



City of Richmond

Report to Committee


To: Planning Committee
From: Wayne Craig
Director, Development

Date: November 18, 2019
File: 08-4040-01



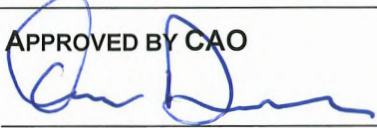
Re: 2019 Summary Report - Community Information Sessions on Development, Affordable Housing, Transportation and Sustainability in the City

Staff Recommendation

That staff be directed to proceed with the Community Information Session Program for 2020 as described in the Staff Report titled "2019 Summary Report - Community Information Sessions on Development, Affordable Housing, Transportation and Sustainability in the City" from the Director, Development.


Wayne Craig
Director, Development
(604-247-4625)

WC:ss
Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

Staff have recently completed the first round of Community Information Sessions that emerged as a result of a Council referral.

On April 8, 2019, the Planning Committee passed the following resolution:

- (1) *That staff be directed to proceed with the implementation of the proposed Community Information Session Program as described in the report titled "Community Information Sessions on Development, Affordable Housing, Transportation and Sustainability in the City" from the Director, Development; and*
- (2) *That staff report back following the last session each year to provide a summary of the events including any feedback received.*

Four Community Information Sessions have now been held in different locations in the City to provide information and comment across a range of topics related to planning and development in the City including current and future initiatives. Collectively the information provides the backdrop to the City's efforts to address growth and change in the City. A copy of the display boards (Attachment 1) and a summary of input received (Attachment 2) are attached to the Staff Report for reference.

This Staff Report supports Council's Strategic Plan 2018-2022 Strategy #8 – An Engaged and Informed Community:

8.2 Ensure citizens are well-informed with timely, accurate and easily accessible communication using a variety of methods and tools.

Findings of Fact

The City of Richmond routinely provides information to and consults with the public on development applications and new policies and regulations as they are developed. This is done to comply with *Local Government Act* regulations to inform the public and to seek input on proposed changes.

Community Information Sessions have been added to provide a forum for information sharing and public engagement with the City in a less structured format. The intent is to better inform and engage the community members.

2019 Community Information Sessions

As part of the start-up of the program, four sessions were held in 2019, beginning with three sessions in the Spring and one in the Fall. The sessions were portable and focused on City Hall and Community Centre locations:

2019 Dates and Locations

Community Information Session #1
Wednesday May 2, 2019, 4:00 – 8:00 pm
City Hall Atrium

Community Information Session #3
Thursday, June 13, 2019, Noon – 4:00 pm
West Richmond Community Centre

Community Information Session #2
Thursday, May 16, 2019, 4:00 – 8:00 pm
East Cambie Community Centre

Community Information Session #4
Thursday, October 24, 2019, 4:00 – 8:00 pm
Richmond Cultural Centre

The sessions featured a drop-in Open House format with display boards (Attachment 1) supplemented with handout materials (e.g. bulletins on development and affordable housing). The boards provided information on City plans, policies and initiatives that guide development and how they are being implemented to address growth and change in the community.

Staff from Development Applications, Policy Planning, Affordable Housing, Transportation and Sustainability Departments attended the sessions to engage and respond to questions. This format provided a significant amount of information and an opportunity to speak directly with staff.

Information and materials from the sessions, including a comment form, were also made available on the City's website.

The Community Information Sessions were promoted and advertised in accordance with City policies. This included promotion via the City's website, social media channels and other outlets as appropriate. In addition, posters were featured in various locations: City Hall, the Library and Community Centres around the City. The information was also incorporated into prominent television screen displays at local community centres.

Summary of Input

Community Information Sessions provided information on key topic areas and participants were invited to provide comments. Staff received feedback through discussions with community members, on feedback boards and through a paper comment form (also available online). A summary of input is attached to this report in Attachment 2.

The most frequent questions and comments focused on transportation and related current projects primarily non-City led initiatives (George Massey Crossing, TransLink bus service, Canada Line stations, etc). Second, was affordable housing with a number of attendees inquiring about availability of that form of housing for their own needs. Overall the sessions were well received. Additional comments included a number of one time mentions including provision of space for non-profits, expanding community gardening/farming, expanded use of recycled materials and mention of concern around underground parking and high-rises in the city centre.

Analysis

The sessions attracted 63 attendees across four events in different locations in the City. This modest turnout reflects the challenge associated with hosting events that are primarily information sharing in nature.

On average 16 persons attended each event. Each event was supported by six to eight staff members, representing different topic areas of expertise. This included one administrative staff member and three to four staff from Planning and Development, and one staff member each from Transportation, Affordable Housing and Sustainability.

The cost of hosting the events (materials, refreshment, staff overtime, advertising) was approximately \$7,400 or \$1,850 per event.

The feedback received confirms that the content is of interest to community members but it is not enough of a draw to fill a stand-alone event. Attendees were most interested in transportation and housing related matters. Comments received were varied in focus and scope making them difficult to draw any particular direction from. This may be expected with the wide range of topics that were available for input.

Based on the experience of the first year of Community Information Sessions, staff will look to combine future events with other City efforts resulting in more community members with which to engage and greater exposure to the information.

2020 Community Information Sessions

The program plan for Community Information Sessions is two sessions per year into the future, holding one event approximately every six months. Staff are targeting Quarter 2 and Quarter 4 for events in 2020.

An effort will be made to combine this ongoing effort with other opportunities to seek input from the community on policy change or development e.g. the Community Energy and Emissions Plan update and other similar efforts. This approach of combining efforts is anticipated to have a positive effect on the number of community members that staff can connect with to share information, discuss key issues and capture comments.

Staff will keep Council informed of the proposed line up (schedule and location) for 2020 prior to the sessions.

Financial Impact

The cost for hosting the events has been accommodated through existing departmental budgets.

A maximum of two sessions in each year moving forward can be accommodated within existing budgets. Additional sessions would require additional resources.

Conclusion

This Staff Report provides an annual summary of an ongoing program to engage and inform the public through Community Information Sessions on a range of development, affordable housing, transportation and sustainability topics and initiatives. Dates for 2020 sessions, once available, will be well promoted through City channels and adequate notice provided should Council wish to attend and participate. Materials from these sessions will also be made available on the City's website.



Suzanne Smith
Program Coordinator, Development
(604-276-4138)

SS:blg

Attachments:

1. Display Boards - 2019 Community Information Sessions
2. Summary of Input - 2019 Community Information Sessions

COMMUNITY INFORMATION SESSIONS

Learn more about Planning and Development, Affordable Housing, Transportation & Sustainability in the City

Welcome

The City of Richmond is holding a series of Community Information Sessions to share information about current and future planning and development, affordable housing, sustainability and transportation initiatives.

The topics for the Information Sessions include:

Planning & Development

Through the development of policies and guidelines for new development the City can ensure new growth meets the needs of the growing community in a manner that is sensitive to existing development.

Transportation

In cooperation with TransLink and other agencies the City seeks to improve the transportation network by expanding opportunities for transit, cycling and walking, as well as goods movement.

Affordable Housing

By establishing clear policies and incentives to increase the amount of affordable housing in the city the housing stock can better serve the needs of the diverse and growing community.

Sustainability

The City is taking action to make Richmond a sustainable place to call home, for now and years to come. Efforts include energy efficient buildings, district energy and environmental protection.

Progress in these areas puts the City of Richmond on a path towards its vision of being a place where people live, work and prosper in a welcoming, connected, accessible and vibrant community. This includes consideration of the health of the ecosystem and the long term social and economic wellbeing.



Planning and Development

Richmond's Planning and Development Department is responsible for a range of functions aimed at managing the city's future growth. These functions include:

- Preparing the City's Official Community Plan (OCP) and Area Plans;
- Creating long range land use, urban design and environmental policies (e.g. agricultural, industrial, heritage, environmental, flood management);
- Reviewing all development applications (e.g. rezoning, development permits, development variance permits, subdivisions);
- Supporting the City's Advisory Committees on heritage, agriculture and the environment;
- Coordinating the design and installation of infrastructure improvements (e.g. roads, water, drainage and parks) and collecting Development Cost Charges;
- Developing transportation strategies that meet future travel demand in Richmond;
- The planning and functional design of roads and traffic operation controls including traffic signals;
- Reviewing and issuing building permits; and
- Administering and enforcing the City's Tree Protection Bylaw.

Provincial Local Government Act

Richmond's powers, duties and functions are enabled by the Province of British Columbia's Local Government Act and the Community Charter. This set of legislation provides the legal framework and foundation for local governments to represent the interests and respond to the needs of their communities.

Community and Stakeholder Engagement

The Planning and Development Department, and other departments in the City, work closely with the community and other external agencies throughout the planning process. Some of the key stakeholders in Richmond include Richmond residents and business owners, the Vancouver Airport Authority, the Port of Vancouver, Metro Vancouver, TransLink, Vancouver Coastal Health, the Agricultural Land Commission and the Ministry of Transportation and Infrastructure.



Richmond Planning Framework and Vision

Official Community Plan (OCP)

Planning in Richmond starts with the OCP. An OCP is the community's long range vision for how it plans to evolve over time. It provides the policy framework for growth in Richmond and describes Richmond in the future as:

A place whose greatest assets include:

- A thriving downtown
- A diversified economy
- Distinct and connected neighbourhoods
- Island shoreline
- Productive agricultural lands

Richmond's OCP functions as a link between the broad concepts of the Metro Vancouver Regional Growth Strategy and the City's objectives.

Future growth in the city is directed towards the City Centre, neighbourhood shopping centres and along Arterial Roads in the community where transit service and proximity to shopping, jobs and services are greater.

Area Plans

Richmond has a number of Area Plans which provide specific details and development considerations for various parts of the city. These include:

City Centre - Steveston - Hamilton - East Cambie

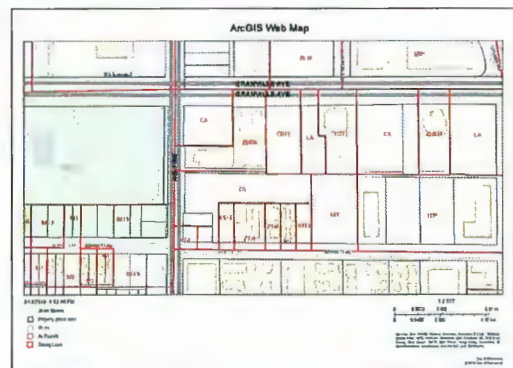
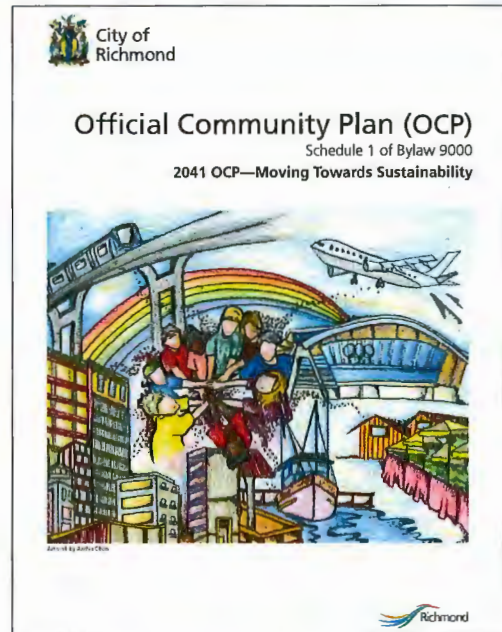
West Cambie - Blundell - Bridgeport - Broadmoor

East Richmond - Shellmont - Thompson

Richmond Zoning Bylaw

Richmond Zoning Bylaw 8500 regulates the use, density, siting, size and height of buildings and the shape and size of land parcels in the city.

By establishing a clear and efficient system of land use regulation, the Zoning Bylaw helps implement the Official Community Plan. Different zones permit different types of development in support of the overall vision.



The Life of a Development

The City administers the development of property through a number of permits and processes including Rezoning which involves a change in use or density, Development Permits which address form and character, heritage and environmental considerations, and Building Permits which help ensure life and safety. The flowchart to the right provides an example of a development involving these common types of applications.

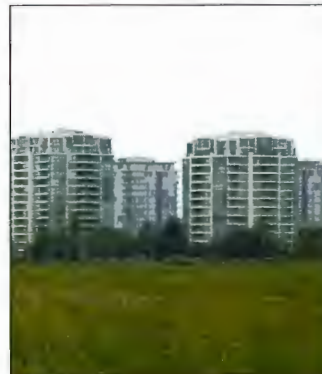
Community Benefits of Development

Many community benefits have been achieved through requirements and contributions from development in the city including:

- Major new Parks
*e.g. Capstan Village Park, Concord Gardens, Middle Arm Waterfront Greenway, Aberdeen Park, the Gardens Agricultural Park, London's Landing
- 9 Child Care Facilities including 7 Child Care Centres and 2 Early Childhood Development Hubs
- Major Facilities—2 Community Centres
- New Office Space
- Affordable Housing Units & Secondary Suites
- Public Art Contributions

In addition to these community wide contributions which contribute to the community's overall well-being and livability, each new development includes frontage improvements and service upgrades including some or all of the following:

- New sidewalks, grass boulevards and trees and often includes irrigation
- Transportation improvements (road improvements signal upgrades, bike lanes)
- Funds toward or construction of utility upgrades to support growth including water, sewer, drainage and roads.

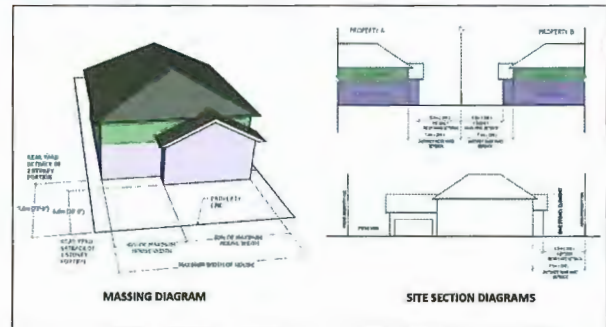


Rezoning Development Flowchart



Single Family Building Massing

- The City's Zoning Bylaw regulates the size and shape of homes in the city.
- Two phases of Zoning Bylaw amendments were undertaken in 2015 and 2017 to refine building massing regulations for single family houses.
- Each phase of amendments involved numerous public open houses held by City staff to give residents an opportunity to discuss issues, review options, and provide input.

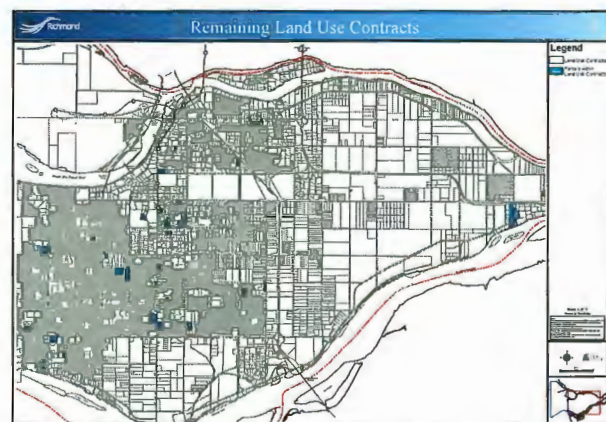


Short Term Rentals

- In Richmond, residents can offer two types of short term rentals (less than 30 days) in their home:
 1. Bed and Breakfasts (B&Bs) which require a City issued licence. This includes residents who host traditional B&Bs as well as those who are simply renting rooms within their home, such as short term vacation rentals.
 2. Boarding/lodging involves renting a room in a dwelling and involves no more than two people at a time, and this does not require a licence.
- Short term rental of the entire house or residential unit for less than 30 days is not permitted under any circumstance.

Land Use Contracts

- Land Use Contracts (LUCs) are a form of zoning regulation. The Province enabled municipalities to use LUCs between 1973 and 1979. Unless discharged, LUCs registered on title during such period remain in place today affecting the use and development rights of the affected properties.
- In 2014, new Provincial legislation was enacted which will terminate all LUCs on June 30, 2024. Municipalities also have the ability to terminate LUCs earlier.
- **First phase:** all Single-Family Land Use Contracts were terminated on November 24, 2016.
- **Second phase:** it is anticipated that all remaining Land Use Contracts (e.g. multi-family, commercial, etc) will remain until June 30, 2024. Underlying zoning regulations are in the process of being phased in by geographical area and must be established by June 30, 2022.



Market Rental Housing Policy

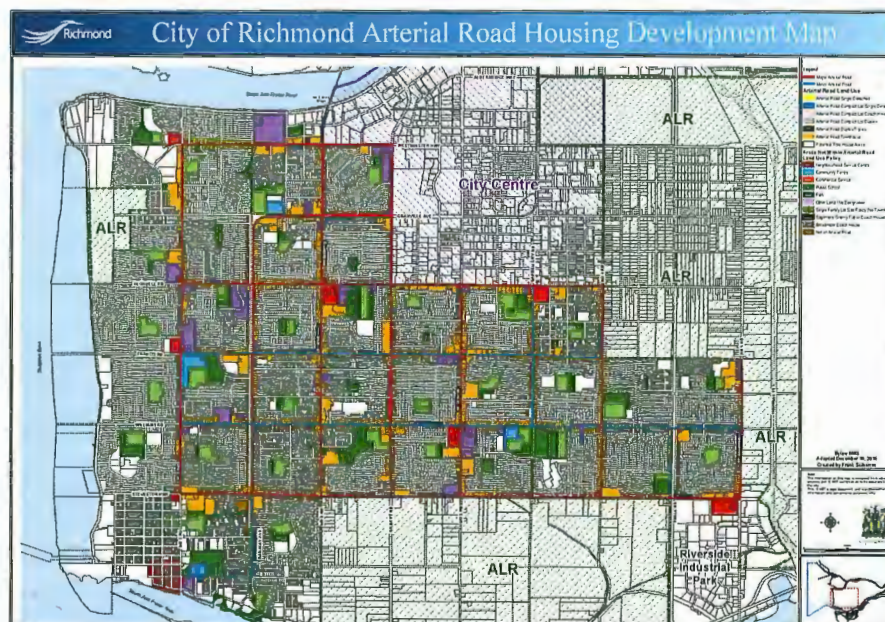
- Following consultation on draft policies, the Market Rental Housing Policy was adopted by Council in September 2018. This policy seeks to protect the supply of existing market rental housing, support tenants at the time of redevelopment and encourage the development of new market rental units. See the board Future Initiatives: Planning and Development for further information.

Demolition Waste Recycling and House Moving and Salvage Program

- On March 14, 2016 Council adopted the Demolition and Recyclable Material Bylaw No. 9516 requiring waste and recyclable materials resulting from demolition work to be sent to an approved waste disposal & recycling facility.
- The City encourages homeowners to participate in its House Moving and Salvage Program in an effort to reduce demolition waste, save on demolition and recycling fees, as well as reuse livable houses.

Arterial Road Land Use Policy

- The City's OCP supports densification along its arterial roads where properties are in close proximity to commercial services, public amenities, schools, and transit service.
- The Arterial Road Land Use Policy supports townhouses, row houses, duplexes, triplexes and coach houses along arterial roads with a goal to minimize traffic disruption by ensuring no net increase in driveways.
- In 2016, the City updated the Arterial Road Land Use Policy and introduced additional housing types (e.g., duplexes, and triplexes), refined the Development Permit Guidelines, and clarified locational guidelines for different types of housing. This update involved several public and stakeholder consultation events.



Heritage

- The City has an established Heritage Inventory of identified heritage buildings and other resources throughout the community.
- City's 2041 Official Community Plan establishes the Steveston Village Heritage Conservation Area (HCA) to provide long-term protection to the heritage character of Steveston Village.
- The City continues to work with property owners that require a Heritage Alteration Permit to restore and conserve the historic exterior of the building.
- In 2009, the City approved the Steveston Village Heritage Conservation Grant Program to provide financial assistance to property owners for conserving the exterior of identified heritage resources.
- The Sakamoto Guidelines were reincorporated within the Steveston Area Plan to strengthen design guidelines for restoring historic buildings in Steveston Village.

5 History Facts of Richmond

1. *Richmonds' shoreline has long provided habitat for migrating birds on the Pacific Flyway between the Arctic and South America.*
2. *First Nations people were the first to set up seasonal camps on the land to fish and collect berries.*
3. *The City of Richmond is seven years older than the City of Vancouver.*
4. *The first successful flight in Canada was recorded in 1910 on the Minoru Racetrack.*
5. *More than 60% of Richmond's population are of Chinese or South Asian ancestry.*

Environmentally Sensitive Areas (ESA)

- The ESA Development Permit Area in Richmond has been established since 1991, with ESAs designated in the City's Official Community Plan for the protection of the natural environment, its ecosystems and biodiversity.
- Qualified Environmental Professionals are required for all ESA Development Permits (DPs) to accurately verify the location and condition of designated ESAs as well as to recommend detailed protection and restoration options that will satisfy the City's objectives.

Riparian Management Areas (RMA)

- RMAs were established in consultation with the Department of Fisheries and Oceans Canada.
- Setbacks are assigned to minor (5m) and major (15m) designated streams measured perpendicular from top-of-bank that are to remain free from development unless authorized by the City.
- A Construction Environmental Management Plan completed by a Qualified Environmental Professional is required to demonstrate mitigation measures during development.



Agricultural Policies

- Agriculture is an important part of Richmond's history. Today, close to 40% of the City is within the Agricultural Land Reserve (ALR), contributing to our local and regional economy.
- The City has established a number of regulations for residential use of farmland, including a maximum farm home plate, maximum residential setbacks, maximum house size limits, and restrictions on the number of single family dwellings on each agricultural lot.
- In 2018, to further protect farmland, the City introduced more restrictive regulations on the maximum size of houses within the ALR.
- City staff work closely with the Agricultural Land Commission and the Ministry of Agriculture on policy discussions and data exchanges.



Cannabis Regulation

- In 2018, Provincial legislation and amendments to the Zoning Bylaw would prohibit the production of cannabis in an enclosed building or greenhouse;
- The City has prohibited the retail sale of cannabis;
- Research and development and production of medicinal cannabis is regulated and limited to industrially zoned areas and,
- The City continues to develop and refine policy to regulate this activity.



Affordable Housing

Affordable Housing Strategy (AHS)

- The City is committed to supporting the development of the right mix of housing so that all households of different sizes, ages and incomes have access to housing that meets their needs.
- In March 2018, Council adopted the AHS to guide the City's actions to increase the supply of affordable housing over the next 10 years.
- The AHS supports the development of the right mix of housing using a suite of regulatory tools, including:
 - * Housing policy development;
 - * Leasing City owned land to non-profit housing providers;
 - * Affordable housing funding;
 - * Secondary suite requirements in single family developments; and
 - * Inclusionary zoning, which requires developers to build low-end market rental (LEMR) units within apartment developments that have more than 60 residential units.



Homelessness Strategy

- The latest Homelessness Count estimated that at least 70 Richmond residents are experiencing homelessness, an increase of 84% since 2014. Local service providers estimate the number of individuals experiencing homelessness to be closer to 120.
- The City is in the process of updating the Homelessness Needs Assessment and Strategy, which will help guide the City's actions in addressing the needs of individuals experiencing or at risk of experiencing homelessness.

Richmond House Emergency Shelter

- Renovations on a new emergency shelter are currently underway involving:
 - * 30 shelter and short term emergency beds that are accessible and inclusive of men and women.
 - * Short term emergency shelter that provides onsite services including meals, laundry, showers and connection to appropriate community supports.
- Anticipated opening is late Spring 2019.
- The City contributed land at 12040 Horseshoe Way, valued at \$6 million.
- The new shelter will be operated by The Salvation Army.

Affordable Housing: Examples

Since 2007, the City has worked in partnership with senior levels of government, the private sector, and non-profit organizations to create more than 2,000 new affordable housing units. The following projects were developed with City funding, land, policy requirements, or in-kind support:

Temporary Supportive Housing

- 40 shelter-rate rental units for residents exiting the emergency shelter system (modular housing).
- Short to medium term housing that includes supportive services to help tenants move towards self sufficiency.
- The City is contributing land at a nominal rate for 5 years.
- Opened in April 2019. It will be operated by RainCity Housing Society.



Atira Apartments at Cadence

- 15 units of shelter-rate housing for single women with children secured through the City's Low End Market Rental Policy
- Medium term housing with on-site programming and subsidized childcare spaces at the neighbouring centre.
- Opened in May 2017. Operated by Atira Women's Resource Society.



Storeys

- 129 affordable rental units for vulnerable households, including those at risk of homelessness.
- Long term housing with a social service hub.
- The City contributed the land at a nominal rate and a total of \$19.4 million towards capital costs, municipal fee and development cost charge waivers.
- Opened September 2017. Operated by a non-profit consortium (Coast Mental Health, SUCCESS, Pathways Clubhouse, Tikva Housing Society, and Turning Point Recovery Society).



Kiwanis Towers

- 296 affordable rental units for low-income seniors.
- The City contributed \$24.1 million towards capital costs, municipal fee and development cost charges waivers.
- Opened in July 2015. Operated by Kiwanis International.



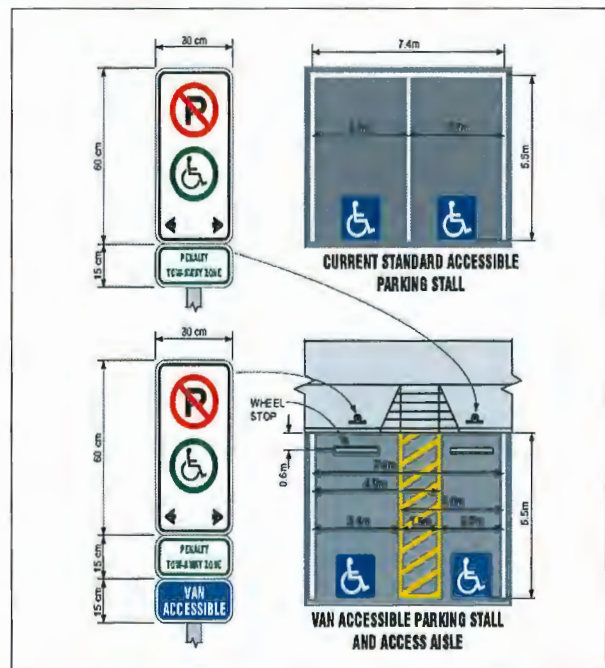
Southwest Area Transport Plan

- TransLink-City partnership to identify transit and infrastructure priorities over the next 10 -15 years for Richmond, South Delta and Tsawwassen First Nation
- Developed 2015 -2018, completed in April 2018.
- Improved transit frequency and reliability for local and regional routes.
- Improved transit service to industrial areas, business parks and growing neighbourhoods.



Accessible Van Parking

- Update of off-street accessible parking space requirements in Zoning Bylaw.
- Amendments accommodate the increased use of side-loading vans for individuals using wheelchairs and similar mobility devices.
- Adopted in September 2018.



River Parkway

- Extension and re-alignment of River Road northeast of Gilbert Road.
- Elimination of interim River Road connection next to Dinsmore Bridge
- Improve traffic circulation with continuous viable alternate route to No. 3 Road and existing River Road.
- Facilitate the development of the Middle Arm Waterfront Park.
- Initially comprise two-lane road and protected bike lanes with signalized connection at Leslie Road.
- Construction underway with completion in 2020.

Road Network Plan



Public Bike Share Pilot Program

- Agreement with U-bicycle to operate pilot program at no cost to the City to Spring 2020.
- Currently 39 stations and 80 bicycles mainly in the City Centre, West Richmond and Steveston.



High Collision Prone Intersections

- ICBC-City partnership to undertake a Network Screening Study to identify and prioritize the top 20 high collision prone intersections and determine potential road safety improvements



Recommendations and Next Steps for the Top 20 Intersections

Project	Scope
Short-Term Improvements (1)	Including, but not limited to the following: <ul style="list-style-type: none"> • Improved traffic/parking signage • New or refreshed pavement markings • Trimming of foliage to improve sightlines • Traffic signal modifications • Education
Medium-/Long-Term Improvements <i>Enforcement of Speeding and Red Light Running (2)</i>	Provide cameras where speeding is a chronic contributing factor to collisions
Medium-/Long-Term Improvements <i>Preliminary Design (1)</i>	A detailed intersection safety study and/or design for each of the 20 intersections to confirm the exact scope of infrastructure improvements
Medium-/Long-Term Improvements <i>Implementation of Infrastructure Related (1)</i>	Including, but not limited to the following: <ul style="list-style-type: none"> • Intersection capacity improvements • Addition or lengthening of left-turn lanes • Redesign of existing channelized right-turn lanes • Completion of pedestrian and cycling connections

(1) Will be included in the 5 Year (2020-2024) Financial Plan and submitted to Richmond City Council for approval

(2) The red light camera and automated speed enforcement programs are within provincial jurisdiction. The City of Richmond has requested the Minister of Public Safety and Solicitor General to provide cameras at intersections and is working with RCMP to increase speed enforcement in the interim.

Community Energy & Emissions Plan

- The plan defines 34 actions to reduce energy use and reach City-wide greenhouse gas (GHG) emission reduction by 80% by 2050. The plan provides directions for creating compact and complete communities, encouraging active modes of transportation, and increasing energy efficiency in buildings. Richmond has reduced greenhouse gas emissions by 12% since 2007 despite the same growth in population.



City Council recently gave staff direction to renew the Community Energy and Emissions Plan to accelerate climate actions in Richmond. Check out www.energy.richmond.ca to find out how you can provide input at upcoming events.

District Energy Utility

- Richmond's Lulu Island District Energy Company is an international leader in district energy systems, which reduce carbon emissions and deliver affordable, reliable heating and cooling for a neighbourhood. Alexandra District Energy Utility project won the International DE Association's Award in 2016.



BC Energy Step Code

- The BC Energy Step Code is a provincial standard that provides an incremental and consistent approach to achieving more energy-efficient buildings in BC. In June 2018, Council adopted the BC Energy Step Code requirements into the City's Building Regulation Bylaw for all residential developments.



Electric Vehicle (EV) Charging

- In 2017, Council adopted new "first in North America" (if not the world) requirements that all new residential buildings will provide energized outlets capable of providing "Level 2" EV charging for all residential parking stalls.



EnergySave Richmond

- Visit www.energy.richmond.ca to learn about training and incentives programs available in Richmond.



Ecological Network Management Strategy

- The Ecological Network is defined as the inter-connected system of natural and semi-natural areas across Richmond's landscape, including terrestrial, marine, and riparian areas. Actions are grouped into four (4) areas: Green Infrastructure & Development, Vegetation, Habitat & Wildlife, Parks & Public Lands, and Stewardship & Collaboration.



Invasive Species Management

- Richmond is a demonstrated leader in invasive species response, and the newly adopted Invasive Species Action Plan formalizes a strategic and risk-based approach to guide and prioritize invasive species management into the future. The Plan sets priorities, establishes a consistent approach, and defines public outreach and engagement commitments.

Upcoming Projects

In 2019, staff in the Planning and Development Department will be working on a number of projects, including:

Industrial Land Intensification Initiative (ILII)

Richmond has a long and productive history of industrial activity. The Industrial Land Intensification Initiative commenced in 2018 and will continue to explore how the City's policies and bylaws can support the intensification of industrial lands.



Agricultural Viability Strategy Update

The Richmond Agricultural Viability Strategy (2003) is a long-range strategy to ensure that farming in Richmond remains sustainable. An update to the AVS will be undertaken in consultation with the farming community.



Residential Rental Tenure Zoning

Residential rental tenure zoning is a new power provided by the Province in 2018. It allows cities to create zones that require all or a portion of multi-family buildings to be rental tenure only. Richmond will be considering how this zoning tool may be best used to protect existing rental housing and how it may be used to secure rental units in new developments.



Market Rental Housing Policy Update

Adopted in 2018, Council directed staff to explore how the incentives-based policy could be enhanced and what areas of the city are most in need of market rental housing. Specific incentives examined to date include parking, property tax exemptions, Development Cost Charges (DCC) waivers and density bonus.



Heritage Inventory Update (with Heritage Services)

The Heritage Inventory is a database of important heritage resources in Richmond. The inventory, which includes buildings, trees and other special places, was last updated in 2002.



Future Initiatives: Transportation

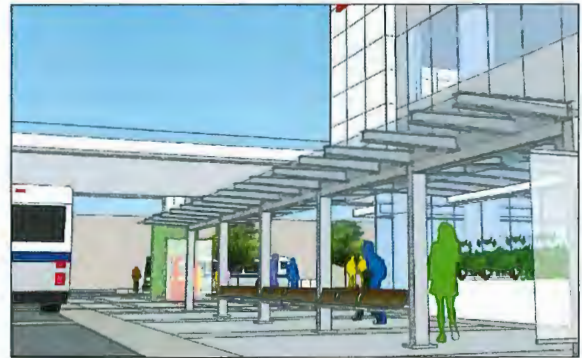
Capstan Station

- Innovative TransLink-City agreement in 2010 to fund the future station
- Voluntary contributions are collected from developers in the nearby catchment area
- Target amount for construction has been reached
- City working with TransLink to develop a preferred station design



Richmond-Brighouse Bus Mall

- Relocation of Scotiabank and demolition of old site
- City has an active Development Permit application that will facilitate construction
- TransLink anticipates commencing construction in 2019 with operation in 2020



Massey Tunnel Crossing Improvements

- Province of BC to develop a new business case by the end of 2020.
- City is seeking short-term improvements to Steveston Highway interchange.



Mobility Hubs

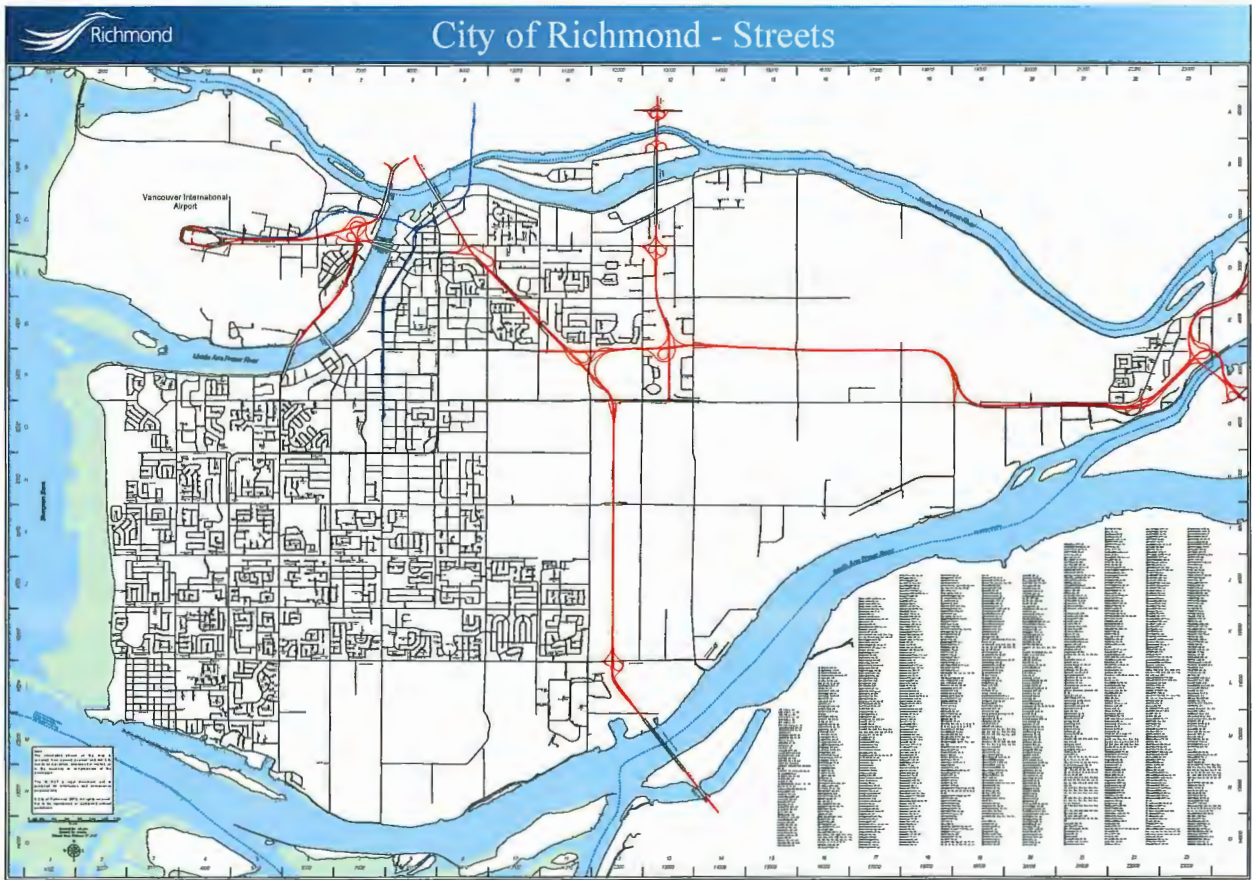
- Hubs include a mix of travel choices in central location: transit, car-share, bike-share, ride-hailing, EVs.
- Seeking to establish city-wide network.



Where do you live?

Tell us about you.

Please take a moment to place a sticker on the property where you live, own or represent. If you do not reside or own land in the area, place your sticky dot in the space below.



Feedback Board

Share your thoughts on the City's successes and future initiatives using the sticky notes and pens below.

Richmond welcomes your input and participation.

Information Bulletins

The City has Information Bulletins on a wide variety of topics including but not limited to:

- How to make a Development Application
- Tree Protection
- Electric Vehicle Charging Infrastructure Requirements
- Affordable Housing Strategy
- Market Rental Housing Policy
- Child Care Facilities
- Noise Management
- Riparian Management Areas
- Steveston Village Heritage Conservation Area

Copies are available on the nearby table.

They can also be found on the City's webpage at www.richmond.ca

Policy Documents, Guidelines and Application Forms

All of the plans, policies and guidelines noted in these boards are available online on the City's webpage at www.richmond.ca

Opportunities to be Involved

Please watch for opportunities to be engaged in upcoming projects.

- <https://www.richmond.ca/plandev/planning2/projects.htm>
- communityplanning@richmond.ca
- 604-276-4052

Community Information Sessions 2019 Schedule

Community Information Session #1

Thursday May 2, 2019, 4:00- 8:00pm
City Hall Atrium
6911 No. 3 Road

Community Information Session #2

Thursday, May 16, 2019, 4:00- 8:00pm
Cambie Community Centre
12800 Cambie Road

Community Information Session #3

Thursday, June 13, 2019, Noon- 4:00pm
West Richmond Community Centre
9180 No. 1 Rd

Community Information Session #4

Thursday, October 24, 2019, 4:00- 8:00pm
Richmond Cultural Centre
7700 Minoru Gate

Input Summary – 2019 Community Information Sessions

The Community Information Sessions Program launched with four events in 2019. Sessions were held in different locations in the City with staff from Planning & Development, Affordable Housing, Transportation and Sustainability on hand for information, discussion and to receive input. Comments were also collected through a formal comment form. All information was also available on the City's website.

The most frequent questions and comments focused on transportation and related current projects primarily non-City led initiatives (George Massey Crossing, TransLink bus service, Canada Line stations, etc). Second was affordable housing with a number of attendees inquiring about availability of that form of housing for their own needs. Overall the sessions were well received. Additional comments included a number of one time mentions including provision of space for non-profits, expanding community gardening/farming, expanded use of recycled materials and mention of concern around underground parking and high-rises in the city centre.

Attendance:

Staff: Development Applications, Policy Planning, Sustainability, Transportation, Affordable Housing

Community Members: 63 people - on average 16 people per event

Event #1 City Hall	Event #2 Cambie Community Centre	Event #3 West Richmond Community Centre	Event #4 Richmond Cultural Centre
18	10	14	21

Common Themes Overall:

- Most mentions/interest:
 1. Transportation – improved transit (bus and train); improved traffic flow and intersection traffic safety; u-bike support
 2. Affordable Housing – inquiring to know more; seeking housing of that type.
- Less frequent (1 mention per):
 - Space for non-profits
 - Consult with seniors on aspects of affordable living
 - Expanding community gardens/organic farming (via rezoning)
 - Recycled materials – paper; recycled plastic for roads
 - Concern for built form – highrises in city centre
 - Concern for underground parking/potential for sinking

Discussions with Staff – common themes:

- Transportation – questions about projects featured on the transportation boards. Mainly regarding non-City led initiatives (George Massey Crossing, TransLink bus service, Canada Line stations, etc).
- Affordable Housing - inquiring to know more; seeking housing of that type.
- Planning – interest in hearing how the planning and approval process works.

Raw Data:

Feedback Board (sticky notes)

- Thank you for the thorough Transportation responses.
- Rezoning for expanding community gardens or increased organic farming.
- You need to hold this meeting 3 times per year.
- I agree, a town hall meeting quarterly and brainstorming discussion with citizen ideas.
- Recycled materials incentives for use of post-recycled materials ie: post-recycled plastic roads.
- City of Richmond using 100% recycled paper for bulletins, etc.
- Space for Non-profits
- What are ways to stop having a neighbours marijuana/smoking smell drifting into my home at a single house to single house level? It is distressing for my family to smell that burnt-wet-manure-like smell.
- Can we have a covered area for exercise in Minoru park when the ice rink is rebuilt. The covered area will be an excellent place for people doing exercise or tai chi in the rain.
- Consult with seniors re: independent affordable living, physical needs e.g. hand held shower heads; accessible tubs etc; parking.
- The City should prioritize the flow of traffic for motorists and not slow it down by adding more traffic lights. We miss the old River Road without the traffic lights.
- More parking is needed for Canada Line riders.
- I don't like polluting.

Comment Forms (paper, none submitted electronically)

- Looking forward to the new developments! Would like to see more information regarding the community plans & shelters! Excited for the U-bike program and thank you guys for all the hard work.
- Helpful Information.
- Thorough displays – varied. All City reps informative and friendly. Thank you and well done.
- Please hold this again with a presentation and advertise it well. Thank you.
- More of this and let everyone know.
- Capstan station useless.
- I am still looking forward to use the new Minoru swimming pool. But still you guys did not have the exact date and always postpone. For bus route 414, petition for a frequency ten minute schedule because I indeed Brighthouse Station to Olympic Oval. For the affordard, or senior housing should expand more because there has a long waitlist. Most of the applicants wait for more than five to ten years. Also, once the applicants move in,

they will live there for a long time. Maybe put more restriction for person to apply like only for seniors, low-income people or people for disabilities. People had to be update their current situation.

- Comments
 - We need more buses and more sky trains for Richmond BC
 - There are too many high-rise building projects in the City Centre
 - Beware the sinking land for those underground parking like the project of the Richmond Centre
 - Most of the high-rise buildings windows are unable to fully open in case of fire
 - However, overall, this is one of the best City for anyone to live here!
- Petition for a frequency ten minute schedule for Bus 414 route from Brighthouse station to Olympic Oval. The reason current Bus 414 time schedule is 30 mins, it takes too long and it creates difficulties for residents who can manage the time for using the value route of Bus 414. (City Centre Community Centre, Richmond Mental Health Team (Adult), Richmond Mental Health Team (Older Adult), Anne Vogel Clinic, Richmond Mental Health Consumer and Friends' Society, Richmond (Brighthouse Branch) Library, Richmond City Hall, Pathways Clubhouse, T&T Supermarket, Oval Village Medical Clinic, Richmond Centre, Olympic Oval. Actually, the public in need (residents, seniors, people with health conditions, people with disabilities, people who have to care for others, etc). It become a transportation source of frustration, and added barrier to fulfill their needs.
- Regarding bus route to Oval, there was one potentially dangerous thing at the moment: past summer I was accompanying a senior to go to Oval. It was during the summer holidays in the weekdays and was at the intersection of Minoru & Westminster. The senior had a weak heart, and we had to stand under the summer sun for nearly half an hour. And after we got on, the driver had to refuse passenger at next stop due to it being a small bus.

On the return trip, we left Oval at bus schedule and got on the bus. The real problem started here: a summer camp leader and roughly 30+ children attempt to board the bus as well, on a vehicle that held 30-ish people and already half full. Not commenting on how appropriate summer camp companies used the public transport service, at that moment the bus driver did not let them board, he'd be leaving 30 children under the sun for who know how long, so he let them on (and I won't fault him for it).

So we had a packed bus with kids seated 3 in every 3 seats and on the back where wheelchairs would be, and all the adults including the bus driver trying their best to make sure things were safe. All because of a long waiting schedule and a small bus.

Plus it was such a chore to get around that area that discourage people from going to Oval. In turn Oval lost revenue and use to justify its continue existence. We might as well not have an Oval...And this could be fix by simply having better transportation there. Not to mention the apartment hub the Oval area is turning into. More buses = less needs for cars (& pollution).