



# City of Richmond

TO COUNCIL - Sep 24, 2012

## Report to Committee Planning and Development Department

**To:** Planning Committee  
**From:** Joe Erceg, General Manager  
Planning and Development  
**Re:** 2041 Official Community Plan

TO: Planning Comm. SEPT. 12, 2012

**Date:** September 11, 2012

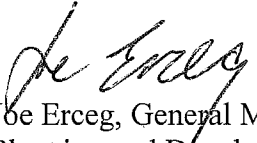
**File:** 08-4045-00/Vol 01

12-8060-20-9000

### Staff Recommendation

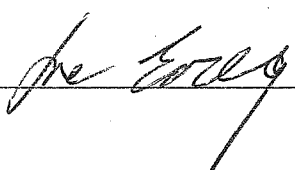

1. That Richmond Official Community Plan Bylaw 9000, which repeals the existing 1999 Official Community Plan (Schedule 1 of Bylaw 7100) and replaces it with a new 2041 Official Community Plan (Schedule 1 of Bylaw 9000), be introduced and given first reading.
2. That, in accordance with section 882 (3) (a) of the *Local Government Act*, Bylaw 9000, having been considered in conjunction with:
  - a) the City's Financial Plan and Capital Program; and
  - b) the Metro Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is found to be consistent with said Program and Plans.
3. That, as it applies to lands within the Agricultural Land Reserve, Richmond Official Community Plan Bylaw 9000, in accordance with section 882 (3) (c) of the *Local Government Act*, be referred to the Agricultural Land Commission for comment by the Public Hearing.
4. That, in accordance with section 879 (2) (b) of the *Local Government Act*, Richmond Official Community Bylaw 9000 be referred to the following bodies for comment and response by the Public Hearing:
  - a) The Councils of the City of Vancouver, City of New Westminster and the Corporation of Delta;
  - b) Musqueam Indian Band;
  - c) Board of Education of Richmond School District No. 38.
5. That Richmond Official Community Plan Bylaw 9000 be referred to the following bodies for comment and response by the Public Hearing:
  - a) Vancouver International Airport Authority;
  - b) Port Metro Vancouver;
  - c) TransLink (South Coast British Columbia Transportation Authority);
  - d) Urban Development Institute;
  - e) Richmond small home builders group.

6. That Richmond Official Community Plan Bylaw 9000 be referred and considered at the November 19, 2012 Public Hearing provided that the Metro Vancouver Board has accepted the OCP Regional Context Statement (RCS) chapter within a time period that allows all statutory advertising to be completed, otherwise the OCP Bylaw is referred for consideration to the earliest Public Hearing for which all statutory advertising can be completed following the Metro Vancouver Board acceptance of the Regional Context Statement (RCS) chapter.

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

JE:ttc

Att 6

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Law	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Recreation Services	<input checked="" type="checkbox"/>		
Economic Development	<input checked="" type="checkbox"/>		
Arts, Culture & Heritage	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Building Approvals Department	<input checked="" type="checkbox"/>		
Community Social Development	<input checked="" type="checkbox"/>		
Community Safety Policy and Programs	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 		

## Staff Report

### Origin

In October 2009, Council authorized the preparation of a new Official Community Plan (OCP) to assist Council in managing to 2041, population and employment growth, development, housing, transportation, community amenities, infrastructure and the natural environment. On April 26, 2011, Council approved the following resolution regarding the 2041 OCP Update:

*That, as per the staff report entitled: "Proposed 2041 OCP Update Concept", dated April 4, 2011, the proposed 2041 OCP Concept (Attachment 2) be endorsed and staff proceed with the 3rd round OCP consultation process.*

### **2011 - 2014 Council Term Goals**

The OCP supports the Council Term Goals by better enabling Council to:

- manage the anticipated 2011 - 2041 population and employment growth, and where and how the needed housing, employment lands, parks, community services, transportation and infrastructure will be provided (Council Goal #8: Managing Growth and Development);
- work towards sustainability by addressing climate change and anticipating upcoming social, environmental and economic changes (e.g., an older population, aging infrastructure) (Council Goal # 7: Sustainability).

In doing so, the 2041 OCP is one component used by the City to achieve its vision: to be the most appealing, livable and well managed community in Canada.

### Analysis

#### 1. Overview

Richmond today is a unique city comprised of 17 islands in the Fraser River. It is home to the Vancouver International Airport, Port Metro Vancouver's Fraserlands facilities and the Steveston Harbour which is the largest commercial fishing harbour in Canada. The City is comprised of 65% "visible minorities", the highest proportion in BC and second highest in Canada with 51% of our populace being of Chinese descent.

The 1999 OCP has enabled Richmond to manage significant growth and change over the past dozen years. In this period, the City's population has increased from 150,000 to 200,000. Council has also managed land use, growth and community livability by adopting numerous additional plans, for example: the 2003 Richmond Agricultural Viability Strategy, 2004 OCP Aircraft Noise Sensitive Development policies, 2006 West Cambie Area Plan, 2007 Affordable Housing Strategy, 2007 Facilities Strategic Plan, 2009 Flood Management Strategy, 2009 City Centre Area Plan, 2009 Steveston Village Heritage Conservation Strategy, 2009 Wellness Strategy and the 2010 OCP Phase 1: Green House Gas and Energy Plan.

Significant community development milestones during this period have included the opening of the new \$2 billion Canada Line, with planning completed for high density urban villages around each of the five stations, and the opening of the Richmond Olympic Oval, which also has a new high density urban village planned and now being developed within its precinct.

Richmond played a lead role in the hosting of the 2010 Olympic Winter Games, the River Rock Casino Resort was developed and expanded, a redevelopment was approved for the Fantasy Gardens lands, which will include a major new City park, and the City purchased the Garden City Lands, Northeast Bog and Grauer lands for use for future generations.

The proposed 2041 OCP enables Richmond to continue developing as a great place and a greener, more resilient, connected and healthy City. It envisions that, by 2041, Richmond will be a more sustainable City - a place of great spaces and experiences, whose greatest assets include its thriving downtown, diversified economy, healthy, distinct and connected neighbourhoods, its island shoreline, open spaces, and protected and productive agricultural lands. Richmond of 2041 will have adaptable and prosperous businesses that enrich people, the community, the natural environment, the world and future generations.

New sustainability directions proposed in the 2041 OCP will be combined with a continued emphasis on improving the health of neighbourhoods, building a vibrant downtown, fostering a resilient economy and a healthy business climate, addressing recreational needs, enhancing social development, preserving environmental quality, and promoting the arts, culture and heritage.

The 2041 OCP is more than a framework for future land use planning, providing a more comprehensive vision for the future of the City than was found in previous Richmond OCPs. The first 12 chapters of the new OCP contain policies to address the following major topics: Moving Towards A Sustainable Community; Climate Change Response; Connected Neighbourhoods and Special Places; Vibrant Cities; Safe City; Resilient Economy; Agriculture and Food; Mobility and Access; Island Natural Environment; Open Space and Public Realm; Social Inclusion and Accessibility; and Sustainable Infrastructure and Resources. Together with an implementation strategy and Development Permit guidelines, these chapters provide a broad vision to guide the City's growth to 2041.

The Richmond of 2041 will be a place where people:

- earn a living where they reside and participate in the global economy through an exchange of knowledge, entrepreneurship and trade;
- feel connected to their physical surroundings, the people around them and 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.

The City will have become more energy efficient and be responding to the challenges of climate change, in partnership with other levels of government, its citizens and its business.

## 2. Overview of New and Enhanced 2041 OCP Policies

Some proposed new and enhanced OCP approaches which will enable the Council to better manage the City to 2041 are provided below:

### (A) General Growth

The proposed 2041 OCP enables:

- the current population of 200,000, to increase by 80,000 to 280,000 people;
- an increase of 40,000 jobs, from the current 140,000 jobs to 180,000 jobs;
- the City to accommodate an additional 42,000 dwelling units.

As intended, these OCP policies aim to be consistent with Metro Vancouver 2040 Regional Growth Strategy (RGS).

### (B) Sustainability

The proposed OCP enables Council to move towards a sustainable community by addressing a range of issues such as the possible impacts of climate change, energy reduction, food security, community well being, social issues such as vulnerable population groups and housing affordability. The creation of an urban realm that promotes social inclusion and active lifestyles is to be achieved. The following targets have already been established:

- Community-wide Greenhouse Gas (GHG) emission reduction targets of 33% from 2007 levels by 2020 and 80% by 2050;
- Community-wide Energy reduction target of 10% from 2007 levels by 2020;
- GHG and Energy Reduction Policies: Richmond's GHG emissions are generated 41% by buildings and 55 % by transportation. The OCP proposes to reduce these in part by requesting senior government funding and incentives for new buildings, for existing building retrofits (more efficient heating and cooling systems) and for alternative transportation features (e.g., transit, bicycling, rolling, walkability, ride sharing, electric cars). An example initiative is to require multiple family developments to provide for electric car plug-ins for a minimum of 20 % of parking spaces and predict to increase this number to 45% when required in the future.

### (C) Accessibility

In 2041, the average age of the population will be older. There will be more people with accessibility limitations (e.g., physical, mobility, hearing, seeing, mental challenges). Much of the older population will want to age in place, rather than leave the community. To address these needs, the OCP proposes to study this matter in consultation with the Richmond Centre on Disability, the seniors community, Urban Development Institute (UDI) and Richmond small home builders group (a group who builds mainly single family homes in Richmond) with a view to increasing accessibility. The study is to be completed within one year of OCP approval.

### (D) Densification Of Neighbourhood Shopping Centres

The proposed OCP enables continued densification of the Broadmoor shopping centre. It also supports, subject to more community planning, densification of the following shopping centres: Hamilton (area planning is now underway), East Cambie, Blundell and Garden City through a more clearly-defined process.

(E) Exploring An Increase In Building Height In the City Centre

The City and YVR have been exploring if and how an increase in building height in the City Centre may occur. The OCP promotes such a study as it would enable a more compact community, building space, community benefits and varied skyline.

(F) Arterial Road Policy

The proposed OCP continues to allow development along certain arterial roads as has been the practice and OCP policy for the past 10 years.

(i) *Arterial Road Coach Houses*

Concern has been expressed by Planning Committee about the appearance of coach houses on arterial roads. Staff share these coach house concerns which include:

- their height, massing and footprint;
- the lack of private on-site outdoor space;
- outside stairs and balconies that are highly visible or obtrusive;
- overlook and privacy concerns upon neighbouring properties; and
- their unattractive, box-like appearance.

Fortunately, there are not that many lots remaining on Williams Road, No. 1 Road and the few other arterial roads with a rear lane that can be redeveloped for arterial road coach houses. Based on past experience, staff estimate that around 20% of these lots, or 25 rezoning applications could be expected for coach house development in the future.

In order to properly address this issue, the existing Coach Houses (RCH) zone needs to be reviewed (e.g., regarding building heights, lot coverage, landscaping, private outdoor space, setbacks). Furthermore, the Development Permit Guidelines proposed for Edgemere coach houses cannot be used to control the form and character of coach houses along the arterial roads. This is because the Edgemere guidelines (which go along with a new zone for Edgemere) apply to wider lots that will not be subdivided and are based on the zoning requirement that at least 40% of the floor area of the coach house is on the ground floor. This is not possible for arterial road coach houses, where the lots are being subdivided into narrower widths.

Therefore, it is proposed that further consultation take place with the small builders in Richmond and the 2 in-stream rezoning applicants about coach house development along the arterial roads. In the meantime, staff will encourage any coach house rezoning applications to address the above-noted issues. Should Planning Committee wish to take this a step further, it could pass a resolution putting a moratorium on coach house rezoning applications along the arterial roads, until the review of the Coach House zone is completed.

(ii) *Arterial Road Townhouses*

Improvements have been made to the Arterial Road Policy as it relates to townhouses in the 2041 OCP. For example, a map has been included that clearly identifies where townhouse development would not be permitted on arterial roads (e.g., neighbourhoods that have indicated that they do not want townhouse development such as the Gibbons and Riverdale areas; where there is a rear lane and the area is identified for compact lot or coach house development such as the Mores and the Monds neighbourhoods). Similarly, there is a map that identifies where townhouse development has already been permitted and approved by Council.

In accordance with the existing OCP, and as confirmed through the 2041 OCP public consultation process, new townhouse development may be considered near the neighbourhood shopping centres and the City's community centres. Furthermore, as has been the City's practice, new townhouse development can be considered, if they are in close proximity to commercial services, a school or park. All of these new areas (which have not been mapped) are subject to potential public consultation, various development criteria, a Public Hearing and ultimately Council's discretion.

The Arterial Road Policy has also been amended to address access, residual site, internal lot and additional density considerations, which have been problematic in the past.

(G) 2012 Environmentally Sensitive Area (ESA) Management Strategy

ESAs are important environmental and ecological river shoreline, intertidal, freshwater wetland, urban forest, oldfield and shrubland which provide critical ecological services (e.g., clean air, water, pollination, carbon sequestration). The proposed OCP emphasizes an Ecological Network (EN) approach with improved ESA policies and Development Permit guidelines to better protect and enhance a wide range of valued resources. The draft Strategy was reviewed by Planning Committee on June 19, 2012, by the Advisory Committee on the Environment (ACE) on June 20, 2012, by the Agricultural Advisory Committee (AAC) on June 21, 2012, by affected property owners on the June 27, 2012 and by the public on June 28, 2012.

An overview of the ESA Strategy, a summary of the AAC, ACE, affected property owner and public consultations, and the 2012 ESA Management Strategy which is a technical report to the OCP are available in a binder in the Councillors' Lounge and at the Front Counter.

The OCP ESA policies and guidelines address the consultation feedback, for example:

- The AAC wanted to exempt farm buildings, in addition to agricultural cultivation, from requiring an ESA DP (the farm house will still require an ESA DP). As well the AAC wanted to clarify a "genuine" farmer (e.g., one making a farm income from the property in question);

- ACE wanted ESAs to be periodically updated;
- Affected property owners' comments ranged, from greatly welcoming the updated ESA policies, guidelines and mapping, to having more clarity regarding what ESAs are and how they may affect properties. Some wanted to not have ESAs, but the intent of the ESA update was to improve and clarify ESAs, based on an Ecological Network Concept.
- The public wanted ESAs to be improved, periodically updated, and actions taken to guard against invasive species.

The proposed OCP ESA policies and guidelines address these concerns.

As well, to make the application of the OCP ESA policies and guidelines balanced, appropriate and flexible for affected ESA property owners who propose to develop and subdivide on an ESA site, three types of ESA DP requirements are proposed:

- Type 1: Exemptions: Clearer exemptions from obtaining an ESA Development Permit are proposed, for example, for agricultural cultivation and farm buildings, private interior and exterior renovations, construction and maintenance activities which do not impact ESAs, First Nations lands, and City drainage and diking maintenance, and emergency activities, and
- Type 2 and 3: Incremental ESA DP Requirements: ESA information and assessment requirements which affected ESA property owner are to provide will depend on the degree to which a proposed development or subdivision negatively affects an ESA.

With the proposed ESA DP review process, staff will work with affected ESA property owners to balance the protection of ESAs with development and subdivision.

#### (H) 2003 Richmond Agricultural Viability Strategy (RAVS) Review

As part of the 2041 OCP development, the 2003 Richmond Agricultural Viability Strategy was reviewed with the Agricultural Advisory Committee (AAC) to determine how it has been useful and if any changes were needed. The Strategy has enabled the establishment of the Agricultural Advisory Committee (AAC), significant infrastructure and regulatory improvements, and promoted the awareness of agricultural viability and food security issues. The AAC also performs an important role by commenting on agricultural issues, development proposals impacting the Agricultural Land Reserve and proposed regulatory changes. The Agricultural Viability Strategy, with support of the AAC, has encouraged small lot owners to consolidate their lots with owners who already have road access to avoid residential development in the ALR. The City practice of discouraging roads in the ALR to avoid residential development is continued.

#### (I) Mitigating Noise From the Canada Line and Between Certain Land Uses

To better mitigate noise, the proposed OCP requires noise reduction measures in new buildings (e.g., rezonings, Development Permits) as follows: in residential buildings near the Canada Line, in new multi-family residential buildings near industrial and commercial uses, and in new industrial and commercial buildings near residential areas.

After the OCP is approved, City staff will work with the Province to explore bringing forth Building Bylaw amendments to require, at the Building Permit stage, that commercial, industrial and mixed uses mitigate their noise on nearby residential uses, and that residential uses mitigate noise generated by nearby commercial, industrial and mixed uses. These improvements will complement the City's Noise Bylaw, and minimize nuisance and the need for enforcement.

(J) Shifting Modal Splits

Currently, the City transportation modal split is 83% automobile, 8% walking, 7% transit, 1% cycling and 1% other. The proposed OCP aims to change the split, by 2041, to 49% automobile, 22% transit, 18% walking, 10% cycling and 1% other. Approaches include continuing to place most growth in the City Centre, creating transit-oriented and pedestrian-friendly high density villages around each Canada Line station, densifying shopping centres and establishing more bike lanes and trails throughout the City.

(K) Improving Urban Design

The OCP proposes to improve urban design through the following new and enhanced Development Permit (DP) guidelines:

- New DP Guidelines: Green Building and Sustainably Infrastructure; Neighbourhood Centres, and Intensive Residential Guidelines for Coach Houses and Granny Flats;
- Enhanced DP Guidelines: General, Multiple Family Guidelines, Commercial, Mixed Use, Industrial, Environmentally Sensitive Areas and Marina Guidelines.

3. Implementation Strategy

The proposed OCP will be implemented with the co-operation of many stakeholders. For example, the City will co-operate with the Richmond Board of Education to plan new schools and dispose of any surplus lands, the Steveston Harbour Authority to plan their lands and involve them in Steveston waterfront planning, Vancouver Coastal Health to advance wellness and healthy communities, and with YVR to explore an increase in building height in the City Centre.

4. No Development Cost Charge (DCCs) Increases At This Time

The proposed OCP does not create a need to increase Development Cost Charges (DCCs) at this time as most City growth will occur in the City Centre where DCCs were increased in 2009. As well, little growth is proposed outside of the City Centre and the existing DCCs are currently adequate for parks, water, sanitary and drainage infrastructure and transportation.

- Regarding Parks Acquisition and Development

While an additional 133 ha (330 ac.) of parkland is required to meet 2041 needs, it will be achieved through the following:

- in the City Centre, by parks already in the DCC Program;
- outside the City Centre, by new parks and properties adjacent to existing parks already in the DCC Program;
- the establishment of new parks on City owned land (e.g., the Garden City lands);
- securing publicly accessible open space on private property;
- securing parks through the development application (e.g., rezoning) process;

- As well, the recent acquisition of the Grauer Lands by the City and Ducks Unlimited Canada (not in the Park Acquisition DCC Program) has made a significant contribution to the Parks and Open Space System at a very low cost to the City.
- Regarding Engineering Infrastructure
  - City Centre growth can be accommodated by the current DCC Program.
  - Future infrastructure to accommodate growth around shopping centres outside the City Centre will be determined during the planning of each shopping centre once land uses and densities are known. At that time, infrastructure studies will be undertaken to determine if the DCC Program needs to be changed.
- Regarding Transportation
 

The provision of the transportation improvements envisioned in this OCP will be achieved via the following mechanisms:

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

The provision of neighbourhood links outside of neighbourhood centres and outside the City Centre will require a future increase to the Roads DCC Program, which will be undertaken as part of a future overall review and update of the DCC Program. Also, the City will continue to seek senior government and partner funding and the DCC Program will continue to be reviewed periodically by the Finance Department.

#### 5. OCP Consistent with Other City and Metro Vancouver Plans and Programs

In accordance with section 882 (3) (a) of the Local Government Act, City staff have considered Bylaw 9000 in conjunction with the City's Financial Plan and Capital Program, and the Metro Vancouver Regional District Solid Waste and Liquid Waste Management Plans, and found Bylaw 9000 to be consistent with said Plans and Program.

#### 6. OCP Regional Context Statement (RCS)

On July 29, 2011, the Metro Vancouver (MV) Board approved the 2040 Regional Growth Strategy (RGS). This means that all new OCPs must include a new Regional Context Statement to show how the proposed OCP is or will be made consistent with the RGS. Chapter 15: Regional Context Statement indicates how the new OCP aims to achieve this objective. For example, to demonstrate consistency with the 2040 RGS, the 2041 OCP aims to achieve similar 2040 population, employment and housing projections (guidelines), Green House Gas (GHG) and energy reductions, urban centre focussed growth, industrial and mixed employment lands protection, park enhancements, and environmental area and ALR protection. Frequent Transit Development Areas (FTDAs) may be considered later to enhance transit service where there is support for densification.

7. Implications for Area Plans

The main City-wide OCP is called an OCP Schedule 1 document, and the Area and Sub-Area Plans are called OCP Schedule 2 documents. Once the main City-wide 2041 OCP Schedule 1 is adopted:

- the Schedule 1 main OCP will have a Bylaw 9000 reference, and
- the Schedule 2 Area and Sub-Area Plans will continue to have a 7100 Bylaw reference.

Within one year from OCP Schedule 1 approval, for clarity staff will bring forth appropriate amendments to harmonize Schedules 1 and 2.

8. Implications of The OCP on In-Stream Development Applications

Staff have reviewed in-stream development applications and find that where the adoption of the 2041 OCP may affect a zoning amendment bylaw which has already received first, second and third reading, prior to the adoption of the proposed 2041 OCP, the zoning amendment bylaw shall be considered an application in progress and Schedule 1 of Richmond Official Community Plan Bylaw 7100, as it read immediately before it is repealed by this bylaw, shall apply to the adoption of the zoning such amendment bylaw.

The proposed development permit guidelines contained in the 2041 OCP should not have a significant effect on in-stream Development Permits. Where an in-stream Development Permit does not comply with the proposed Development Permit guidelines, the discrepancies will be identified in the staff report to the Development Permit Panel.

Should the proposed 2041 OCP affect in-stream rezoning or OCP amendment applications that are in process but have not yet proceeded to Planning Committee or Council, staff will advise Council as to how to proceed in the associated staff report, when necessary.

9. School District #38 (Richmond) High School Student 2041 OCP Artwork

On June 27, 2011, Council directed that 2041 OCP include two Richmond High School students' artwork, namely:

- 1st Place artwork by Anthia Chen (a Richmond Grade 12 student from Steveston-London Secondary), which is featured on the 2041 OCP cover, and
- 2nd Place artwork by Anna Toth (a Richmond Grade 11 student from J.N. Burnett Secondary) which is featured inside the OCP document.

10. Summary of The 2041 OCP Preparation Process

(A) General

The 2041 OCP has been prepared following a very extensive public consultation process as indicated below:

- 2041 OCP Preparation process can be found in **Attachment 1**;
- 2041 OCP Main Studies can be found in **Attachment 2**; and
- 2041 OCP Concept approved on April 26, 2011 can be found in **Attachment 3**.

On October 13, 2009, Council approved the 2041 OCP update, and authorized the planning and consultation process. Council determined the OCP update would emphasize:

- Moving more towards sustainability
- Developing on the City's existing building blocks which include:
  - In the City Centre: implementing the 2009 City Centre Area Plan (CCAP);
  - Outside the City Centre:
    - Protecting agricultural lands;
    - Carefully managing single family neighbourhoods, improving parks, transportation;
    - Achieving quality development;
- A range of public and stakeholder consultation opportunities (e.g., open house, surveys, social media, meetings).

Since 2009, a City staff team of over 20 have been preparing studies, consulting and drafting the 2041 OCP. To ensure that Council managed the process, staff have updated Council and sought its direction over 10 times with reports, studies, memos and verbal updates.

(B) Public Consultation Summary:

The public and stakeholders have been consulted extensively throughout the OCP preparation process including through 16 open houses which 435 people attended, 460 completed surveys, over 45 direct meetings with federal, provincial, regional, other cities, city and community agencies, several updates with the Urban Development Institute (UDI) and small home builders. In addition, the City used social media through an online discussion forum ("letsTALKrichmond") which attracted over 4,335 visitors, who made 91,000 City Web site visits, viewed 109,350 pages and completed 118 surveys (of the total 460 surveys) with 22 visitors per day. In addition, other City departments conducted additional studies and consultations in preparing their chapter of the OCP.

(C) First Round of OCP Consultation

The first round of consultation emphasized asking residents' views, and priorities regarding a wide range of 2012 - 2041 challenges and issues including: keeping the City's building blocks, a 2041 OCP vision, goals, population, employment, sustainability, climate change, GHG and energy targets, general land use concepts, connected neighbourhoods, a vibrant city including arts, culture, heritage, recreation and community wellness, a safe city, a resilient economy, agriculture and food security, mobility and access, enhancing ESAs, improved open space and public realms, social inclusion and accessibility, sustainable infrastructure and improved building design.

The first round of feedback indicated the following: Richmond is doing many things well, people want continued strong Council leadership in managing their city, the City has good building blocks upon which to develop sustainably (e.g., City Centre densification, the Canada Line, the ALR, single family neighbourhoods, good amenities, jobs and a healthy environment), people like their neighbourhoods.

The top four most wanted improvements are: (1) improved transportation, (2) more parks, green space and community gardens, (3) road improvements and (4) more affordable housing. The most mentioned sustainability improvements for businesses are: better alternative transportation services, more recycling and composting, and more government incentives (e.g., for affordable housing, sustainability, transit). Only 8% said they wanted to limit population growth and densification outside the City Centre. Basically, people want more community amenities and more social programs, particularly for older adults, youth, children and families. Richmond residents say that they are willing to consume and waste less, use their cars less, and make energy and other environmental improvements in their homes and offices. They are willing to explore a range of new housing forms outside the City Centre including shopping centre densification. The main things that people do not want changed (e.g., lost) are: parks and green space, the ALR, access to the dikes and Steveston's character.

(D) The 2041 OCP Concept

With the above feedback, a range of studies (**Attachment 2**) and the 2041 OCP Concept (**Attachment 3**) were prepared upon which the 2041 OCP is based.

Similar to the first round of consultation, the second round asked questions regarding: a 2041 OCP vision, goals, population and employment, sustainability, climate change, GHG targets, energy targets, general land use concepts, connected neighbourhoods with special places, a vibrant city including arts, culture, heritage, recreation and community wellness, a safe city, a resilient economy, agriculture and food security, mobility and access, enhancing the island natural environment which include ESAs, improved open space and public realms, social inclusion and accessibility, sustainable infrastructure and improved building design. There was a high degree of acceptance for the 2041 Concept and in April 2011, Council directed that the OCP be prepared based on the 2041 OCP Concept with further consultation (e.g., regarding coach houses and granny flats in Burkeville and Edgemere) which was undertaken.

An analysis of the second round of feedback and further studies resulted in the preparation of the proposed 2041 OCP which addresses the above priorities. On September 26, 2011, Council received the 3rd round of OCP consultation findings, verified that the OCP was to be prepared based on the 2041 OCP Concept and requested that form and character guidelines be prepared for coach houses and granny flats in Edgemere and Burkeville.

## Next Steps

### 1. General

If Council supports the draft 2041 OCP and gives the OCP Bylaw first reading, as per the City's OCP Bylaw Preparation Consultation Policy 5043, it is recommended that the OCP will be sent to:

- the Metro Vancouver Board for acceptance of Chapter 15 - OCP Regional Context Statement, prior to final OCP Bylaw adoption, and

- the Agricultural Land Commission, Vancouver International Airport Authority Board, Port Metro Vancouver, Board of Education of Richmond School District No. 38, TransLink, Musqueam Indian Band, City of Vancouver, City of New Westminster, the Corporation of Delta, the Urban Development Institute (UDI) and the Richmond small home builders for comment.

## 2. Communications Plan

To increase public awareness and encourage public comment regarding the OCP prior to the Public Hearing, staff propose the following activities:

- post the OCP on the City's website and use the "letsTALKrichmond" social media engagement tool to further raise awareness and promote comment on the OCP;
- meet with the media to brief them on the contents of the OCP and generate additional awareness through news coverage and commentary within the media;
- publish a series of inserts in local newspapers profiling OCP highlights; and
- host an open house at City Hall.

In addition, staff will meet with the UDI and the Richmond small home builder group to review the proposed OCP (e.g., the arterial road policies, new land use noise mitigation requirements, 2012 ESA Strategy, Development Permit Guidelines).

## 3. Metro Vancouver Regional Context Statement (RCS) Acceptance Process

After Council gives the OCP Bylaw first reading, the Metro Vancouver (MV) Board has 120 days to indicate its acceptance of Chapter 15 of the OCP Regional Context Statement (not the whole OCP). The Metro Board may accept the Regional Context Statement, accept with follow-up conditions or not accept it with reasons.

As Richmond assisted in preparing the 2040 Regional Growth Strategy and many of the OCP studies complement it, City staff anticipate that the proposed OCP Regional Context Statement will be acceptable to the Metro Vancouver Board. To further assist in achieving this goal, City and Metro Vancouver staff have been working together to review the proposed OCP Regional Context Statement.

City staff have asked Metro Vancouver staff to see how soon the RCS can be reviewed by the MV Board. At this time, if Metro Vancouver receives the RCS on September 27, 2012, it would be reviewed by the MV Regional Planning and Agricultural Committee on November 9, 2012, and the Metro Vancouver Board on November 16, 2012. With this in mind, it is planned that the Public Hearing will be on held November 19, 2012.

## **Financial Impact**

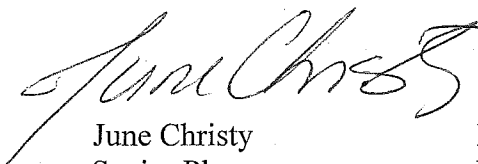
None

**Conclusion**

The City began preparing a new OCP in October 2009. After much consultation and detailed study, on April 26, 2011 Council endorsed the 2041 OCP Concept upon which the proposed OCP is based. No DCC increases are required at this time. Staff recommend approval of the proposed 2041 OCP.



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**Attachment 1** – 2041 OCP Preparation Process

**Attachment 2** – 2041 Main Studies

**Attachment 3** – 2041 OCP Concept

September 11, 2012

## 2041 OCP PREPARATION PROCESS

Date	Event
October 13, 2009	Council authorizes the 2041 OCP update planning process.
April 26, 2010	Council approves the GHG targets
June 14, 2010	Council receives the <u>1<sup>st</sup> round</u> of OCP consultation and approves the next round.
July 20, 2010	Council receives the OCP Demographic , Employment and Housing Projections Study
October 12, 2010	Council authorizes the ESA Update Methodology
April 11, 2011	Council receives the 2041 Employment Lands Strategy
April 26, 2011	Council receives the <u>2<sup>nd</sup> round</u> of OCP consultation, and endorses the 2041 OCP Concept and next steps
May - June 2011	<ul style="list-style-type: none"> <li>A series of public open houses were held between May 28 to June 15, 2011 to gather input on the proposed 2041 OCP Update Concept.</li> <li>In addition, the results of the second round of public feedback from the October 2010 public consultation process was made available.</li> <li>Input was sought regarding planning for the densification of the eight shopping malls outside the City Centre and about possible coach houses and granny flats in certain neighbourhoods (Richmond Gardens, Edgemere and Burkeville).</li> </ul>
July 29, 2011	Metro Vancouver adopts the 2040 Regional Growth Strategy
September 26, 2011	Council receives the <u>3<sup>rd</sup> round</u> of OCP consultation findings, verifies that the OCP is to be prepared based on the 2041 OCP Concept and requests that form and character guidelines be prepared for coach houses and granny flats in Edgemere and Burkeville.
February 27, 2012	Council authorizes more consultation re coach houses and granny flats in Burkeville, Edgemere and Richmond Gardens
February 28, 2012	Council accepts the Metro Vancouver 2040 Regional Growth Strategy with follow-up requirements
March 25, 2012 March 29, 2012	Re Open houses for coach houses and granny flats: <ul style="list-style-type: none"> <li>Burkeville on March 27, 2012</li> <li>Edgemere on March 29, 2012</li> </ul>
July 23, 2012	Council tentatively authorizes coach houses and granny flats in Edgemere and later possibly in Burkeville

Example 1<sup>st</sup> Round 2041 OCP Consultations

Place	Date of Open House	# of Attendees
Minoru Cultural Centre	Tuesday, November 24, 2009 (6:30 to 9:00 pm)	16
Hamilton Community Centre	Wednesday, November 25, 2009, (6:30 to 9:00 pm)	18
Steveston Community Centre	Saturday, November 29, 2009 (2:00 to 4:30)	19
West Richmond Community Centre	Tuesday, December 1, 2009 (7:00 to 9:00 pm)	3
South Arm Community Centre	Wednesday, December 2, 2009 (6:30 to 9:00)	14
Cambie Community Centre	Thursday, December 3, 2009 (7:00 pm to 9:00 pm)	6
Thompson Community Centre	Saturday, December 5, 2009 (1:00 to 3:30 pm)	12

Example 2<sup>nd</sup> Round 2041 OCP Consultations in October and November 2010

Topic	Venue	Date	# Of Attendees
Housing and Neighbourhood Centres	City Hall	October 16, 2010	40
Housing and Neighbourhood Centres	Thompson Community Centre	October 17, 2010	35
Housing and Neighbourhood Centres	Hamilton Community Centre	October 20, 2010	30
Housing and Neighbourhood Centres	Cambie Community Centre	October 21, 2010	25
Housing and Neighbourhood Centres	South Arm Community Centre	October 24, 2010	93

Sustainable Community Energy	Council Chambers, City Hall	November 24, 2010	12
Agriculture	Council Chambers, City Hall	November 25, 2010	110

Example 3rd <sup>d</sup> Round 2041 OCP Consultations in October and November 2010		
Topic	Venue	Date of Open House
Coach houses and granny flats	Burkeville, Edgemere	March 27, 2102 April 29, 2012
Coach houses and granny flats	Burkeville	June - July 2012

2012 ESA Management Strategy Consultations		
Topic	Venue	Date of Open House
2012 ESA Management Strategy	City Hall	<ul style="list-style-type: none"> <li>- With ACE - on June 20, 2012</li> <li>- With the AAC -on June 21, 2012</li> <li>- With affected property owners (approximately 110 attended) - on June 27, 2012</li> <li>- With the public (2 attended) - on June 28, 2012.</li> </ul>

2041 OCP Consultations Have Been Held With
1. Agricultural Advisory Committee – (November 12, 2009 and more)
2. Richmond Intercultural Advisory Committee (November 18, 2009)
3. Richmond Advisory Committee on the Environment (ACE) (November 18, 2009 and more)
4. Richmond Community Committee (November 25, 2009 and more)
5. Richmond Heritage Commission (November 26, 2009 and more)
6. Richmond Parking Advisory Committee (November 26, 2009 and more)
7. Child Care Development Advisory Committee (December 8, 2009 and more)
8. Seniors Advisory Committee (December 9, 2009 and more)
9. City Centre Community Centre Association
10. Hamilton Community Centre Association
11. Sea Island Community Centre Association
12. Steveston Community Centre Association
13. West Richmond Community Centre Association
14. South Arm Community Centre Association
15. East Richmond Community Centre Association
16. Thompson Community Centre Association
17. Richmond Community Services Advisory Committee (December 10, 2009 and more)
18. Richmond Economic Advisory Committee (December 2009 and more)
19. School District No. 38 - School Board Liaison Committee (November 18, 2009 and more)
20. Vancouver International Airport Authority
21. YVR Environmental Committee (November 24, 2009 and more)
22. YVR Aircraft Noise Management Committee (December 9, 2009 and more)
23. Port Metro Vancouver
24. Steveston Harbour Authority
25. Transport Canada
26. Vancouver Coast Health Unit
27. Metro Vancouver – RPAC
28. TransLink
29. City of Vancouver
30. City of New Westminster
31. City of Burnaby
32. City of Delta
33. BC Agricultural Land Commission
34. B.C. Ministry of Education
35. B.C. Ministry of Transportation and Infrastructure
36. B.C. Ministry of Environment
37. B.C. Ministry of Community and Rural Development
38. Workers Compensation Board of B.C.
39. BC Aviation Council
40. UDI Liaison Committee (November 24, 2009 and more thorough annual quarterly meetings)
41. Federal Department of Fisheries and Oceans

42. Kwantlen Polytechnic University
43. Trinity Western University
44. UBC School of Community and Regional Planning

Emails from Stakeholders	
1. Richmond Advisory Design Panel	
2. Richmond Public Art Commission	
3. Richmond Economic Advisory Committee	
4. Richmond Chamber of Commerce	
5. Tourism Richmond	
6. Richmond Community Cycling Community	
7. Group of Seven (Steveston)	
8. Richmond Public Library	
9. Richmond Gateway Theatre Society	
10. Richmond Art Gallery Association	
11. Richmond Museum Society	
12. Britannia Heritage Shipyard Society	
13. Steveston Historical Society	
14. Richmond Arts Coalition	
15. Richmond Sports Council	
16. Richmond Arenas Community Association	
17. Richmond Fire Department	
18. RCMP	
19. Minoru Seniors Society	
20. Richmond Chinese Community Society	
21. Richmond Family Place	
22. Richmond Multicultural Concerns Society	
23. Other developers	
24. Citizens	

City's "letsTALKRichmond" Social Media Tool – as of Sept.13, 2011	
– Pages viewed – 109, 350	
– Site visits – 91,000	
– Visitors – 4,335	
– Registered visitors – 270	
– Visitors per day – 22	

September 10, 2012

## 2041 OCP MAIN 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	2007 Museum and Heritage Strategy, 2010 Arts Strategy includes a Cultural Facilities Plan.	All studies completed
Community Energy and Emissions Plan (CEEP)	Phase 1 - Establish a vision, long-term goals, emission reduction targets and key focus areas for action. Establish GHG emission reduction and energy reduction targets, principles and identified key focus areas for actions. Phase 2 - Identify short-term and long-term actions that should be taken to improve overall community well-being and help the community achieve the emission and energy targets.	Phase 1: GHG targets, policies and actions & Energy Plan (Complete - May 2010) Phase 2: Fall 2011 with
2041 Demographic and Employment Study	Provide City-wide population, dwelling unit and employment (by total employment and by economic sector) projections to 2041.	Completed July 20, 2010
2041 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 in April 11, 2011
Parks and Open Space Strategy	To develop a comprehensive working document that will: -enable balanced decision making, -explore innovation in resource management -explore integration of solutions to emerging urban issues (climate change adaptation, energy generation, urban agriculture and ecology, increasing density) and -inspire community engagement and reflect community identity.	Phase 1: March 1, 2011 Draft: July 2012 Final: Dec 2012
2041 Transportation Plan	Phase 1: transportation demand forecasting to identify any new significant transportation improvements based on future land use changes. Phase 2: identify principles, goals, objectives, policies for the OCP Update and identify an implementation strategy for each component of network including roads, transit, cycling, and walking. Phase 3: Implementation Strategy.	Phase 1: Complete Phase 2: Complete Phase 3: Complete
10 Year Social Planning Strategy	Identify social planning priorities between now and 2021. Clarify the role of the City (and other stakeholders) with respect to addressing particular social planning topics, Provide a foundation for a more integrated, coordinated and sustainable approach for social planning in Richmond for the future	Phase 1 - community engagement and findings is complete Phase 2 - draft Social Planning Strategy to be completed by Dec 2012
Engineering Modelling	Identify needed 2041 OCP infrastructure and services (e.g., water, sanitary sewer, drainage) to support the OCP update.	July 2012
Environmentally Sensitive Areas Management Strategy	Provide a more accurate update of the existing OCP (ESA inventory and improve the ways in which the ESAs are managed.	Approach endorsed by Council in December 2010 Strategy to be included in 2041 OCP
Development Permit Guidelines	Cross departmental staff team to review DP guidelines, identify gaps, best practises, and OCP Concept and revise existing DP guidelines.	August 2012
Financial Implications (e.g., DCC By-law)	To review the DCC bylaw to determine the necessary changes to accommodate the OCP update.	August 2012

September 10, 2012

## 2041 OCP Concept

PROPOSED 2041 OCP CONCEPT - April 2011 draft	
TOPIC	DESCRIPTION
<b>2011 - 2041 TOWARDS A SUSTAINABLE COMMUNITY</b>	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.
<b>2041 OCP VISION</b>	<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>
<b>2041 GOALS</b>	<p><b>Richmond will become a city that is:</b></p> <ol style="list-style-type: none"> <li><b>1. Welcoming and diverse</b> The city is inclusive and designed to support the needs of a diverse and changing population.</li> <li><b>2. Connected and accessible</b> 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.</li> <li><b>3. Valued for its special places</b> 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.</li> <li><b>4. Adaptable</b> 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.</li> </ol>
<b>POPULATION AND EMPLOYMENT</b>	<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>
<b>REGIONAL CONTEXT STATEMENT (RCS)</b>	<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>
<b>GENERAL LAND USE CONCEPTS</b>	<p>Highlights</p> <ul style="list-style-type: none"> <li>– Development and re-development supported by transit options that place biking, walking and rolling (scooters, wheelchairs) above automobiles as priorities.</li> <li>– An urban landscape that encourages and enables physical activity and social connection in everyday living.</li> <li>– In the City Centre, high density, mixed use, urban villages around the five Canada Line stations and the Oval</li> <li>– Outside the City Centre, the focus appears to be, after more community consultation and support:             <ul style="list-style-type: none"> <li>– The preservation of agricultural lands</li> <li>– In the inner core of neighbourhood centres, a mix of low to medium density uses and</li> <li>– In the outer core of neighbourhood centres, a diversity of ground oriented residential housing choices</li> <li>– Intensified employment lands including industrial and commercial employment</li> <li>– Expanded parks and open spaces</li> <li>– An improved transportation network with an emphasis on walking, rolling (scooters, wheelchairs), cycling and transit.</li> </ul> </li> </ul> <p>Shopping Centre Densification Planning:</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> <li>▪ Densification of the Broadmoor, Seafair, Terra Nova, and Ironwood Shopping Centres is not to be considered for five</li> </ul>

PROPOSED 2041 OCP CONCEPT - April 2011 draft		
	years after the 2041 OCP is approved. Consider granny flats and coach houses 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: <ul style="list-style-type: none"><li>– Richmond Gardens (Thompson)</li><li>– Edgemere (Shellmont)</li><li>– Burkeville</li></ul> 2) No other neighbourhoods will be considered for granny flats and coach houses as part of the 2041 OCP Update.	
GHG TARGETS, ENERGY TARGETS	<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>	
OBJECTIVES		
A. Connected Neighbourhoods with Special Places	Objective	<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 comprises 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>
	Concepts	<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> <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. Streets and walkways that are pleasing to stroll along with activities along the way and interesting places to go promote healthy communities.</i></p>
B. Vibrant City: Arts, Culture, Heritage	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 and connected and a city that is a vibrant tourism destination.
	Concepts	<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> 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>

PROPOSED 2041 OCP CONCEPT - April 2011 draft		
C. Vibrant City: Recreation and Community Wellness	Objective	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.
	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>– 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.</li> <li>– 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.</li> <li>– 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.</li> <li>– 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</li> <li>– 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.</li> </ul>
D. 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>

PROPOSED 2041 OCP CONCEPT - April 2011 draft		
	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. Resilient Economy	Objective	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.
	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. Agriculture and 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. Mobility and Access	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.

PROPOSED 2041 OCP CONCEPT - April 2011 draft		
	Concepts	<ul style="list-style-type: none"> <li>Walkable Neighbourhoods - 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>Transit-Friendly City - 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>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.</li> <li>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.</li> <li>Intelligent Investments - Deploy efficient and innovative transportation technologies to optimize the overall performance of the transportation system and reduce vehicle emissions and energy use.</li> <li>Moving Goods, Securing Jobs - 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>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.</li> <li>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: <ul style="list-style-type: none"> <li>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;</li> <li>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</li> <li>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.</li> </ul> </li> </ul>
	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.
H Ecological Network, Open Space & the Public Realm	Concepts	<ul style="list-style-type: none"> <li>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.</li> <li>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).</li> <li>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 to support biodiversity, recreation, social interaction and spiritual renewal.</li> <li>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.</li> <li>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.</li> <li>Meeting multiple community objectives – 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>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.</li> </ul> <p><u>Staff Rationale</u> 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</p>

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		<p>the waterfront, will contribute to tourism and economic development, drawing visitors and businesses to the city.</p> <p>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.</p>
	Objective	To protect and improve the City's environmental health, ecological integrity and opportunities for the community to experience nature.
	Concepts	<ul style="list-style-type: none"> <li>- Healthy Ecological Network – Protect and enhance a diverse, connected, and functioning ecological network.</li> <li>- Ecological Design – Integrate ecological attributes into the City's built and cultivated landscapes.</li> <li>- Pollution Prevention – Proactively implement best management practices to protect and improve water, air and soil quality.</li> <li>- Strong Partnerships for Ecological Gain – Collaborate with the community and senior governments to protect and restore environmental health and ecological integrity.</li> <li>- Great Nature Experiences – Make it easy and enjoyable for the community to experience nature.</li> <li>- Adapting for Change – Use best available science and practices to better equip the City to adapt to climate change.</li> </ul> <p><u>Staff Rationale</u></p> <ul style="list-style-type: none"> <li>- 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</li> <li>- 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.</li> <li>- 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).</li> <li>- In order to conserve the City's valuable ecological resources and be prepared for changing environmental conditions, 6 key concepts have been identified: <ul style="list-style-type: none"> <li>- Healthy Ecological Network,</li> <li>- Ecological Design,</li> <li>- Pollution Prevention,</li> <li>- Strong Partnerships for Ecological Gain,</li> <li>- Great Nature Experiences and Adapting for Change.</li> <li>- Adapting for Change</li> </ul> </li> </ul> <p>Addressing each of these in concert will help move us towards a robust and functioning ecological network woven throughout the City.</p>
I. Social Inclusion	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.

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and Accessibility	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>- 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.</li> <li>- 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: <ul style="list-style-type: none"> <li>- Addressing fundamental human needs</li> <li>- Actively engaging all our citizens in decision making and activities</li> <li>- Building on existing social assets and community capacity.</li> </ul> </li> </ul> <p>Pertinent information from the Social Planning Strategy will be incorporated into the OCP.</p>
	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.
J. Sustainable Infrastructure and Resources	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>- 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.</li> <li>- While climate change impacts all people on the planet in many different ways, it will impact Richmond in two critical areas. <ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> </ul> </li> <li>- 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</li> <li>- 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.</li> </ul>
	Objective	

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		<ul style="list-style-type: none"> <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>
<b>K. Implementation Strategy</b>	<b>Concepts</b>	<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>
<b>L. Building/Site Design and Public Realm (DP Guidelines)</b>	<b>Concepts</b>	<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 planning and "placemaking", including comprehensive landscaping and open space guidelines which influence the quality of the public realm</li> <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. <ul style="list-style-type: none"> <li>• Streamlining the guidelines to clarify and improve adaptability</li> </ul> </li> </ul> <p><u>Staff Rationale:</u>  Revised, update, and re-organized guidelines will ensure that:</p> <ul style="list-style-type: none"> <li>- sustainability, safety, and accessibility objectives are given priority;</li> <li>- complete mixed use pedestrian friendly developments and neighbourhoods are developed;</li> <li>- the existing residential character of neighbourhoods and quality of life is preserved;</li> <li>- high quality civic outdoor space crucial to the enjoyment of public life is developed;</li> <li>- information is easy to find and reference and that all relevant urban design considerations are taken into account for each development application; and</li> <li>- 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).</li> </ul>
<b>CAUTION</b>		<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>