses, and
- consider future planning for densification around the 8 shopping malls



*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*

*Towards a sustainable community*

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

PLN - 178





# The October 2010 OCP Survey: Coach houses and Granny flats

In October 2010, the City hosted public open houses and distributed a two part city-wide OCP survey called the "OCP Housing/Neighbourhood Centre Public Survey"

**Part A** of the survey asked Richmond residents whether they 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 a single-family house; 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 a single-family house; or
  - a duplex, *instead of* a single-family house and a secondary suite.

The table below lists these housing forms 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—a 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 |





# The October 2010 OCP Survey: Neighbourhood Centres

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).

### 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 Centre.
- The *outer core* is the area within a 5 minute walk to the inner core. Consideration will be given to a range of housing types (granny flats, coach houses, duplexes, triplexes, and fourplexes) in the outer core.





# OCP Housing/Neighbourhood Centre City-Wide Survey Results

## City-wide 2041 OCP Housing/Neighbourhood Centre Public Survey Findings

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

#### Large Lots (e.g., over 550 m2 or 5,920 ft.2 in size)

1. Currently, owners may have a single-family house AND a secondary suite. The following additional housing choices should be permitted:

|   |                      |                            |
|---|----------------------|----------------------------|
| a) <i>in addition</i> to a secondary suite:                       | Strongly Agree/Agree | Strongly Disagree/Disagree |
| i) a coach house  | 37% (184)            | 53% (259)                  |
| ii) a granny flat   | Strongly Agree/Agree | Strongly Disagree/Disagree |
|   | 39% (191)            | 49% (241)                  |
| b) <i>instead of</i> a single-family house AND a secondary suite: | Strongly Agree/Agree | Strongly Disagree/Disagree |
| i) a duplex   | 37% (181)            | 49% (238)                  |

#### Small Lots (e.g., up to 550 m2 or 5,920 ft2 in size)

2. Currently, owners may have a single-family house AND a secondary suite. The following additional housing choices should be permitted:

|   |                      |                            |
|---|----------------------|----------------------------|
| a) <i>instead of</i> a secondary suite:                           | Strongly Agree/Agree | Strongly Disagree/Disagree |
| i) a coach house  | 33% (162)            | 56% (272)                  |
| ii) a granny flat   | Strongly Agree/Agree | Strongly Disagree/Disagree |
|   | 32% (154)            | 52% (256)                  |
| b) <i>instead of</i> a single-family house AND a secondary suite: | Strongly Agree/Agree | Strongly Disagree/Disagree |
| i) a duplex   | 32% (154)            | 51% (248)                  |

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

|   |                                   |   |
|---|-----------------------------------|---|
| 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<br>78% (383) | Strongly Disagree/Disagree<br>10% (49)  |
| 4. Inner Core of the Neighbourhood Centre: 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<br>52% (255) | Strongly Disagree/Disagree<br>27% (136) |
| 5. Outer Core of the Neighbourhood Centre: 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<br>32% (154) | Strongly Disagree/Disagree<br>57% (280) |



# Key Messages from 2nd Round OCP Survey Findings

## Part A: Housing Choices in Single-Family Areas

In general, Richmond residents indicated the following:

Citywide, (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 (over 50%) in specific areas for considering either coach houses or granny flats in Steveston, Granny flats in Broadmoor, Coach houses and granny flats in Shellmont, Hamilton, Cambie East and in Burkeville.
- 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 street 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.
- 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

## Part B: Future Planning for Neighbourhood Centres

- Citywide, residents strongly supported (78% strongly agreed or agreed) more detailed future planning in consultation with the community for most neighbourhood centres;
- City wide, residents were more cautious (52% strongly agreed or agreed) to inner core densification of neighbourhood centres; and
- Citywide, there was less support (32%) for introducing more housing types in the outer core.

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.





# Areas for further consultation for coach Houses and Granny Flats options

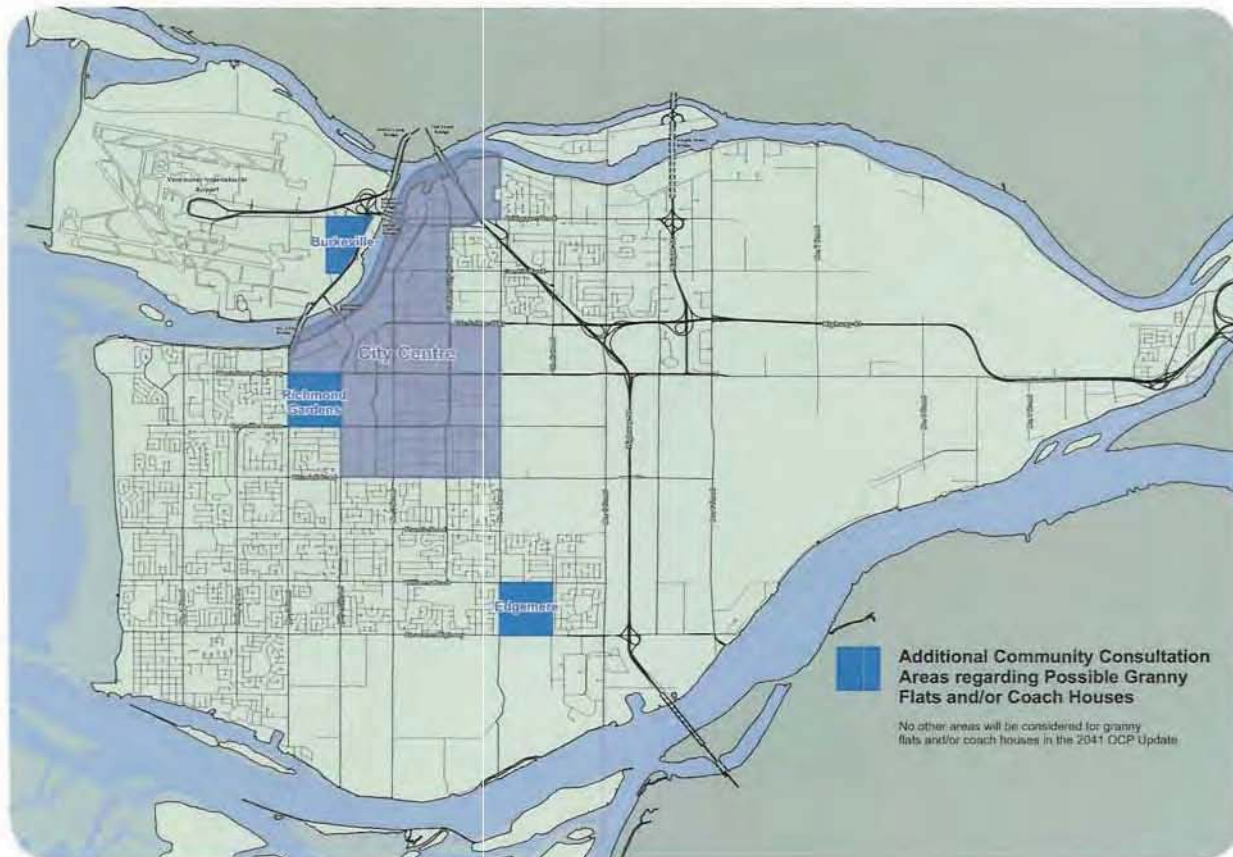
When the survey results were categorized into the 14 planning areas, an accurate sense of what area residents supported or did not support was not captured because the participation was so low. For example, there were only 4 respondents in Burkeville. Staff did further analysis using criteria:

- survey support for the housing choices
- age of housing stock built before 1970
- level of transit service

As a result, staff considered that Richmond Gardens, Burkeville and Edgemere neighbourhoods were best to consult with more regarding granny flats and coach houses.

In April 2011, City Council approved:

- that more community consultation will take place in the Richmond Gardens, Edgemere and Burkeville areas to see if the residents in these three areas want to consider coach houses and granny flat options;
- No other areas will be considered for granny flats and coach houses in the 2041 OCP





# Future Neighbourhood Centre Planning for 8 shopping malls

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

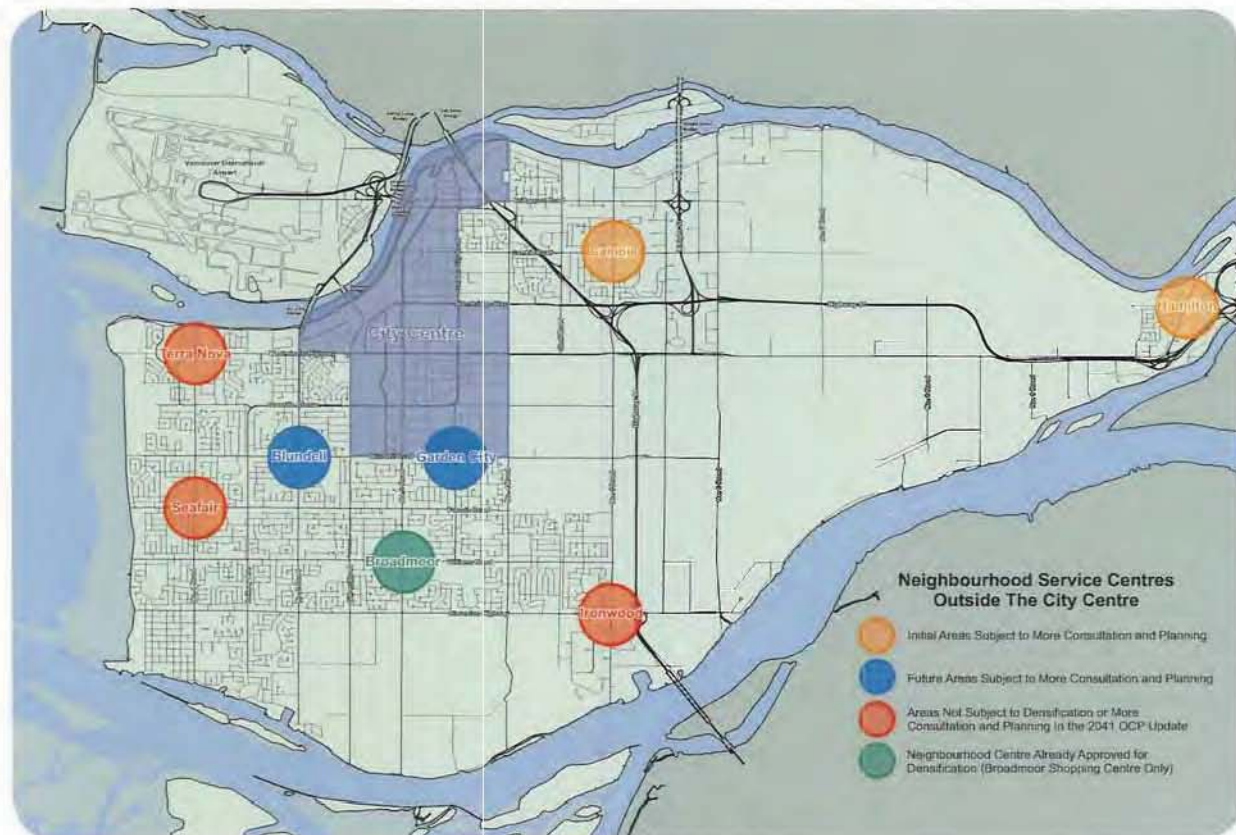
- degree of survey support,
- age of the centre, as older centres tend to redevelop, and
- the need for improvements (e.g., traffic, beautification).

The analysis revealed that East Cambie and Hamilton Neighbourhood Centres most meet the criteria.

In April 2011, City Council approved:

More consultation and planning to densify neighbourhood centres outside the City Centre will take place, after the 2041 OCP is approved.

- City-led neighbourhood centre master planning processes will be undertaken for East Cambie and Hamilton Neighbourhood Centres;
- If the owners of 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;
- Densification of the Seafair, Terra Nova and Ironwood Neighbourhood Centers, not be considered in the 2041 OCP Update; and
- The Broadmoor Neighbourhood Centre, approved by Council in 2010, can continue its densification, as per the Broadmoor Neighbourhood Centre Master Plan.







# Proposed 2041 OCP Update Concept

## Population and Employment

- By 2041, Richmond's population will be 280,000 (100,000 in the City Centre) and will have 180,000 jobs (60,000 jobs in the City Centre).
- Richmond embraces its share of Metro Vancouver's 2041 population and job growth and understands that appropriately planned urban densification, a strong employment base, the continued protection of the ALR will create a city that is special, adaptable, diverse and vibrant.

## 2041 General Land Use Concepts and Principles

### Highlights

- Development supported by transit options that place biking and walking above automobiles as priorities.
- An urban landscape that encourages and enables physical activity and social connection in everyday living;
- High density mixed uses in the City Centre;
- Intensified employment lands including industrial and commercial employment;
- The preservation of agricultural lands;
- Expanded parks, open spaces and trails; and
- An improved transportation network with an emphasis on walking, cycling and transit.
- Outside the City Centre, there will be more community consultation to explore:
  - A mix of low to medium density uses in the inner core of the neighbourhood centres; and
  - A diversity of ground-oriented residential housing choices in the outer core of the neighbourhood centres.



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# Proposed 2041 OCP Update Concept

## Towards a sustainable community

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

## 2041 OCP Vision

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

### Richmond is a place where people:

- feel connected to their physical surroundings, to the people around them, and to their community.
- are active and healthy.
- respect, honour and celebrate the diversity in their community.
- feel connected to the past, celebrate the present, and anticipate the future with enthusiasm.

Richmond has become more energy efficient and is responding to the challenges of climate change, in partnership with other levels of government, its citizens and its businesses.



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# Proposed 2041 OCP Update Concept

## 2041 OCP Goals

Richmond will become a city that is:

### 1. Welcoming and diverse

The city is inclusive and designed to support the needs of a diverse and changing population.

### 2. Connected and Accessible

People are connected to and interact with each other. Places, buildings and activities are connected and easy to access by everyone. Decisions with respect to housing, businesses, parks, recreation, transportation and community access, including street design and repair will be made to facilitate participation of all citizens including those with disabilities and restricted mobility. This allows everyone to participate fully in community life.

### 3. Valued for its special places

A variety of places – big and small – in all neighbourhoods where residents and visitors will be drawn to them as vibrant people places or for their natural beauty.

### 4. Adaptable

The city, residents and businesses have the ability to anticipate and respond creatively to change. They build upon what already exists, learn from and build upon experiences from both within and outside the community. In partnership with each other, and respond to the challenges of changing demographics, culture, technology, and climate.



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# Proposed 2041 OCP Update Concept

## A. Connected Neighbourhoods with Special Places

The ways in which neighbourhoods are designed and built and the housing choices and amenities they provide contribute to making a vibrant, healthy and sustainable community.

### Objective:

To create compact, mixed-use neighbourhoods that include many types of destinations such as stores, parks, plazas, playgrounds and services that can be easily reached by walking and cycling. The city's neighbourhoods will be diverse, made up of all age groups and abilities, with a range of housing choices to meet their needs now and into the future.

### Concepts:

- **Neighbourhood Heart:** Develop a varied range of distinct higher density mixed-use neighbourhood centres, outside the city centre which will become the "heart" or "core" for each community and contribute to a sense of place.
- **Connected Sense of Place:** Each neighbourhood will contain a diversity of housing choices, shops and services, a distinct public realm, special places, parks, recreation facilities and a web of pedestrian and cycling connections.
- **Accessible:** Neighbourhoods will have mixed and non-traditional housing forms and arrangements to support residents of all ages and abilities, challenges, characteristics and income levels. Future planning will consider aging in place in each community.
- **Healthy:** Foster neighbourhood design that comprise many types of destinations a short distance from home with easy access to safe places where everyone in the community has a chance to be active
- **Sustainable:** Neighbourhood design will consider energy efficient buildings and green infrastructure.



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# Proposed 2041 OCP Update Concept

## B. Vibrant City: Arts, Culture and Heritage

Many factors contribute to making a vibrant, healthy and sustainable community and the presence of a thriving arts, culture and heritage sector plays a critical role. The City plays a multifaceted role in ensuring a healthy and contributing arts, culture and heritage sector including:

- creating the environment for the sector to flourish through policy, zoning and support;
- facilitating and supporting individuals and organizations including access to facilities; and
- providing opportunities and activities for lifelong learning, creating and participating.

### Objective

To create the environment for the City to be a "thriving, resilient, diverse and creative community" where people have a strong sense of identity and a clear sense of the attributes that make it unique. A citizenry that is empowered, engaged, connected, and a city that is a vibrant tourism destination.

### Concepts

- *Cultural Engagement*: facilitate and create the environment and culture of the city that supports the arts and culture and enhances their contribution to the vibrancy and vitality of the community.
- *Lifelong Learning*: foster a joy of reading and a culture of lifelong learning.
- *Celebrating Heritage*: preserve, promote and celebrate community heritage.
- *Community Revitalization*: encourage and develop a mosaic of appealing, lively and distinctive areas, vibrant public spaces, festivals, events and activities.
- *An Economic Engine*: harness the benefits of and support a creative economy and contribute to the thriving community tourism sector.



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# Proposed 2041 OCP Update Concept

## C. Vibrant City: Recreation and Community Wellness

The City's Parks and Recreation department plays a critical role in contributing to a vibrant, healthy and sustainable community. In partnership with community organizations, Parks and Recreation provides programs, services, places and spaces that contribute to an exceptional quality of life for both current and future generations.

### Objective

For Richmond to be renowned as a place where residents have access to a diverse and leading edge range of recreation, sport and community wellness opportunities. Through this, residents are physically active and healthy, have an increased permanent commitment to wellness, and feel increasingly connected to their community.

### Concepts

- **Strong Partnerships:** Strategies to deliver services in partnership with many organizations so that we can build on each other's strengths, avoid duplication and deepen our reach into the community.
- **Being Uniquely Richmond:** Strategies to ensure our services and programs meet the needs of our diverse community, including different ethnic groups, people living with disabilities, single-parent families, low-income families, our aging population and our youth.
- **Connecting and Growing:** Strategies to ensure Richmond residents have opportunities for life-long learning, to meet their neighbours and feel they belong. Promoting community and neighbourhood building encourages social connectedness—a key component to achieving a sense of well being.
- **Living Healthy and Active Lives:** Strategies to address the widespread trend towards physical inactivity—to encourage people to live healthy and active lives from the cradle to the grave.
- **Investing in Parks and Recreation Infrastructure:** Strategies to ensure our facilities and sports fields support our active and healthy living ambitions. Investing in parks and recreation infrastructure is important because there is a direct connection between physical activity levels and appropriate provision of recreation and sports facilities, parks, trails and active transportation corridors.



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# Proposed 2041 OCP Update Concept

## D. Safe City

### Objective

Through ongoing education, prevention and response we will ensure a "Safe City".

### Concepts

- **Prevention focused:** Be prevention focussed while providing optimum emergency response (including education).
- **Public Educators:** Be public educators and facilitators for related safety matters and embrace the delivery of public education through community partners.
- **Be Responsive:** Deliver prevention programs that are responsive to: statistical trends, hazards and the needs of a diverse community.
- **Safe Transportation Infrastructure:** Provide safe transportation infrastructure that ensures the safety of multiple user groups and encourages active transportation options (walking, biking transit).
- **Safe Streets:** Design safe streets, neighbourhoods and places that are vibrant and crime free by intentional safe design of land use mix, public realm and buildings.
- **Safety for kids:** Consult with the Richmond School Board in creating safe and walkable school areas.



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# Proposed 2041 OCP Update Concept

## E. Resilient Economy

Richmond serves as a pre-eminent Asia-Pacific, sea, land and intermodal gateway and technology hub. It is home to a strategic range of sectors for a resilient economy, with a favourable job-to-labour force ratio and high paying jobs for local and regional residents. Richmond's future economic growth and industry diversification are achieved through retention and intensifying of existing industrial and commercial employment lands.

### Objective

To retain and intensify industrial and commercial employment lands as a basis for future economic growth, industry diversification, and generation of a broad business tax base that serves local, regional and visitor populations.

### Concepts

- **Asia-Pacific Gateway:** Fostering a strong Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic business location and Asia's economic growth
- **Knowledge-Based Industries:** Cultivating a high-paying, thriving technology and creative hub in the City Centre, that attracts skilled talent locally and from abroad
- **Amenities and Attractions:** Developing a diversified lighter-footprint commercial sector that meets the growing needs of both Richmond residents and visitors alike
- **Sustainable Local Resources:** Championing a viable agricultural sector for both commercial and neighbourhood farmers, which responds to long-term community food security needs
- **Population Services:** Nurturing a responsive institutional sector that serves the access, mobility, and safety needs of a growing, multicultural and demographically changing community
- **Micro-Business:** Encouraging mixed-use development in the regional and neighbourhood centres that supports the needs of small businesses



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# Proposed 2041 OCP Update Concept

## F. Agriculture and Food

Richmond has a long and rich history of farming.

Agriculture continues to be an integral part of Richmond's community, economy and natural and built landscape.

The City has a significant role in fostering and enhancing agricultural viability for existing and new farmers by:

- Through the Richmond Agricultural Advisory Committee (AAC), co-ordinating the interests of a wide range of farmers (e.g., cranberries, blueberries, vegetables, urban) and the community, to implement recommendations in Richmond's Agricultural Viability Strategy and other initiatives that support farming.
- Co-ordinating its activities with the federal and provincial governments, particularly the BC Agricultural Land Commission (ALC),
- Improving the awareness of farming among the residents,
- Providing necessary infrastructure (drainage, irrigation, access, transportation; the Nelson Road Interchanges, East Richmond Drainage projects, improved signage) to support food production in agricultural areas, and
- Creating and amending land use policies and regulations that support agricultural producers and activities.

As part of the 2041 OCP, the City will be reviewing the Richmond Agricultural Viability Strategy to make it more relevant.

### Objective

Richmond's agricultural lands are to be protected, viable and productive as they have an abundant capacity to produce food close to home for both local and regional consumption and markets. An understanding of the importance of Richmond's food production lands as a valuable measure of sustainability is shared by local residents and throughout the region.

### Concepts

- *Recognize and Respect* agricultural activities in Richmond.
- *Protect* food producing land and maximize food production.
- *Support Diversity*: for all scales and forms of land-based food production in agricultural areas and other urban areas where appropriate along with farm related businesses (e.g., wineries, road side food stands, farm tourism).
- *Partnerships*: Farmers, the City, senior levels of government and the community working together to support and enhance agricultural viability.



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# Proposed 2041 OCP Update Concept

## G. Mobility and Access

### Moving to a Sustainable Transportation System

To maintain an effective transportation system that supports a growing and thriving city, the way we choose to travel needs to become more sustainable. Sustainable transportation aims to ensure that our needs for access to people, services and goods are met while protecting the environment and social equity for current and future generations. Compact, walkable neighbourhoods with mixed land uses and convenient public transit service allow communities to rely on foot, bicycle and transit to travel throughout the local and broader regions without having to drive.

### Objective

To deliver a dynamic and effective transportation system that improves connectivity throughout the city and to the region for people and goods while achieving a major shift from automobile use to sustainable travel modes.

### Concepts

- **Walkable Neighbourhoods:** Significantly improved pedestrian and cycling realms around service centres foster walking and cycling as the preferred travel options for accessing local services and gathering with neighbours.
  - Potential Action Items: connect discontinuous sidewalks and pathways, improve crosswalks, way finding to key destinations, traffic calming on local roads.
- **Transit-Friendly City:** Enhance transit and cycling connections and amenities amongst neighbourhood centres and major employment areas for easy city-wide and regional travel without a car.
  - Potential Action Items: more cross-town bus services, newer and quieter buses, more bus stop shelters and benches.



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# Proposed 2041 OCP Update Concept

## G. Mobility and Access continued . . .

### Concepts continued . . .

- *Travel Smart, Live Long:* Give priority to active transportation modes (cycling, walking and other non-motorized modes) that improve personal and environmental health, safety, social equity, and quality of life.
  - Potential Action Items: fine-grained neighbourhood bike network using local roads, more off-street bike paths, support for walk and bike to school programs.
- *A Caring Street System:* Retrofit existing and build new transportation infrastructure to meet the changing mobility needs of the community by enhancing accessibility, comfort and security for all ages and abilities of users.
  - Potential Action Items: accessible features at all signalized intersections and special crosswalks, more benches along the street, curb ramps at all intersections.
- *Intelligent Investments:* Deploy efficient and innovative transportation technologies to optimize the overall performance of the transportation system and reduce vehicle emissions and energy use.
  - Potential Action Items: real-time traffic information available on-line, intersection improvements including advance left-turn arrows and video cameras.
- *Moving Goods, Securing Jobs:* Coordinate and implement timely road and traffic improvements to enhance access to jobs and goods movement to support and promote growth in economic activities.
  - Potential Action Items: strategic expansion of road network including new River Road (former CPR corridor) and extensions of Ackroyd Road, Lansdowne Road and Blundell Road.



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# Proposed 2041 OCP Update Concept

## H. Ecological Network, Open Space and the Public Realm

### Ecological Network

Richmond's location – at the point where the Fraser meets the Pacific Ocean – means the island City is located within some of the most productive estuarine ecosystems in the world.

The Richmond community depends upon its local ecosystem and broader environment to provide its daily socioeconomic needs – growing food, supplying water and clean air and providing material resources.

Increasing growth places higher demands on already stretched ecological resources. Research about ecological sustainability indicates that the worldwide use of resources is exceeding the Earth's capacity to renew and replenish them. At the same time, awareness is increasing that communities are likely to experience significant impacts from changing environmental conditions.

Richmond residents have shown strong support for positive environmental action:

- 84% of Richmond residents support more effort to protect and enhance environmental areas and features (OCP Survey, 2010)
- 75% of Richmond residents believe Richmond should be a leader in climate change action (OCP Survey, 2010)



### Objective

To protect and improve the City's environmental health, ecological integrity and opportunities for the community to experience nature.

### Concepts

In order to conserve the City's valuable ecological resources and be prepared for changing environmental conditions, 6 key concepts have been identified:

- **Healthy Ecological Network:** Protect and enhance a diverse, connected, and functioning ecological network.
- **Ecological Design:** Integrate ecological attributes into the City's built and cultivated landscapes.
- **Pollution Prevention:** Proactively implement best management practices to protect and improve water, air and soil quality.
- **Strong Partnerships for Ecological Gain:** Collaborate with the community and senior governments to protect and restore environmental health and ecological integrity.
- **Great Nature Experiences:** Make it easy and enjoyable for the community to experience nature.
- **Adapting for Change:** Use best available science and practices to better equip the City to adapt to climate change.



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# Proposed 2041 OCP Update Concept

## H. Ecological Network, Open Space and the Public Realm continued . . .

### Open Space and the Public Realm

Richmond enjoys a wealth of parks and a dike trail system that is a regional destination. As the city grows, the public realm (i.e. urban streets, plazas and amenity areas, and linkages between neighbourhoods) will increasingly play a role in providing recreational opportunities and the stage for social life. In addition, a safe, attractive public realm and Richmond's unique places, like the waterfront, will contribute to tourism and economic development, drawing visitors and businesses to the city.

The city's finite land area will necessitate that the open space system meet multiple community objectives and play a role in the city's environmental health and resiliency to climate change. The urban forest, parks, natural areas and waterways all play a role in the quality of the urban environment and can provide other services such as storm water management, food production, and alternative energy generation. Focusing on increasing the diversity of the types and functions of parks and open spaces will contribute to the city's sustainability and, at the same time, enrich people's daily experiences.



### Objective

To protect and develop a sustainable, well-designed system of parks and streets, trails and greenways, plazas and squares, the waterfront and waterways, that significantly contributes to a healthy, vibrant city.

### Concepts

- *Promoting a vibrant and 'distinctly Richmond' urban realm:* Showcase and enhance the City's identity through a rich variety of great spaces and experiences that bring to life Richmond's natural and cultural heritage.
- *Linking people, community and nature:* Strengthen pedestrian and cycling linkages between every element of the city (neighbourhoods, schools, civic spaces, neighbourhood service centres, parks, natural areas, streets, commercial areas and industrial parks).
- *Creating a greener, dynamic and resilient cityscape:* Protect and create a network of resilient and healthy eco-systems that are integrated within the open space system.
- *Transforming and celebrating our waterfront and waterways:* Showcase Richmond's world-class waterfront on the Fraser River and enhance the Blue Network (the river, sloughs, canals, and wetlands) for its ecological value and recreational opportunities.
- *Building for physical, social, and spiritual well being:* Provide a full range of appealing, welcoming places for residents and visitors of all ages and backgrounds to walk, exercise, play, socialize and engage in healthy, active lifestyles.
- *Meeting multiple community objectives:* Provide a diversity of open spaces that are flexible and adaptable to respond to growth, social needs and environmental changes.
- *Responsive and collaborative stewardship:* Sustain the quality of public places through innovative, responsive management and shared stewardship between the City and multiple stakeholders to foster pride, purpose, and a sense of community.

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# Proposed 2041 OCP Update Concept

## I. Social Inclusion and Accessibility

As Richmond grows and develops over time, it is important that the city's existing high quality of life not only be maintained, but also enhanced. Concurrent with the OCP, the City is also preparing a 10 year Social Planning Strategy. A fundamental premise both of the Strategy and OCP is that the City cannot respond to all social issues on its own, but can play an important role in:

1. Addressing fundamental human needs
2. Actively engaging all our citizens in decision-making and activities
3. Building on existing social assets and community capacity.

### Objective

To facilitate development of a more socially sustainable city, recognizing the needs of all citizens with the intent of enhancing their physical, mental and social well-being.

### Concepts

- **Fundamental Human Needs:** develop and implement strategies that address fundamental human needs (financial stability, adequate and affordable housing, equitable access to health and support services, social connectivity, mobility)
- **Citizen Engagement:** facilitate active and meaningful citizen engagement amongst the population
- **Social Assets and Capacity Building:** implement approaches which build on Richmond's key social assets and community capacity



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# Proposed 2041 OCP Update Concept

## J. Sustainable Infrastructure and Resources

### Objective

To improve the water, sanitary, drainage, energy and refuse infrastructure to meet the city's changing needs in a financially, socially and environmentally responsible manner.

### Concepts

- *Meet the Demands of a Growing City:* determine the infrastructure requirements that meet the needs of a growing population and develop an implementation plan that stays ahead of demand.
- *Adapt to Climate Change:* build climate change resilient infrastructure to meet challenges that include rising sea levels, wetter winters and drier summers.
- *Sustainable Community Energy:* reduce the city's dependence on external energy supplies by innovatively reducing and capturing waste energy, reducing demand for fossil fuels through conservation, using alternative energy sources and district energy utilities.
- *Efficient Infrastructure:* achieve greater infrastructure efficiency through proactive and creative planning of infrastructure upgrades and replacements, the use of new technologies, and educating the public on conservation benefits. Deliver projects with minimum life cycle costs on time and within budget.



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# Proposed 2041 OCP Update Concept

## K. Implementation Strategy

### Objective

To ensure effective implementation of the OCP Update policies, the city will identify how the Official Community Plan Vision, Goals and Objectives will be achieved to the year 2041.

### Concepts

- **Phasing and Priorities:** Identify the timing for further planning, Area and Sub Area Plan updates, development priorities, additional studies, significant land acquisitions and other initiatives.
- **Sustainable financing:** (e.g., development cost charges, works and services), density bonusing, developer contributions and planning strategies that are clear and transparent for the City, development community, general public and others.
- **Others' Responsibilities:** Clarify the role of Metro Vancouver, Translink, YVR and the Province and Federal Governments and their agencies in facilitating the implementation of the City's 2041 OCP.
- **Main 2041 OCP Update Studies:** As part of the 2041 OCP Update, the City is undertaking various other studies including a transportation plan, engineering modelling of water/sanitary sewer/storm drainage, and a parks and open space strategy. The results of these studies will be incorporated into an Implementation Strategy that will be adopted as part of the 2041 OCP.
- **Development Cost Charges (DCC) Review:** A key component of the Implementation Strategy will be a review and update of the City's Development Cost Charges. DCCs are paid by the development community and are used to pay for road, water, sanitary sewer, storm drainage and parks. A separate consultation process will be undertaken with the development community and general public before any changes to the DCCs are made.
- **Other Developer Contributions:** In addition to DCCs, developers also contribute to child care, planning services and other community amenities. One of the principles the City uses is that new development should pay for the services that the new development requires. In other words, existing developed areas or neighbourhoods should not have to pay for new facilities that are required by the new growth envisioned in the 2041 OCP Update.



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# Proposed 2041 OCP Update Concept

## L. Building/Site Design and Public Realm (Development Permit Guidelines)

### Objective

Development Guidelines that encourage the development of identifiable, lively, safe, accessible, sustainable, healthy urban areas and neighbourhood centres outside of the City Centre. The focus will be on energy efficient, human scale, people-friendly built forms and a high quality public realm.

### Concepts

- sustainability, safety, and accessibility objectives are given priority;
- complete mixed use pedestrian friendly developments and neighbourhoods are developed;
- the existing residential character of neighbourhoods and quality of life is preserved;
- high quality civic outdoor space crucial to the enjoyment of public life is developed;
- community and neighbourhood values are recognized and respected through the design review process (e.g., tailoring the interface between single family areas and higher density developments).



Pedestrian priority over vehicles reinforced by: pavement changes, pedestrian scale lighting, wide sidewalks and landscaped seating areas reinforce pedestrian priority over vehicles, overall character and street activity.



Pedestrian only retail commercial street with pedestrian scale lighting, weather protection, landscaping and street furniture reinforce overall character and street activity, overall character and street activity.



Commercial parking areas organized in small parking clusters using different pavement colour and texture, raised pedestrian crossings, bollards. Vehicles are forced to move slowly through the parking area.



Commercial parking areas organized in small parking clusters using different pavement colour and texture, raised pedestrian crossings, bollards. Vehicles are forced to move slowly through the parking area.



Permeable landscaped strip-walk collects run-off water from the paved parking lot allowing natural absorption of rain water and contribute to irrigation.



Good use of landscaping, organization of parking in small clusters, one-way vehicular movement, barriers – all contributing to the safety of pedestrians.



Mid-rise buildings with strong single family character contribute to easy transition between high and medium rise residential and lower density residential areas.



Mid-rise buildings placed at variable setbacks from the street, with non-continuous street frontage and substantial landscaping provide a transition to lower density areas.



Family oriented townhouse developments must provide children's play-ground areas. This playground is located at the centre of the complex, is protected from internal drive aisles, and provides for casual surveillance by residents.

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Richmond



## *Thank you for attending our open house*

### Thank you for attending our open house.

Don't forget to fill out the comment sheet by Thursday, June 30, 2011, as your input is important to us. You can drop it off in the drop box at the meeting today or fill it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca).

#### Next steps

Using your feedback, City staff will revise or add to the proposed 2041 OCP Update Concept.

During the fall 2011, we will begin drafting the 2041 OCP Update.

We will have a Spring 2012 round of open houses to ask for your input on the draft 2041 OCP Update.

In March-April 2012, the 2041 OCP will be brought forward for Council consideration and Public Hearing.

#### Fourth Round Open Houses

At the 4th round of open houses, we will show:

- what you told us about the proposed 2041 OCP Update Concept
- the draft 2041 OCP Update

#### 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 comment sheet. Your answers will help us in the next phase of the OCP update.

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May 28, 2011

## COMMENT SHEET

### Proposed 2041 OCP Update Concept

Please tell us what you think. Using your feedback, City staff will modify the proposed 2041 OCP Update Concept, as necessary.

1. To help move Richmond towards a more sustainable future, the vision, goals and objectives in the proposed 2041 OCP Concept provide the direction necessary to begin to draft the OCP Update.  
(Please mark the box that most corresponds to how much you agree with or disagree with the above statement about the 2041 OCP Concept)

☐

**Strongly  
Agree**

☐

**Agree**

☐

**Neutral**

☐

**Disagree**

☐

**Strongly  
Disagree**

2. Do you have any suggestions or comments about the proposed 2041 Update Concept in the following areas?

Vision:

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Goals:

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12 Objectives:

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Did we leave anything out?

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.../over

**Thank you for your input.**

Please complete and return the comment sheet by Thursday, June 30, 2011.

- Complete and drop off the 2041 OCP Update comment sheet in the drop boxes provided at this open house OR
- Fill it out online at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca), the City's online discussion forum.
- Take it home and mail or fax it back to use or drop it off at the OCP drop boxes at any community centre, library or at City Hall.

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## **Proposed 2041 OCP Update Concept** *Verbatim Survey Responses*

### *Survey Verbatim for Question #2*

**Q-2)** Do you have any suggestions or comments about the proposed 2041 Update Concept in the following areas (Vision, Goals, 12 Objectives)?:

**Vision:**

| <b>Survey #</b> | <b>Opinion on Concept (Q1)</b> | <b>Survey Responses (Q-2)</b>   |
|-----------------|--------------------------------|---|
| 1               | Strongly Agree                 | New Clean Atmosphere  |
| 3               | Strongly Agree                 | New urbanist, pedestrian oriented compact village.  |
| 4               | Strongly Agree                 | Better walking trails on river (safer). More affordable housing.  |
| 5               | Strongly Agree                 | Densification to improve and support shopping   |
| 6               | Strongly Agree                 | agree   |
| 7               | Strongly Agree                 | Your on track, Richmond MUST become sustainable. Every effort must be implemented, no matter the opposition. Remember the people in there 40s 50s and 60s who are against change and want to be able to drive up to the check out and back to there living room, will have either passed on or will be to old to drive and will be glad of the much improved transit system, more walkways to drive there electric scooters on and be able to live in an easy care apartment, town home or even better for them a granny flat or coach house, the very thing they were against a few years ago. We need the forward thinkers to put in place the very things which most people do not visulise. |
| 8               | Strongly Agree                 | Very well done  |
| 9               | Strongly Agree                 | Good  |
| 12              | Agree                          | What about transit?   |
| 13              | Agree                          | Secondary suites be allowed in all swellings – but each must be licensed and perhaps a small amount of extra paid in property taxes.  |
| 14              | Agree                          | More emphasis on public spaces and how they bring neighbours together, contribute to friendly interaction, promote families spending time together, and encourage louts to behave properly.   |
| 15              | Neutral                        | Why do we need to increase density?   |
| 18              | Neutral                        | Granny flats and secondary suites be allowed on all lots in area greater than 8,000 sq.ft and having one spare parking space.   |
| 19              | Neutral                        | We need more roads in and out of Richmond. New Tunnel!  |
| 20              | Neutral                        | The vision is pretty much the same as it was before   |

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|  |  | and looks nice but it is very generic. |
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| 21 | Neutral           | Key to "connected" neighbourhoods would be to have more transportation east/west as well as north/south. Not everyone can ride a bike or roller blade!   |
| 31 | Neutral           | Densification is not an appealing concept. We are an island and increasing the population will have a huge impact on the quality of life that Richmond residents deserve. Every time there is a new OCP, the expected population increases. Granny Flats and Coach Houses should not be allowed. The ones located in Vancouver are causing a great deal of frustration and resentment in the neighbourhoods that are affected. We should learn from their mistakes. The densification in the downtown core (Brighthouse) is very disappointing. The box-like exterior of these many apartments is dull and drab. Can there not be an expectation that these structures be visually appealing, interesting and creative. Thankfully the gardens along Westminster Hwy and Minoru Blvd add some beauty to the downtown core. |
| 23 | Strongly Disagree | I disagree with your vision – we do not want densification in our neighbourhood (Gibbons / Riverdale) – let us densify naturally!!!  |
| 24 | Strongly Disagree | Use the world densified in place of sustainable.   |
| 25 | Strongly Disagree | Against "cookie-cutter" approach to neighbourhoods; don't want densification in outer neighbourhoods.  |
| 26 | Strongly Disagree | The densification of the existing neighborhoods will pit neighbor against neighbor when some lots have multiple residential units and others have single family homes  |
| 32 | Strongly Disagree | It's a start, one that the residents of Richmond disagree with. Therefore, more research of different approaches, casting the net to include a wider range of people, perhaps including well-known architects and planners from other parts of Canada, the US and Europe   |
| 36 | Strongly Disagree | <p>Yes! I'd like to know who came up with this crazy concept we already have illegal suites in Richmond with payment to the owners under the table and council chooses to ignore them. If council thinks it will be for extended families, they need to wake up!!</p> <p>Our taxes keep increasing and we, honest law-abiding citizens, are getting the brunt because we don't have illegal suites, we don't subdivide the basement into a series of rooms and rent each out for daily or monthly. These are not bed and</p>   |

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|    |                   | <p>breakfasts! They share communal kitchen. These lead to a transient neighbourhood.</p> <p>We don't enclose our garages and make them into a suite. The lower levels in many homes. Have a suite or two on the lower level and the garage allows at least 3 suites in a house.</p> <p>The Mayor and Council seem to think we have bottomless pockets!!</p> |
| 27 | Strongly Disagree | It is all window dressing.  |
| 28 | Disagree          | Too vain, and no concrete idea. I understand your big picture, but you should give more detail ideas what you have in mind. For example, you said you want 100000 living in City Centre, then how many high rise, townhouse, etc will be in the area? No data on it   |
| 29 | Disagree          | I hope this will not become another closed door city council event, where the mayor pushes through the proposal in order to satisfy a developer   |
| 30 | No Response       | <p>"Beyond Sustainable"</p> <p>Sustainable is such a worn out 1990's word: it means only to maintain and uphold the status quo. The same goes for the word liveable – and that is not good enough.</p>  |



**Goals:**

| Survey # | Opinion on Concept (Q1) | Survey Responses (Q-2)   |
|----------|-------------------------|--|
| 1        | Strongly Agree          | Run smoothly; more goals   |
| 3        | Strongly Agree          | Vibrant streetscape and pedestrian realm.  |
| 4        | Strongly Agree          | Better sewer system and drainage   |
| 6        | Strongly Agree          | agree  |
| 7        | Strongly Agree          | Building on our very valuable farmland HAS to STOP...Parcels of land which have been broken up due to poor planing can still be used by individuals, groups or small time farmers, make it cheap to use, encourage any type of sustainable use in the production of food, in the coming years it will become way to expensive to buy all our crops from China. Not to mention environmentally wrong. |
| 8        | Strongly Agree          | Well aligned with how we hope to see Richmond in 30 years.   |
| 9        | Strongly Agree          | Good   |
| 10       | Agree                   | Keep all farmland – especially that used by small holding / market garden farmers  |
| 12       | Agree                   | Overall ok except SFH  |
| 14       | Agree                   | ditto  |
| 15       | Neutral                 | Too much included in plan to limit too few lines – prefer documents on each objective / goal / concept.  |
| 18       | Neutral                 | Densification and affordable housing to maximize and centralize city services.   |
| 19       | Neutral                 | Sky train to Steveston....   |
| 20       | Neutral                 | I would like to see the current base line numbers - the parks and services ratio per a resident in diff. neighborhoods and the numeric based goals - what growth is proposed in diff. areas and where the land for the parks increase is going to come from  |
| 21       | Neutral                 | Again "access" to all – need more public transportation or everyone will drive more and keep their 2 or more cars.   |
| 22       | Neutral                 | How many more times is the City going to blacktop St. Albans Road?   |
| 31       | Neutral                 | Not at this time.  |
| 24       | Strongly Disagree       | Cap the population and keep it steady or convert residential / industrial into agricultural  |
| 25       | Strongly Disagree       | Arterial roads saturated with buildings – no green spaces – built right out to sidewalk.   |
| 26       | Strongly Disagree       | This is a feel good group of statements that do not make any sense if the proposed changes to existing neighborhoods are allowed the over development of existing neighborhoods will achieve the opposite result of these feel good goals  |
| 27       | Strongly Disagree       | It is all window dressing.   |

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| 32 | Strongly Disagree | <p>The goals appear to be to figure out how to cram, into Richmond, all the people from all over the world who think they might like to live in Richmond. This is not a worthy goal. Everyone cannot live in Richmond, nor should Richmond try to accommodate them all. The goal should be, rather, how to accommodate the people of the city in a wide variety of different types of neighbourhoods, that will appeal to a wide variety of people and how they want to live. There should be highrises in the core, low rise buildings around regional shopping centres, single family housing on large lots in neighbourhoods as there are now. It is a mistake to allow multifamily housing in all neighbourhoods, as those who have lived in Richmond for many years, or all their lives, in homes on larger single family lots, will simply leave Richmond. Not everyone wants to, or should, live in close quarters as your 2041 plan seems to propose. While a downtown core of highrises seems to be the order of the day, highrises at Williams and No. 3 Rd seem completely out of character with the housing that is in the area. Townhouses and 3 storey buildings fit in and create more of a neighbourhood than highrises</p> |
| 28 | Disagree          | <p>More detail idea, such as where the eight shopping malls is. How to house the new people? How many new high rise, townhouse, community centre? If go for the plan, how much for the cost?</p>  |
| 29 | Disagree          | <p>We should be moving towards more environmentally friendly proposals</p>  |
| 30 | No Response       | <p>The goal should e a drive to improve, to surpass, to transcend what is today; through innovation and use of new technology ect. Richmond is knows as the "Garden City" = uphold and improve on this!</p>   |



## 12 Objectives:

| Survey # | Opinion on Concept (Q1) | Survey Responses (Q-2)   |
|----------|-------------------------|--|
| 1        | Strongly Agree          | To put the goals forward   |
| 3        | Strongly Agree          | Densification to support   |
| 4        | Strongly Agree          | More people more services?   |
| 6        | Strongly Agree          | agree  |
| 7        | Strongly Agree          | Densification is the only way forward. No more mega homes, unless its for proven large family use. Lots more townhomes, appartments, small family homes. All new buildings must have up to date energy conservation systems No exceptions, and regardless of added cost, people can do without other luxuries, like get rid of the second car and take transit, walk or bike. Every effort should be made to update existing structures to make them as energy efficient as possible. Wherever possible provide lots of walkways, green space and less roads. Encourage people to walk and get there groceries and STUFF, locally, plan more small stores within walking distance and create a village atmosphere, and give the area a name to give the place a sense of purpose, this should stop driving across town which brings me to my next point..... |
| 8        | Strongly Agree          | Very comprehensive. Please do your best to implement the objectives.   |
| 9        | Strongly Agree          | Very good – I believe the implementation would really make or break the validity of the plan, but that is somewhat inevitable I guess. Overall, much better than I'd hoped for – very intelligent and well thought-out.  |
| 10       | Agree                   | Food Security  |
| 14       | Agree                   | ditto  |
| 33       | Agree                   | I counted 13!  |
| 18       | Neutral                 | Apply zoning equally in all area without preferential discrimination.  |
| 19       | Neutral                 | Less high density apartments   |
| 20       | Neutral                 | I do not like the attempt to substitute the park space by the parks, open and public space as it is not the same for me and it will cut the amount the green space overall. It looks to me that the school buildings footage is now included in that open space which is not right in my point of view. Also many sports fields in Richmond now have restricted access for the people from the neighborhoods and only are accessible for the members of the sport clubs so how come they are included in the open space  |

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| 21 | Neutral           | <p>"Sounds" good – ideal in fact but again not everything is in that one area – better transportation needed if people are to stop driving.</p> <p>Take Steveston for example – increase of housing crammed together and everyone still drives to Vancouver or wherever because the Canada Line doesn't go to Steveston. Has anyone in planning tried to go to Vancouver by Canada Line and had to connect with a bus first – not bad by day, but try coming back late at night, will have to stand and wait for a bus for a long time – after 9pm it isn't fun. Canada Line is great, but nobody has given up their cars in Steveston area. Traffic is a major headache and it gets worse each month.</p>  |
| 22 | Neutral           | <p>Before houses and garages come down please put rat poison in these buildings so it doesn't send them into neighbouring houses when the machines take down the buildings.</p> <p>Empty lots should be kept clear from weeds and garbage. Please check lots corner of Jones and St Albans =&gt; This is attracting rats!</p>   |
| 31 | Neutral           | Not at this time.   |
| 24 | Strongly Disagree | Steady state economy should be the objective, not sustaining growth and environmental destruction   |
| 25 | Strongly Disagree | Transportation – parking lane on No 1 Road to Steveston dangerous.  |
| 26 | Strongly Disagree | This process is designed to get the results the City WANTS. The city should look at the results 56 % and 53% SAY NO TO DENSIFICATION OF EXISTING LOTS.. in existing neighborhoods   |
| 27 | Strongly Disagree | It is all window dressing.  |
| 32 | Strongly Disagree | <p>The objectives are rather what one would expect of any community: Recreation, Safe City, Resilient Economy, Agriculture and Food, (we are lucky to be surrounded by farms, as long as we don't cover them all with buildings), Mobility and Access, Open Space, (comes with being in the middle of a river), Sustainability, and Building, (something we do perhaps too eagerly). The illustrations are somewhat misleading. "Vibrant City: Arts, Culture and Heritage", for example, has a picture taken under the Canada Line track, an area of unlimited concrete and huge pillars, not a very people friendly area. The photo is of a large picture of trees, under high gloss plastic. A landscaped park with benches and real trees, not photos would make this a much more people friendly place, although it will never be Arts, Culture, or Heritage. I would call what it is now</p> |



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|    |          | <p>a place one should stay away from after dark, especially when alone. Your "Connected Neighbourhoods with Special Places" includes a photo of a campus, which looks like a great campus to study &amp; walk or visit with friends, a benefit to the community. Richmond, however, let our university, Kwantlen, build their building without a campus, and they certainly offer nothing to the community as your photo does. The role of the city is to ensure campuses look like your photo, not like the building of Kwantlen, with no grass or park areas. While most of the illustrations are recognizable as Richmond, there are some that definitely are not Richmond. Mobility and Access has a lovely bike lane separate from the road, with large trees and old houses with character. A lovely photo. Richmond, however, bulldozes old houses, often with the big trees at the same time. Where are we going to place softly winding wide bike lanes in our community of straight streets and houses built nearly to property lines? The woman sitting on the bench in the photo below is lovely, except she is right next to the curb, with no greenery, and traffic racing by. In the summer she would be too hot, in the winter she would drown in the rain. Should she extend her feet, they will likely be run over. Where is the sense of this photo? "Social Inclusion and Accessibility" - Richmond is making much more of an effort to provide for all the immigrants who are coming to live in our community, providing many services and celebrations of their cultures, rather than welcoming them into the culture that is Canada. Richmond has changed to look and feel more of a suburb of cities that are overseas, rather than expanding the Canadian city that is Richmond to accommodate these people. (I know only one person who has lived in Richmond for many years who is planning on staying here.) We have become foreigners in our own country, and we wish to live somewhere that is Canada, rather than a small bit of Canada in a city that is mostly some other country. Canada has a wonderful history and heritage. We should not be so embarrassed by it that we are willing to let immigrants create their own country here within our community</p> |
| 28 | Disagree | Too board, no concrete plan   |
| 29 | Disagree | I am not aware of any 12 objectives. Was a notice sent out to the home owners?  |

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| 30 | No Response | <p>"Neighbourhoods" is another 1990's word (pie in the sky) and is no longer appropriate for a city of 200,000 as it is today, - and that will be a City of 350,000 to 400,000 in 2041. (Call it City Centre and surrounding town Centres).</p> <ul style="list-style-type: none"> <li>• Instil a sense of pride to be a citizen</li> <li>• Install signs with slogans: "Keep Richmond green!" and "Keep Richmond clean and don't litter"</li> <li>• Richmond should not only be a "green" city, but encourage the use of "renewable" energy and let the public know of these efforts.</li> <li>• Encourage developers to find uses for grey water – to filter it &amp; treat it and use it for toilets in multi-family, apartments and high rise developments to use it for greenery and trees surrounding these developments (as water will be at premium in 2041). The City must hold developers to plant trees to cool the increased use of concrete, to absorb rain runoffs, to help with the wind tunnel effect of higher buildings and towers.</li> <li>• Urban forests: together with the loss of trees in re-development areas, the City must commit to the planting of Urban Forests, as a refuge for wildlife and especially birds, which are natural insect controllers.</li> <li>• Build underground cisterns that catch rain water for parks and the city sprinkler systems</li> <li>• Create consumer and pedestrian friendly City Centre (and Town Centres) allow outdoor seating areas for café's and restaurants away from the polluted air of the main streets, but close to them.</li> <li>• Allow small and home based businesses to sell their product directly to the public, ie street vendors in small market areas, street artists allowed and encouraged in market areas and parks.</li> <li>• tell developers to quit building homes with massive garages fronting and dominating the streets. Build veranda's and porches instead.</li> <li>• Responsible urban development bylaws. Be mindful of the river, create natural areas with trees, shrubs and grassers along the river. Roads and buildings close to river disrupt</li> </ul> |
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|  |  | <p>hydrology, surface and groundwater flows permanently, increasing the potential for flooding. Raise the dykes!</p> <ul style="list-style-type: none"> <li>• Plan for increased sewage discharges that accompany rapid urban growth.</li> </ul> |
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**Did We leave anything out?:**

| Survey # | Opinion on Concept (Q1) | Survey Responses (Q-2)   |
|----------|-------------------------|--|
| 2        | Strongly Agree          | <p>How to connect 2 airports together by high-speed train? (Vancouver and Abbotsford airports)</p> <p>I just support to do everything on map.</p> <ol style="list-style-type: none"> <li>1. Leave a corridor for the high-speed, so no building is permitted to be constructed along this corridor.</li> <li>2. Decide where the railway stations to be located (about 15 km apart from each other).</li> <li>3. Plan to make communities around the railway stations.</li> </ol>  |
| 3        | Strongly Agree          | Transit  |
| 4        | Strongly Agree          | "A High school" can be shared with N / W   |
| 7        | Strongly Agree          | <p>Put our roads on a diet, give up whole lanes for transit and bikes. LOWER the speed limit 30km in all built up areas, provide lots of buses and help pay for it with ZERO tolerance speed cameras, of course people will speed so take there automatic fines and offset transit costs. Do away with many regular parking spots and make them available to the disabled. Make them free but all other spots should be short stay and very expensive, keep bus fares to the bare minimum and increase a richmond road tax for cars. I know thats going to cause outrage but if you want to make changes in the way people think, you have to go BIG and drastic. Give pedestrians and cyclists priority at intersections. Make it safer and they will come, its proven in many parts of the world even in North America. Provide more storage for bikes, do away with some car parking for a bike carrell, encourage stores to provide racks so we can get groceries and load up the bike trailer Richmond is a great place to live but with more people coming, new rules have to be enforced. We have the chance to set an example, lets not waste that listening to small minded and short sighted people. Without a healthy and sustainable environment, nothing else matters</p> |
| 8        | Strongly Agree          | <p>We live in West Richmond. We use the Canada Line everyday and love it. We can access the line by bus but wish there was central parking in Richmond to park for a reasonable price like parking at the casino.</p>  |
| 9        | Strongly Agree          | Not that I can think of!   |



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| 11 | Agree | <p>-Stopping development and building of mega homes on agricultural land.</p> <p>-Increase rapid transit capability – ie more cars</p> <p>-Solve traffic gridlock at Steveston Hwy and No 5 road</p> <p>-Protect farmland from pesticides / herbicides and general destruction / removal of the top soil.</p> <p>-Protect the waterways from pollution.</p>   |
| 12 | Agree | <p>I don't want to live above someone else's garage or in some one's house.</p> <p>I don't want to be constraint by strata and deal with my neighbour to change the color of the house or the roof, eg. Duplex.</p> <p>I don't want to be a landlord either.</p> <p>I want to be able to buy a house without the need to have tenant to survive the mortgage.</p> <p>I believe the oversized lots in Richmond should be divided into smaller ones.</p> <p>In conclusion, I disagree with your way to densify Richmond. If we densify Richmond, what you will achieve is a city of Chinese landlord where basically no one with local income will be able to access ownership.</p> |
| 13 | Agree | <p>Facilities – gravel placed on road shoulders in areas with no sidewalks.; Shrubbery cleared from sidewalks ect, for disabled people to move around.</p> <p>Cell phones cause cancer, we are told also herbicides and weeds (including unwanted trees) are multiplied in Richmond. Our application, each household should be allowed to use up to 50 judiciously each spring on the property. My vegetable garden is so full of weeds, I can't pull them out and it is the first time in 37 years that I haven't planted a vegetable garden.</p>  |
| 14 | Agree | I'm glad to see you have included food security as an important concept to nurture and take action on   |
| 33 | Agree | <p>Yes – no acknowledgement of / reference to Richmond's First Nations population / ongoing history and participation.</p> <ul style="list-style-type: none"> <li>• Conservation and sustainability education needs to start @ early level (k-3/4). Small children are very effective educators of their</li> </ul>   |

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|    |       | <p>elders. Passionate and intense.</p> <ul style="list-style-type: none"> <li>• I didn't see any reference to % of residents whose places of employment also in Richmond (I think it used to be 50/50 in the days Johnny Carline was Rmds 1<sup>st</sup> economic development officer. It was something to be proved of. are we anywhere close ti 50/50 today? Today's housing prices would have diluted it significantly – I would think.</li> <li>• Removing areas for density development. Strongly rigid for an OCP which is surely a true "work in progress" and to the degree that Rmd itself is.</li> <li>• Needed: A local /Federal partnership strategy for preventing / containing private / public encroachment into existing food production lands (eg. Port Authority). Ditto for similar, such as airport and the fuel deliver pipeline.</li> </ul> <p>Otherwise good and Thank you. A 43 year resident and home owner</p>   |
| 33 | Agree | <p>Yes – no acknowledgement of / reference to Richmond's First Nations population / ongoing history and participation.</p> <ul style="list-style-type: none"> <li>• Conservation and sustainability education needs to start @ early level (k-3/4). Small children are very effective educators of their elders. Passionate and intense.</li> <li>• I didn't see any reference to % of residents whose places of employment also in Richmond (I think it used to be 50/50 in the days Johnny Carline was Rmds 1<sup>st</sup> economic development officer. It was something to be proved of. are we anywhere close ti 50/50 today? Today's housing prices would have diluted it significantly – I would think.</li> <li>• Removing areas for density development. Strongly rigid for an OCP which is surely a true "work in progress" and to the degree that Rmd itself is.</li> <li>• Needed: A local /Federal partnership strategy for preventing / containing private / public encroachment into existing food production lands (eg. Port Authority). Ditto for similar, such as airport and the fuel deliver pipeline.</li> </ul> <p>Otherwise good and Thank you. A 43 year resident and home owner</p> |



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| 15 | Neutral | <ul style="list-style-type: none"> <li>- Nothing about schools. Making them multi-purpose/use.</li> <li>-Seniors housing needs increasing</li> <li>-Social housing</li> <li>-Developers need to be on board – reduce density of some of their proposals.</li> <li>-I'm looking for connected neighbourhoods with special places in East Richmond.</li> <li>-On Housing – granny flats, ect. Rather than permitting / creating max size, why not % of lots size as main factor?</li> <li>-multi-level?</li> <li>-only with laneway?</li> <li>-must pay share of property tax + utility</li> </ul> <p>Let's do more and not always in City Centre. O-zone was great! Why not do again more often.</p> <p>-Why no big screen tv for Canucks playoffs – could've done at Oval or City Hall or off Cambie High School / East Richmond community centre.</p> |
| 16 | Neutral | <p>How about an emergency plan? We are an earthquake zone.....how can we deal with the disaster when our population is increasing rapidly.</p> <p>Suggestion: Including Wi-Fi or other wireless access to public facilities (eg. richmond Hospital, Thompson communications). Just in case no phone line available after earthquake, people can use wifi internet to communicate. Especially in community centres, schools, hospitals serving as centres for evacuation.</p> <p>Thanks for listening and keep up the good work.</p>  |
| 17 | Neutral | <p>The ALC is subject to political manipulation (see Chilliwack) at the provincial gov't level. Protection of agricultural land would require changes to provincial legislation and likely a change in gov't will be necessary.</p> <p>The Canada Line is going to be overloaded given the plans for massive residential development in the Vancouver Cambie corridor. More frequent scheduling will be necessary. TransLink cannot be allowed to have people left at bus stops because buses are full. More frequent late night buses should be reinstated.</p> <p>Neighbourhoods should not be forced to accept higher densities against their wishes.</p>   |

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|    |         | <p>In order to have a Transit Authority that is responsible, they should be elected and recallable. No non-elected officials should have power to enact taxes and increases.</p>  |
| 18 | Neutral | <p>Granny flats should be permitted in front of the main house where space permits. Provide East/West bus/trolley transit system, extend Canada Line south to Steveston Hwy. Consider east/west LRT to feed Canada Line, #1 rd to #6 Rd.</p> <p>Relocate hospital to Lynas Lane property. Move school board to Lynas Lane. Move works yard management to RCMP building.</p> <p>Expand Seniors Centre into Oval. Provide a pool for Thompson Community Centre.</p> <p>Street parking by permit only on all streets with 3.5 km of Oval.</p>  |
| 19 | Neutral | No Granny suits!!   |
| 20 | Neutral | <p>Yes, the sea rise level preparedness program. Holland is already updating their plan for the dikes and creating their new state of the art intelligent dike system and we need to plan the same</p>  |
| 21 | Neutral | <p>We need to expand on food security. We need to stop building on "good" farmland. We need to encourage those that build large houses on the larger lots to grow some food or at least not be allowed to cement over 80-90% of their property so that they can park 6 or more cars. This is happening a lot in my areas (2 – 3 million dollar homes are built surrounded by solid surfaces).</p> <p>With climate change if there is a major weather disaster we probably have 3 or 4 days of food supply because the market will be closed and no exports of food to us will be allowed. Somehow this needs to be planned out now while you are building all these communities.</p> <p>Money should be spent on increasing dyke upgrades, ect. This should be a priority for all. We notice Richmond getting wetter and "sinking" with global warming everyone will need more dyke protection.</p> |
| 22 | Neutral | <p>Thank you for allowing us to see the progress and further improvements for the city.</p> <p>Re: Put things in different parks and strats. Our city</p>   |



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|    |                   | <p>looks lovely with the flower arrangements for the islands in the streets. Let's no waste money on things or arrangements stuck in areas that laves people questioning such designs. please remove that "head" across from Rona.</p> <p>More mention could be considered in advertising all new parks. I'm thinking of the one on Heather Street and is Hamilton getting a park by the community centre? Please let us know.</p> <p>Street cleaning is always good to have especially when buildings are going up and dust/dirt is flying around. Chatham and No 1 Rd: 4 way intersection (Thank goodness this new way is going to happen!)</p> |
| 31 | Neutral           | <p>There should be a very strong commitment to preserve our historical areas such as Steveston, Britannia, Gary Point, Terra Nova, etc. An example of this commitment will be the decision made regarding the future of the Town's Nettings and Supplies building. Will it continue to support the fishing and maritime aspect of Steveston or become another three storied building with apartments. As an example: The Army and Navy Legion property on No 1 Road does not support the concept of an "Historical Fishing Village. It is such a shame that this building now dominates the entrance to Steveston Village</p>                     |
| 34 | Neutral           | <p>Stricter guidelines with regard to design on new homes.</p> <p>1) If the objective is to provide affordable housing for family members or to provide a convenient location to care for senior family members – OK – each request to be approved on its own merit and design fits with community.</p> <p>2) We are losing our heritage look in Burkeville as the new home designs are not in keeping with the community. They are too big and insufficient yard space.</p>  |
| 24 | Strongly Disagree | Common Sense!   |
| 25 | Strongly Disagree | Why do we have to defend our neighbourhoods every 5 years to fight planners on what they want for our neighbourhoods.   |
| 26 | Strongly Disagree | Ya, stop selling these idea's and start fresh with lower density for existing neighborhoods   |
| 27 | Strongly Disagree | It is all window dressing.  |
| 32 | Strongly Disagree | It's lovely to say we are going to have granny flats, coach houses, duplexes in all varieties, as in Kitsilano in Vancouver. Eastern Canada, the US and   |

|  |  |   |
|--|--|---|
|  |  | <p>Europe do this well. It all sounds wonderful, and your photos show cute little examples. To create those cute little neighbourhoods it is necessary to have bylaws that require housing to be in certain styles. All neighbourhoods don't have to be the same, but some effort must be made to keep construction within guidelines that go with the area. Back lanes are necessary to get the garages and cars out back. When houses are taken down, and townhouses are built, with parking and garages, there have to be bylaws to get the cars into those garages so that it is possible to drive down the street, something that was possible before the neighbourhood was "redeveloped". Steveston is a community that people come to see from all over the world. The houses have character and many are on small lots, creatively landscaped. Yet, someone has received permission from the city to buy 2 or 3 lots and build one huge house with no relation to the rest of the neighbourhood. This type of "city planning" does not improve our communities. -</p> <p>Many years ago, when I was studying architecture in university, the accepted city planning knowledge was that low rise was best built by the water, and buildings became higher the further back from the water one got. That way, more people had a view, and the waterfront maintained an open feel. How is it that Richmond doesn't seem to know about this, and is building highrises by the water? Will our city soon look like Miami Beach? Have those in the planning department been to Miami Beach, where tall hotels line the beach, as close as possible to the water? Is this what we want Richmond to look like? I think if the residents were consulted, they would not want their city to look like a large American city. -</p> <p>One last point: A great thing we have in Richmond, and I have heard many say it, is driving along one of the 4 sides of the Garden City lands. It never fails to remind a person that we are on an island, it is flat, and there is wildlife all around us. The sense of space is intoxicating. It is one of the few places where we can see Mt. Baker on a sunny day. What a great thing it would be if we could leave those lands just as they are, adding only boardwalks and benches. The existing wildlife could continue to live there, residents could get out in a large area surrounded by nothing but space, and the land could continue to do whatever nature leads it too, without any interference from us. There are so few places in Richmond, beyond the edges of the river, where a person gets such a sense of space as</p> |
|--|--|---|



|    |                   |   |
|----|-------------------|---|
|    |                   | there, by the Garden City Lands. The price would be reasonable for boardwalks and benches, and it would be for everyone, the 2 legged, the 4 legged, and the feathered. Wouldn't that be great?!  |
| 35 | Strongly Disagree | No granny flats in Richmond Gardens!  |
| 36 | Strongly Disagree | Yes! Common Sense! There doesn't seem to be much of it at City Hall!<br>On another issue, why does council have to pay \$600,000 for the intersection in Steveston at No1 Rd and Moncton? Just paint the darn crosswalks and install the lights! The intersection doesn't need to be raised. Doesn't Council use their heads? |
| 28 | Disagree          | Cost!!!   |
| 29 | Disagree          | Not sure.   |



School District No. 38 (Richmond)  
7811 Granville Avenue, Richmond, BC V6Y 3E3

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE Tel: (604) 668-6000

July 20, 2011

Mayor M. Brodie and City Councillors  
City of Richmond  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1

pc: Joe Erceg  
Terry Crowe

|   |    |     |
|---|----|-----|
|   |    | INT |
|   | DW | DW  |
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|   | KY |     |
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Dear Mayor Brodie:

**Re: Proposed 2041 OCP Update Concept**

On behalf of the Board of Education, I would like to thank City Council for the opportunity to comment on the update of the Official Community Plan. We have reviewed the Proposed 2041 OCP Update Concept report, and have the following comments to make:

- It is our belief that schools are integral hubs for the community and are frequently used by local organizations and families for after school programs, day care, recreation, health care and other similar activities. We note, with considerable disappointment, that this role has not received the prominent exposure in the OCP that we think it deserves;
- The school district has much to contribute to help Richmond remain vibrant, especially in the spectrum of learning opportunities. We provide highly valued services to the community, ranging from our StrongStart programs for pre-school children to Continuing Education programs for adults. This fall we open our Neighbourhoods of Learning Centre, with its focus on community literacy;
- The identification of potential school sites in the OCP is of primary importance in planning for sustainable infrastructure.

The partnership between the school district and the City is highly valued, and is essential to ensuring that the residents of Richmond are well served. Together we are nurturing the citizens of the future. If we are to continue to have a city that is vibrant and successful, then schools must be a strong and vibrant part of the Plan. We encourage continued dialogue with City Council and staff to ensure that our community is well served.

Sincerely,

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

cc Trustees  
M. Pamer, Superintendent of Schools  
M. De Mello, Secretary Treasurer

**Board of Education:**  
Linda McPhail – Chairperson  
Donna Sargent – Vice Chairperson  
Chak Au Rod Belleza Carol Day  
Debbie Tablotney Grace Tsang

PLN - 224

www.sd38.bc.ca

"OUR FOCUS IS ON THE LEARNER"







City of  
Richmond

Malcolm D. Brodie  
Mayor

6911 No. 3 Road,  
Richmond, BC V6Y 2C1  
Telephone: 604-276-4123  
Fax No: 604-276-4332  
www.richmond.ca

August 18, 2011

Mrs. Donna Sargent, Chairperson  
The Board of Education (Richmond)  
School District No. 38, Richmond  
7811 Granville Avenue  
Richmond BC V6Y 3E3

Dear Mrs. Sargent:

**Re: Proposed 2041 OCP Update Concept**

Thank you for your July 20, 2011 letter regarding the proposed 2041 OCP Update Concept. Your comments suggest that the 2041 OCP Update has already been drafted and this is not the case, as we are at the OCP Concept stage. Beginning in the fall, we will begin drafting the detailed 2041 OCP policies with anticipated completion for mid-2012, during which time the Board will be invited to provide more comments.

In your letter, the Board expressed disappointment that the 2041 OCP Concept did not sufficiently emphasize that schools are integral hubs for the community as they provide many community benefits including day care, recreation, health, literacy and continuing education programs. However, in preparing the 2041 OCP, it is to be understood that the City will enhance the existing 1999 OCP which already includes a very extensive Education section (6.4). This section clearly emphasizes that schools are focal points in neighbourhoods, support for the concept of neighbourhood schools, support for the community use of schools and continued joint City - Board facility planning for community benefit including the multi-use of facilities and parks. The City believes that these OCP policies have served the City, Board and community well and can be improved to better meet the broad range of community interests in our growing population.

In building on the above existing OCP policies, examples of some 2041 OCP Concepts to better plan and integrate school and community needs include:

- Lifelong Learning – foster a joy of reading and a culture of lifelong learning;
- Safety For Kids – consult with the Richmond School Board in creating safe and walkable school areas; and

- Linking People, Community and Nature – strengthen pedestrian and cycling linkages between every element of the city (neighbourhoods, schools, civic spaces, neighbourhood service centres, parks, natural areas, streets, commercial areas and industrial parks).

In preparing the 2041 OCP, additional policies to improve the role of schools can include:

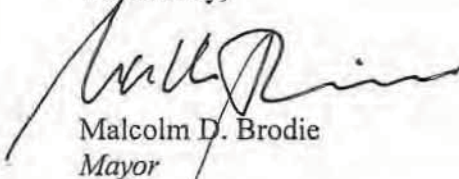
- as the City considers the densification of neighbourhood centres outside the City Centre to create more complete communities, where people can better work, live, shop and play, schools will play an important role, as determined in consultation with the Board; and
- the City and Board continuing their partnership to ensure that Richmond residents have access to a range of educational, recreation, sport and community wellness opportunities, including where any needed new school sites may best be located.

Regarding consultation to date – since beginning the 2041 OCP Update in 2009, City staff have met and discussed with joint City and Board committees and Board staff, a broad range of long term OCP issues at least eight times. These topics included 2041 demographic projections, where future residential developments may affect student enrolments (eg, shopping centre densification, granny flats, coach houses), a new elementary school in the City Centre and Hamilton development possibilities. The most recent 2041 Concept discussion was at the Council / Board Liaison Committee meeting on May 18, 2011. We have asked for and will continue to invite your input as the 2041 OCP is finalized.

The City believes that schools and the services which they provide are and will continue to be valued building blocks in 2041 OCP Update, as they are important community focal points and service hubs which are essential in moving towards a more sustainable City.

The City looks forward to continued collaboration with the Board.

Yours truly,



Malcolm D. Brodie  
Mayor

pc: Trustees  
M. Pamer, Superintendent of Schools  
M. DeMello, Secretary-Treasurer  
Richmond City Councillors  
Joe Erceg, MCIP, General Manager, Planning and Development, Richmond  
Terry Crowe, Manager, Policy Planning Division, Richmond





June 30, 2011

City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1  
Attention: Holger Burke, Development Coordinator

Dear Mr. Burke:

**RE: Ecowaste Industries Comments on City of Richmond's 2041 Official Community Plan Update Concept**

Please accept this letter as Ecowaste Industries Ltd. ("Ecowaste") comments on the City of Richmond's 2041 Official Community Plan Update Concept (OCP).

1. The Company

Ecowaste is a wholly-owned subsidiary of Graymont Limited. Ecowaste has 40 years of waste management experience in the City of Richmond. From 1971 to 1986 the Company operated a municipal solid waste landfill on 160 hectares of land owned by the Fraser River Harbour Commission ("FRHC"). As that land became filled Ecowaste purchased 160 hectares of land next to the FRHC site where the Company currently operates a landfill for construction, demolition and excavation materials.

Since 1992 Ecowaste has been involved in many waste management initiatives aside from construction and demolition waste land filling, including yard waste windrow composting and partnerships for soil bioremediation and custom soil manufacturing utilizing Metro Vancouver biosolids.

2. Ecowaste's Property in Richmond

Ecowaste has substantial holdings in East Richmond with a total of 476 acres (192 hectares) of property. These properties are located (generally) between No. 6 and No. 7 Roads and between Granville Avenue and Williams Road. Ecowaste's property consists of 6 parcels: two zoned industrial (one 140-acre and one 29-acre parcel) and the remainder (62-acre, 79-acre, 150-acre and 16-acre) are zoned agricultural and are located within the Agricultural Land Reserve (ALR).



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

The properties directly to the east have been used for fill and are now being developed by PMV for a large logistics-based industrial park. The properties immediately to the west of Ecowaste's holdings have been used for landfills, converted to golf courses or driving ranges or used for radio tower sites. There is also one small active agricultural operation (cranberries). There is some commercial/industrial development to the south, and to the north are vacant land and a small scale tree nursery operation. The closest large-scale commercial agriculture operation is north of Westminster Highway and east of No. 6 Road approximately 2 kilometers from Ecowaste's site. There is no farm access road connecting the site to other farming activity in the area.

### 3. Ecowaste's Operations

Ecowaste's current landfill operation is on its northernmost (150-acre) parcel as we have already completed filling the southern 140 acres.

The landfill has been operating since 1986 under a variety of certificates and licenses issued by provincial, regional and local governments including MR-04922 (BC Ministry of Environment), GVS&DD license L-005 (for the landfill) and GVS&DD license C-007 (for the compost operation). The use of these two parcels as a landfill was encouraged by local, regional and provincial officials at the time because the former Fraser River Harbour Commission lands to the east, which had been used to deposit fill, were at capacity and a new landfill was required to meet the regional construction industry's need to dispose of construction and demolition (C&D) waste. There will continue to be a need for this type of facility in the future as identified by Metro Vancouver in its new Integrated Regional Solid Waste and Resource Management Plan. While that Plan calls for significant improvements in recycling in the C&D sector it also recognizes the long-term need for Ecowaste's type of disposal facility in the region. The nearest dedicated C&D disposal facility in the Lower Mainland is in Chilliwack.

The Ecowaste properties have historically been used for purposes other than farming. From 1948 to 1970 peat was harvested commercially from most of these parcels. It was this removal of peat from the 140 and 150-acre parcels that led to their use as a landfill. These lands have been rehabilitated (or are in the process of being rehabilitated) according to existing permits and approvals.

In 2007 Ecowaste acquired the 79-acre parcel on No. 6 Road. This parcel had also been mined for peat and was substantially depleted at the time of purchase. Its surface was irregular and lower than adjoining properties and many sections were under water.



Ecowaste has been working to determine the best options to rehabilitate this property in order to prepare the property for farm use.

The 169 acres of industrial-zoned land is currently the subject of various municipal approval processes to develop it into a logistics-based industrial park similar to the neighbouring Port Metro Vancouver facility.

#### 4. City of Richmond Proposed 2041 OCP Update Concept and Employment Lands Strategy

The City of Richmond has a stated vision in the Official Community Plan of providing for

“...adaptable prosperous businesses that enrich people, the community, the natural environment, the world and future generations.”

In addition, under OCP Goal 4 Adaptable,

“ the city, residents and businesses have the ability to anticipate and respond creatively to change.”

The City's recently released Employment Lands Strategy (ELS) was commissioned to estimate Richmond's needs for industrial lands over the next 30 years. We noted, during our review of the ELS, that the report was very clear that its projections were only projections, and that there were a number of possible supply and demand futures. It also suggested that Richmond have contingency plans to add to its supply of industrial land in the event demand exceeded supply during this time. The ELS also stated this was a conservative estimate and if economic conditions were more favourable than forecast, the uptake of industrial lands in Richmond could cause a shortfall of land for industrial purposes long before 2041.

Our view is that there will be a shortage of industrial lands suitable for the port even sooner. With the port traffic growth now forecast to occur at Deltaport, combined with the fact that PMV's development in East Richmond is nearing completion, a more realistic view is that Richmond could run out of industrial land suitable for port use within 10 years.

We base this projection on a report recently commissioned by Ecowaste entitled *Development Potential at the Ecowaste Site Richmond, BC – A Port Economy and Urban Containment Boundary Perspective* authored by Richard Wozny of Site Economics. A copy of that report is attached. The report indicates that the need for contingency planning is very real. In a detailed and exhaustive analysis Mr. Wozny noted there are significant constraints on the lands in Richmond that are available for logistics uses, and further that the potential supply of industrial land is seldom fully realized. At present there is approximately 100 acres remaining to be developed in the

PMV facility and 170 acres at the Ecowaste industrial park providing a total available inventory of industrial land for port related activities of 270 acres in this area.

Since 2006 the annual uptake of industrial land in Richmond has been at a rate of 50 acres per year which is triple the forecast 15 acres per year used in the ELS and that:

"the region wide logistics relevant supply of roughly 3,300 acres yields only a 13 year supply based on the historic demand level of 250 acres a year. Richmond's 500 acres of logistics relevant industrial lands, which forms part of the 3,300 acres, is subject to the same dynamic, and there is no such land in other municipalities to pick up the slack. The effective absorption rate of the 500 acres of logistics relevant lands going forward should thus be at best 38 acres per year."

Mr. Wozny concludes that:

*"There should be clear signs of a shortage (rapid price escalation and excessively aggressive bidding) of well located industrial land, including in Richmond, within the next seven to ten years."*

This shortage could present a serious impediment to future port-related and industrial-based economic growth in the City.

Turning to the lands that are the prime candidate for contingency planning Mr. Wozny advises that:

"If Richmond is going to consider adding lands to its vacant land inventory, then portions of the subject site (Ecowaste's) that are not yet industrially zoned would be the logical candidate given that they:

- are prime lands from the perspective of the most important forms of port related industrial development, and are adjacent to massive existing port infrastructure,
- If the Regional Growth Strategy is adopted, they are immediately adjacent to the Urban Containment Boundary, and hence subject to a reduced Metro Vancouver voting standard.

In his report Mr. Wozny determined that given Ecowaste's properties' location relative to Port Metro Vancouver's logistics facility, Highway 99, Highway 91, the CN Rail line and Deltaport, the property is ideally suited to meet the industrial needs associated with the Port's growth. He also noted that the 150 acre northern parcel (current landfill site) would also be a logical industrial expansion area due to its proximity to both the PMV facility as well as to the Ecowaste industrial park. While we recognize that this 150 acre



parcel is in the ALR it has never been farmed and may not be suitable (from a planning perspective) for agriculture when the landfill is complete.

We also note that with the changes being recommended under the Regional Growth Strategy (RGS), if the RGS proceeds, the Urban Containment Boundary (UCB) will need to be adjusted for this land to be excluded from the ALR if it is not suitable for farming. The UCB currently borders the west side of Ecowaste's industrial property along Savage Road and then turns east along the Blundell corridor and north along the No 7 Road Canal. Consideration might be given to extending the UCB north along Savage Road from Blundell Road to Granville Avenue and then east to No 7 Road. This would facilitate the exclusion of this land from the ALR if the City and the ALC were to agree it was not suitable for farming when the fill operation is complete.

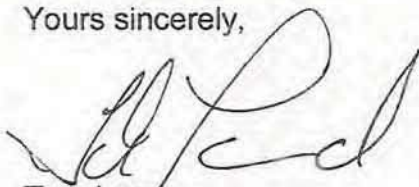
#### 5. Ecowaste's Request to the City of Richmond

Ecowaste believes the City of Richmond's Employment Lands Strategy has understated the rate of port-related growth to be expected in Richmond and overstated the supply of land suitable for industrial use. Since Ecowaste's lands have not been used for agriculture and may not be suitable for farming when filling is complete, the City should make provision now for the future industrial use of some or all of Ecowaste's property north of Blundell Road.

We also suggest that Richmond amend its Urban Containment Boundary through the Regional Context Statement by extending the UCB boundary north along Savage Road all the way to Granville Avenue.

Thank you for your consideration of the above.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Tom Land', written over a horizontal line.

Tom Land  
Vice President & General Manager  
Ecowaste Industries Ltd.