



**City Council
Electronic Meeting**

**Council Chambers, City Hall
6911 No. 3 Road**

**Monday, April 24, 2023
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- | | |
|----------------|---|
| CNCL-11 | (1) <i>adopt the minutes of the Regular Council meeting held on April 11, 2023;</i> |
| CNCL-20 | (2) <i>adopt the minutes of the Special Council meeting held on April 17, 2023;</i> |
| CNCL-22 | (3) <i>adopt the minutes of the Regular Council meeting for Public Hearings held on April 17, 2023; and</i> |
| CNCL-34 | (4) <i>receive for information the Metro Vancouver 'Board in Brief' dated March 31, 2023.</i> |



AGENDA ADDITIONS & DELETIONS

COMMITTEE OF THE WHOLE

- 2. *Motion to resolve into Committee of the Whole to hear delegations on agenda items.***



3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS.

4. *Motion to rise and report.*



RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

PLEASE NOTE THAT ITEMS APPEARING ON THE CONSENT AGENDA WHICH PRESENT A CONFLICT OF INTEREST FOR COUNCIL MEMBERS MUST BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED SEPARATELY.

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- 2023-2024 Richmond RCMP Detachment Annual Performance Plan Community Priorities
- Richmond Circular City Strategy
- 2023 Council And Committee Meeting Schedule Adjustments
- Annual Property Tax Rates (2023) Bylaw No. 10458
- Land use applications for first reading (to be further considered at the Public Hearing on May 15, 2023):
 - 6851 and 6871 Elmbridge Way – Rezone from Industrial Business Park (IB1) to High-Density Mixed Use (ZMU52) – Oval Village (City Centre) (Landa Oval Development Ltd. – applicant)
- Referral Response on Heritage Procedures
- 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update
- Housekeeping Request - Abandonment of Unadopted Bylaws
- Azure Road Neighbourhood: Results of Residential Permit Parking Review
- Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste

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5. *Motion to adopt Items No. 6 through No. 16 by general consent.*

☐

Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-46 (1) the **Community Safety Committee** meeting held on April 12, 2023;
CNCL-53 (2) the **General Purposes Committee** meeting held on April 17, 2023;
CNCL-62 (3) the **Special Finance Committee** meeting held on April 17, 2023;
CNCL-64 (4) the **Planning Committee** meeting held on April 18, 2023;
CNCL-82 (5) the **Public Works and Transportation Committee** meeting held on April 19, 2023;
be received for information.

☐

Consent
Agenda
Item

7. 2023-2024 RICHMOND RCMP DETACHMENT ANNUAL PERFORMANCE PLAN COMMUNITY PRIORITIES
(File Ref. No. 09-5000-01) (REDMS No. 7163452)

CNCL-86

See Page CNCL-86 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the priorities, Property Crime, Organized Crime, Road Safety and Vulnerable Persons, listed in the report titled “2023-2024 Richmond RCMP Detachment Annual Performance Plan - Community Priorities”, dated March 20, 2023 from the Officer in Charge, Richmond RCMP, be endorsed for inclusion in the Richmond RCMP Detachment’s fiscal year 2023-2024 (April 1, 2023 to March 31, 2024) Annual Performance Plan.

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Consent
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Item

8. **RICHMOND CIRCULAR CITY STRATEGY**
(File Ref. No. 10-6125-07-04) (REDMS No. 7137074)

CNCL-95

See Page CNCL-95 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

That the Richmond Circular City Strategy in Attachment 1 in the report titled “Richmond Circular City Strategy” from the Director, Sustainability and District Energy, dated March 1, 2023, be endorsed.



Consent
Agenda
Item

9. **2023 COUNCIL AND COMMITTEE MEETING SCHEDULE ADJUSTMENTS**
(File Ref. No. 01-0105-01) (REDMS No. 7182958)

CNCL-193

See Page CNCL-193 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the amended 2023 Council and Committee meeting schedule, as shown in Attachment 1 of the staff report, “2023 Council and Committee Meeting Schedule Adjustments” dated March 21, 2023, from the Director, City Clerk’s Office, be approved; and,*
- (2) *That the following revisions as detailed in the staff report titled “2023 Council and Committee Meeting Schedule Adjustments” dated March 21, 2023 from the Director, City Clerk’s Office, be approved:*
- (a) *That October 2, 2023 General Purposes Committee and Finance Committee meeting be rescheduled to October 3, 2023; and*
- (b) *That the October 3, 2023 Planning Committee meeting be rescheduled to October 4, 2023.*



Consent
Agenda
Item

10. **ANNUAL PROPERTY TAX RATES (2023) BYLAW NO. 10458**
(File Ref. No. 03-0925-01) (REDMS No. 7184979)

CNCL-197

See Page CNCL-197 for full report

FINANCE COMMITTEE RECOMMENDATION

That the Annual Property Tax Rates (2023) Bylaw No. 10458 be introduced and given first, second and third readings.



Consent
Agenda
Item

11. **REFERRAL RESPONSE – APPLICATION BY LANDA OVAL DEVELOPMENT LTD. FOR REZONING AT 6851 AND 6871 ELMBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO HIGH-DENSITY MIXED USE (ZMU52) – OVAL VILLAGE (CITY CENTRE)**

(File Ref. No. RZ 17-782750) (REDMS No. 7177484)

CNCL-212

See Page CNCL-212 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 to create the “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)” zone, and to rezone 6851 and 6871 Elmbridge Way from “Industrial Business Park (IB1)” to “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)”, be forwarded to the May 15, 2023 Public Hearing.



Consent
Agenda
Item

12. **REFERRAL RESPONSE ON HERITAGE PROCEDURES**

(File Ref. No. 08-4200-01) (REDMS No. 7082713)

CNCL-315

See Page CNCL-315 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, which amends:*

(a) *Schedule 1 (Official Community Plan) to revise the general Development Permit exemption criteria for protected heritage properties; and*

(b) *Schedule 2.4 (Steveston Area Plan) to revise the Development Permit exemption criteria for properties located in the Steveston Village Node, and the Steveston Village General Guidelines*

be introduced and given first reading;

- (2) *That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, having been considered in conjunction with:*

(a) *the City’s Consolidated 5 Year Financial Plan and Capital Program; and*

(b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans*

is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;

- (3) *That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation;*
- (4) *That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw 7273, Amendment Bylaw 10451, to add matters that can be handled by delegated authority be introduced and given first, second and third reading;*
- (5) *That Heritage Procedures Bylaw 8400, Amendment Bylaw 10040, to:*
 - (a) *introduce the Heritage Alteration Permit exemption criteria;*
 - (b) *clarify matters that can be handled by delegated authority;*
 - (c) *establish the development notification sign and meeting notice requirements for Heritage Alteration Permit and Heritage Revitalization Agreement applications; and*
 - (d) *remove the attached Heritage Alteration Permit template, and Heritage Alteration Permit and Heritage Revitalization Agreement application forms**be introduced and given first, second and third reading;*
- (6) *That Consolidated Fees Bylaw 8636, Amendment Bylaw 10041, to amend the fee structures for Heritage Alteration Permit and Heritage Revitalization Agreement applications be introduced and given first, second and third reading; and*
- (7) *That Development Application Fees Bylaw 8951, Amendment Bylaw 10450, to add a fee requirement for mailed meeting notices for Heritage Alteration Permit and Heritage Revitalization Agreement applications be introduced and given first, second and third reading.*



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Consent
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Item

13. **2017–2022 CHILD CARE NEEDS ASSESSMENT AND STRATEGY – 2022 UPDATE**

(File Ref. No. 07-3070-01/) (REDMS No. 7140721)

CNCL-363

See Page CNCL-363 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update (Attachment 1) as outlined in the staff report titled, “2017–2022 Child Care Needs Assessment and Strategy – 2022 Update,” dated March 16, 2023, from the Director, Community Social Development, be received for information; and*
- (2) *That the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update be distributed to key community organizations, local Members of Parliament, local Members of the Legislative Assembly, Minister of Families, Children and Social Development, BC Minister of Education and Child Care, BC Minister of State for Child Care, and Richmond School District No. 38 and posted on the City website.*



Consent
Agenda
Item

14. **HOUSEKEEPING REQUEST - ABANDONMENT OF UNADOPTED BYLAWS**

(File Ref. No. 08-4105-20-AMANDA) (REDMS No. 7189763)

CNCL-402

See Page CNCL-402 for full report

PLANNING COMMITTEE RECOMMENDATION

That the unadopted Zoning and OCP Amendment Bylaws, as outlined in Attachment 1, of the staff report titled “Housekeeping Request – Abandonment of Unadopted Bylaws” dated April 19, 2023 from the Director, City Clerk’s Office, be abandoned.



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15. **AZURE ROAD NEIGHBOURHOOD: RESULTS OF RESIDENTIAL PERMIT PARKING REVIEW**

(File Ref. No. 10-6455-01) (REDMS No. 7172178)

CNCL-406

See Page CNCL-406 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That Staff engage with the residents on Alta Court to develop a resident permit parking pilot program, as described in the staff report titled “Azure Road Neighbourhood: Results of Residential Permit Parking Review” dated April 3, 2023, from the Director, Transportation; and*
- (2) *That should the majority of residents on Alta Court wish to participate in such a program, staff will bring forward the necessary City Bylaw amendments for Council consideration.*



Consent
Agenda
Item

16. **RECYCLING AND SOLID WASTE MANAGEMENT – REPORT 2022: TAKING ACTION TO REDUCE WASTE**

(File Ref. No. 10-6370-01) (REDMS No. 7174996)

CNCL-414

See Page CNCL-414 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That the report titled, “Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste” dated March 13, 2023, from the Director, Public Works Operations, be endorsed.*
- (2) *That the “Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste” be made available to the community on the City’s website and through various communication tools including social media channels and as part of community outreach initiatives.*



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CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-485 Housing Agreement (8100, 8120 and 8180 Westminster Highway) **Bylaw No. 10300**
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL-509 Revenue Anticipation Borrowing (2023) **Bylaw No. 10445**
Opposed at 1st/2nd/3rd Readings – None.

☐

CNCL-510 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 10309**
(8231 No 3 Road, RZ 20-905210)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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ITEM

ADJOURNMENT





Regular Council

Tuesday, April 11, 2023

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

Corporate Officer – Claudia Jesson

Call to Order: Mayor Brodie called the meeting to order at 7:00 p.m.

RES NO. ITEM

MINUTES

- R23/7-1 1. It was moved and seconded
*That the minutes of the Regular Council meeting held on March 27, 2023,
be adopted as circulated.*

CARRIED

AGENDA ADDITIONS & DELETIONS

The following agenda revisions were noted:



Regular Council
Tuesday, April 11, 2023

- A video presentation for the Arts Services Year In Review 2022 will be presented in relation item No. 7 on the Consent Agenda.
- The recommendation for Item No. 10 - BC's Proposed Coastal Marine Strategy, was updated as follows:

That the comments outlined in the staff report titled, "BC's Proposed Coastal Marine Strategy", dated March 1, 2023, from the Director, Sustainability and District Energy, as revised by the staff memorandum dated April 4th, 2023, be endorsed and submitted to the Province.

COMMITTEE OF THE WHOLE

- R23/7-2 2. It was moved and seconded
That Council resolve into Committee of the Whole to hear delegations on agenda items (7:08 p.m.).

CARRIED

3. Delegations from the floor on Agenda items

Item No. 15 – Housing Agreement Bylaw No. 10300 to Permit The City of Richmond to Secure Affordable Housing Units at 8100, 8120 and 8180 Westminster Highway

Katherine McCreary, Vancouver resident, spoke to Housing Agreement Bylaw No. 10300, and noted that (i) a waitlist and centralized registry for LEMR units would be appropriate, (ii) all LEMR units should be listed on the City's website, (iii) below market rental units should be offered on a first come first serve basis, and (iv) the City's website should have additional information regarding all documentation required for a LEMR application.



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Tuesday, April 11, 2023

Item No. 8 – Feral Rabbit Management Program

Laura Shaw, Richmond resident, spoke about the Feral Rabbit Management Program and noted that (i) the University of Victoria campus rabbit management was flawed, (ii) Kelowna has implemented bylaws in relation to spaying and neutering rabbits prior to rehoming and it has proven successful, (iii) euthanasia is not an appropriate method of reducing the rabbit population as it is painful and cruel, (iv) experts in the field such as Rabbitats, Vancouver Rabbit Rescue and others should be consulted, and (v) experts can help with bylaw changes to ensure proper control of feral rabbit population.

- R23/7-3 4. It was moved and seconded
That Committee rise and report (7:21 p.m.).

CARRIED

CONSENT AGENDA

- R23/7-4 5. It was moved and seconded
That Items No. 6, 7, 9, 10, 11, 12, 14 and 15 be adopted by general consent.

CARRIED

6. **COMMITTEE MINUTES**

That the minutes of:

- (1) *the Parks, Recreation and Cultural Services Committee meeting held on March 28, 2023;*
 - (1) *the Finance Committee meeting held on April 3, 2023;*
 - (2) *the General Purposes Committee meeting held on April 3, 2023;*
 - (4) *the Planning Committee meeting held on April 4, 2023;*
- be received for information.*

ADOPTED ON CONSENT



**Regular Council
Tuesday, April 11, 2023**

7. ARTS SERVICES YEAR IN REVIEW 2022

(File Ref. No. 11-7375-01) (REDMS No. 7139976)

- (1) *That the Arts Services Year in Review 2022 as presented in the staff report titled, "Arts Services Year in Review 2022," dated February 23, 2023, from the Director, Arts, Culture and Heritage Services, be received for information; and*
- (2) *That the Arts Services Year in Review 2022 be circulated to Community Partners and Funders for their information.*

ADOPTED ON CONSENT

8. FERAL RABBIT MANAGEMENT PROGRAM

(File Ref. No. 10-6160-07-09) (REDMS No. 7121062)

See Page 7 for action.

9. 2023 UBCM POVERTY REDUCTION PLANNING AND ACTION PROGRAM GRANT SUBMISSION

(File Ref. No. 03-1087-01; 08-4055-08) (REDMS No. 7131035)

- (1) *That a resolution indicating support for the City's application to the 2023 UBCM Poverty Reduction Planning and Action Program in the amount of \$50,000 and willingness to provide overall grant management, as described in the report titled "2023 UBCM Poverty Reduction Planning and Action Program Grant Submission," dated March 2, 2023, from the Director, Community Social Development be endorsed; and*
- (2) *That should the funding application be successful, that the Chief Administrative Officer and the General Manager, Planning and Development be authorized on behalf of the City to enter into an agreement with UBCM for the above mentioned project and that the Consolidated 5 Year Financial Plan (2023–2027) be amended accordingly.*

ADOPTED ON CONSENT



**Regular Council
Tuesday, April 11, 2023**

10. BC'S PROPOSED COASTAL MARINE STRATEGY

(File Ref. No. 10-6150-11-03) (REDMS No. 7137106, 7158309)

That the comments outlined in the staff report titled, "BC's Proposed Coastal Marine Strategy", dated March 1, 2023, from the Director, Sustainability and District Energy, as revised by the staff memorandum dated April 4th, 2023, be endorsed and submitted to the Province.

ADOPTED ON CONSENT

11. REVENUE ANTICIPATION BORROWING (2023) BYLAW NO. 10445

(File Ref. No. 12-8060-20-010445) (REDMS No. 7141285, 7141355)

That Revenue Anticipation Borrowing (2023) Bylaw No. 10445 be introduced and given first, second and third readings.

ADOPTED ON CONSENT

12. APPLICATION BY AVTAR BHULLAR FOR REZONING AT 12260 WOODHEAD ROAD AND A PORTION OF 12288 WOODHEAD ROAD FROM THE "SINGLE DETACHED (RS1/F)" ZONE AND THE "SINGLE DETACHED (RS1/B)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE

(File Ref. No. 12-8060-20-010449, RZ 22-009404) (REDMS No. 7153064, 7156456, 2221494, 1077644)

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10449, for the rezoning of 12260 Woodhead Road and a portion of 12288 Woodhead Road from the "Single Detached (RS1/F)" zone and "Single Detached (RS1/B)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

ADOPTED ON CONSENT

13. APPLICATION BY AJIT AUJLA AND NEW VILLA HOLDINGS FOR REZONING AT 8491 NO. 4 ROAD FROM "SINGLE DETACHED RS1/E" ZONE TO THE "COACH HOUSE ZS31 – NO. 4 ROAD" ZONE

(File Ref. No. 12-8060-20-010455, RZ 17-777739; 12-8060-20-010456) (REDMS No. 7060982, 7173602, 7152994, 4573372)

See Page 8 for action on this item.



**Regular Council
Tuesday, April 11, 2023**

14. SOCIAL DEVELOPMENT STRATEGY GUIDING PRINCIPLES

(File Ref. No. 08-4055-20-SPST1) (REDMS No. 6963544)

That the Guiding Principles detailed in the staff report titled “Social Development Strategy Guiding Principles,” dated March 1, 2023, from the Director, Community Social Development, be endorsed and used to inform the strategic directions and actions of the draft Social Development Strategy.

ADOPTED ON CONSENT

15. HOUSING AGREEMENT BYLAW NO. 10300 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 8100, 8120 AND 8180 WESTMINSTER HIGHWAY

(File Ref. No. 12-8060-20-010300) (REDMS No. 6817350, 7154070)

That Housing Agreement (8100, 8120 and 8180 Westminster Highway) Bylaw No. 10300 to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by Development Permit DP 19-878817, be introduced and given first, second and third readings.

ADOPTED ON CONSENT

**CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA**



Regular Council
Tuesday, April 11, 2023

**PARKS, RECREATION AND CULTURAL SERVICES
COMMITTEE**

Councillor Chak Au, Chair

8. FERAL RABBIT MANAGEMENT PROGRAM

(File Ref. No. 10-6160-07-09) (REDMS No. 7121062)

R23/7-5

It was moved and seconded

That an integrated approach to the management of feral rabbits in Richmond including an increased public education and awareness campaign and implementation of a capture, sterilization and re-homing program, as described in the staff report titled “Feral Rabbit Management Program”, dated March 10, 2023, from the Director, Parks Services, be approved.

Discussion took place on the need for proper management and removal of feral rabbits in Richmond.

In reply to queries from Council, staff noted that (i) a Request for Proposal (RFP) would be issued to gather proposals from organizations familiar with rabbit management to provide solutions for Richmond, (ii) proposals submitted can be from individual organizations or groups of organizations, and (iii) the City’s bylaw was put in place in 2008 and speaks to the number of rabbits an individual can own in their home and prohibits sales of animals in pet stores.

As a result of the discussion, the following **referral motion** was introduced:

R23/7-6

It was moved and seconded

That the staff report titled “Feral Rabbit Management Program” be referred back to staff to examine hosting a workshop with expert groups such as Rabbitats and Vancouver Rabbit Rescue to creatively find solutions to manage rabbits in Richmond.

The question on the referral motion was not called as in reply to queries from Council, staff advised that the Vancouver Rabbit Rescue was requested to do a peer review of the report produced by the Invasive Species Council and an information session for potential proponents can be held to provide more specifics regarding the RFP process.



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Tuesday, April 11, 2023**

The question on the referral motion was then called and it was **DEFEATED** with Mayor Brodie, Cllrs. Au, Heed, Hobbs, Loo, and McNulty opposed.

The question on the main motion was then called and it was **CARRIED**.

**PLANNING COMMITTEE –
Councillor Bill McNulty, Chair**

13. **APPLICATION BY AJIT AUJLA AND NEW VILLA HOLDINGS FOR REZONING AT 8491 NO. 4 ROAD FROM “SINGLE DETACHED RS1/E” ZONE TO THE “COACH HOUSE ZS31 – NO. 4 ROAD” ZONE**
(File Ref. No. 12-8060-20-010455, RZ 17-777739; 12-8060-20-010456) (REDMS No. 7060982, 7173602, 7152994, 4573372)

R23/7-7

It was moved and seconded

- (1) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10455 to create the “Coach House (ZS31) – No. 4 Road” zone, be introduced and given First Reading; and*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 10456 to rezone 8491 No. 4 Road from “Single Detached (RS1/E)” zone to “Coach House (ZS31) – No. 4 Road” zone, be introduced and given First Reading.*

The question on the motion was not called as discussion took place on (i) retaining or replacing all the trees on the property, (ii) finding innovative strategies to retain trees, (iii) timeline for applications, and (iv) potential stratification of coach houses.

The question on the motion was then called and it was **CARRIED** with Cllr. Wolfe opposed.

ADJOURNMENT

R23/7-8

It was moved and seconded

That the meeting adjourn (8:37 p.m.).

CARRIED



City of
Richmond

Minutes

Regular Council
Tuesday, April 11, 2023

Certified a true and correct copy of the
Minutes of the Regular meeting of the
Council of the City of Richmond held on
Tuesday, April 11, 2023.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)



**Special Council
Monday, April 17, 2023**

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

Corporate Officer – Claudia Jesson

Absent: Councillor Carol Day

Call to Order: Mayor Brodie called the meeting to order at 4:00 p.m.

RES NO. ITEM

Mayor Brodie recessed the meeting at 4:01 p.m. for the Open General Purposes Committee and Special Finance Committee meetings.

The meeting reconvened at 5:02 p.m. with all members of Council present.



Special Council
Monday, April 17, 2023

RES NO. ITEM

CAO'S OFFICE

1. COUNCIL CODE OF CONDUCT REVIEW

(File Ref. No. 01-0105-22) (REDMS No. 7145172)

SP23/1-1

It was moved and seconded

That the updated Council Code of Conduct Policy No. 1500 as outlined in the report titled "Council Code of Conduct Review" from the Director, Intergovernmental Relations and Corporate and Strategic Planning, dated February 16, 2023, be adopted.

CARRIED

ADJOURNMENT

SP23/1-2

It was moved and seconded

That the meeting adjourn (5:02 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Special meeting of the Council of the City of Richmond held on Monday, April 17, 2023.

Mayor (Malcolm D. Brodie)

Corporate Officer (Claudia Jesson)



**Regular Council meeting for Public Hearings
Monday, April 17, 2023**

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

Evangel Biason, Acting Corporate Officer

Call to Order: Mayor Brodie opened the proceedings at 7:00 p.m.

**1. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10433
(RZ 17-791280)**

(Location: 8180 Heather Street; Applicant: 1265028 B.C. Ltd. (Xinyu Zhao))

Applicant's Comments:

The applicant was not available to respond to queries.

Staff advised written correspondence received from the applicant confirming they do not intend to touch the existing concrete retaining wall, and that the retaining wall they construct on the subject property will be made of wood and abut the existing retaining wall.

Written Submissions:

Gordon Hallinan (Schedule 1)

Submissions from the floor:

Gordon Hallinan, 9271 Dixon Avenue, expressed concerns regarding the retention and stabilization of the existing retaining wall, increased density, traffic and parking, the proposed additional driveway off Dixon Avenue, and impact on the privacy of his property.

Regular Council meeting for Public Hearings Monday, April 17, 2023

In response to queries from Council, staff noted (i) Building Permit staff will be advised that as part of the building permit application, geotechnical reports will be provided to identify any required improvements necessary on-site to support the construction of the new structure, (ii) each of the two lots will have a two car garage and driveway (one off Heather Street and the other off Dixon Avenue, pushed as far east as possible to maintain a safe connection to Dixon Avenue and distance from the stop sign), consistent with City Policy for similar corner lot configurations, (iii) it would not be preferable to have two accesses off Heather Street as it would push one of the driveway accesses fairly close to the intersection and the lot depth is not sufficient enough to meet the lot depth requirements, (iv) the character of the neighbourhood is 2 and 2.5 storey buildings, (v) the design is typical for a corner lot in the neighbourhood and consistent with City Policy with respect to all setbacks, (vi) road capacity in the area is sufficient to service the development and additional traffic calming measures is not contemplated at this time, and (vii) staff will reach out to the applicant to address concerns raised.

As a result of discussion regarding concerns raised by the adjacent property owner, the following **motion** was introduced:

PH23/4-1

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10433 be deferred to the May 15, 2023 Public Hearing.

CARRIED

2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10448 (ZT 23-009334)**

(Location: 15140 Westminster Highway; Applicant: Grootendorst's Flowerland Nursery Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

**Regular Council meeting for Public Hearings
Monday, April 17, 2023**

PH23/4-2

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10448 be given second and third readings.

CARRIED

**3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10446
(RZ 18-818548)**

(Location: 7511 St. Albans Road; Applicant: Matthew Cheng Architect Inc.)

Applicant's Comments:

Matthew Cheng, Architect for the developer, 1118992 BC Ltd., noted the developer's representatives met with a strata council member of 7433 St. Albans Road and have continued discussions, outlining the following key points via email:

- The shared driveway will not be used during construction;
- The developer will install one or two speed bumps on the shared driveway of 7433 St. Albans Road, based on the consultation from the traffic consultant;
- The visitors parking stalls for each property will not be shared with the other strata owners;
- The owners of 7433 St. Albans Road do not intend to use the outdoor amenity space of 7511 St. Albans Road - there is no need for a covenant or cost sharing for maintenance of the outdoor amenity space;
- The developer agrees to fix some sunken concrete pavers at the shared driveway of 7433 St. Albans Road;
- The developer offers to make new signage for 7511 St. Albans at the entrance of 7433 St. Albans or alternatively construct a new combined signage for both addresses; and
- Negotiations are ongoing in a cooperative manner with respect to cost sharing of the repair and maintenance for the shared driveway, and both parties have a general understanding of how they will move forward.

Regular Council meeting for Public Hearings Monday, April 17, 2023

In response to queries from Council, Ramneek Padda, representative for the developer, confirmed:

- in the absence of amenity space for the residents of 7433 St. Albans Road, the developer offered the use of the amenity space, open without restriction, however there was no interest;
- agreed upon items via email correspondence will be formalized in an agreement between the two stratas;
- with respect to any opportunity to connect the new development to the existing development to the south in order to provide additional access, there is no right of way on the property to the south and a written agreement would be required, however with the lack of any strata operating at the time of a door to door inquiry by the developer, the current residents noted they would not consent; and
- there is no strata for the subject property currently, however the developer will continue corresponding with the strata for 7433 St. Albans Road, to establish a continued and lasting relationship.

Written Submissions:

None.

Submissions from the floor:

Jason Chen, 7433 St. Albans Road, provided a brief PowerPoint presentation (attached to and forming part of these minutes as Schedule 2) and expressed concerns regarding (i) the shared driveway, ensuring proper care and maintenance, (ii) the registered easement on title, and (iii) future collaboration between both stratas.

PH23/4-3

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10446 be given second and third readings.

Before the question was called, a brief discussion ensued with respect to the easement location and registration, and tree removal. Staff noted the easement is registered on each individual strata lot and the common driveway.

The question on the motion was then called and it was **CARRIED** with Cllrs. Day and Wolfe opposed.

**Regular Council meeting for Public Hearings
Monday, April 17, 2023**

ADJOURNMENT

PH23/4-4

It was moved and seconded
That the meeting adjourn (8:06 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the Regular meeting for Public
Hearings of the City of Richmond held on
Monday, April 17, 2023.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer (Evangel Biason)

From: CityClerk
Subject: 8180 Heather Street

From: Gordon Hallinan
Sent: April 11, 2023 1:00 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: 8180 Heather St

To city counsel I found out you are building next to the retaining wall to my lot. I am **opposed** to this as I just found out you are NOT building 2 units facing Heather st. You are building one facing Dixon and one facing heather st. so I will be losing my privacy. As well as you will have to remove the retaining wall which also supports my foundation as I don't see any way you can build that close to the side of the wall. Its a L shape and the underground part of it is in the way of the foundation they will need to build. Also the wall tipped into my property so its on my land as well.

I also hear you are pushing high density so even If I complain its to deaf ears? I built my house with the fact that I had space around it. I also built it with the retaining wall in place. I was even told by your city inspector that the wall supports my foundation . I already knew this. So you know it as well.

I don't want to be pushed to the builder To discus this I am Opposed to this development. They can build a single family house facing heather like it was when i built my house. I don't mind if you build 2 houses facing heather and keeping the same space down my property line to keep my privacy .

I don't want to talk to the builder do not send any correspondence to them you need to reply to me. And I already have been informed you are going to allow this so whats the hearing about? I will attend unless I am dead.

Gordon Hallinan 9271 Dixon ave.

Do not send this email to the builder. they are just making a buc and could care less about my concerns. As well as I hear you are as well. Its only about the buc as well with you.

Previous Highlights

1. The road was built in 2001 for 7 units – road quality concerns
2. Not designed to handle traffic and not wide enough for side-by-side traffic flow
3. Quality of life after construction
 - Children and senior's safety concern
 - Collaboration concerns between two stratas

Road is not
design for side-
by-side

The driveway is
not designed for
heavy traffic.

Not designed for
heavily loaded
vehicle.





Recent Road Repair – Aug 10 2022

[illegible]

Road Quality Concerns



Quality of life-after construction

1. Congested driveway- - Sharing the driveway will congest the entrance since it will be difficult for making a right turn and especially a left turn. We are facing a big apartment entrance.
2. Collaboration concerns between two stratas - Challenging for two strata for managing the responsibility of the driveway. We already have the difficulty of dealing with a broken fence with neighbouring strata on two sides. How much more difficult will be to deal with a driveway?



Two Main Points for Future Improvement

- Better Road Design for Future Planning
- MLS Listing disclosing the easement of sharing the driveway.



- The common driveway circled in red should be right beside St. Albans 7511.
- 7511 residents passing entire complex in current design.
- The easement agreement should be made with 7531 St. Albans.
- Strata collaboration complicated road cost and maintenance sharing
 - The rezoning provides 7433 right of way over entire new driveway, however this driveway leads to dead end.
 - Challenging to determine the cost sharing proportion for road within 7511 based on the rezoning.
 - We will not be sharing amenities and also visitor parking.
 - 7433 St. Albans has no need and intention using driveway within 7511 St. Albans.

CNCL - 32

Presented by:
Leo K. Liu PREC*
Nu Stream Realty Inc.
Phone: 778-828-6878
leoliu50@gmail.com

2 7433 ST. ALBANS ROAD
Richmond
Brighouse South
VVV 2V5

Residential Attached
\$960,000 (SP)

Active
R2574695
Board V
Townhouse



Sold Date: Frontage (feet): Original Price: **\$960,000**
Mass. Type: Frontage (metres): Approx. Year Built: **2002**
Depth / Size (ft.): Bedrooms: **3** Age: **19**
Lot Area (sq.ft.): **0.00** Bathrooms: **3** Zoning: **RAM1**
Flood Plain: Full Baths: **2** Gross Taxes: **\$2,605.25**
Council Apprv: Half Baths: **1** For Tax Year: **2020**
Exposure: Maint. Fee: **\$234.70** Tax Inc. Utilities: **No**
If new, GST/HST inc?: P.I.D.: **625-463-772** Tour: Virtual Tour URL
Mgmt. Co's Name: **AA Property Management Ltd.**
Mgmt. Co's Phone: **604-207-2002**
View: **:**
Complex / Subdiv: **:**
Services Connected: **Community, Electricity, Water**
Sewer Type: **City/Municipal**

Style of Home: **3 Storey**
Construction: **Frame - Wood**
Exterior: **Hard, Vinyl**
Foundation: **Concrete Purlimeter**
Rain Screen: **:**
Renovations: **:**
Water Supply: **City/Municipal**
Fireplace Fuel: **Gas - Natural**
Fuel/Heating: **Baseboard, Electric, Radiant**
Outdoor Area: **Patio(s)**
Type of Roof: **Asphalt**

Rem. Year: **:**
R.L. Plumbing: **:**
Motored Water: **:**
R.L. Fireplaces: **1**
of Fireplaces: **1**

Total Parking: **2** Covered Parking: **2** Parking Access: **Front**
Parking: **Garage, Double, Visitor Parking**
Locker: **:**
Dist. to Public Transit: **:** Dist. to School Bus: **:**
Units in Development: **3** Total Units in Strata: **:**
Title to Land: **Freehold Strata**

Maint Fee Inc: **Other**
Legal: **STRATA LOT 5, BLOCK 4N, PLAN BC546, SECTION 16, RANGE 6W, NEW WESTMINSTER LAND DISTRICT, TOGETHER WITH AN INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FLOOR V**
Amenities: **None**

Site Influences: **Central Location, Private Setting, Private Yard, Shopping Nearby**
Features: **Cdn/Wah/Dry/Fridge/Steve/DW, Disposal - Waste, Drapes/Window Coverings, Garage Door Opener, Microwave, Security System, Vacuum**

Floor	Type	Dimensions	Floor	Type	Dimensions	Floor	Type	Dimensions
Main	Living Room	14' x 12'	x			x		
Main	Dining Room	10' x 9'2"	x			x		
Main	Kitchen	9' x 8'2"	x			x		
Above	Master Bedroom	13'6" x 12'8"	x			x		
Above	Bedroom	10'2" x 9'3"	x			x		
Above	Bedroom	10'2" x 9'3"	x			x		
Above	Den	13'4" x 11'3"	x			x		
Main	Foyer	6' x 4'	x			x		
		x				x		
		x				x		

Finished Floor (Main):	1,445	# of Rooms: 8	# of Kitchens: 1	# of Levels: 3	Bath	Floor	# of Pieces	Ensuite?	Outbuildings
Finished Floor (Above):	0	Crew/Bunt. Height:			1	Main	2	No	Bar:
Finished Floor (Below):	0	Restricted Age:			2	Above	4	Yes	Workshop/Shed:
Finished Floor (Basement):	0	# of Pets:	Cats:	Dogs:	3	Above	4	No	Pool:
Finished Floor (Total):	1,445 sq. ft.	# or % of Rentals Allowed:			4				Garage St:
Unfinished Floor:	0	Bylaws: Pets Not Allowed, Rentals Not Allowed			5				Grp Dr Ht:
Grand Total:	1,445 sq. ft.	Basement: None			6				
					7				
					8				

Listing Broker(s): **Macdonald Realty Westmar**

Far's Court. Enjoy this BEAR INSIDE UNIT home with 9 foot ceilings on main floor, 3 bedrooms and a large den which could be converted to a suite

No disclosure on MLS listing

- The easement is hidden in the fine print in the land title document under strata property.
- Metro Vancouver has strong housing market
- 5% minimum deposit already committed.
- No point for going through litigation due to deposit
- Seller should be required for disclosure not until the notary or lawyer phase.
- MLS listing should disclose the easement share of driveway as well.
 - Buyer can purchase the home potentially lower price.

For Metro Vancouver meetings on Friday, March 31, 2023

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact: media@metrovanancouver.org.

Metro Vancouver Regional District

E1.1 Contribution Agreement – CTS Youth Society

APPROVED

The CTS Youth Society (CTS) is a newly re-constituted non-profit charitable organization with an independent Board of Directors created to assume governance of the youth program formally known as 'Catching the Spirit' from the former Catching the Spirit 2019 Youth Society.

CTS's renewed objectives are to provide opportunities for social and personal development contributing to the self-esteem, empowerment, citizenship, and leadership capabilities of youth, and contribute to the sustainability of regional parks by engaging youth in environmental and social responsibility.

The Board approved a contribution agreement between Metro Vancouver and CTS Youth Society for a three-year term commencing on April 1, 2023 and ending December 31, 2025, with annual contributions of \$78,500 (2023), \$80,000 (2024) and \$82,500 (2025) totaling \$241,000.

E2.1 2023 Regional District Sustainability Innovation Fund Applications

APPROVED

The Board approved the allocation from the Regional District Sustainability Innovation Fund for the following projects:

- Future Carbon Storage and Greenhouse Gas Emissions at Burns Bog under Different Management and Climate Scenarios for \$184,779 over three years starting in 2023
- 1-In-50 Year Deep Energy Retrofit Project for Existing MURB's for \$970,000 over three years starting in 2023
- Prefabricated Mass-Timber Panels in Existing MURB's for \$692,000 over three years starting in 2023
- LBC for Existing Affordable Housing Projects for \$200,000 over two years starting in 2023
- Decarbonized On-Demand Domestic Hot Water System for \$370,000 over four years starting in 2023
- AirCnC: Cool 'n' Clean Air Centres for \$200,000 over two years starting in 2023
- Revving Up the Shift to Green Machines for \$240,000 over two years starting in 2023
- Extended Reality (XR) Modelling Platform for Metro Vancouver for \$800,000 over two years starting in 2023
- Metro Vancouver Events Sustainability Audit for \$80,000 in 2023

E2.2 Appointment of Assistant District Director and Enforcement Officers

APPROVED

Recent changes in staffing have resulted in a need to update enforcement officer appointments.

The Board:

- pursuant to the *GVRD Air Quality Management Bylaw 1082, 2008* and the *Environmental Management Act*:
 - appointed Metro Vancouver employee Julie Saxton as assistant district director
 - rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens as officers
 - appointed Metro Vancouver employees Mosi Aghbolaghy, Michael Goods, Jim Penrose, Jeffery Schmidt and Joanne Tunkiewicz as officers
- pursuant to section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *GVRD Air Quality Management Bylaw 1082, 2008*:
 - rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens
 - appointed Metro Vancouver employees Jeffery Schmidt and Joanne Tunkiewicz

E3.1 Metro Vancouver Staff Review of Secondary Access from Ladner and BC Hydro Transmission Line Relocation

APPROVED

The Board resolved to send a letter to the Premier of British Columbia and the Minister of Transportation and Infrastructure to express support for a new River Road crossing over Highway 99 to Ladner and to support an underground option for the relocation of the BC Hydro transmission line currently in the existing George Massey Tunnel.

Furthermore, the Board directed staff to convey to BC Hydro that Metro Vancouver supports either of the underground options that BC Hydro is considering for the relocation of the transmission line provided that the options do not require any land in Deas Island Regional Park.

Additionally, the Board resolved to send a letter to the Premier of British Columbia and the Minister of Transportation and Infrastructure inquiring about the status of the connections to Highway 99 in the City of Surrey for the project and the rationale for any changes since the original plans.

E4.1 Social Equity Spatial Analysis Case Studies – Final Report

RECEIVED

The *Social Equity in Regional Growth Management Study* is a multi-year initiative focused on studying how to better integrate a consideration of social equity into land use planning work. Several case studies were a component of the third phase of the study and demonstrated how an equity lens could be applied to planning work through spatial analysis. The following four case study maps and accompanying summaries were prepared:

1. Tree Canopy Gaps and Extreme Heat – Enhancing Social Equity through Urban Forest Management (Urban Tree Planting Priority) – one regional and one specific to Surrey
2. Park Gaps – Enhancing Social Equity through Park Provision (Park Acquisition Priority) – one regional and one specific to Port Moody
3. Regional Park Access Gaps - Enhancing Equitable Park Access through Sustainable and Affordable Transportation (Large Park Transit Improvement Priority)
4. High Priority Locations for Making Walking and Cycling to School Safer and Easier (School Active Transportation Priority by School District)

A staff steering committee was formed to guide this work and peer review interviews were conducted. Given that the analysis was regional in nature, the use of the case study maps to support future local planning initiatives should include undertaking additional local analysis, including local and context-specific community engagement. Future work will include updating a portion of the Equity Indicator Maps (from Phase 2 of this project) with 2021 Census data.

The Board received the report for information.

E4.2 Natural Hazard Data Inventory

RECEIVED

This report highlights the *Natural Hazard Data Inventory*, which provides a high-level desktop analysis of available natural hazard and climate change impact data across the region. The inventory was developed to collate information pertaining to the region’s available hazard data, identify gaps, and help develop a shared understanding of risk in the region. The development of the inventory is supported by policy direction in Metro 2050, Climate 2050, and other regional management plans. Information pertaining to 130 hazard datasets, ranging from the local to global scale, was reviewed and included in the inventory. The inventory has been shared with member jurisdiction planning staff and is available on our website. Building on this work, this year Metro Vancouver will use the inventory to help develop regional multi-hazard mapping that will be shared when completed later this year.

The Board received the report for information.

E4.2 Housing Needs Reports – Lessons Learned from Metro Vancouver Member Jurisdictions

APPROVED

The Board directed staff to send a letter to the Minister of Housing and relevant Ministry staff to share the recommendations contained in the report dated February 16, 2023, titled “*Housing Needs Reports – Lessons Learned from Metro Vancouver Member Jurisdictions*”, and to request continued consultation with local governments and other housing sector partners to improve future iterations of the *Housing Needs Reports* program.

E5.1 National Zero Waste Council – Update on 2022 Activities & Priorities

RECEIVED

Recognizing that realizing its zero waste aspirations would require changes in policy, behaviour and design beyond the purview of a local government, Metro Vancouver, in collaboration with the Federation of Canadian Municipalities created the National Zero Waste Council in 2013. This leadership initiative represented a collaborative approach to advancing waste prevention. Since this time, the Council has a strong reputation across Canada to bring key stakeholders together to develop innovative collaborations, fund ground-breaking research, and create in-person and virtual events for knowledge-building and sharing on the importance of waste prevention and its role in the realization of a circular economy.

In 2022, the Council has focused its efforts on reducing food waste across the value chain and within households, collaborated with others to create an initiative to build circular economy knowledge and capacity among local governments, and continues to work collaboratively with the signatories and other partners of the Canada Plastic Pact. The working groups of the Council have been involved in innovative pilots involving recycled asphalt and wood waste.

The Board received the report for information.

G1.1 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1360, 2023

APPROVED

Metro Vancouver routinely passes bylaws to officially dedicate regional park land acquired in the previous year. Work is underway to review regional park land that is not currently dedicated for inclusion in future bylaws. Included in this bylaw are five parcels totaling 21 hectares of regional park land acquired in 2022 in Burnaby Lake Regional Park and Kanaka Creek Regional Park.

The Board gave first, second, and third readings to the *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1360, 2023*; then passed and finally adopted said bylaw.

G1.2 2025 Asia Pacific Cities Summit and Mayors' Forum Host City Bid

RECEIVED

The Board received for information a report regarding the 2025 Asia Pacific Cities Summit and Mayors' Forum, and directed staff to forward the report and bidding information to member jurisdictions and other organizations such as, but not limited to Destination Vancouver, Vancouver Hotel Destination Association, and Invest Vancouver, for their consideration.

I 1 Committee Information Items and Delegation Summaries

The Board received information items and delegation summaries from standing committees.

Financial Plan Task Force – February 23, 2023

Information Items:

5.1 Assessing Opportunities for 5-Year Financial Plan Amendments

At its February 16, 2023 meeting, the Financial Plan Task Force requested additional information on the anticipated growth for upcoming years, construction challenges, the status and implications of DCC rates on member jurisdictions, and a list that categorizes the prioritization of the approximately 300 current projects,

Regional Parks Committee – March 8, 2023

Information Items:

5.3 Regional Parks Real-time Parking Availability Project Update

The Real-time Parking Availability Pilot Project is a Metro Vancouver Sustainability Innovation Fund initiative that will design and implement an advanced electronic parking availability system for the public for selected regional parks experiencing parking capacity issues. The primary goal of the project is to bring about a change in practice by park visitors who travel to busy regional parks by personal vehicle, by providing them with real-time information on parking availability before they leave their home or en route. This will allow the public to make better decisions about how to access the park, when to access the park, or to consider alternate destinations if parking lots are full. This report covers the project's current status, and the pilot project's implementation plan for Iona Beach and Boundary Bay regional parks during Spring 2023

5.4 təmtə́míxʷtən/Belcarra Regional Park - Belcarra Regional Park Cultural Planning and Co-operation Agreement Update

MVRD and Tsleil-Waututh Nation (TWN) entered into a cooperative relationship in 2020 with respect to the site at the time known as Belcarra Regional Park, through a Cultural Planning and Co-operation Agreement. The agreement recognizes TWN's ancestral ties to the land and the present use by its members as well as a regional park. Identifying common interests and ways to work together to protect and enhance the park for the benefit and enjoyment of present and future generations is a cornerstone of the agreement. As such, senior representatives and staff from both parties have implemented a forum for information sharing and joint project planning. Significant accomplishments include renaming the park to təmtə́míxʷtən/Belcarra Regional Park, completed 2021; the parties are also collaborating on the development and installation of a TWN welcome pole, undertaking a cultural heritage study, improving access to the park, and advancing the Guardian Program

Climate Action Committee – March 9, 2023

Delegations:

3.1 Mark Grist, President, BrightSide Solutions

Subject: Threats to Use of Renewable Natural Gas in Heavy Duty Transportation Applications (Highest and Best Use of RNG)

Information Items:

5.1 Climate 2050 Engagement and Public Education Strategy

The goal of Climate 2050 is that Metro Vancouver will be a carbon neutral and climate resilient region by 2050. To achieve this requires bold leadership and effective action during this decade. The window to reduce emissions, and meet the region's 2030 targets to reduce greenhouse gas emissions is closing and this means we need to be focused and persistent in implementing actions that will significantly reduce regional emissions. Recent catastrophic, climate change-escalated weather events in our region (drought, fire, and flooding) have also highlighted the need for resilience.

The objective of the Climate 2050 Engagement and Public Education Strategy is to build strong support from key stakeholders and the public as well as to ensure alignment in the messaging with other jurisdictions seeking to reduce greenhouse gas emissions. This strategy incorporates learnings from social science research and best practices in engagement and communications to develop a vocal constituency for climate action.

Regional Planning Committee – March 10, 2023

Delegations:

3.1 Roderick V. Louis

Subject: Metro 2050

Information Items:

5.1 Regional Planning Environment Portfolio Update

Natural spaces provide essential 'ecosystem services', including storing and sequestering carbon, absorbing and cleaning surface water, cooling cities, and protecting coastal communities. While Metro 2040 included many tools and policies to protect important ecosystems, new datasets revealed that the region is losing sensitive ecosystems. New policy actions in Metro 2050 will, if implemented, put the region in a stronger position to better protect, enhance, restore and connect ecosystems. This report outlines Metro Vancouver's relevant roles - collecting ecological data; researching best practice; and convening forums for member jurisdictions - and provides an overview of several projects underway, including updates to the *Sensitive Ecosystem Inventory*, tree canopy cover and impervious surfaces datasets, tree regulations toolkit, and the regional green infrastructure network.

5.5 Regional Green Infrastructure Network – Scope and Engagement

To support the implementation of Metro 2050, Regional Planning is initiating a project to collaboratively plan for a regional green infrastructure network, a network of habitat hubs and corridors that supports the movement of species across the landscape, maximizes ecosystem services, and moderate climate change impacts. This report presents a scope of work and engagement plan, policy context, objectives, a process overview, and anticipated timelines for network planning over the course of the project. Key work streams will include First Nations engagement, collaborative network identification / mapping, research and design, and the development of Metro 2050 implementation guidelines. Regional Planning staff will continue to work closely on the network with member jurisdictions and other Metro Vancouver departments, such as Regional Parks and Liquid Waste Services. The Regional Planning Committee and MVRD Board will receive updates at various stages during this multi-year project.

Greater Vancouver Water District

E1.1 2023 Water Sustainability Innovation Fund Applications

APPROVED

That the GVWD Board approve the allocation from the Water Sustainability Innovation Fund of \$1,700,000 for the following projects, starting in 2023:

- Reducing Oxygen Use and Increasing Resiliency at the Coquitlam Water Treatment Plant for \$150,000 over two years
- Studying the Preliminary Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam for \$250,000 over two years
- Evaluation of Biofiltration at the Seymour Capilano Filtration Plant for \$300,000 over three years
- Next Generation Snowpack Monitoring – Phase 3 for \$450,000 over three years
- Building the Next Generation of Seasonal Water Supply & Demand Planning Tools for \$550,000 over two years

E2.1 Climate Impacts on the Water Supply Areas

RECEIVED

Water Services manages a network of automated hydro-meteorological stations, and conducts several annual field sampling programs. Data collected from this monitoring program is used to actively monitor environmental conditions in the Capilano, Seymour, and Coquitlam River Watersheds. This program has become particularly important in the context of climate change, as climate variability increases and historical patterns shift.

Two recent events highlight how quickly our climate is changing: the June 2021 heatwave, and the 2022 fall drought. These extreme events are occurring more frequently, and are projected to become more normal in the near future. The impacts from these events highlight the importance of comprehensive environmental monitoring, and the need for accurate weather and water supply forecasts.

The Board received the report for information.

E2.2 Award of Contract Resulting from RFP No. 22-139 Construction of the Coquitlam Main No. 4 South Section Robson Drive to Guildford Way

APPROVED

The Board approved the award of a contract in the amount of \$97,196,248 (exclusive of taxes) to Michels Canada Company resulting from RFP No. 22-139: Construction of Coquitlam Main No. 4 South Section Robson Drive to Guildford Way, subject to final review by the Commissioner.

I 1 Committee Information Items and Delegation Summaries

The Board received an information item from a standing committee.

Water Committee – March 15, 2023

Information Items:

5.2 Drinking Water Conservation Plan Summer Support Program – 2022 Results and 2023 Update

Metro Vancouver updated the Drinking Water Conservation Plan (DWCP) in November 2021 with the goal of reducing summer water demand. The 2022 DWCP Summer Support Program was developed to assist member jurisdictions with the promotion and monitoring of regional lawn watering restrictions during implementation of the updated DWCP. Results show that targeted communication to residents about the updated lawn watering restrictions and water conservation substantially reduced non-compliant lawn watering on weekday mornings for 2022. Program findings, including observations about automatic versus manual watering and relationships between non-compliance and weather trends, may also inform the communications and logistical aspects of member jurisdictions' education and enforcement programs.

Post-program survey results show that participating member jurisdictions found the program beneficial, complementing their respective education and enforcement programs. To provide continued support in implementing the updated DWCP, Metro Vancouver will offer this program in 2023 with modifications based on 2022 program results and feedback.

Greater Vancouver Sewage and Drainage District

E1.1 2023 Liquid Waste Sustainability Innovation Fund Application

APPROVED

The Board approved the allocation from the Liquid Waste Sustainability Innovation Fund of \$625,000 over two years starting in 2023 for the Hydrogen System Integration at Lulu Island Wastewater Treatment Plant (Phase 1) project.

E2.1 Appointment of Deputy Sewage Control Manager and Enforcement Officers

APPROVED

Recent changes in staff have resulted in a need to update enforcement officer appointments.

The Board:

- pursuant to the *GVS&DD Sewer Use Bylaw* and the *Environmental Management Act*:
 - appointed Metro Vancouver employee Riley Sziklai as a deputy sewage control manager
 - rescinded the appointments of former Metro Vancouver employees Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens as officers

- appointed Metro Vancouver employees Mosi Aghbolaghy, Michael Goods, Jim Penrose, Jeffery Schmidt and Joanne Tunkiewicz as officers
- appointed City of Vancouver employee Bonny Brokenshire as an officer
- pursuant to section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *GVS&DD Sewer Use Bylaw*:
 - rescinded the appointments of former Metro Vancouver employees Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens
 - appointed Metro Vancouver employees Jeffery Schmidt and Joanne Tunkiewicz; and
 - appointed City of Vancouver employee Bonny Brokenshire

E2.2 Award of Contract Resulting from Request for Proposal No. 22-009: Supply and Installation of North Road Trunk Sewer No. 2 - Phase 2 Lougheed Highway to Clarke Road

APPROVED

The Board approved the award of a contract for an amount of \$7,947,758.20 (exclusive of taxes) to Clearway Construction Inc., resulting from Request for Proposal No. 22-009: Supply and Installation of North Road Trunk Sewer No. 2 Phase 2 Lougheed Highway to Clarke Road, subject to final review by the Commissioner.

E2.3 Award of Phase C3, Engineering Construction Services for RFP 14-230 for Installation of Gilbert Trunk Sewer No.2 Central Section

APPROVED

The Board approved the award of Phase C3, Engineering Construction Services, for an amount up to \$2,997,555 (exclusive of taxes) to the Phase A and B consultant, AECOM Canada Ltd, for the Installation of Gilbert Trunk Sewer No.2 Central Section, subject to final review by the commissioner.

E2.4 North Shore Wastewater Treatment Plant Project Early Works Agreement Extension

APPROVED

In January 2022, Metro Vancouver terminated its contract with Acciona Wastewater Solutions LP to design, construct, finance, test, and commission the North Shore Wastewater Treatment Plant for material breach of the Project Agreement, which it failed to remedy.

Metro Vancouver has been working with a new construction manager, PCL Constructors Westcoast Inc. to develop a plan to complete the project and complete some early works construction, and a design consultant, AECOM, to complete the design, be the Engineer of Record, and provide quality assurance services post-termination. PCL and AECOM have identified significant deficiencies in Project Co's design and construction, and, in some cases, more extensive deficiencies than originally anticipated. As a result, a substantial amount of effort to-date has been focused on identifying and repairing concrete deficiencies on structures built by Project Co, with less focus on advancing new construction. Additionally, related design delays have extended the timeline for the overall completion of Phase 1.

The Board approved a change order to PCL Constructors Westcoast Inc. Pre-Construction Services and Early Works Agreements (PC21-457 and PC22-227) in an amount of up to \$85,000,000 (exclusive of taxes), subject to final review by the Commissioner.

E3.1 Appointment of Solid Waste Bylaw Enforcement Officers

APPROVED

Recent changes in staff have resulted in a need to update enforcement officer appointments.

The Board:

- Pursuant to the *GVS&DD Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996* and the *Environmental Management Act*:
 - Rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens as officers
 - Appointed Metro Vancouver employees Mosi Aghbolaghy, Michael Goods, Jim Penrose, Jeffery Schmidt and Joanne Tunkiewicz as officers
- Pursuant to Section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *GVS&DD Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996*:
 - Rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens
 - Appointed Metro Vancouver employees Jeffery Schmidt and Joanne Tunkiewicz.

G1.1 Greater Vancouver Sewerage and Drainage District Cost Apportionment Amendment Bylaw No. 362, 2023 - Wet Weather Pricing

APPROVED

At its February 24, 2023 meeting, the Board directed staff to prepare amendments to the *GVS&DD Cost Apportionment Bylaw* to incent action on excessive inflow and infiltration through wet weather based apportionment of GVS&DD costs. Amendments to the bylaw were been prepared in accordance with the key terms presented to the Board.

The Board gave first, second and third readings to *Greater Vancouver Sewerage and Drainage District Cost Apportionment Amendment Bylaw No. 362, 2023*; then passed and finally adopted said bylaw.

I 1 Committee Information Items and Delegation Summaries

The Board received information items from standing committees.

Liquid Waste Committee – March 15, 2023

Information Items:

5.2 2022 “Our Ocean Thanks You” Campaign Results

Microfibres from laundry are one of the largest sources of microplastics pollution in the ocean, where they may be harmful to aquatic life. The 2022 “Our Ocean Thanks You” campaign ran from September 12 to October 30, asking residents to wash their laundry in cold water to reduce microfibre shedding from clothing. The campaign targeted parents with children under 18 and included social media, YouTube, digital ads, television, radio, billboards, Google AdWords, and a campaign website. The campaign generated 14 million impressions, 1 million video views, 2,800 clicks for more information, 125 engagements, 3,900 website visits, and reached 911,000 residents through television and online tactics. A post-campaign survey of parents showed that 29% of parents recalled seeing at least one campaign ad and that many were unaware of microfibre impacts prior to the campaign. The campaign will run in 2023 with similar timing and approach, and will likely include additional creative materials.

Zero Waste Committee – March 16, 2023

Information Items:

5.1 Jurisdictional Scan of Recycling Statistics and Methodologies

Metro Vancouver is a North American leader in waste reduction and recycling, and provides transparent and accessible solid waste data. Metro Vancouver conducted a jurisdictional scan of recycling statistics reporting methodology and performance data. Only one published standard for determining recycling rates was found, and it applies only to residential recycling. There are no consistently utilized standard methodologies employed by communities. Metro Vancouver's 65% recycling rate for residential, commercial/institutional and construction and demolition sectors is among the highest recycling rates in North America. Only a small number of other communities provide comparable transparency and clarity in recycling data. Many major Canadian cities report only single family recycling rates. Performance metrics will be reviewed as part of the solid waste management plan update process, to further enhance progress monitoring of waste reduction and recycling, as Metro Vancouver continues to pursue initiatives to achieve zero waste, reduce greenhouse gas emissions, and advance the circular economy. Enhancing metrics and increasing transparency aligns with organizational principles of equity, reconciliation and prosperity.

5.2 Single-Use Item Reduction Regulatory Scan

Single-use item reduction is a priority across Canada, and governments are taking action to reduce these items. Federal, provincial, and Metro Vancouver member jurisdictions have implemented regulatory measures to help reduce single-use items. The federal government will ban the distribution of certain single-use plastic items in Canada on December 20, 2023. The provincial government has added a number of single-use items to the Recycling Regulation, allowing residents to include those items for recycling collection. The provincial government is also expected to announce province-wide single-use item reduction regulations this year. Five member jurisdictions have put single-use item bylaws in place, and a number of other member jurisdictions are considering bylaws. Metro Vancouver does not have regulatory authority to regulate the sale or distribution of single-use items, but the Metro Vancouver Board approved a harmonized approach for municipal single-use item reduction bylaws in November 2021. Metro Vancouver and member jurisdictions continue to work on programs and policies to reduce single-use and move toward reuse systems.

5.3 2022 Create Memories Not Garbage Campaign Results

During the holiday season residents often dispose of more waste than they would at any other time of year. The “Create Memories, Not Garbage” campaign helped to inspire residents to reduce their waste by giving achievable low-waste gift and wrapping ideas. A region-wide, three-phased media promotion delivered relevant messages for each buying and disposing stage of the holiday season. The campaign achieved over 25.6 million impressions between digital and traditional media tactics. Online engagement continues to be strong, particularly with digital banner ads that drove 48% of website visits, and Google Search whose most clicked content was focused on low-waste gifts. On-air radio contests were used to engage residents in thinking about low-waste gift-giving through encouraging them to visit the Merry Memory Maker app (featuring over 200 ideas), and transit advertising was reintroduced this year to broaden the reach of the campaign message.



Community Safety Committee

Date: Wednesday, April 12, 2023

Place: Council Chambers
Richmond City Hall

Present: Councillor Alexa Loo, Chair
Councillor Andy Hobbs
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Bill McNulty

Also Present: Councillor Michael Wolfe (by teleconference)
Councillor Chak Au

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on March 14, 2023, be adopted.

CARRIED

COMMUNITY SAFETY DIVISION

1. **ANIMAL PROTECTION SERVICES MONTHLY ACTIVITY REPORT – FEBRUARY 2023**

(File Ref. No. 09-5375-09) (REDMS No. 7141790)

In response to queries from Committee, staff noted that (i) staff responded to a resident's concern regarding off-leash dogs on a boardwalk and (ii) there are educational materials available for new immigrants regarding the importance of leashing dogs.

Discussion ensued regarding regulations related to the purchase or adoption of rabbits in Richmond, and as a result, the following **referral motion** was introduced:

1.

Community Safety Committee
Wednesday, April 12, 2023

It was moved and seconded

That staff examine:

- (1) *The creation of a bylaw that states that you cannot adopt, sell, give away or donate any rabbit in the City of Richmond as a pet unless it is spayed or neutered; and*
 - (2) *The administration and enforcement of such a bylaw;*
- and report back to General Purposes Committee.*

CARRIED

It was moved and seconded

That the staff report titled “Animal Protection Services Monthly Activity Report – February 2023”, dated March 10, 2023, from the General Manager, Community Safety, be received for information.

CARRIED

**2. PROPERTY USE AND PARKING ENFORCEMENT MONTHLY
ACTIVITY REPORT – FEBRUARY 2023**

(File Ref. No. 12-8375-02) (REDMS No. 7167993)

In response to queries from Committee, staff noted that (i) there is no known specific concentration of unsightly premises calls for service, (ii) there is no known increase in parking related offences associated specifically with construction in the Spires Road area and staff can provide a memorandum providing statistics specifically associated with parking violations attributed to construction in the area of Spires Road, (iii) unsightly premises enforcement is primarily complaint-driven, (iv) the increase in calls reporting short-term rental violations is not attributed to a specific property, and (v) short-term rental violations are issued tickets.

It was moved and seconded

That the staff report titled “Property Use and Parking Enforcement Monthly Activity Report – February 2023”, dated March 17, 2023, from the Director, Community Bylaws & Licencing, be received for information.

CARRIED

Community Safety Committee
Wednesday, April 12, 2023

3. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT-FEBRUARY 2023**

(File Ref. No. 09-5140-01) (REDMS No. 7153788)

In response to queries from Committee, Fire Chief Jim Wishlove noted that (i) the increase in medical calls can be attributed to the increasing population and changes in how BC Ambulance Service (BCAS) assesses calls, (ii) Richmond Fire-Rescue (RFR) has a healthy working relationship with BC Emergency Health Services (BCEHS) and Chief Wishlove meets with BCEHS operational and administrative leadership staff every 2-3 months, (iii) the statistics for medical calls for overdose/poisoning include calls related to fentanyl-linked overdoses, (iv) BCAS also attends a majority of the medical calls that RFR responds to, (v) RFR stations are distributed strategically throughout the city and has the capacity to arrive on scene within 4-6 minutes typically, (vi) the statistics for medical calls do not include specific ages, and (vii) a web-based Emergency Operations Centre application and software would provide a number of increased efficiencies and allow staff to reprioritize quickly and share data immediately.

It was moved and seconded

That the staff report titled “Richmond Fire-Rescue Monthly Activity Report – February 2023”, dated March 13, 2023, from the Fire Chief, be received for information.

CARRIED

4. **FIRE CHIEF BRIEFING**

(Verbal Report)

(i) Dry Weather and Wildfires

Chief Wishlove shared that with the upcoming warmer weather and high winds allowing brush to dry out quickly, Richmond Fire-Rescue will be practicing wildland firefighting deployment and conducting on-site hazard risk assessments.

Community Safety Committee
Wednesday, April 12, 2023

5. RCMP MONTHLY ACTIVITY REPORT – FEBRUARY 2023

(File Ref. No. 09-5000-01) (REDMS No. 7153900)

In response to queries from Committee, Chief Supt. Dave Chauhan noted (i) the issue of catalytic converter thefts is not limited to Richmond and Richmond RCMP are working proactively to target thieves, investigate scrap metal recycling facilities and partner with other organizations such as ICBC, (ii) common assault has been included in the violent crime statistics, (iii) all mental health calls are referred to the Fox 80 Mental Health Car, (iv) pedestrian safety is a Richmond RCMP road safety initiative that is continuously promoted, (v) there are no identified patterns or trends associated with the increase in shoplifting thefts and serious assaults, (vi) the number of assaults at schools is minimal, (vii) the decrease in residential break and enters can be associated with proactively targeting prolific offenders, and (viii) Richmond RCMP continuously engage with local businesses to support them in protection from shoplifting.

It was moved and seconded

That the report titled "RCMP Monthly Activity Report - February 2023", dated March 16, 2023, from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

6. 2022-2023 RICHMOND RCMP DETACHMENT ANNUAL PERFORMANCE PLAN THIRD QUARTER UPDATE (OCTOBER 1 TO DECEMBER 31, 2022)

(File Ref. No. 09-5000-01) (REDMS No. 7168534)

In response to queries from Committee, Chief Supt. Dave Chauhan noted (i) there have been changes in policy at a provincial level regarding repeat violent offenders and those identified as repeat violent offenders are prioritized, (ii) the Richmond RCMP organized crime and drug units will continue to target high-level offenders, and (iii) Richmond RCMP priorities are developed at the local level.

It was moved and seconded

That the report titled "2022-2023 Richmond RCMP Detachment Annual Performance Plan Third Quarter Update (October 1 to December 31, 2022)", dated March 9, 2023, from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

Community Safety Committee

Wednesday, April 12, 2023

7. **2023-2024 RICHMOND RCMP DETACHMENT ANNUAL PERFORMANCE PLAN COMMUNITY PRIORITIES**

(File Ref. No. 09-5000-01) (REDMS No. 7163452)

In response to queries from Committee, Chief Supt. Dave Chauhan noted (i) the limited number of priorities included in the Annual Performance Plan are selected in order to be consistent with issues that impact other communities at a divisional level, (ii) Richmond RCMP continues to have a strong relationship with ICBC, (iii) the decrease in mental health-related files can be associated with the successful collaboration with the Assertive Community Treatment team as well as enhanced client support services, (iv) education is a key tool in deterring drug use and drug-testing kits would likely be a resource implemented by the provincial government or health authorities, (v) responding to hate crime is a top priority, particularly through the Richmond RCMP Diversity and Inclusion unit, community engagement, front line response, education, and enforcement measures, and (vi) the Richmond RCMP and the City of Richmond have taken a strong stance against hate crime through the “Hate Has No Place” campaign, which has been communicated through news releases, public awareness, and action by the RCMP in prosecuting individuals involved in hate crime-related incidents.

It was moved and seconded

That the priorities, Property Crime, Organized Crime, Road Safety and Vulnerable Persons, listed in the report titled “2023-2024 Richmond RCMP Detachment Annual Performance Plan - Community Priorities”, dated March 20, 2023 from the Officer in Charge, Richmond RCMP, be endorsed for inclusion in the Richmond RCMP Detachment’s fiscal year 2023-2024 (April 1, 2023 to March 31, 2024) Annual Performance Plan.

CARRIED

8. **RCMP/OIC BRIEFING**

(Verbal Report)

None.

Discussion ensued regarding vulnerable populations and modular housing.

As a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That staff:

- (1) *investigate the range of housing continuum that would “better facilitate” individuals who entered low barrier housing to graduate to other types of housing and leaving the neighbourhood;*

Community Safety Committee

Wednesday, April 12, 2023

- (2) *request providers of supportive housing review their drug use policies in the rooms;*
- (3) *investigate the efficacy of the operator at the Alderbridge Way modular housing, length of time left on that lease, statistics on the recovery/housing journey of past residents;*
- (4) *investigate statistics on calls for services from various departments including severity of crime in the area and comparison over time and with other similar communities with similar modular housing installed;*
- (5) *investigate whether other health care service/enforcement can be provided to discourage these issues from escalating; and*
- (6) *invite Vancouver Coastal Health Medical Health Officer to present an update on overdose deaths and how the province is implementing the “health care first” approach after decriminalization of illicit drugs, and how many overdoses are occurring in residential homes compared to on the street or in modular housing;*

and report back to General Purposes Committee.

CARRIED

9. **MANAGER’S REPORT**

Retroactive Payment for Richmond RCMP Collective Agreement

Staff advised that the City will be providing payment for the Richmond RCMP’s previous collective agreement and will have a timeline of two years interest-free to make such payment.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:26 p.m.).

CARRIED

Community Safety Committee
Wednesday, April 12, 2023

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Wednesday, April 12, 2023.

Councillor Alexa Loo
Chair

Shannon Unrau
Legislative Services Associate



General Purposes Committee

Date: Monday, April 17, 2023

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day (entered the meeting at 4:05 p.m.).
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

Call to Order: The Chair called the meeting to order at 4:04 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on April 3, 2023, be adopted as circulated.

CARRIED

PRESENTATION

1. Patti Caldwell, Manager Volunteer Resources, Vancouver Coastal Health, presented a plaque and read a COVID Partnership Appreciation letter (attached to and forming part of these Minutes as Schedule 1).

Councillor Carol Day entered the meeting (4:05 p.m.).

General Purposes Committee
Monday, April 17, 2023

ENGINEERING AND PUBLIC WORKS DIVISION

2. RICHMOND CIRCULAR CITY STRATEGY

(File Ref. No. 10-6125-07-04) (REDMS No. 7137074)

It was moved and seconded

That the Richmond Circular City Strategy in Attachment 1 in the report titled “Richmond Circular City Strategy” from the Director, Sustainability and District Energy, dated March 1, 2023, be endorsed.

The question on the motion was not called as in reply to queries from Committee, staff noted that (i) green infrastructure is an important priority and the Community Energy and Emissions Plan and Circular City Strategy will find synergy together, (ii) partnerships with schools and other organizations are always explored, (iii) smaller initiatives such as the pollinator program, are broadcasted to the community to encourage involvement, (iv) the Environmentally Sensitive Area review will take place alongside the Official Community Plan review, and (v) a portion of the survey was completed by stakeholders and a more detailed workshop was held to allow for deeper discussions and questions.

The question on the motion was then called and it was **CARRIED**.

COMMUNITY SAFETY DIVISION

3. SISTER CITY ADVISORY COMMITTEE 2022 YEAR IN REVIEW

(File Ref. No. 01-0100-30-SCIT1-01) (REDMS No. 7167063)

It was moved and seconded

That the staff report titled “Sister City Advisory Committee 2022 Year in Review”, dated March 8, 2023, from the General Manager, Community Safety, be received for information.

The question on the motion was not called as in reply to a query from Committee, staff advised that no requests for Sister City delegates to Richmond have been received to date.

The question on the motion was then called and it was **CARRIED**.

CAO'S OFFICE

4. COUNCIL CODE OF CONDUCT REVIEW

(File Ref. No. 01-0005-01) (REDMS No. 7145172)

Staff provided a memorandum related to Council Code of Conduct (attached to and forming part of these Minutes as Schedule 2).

General Purposes Committee
Monday, April 17, 2023

It was moved and seconded

That the updated Council Code of Conduct Policy No. 1500 as outlined in the report titled "Council Code of Conduct Review" from the Director, Intergovernmental Relations and Corporate and Strategic Planning, dated February 16, 2023, be adopted.

CARRIED

LAW AND LEGISLATIVE SERVICES DIVISION

5. 2023 COUNCIL AND COMMITTEE MEETING SCHEDULE ADJUSTMENTS

(File Ref. No. 01-0105-01) (REDMS No. 7182958)

It was moved and seconded

- (1) *That the amended 2023 Council and Committee meeting schedule, as shown in Attachment 1 of the staff report, "2023 Council and Committee Meeting Schedule Adjustments" dated March 21, 2023, from the Director, City Clerk's Office, be approved; and,*
- (2) *That the following revisions as detailed in the staff report titled "2023 Council and Committee Meeting Schedule Adjustments" dated March 21, 2023 from the Director, City Clerk's Office, be approved:*
 - (a) *That October 2, 2023 General Purposes Committee and Finance Committee meeting be rescheduled to October 3, 2023; and*
 - (b) *That the October 3, 2023 Planning Committee meeting be rescheduled to October 4, 2023.*

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:23 p.m.).

CARRIED

General Purposes Committee
Monday, April 17, 2023

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, April 17, 2023.

Mayor Malcolm D. Brodie
Chair

Sarah Goddard
Legislative Services Associate

February 16, 2023

City of Richmond
6911 No. 3 Rd
Richmond BC

**Schedule 1 to the Minutes of the
General Purposes Committee meeting
of Richmond City Council held on
Monday, April 17, 2023**

Dear City of Richmond,

Over the past two years, our communities and our healthcare system have faced unprecedented challenges associated with the pandemic. COVID-19 significantly increased the demands on our healthcare system, as we adjusted and expanded our services to reflect the evolving needs of our communities.

COVID-19 vaccines first became available in British Columbia in Dec. 2020 and immediately became one of our most important tools in combating the impact of the virus on our communities. Vaccines provide the best protection available against serious illness and hospitalization, and our priority was to deploy them as efficiently and safely as possible to neighbourhoods and communities, including First Nations communities, across every corner of our region.

To help facilitate distribution, our leadership team issued a broad appeal for support to our municipal, community and NGO partners to collaborate with us as we launched our region's most ambitious vaccination campaign to date. We requested supports, including resourcing and suitable spaces, to operate mass and pop-up vaccination clinics, which would serve as accessible, inclusive and welcoming clinics to adults and children getting immunized in the months to follow.

The response from our trusted partners was extraordinary. For over two years, your organization along with others, helped us establish COVID-19 vaccine sites in over 100 different locations throughout Vancouver Coastal Health (VCH). Today, over 90 per cent of people living in the Vancouver Coastal Health (VCH) region have been vaccinated against COVID-19, and we record the highest coverage of any other health authority in British Columbia. This is attributable, in part, to the significant support your organization and others have generously provided us, including the infrastructure needed to run vaccination clinics.

On behalf of our entire organization, I would like to extend my deepest gratitude for your continued partnership during the COVID-19 vaccination campaign, which has offered important protection to the vast majority of British Columbians today. In recognition of this, we would like to gift you a commemorative plaque on behalf of VCH. It marks a pivotal moment in our response to the COVID-19 pandemic and acknowledges the role your organization played in helping to serve British Columbians.

Yours sincerely,



Vivian Eliopoulos
President and Chief Executive Officer



City of
Richmond

**Schedule 2 to the Minutes of the
General Purposes Committee meeting
of Richmond City Council held on
Monday, April 17 , 2023.**

Memorandum
Corporate Programs Management Group

To: Mayor and Councillors
From: Jason Kita
Director, Intergovernmental Relations and
Corporate and Strategic Planning
Date: February 27, 2023
File: 01-0005-01/2023-Vol 01
Re: **Council Code of Conduct Survey Responses**

The purpose of this memorandum is to provide an update on the Council Code of Conduct review process and share the responses of the survey conducted in January 2023.

The City of Richmond's *Council Code of Conduct Policy No. 1500* was adopted on November 25, 2019. The policy draws on best practices and examples from other municipalities, as well as guidelines and resources established by the Province of BC and the Working Group on Responsible Conduct.

On June 13, 2022, new legislative requirements came into effect with the *Municipal Affairs Statutes Amendment Act (No. 2)* requiring municipal councils to consider adopting or reviewing a code of conduct for council members within six months after its first regular council meeting following a general local election.

In January 2023, a survey was conducted in support of the review of the existing code of conduct. The results of the survey are included in **Attachment 1**. Based on the results, staff have prepared a report to Council with proposed changes to the existing policy.

The following questions were raised and responses are provided below:

Q: Can members of the public lodge a Code of Conduct complaint? Section 15.3 mentions "members."

A: In the policy, "members" are defined as the elected members of Council, which includes the Mayor and Councillors. As such, members of the public cannot lodge a Code of Conduct complaint per the current policy.

Q: Section 11.2 regarding gifts needs clarification about declaration, such as a dollar value. Do we need to claim a box of cookies?

A: In the policy, section 11.3 (a) provides an exception that notes *Paragraph 11.2 does not apply to a gift or personal benefit that is received as an incident of the protocol or social obligations that normally accompany the responsibilities of the office or the appointment*. In addition, the

Community Charter Part 4, Division 6, Section 106 (1) outlines the regulations for disclosure of gifts that exceed \$250 in value.

Conclusion

Staff have prepared a Report to Council outlining the proposed updates to *Council Code of Conduct Policy No. 1500* based on the feedback received in the survey conducted in January 2023 in accordance with the legislative requirements to review a code of conduct for council members within six months after its first regular council meeting following a general local election.

Should you have any questions, please contact me at 604-276-4091 or jkita@richmond.ca.



Jason Kita

Director, Intergovernmental Relations and Corporate and Strategic Planning

Att. 1

Attachment 1



**City of
Richmond**

**Council Code of Conduct Survey
Summary**
Mayor and Councillors

The following is a summary of the responses received for the Council Code of Conduct Survey in support of the review of the Council Code of Conduct Policy No. 1500 as required by new legislation introduced in 2022. The information gathered through the survey informed a staff report to Council on this topic.

1) What do you like about the current Council Code of Conduct?

Appreciate all the Foundational Principles (integrity, respect, accountability, etc.)
Appreciate the direction on how to handle matters with the public
It is general and covers most issues
It is wide-ranging and general without being too specific
Respectful to a certain extent
Section 5.2, members can share information from outside sources
Sections 1.4 and 1.5 are a little too broad
The Foundational Principals are good, especially sections 1.1, 1.2, and 1.3
The whole policy

2 a) What don't you like about the current Council Code of Conduct?

A little too prescriptive in places, such as sections 3.1 and 6.1
Areas of violation are not defined
Current code has served the City well
Issues such as "conflict of interest" need support in the form of appendices to help members of Council better understand and recognize when they have a conflict of interest
Members repeating the same things without regard for the venue. For example, repeating the same reasoning as was discussed in Committee with the same result/vote
No opinion
Nothing about the policy
Section 11.2 regarding gifts needs clarification about declaration, such as a dollar value
The current process that we have in place is not an efficient use of member's time
There are no consequences for any violations

2 b) What changes (if any) do you think should be considered to make this a more effective Code of Conduct?

Add appendices/FAQs to help members better understand
Although not intended to be punitive or disciplinary in nature, the policy should at least be developmental and corrective so if it ever gets to section 15, there is a purpose/outcome to section 15.2
Change the process; dissolve Committees and have everything that was covered in the other Committees moved to General Purpose
Clarify in all sections that “Council” means “Mayor and Councillors”
Collectively work on strategies to better achieve collaboration (section 1.4)
Establish an ombudsperson to report things to who could assist with conflict resolution if needed
For clarity, can members of the public lodge a Code of Conduct complaint? Section 15.3 mentions “members”
Have more open discussion on what respect is and is not for members of Council (Foundational Principle 1.2)
Provide a budget for members to take an ethics course to more fully understand the terms and wording
Put priority on seniority and highest vote count when making Committee appointments
Sections 7 and 8 need more accuracy and clarification
Separate existing policy sections 7, 8, 9, 11, 12 and 13. They seem to be existing City policies or exist in other policy.



Special Finance Committee

Date: Monday, April 17, 2023

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Carol Day
Councillor Laura Gillanders
Councillor Kash Heed
Councillor Andy Hobbs
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Michael Wolfe

Call to Order: The Chair called the meeting to order at 4:24 p.m.

1. **ANNUAL PROPERTY TAX RATES (2023) BYLAW NO. 10458**
(File Ref. No. 03-0925-01) (REDMS No. 7184979)

It was moved and seconded

That the Annual Property Tax Rates (2023) Bylaw No. 10458 be introduced and given first, second and third readings.

CARRIED

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:25 p.m.).

CARRIED

Special Finance Committee
Monday, April 17, 2023

Certified a true and correct copy of the Minutes of the meeting of the Finance Committee of the Council of the City of Richmond held on Monday, April 17, 2023.

Mayor Malcolm D. Brodie
Chair

Sarah Goddard
Legislative Services Associate



Planning Committee

Date: Tuesday, April 18, 2023

Place: Council Chambers
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Chak Au
Councillor Carol Day
Councillor Andy Hobbs

Also Present: Councillor Laura Gillanders- (entered the meeting at 4:01 by teleconference)
Councillor Michael Wolfe (by teleconference)

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded
That the minutes of the meeting of the Planning Committee held on April 4, 2023, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **REFERRAL RESPONSE – APPLICATION BY LANDA OVAL DEVELOPMENT LTD. FOR REZONING AT 6851 AND 6871 ELMBRIDGE WAY FROM INDUSTRIAL BUSINESS PARK (IB1) TO HIGH-DENSITY MIXED USE (ZMU52) – OVAL VILLAGE (CITY CENTRE)**
(File Ref. No. RZ 17-782750) (REDMS No. 7177484)

Planning Committee

Tuesday, April 18, 2023

Staff provided a brief overview of the application highlighting that (i) the report is in response to a December 2022 Public Hearing referral made by Council, (ii) the report presents revisions to the proposed development in response to lane traffic impacts and concerns raised by residents of the neighbouring development Ora, and (iii) the overall mixed use development proposal related to commercial and hotel uses and residential units remains consistent to those presented at Public Hearing in December 2022.

In response to queries from Committee staff advised that (i) a requirement for of the project is to undertake upgrades to River Road in the form of frontage improvements, (ii) there will be an additional curb lane of travel implemented along the River road frontage, (iii) the final design of the turn restriction along River road has not yet been determined but could include signage in addition to actual physical turn restrictions, and (iv) the provisions on the east and west side of the new west road will allow for parking on either side and facilitate for passenger pick up and drop off.

Arno Matis, Architect from Arno Matis Architecture, presented a redesign of their proposal, provided to address concerns made by neighboring residents. (attached to and forming part of these Minutes as Schedule 1)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 to create the “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)” zone, and to rezone 6851 and 6871 Elmbridge Way from “Industrial Business Park (IB1)” to “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)” , be forwarded to the May 15, 2023 Public Hearing.

CARRIED

2. REFERRAL RESPONSE ON HERITAGE PROCEDURES

(File Ref. No. 08-4200-01) (REDMS No. 7082713)

Staff provided an overview of the report highlighting that (i) the report was in response to a July 2022 Planning Committee referral, (ii) a comprehensive review was conducted of the heritage-related application review processes, (iii) staff identified areas for improvements and streamlining the application processes by reducing required permits, introducing new permit criteria, expanding staff’s delegated authority, updating Development Permit guidelines, and establishing new development notification sign and meeting notice requirements, (iv) staff propose to reorder items in the Heritage Procedures Bylaw to make the bylaw more user friendly, and (v) staff propose to update the fees to better reflect the scope of work that is associated with a complex Heritage Alteration Permit or Heritage Revitalization Agreement applications.

Planning Committee
Tuesday, April 18, 2023

In response to queries from Committee staff advised that (i) the overall timeline for processing applications can be reduced by about 50 percent, and (ii) 17 buildings and landmarks are designated as Heritage in Steveston.

It was moved and seconded

- (1) *That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, which amends:*
 - (a) *Schedule 1 (Official Community Plan) to revise the general Development Permit exemption criteria for protected heritage properties; and*
 - (b) *Schedule 2.4 (Steveston Area Plan) to revise the Development Permit exemption criteria for properties located in the Steveston Village Node, and the Steveston Village General Guidelines*
be introduced and given first reading;
- (2) *That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, having been considered in conjunction with:*
 - (a) *the City's Consolidated 5 Year Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans*
is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;
- (3) *That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation;*
- (4) *That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw 7273, Amendment Bylaw 10451, to add matters that can be handled by delegated authority be introduced and given first, second and third reading;*
- (5) *That Heritage Procedures Bylaw 8400, Amendment Bylaw 10040, to:*
 - (a) *introduce the Heritage Alteration Permit exemption criteria;*
 - (b) *clarify matters that can be handled by delegated authority;*
 - (c) *establish the development notification sign and meeting notice requirements for Heritage Alteration Permit and Heritage Revitalization Agreement applications; and*

Planning Committee
Tuesday, April 18, 2023

- (d) *remove the attached Heritage Alteration Permit template, and Heritage Alteration Permit and Heritage Revitalization Agreement application forms*

be introduced and given first, second and third reading;

- (6) *That Consolidated Fees Bylaw 8636, Amendment Bylaw 10041, to amend the fee structures for Heritage Alteration Permit and Heritage Revitalization Agreement applications be introduced and given first, second and third reading; and*
- (7) *That Development Application Fees Bylaw 8951, Amendment Bylaw 10450, to add a fee requirement for mailed meeting notices for Heritage Alteration Permit and Heritage Revitalization Agreement applications be introduced and given first, second and third reading.*

CARRIED

3. 2017–2022 CHILD CARE NEEDS ASSESSMENT AND STRATEGY – 2022 UPDATE

(File Ref. No. 07-3070-01/) (REDMS No. 7140721)

In response to queries from Committee staff advised that (i) the City of Richmond has child care space for 35.6 percent of children in Richmond (ii) there are ten childcare facilities in Richmond that are charging \$10/day (iii) a decrease in large scale private daycare facilities is anticipated, (iv) child care needs are quantified specifically through child population in comparison to daycare spaces, (v) staff are in the early stages of developing a new child care strategy to determine the current and future child care needs in Richmond, and (vi) staff will include in their recommendation the distribution of the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update to the Minister of Families, Children and Social Development, BC Minister of Education and Child Care, and Richmond School District No. 38.

It was moved and seconded

- (1) *That the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update (Attachment 1) as outlined in the staff report titled, “2017–2022 Child Care Needs Assessment and Strategy – 2022 Update,” dated March 16, 2023, from the Director, Community Social Development, be received for information; and*
- (2) *That the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update be distributed to key community organizations, local Members of Parliament, local Members of the Legislative Assembly and posted on the City website.*

CARRIED

4.

PLANNING AND DEVELOPMENT AND LAW AND
LEGISLATIVE SERVICES DIVISIONS

4. **HOUSEKEEPING REQUEST - ABANDONMENT OF UNADOPTED
BYLAWS**

(File Ref. No. 08-4105-20-AMANDA) (REDMS No. 7189763)

It was moved and seconded

That the unadopted Zoning and OCP Amendment Bylaws, as outlined in Attachment 1, of the staff report titled "Housekeeping Request – Abandonment of Unadopted Bylaws" dated April 19, 2023 from the Director, City Clerk's Office, be abandoned.

The question on the motion was not called as discussion ensued regarding (i) the current outstanding bylaws that are actively in process, (ii) the timeline of applications, (iii) a new owner's obligation to meet the requirements that were established through the rezoning process, (v) reasons for delays during the development process, and (vi) occupancy permits and neighborhood concerns during construction.

The question on the motion was then called and **CARRIED**.

5. **MANAGER'S REPORT**

(i) New BC Building Code

The new addition of the BC Building Code will be rolled out on December 10, 2023. Changes include higher seismic resistance requirements for taller buildings, carbon emissions requirement, and accessibility requirements in new multi family construction.

(ii) Brighthouse United Church Site

Staff advised that we understand there is a sale pending on the Brighthouse United Church site and that the previous rezoning application for this site will likely be withdrawn if the sale proceeds.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:51 p.m.).

CARRIED

Planning Committee
Tuesday, April 18, 2023

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, April 18, 2023.

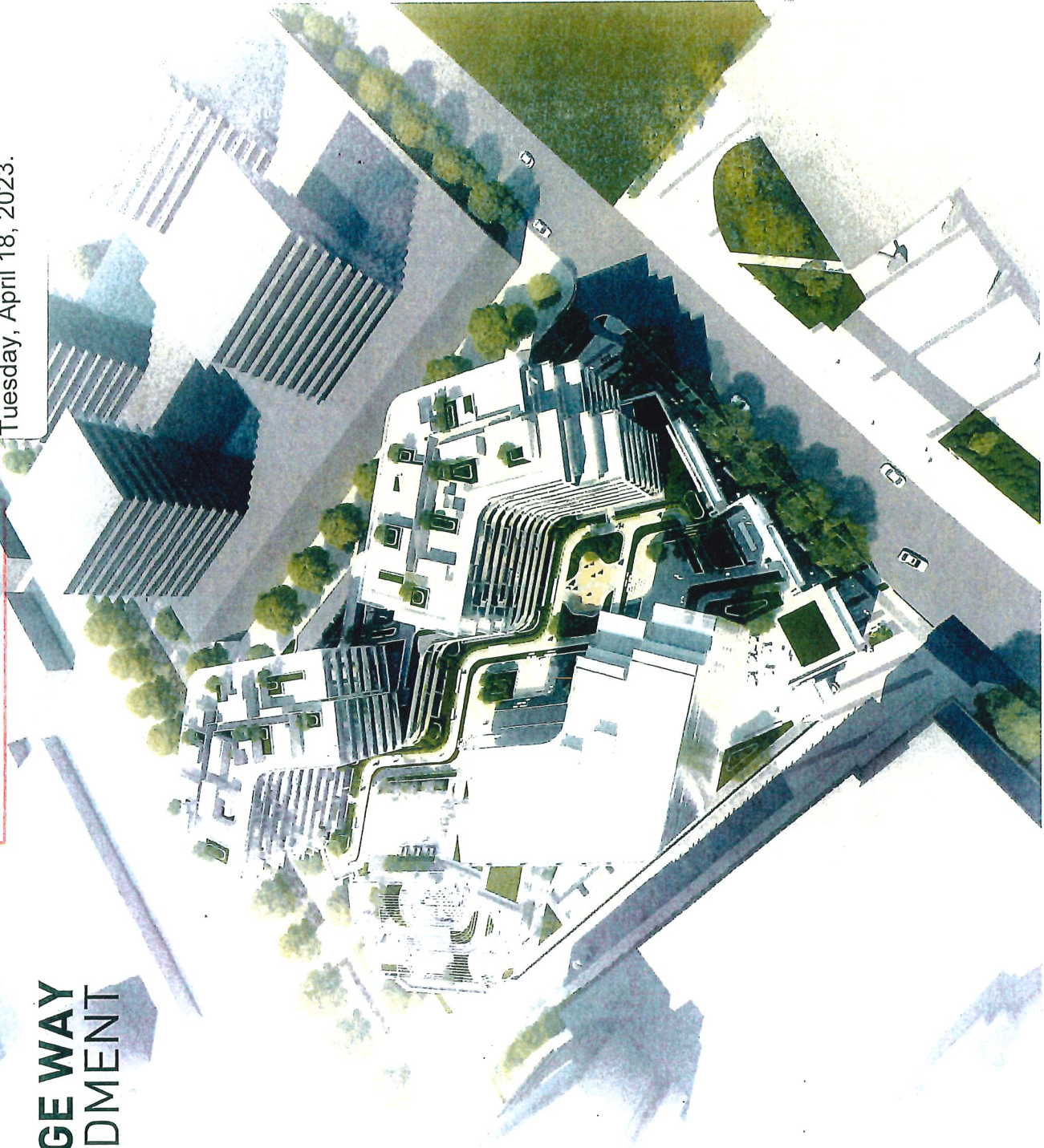
Councillor Bill McNulty
Chair

Raman Grewal
Legislative Services Associate

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

Schedule 1 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, April 18, 2023.

6851-6871 ELMBRIDGE WAY LANE DESIGN AMENDMENT



LANE TRAFFIC MANAGEMENT

WE ARE COMMITTED TO WORKING WITH ORA RESIDENTS & CITY OF RICHMOND ENGINEERING TO OBTAIN A LANE SOLUTION THAT WORKS FOR BOTH PARTIES.

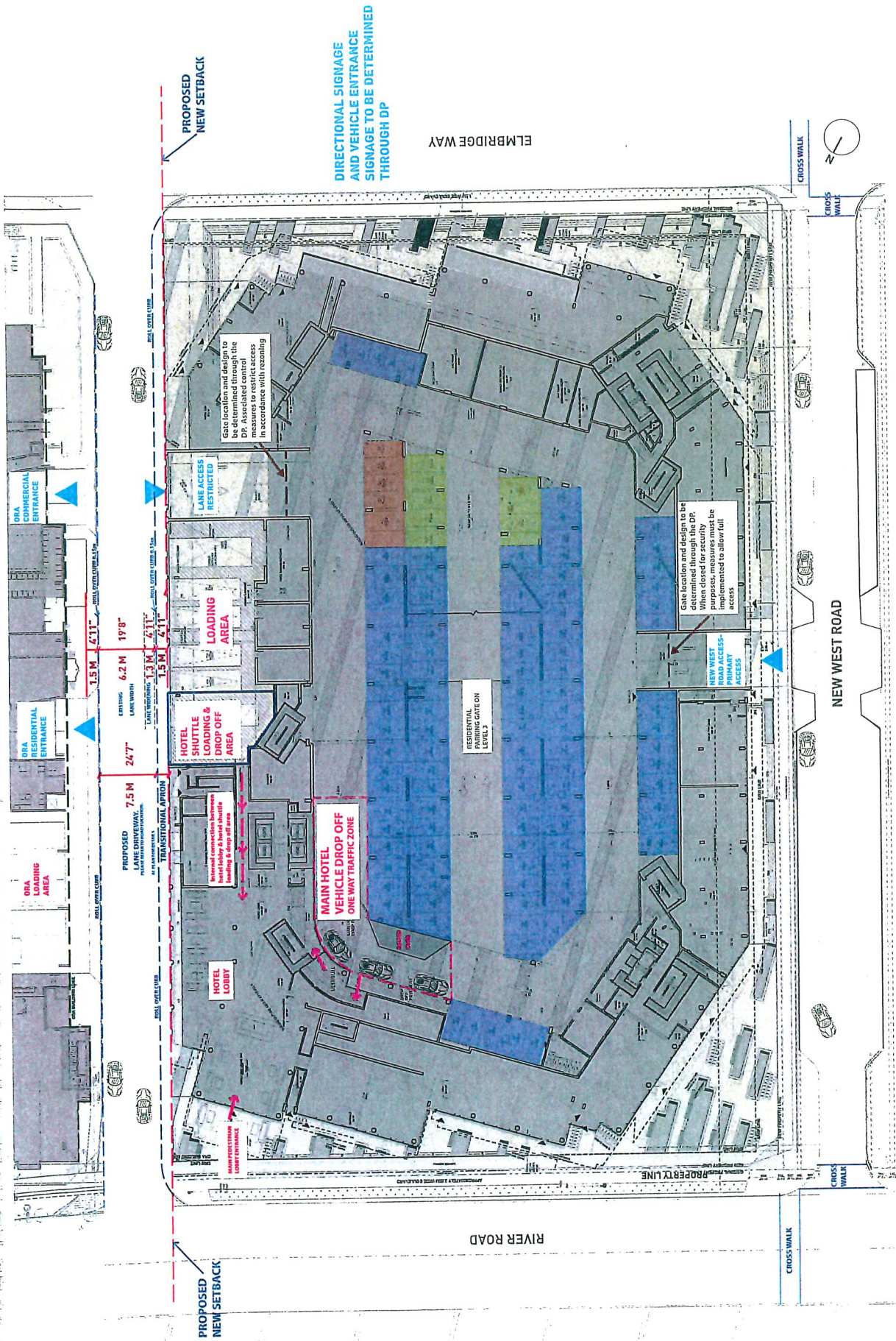
NEW TRANSPORTATION IMPROVEMENTS:

1. Lane widened by 1.5m for a total of **7.5M LANE WIDTH** to improve truck loading/ maneuvering. Additional 1.5m roll over- transitional apron can help ease traffic flow
2. **HOTEL DROP-OFF MOVED** inside parkade to reduce traffic on lane
3. **HOTEL SHUTTLE DROP-OFF** is accommodated on dedicated loading bay
4. New West Road as **ADDITIONAL HOTEL AND PRIMARY RESIDENTIAL ENTRANCE** to Ease Traffic on lane.

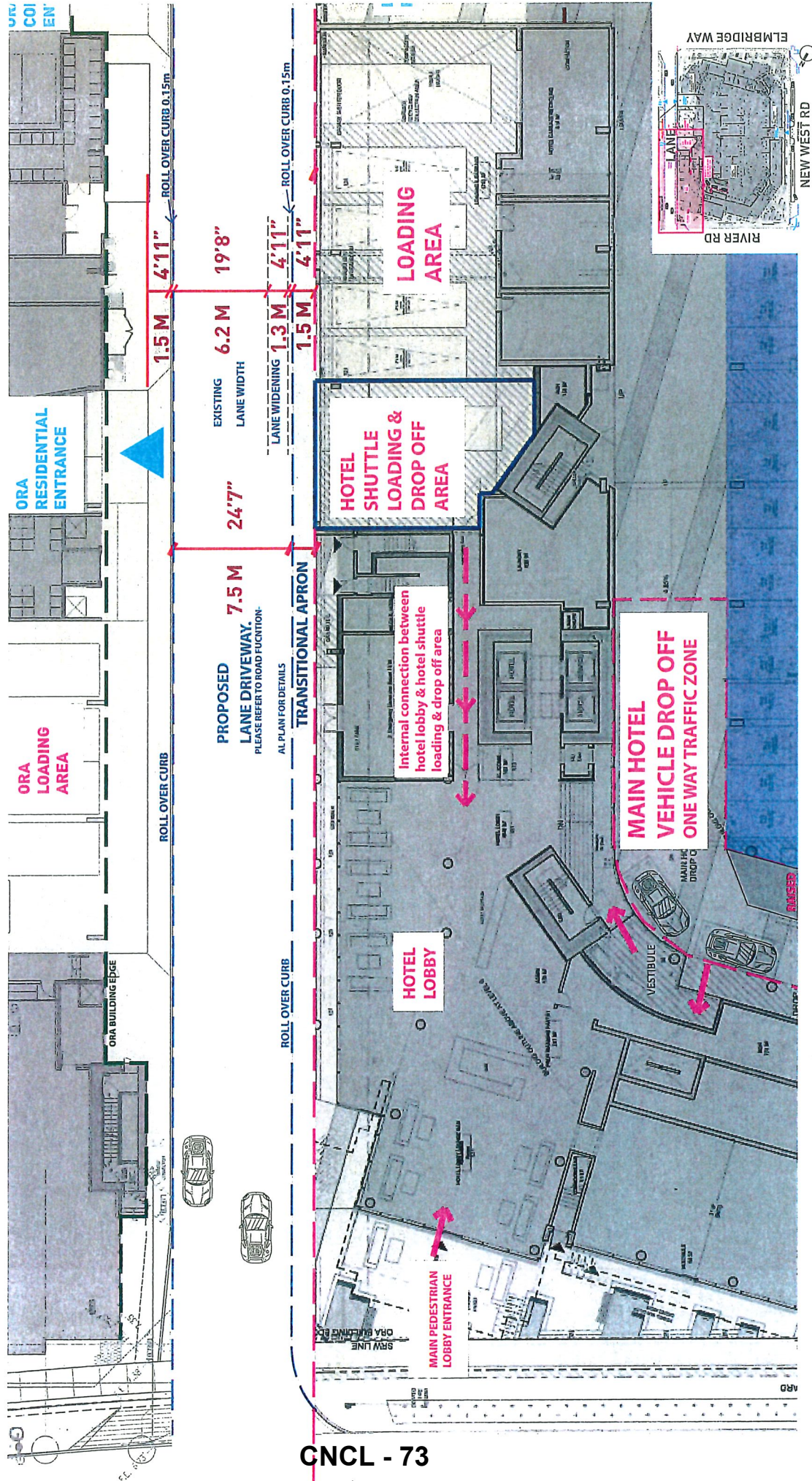
PROJECT ALSO INCLUDES:

- ALL Garbage Collection/Loading on site (NOT IN LANE)
- Transit Pass subsidy for all residents & employees on site
- Car Pool/Car Share Provided

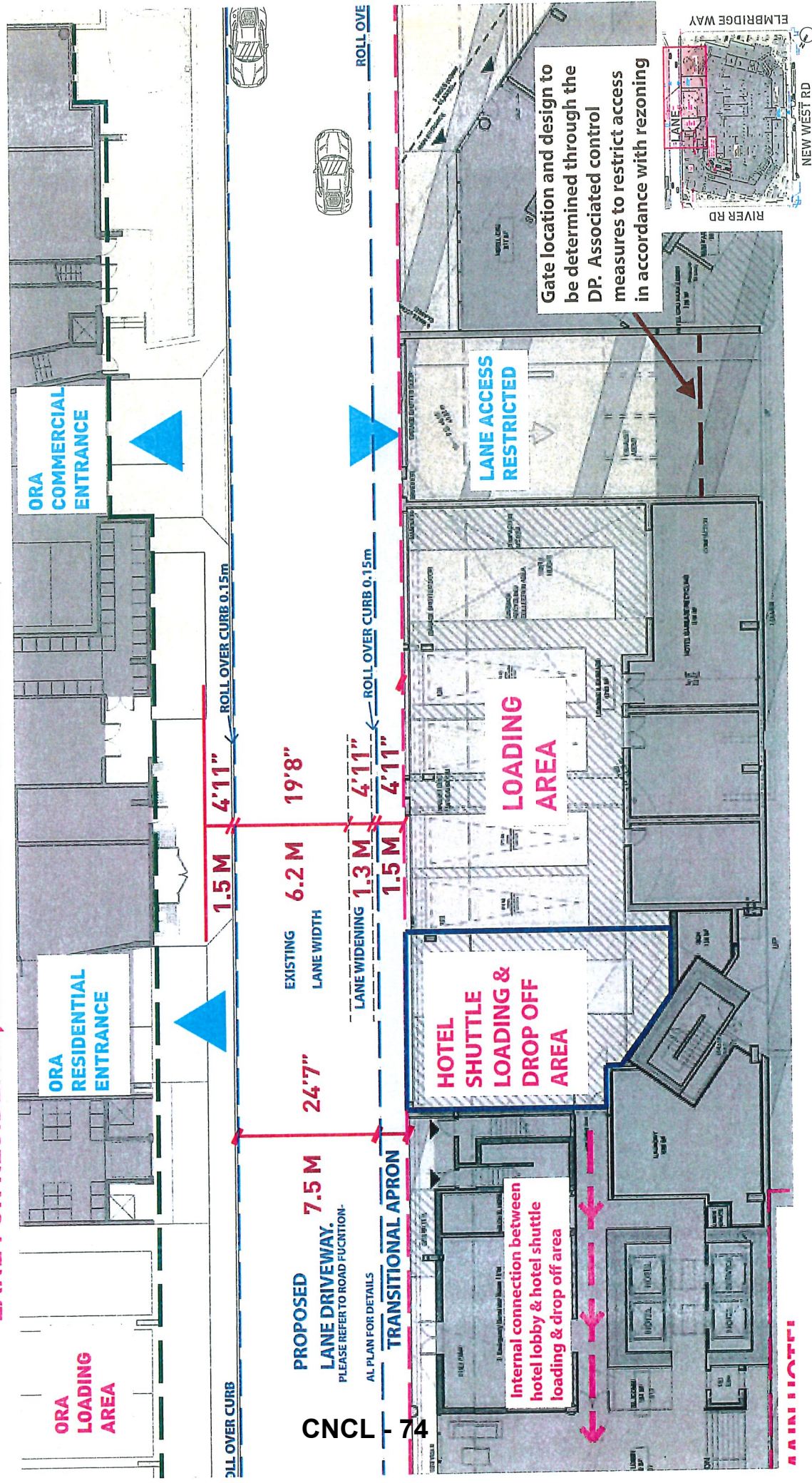
PROPOSED REVISED LANE CONFIGURATION, LOADING BAYS AND PARKING SEGREGATION OVERVIEW



MAIN VEHICLE HOTEL DROP OFF IS MOVED INSIDE PARKADE, HOTEL SHUTTLE DROP OFF HAS BEEN ACCOMMODATED ON SITE, ALL DROP-OFFS ELIMINATED FROM LANE

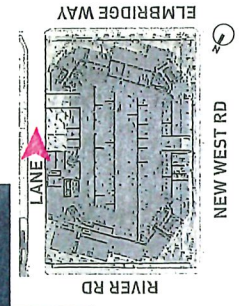


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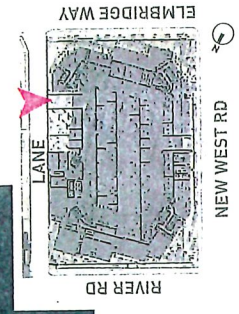
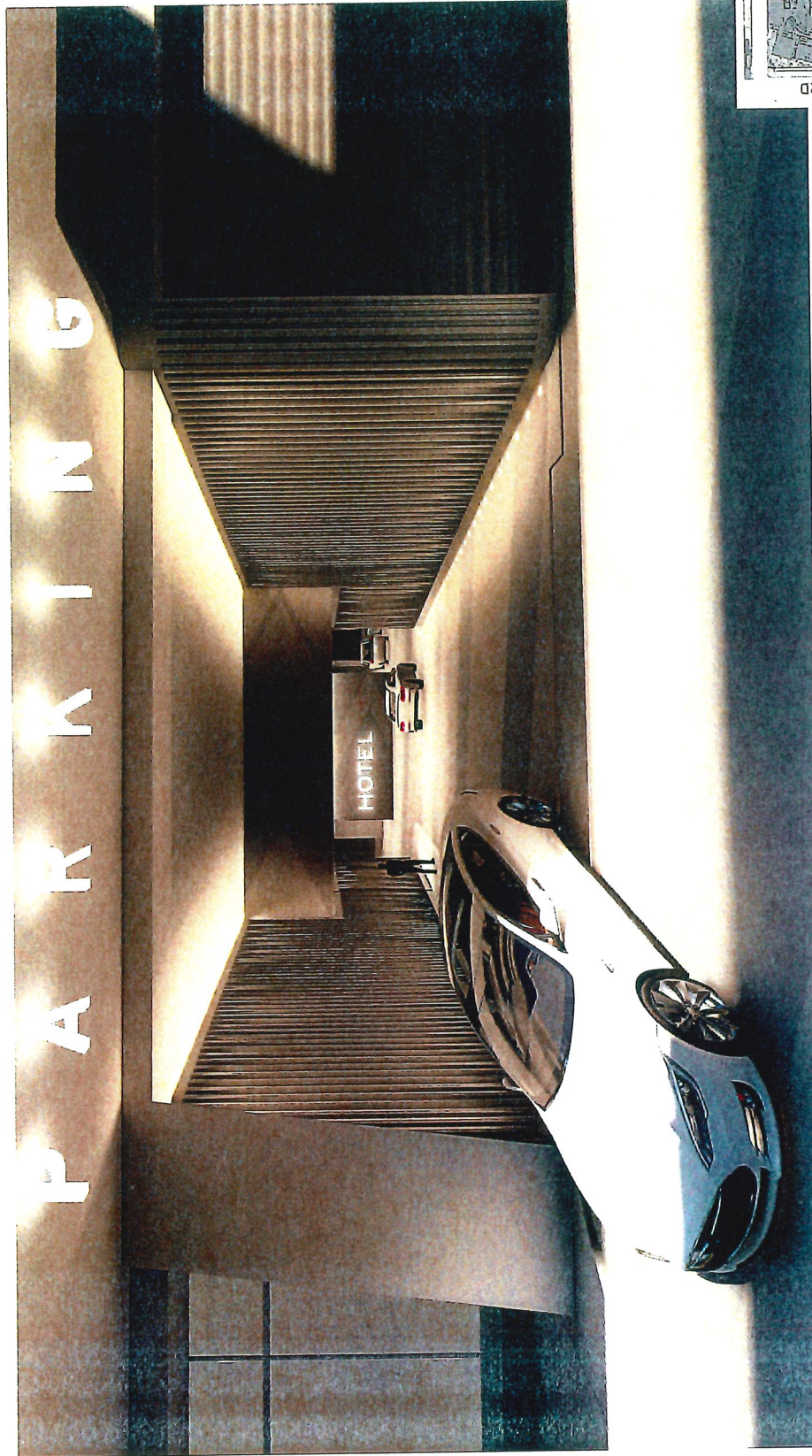


LANE WIDENING

LANE HAS BEEN WIDENED TO 7.5M AS PER COR LANE STANDARD
ADDITIONAL 1.5M ROLL OVER TRANSITIONAL APRON TO HELP WITH VEHICLE MOVEMENTS

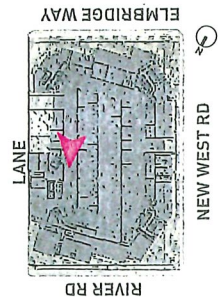


RESTRICTED ACCESS FROM LANE FOR RESIDENTS, RESIDENTIAL-COMMERCIAL
VISITORS & OLYMPIC OVAL VISITORS TO REDUCE TRAFFIC ON THE LANE



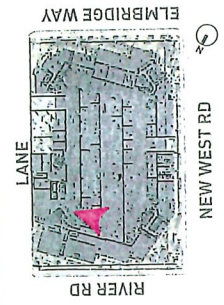
HOTEL DROP OFF

HOTEL DROP-OFF MOVED INTO PARKADE TO REDUCE LANE CONGESTION

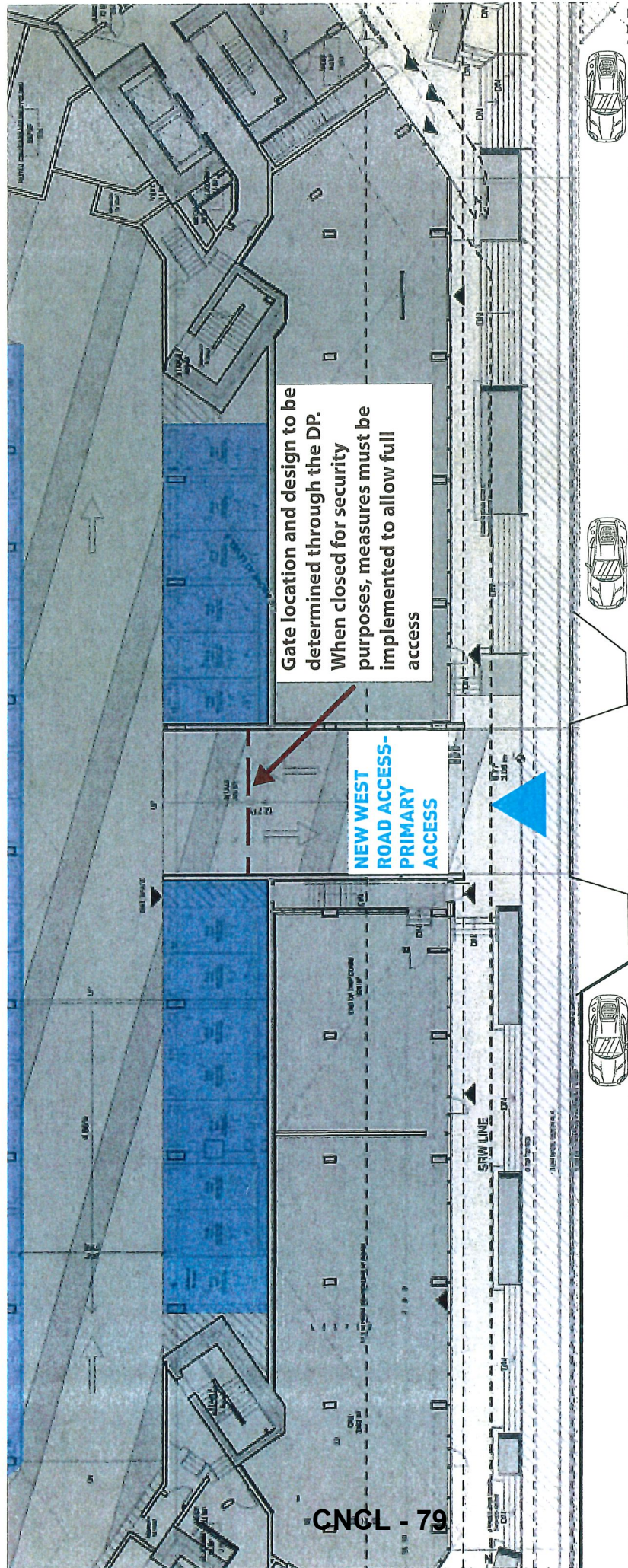


HOTEL DROP OFF

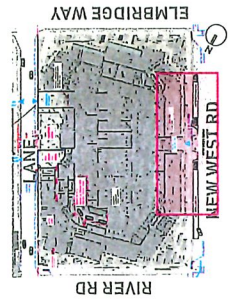
HOTEL DROP-OFF MOVED INTO PARKADE TO REDUCE LANE CONGESTION



NEW WEST PARKADE ENTRANCE TO ACT AS PRIMARY RESIDENTIAL ENTRANCE,
DIRECTIONAL SIGNAGE AND VEHICLE ENTRANCE SIGNAGE TO BE DETERMINED THROUGH DP

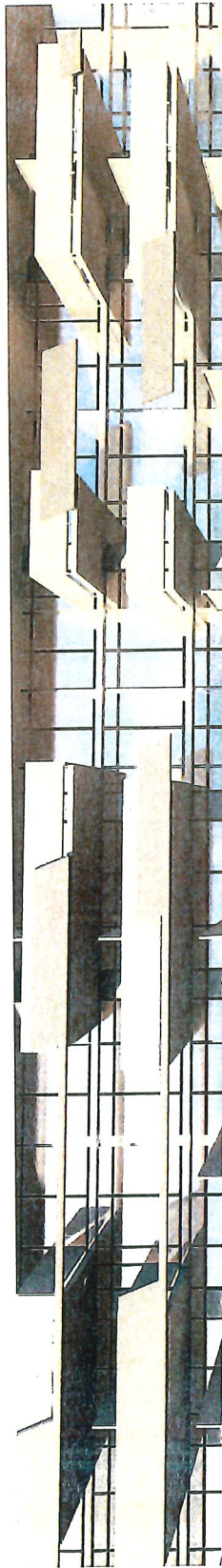


NEW WEST ROAD

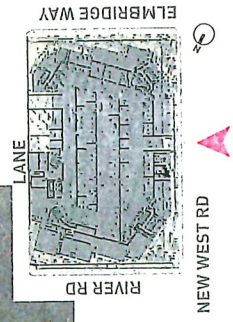


NEW WEST ENTRY

NEW WEST PARKADE ENTRANCE TO ACT AS PRIMARY RESIDENTIAL ENTRANCE,
DIRECTIONAL SIGNAGE AND VEHICLE ENTRANCE SIGNAGE TO BE DETERMINED THROUGH DP

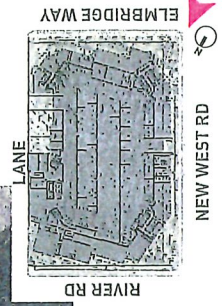


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NEW WEST ENTRY

DIRECTIONAL SIGNAGE AND VEHICLE ENTRANCE SIGNAGE TO
BE DETERMINED THROUGH DP





Public Works and Transportation Committee

Date: Wednesday, April 19, 2023

Place: Council Chambers
Richmond City Hall

Present: Councillor Carol Day, Chair
Councillor Michael Wolfe
Councillor Kash Heed
Councillor Alexa Loo (by teleconference)

Absent: Councillor Chak Au

Also Present: Councillor Laura Gillanders (by teleconference)
Councillor Any Hobbs

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on March 22, 2023, be adopted as circulated.

CARRIED

AGENDA ADDITION

It was moved and seconded

That 480 Bus be added to the agenda as Item No. 3A.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

Public Works & Transportation Committee

Wednesday, April 19, 2023

1. **AZURE ROAD NEIGHBOURHOOD: RESULTS OF RESIDENTIAL PERMIT PARKING REVIEW**

(File Ref. No. 10-6455-01) (REDMS No. 7172178)

In response to queries from Committee, staff noted that (i) the traffic management and parking plan will be determined through a separate process, (ii) in regards to the Spires Road pilot project, staff have been given direction by Council to pursue a residential permit parking pilot through a traffic management plan, and (iii) staff are seeking Council endorsement to engage with Alta Court residents over the next few weeks to develop an implementation plan for a residential permit parking program, similar to what is being done in the Spires Road neighbourhood.

It was moved and seconded

- (1) *That Staff engage with the residents on Alta Court to develop a resident permit parking pilot program, as described in the staff report titled "Azure Road Neighbourhood: Results of Residential Permit Parking Review" dated April 3, 2023, from the Director, Transportation; and*
- (2) *That should the majority of residents on Alta Court wish to participate in such a program, staff will bring forward the necessary City Bylaw amendments for Council consideration.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

2. **2023 NATIONAL PUBLIC WORKS WEEK - MAY 21 TO 27, 2023: CONNECTING THE WORLD THROUGH PUBLIC WORKS**

(File Ref. No. 10-6000-) (REDMS No. 7171389)

Staff highlighted that in-person events are returning in May, including Project WET, the City's annual water education program developed in partnership with the Richmond School Districts, and the Public Works Open House on May 13, 2023, with an expected attendance of over 8,000 residents.

It was moved and seconded

That the 2023 in-person event and virtual campaign plan and theme to recognize National Public Works Week as outlined in the staff report titled "2023 National Public Works Week - May 21 to 27, 2023: Connecting the Works Through Public Works", dated March 15, 2023 from the Director, Public Works Operations, be received for information.

CARRIED

Public Works & Transportation Committee

Wednesday, April 19, 2023

3. **RECYCLING AND SOLID WASTE MANAGEMENT – REPORT 2022: TAKING ACTION TO REDUCE WASTE**

(File Ref. No. 10-6370-01) (REDMS No. 7174996)

In response to queries from Committee, staff noted that (i) the bike reuse program has not yet been implemented, and staff estimate they will receive approximately 10-15 bikes per week, (ii) the storage of bikes will be assessed through a feasibility study, and (iii) the installation of the trash skimming device at Steveston Harbour is targeted for this quarter.

It was moved and seconded

- (1) *That the report titled, “Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste” dated March 13, 2023, from the Director, Public Works Operations, be endorsed.*
- (2) *That the “Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste” be made available to the community on the City’s website and through various communication tools including social media channels and as part of community outreach initiatives.*

CARRIED

3A. **480 BUS**

(File Ref. No.)

Discussion ensued with regard to the indefinite service suspension of the 480 bus route, an express route connecting UBC and Bridgeport Station.

In response to queries from Committee, staff noted that Mayor Brodie and Transportation staff have advocated to TransLink for the reinstatement of the 480 bus service.

4. **MANAGER’S REPORT**

(i) *Transportation Department Staffing Update*

Staff briefed Committee on the hiring of a new Manager of Transportation Development and Design.

(ii) *Left Turn Lane at Cambie Road and No. 5 Road*

In response to queries from Committee, staff noted that property acquisition is a contributing factor for the project delay.

(iii) *Capital Projects Open House*

Staff highlighted that in addition to the upcoming Public Works Open House, the Capital Projects Open House taking place today at City Hall highlights capital projects and public art throughout the city and can be viewed online through Let’s Talk Richmond.

Public Works & Transportation Committee
Wednesday, April 19, 2023

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:26 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, April 19, 2023.

Councillor Carol Day
Chair

Shannon Unrau
Legislative Services Associate



City of Richmond

Report to Committee

To: Community Safety Committee

Date: March 20, 2023

From: Dave Chauhan
Chief Superintendent, Officer in Charge

File: 09-5000-01/2023-Vol
01

Re: 2023-2024 Richmond RCMP Detachment Annual Performance Plan
Community Priorities

Recommendation from Officer in Charge

That the priorities, Property Crime, Organized Crime, Road Safety and Vulnerable Persons, listed in the report titled "2023-2024 Richmond RCMP Detachment Annual Performance Plan – Community Priorities", dated March 20, 2023 from the Officer in Charge, Richmond RCMP, be endorsed for inclusion in the Richmond RCMP Detachment's fiscal year 2023-2024 (April 1, 2023 to March 31, 2024) Annual Performance Plan.

Dave Chauhan
Chief Superintendent, Officer in Charge
(604-278-1212)

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS:
APPROVED BY CAO 	

Report

Origin

The Officer in Charge (OIC) of the Richmond RCMP Detachment (Richmond Detachment) is committed to aligning the Richmond Detachment's strategic goals with the City of Richmond's vision "to be the most appealing, livable and well-managed community in Canada" and the RCMP's vision to promote safe communities. As such, the Richmond Detachment requests the Council's endorsement of its Annual Performance Plan (APP) for the 2023-2024 fiscal year (April 1, 2023 to March 31, 2024).

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

3.2 Leverage strategic partnerships and community-based approaches for comprehensive safety services.

Findings of Fact

Background

As part of the mandate of the Strategic Policy and Planning Directorate, all RCMP units, including the Richmond Detachment, launch a new APP every fiscal year. This process facilitates the management and administrative practices across the organization and allows for enhanced strategic planning activities and performance management tracking. Local APPs are informed by organizational priorities, crime trends and discussions with stakeholders to identify areas for continuous improvement.

The priorities recommended for the APP are not intended as an exhaustive list of the Richmond Detachment's policing objectives and are specifically guided by internal RCMP strategic plans noted below. The priorities for Richmond are selected in alignment with the strategic pillars identified in the 2021-2025 Richmond RCMP Detachment Strategic Plan noted below:

- People
- Promoting Public Safety
- Targeted Enforcement

These pillars provide the foundation for the majority of operational and administrative initiatives undertaken by the Richmond Detachment, including the priorities identified in the APP. Furthermore, the priorities are guided by goals and objectives for the RCMP nationwide outlined in the RCMP's Vision 150 Plan¹. The Vision 150 Plan marks the 150th anniversary of the RCMP in 2023 and is intended to guide the modernization of the RCMP as an organization. Considering

¹ Vision 150 and beyond is the RCMP's Strategic Plan, <https://www.rcmp-grc.gc.ca/vision150/strategic-plan-strategique/index-eng.htm>

these guiding documents together allows for a tailored and measured approach to strategic planning and performance management activities at the Richmond Detachment.

The APP ensures policing initiatives are aligned with the City of Richmond and RCMP strategic priorities and allows the OIC to evaluate and manage police resources, programs and operations systematically. It also provides a valuable consultation and reporting mechanism for the City, the Commanding Officer of RCMP “E” Division and Richmond Detachment staff.

Planning

The OIC regularly engages with Council and City staff to identify opportunities for improved service delivery in the community. The Richmond Detachment also promotes community and stakeholder engagement in developing responses to policing priorities. This process contributes to a robust framework for strategic planning activities. It allows for the coordination of policing objectives with the City’s unique needs, as well as the RCMP’s national, provincial and district initiatives. Measurements, targets and integrated risk assessments for policing initiatives are also created annually to monitor performance and manage opportunities and risks.

Quarterly Performance Updates

Every quarter, Council receives an update on the status of the APP, which highlights the progress of objectives and policing initiatives. The quarterly update includes a summary of actions supporting each priority and outlines any opportunities or challenges that may have emerged.

Annual Performance Plan Features

The APP is designed to enhance planning, management and administrative practices for RCMP Units and Detachments and provides the foundation for the following five organizational initiatives:³

- Contract and Aboriginal Policing Community Plans;
- Integrated Risk Management;
- Unit Level Quality Assurance;
- Performance Management; and
- Performance Improvement.

Analysis

Community Priorities

The Community Priorities outlined in the APP are selected through an ongoing strategic planning process, which includes the analysis of police statistics and emerging public safety issues, reviewing existing programs and initiatives and the contributions of regular discussions with stakeholders, including interviews conducted to support the Richmond RCMP Detachment Strategic Plan. As part of this process, the Richmond RCMP conducts extensive community

³ As per RCMP Administrative Manual Chapter 18.2 Annual Performance Plan

engagement, which aligns with the launch of a new plan approximately every five years, to ensure that the priorities are current and relevant to the community. The most recent extensive community engagement was conducted through the Let's Talk Richmond platform in March 2020. The findings have informed ongoing stakeholder discussions, which have led to new programs and initiative implementations.

The selected priorities are comprehensively reviewed to identify possible opportunities and risks. Initiatives supporting each priority are then developed through a collaborative planning process, where performance measures are identified for each priority to assist with evaluating the success and impacts of the initiatives. This process facilitates an effective response to the identified objectives and provides an opportunity to demonstrate accountability to stakeholders and the broader community.

After assessing the impacts of the previous year's APP and analyzing recent crime trends and stakeholder feedback, the OIC is recommending that Council align this year's priorities with those of the last year to maintain the Richmond Detachment's commitment to these strategic priorities while also continuing to develop the responses and initiatives promoting these objectives. As such, the OIC is recommending continuing with the following four priorities for this year's APP (April 1, 2023 to March 31, 2024):

1. Property Crime;
2. Organized Crime;
3. Road Safety; and
4. Vulnerable Persons.

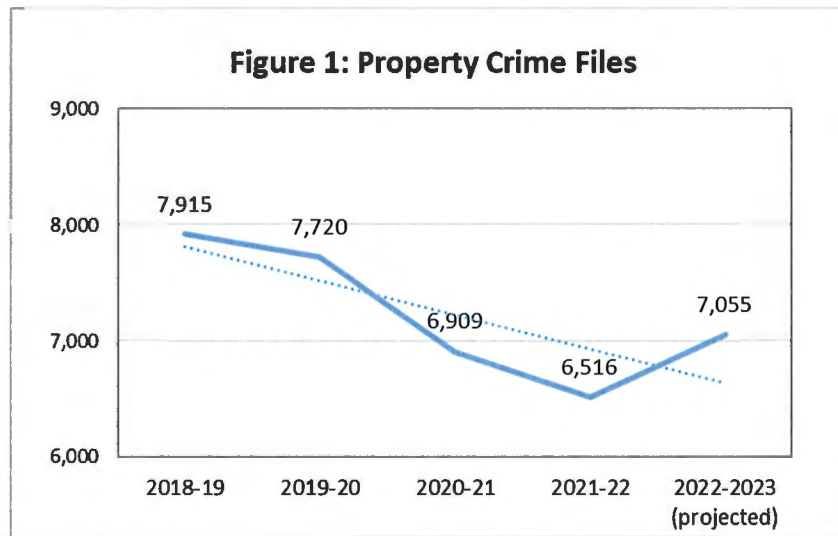
These four priorities are sufficiently broad in scope to cover emerging trends and concerns that are topical to our community.⁴

The remainder of the report provides the rationale for continuing with the established priorities.

Property Crime

Statistical analysis of property crime incidents for the last five years has identified a decreasing trend, with prominent reductions in the 2020-21 and 2021-22 fiscal years, primarily attributed to the impacts of the COVID-19 pandemic. However, as public behaviours return to pre-pandemic patterns, property crimes have also increased. Due to this observed trend, property crime remains a community priority.

⁴ Council added "Hate Crimes/Incidents-Promoting diversity in the community" as a fifth priority in the 2022-2023 Richmond RCMP Detachment Annual Performance Plan. The OIC maintains this priority as part of the Strategic Plan but is not recommending it for inclusion as part of the APP. All initiatives and programs developed in support of promoting diversity will continue under the coordination of the Diversity and Inclusion Section.



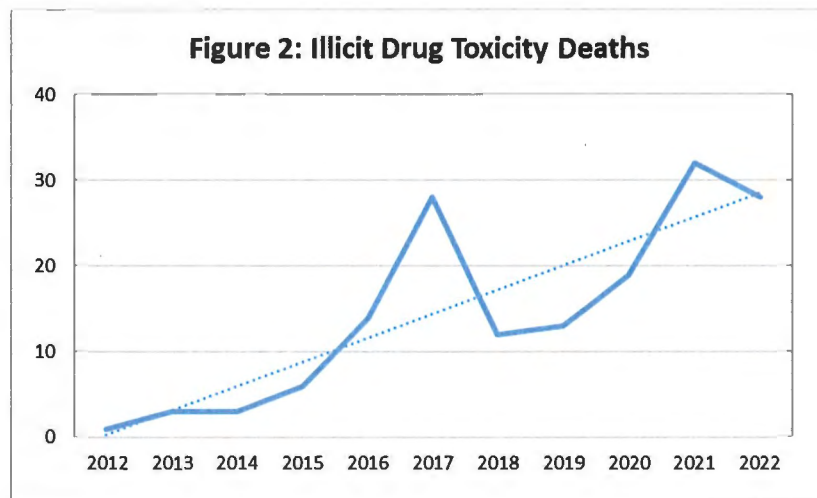
The Richmond Detachment has continued to deploy a robust crime reduction strategy built on intelligence-led crime analysis to target property crimes. This includes a recently updated crime reduction model, which enhances collaborative engagement strategies and opportunities across all detachment policing units. These responsive measures include the management of prolific offenders, proactive policing initiatives, collaborations with partner agencies and targeted enforcement projects, and increased training for police officers. Police will continue to deploy these measures while also working to develop enhanced public engagement and communication strategies, including raising community awareness of crime prevention resources and programs. This will include ongoing public messaging regarding emerging patterns and trends.

The Richmond Detachment is also looking to expand existing crime prevention initiatives by enhancing public outreach and police visibility with regular foot patrols and business outreach and hosting and attending various events. In addition to serving as crime prevention measures, these activities and the Block Watch program also help enhance public perceptions of community safety. Presentations to different community groups, including seniors and newcomers to Canada, are an additional educational tool that will continue to be promoted. Volunteer programs such as Lock Out Auto Crime, Crime Watch and bike patrols are further measures that support crime prevention initiatives and will continue to be pursued this fiscal year.

Organized Crime

The Richmond Detachment has maintained organized crime as a community priority. While the overall violent crime rate has been decreasing in Richmond, the OIC is committed to combatting organized criminal activities, which include drug trafficking, drug production, fraudulent activities and money laundering. These activities pose numerous public safety concerns, including the dangers of clandestine drug labs and gang violence.

Over the last 10 years, the number of deaths related to illicit drug toxicity in Richmond has been trending upwards.⁵ While there was a notable decrease in 2018, the numbers began to rise in subsequent years. Police recognize the danger that these illicit drugs pose to the community, and specialized investigators have worked to target drug trafficking and drug production. In the 2022-2023 fiscal year, investigators conducted several significant organized crime-related investigations, including files which led to the dismantling an illegal gaming house and the seizure of various quantities of drugs, cash and weapons, in addition to resulting in notable arrests.



In addition, investigators continue to see emerging cybercrime trends, such as cryptocurrency fraud. These crimes often have a nexus to organized crime due to their sophisticated and organized nature and the potential for significant monetary gains for criminals. The Economic Crime Unit (ECU) has developed various investigative and awareness initiatives, including enhanced internal training sessions and the distribution of public information resources available in English, French and Traditional Chinese. The ECU will continue to expand these programs while exploring additional education and enforcement measures.

The Richmond Detachment continues to prioritize investigations and measures that target the disruption of organized crime. These initiatives include gang suppression patrols, projects targeting illicit gaming locations, fraud prevention awareness, and programs promoting youth education, intervention and engagement.

Road Safety

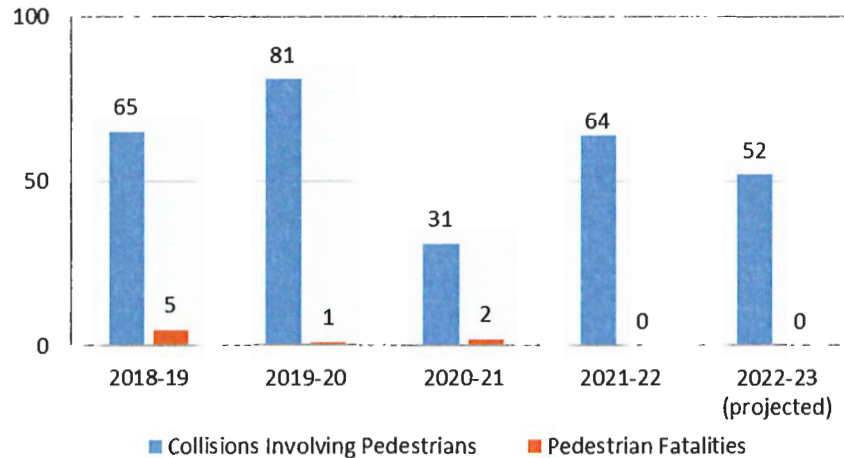
The Richmond Detachment continues to work on improving safety on Richmond's roads and has maintained road safety as a community priority. This objective has been approached with a comprehensive road safety strategy built on intelligence-led analysis, the engagement of community policing volunteers, public education campaigns and ongoing proactive enforcement

⁵ <https://www2.gov.bc.ca/assets/gov/birth-adoption-death-marriage-and-divorce/deaths/coroners-service/statistical/illicit-drug.pdf>

efforts. Vehicle collisions involving pedestrians decreased in the 2022-23 fiscal year, and no pedestrian fatalities have occurred in the last two fiscal years.

2023 is seeing an emerging trend of traffic incidents with significant injuries or death in some incidents. The Detachment is closely monitoring this trend and continuing to prioritize road safety education and enforcement.

Figure 3: Vehicle Collisions Involving Pedestrians



The Richmond Detachment is continuously promoting public education campaigns and leveraging social media to increase awareness of road safety topics, including distracted driving, speeding, impaired driving and pedestrian safety. In addition, the Community Engagement Team and volunteers have conducted road safety outreach and deployments targeting these concerns. These actions have included Fail to Stop and Speed Watch deployments and pedestrian safety outreach events where thousands of safety reflectors were distributed throughout Richmond.

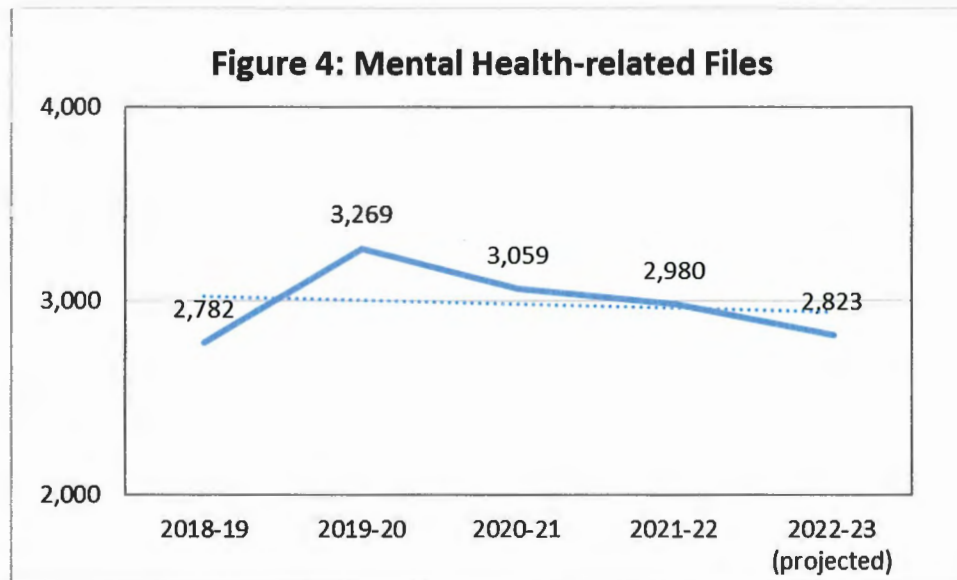
This consistent messaging and ongoing targeted enforcement efforts will remain a priority this fiscal year. Enforcement projects continue to be based on collision data and feedback received from the community. In addition, the Youth Section continues to conduct regular enforcement projects in school zones.

The Richmond Detachment has also engaged partner agencies for a variety of joint operations, including policing agencies from other jurisdictions, City Bylaws and Passenger Transportation Enforcement Officers to target a variety of safety issues. The 2022-2023 fiscal year included projects targeting illegal ride-hailing, e-bike/e-scooter safety and commercial vehicle enforcement.

Vulnerable Persons

The Richmond Detachment is maintaining vulnerable persons as a community priority. After several years of increases, mental health-related calls for service in Richmond began to decline in the 2020-2021 fiscal year. This has been attributed to several factors, including launching the

Fox 80 Mental Health Car (Fox 80) in October 2019 in partnership with Vancouver Coastal Health. This program, which consists of a mental health nurse and police officer providing a joint response to calls where mental health is a concern, offers specialized support to clients in crisis.



While the number of files and police apprehensions has remained stable, the demand for police resources remains high. The average hospital wait time increased by five per cent in 2022. To address these challenges, the Vulnerable Persons Unit has promoted collaborative responses to complex social issues surrounding vulnerable persons, including mental health concerns, addiction and homelessness. Moreover, the Richmond Detachment has taken on a leadership role in enhancing partnerships and client support services by working with stakeholders to find viable solutions to assist vulnerable clients. Fox 80 is the most prominent of these programs; however, various ongoing initiatives exist, including collaboration with the Assertive Community Treatment team.

Homelessness remains an ongoing safety concern. To address the multi-faceted needs of individuals experiencing homelessness and develop sustained solutions to these complex social issues, the VPU collaborates with partners, including the Joint Operations Team. The VPU also conducts regular outreach with the Ministry of Social Development and Poverty Reduction (MSDPR) and provides information on available support services.

This fiscal year, the Richmond Detachment will continue to focus on collaborative responses to issues surrounding vulnerable persons while also working on increasing member training and awareness covering these issues.

Financial Impact

None.

Conclusion

Richmond Detachment requests Council endorse the following as Community Priorities for inclusion in the 2023-2024 Annual Performance Plan (April 1, 2023 to March 31, 2024):

1. Property Crime;
2. Organized Crime;
3. Road Safety; and
4. Vulnerable Persons.

The targeted activities, as described in the APP, will include a focus on intelligence-led policing, offender management, officer visibility and crime reduction initiatives through community education, engagement and partnerships, as well as intervention and prevention programs.



Edward Warzel
Manager, RCMP Police Services
(604-207-4767)



City of Richmond

Report to Committee

To: General Purposes Committee
From: Peter Russell
Director, Sustainability and District Energy
Re: **Richmond Circular City Strategy**

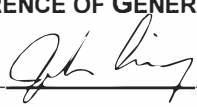

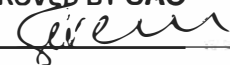
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Vol 01

Staff Recommendation

That the Richmond Circular City Strategy in Attachment 1 in the report titled “Richmond Circular City Strategy” from the Director, Sustainability and District Energy, dated March 1, 2023, be endorsed;

Peter Russell
Director, Sustainability and Dist Energy
(604-276-4130)

Att. 2

REPORT CONCURRENCE		
ROUTED To:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Economic Development	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Public Works	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Corporate Communication	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Purchasing	<input checked="" type="checkbox"/>	
Intergovernmental Relations	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

At the Council meeting held on October 11, 2022, City Council resolved that:

That, as described in the report titled “Richmond Circular City Strategy” from the Director, Sustainability and District Energy, dated September 1, 2022:

- a. the Richmond Circular City Strategy in Attachment 1 of the report be endorsed for the purpose of public consultation as a framework to establish a strategic approach to the transition to a circular economy in Richmond;*
- b. a funding application to the Federation of Canadian Municipalities be submitted for undertaking a Material Flow Analysis Study; and,*
- c. the Chief Administrative Officer and General Manager, Engineering and Public Works be authorized to enter into a funding agreement with the Federation of Canadian Municipalities and that it be included in the Consolidated 5 Year Financial Plan (2023-2027) accordingly.*

This report responds to items (a). Item (b) and (c) were addressed in a memorandum dated February 7, 2023.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

2.5 Work collaboratively and proactively to attract and retain businesses to support a diversified economic base.

This report supports Council’s Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.

5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.

5.2 Support the preservation and enhancement of Richmond’s natural environment.

5.3 Encourage waste reduction and sustainable choices in the City and community.

5.4 Support agriculture and local food systems to enhance food security.

Analysis


This report seeks Council’s endorsement of the Richmond Circular City Strategy (Strategy), found in Attachment 1. After public consultation in the fall of 2022, the Strategy was updated based on public and stakeholder feedback.

Strategy Overview

The development of the Strategy was guided by a comprehensive review of current City plans, strategies, and programs to identify complementarities and opportunities for circular innovation. Furthermore, staff took advantage of every opportunity to enhance partnerships with the community and stakeholders by including their feedback while developing the Strategy. Through this work, the City has emerged as one of Canada's leading cities in advancing circularity and climate actions by demonstrating true innovation, collaboration and effective approaches. Input received from community and regional stakeholders has been carefully considered and integrated into the updated Strategy that includes 6 directions and 84 actions (see Table 1), setting Richmond on a course toward achieving 100% circularity by 2050.

Table 1 – Strategy's Directions & Objectives

	1. Maximizing ecosystem services Enhance natural ecosystem services through regenerative ecosystem management, increasing the environment's ability to provide public benefits and economic resilience.	1.1 Promote a comprehensive, multi-level regulatory and support framework to facilitate a shift towards sustainability and circularity in ecosystem management 1.2 Advance the value of Richmond's natural capital assets 1.3 Promote nature-based solutions 1.4 Build capacity and raise awareness about the value of ecosystem services to the city
	2. Regenerative food system Foster an agricultural and food production system that rehabilitates and enhances soil productivity, water management and fertilizer use.	2.1 Establish a nutrient and resource flow inventory for Richmond's food system 2.2 Shorten the food chain from the farm to the fork 2.3 Increase local food production 2.4 Reduce food waste in all the food chain 2.5 Reduce the need of chemical fertilizers and pest control while increasing the land productivity 2.6 Build capacity and raise awareness among the food system industry and stakeholders
	3. Resilient and innovative economy Empower cross-sector businesses in the adoption of circular strategies in their business practices.	3.1 Strengthen Richmond's business sector by fostering sustainable growth through circular practices 3.2 Increase businesses' resilience and innovation with circular strategies 3.3 Develop a framework for promoting circular economic transition in alignment with sustainable development goals 3.4 Encourage synergies and collaboration in the local market 3.5 Build capacity and awareness among businesses and stakeholders
	4. Shared mobility Explore and support a shared transportation and mobility system.	4.1 Calculate the mobility material intensity and resource efficiency 4.2 Reduce the use of virgin materials and material footprint in the mobility system 4.3 Facilitate the implementation of an integrated mobility sharing vehicles infrastructure and "mobility as a services" solutions 4.4 Reduce distances by increasing access to co-working spaces, digital solutions and virtual services 4.5 Support continuous improvement in the local logistic system
	5. Adaptive built environment Maximize the optimal use of construction materials and buildings, infrastructure, and land.	5.1 Assess the material usage in the built environment 5.2 Regenerate materials flow by promoting salvage and secondary use materials 5.3 Develop sectoral capacity and skills 5.4 Promote the use of new materials and develop research and pilot projects 5.5 Promote circular standards for constructions

		5.6 Collaborate to create joint value
	6. Consumer materials management	6.1 Understand the urban metabolism of Richmond
	Promote efficiency in consumer products materials and end-of-life management.	6.2 Promote new circular consumption behaviors and material use
		6.3 Support the urban industry symbiosis by fostering collaborative relationship
		6.4 Enhance upcycle infrastructure for consumer goods' materials

The City's Strategy acknowledges that communities are facing a pivotal moment of change, as the global economy rapidly transitions towards a future characterized by sustainable resource flows in a low-carbon economy. In order to foster long-term sustainable social and economic opportunities, the Strategy will align closely with the current efforts of other local and senior governments to implement circular economy practices. Because of implementing the Strategy's actions, the City can expedite its progress towards a resilient economy, and establish a comprehensive approach to create a solid foundation for future prosperity.

Community and Stakeholder Engagement

In the fall of 2022, Council directed staff to carry out a public consultation program to solicit feedback on the proposed actions within the Strategy. Feedback from previous stakeholder workshops for related initiatives also created valuable content for developing the draft. Numerous engagement activities were carried out during the consultation process, including:

- **Stakeholder Engagement Workshops:** In-person and online workshops that guided participants through the proposed Strategy's directions and actions allowing stakeholders to share their ideas and feedback. A total of 65 stakeholders attended the November 23, 2022, in-person workshop. Additional online focus groups were engaged.
- **Let's Talk Richmond:** The project ran from November 15 to January 8. It received 814 visitors, of which 170 completed and submitted the online survey.
- **Social Media Campaign:** A social media outreach effort was undertaken to engage with stakeholders through the City's Twitter, Facebook, and Instagram channels. The campaign reached over 10,000 individuals.
- **Advisory Committees:** Staff presented to the Advisory Committee on the Environment, Economic Advisory Committee and Food Security and Agricultural Advisory Committee. Committee members were invited to provide feedback via Let's Talk Richmond, by email (circulareconomy@richmond.ca) and/or in the meetings.
- **Virtual Engagement:** The Strategy was emailed to 150 stakeholders with a PDF form to provide feedback. This allowed staff to collect a wide variety of input from stakeholders and to identify the most effective strategies for moving forward with the proposed Strategy.
- **Visual Communications in City's Facilities and Infrastructure:** The use of visual communications, such as posters and brochures, in community facilities and ads in transit shelters helped to create awareness about the Strategy and increase public participation in the process of providing feedback.

Overall, the feedback revealed that participating residents and stakeholders strongly supported the Strategy. Comments helped narrow down the most effective and efficient actions and targets

in the Strategy, including noting various technical and non-technical activities such as developing new pilot projects and supporting educational initiatives. Detailed input from the community and stakeholders is included in Attachment 2. Overall, the following themes emerged:

- Focusing on climate mitigation and adaptation outcomes in the pursuit of circularity;
- A shift towards circularity is an opportunity for businesses to manage costs, create employment opportunities and retain economic vitality;
- Working with builders and developers to reduce embodied carbon, construction waste and to build skills in the workforce. Increasing salvageable materials from demolition was noted often;
- Emphasis was placed on the importance of ongoing collaboration with businesses and community stakeholders, including with indigenous communities;
- Educating future leaders is crucial, including regenerative approaches to resource use;
- Increase convenience and accessibility for repurposing, recycling and collecting recyclable materials;
- City leadership will be key, as will coordination with all levels of government. Comments were received regarding the responsible use of City funding to support the initiative; and,
- Development and reporting of key performance metrics to guide implementation.

Residents and stakeholders also noted where they would like to see more action, including: increasing the protection of natural resources within urban development; building community awareness; developing tools for businesses; and, providing opportunities for leaders and innovators to network and collaborate. Stakeholders suggested creating a community circular economy group to exchange ideas and act as ambassadors.

Beyond using feedback to refine actions in the Strategy, the feedback will also be used to guide the City's work when bringing forward detailed actions, prior to further community and stakeholder input, as needed. The Strategy in the report includes iterative refinements of proposed implementation actions and targets based on public and stakeholder feedback.

Strategy Implementation

The Strategy outlines an approach to implementation that is both opportunistic and strategic in nature. This approach intends to take advantage of new opportunities that may arise in the coming years, including the implementation of upcoming federal and provincial programs, the expansion of regulatory mandates, and the dynamic evolution of technologies. Methods to implement the Strategy will include:

- The Strategy will be implemented in conjunction with other plans to address opportunities involving materials and resource flows impacting the community.
- The completion of the material flow analysis will identify resource flow mapping in specific areas, more below. The results will enable the identification of opportunities to reduce environmental and community impacts, as well as areas where resources are wasted, offering the opportunity to reduce overall costs.
- Some actions may require pilot projects, stakeholder collaboration, and public consultation or changes/updates to City policies and regulations. Appropriate levels of

research and technical analysis will be required for many actions before being considered for implementation. Any proposed updates to City policies and regulations would be brought forward in future reports for Council consideration, including new funding as needed.

- There may be some actions in the strategy that the City is not in a position to implement, especially in the short term, since they are dependent on measures taken by senior levels of government. As a result, cooperation between senior levels of government is essential to the long-term success of the strategy, as it ensures that the City will have the capability to implement actions collaboratively with different levels of government.

Staff will report back to Council every two years to outline progress towards achieving the goals and targets outlined in the Richmond Circular City Strategy. Updates on the implementation of identified actions and any necessary adjustments will be provided during this time period on an as-needed basis.

Next steps

The following activities will support progress toward the City's vision for a circular city:

- **Material Flow Analysis Study:** The study is a critical step in establishing an assessment of current circularity in Richmond. It is proposed to focus primarily on the resources used within Richmond to produce goods and services and to identify relationships between resource flows, social activities, economic development, and environmental changes but regional data will also be used where local data gaps exist. A funding application was submitted to the Federation of Canadian Municipalities, as approved by Council in October 2022 when the draft Richmond Circular City Strategy was presented. Additional operating budget funding was also approved at this time to complete the study.
- **Embodied Carbon Analysis:** The material use intensity of the built environment contributes to approximately 26% of Metro Vancouver's GHG emissions. Metro Vancouver and the City of Vancouver are taking steps to reduce embodied carbon emissions and promote resilient buildings in order to achieve the long-term goal of carbon-neutral building stock by 2050. Staff will be working with other interested cities and jurisdictions in analyzing the embodied carbon in new buildings and retrofit activities in Richmond. This work is expected to support the establishment of local targets in conjunction with regional partners. Other considerations include the implementation of monitoring and reporting procedures, industry adoption of circular construction practices to improve sustainable design, material selection, and supply chain optimization and product innovation. The embodied carbon analysis will be exploratory initially, focused on understanding potential policy or incentive implications. Should additional resources be required for furthering the work, there is adequate operating budget available. If a policy is considered, staff will bring forward a report that may include a request for implementation resources.
- **Showcases and pilot projects:** Develop showcases and pilot projects, such as the City's innovative reclaimed asphalt pavement project, focused on materials such as textiles, concrete, and mass timber. These projects will provide opportunities for collaboration across the value chain. Pilot projects will document lessons learned and best practices for future projects that can be shared broadly, in an effort to support industry and regulation

changes where possible. The City can also provide better access to information, data, and metrics to influence consumer behaviour and help track economic and environmental metrics. Operating budgets and/or capital projects will cover the planning and development of showcases and pilot projects at this stage. If additional project resources are required, a separate report will be brought forward for Council consideration.

- **Continuous collaboration:** To foster partnerships, the City will seek opportunities to establish regular meetings with key stakeholders to review progress on the implementation of the Strategy, identify potential areas of improvement, and ensure that all stakeholders are aware of new developments and opportunities related to the circular economy. Additionally, the City can explore opportunities to participate in cross-jurisdictional initiatives and partnerships to leverage collective expertise and resources to support a local transition to a circular economy. Stakeholder engagement would be undertaken using existing resources.

Staff will report back to Council every two years to outline progress towards achieving the goals and targets outlined in the Richmond Circular City Strategy. Updates on the implementation of identified actions and any necessary adjustments will be provided during this time period on an as-needed basis. Finally, when new information comes forward related to aspects of the Strategy, such as GHG inventories, staff may update content in the Strategy document and inform Council via memorandum, making the Strategy a living plan.

Financial Impact

There are no financial implications stemming from this report. As noted, a funding application has been submitted to the Federation of Canadian Municipalities in October 2022 when the draft Richmond Circular City Strategy was presented; additional operating budget funding was also approved at this time.

Conclusion

The City has demonstrated a commitment to advancing the circular economy by engaging the community and stakeholders, delivering tangible projects and developing a living proposed Strategy that can be refined and updated over time. The development of the proposed Strategy benefited from an inclusive engagement process, which involved public consultation and stakeholder engagement workshops. The feedback from the community and stakeholders highlighted the importance of building awareness, developing business tools, and providing opportunities for leaders and innovators to network and collaborate. The City is committed to continually collaborating with key stakeholders to implement the actions outlined in the Strategy, monitor progress towards achieving its goals, and create a circular economy that benefits all and leads the way in Canada for circular innovation and sustainability.



Marcos Alejandro Badra
Program Manager, Circular Economy
(604-204-8643)

Att. 1: Richmond Circular City Strategy
2: Public Consultation Report

RICHMOND CIRCULAR CITY STRATEGY



Cities and regions are where people, knowledge and ideas come together, where innovation is cultivated, and where most natural resources are consumed and waste generated. These dynamics position local governments at the heart of the circular economy transition.

In 2021, the City of Richmond joined the Circular Cities and Regions Initiative (CCRI), to be part of a one-year pilot to advance circular economy knowledge sharing and capacity in the Canadian local government sector. The Initiative was developed and delivered jointly by the National Zero Waste Council, the Federation of Canadian Municipalities, the Recycling Council of Alberta, and RECYC-QUÉBEC. Over the course of one year, the CCRI provided direct support, guidance and a peer-to-peer exchange for a group of 15 cities and regions as they take steps to become more circular.

By working with cities and regions of different sizes, different local contexts and at different stages of readiness, the CCRI tested and prototyped training, tools, and guidance that will be most helpful in scaling innovative place-based circular economy policies, programs and services.

The circular economy is a systems-focused approach encompassing materials and energy flows, products and services value chains and actors across different sectors, offering a new model for innovation and integration between natural ecosystems, businesses, our daily lives, and waste management. This circular way of doing business decouples materials use from social and economic growth to generate prosperity, jobs, and resilience while reducing biodiversity loss, greenhouse gas emissions, waste, and pollution.

No one actor is responsible for the circular economy, and therefore is everyone's responsibility. This Strategy identifies directions and actions that the City will work in partnership with institutions, governments, businesses, non-profit organizations to move toward the local circular economy.

This Strategy places the City at the forefront of enabling a transition to a circular economy by integrating new and existing policies, building capacities, collaborating and engaging stakeholders, and stimulating innovation and participation across the food system, business, mobility, built environment and materials management sectors.

Published by

The City of Richmond
April 2023

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Richmond Nature Park

STRATEGY-AT-A-GLANCE



This Strategy outlines a framework that will guide Richmond's transition to a circular economy.

The Richmond Circular City Strategy is an ambitious plan that is guided by a 25-year long-term vision. The Strategy has no precedent in North America, placing the City in a leadership position – a position that comes with the burden of navigating the unknown in the short term, developing best practices and processes, and seeking willing partners to support the transition to a circular city.

By following the Strategy's principles, directions, goals, and actions, the City and its partners will be able to achieve progress and results towards Richmond's vision of a circular city that maximizes the value of resources, by design, through responsible consumption, minimizing waste and reimagining how resources flow in a sustainable, equitable, low-carbon economy.



THE RICHMOND CIRCULAR CITY STRATEGY IS ALIGNED WITH CITY PLANS

The action-based approach of this Strategy is aligned with the goals as specified in the plans, strategies, programs and policies below, but is not redundant. Circular economy is about the flow of resources, materials, nutrients, products and energy. The actions in the Strategy augment the City work through an expanded focus on these flows.



● 5-Year Tourism Plan	Official Community Plan ●●●●●●●●
● Agricultural Viability Strategy	Park and Open Spaces Strategy ●●●●●
● Barn Owls Nest Box Program	Partners for Beautification ●●●
● Bat Friendly Community Recognition	Poverty Reduction Plan ●●●●●
● Biweekly Garbage Cart Program	Public Spaces Recycling Program, Event Recycling, Facilities Recycling ●
● Blue Box/Blue Cart Programs	Procurement Policy ●
● City Centre Transportation Vision	Reclaimed Asphalt Pavement Pilot Project ●●●
●●●●●●●● Community Energy & Emissions Plan 2050	Richmond Business Development Program ●
●●●●●●●● Cultural Harmony Plan	Richmond Food System Action Team ●
●●●●●●●● Farming First Strategy	Richmond Food System Assessment 2006 ●
●●●●●●●● Flood Protection Management Strategy	Richmond Foodland Report 2013 ●●●
●●●●●●●● Ecological Network Management Strategy	Richmond Garden Club ●
●●●●●●●● Enhanced Pesticide Management Program	Richmond Local Food Map ●
●●●●●●●● Green Cart Program	Richmond Nectar Trail ●●●
●●●●●●●● House Moving and Salvage Program	Richmond Pesticide Management ●
●●●●●●●● Industrial Land Intensification Initiative	Riparian Areas Regulation Response Strategy ●●●
●●●●●●●● Integrated Rainwater Resources Strategy	Single-Use Plastic and Other Items Bylaw No. 10000 ●●●●
●●●●●●●● Invasive Species Action Plan	Tree Management Strategy ●●●●●
●●●●●●●● Litter Collection Program	Wellness Strategy ●●●●●
●●●●●●●● Large Item Pick Up Program	
●●●●●●●● Resilient Economy Strategy	



Environmental impacts faced by our community

MOVING FROM A LINEAR TO A CIRCULAR ECONOMY

BEYOND PLANETARY BOUNDARIES

We need natural resources to sustain our economy, prosperity and well-being.

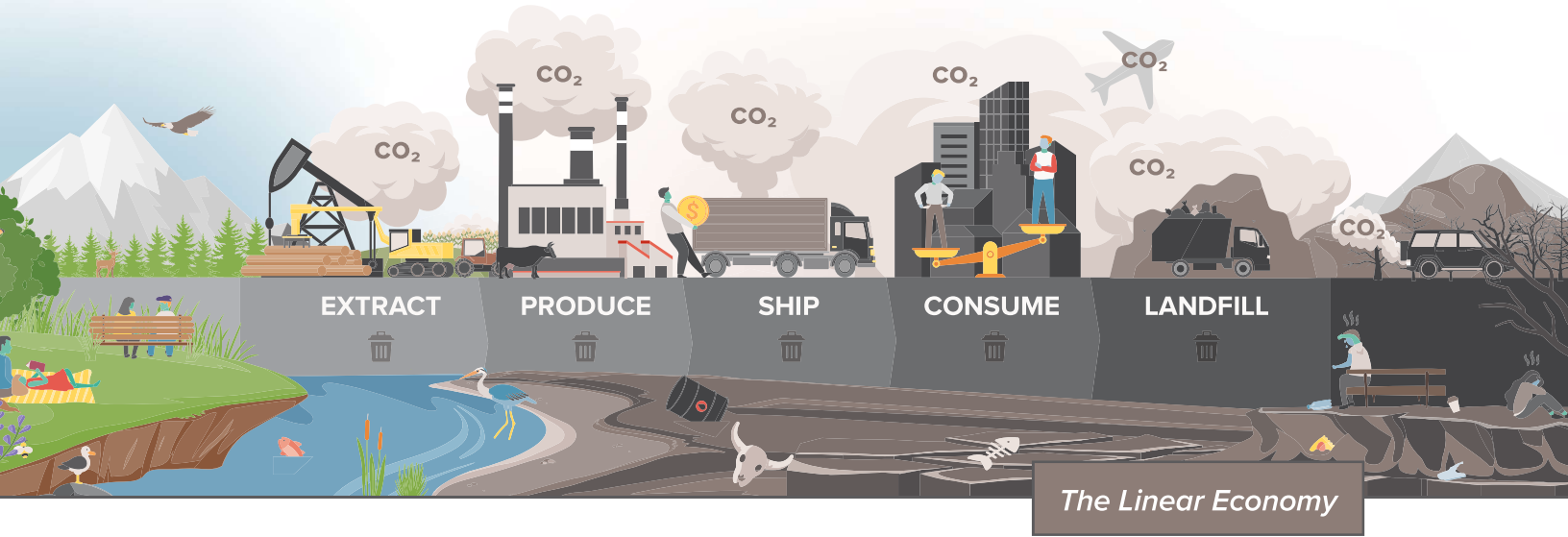
The current economy of “take-make-use-dispose” is called the linear economy, meaning things are made from virgin raw materials, used for a short period of time, and then disposed.

The biological capacity available per person on Earth is 1.6 global hectare (gha per capita). An ecological deficit occurs when the demand for natural resources exceeds the biocapacity of the planet. Our current footprint in Canada -demand for natural resources- is 8.1 gha which indicates that we need 5.1 planets to satisfy our needs. Coupled with existing waste disposal models, the over-exploitation of natural resources has led to environmental problems such as soil contamination, lost natural capital, human health problems and climate change.



Canada’s current ecological footprint (8.1 gha) would require 5.1 planet earths.

To narrow virgin raw material needs by 2050 and achieve 2030 climate commitments requires at least doubling the current portion of resources that re-enter the circular economy.



LIVING WITHIN PLANETARY BOUNDARIES

The implementation of the circular economy emerges as a counterpoint to the linear economy by closing resource loops. This model combines economic growth with a development cycle that preserves and enhances natural capital, optimizes resource production and minimizes risk through the management of limited resources and renewable loops. A circular economy, in essence, uses as few new resources as possible.

The City of Richmond’s vision for a circular economy is to maximize the value of resources, by design, through responsible consumption, minimizing waste and reimagining how resources flow in a sustainable, equitable, low-carbon economy.

Additionally, it has the potential to enable companies to reduce production costs and losses, generate new sources of revenue and reduce their dependence on natural raw materials. A circular economy strategy maintains the highest value of products and materials as long as possible to conserve critical resources, prevent waste generation, and reduce the emissions from the production of goods and services.



Wild native Yarrow

Richmond offers a diversified land use with 409 ha (1,011 acres) of industrial space, comprising 21% of Metro Vancouver’s regional inventory, and 4,993 ha (12,338 acres) of Agricultural Land Reserve with 189 farms, representing 39% of the city’s total land base. The park system consists of more than 200 acres of recreational trails and over 145 parks spread across over 1950 acres.

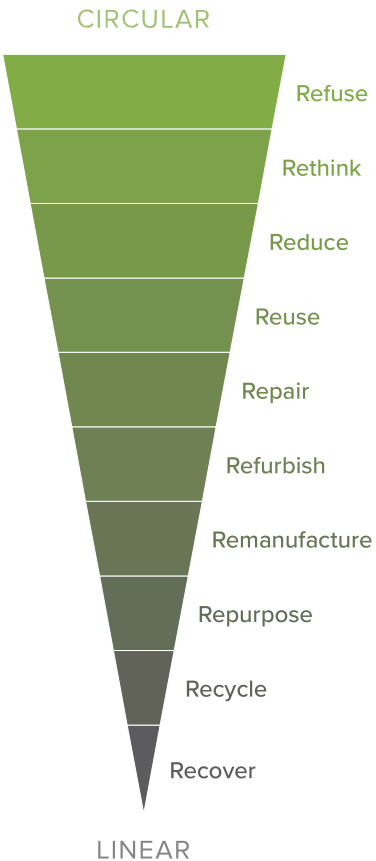


Figure 1: Circularity Ladder. We propose a circularity ladder, so called R-ladder. A variety of R-models are used to extend circular strategies, ranked in priority order. The R-ladder can be seen as a hierarchy where the highest possible step would be more ideal for a circular strategy.



Richmond North-Arm Dike

Circular cities create opportunities for a new urban future - one connected with our planet, communities, and our wealth in service of prosperity and equity in a world of finite resources. Cities and governments are moving away from a linear economy.

Moving to a circular economy will bring with it exciting opportunities to address systematic changes. The City has demonstrated leadership in sustainable development through innovative policies, programs, and services shaped

by community and stakeholder participation. Adding a circular economy focus to the City's work will contribute to achieving sustainable development, mitigating climate change, conserving natural resources, and improving the state of the environment, all while generating economic growth and jobs.

It is time to pivot to a new model of economic prosperity and adopt a holistic approach to the systemic transformation of communities.



Richmond South Dike

Regenerative production provides food and materials in ways that support positive outcomes for nature, including but not limited to healthy and stable soils, improved local biodiversity, and improved air and water quality. A regenerative building system uses low-carbon materials, reclaimed resources and nature-based solutions to provide better insulation, absorb rainwater, reduce air pollutants, and create habitats for wildlife.

PRACTICAL PRINCIPLES TO DRIVE CHANGE

The Strategy is built on the circular economy principles supported by the City to strengthen the systemic transformation from a linear to a circular economy.

The City has started using circular economy criteria in various ways, guided by the following principles:

- Design clean
- Keep using
- Collaborate to co-create
- Regenerate
- Maximize value



GROWTH WITHIN PLANETARY BOUNDARIES FOR SOCIAL EQUITY

Canada is extracting natural resources 5.1 times faster than our planet's regenerative biocapacity, placing citizens and communities at risk.

While a transition towards a circular economy does not guarantee a more equitable society, it provides an opportunity to achieve societal benefits such as poverty reduction, meaningful employment, and human well-being. An equitable transition can help ensure that the benefits (and risks) of the circular economy are equally distributed through society. The Richmond Circular City Strategy incorporates equity considerations to identify possible pathways for sustainability and outlines directions that are resource-efficient and people-centred.

BENEFITS OF A CIRCULAR ECONOMY

Richmond's circular transition will be achieved through active collaboration among different sectors and stakeholders, as well as national and international cooperation with all level of governments.

The benefits of moving to a circular economy include:

CAPACITY-BUILDING

Strengthening knowledge about the value of moving to the circular economy is crucial for the growth of businesses and entrepreneurs throughout the value chain, especially for specific key sectors such as tourism, food production and construction. Businesses and jobs related to the circular economy can gain new skills through development opportunities.

PROSPEROUS AND RESILIENT ECONOMY

Sustainable consumption models, closing (waste) material cycles, establishing collaborative partnerships among business sectors and regional stakeholders, and piloting innovative ideas are all critical to invigorate new and existing local business products and services.

COLLABORATION BETWEEN MULTIPLE STAKEHOLDERS

Multi-stakeholder cooperation is essential to encourage and support residents, businesses, non-profit organizations and institutions to participate actively in the circular economy as part of the transformation. The creation of a circular framework of collaboration tools and networking platforms will provide a common ground so that Richmond's small and large businesses can work together to implement circular economy practices.

FOSTERING INNOVATION

Circular business models can be used to accelerate innovation and benefit small and medium-sized businesses to engage in value-retention activities like repair, refurbishment, and re-manufacturing.

NEW GREEN JOBS

Studies have indicated that circularity has the potential to create jobs when businesses focus on low-carbon targets and circular sectors.

PROTECT AND RESTORE LOCAL ECOSYSTEMS

Solutions that utilize functioning ecosystems as natural infrastructure to provide ecological services for residents and the environment are expected to emerge.

REDUCE CARBON EMISSIONS

The circular economy can contribute to a 50% reduction in greenhouse gas emissions.



Recycling generates an estimated

36 JOBS

every 10,000 tonnes of "waste"



Reuse and refurbishment can create more than

250 JOBS

for every 10,000 tonnes of "waste"

A study assessing Canada's circular economy potential found the total gross domestic product (GDP) of industries assumed to have the capability to integrate secondary materials into circular practices such as refurbished or re-manufactured products in Canada was



CAD 277 BILLION

which represented 14.7% of national GDP in 2016.

CHALLENGES OF A CIRCULAR ECONOMY

The global economy extracts roughly 84 billion tonnes of materials worldwide every year. This overwhelming demand for raw materials continues to increase due to growing prosperity and an equally growing world population. Richmond's critical challenges to move towards the circular economy include:

A KNOWLEDGE GAP

There is a general lack of local knowledge and data which is required for strategic planning and decision-making. Additionally, Richmond's case studies about circular business models and the results of their implementation are lacking.

SILOED SECTORS

Specialized suppliers often operate in silos that prevent industry cooperation. Cross-sectoral collaboration and taking a systems approach are required to achieve circularity.

LACK OF ECONOMIC INCENTIVES

Due to linear supply chains, low incentives, and a lack of practical information, businesses find it complex to adopt circular approaches and strategies.

SHORT-TERM FOCUS

Sectors are focused on short-term, fast, bottom-line results without considering long-term costs and benefits.

GROWING POPULATION

The demand for better infrastructure and energy is increasing as more people move to Richmond in search of better jobs, services, and culture.

CULTURE AND LIFESTYLE

In Canada, consumerism is the dominant culture, promoting overconsumption, discouraging the use of refurbished products and recycled materials, and preventing individuals from adopting circular practices.

LOW COST OF VIRGIN MATERIALS AND DISPOSAL

The Lower Mainland has low landfill and virgin material costs, limiting waste reduction and by-product materials.

SMALL BUSINESSES FACE HIGH INVESTMENT COSTS

Because the investment cost is high in some circular business models, small businesses with limited access to capital have difficulty funding long-term investments and uncertainty on adequate returns.

FINANCIAL RISK AND FEASIBILITY

The financial risk associated with new and innovative projects and their feasibility and a lack of clear economic incentives can hinder the adoption of circular approaches. Applying circular practices may pose short-term budgetary challenges, including the initial cost of implementing cutting-edge technology, the disruption of existing business models and material flows, and the need to secure funding and investment. Businesses may encounter challenges in selling or purchasing specific waste streams as by-products or obtaining pre-used materials for their processes due to the lack of suitable markets, users, suppliers, or sellers.

ENGAGEMENT AND COLLABORATION

During the past three years, the City has carried out internal and external engagement activities, built capacity, developed plans and policies, interviewed industry representatives, developed pilot projects, conducted peer-to-peer initiatives, analyzed best practices, and gained extensive circular project knowledge, including tools, and learnings.

Additionally, City staff reviewed adopted plans, strategies, and policies to identify alignment with circular principles and opportunities for advancing the circular economy in Richmond. The Strategy's directions were also informed by regional, provincial, national and international trends and best practices.



IMPLEMENTATION APPROACH

The following six key attributes guide our approach to strategy implementation.

OPPORTUNISTIC AND STRATEGIC

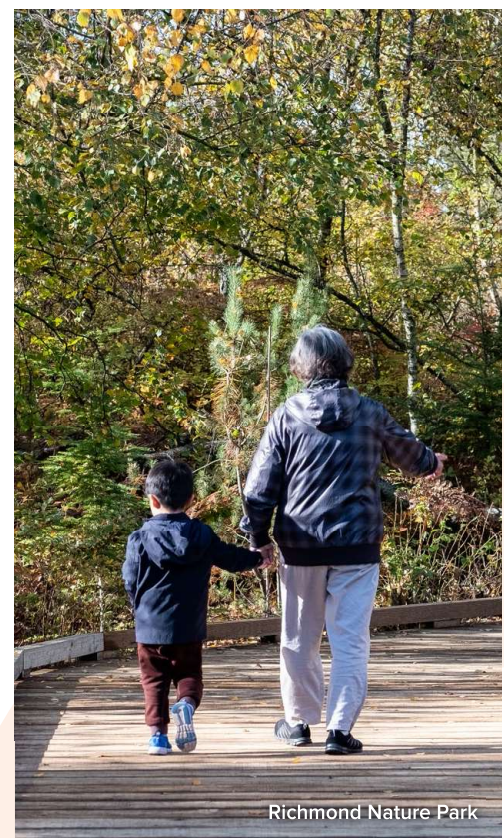
Becoming fully circular by 2050 will require a scale-up of activity. The City will take advantage of new opportunities that may arise over the years, with respect to new Federal and Provincial programs, expanded regulatory mandates, and emergence of 'break-through' technologies and approaches. Some actions will require comprehensive research and technical assessments before they can be considered for implementation.

A SET OF GUIDELINES, NOT A WORK PLAN

This document is not a detailed, phased work plan. Rather it is a blueprint that empowers the City and other actors to pursue opportunities when they are presented. This Strategy provides a sufficient level of guidance and definition so that implementation can be in the short, medium and long-term, while allowing flexibility to further refine or modify plan actions as needs arise, and developing detailed work plans as needed.

RESOURCES TO MATCH AMBITION

Sufficient resources will need to be assembled to match the scale of effort required by the Strategy. This includes identifying sources of external or partner funding, creating dedicated operating budgets for initiatives that span several years, including additional level funding requirements. Increased competency and knowledge capacity for sectors related to building electrification and decarbonization should receive high priority.



DRIVING MARKET TRANSFORMATION THROUGH COLLABORATION

Advancing the Strategy towards a circular economy will require taking advantage of collaboration and engagement opportunities between various sectors, actors, and stakeholders, as well as national and international cooperation with local governments. Collaboration has emerged as both an enabler and a necessity. To build trust and establish a foundation for collaboration, the strategy brings a comprehensive approach that allows an analysis of the current system, and enables stakeholders to work together to develop solutions to their specific needs. This approach allows stakeholders to come together to discuss data, identify areas of common need, develop capacity-building, benchmark opportunities and design pilot projects that are scaled and replicated, establishing a long-term framework for new policies and regulations.

EQUITABLE TRANSITION TOWARDS THE CIRCULAR ECONOMY

The Strategy acknowledges the opportunity to address not only environmental challenges but also social ones. With planet and people in mind, the Strategy can help us create an equitable space for all people in Richmond, including Indigenous people and First Nations, visible minorities, low-income households, women, seniors, new Canadians and persons with disabilities. To bring about true change, environmental goals need to be matched with social objectives.

DATA FOR DECISION-MAKING OR CIRCULAR ECONOMY THINKING

Monitoring the flow of materials and how they are used in society is essential to measuring Richmond's circularity throughout its metabolism. Material flow analysis produces visual maps which provide a holistic view of the input, throughput and output of resources, nutrients and energy within, or by sectors, and how these materials subsequently flow out of the sectors in the form of wastes and emissions. Since material flows are accounted for in mass, it is possible to identify the origins, stocks and leakages, as well as calculate embodied carbon. Based on the current trends of the resources use, the analysis is able to anticipate what material consumption and waste generation patterns could look like in 10 years if left unchanged. This can provide a useful baseline to compare the impact of circular scenarios, reveal economic opportunities directly linked to environmental impacts and provide technical data for decision making and planning, which would be helpful for prospective policy intervention.



STRATEGIC DIRECTIONS

SIX STRATEGIC DIRECTIONS TO ACCELERATE THE CIRCULAR ECONOMY IN RICHMOND



Richmond's six directions for achieving a circular city focuses on different resource flows by engaging a productive 'making' approach that empowers citizens, industry leaders and City's staff.

Each direction and its guiding actions focus on its own local topic, dynamic, cultural, social, economic, and technical challenges. The directions are a result of three-year comprehensive engagement activities, capacity-building actions, plan and policy development, industry interviews, pilot project development, peer-to-peer initiatives, best practices analysis and extensive project knowledge, tools, and learnings. They will guide many Richmond actors to co-create, test and implement circular practices within their local and regional context, fostering the transition towards a regenerative and circular city, providing valuable examples for other cities to engage in this necessary transition.

Six priority directions are defined to achieve the ambitions in the sectors in which the City has the most substantial impact. Progress in these areas will remove barriers that stand in the way of the transition to a circular economy.

The Strategy does not concern a particular industry, but instead proposes holistic actions to systemically change and benefit the entire community.

The progress in these six priority areas will be assessed qualitatively and quantitatively. Learning and findings will be used to improve this Strategy and design new initiatives. In this way, we will take concrete steps to accelerate Richmond's journey towards a fully circular city by 2050.

Businesses, academic institutions and research organizations, consumers, residents, and vibrant communities are all needed to achieve change. At the same time, there is still much to learn. The City's approach is a "learn-by-doing" that builds on the values of collaboration, innovation, resiliency, and adaptability. By following this approach, we can strike the right balance between being concise and remaining flexible to embrace circularity in the coming years.

The adoption of these directions can reduce the overall level of materials flowing into Richmond's economy by increasing material efficiency—in other words, getting more (or the same) from fewer resources.

SIX DIRECTIONS TO ACCELERATE THE CIRCULAR ECONOMY IN RICHMOND





1

MAXIMIZING ECOSYSTEM SERVICES

Enhance natural ecosystem services through regenerative ecosystem management, increasing the environment's ability to provide public benefits and economic resilience.



1. MAXIMIZING ECOSYSTEM SERVICES

Enhance natural ecosystem services through regenerative ecosystem management, increasing the environment's ability to provide public benefits and economic resilience.

Natural ecosystems are essential to support human health, wealth, culture, identity, happiness and well-being. Richmond's residents enjoy a high quality of life thanks to the abundance of open spaces in and around the City. Residents also benefit from ecosystem services, including pollination for our food production, water and air purification, climate regulation, nutrient cycling, habitat, recreation, health, protection from natural disasters, recreation, and cultural and spiritual well-being. Richmond's economic activities have an impact on its natural ecosystem services. Natural ecosystem services benefit from active management to ensure their functions are maintained for us now and into the future.

Wetlands, forests, shorelines, and old fields act as the foundation of Richmond's Ecological Network (EN) - a long-term ecological blueprint for the collaborative management and enhancement of the natural and built environments throughout the city. Consistent with the draft Metro Vancouver Regional Green Infrastructure Network, the EN was first introduced with the adoption of the Richmond 2041 Official Community Plan to achieve ecologically connected, livable and healthy places in which residents thrive. The EN vision and goals provide a framework for managing and guiding decisions regarding the city-wide system of natural areas and the ecosystem services they provide.

The City's **Environmentally Sensitive Area (ESA)** extends over approximately **8,015m²** compensated for by adding over

7,000
NATIVE TREES AND SHRUBS.

The City has also improved civil improvements (culverts) and ecological enhancements (native plantings) to about

1,800m
OF CHANNELIZED WATERCOURSE
along Sidaway Road and Steveston Highway.

The **Partners for Beautification Program** allowed community members to **ADOPT STREETS, GARDENS, PARKS, TRAILS PROACTIVELY, AND OPEN SPACES** to remove litter and invasive plants from these areas.

Over
200
VOLUNTEERS
planted more than
3,000
NATIVE TREES AND SHRUBS
along Richmond's greenways and parks.

WHY CIRCULARITY IS IMPORTANT?

Human prosperity arises from using a combination of social capital, human capital and built capital, but these are all based on natural ecosystems. Conservation and restoration efforts alone are crucial, but they will not be enough, making opportunities for regenerative ecosystem goods and services that only nature can provide. By including the value of natural ecosystem resources and services into innovative business models and financial decision-making, circular economy approaches offer the opportunity reconciling Richmond’s economic and environmental interests leveraging and accelerating the City’s efforts to manage and enhance our ecological assets, strengthen city infrastructure, create, connect and protect diverse and healthy spaces and engage through stewardship and collaboration. A circular approach

can be used, to integrate Richmond’s natural capital assets into the corporate financial accounts, providing economic value for ecosystems services as a means of supporting future growth and identifying innovative solutions, exploring their synergies, and highlighting how they fit into the current financial accounting. Consequently, Richmond’s natural ecosystems and green infrastructure can be increased by implementing innovative nature-based solutions to enhance economic activities and ecosystem services to the community. Additionally, Richmond’s green infrastructure and community and household yards can increase regenerated natural areas that can be integrated into Richmond’s Ecology Network.



EQUITY FOCUS

Ensure that natural ecosystems and ecological services benefit all Richmond residents by promoting resource use without compromising their availability for future generations.

1. MAXIMIZING ECOSYSTEM SERVICES

ACTIONS		TOOLKIT	RESOURCES
1.1.	Promote a comprehensive, multi-level regulatory and support framework to facilitate a shift towards sustainability and circularity in ecosystem management		
1.1.1.	Integrate assessment opportunities as a means to identify cultural, market and technological barriers that limit the development of a circular economy.		•
1.1.2.	Advocate for system-level policy measures based on outcomes of the assessments.		••
1.2.	Advance the value of Richmond’s natural capital assets		
1.2.1.	Conduct a natural capital assessment to identify Richmond’s natural ecosystem inventory and services.		•••
1.2.2.	Integrate natural capital assets and the ecosystem services they provide into the City’s decision making and the corporate financial accounts, providing economic value for ecosystems services as a means of supporting future growth and identifying innovative solutions, exploring their synergies, and highlighting how they fit into the current financial accounting in a standardized way.		••



POLICY + REGULATION



INNOVATION, PILOTS + INITIATIVES



INCENTIVES



COLLABORATION + PARTNERSHIPS



ADVOCACY



OUTREACH + CAPACITY BUILDING

RESOURCES

• LOW •• MEDIUM ••• HIGH

1. MAXIMIZING ECOSYSTEM SERVICES

ACTIONS		TOOLKIT	RESOURCES
1.2.3.	Maintain a soil management procedure(s) that identify opportunities for sustainable urban development, while enhancing soil health and fertility.		•
1.3. Promote nature-based solutions			
1.3.1.	Explore opportunities to foster the development of contemporary landscapes and architecture that incorporates natural and living materials while optimizing the use of land through policies, measures, and actions that promote their use.	 	••
1.3.2.	Collaborate on the promotion of climate-regulating solutions associated with local micro-climates and soil water retention through the use of vegetated landscapes.		•••
1.4. Build capacity and raise awareness about the value of ecosystem services to the City			
1.4.1.	Collaborate with educational institutions and community partners to launch projects aimed at discovering community-based solutions and opportunities for re-wilding Richmond's green spaces and landscapes.		••
1.4.2.	Develop tools to encourage households and businesses to adopt practices that support the preservation and improvement of natural ecosystems.		••
1.4.3.	Promote revitalization of Richmond's green spaces by establishing projects in collaboration with other senior governments and nonprofit organizations.	 	••
1.4.4.	Maintain an environmental improvement grant program to provide resources to community members and organizations to facilitate ecological improvements.		•••



Terra Nova Rural Park



POLICY + REGULATION



INNOVATION, PILOTS
+ INITIATIVES



INCENTIVES

RESOURCES



COLLABORATION
+ PARTNERSHIPS



ADVOCACY



OUTREACH + CAPACITY
BUILDING

• LOW

•• MEDIUM

••• HIGH



2

REGENERATIVE FOOD SYSTEM

Foster an agricultural and food production system that rehabilitates and enhances soil productivity, water management and fertilizer use.



2. REGENERATIVE FOOD SYSTEM

Foster an agricultural and food production system that rehabilitates and enhances soil productivity, water management and fertilizer use.

Richmond holds a central position in regional food production, from agriculture to extensive community gardens to post-secondary education to the food processing industry. Although Richmond has become a diverse city, agriculture remains a crucial part of the economy and a significant land use. The Richmond Local Food Map 2022 shows the wide variety of local produce and seafood directly available from producers and merchants, as well as Farmers' Markets to showcase food and local artisans. Approximately 4,993 ha of Richmond's land base, or 39% of the City, is within the Agricultural Land Reserve (ALR). The amount of land in the ALR has remained relatively stable in the last 30 years. The 184 farms reported in the 2021 Census of Agricultural recorded gross farm receipts of \$66.1 million, with an average of \$305,820 per farm. This is an increase from \$57.8 millions by 189 farms in 2016, \$48.6 million of gross farm receipts reported by 211 farms in 2011, \$40.5 million of gross farm receipts reported by 172 farms in 2006, and \$37.6 million of gross farm receipts reported by 182 farms in 2001.

In April 2021, Council adopted the Farming First Strategy, a long-range strategy that includes policies to guide decisions on land use management of agricultural land, enhance public awareness of agriculture and food security issues, and strengthen agricultural viability in Richmond. The themes, objectives and policies contained in the Farming First Strategy are a result of a multi-phase process, which included a review of existing policies and practices in Richmond, best practice research from other jurisdictions, and input from the

City's Food Security and Agricultural Advisory Committee (FSAAC) and Richmond residents. Richmond's food system is essential to the well-being of communities, and a robust and resilient food system supports community health, environmental sustainability, and economic development. It is imperative to keep the food system's transition to resource-efficient strategies.

The Garden City Lands is a remarkable open space in Richmond's Agricultural Land Reserve. It is situated in a transition zone between a rapidly growing urban area on three sides and a large natural and agricultural area to the east. The Park Development Plan includes 16 hectares of agricultural land. In most of the farming zone, the public will have access to trails that can also be used for farm service. The Lands can play a significant role in supporting key outcomes, such as showcasing the City's unique landscape, food, arts, and culture.

To support research, the city provides Kwantlen Polytechnic University (KPU) with access to two parks. There is an 8ha farm on the Garden City Lands operated by KPU's Department of Sustainable Agriculture. Around 2.6ha of this farm is actively farmed by students enrolled in the four-year degree program. On the South Dike Agricultural Lands, KPU's Richmond Farm School operates intensive agriculture activities on incubator farms for new farmers. On both sites, cover crops are planted in large portions of the fields to nourish the soil and to promote the population of beneficial insects.

WHY CIRCULARITY IS IMPORTANT?

Even though the current food system has supported a rapidly growing population and fueled economic growth, productivity gains have been environmentally costly. The Future of Our Food System by the Province of British Columbia predicts that the current agricultural and food system will reduce food self-reliance in the region from 48% to 36%. Given the production technology available today, over half a hectare of farmland (0.524 ha) is needed to produce the food for one person for one year. Considering existing production technology based on the linear economy, to maintain the current level of food self-reliance through to the year 2025, the farmland with access to irrigation will be required to increase by 92,000 hectares or 49% over 2005 levels, and farmers will need to increase production by 30% over 2001 levels. Richmond’s food system also faces many challenges, including pressure to urbanize the ALR, rural/urban conflicts, high land values, the economics of farming servicing and infrastructure limitations. Often the potential impacts of urban-based decisions on the industry are not studied.

Circular solutions positively enable the entire food system to benefit both local communities and the economy by increasing productivity, creating added value and improving profitability while responding to the many unique

regional contexts. The adoption of sustainable and circular practices that mimic natural functions can increase the crop production per unit area of soil while regenerating soil health, and increasing biodiversity, including the use of agroforestry and multi-cropping within the city limits. The circular economy approach also provides a broad range of actions for supporting a Richmond closed nutrient cycles to reduce the dependency and consumption of chemical fertilizers and reduced food waste. Combining the principles of circular economy with inclusion, collaboration, innovation and sustainability, is possible to improve the farm-to-fork resource-efficient food chain with shorter value chains and a lower ecological footprint. We can rethink how and where we grow food and support the local food production in household and community gardens throughout Richmond, increasing the local self-reliance of the organic food consumed in Richmond. Enhancing collaboration based on circular principles between all actors in the food systems, the City can support existing and new community partners and non-profit organizations to provide programming and educate Richmond residents on the importance of local food systems and local food hubs.














EQUITY FOCUS

Promote access to food for all residents and make Richmond’s food systems more resilient. A circular food system can be made sustainable by rethinking investments and innovations to avoid increasing food production costs. As an essential contributor to the local economy, the circular approach increases collective capacity and effectiveness, fosters community involvement in food-sharing platforms and initiatives, and monitors access to organic, healthy food options.



2. REGENERATIVE FOOD SYSTEM

ACTIONS		TOOLKIT	RESOURCES
2.1	Establish a nutrient and resource flow inventory for Richmond's food system		
2.1.1	Conduct a comprehensive assessment of Richmond's food system to determine nutrient and resource flows, prioritize opportunities for improving food production and soil productivity, and establish interconnections between different growing practices to ensure a consistent flow of healthy nutrients for all residents.		..
2.1.2	Collect and analyze data to identify the potential and challenges in enhancing sustainable food production in urban areas to meet local demand for nutritious and healthy food, utilizing different plant cultivation methods in compact spaces.		..
2.2	Shorten the food chain from the farm to the fork		
2.2.1	Promote the direct relationship between farmers, food producers, residents and stakeholders.		.
2.2.2	Encourage a preference for locally sourced food in food service establishments.		.
2.2.3	Encourage the implementation of vertical farming in industrial lands and other urban areas.		..
2.2.4	Provide residents with information about local food suppliers with circular menus and organic farming practices.		.
2.2.5	Monitor the affordability of circular food options for consumers and track access to healthy food products for low-income households.		.
2.3	Increase local food production		
2.3.1	Establish a comprehensive urban agriculture program that incorporates community gardens, green spaces, backyard gardens, and cultivation on City-owned lands. Assess opportunities for the use of rooftops for urban agriculture.		..
2.3.2	Collaborate with residents and key stakeholders to enhance food production in community and household gardens.		..
2.3.3	Innovate practices that support the creation and engagement of a community-based food-sharing platform and initiative.		..
2.3.4	Promote education initiatives to increase understanding and awareness among residents about the benefits of using local and seasonal produce to prepare nutritious meals.		.



POLICY + REGULATION



INNOVATION, PILOTS
+ INITIATIVES



INCENTIVES

RESOURCES



COLLABORATION
+ PARTNERSHIPS



ADVOCACY













OUTREACH + CAPACITY
BUILDING

• LOW

• • MEDIUM

• • • HIGH

2. REGENERATIVE FOOD SYSTEM

ACTIONS		TOOLKIT	RESOURCES
2.3.5	Collaborate with local businesses to provide residents with information on local food production and Richmond community benefits.	 	•
2.4	Reduce food waste in all the food chain		
2.4.1	Minimize food waste throughout the entire food chain by supporting the establishment of circular food marketplaces using both physical spaces and digital platforms.	   	•
2.5	Reduce the need of chemical fertilizers and pest control while increasing land productivity		
2.5.1	Inspire farmers to adopt regenerative agriculture practices and utilize nature-based solutions to increase agricultural productivity per unit area of soil, enhance biodiversity, and improve cost-benefits.	  	••
2.5.2	Advocate for the adoption of regenerative agriculture regulations and practices using nature-based solutions in agricultural activities in the Province, including the use of agroforestry and multi-cropping within the city limits.	 	••
2.5.3	Advocate for access to funding for regenerative farming programs for local farmers.	 	••
2.5.4	Promote the implementation of nature-based solutions to increase circularity in the food system, and closing nutrient cycles which have reduced the consumption of chemical fertilizers and reduced food waste in all supply chains.	 	••
2.6	Build capacity and raise awareness among the food system industry and stakeholders		
2.6.1	Support existing and new community partners and non-profit organizations to provide programming to educate Richmond residents on the importance of local food systems and regional food hubs.	 	••
2.6.2	Develop a toolkit for an educational program in the K-12 curriculum on Richmond's agricultural and food system to raise community knowledge to identify community-based solutions to increase food security, prepare nutritional meals using local food production, reduce waste along the food chain and increase household nutrient recovery.	  	••
2.6.3	Support training opportunities for local food producers on circular economy practices for farming and businesses.	  	•
2.6.4	Support local academic institutions to increase professional training in sustainable farming and circular solutions for the agricultural and food system.		•



POLICY + REGULATION



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ADVOCACY



OUTREACH + CAPACITY
BUILDING

• LOW

•• MEDIUM

••• HIGH



3

RESILIENT AND INNOVATIVE ECONOMY

Empower cross-sector businesses in the adoption of circular strategies in their business practices.



3. RESILIENT AND INNOVATIVE ECONOMY

Empower cross-sector businesses in the adoption of circular strategies in their business practices.

Richmond has a strong and diversified local economy with a stable base of employment and economic opportunities. In 2022, more than 13,000 businesses employ 130,000 people in various sectors, including aviation, manufacturing, agrifood production, clean technology, tourism and logistics. There are 1.35 jobs for every resident worker in Richmond, making it a major employment center for the region. Employment lands in Richmond include 4.9 million square feet of office space and over 45 million square feet of industrial space.

Guided by the Resilient Economy Strategy, the City and stakeholders support local businesses and foster the conditions that enable key sectors to grow and become more resilient to economic and environmental change.

Approximately 37% of all jobs in Richmond are located on industrial land, but vacancy in the region is at an all-time low with limited options for new development. This lack of industrial space poses a challenge for the retention and expansion of key industries; however, this is also driving efforts to optimize the use of existing land by the private and public sector. This includes the City of Richmond's Industrial Land Intensification Initiative. A series of bylaw and policy changes were adopted by Council in 2021 to encourage more intensive utilization of existing industrial land and reduce barriers to multi-level and other innovative forms of industrial developments.

The Supply Chain Resiliency Program was undertaken in partnership with the City of Surrey, Township of Langley and the BC Tech Association to gain a more in-depth understanding of regional manufacturing activities which can lead to further industrial efficiencies across jurisdictions and sectors. This program also encourages technology adoption by manufacturing businesses to help them become more resilient to challenges such as the shortage of space and workers, and supply chain disruptions.

The City continues to seek ways to help businesses maximize the use of resources and adopt circular economy practices into their operations. For example the City partnered with FoodMesh, a Vancouver-based company that facilitates food redistribution, to develop the Richmond Food Recovery Network. This platform enables local food businesses to divert their unsold surplus food from waste streams to higher value uses. Fifty-nine organizations participated in the first year of the program, which resulted in the diversion of 414,555 kg of food from waste stream and the creation of 644,800 meals for those in need. For this initiative, the City won the 2021 Community Project Award from the British Columbia Economic Development Association.

WHY CIRCULARITY IS IMPORTANT?

It is possible to implement circular strategies from multiple perspectives and increase business collaboration to achieve common goals through joint solutions. By optimizing resource consumption, businesses can access cheaper resources, reduce waste handling costs, and increase competitiveness. The circular economy brings opportunities to localize supply chains and build local economic growth, employment and labour forces. An Ontario study estimates that increasing the province’s waste diversion rate to 60% would create nearly 13,000 new direct and indirect full-time jobs. Since this

estimate is based on a waste-diversion strategy only, the full employment potential of a comprehensive circular economy strategy could be much more significant.

Richmond’s businesses can benefit from circular economy strategies by creating a collaborative Circular Innovation Hub, which will foster innovation to develop sustainable products as a service and enable better business solutions to close the material loop.

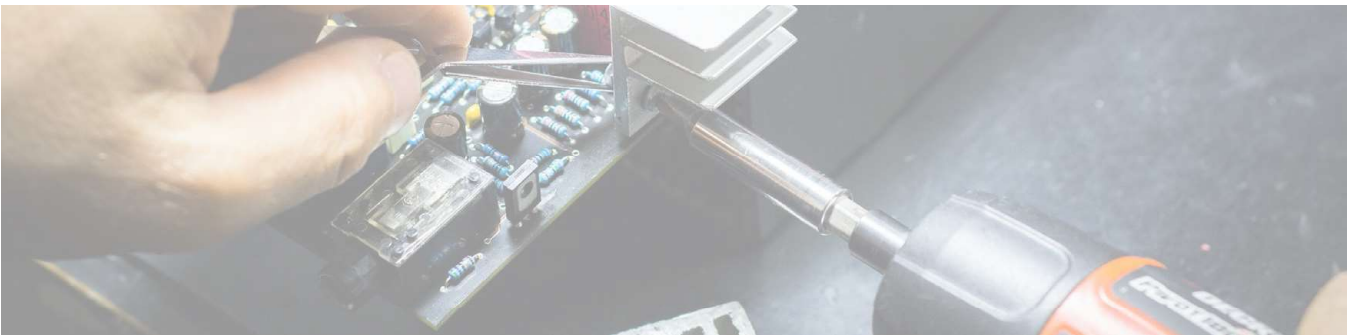


EQUITY FOCUS

The circular economy for sharing, repairing and offering second-hand products needs to diversify consumers’ opportunities and make consumer goods more accessible to residents, especially those who have less to spend.

3. RESILIENT AND INNOVATIVE ECONOMY

ACTIONS		TOOLKIT	RESOURCES
3.1. Strengthen Richmond’s business sector by fostering sustainable growth through circular practices			
3.1.1.	Conduct a technical review of regional legislation to identify opportunities, barriers and gaps to successfully implement circular practices in Richmond’s commercial and industrial sectors.		••
3.1.2.	Analyze business material metabolism to identify opportunities to maximize efficiency and symbiotic resource use.		••



POLICY + REGULATION



INNOVATION, PILOTS + INITIATIVES



INCENTIVES

RESOURCES



COLLABORATION + PARTNERSHIPS












ADVOCACY



OUTREACH + CAPACITY BUILDING

• LOW •• MEDIUM ••• HIGH

3. RESILIENT AND INNOVATIVE ECONOMY

ACTIONS		TOOLKIT	RESOURCES
3.2. Increase businesses' resilience and innovation with circular strategies			
3.2.1.	<p>Create a Richmond Circular Hub for innovation to support entrepreneurs, ventures and businesses as they develop circular strategies and business applications, including initiatives such as:</p> <ul style="list-style-type: none"> • Support local businesses to integrate new circular strategies in all their supply chain by developing innovative solutions and local pilot projects; • Promote the development of circular business models in business sectors by advocating for changes to regional regulations and policies; • Develop guidelines to help SMEs implement circular business models in strategic areas; • Facilitate the sharing of workspaces, accommodations, equipment, tools, transportation, and materials between businesses; • Build industry synergy and develop more resource-efficient loops. 		...
3.3. Develop a circular framework which aligns with the sustainable development goals			
3.3.1.	Explore the opportunity to work with local and senior governments to enhance legislation to accelerate the transition of regional markets to a circular economy.		...
3.3.2.	Work with interested municipalities to promote circular sharing over ownership and minimize the risks related to the business.		...
3.4. Encourage synergies and collaboration in the local market			
3.4.1.	Collaborate in the development of a virtual B2B marketplace that links waste streams with product inputs as by-products, facilitating material flow throughout the city and region.		...
3.4.2.	Encourage businesses to assess opportunities for regenerative, nature-based products and to promote sharing, reusing models to utilize materials at their optimum levels for as long as possible.		...
3.4.3.	Engage and collaborate in regional projects, case studies, and initiatives to support co-creation of innovative solutions in a pre-competitive environment.		...
3.5. Build capacity and awareness among businesses and stakeholders			
3.5.1.	Collaborate with industry, academic institutions and interested municipalities to support capacity building in businesses and stakeholders adopting circular strategies.		...
3.5.2.	Develop a communication strategy to raise awareness and educate residents about using materials and products in a circular way and improving relationships with local businesses that do the same.		...
3.5.3.	Participate in regional and international events to identify new opportunities for circular products, technologies and approaches.		...



POLICY + REGULATION



INNOVATION, PILOTS + INITIATIVES



INCENTIVES

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ADVOCACY



OUTREACH + CAPACITY BUILDING

● LOW

●● MEDIUM

●●● HIGH



4

SHARED MOBILITY

Explore and support a shared transportation and mobility system.



4. SHARED MOBILITY

Explore and support a shared transportation and mobility system.

A city's life depends on mobility and access. Everyone needs to get to work, live, play, and access health care, recreation, shopping, and cultural activities. Greenhouse gases (GHGs) emitted by cars, light and heavy-duty trucks accounted for 57% of Richmond's total emissions in 2017. Cars account for about 54% of all trips in Richmond. Approximately 69% of all trips take place within Richmond. The average trip length in Richmond is 14.2 km by transit, 8.8 km by car, 4.5 km by bicycle, and 0.9 km by foot. Council endorsed the Community Energy and Emissions Plan 2050 in 2022, aiming to ensure 90% of Richmond residents live within 400 metres (5-minute walk/roll) of transit and no more than 1,600 metres from a neighbourhood mobility hub. Additionally, the Plan aims to facilitate electrical mobility for all residents and businesses in Richmond, with expanded options for charging at home,

work, and on the go for personal electric vehicles, electric car-share, e-bicycles and e-scooters. To contribute to a future where transportation is shared, affordable, and carbon-free, the City introduced its app-based pilot program in Richmond in May 2022. The Richmond Green Ambassadors worked with the City to develop a new outreach program to promote electric vehicle awareness among youth. The outreach program, known as the Richmond EVie Lesson Toolkit includes lesson plans for both kindergarten to grade seven students and one for grades eight to 12. In 2020, the Richmond Active Transportation Network provides nearly 80 km of bicycle and walking routes, including on-street routes, off-street greenways, and multi-use paths (excluding unpaved dyke trails). Up from 65 km at end of 2014.



Bike Lane on No3 Road and Saba Road

WHY CIRCULARITY IS IMPORTANT?

There are many improvement opportunities for a circular mobility system. The dream of owning a personal vehicle is no longer an attractive one. People can access the things they need - space, products or transport - in new ways. Our experience during the COVID-19 pandemic taught us that a practical way to reduce travel is to provide hubs at regional and local levels, shared and virtual offices, workplace flexibility, e-learning options, and telecommuting. This can be through sharing rather than owning, connecting people to their neighbours and communities, or through product-as-a-service contracts.

Mobility planning can employ circular economy strategies in several ways of sharing models that optimize material use to minimize waste, reduce miles traveled, and cut costs. Shared mobility services, carpooling, ride-sharing, and public transportation can be used to reduce energy consumption and the number of vehicles on the city's roads. The adoption of a circular strategy can also contribute to a new form of urban social infrastructure enabling collaborations between people, ideas and connecting places.



EQUITY FOCUS

Circular interventions in the mobility strategy can reduce Richmond's carbon emissions while expanding access to jobs and enabling participation in the community. The adoption of enablers and addressing risks will ensure social equity and prevent people from being left behind. Moreover, vulnerable communities may be targeted for provision of an accessible, affordable, and effective multi-modal mobility structure.

4. SHARED MOBILITY

ACTIONS		TOOLKIT	RESOURCES
4.1	Calculate the mobility material intensity and resource efficiency		
4.1.1	Conduct an extended input-output analysis to assess the environmental footprint of Richmond's mobility sector, understanding the sector demands of resource flows and the generated environmental impacts.		••
4.2	Reduce the use of virgin materials and material footprint in the mobility system		
4.2.1	Reduce the generation of e-waste from infrastructure and low carbon vehicles by supporting to implement batteries and electric vehicles within the region.		•••
4.2.2	Collaborate with industry partners and other local governments to increase the amount of recycled materials that are utilized in the construction of roadways, sidewalks, and pathways as well as other mobility infrastructures in Richmond.		•
4.2.3	Investigate energy harvesting technologies in Richmond areas with high transit.		•



POLICY + REGULATION



INNOVATION, PILOTS + INITIATIVES



INCENTIVES

RESOURCES



COLLABORATION + PARTNERSHIPS



ADVOCACY













OUTREACH + CAPACITY BUILDING

• LOW

•• MEDIUM

••• HIGH

4. SHARED MOBILITY

	ACTIONS	TOOLKIT	RESOURCES
4.3	Facilitate the implementation of an integrated mobility sharing vehicles infrastructure and “mobility as a services” solutions		
4.3.1	Develop a communication strategy to raise awareness and educate residents about using vehicles, transit and sharing infrastructure.		•
4.3.2	Collaborate with TransLink and other mobility providers to connect Mitchell Island and other island areas to be fully integrated by transit, shared vehicles and mobility-as-a-service options to reduce the need of use personal cars.		•
4.3.3	Plan and implement mobility-as-a-service pilots as part of Mobility Hubs throughout the city.		••
4.3.4	Support educational opportunities to assist residents in choosing circular options of vehicles.		•
4.3.5	Advocate for the Province to introduce new options of low carbon mobility beyond pilot projects.		•
4.4	Reduce distances by increasing access to co-working spaces, digital solutions and virtual services		
4.4.1	Assess the provision of affordable co-working spaces in Richmond where residents, entrepreneurs and students can access remote work services and e-learning programs through land use policy tools.		••
4.4.2	Assess the opportunity to increase shared spaces in the City's community centres and library branches, as well as other strategic facilities in Richmond, where residents can access online for digital meetings, remote work, and e-learning opportunities.		••
4.4.3	Advocate for low cost, high-speed internet access for all neighborhoods and communities in Richmond.		•
4.5	Support continuous improvement in the local logistic system		
4.5.1	Incorporate innovations and digital business solutions to address urban logistics challenges as part of transportation planning.		••
4.5.2	Advocate for the creation of a regional logistic reverse strategy that enhances the movement of goods and reduces costs and environmental footprint.		•



POLICY + REGULATION



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INCENTIVES



COLLABORATION
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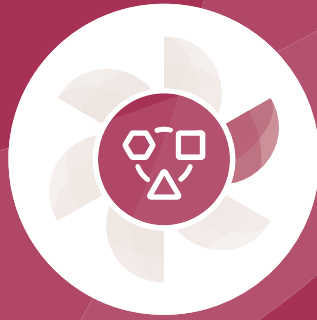
ADVOCACY



OUTREACH + CAPACITY
BUILDING

RESOURCES

• LOW •• MEDIUM ••• HIGH



5

ADAPTIVE BUILT ENVIRONMENT

Maximize the optimal use of construction materials
and buildings, infrastructure, and land.



5. ADAPTIVE BUILT ENVIRONMENT

Maximize the optimal use of construction materials and buildings, infrastructure, and land.

Richmond is the fourth most populated municipality in the Greater Vancouver area. Between 2016 and 2021, the City's population grew by approximately 11,628 people (5.9%), the fifth-highest overall growth after Surrey, Vancouver, Burnaby, and Langley Township. There is a significant need for infrastructure development and creates opportunities for transformation. In Canada, the built environment is one of the most extensive user of raw materials and energy consumers and the most critical contributor to waste streams by weight. A total of 3.4 million tonnes of construction material is disposed of in landfills annually in Canada, resulting in an estimated 1.8 million tonnes of embodied carbon. The construction sector is an essential part of Canada's economy. It generates nearly 7% of the country's GDP and employs approximately 7.5% of the workforce. It is estimated that Canada will need to invest over C\$1.6 trillion in infrastructure between 2016 and 2040. An anticipated 230 billion square meters of new construction will be built within the next 40 years—doubling the current global floor area.

While the City's Demolition Bylaw for single-family units is a step in the right direction to divert 70% of waste from landfills, more emphasis needs to be placed on shifting focus from downstream waste management to upstream resource flow management to ensure sustainable growth and prosperity for the expanding population without relying on virgin resources.

Richmond's growth functions within a larger regional ecosystem, transforming from a source of carbon emissions into a carbon sink through the development of new buildings,

as planned in the Community Energy and Emission Plan 2050. Refurbishing buildings and reusing the materials they were built will be a new normal. We can use circular economy to rethink how Richmond can sustain its growth by using materials more efficiently. That is a massive change for big industry strategies. The next and most challenging step is for economic structures and institutional behaviour to move away from the traditional construction industry and toward a circular low carbon industry. In June 2018, Council adopted into Richmond's Building Regulation Bylaw the BC Energy Step Code requirements to reduce greenhouse gas (GHG) emissions from the buildings sector. The BC Energy Step Code is a provincial standard that provides an incremental and consistent approach to achieving more energy-efficient buildings, intending to construct net-zero energy-ready buildings by 2032.

The City wholly-owned Lulu Island Energy Company implements and operates district energy systems throughout Richmond to provide space heating, cooling, and domestic hot water heating services to connected developments. Through the use of locally-sourced renewable energy sources such as geo-exchange and sewer heat recovery technology, these district energy initiatives are projected to reduce greenhouse gas emissions by over one million tonnes by 2050. Richmond's city centre is a planned growth area, where 70% of new residential development is occurring, resulting in several thousand new housing units a year in the area. These new homes are connected to the Lulu Island Energy Company low carbon energy services.

WHY CIRCULARITY IS IMPORTANT?

Buildings have improved in energy efficiency and liveability over the last few decades. Still, today’s built environment continues to rely on linear ‘take-make-dispose’ models. Over the last several decades, efforts have focused mainly on waste diversion and, to some degree, resource recovery. Despite advances in downstream strategies, little has been achieved in upstream circular strategies, such as using circular inputs and a product-as-a-service approach. A variety of opportunities are emerging throughout the life cycle of buildings and infrastructure that drive the adoption of circular business practices. Several industries and critical stakeholders in Richmond are becoming more aware and interested in circular economy solutions.

When applied to a sector of high growth, such as the built environment, circular economy approaches represent an enormous opportunity for boosting secondary materials markets by offering high-quality products for new construction and renovation projects in Richmond and its

region. By using circular business models and collaborative partnerships, buildings in Richmond can be more sustainable by implementing innovative products and technologies to enable maximum material re-use and longer building life and keep materials at their highest intrinsic value. Implementing appropriate instruments to monitor the City’s material flow, embodied carbon and the resource footprint of buildings and infrastructure can ensure resource efficiency throughout the construction lifecycle. The transition to a circular economy will involve innovative strategies that enable both current and new buildings to be used flexibly and perform more efficiently. Using circular principles in the design, operation, and maintenance of built assets can allow for higher adaptability, use of renewable, recycled materials, and thorough deconstruction at the end of its useful life. Such thinking can be seen as a natural extension of the holistic approaches already applied by architects, engineers and planners.



EQUITY FOCUS

Circularity in the built environment can support affordability of living and working spaces, as well as strengthen support for all residents and workers.

5. ADAPTIVE BUILT ENVIRONMENT

ACTIONS		TOOLKIT	RESOURCES
5.1	Assess the material usage in the built environment		
5.1.1	Conduct a material flows analysis and an urban metabolism assessment to identify opportunities and priorities for improving the overall circularity of Richmond’s built environment into a circular economy.		••
5.1.2	Collect data that create a database that contains information about the flow of construction materials available in Richmond’s region, including embodied carbon-related data, to support the development of Richmond’s Construction Material Strategy.		••
5.1.3	Collaborate with other local governments to develop a detailed map of Richmond’s social and ecological boundaries, outlining its strengths and weaknesses.		••



POLICY + REGULATION



INNOVATION, PILOTS + INITIATIVES



INCENTIVES

RESOURCES



COLLABORATION + PARTNERSHIPS














ADVOCACY



OUTREACH + CAPACITY BUILDING

• LOW •• MEDIUM ••• HIGH

5. ADAPTIVE BUILT ENVIRONMENT

ACTIONS		TOOLKIT	RESOURCES
5.2	Regenerate materials flow by promoting salvage and secondary-use materials		
5.2.1	Promote the use of secondary and recycled materials in the construction of new buildings and infrastructure.		••
5.2.2	Develop strategies to retain resource value in the region and develop Richmond's salvaged and reclaimed material market.		••
5.2.3	Promote refurbish options to extend lifetime of buildings and infrastructure.		••
5.2.4	Advocate for strengthening the construction industry's ability to use reclaimed components and materials.		•
5.2.5	Advocate for the development of a local and regional hub for reclaimed material from deconstruction.		••
5.3	Develop sectoral capacity and skills		
5.3.1	Assess local needed circular skillsets and knowledge to support new green employment opportunities in the building retrofit sector.		••
5.3.2	Work with local partners and municipalities to identify circular best practices in the built environment.		•
5.3.3	Develop suitable instruments to monitor the City's material flow, embodied carbon and resource footprint of buildings and infrastructure to ensure resource efficiency throughout the construction sector's life-cycle.		••
5.4	Promote the use of new materials and develop research and pilot projects		
5.4.1	Advocate for a regional Circular Construction Hub to develop new techniques for circular constructions and pilot the use of recycled materials in the renovation and construction of new buildings and infrastructure.		••
5.4.2	Promote the use of low-emission concrete and asphalt pavement or alternatives to concrete and asphalt pavement in City and development projects.		•
5.4.3	Support the circular design for adaptability, and modular housing and buildings to implement circular strategies, such as replacing aging components more easily.		•
5.5	Promote circular standards for constructions		
5.5.1	Advocate for the adoption of the extension of buildings and infrastructure lifetime supported by Total Cost of Ownership or Life Cycle Assessment methodologies.		•



POLICY + REGULATION



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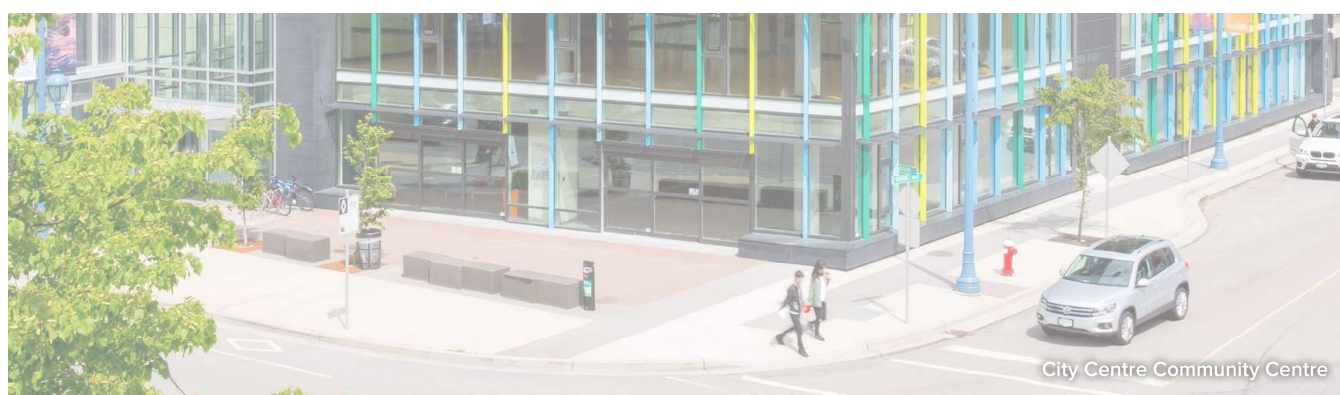
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5. ADAPTIVE BUILT ENVIRONMENT

	ACTIONS	TOOLKIT	RESOURCES
5.5.2	Undertake technical studies to assess the feasibility of implementing policies and regulations that promote the use of innovative, renewable, and low-carbon materials where opportunities exist.		...
5.5.3	Collaborate with regional and national organizations to improve construction material data accuracy and quantity to support material flow analysis and circular strategies.		.
5.5.4	Advocate for regional and provincial standards (i.e. building code) to include circular economy requirements.		.
5.5.5	Support the integration of buildings and infrastructure with green infrastructure and natural ecosystems to reduce maintenance and material use throughout the lifecycle.		..
5.6	Collaborate to create joint value		
5.6.1	Partner with other organizations to develop a hub database of sustainable, renewable and recyclable construction materials that can be used in successive life-cycles and have low embodied carbon content.		..
5.6.2	Create a collaboration network of building managers who implement circular economy principles in building operations to share their experiences.		.
5.6.3	Collaborate with regional municipalities to identify common circular approaches, common goals, and procurement templates that can be used in the built environment.		.
5.7	Integrate zero carbon energy solution in the built environment		
5.7.1	Promote on-site heat recovery in new developments. City centre, such consideration will occur in partnership with the City's wholly-owned district energy Lulu Island Energy Company.		
5.7.2	Promote the on-site use of renewable energy in new and existing buildings and infrastructure, such as solar energy, wind energy, heat recovery and other innovative zero-carbon solutions.		



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BUILDING

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6

CONSUMER MATERIALS MANAGEMENT

Promote the efficiency of consumer product development,
manufacturing, and end-of-life.



6. CONSUMER MATERIALS MANAGEMENT

**Promote the efficiency of
consumer product development, manufacturing,
and end-of-life.**

Richmond is well-positioned to support the transition to a circular economy thanks to its comprehensive recycling programs and residents' commitment to diverting waste from landfills. As a result of the City's sustainable waste management programs, household items can be reused, repurposed, and recycled multiple times into new products. In 2021, residents diverted 79.3% of their waste from landfills through various programs, including curbside and centralized collection programs and convenient, one-stop recycling services at the Richmond Recycling Depot, which is open seven days a week and continues to accept a variety of items.

The Recycling Depot collected 7,581.56 tonnes of recyclable materials in 2021. In its Rethink Waste campaign, the City also encourages community members to reduce waste overall by reassessing buying decisions and extending product lifespans. Adopting the Single-Use Plastic and Other Items Bylaw No. 10000 was a key achievement. In order to introduce Bylaw 10000, a comprehensive community engagement campaign was conducted, which included working directly with businesses, and educating the public and promoting the use of reusable items. The City expanded its use of online outreach to host its first virtual Repair Fair focused on repairing and maintaining gas lawnmowers.



WHY CIRCULARITY IS IMPORTANT?

Between 1990 and 2017, the world population grew from 5 to 7.5 billion people, and global gross domestic product (GDP) per capita increased by 50%. Richmond’s population growth between 2016-2021 was 5.9%. The global annual material consumption per capita grew from 22 kg in 1990 to 33 kg in 2017 (OECD, 2019). A person’s “ecological footprint” is a measure of how much biologically productive land they require to provide them with resources and absorb their waste. In the last 20 years, the ecological footprint of each Canadian has grown by 15% (from 7 to 8.1 hectares). To support Richmond’s current population using this figure, an area 373 times larger than the city itself would be required. Based on what we know today, recycling is a necessary component of a circular economy, but it should only be

used when there are no other options, such as reusing, refurbishing, remanufacturing, or repairing.

Transitioning to a circular economy involves smarter economic solutions, regulation and practices, and greater behaviour change. Awareness campaigns and initiatives are continually developed as a part of the City’s ongoing efforts to encourage residents to share, repair and reuse items such as textiles, electronics, furniture and other products and materials. In order to decouple economic growth from resource use, increase competitiveness, and boost innovation, the City can stimulate innovation and collaboration among knowledge institutions, businesses, and consumers.



EQUITY FOCUS

In a circular economy, we prevent waste by preserving the value of products, components and raw materials in closed loops for as long as possible, resulting in a decrease in waste. This way we can reduce our impact on the environment without compromising quality. By sharing more, reusing more and repairing more, we will also contribute to a cleaner and more inclusive city.

6. CONSUMER MATERIALS MANAGEMENT

ACTIONS		TOOLKIT	RESOURCES
6.1	Understand the urban metabolism of Richmond		
6.1.1	Assess the city’s material flows of consumer goods to help prioritize Richmond’s circular economy opportunities.		••
6.2	Promote new circular consumption behaviors and material use		
6.2.1	Use community-based social marketing and educational community programs to inspire behaviour change within the community to encourage the adoption of reusable materials, demonstrate how residents may benefit from the circular economy and how they can support local businesses.		••



POLICY + REGULATION



INNOVATION, PILOTS + INITIATIVES



INCENTIVES

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COLLABORATION + PARTNERSHIPS











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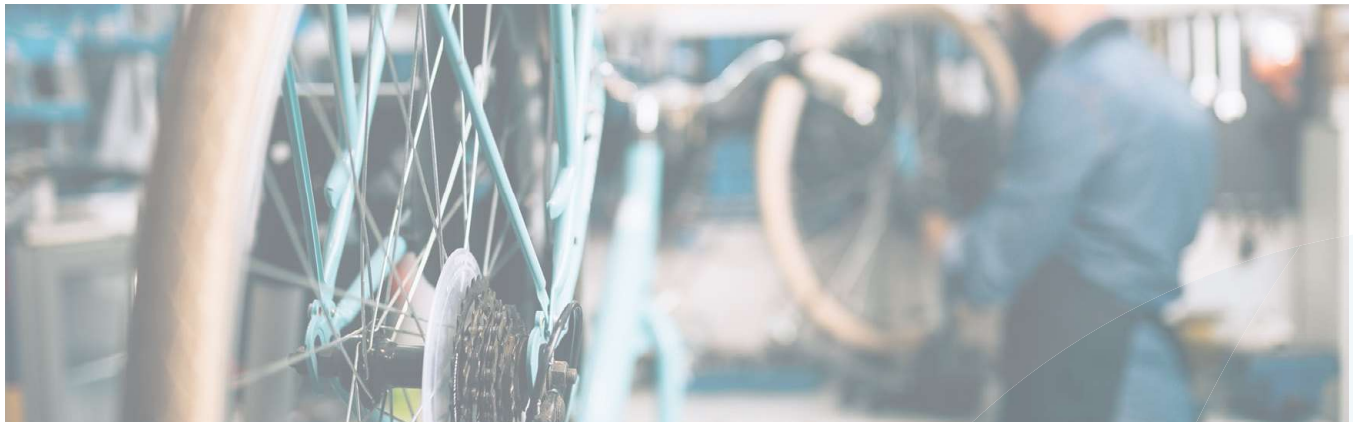


OUTREACH + CAPACITY BUILDING

• LOW •• MEDIUM ••• HIGH

6. CONSUMER MATERIALS MANAGEMENT

	ACTIONS	TOOLKIT	RESOURCES
6.2.2	Collaborate with schools to implement circular volunteer programs to encourage circular economy principles among youth in the community.		..
6.2.3	Develop circular certification programs to create community pride.		..
6.3	Support the urban industry symbiosis by fostering collaborative relationships		
6.3.1	Promote and advocate the creation of a regional co-operation network that develops circular economy-based business models for the textile-recycling ecosystem.		..
6.3.2	Promote tracking material assets and flows by Richmond businesses and stakeholders to maximize the use of existing resources and reduce waste generation.		..
6.3.3	Identify opportunities for synergies with businesses to share data on material flow and waste streams to create closed loop waste and material flows in the city.		.
6.4	Enhance upcycling infrastructure for consumer goods' materials		
6.4.1	Advocate incorporating technical information about recycled materials into a digital library, which would increase knowledge about materials in product design, encourage industrial symbioses and enhance the materials flow in the Richmond area.		.
6.4.2	Pilot a "Reuse Centre(s)" and "Tool Library(ies)" that offers free space for community education, repair events, and circular information dissemination.		...
6.4.3	Work with residents, commercial business and industry to identify opportunities to generate revenue from waste "by-products".		...



POLICY + REGULATION



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+ INITIATIVES



INCENTIVES

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+ PARTNERSHIPS



ADVOCACY



OUTREACH + CAPACITY
BUILDING

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IMPLEMENTATION TOOLKIT

The City of Richmond has six tools to facilitate the transition to a circular economy. Each of these tools can be used separately or together when developing and implementing the Strategy's directions and actions. Different elements of the local government "toolkit" can be used, depending on specific toolkit leveraged to advance action, relative jurisdiction or level of control by the City, and resources or investment required.



POLICY + REGULATION

City Council can develop and implement bylaws that set out legal regulations to govern specific activities within the City of Richmond. Provincial legislation sets the areas in which Council has jurisdiction to implement bylaws. The City has the right to enforce adopted bylaws when a bylaw is violated. City Council may also adopt policies setting out standard procedures and priorities that staff and Council can use when evaluating and implementing plans and projects.



INNOVATION, PILOTS + INITIATIVES

Local governments can undertake the development and implementation of research and development projects, pilot projects, studies, measurement frameworks and solution testing that benefit the residents and economy of the City. These enable local governments assess the performance and progress of the circular initiatives and identify what can be improved in the future.



INCENTIVES

City Council can provide incentives to encourage circular action by adjusting the allocation of City resources. Council can adjust the criteria by which the City charges municipal taxes or fees and/or prioritizes service delivery. Incentives can only encourage; they cannot prevent (or require that) an action be taken. However, well-designed incentives can influence decision-makers to choose circular options more often than they would otherwise.



COLLABORATION + PARTNERSHIPS

Local governments may need to partner with provincial or federal governments or other agencies to have a sufficient mandate to implement prioritized circular economy actions. It may be more cost-effective for external agencies or non-governmental associations to implement specific climate actions on behalf of the City, or work with several governments to implement circular strategies together.



ADVOCACY

In some areas, local governments have little or no legal mandate to implement policies or programs to accelerate the transition towards a circular economy. In these cases, City Council can make formal requests to the provincial and/or federal governments and their agencies on behalf of Richmond residents for policy changes and/or new regulations to be implemented. The City regularly calls on senior levels of government to take more significant action on sustainability and circular economy issues.



OUTREACH + CAPACITY BUILDING

Local residents and businesses have a crucial role in many decisions that affect the use of resources within Richmond. Local governments can allocate resources to increase awareness and empower economic actors to grow the circular economy and facilitate collaboration.



GLOSSARY

Biodiversity: The diversity of living organisms in an area helps maintain balance in ecosystems by supporting various species, providing resources for humans, and making ecosystems more resistant to natural disasters and climate change.

Biological Capacity: The capacity of an ecosystem to support life, as determined by its ability to absorb waste and provide water, determining how much the ecosystem can support, and when overloaded with waste or overgrazing, it may lead to collapse.

Built environment: The man-made spaces and structures in cities and towns that shape our lives, from the quality of the air we breathe to mental and physical health, economy, and social relationships.

Business material metabolism: It is the process of extracting, using and discarding materials within a business or economy to create new products, including sourcing raw materials for manufacturing processes; distribution routes, use-and-disposal of items; and energy and water consumption throughout this procedure.

Capacity Building: It is the advancement of individuals' skillsets and knowledge to enable them to meet their objectives more successfully.

Circular Economy: An economic system designed to be regenerative by design, which strives to keep products, components and materials at their highest utility and value with minimal raw material extraction, reintroduction of materials already present in circulation, and no waste production.

Circular Economy-based Business: A company operating according to the principles of a circular economy, emphasizing products designed for reuse, repurposing and recycling; emphasizing resource efficiency and reducing waste to lessen production and consumption's environmental impact.

Closed-loop recycling: Reusing and manufacturing a product again into the same item increases resource efficiency by reusing materials in their original form, decreasing landfill waste and conserving natural resources.

Co-creation: The collective creation of something with input from multiple stakeholders, drawing upon collective expertise to generate innovative and resource-efficient solutions that reduce waste and conserve natural resources.

Collaborate to Co-Create: Working collaboratively with multiple stakeholders to develop solutions that benefit everyone and identify new and better ways of using resources, leading to more efficient and sustainable use.

Consumer Materials Management: This field examines the management of materials used by consumers, from their source to use and disposal, creating systems to promote resource efficiency and identifying ways to reduce waste, reuse, and recycle materials.

Consumption Behaviors: Investigate the consumption patterns used by individuals and groups, such as what products and services people choose to purchase and their environmental impact; also, understand how different cultures have different consumption habits and their connection to sustainability.

Co-working spaces: Co-working spaces offer shared workspaces that enable individuals and organizations to work together, offering amenities like high-speed internet, printers, and conference rooms.

Decoupling Materials: It separates economic growth from natural resource consumption, minimizing waste generation and improving efficiency.

Decoupling Materials Use: Reduce the amount of materials used in production while maintaining or increasing productivity, using materials more efficiently, reusing and recycling materials, and decreasing the amount needed to produce goods and services while improving efficiency.

Design for Disassembly: Constructing products, components, and materials so they can be easily disassembled at the end of their usefulness, maximize reuse, repurposing, and recycling potential by creating products whose individual parts and materials can be repurposed again.

Design for Durability: Extending a product's useful life by making it more durable and disassemblable, increasing environmental footprint by using fewer resources to manufacture new items, and reducing waste disposal and recycling costs.

Design with Flexibility in Mind: Use design principles that enable easy space reconfiguration, accommodating changing needs and workflow patterns over time, thus saving on demolition and reconstruction costs when more significant alterations are necessary.

Design for Recycling: Designing products with end-of-life recycling in mind helps minimize materials used, minimizes waste generated during production, and conserves resources. This approach encourages designers to consider end-of-life recycling when creating new items so that components can be disassembled and reused elsewhere or repurposed within one product. Additionally, this reduces the need for new materials while conserving resources during manufacturing.

Design for Repairability: Encourage manufacturers to utilize fasteners, materials and processes that enable products to be quickly repaired or replaced, thus cutting waste and conserving resources using standardized components and replaceable parts to fix broken items promptly.

Design for Sustainability: An approach to product or service design that maximizes environmental and social benefits throughout its life cycle, considering the environmental and social impacts of production, use, and disposal, entangling using fewer resources, conserving energy consumption, and minimizing negative environmental effects.

Design for the environment: Designing products or services to minimize negative environmental impacts throughout their life cycle, considering sourcing, manufacturing, use and disposal; this helps create energy-saving and resource-saving items.

Downstream (downcycling) resource flow: Utilizing secondary materials that have lower economic value and cannot be reclaimed, recycling them into lower-grade products with a lower market value which is not necessarily suitable for reuse or further recycling.

Durability: The duration of time in which a product remains valued or functional. Maximizing the lifespan of a product helps reduce its environmental impact from production.

Ecosystem management: Maintaining ecosystem health and productivity while safeguarding essential ecosystem services for human well-being.

Ecosystem Services: Humans derive many benefits from ecosystems, such as clean air and water, pollination, soil fertility, flood and disease control, and recreation - which are preserved and maintained through ecosystem management.

Embodied carbon: The emissions caused by the production and transportation of a product, including those related to material extraction, manufacturing, and transport; additionally, emissions are caused by energy used during these steps.

End-of-Life: The stage in a product's life cycle when its original owner no longer values it and is disposed of, creating end-of-life emissions such as methane and other greenhouse gases and air and water pollution when not reused, recycled or composted.

Food system: All processes that bring food from farm to table, from production and processing to packaging and distribution - work together to guarantee food availability and safety for consumers.

Footprint: Measure the total environmental impact of human activities on a product or service across its life cycle by evaluating its carbon, water, energy, and material footprints to gauge its ecological effect.

From Farm to Fork: This process involves transporting food from its point of production to consumption, including harvesting, processing, packaging, storage, transportation, marketing and distribution - all to protect and improve consumer health by providing safe and quality ingredients.

Industry Symbiosis: When businesses collaborate to reduce waste and boost efficiency, sharing resources, lowering costs, and increasing profit margins - they create a more sustainable and productive economy.

Innovative Economy: An economic system that emphasizes creativity, collaboration and new ideas to spur innovation in product and service design and develop business models that remain competitive and profitable in the long term.

Learning-by-doing: This approach to education involves engaging in active problem-solving and experimentation to gain a comprehensive grasp of concepts.

Life Cycle Assessment: Examines the environmental effects of a product throughout its entire life cycle, from raw material extraction through manufacturing, transportation, use and disposal - to identify potential environmental harms and ways to reduce them.

Linear Economy: An economic system based on the take-make-dispose model, which prioritizes traditional production and consumption of goods without considering any environmental costs associated with their life cycle, leading to resource depletion, pollution, and waste production.

Low-carbon Economy: An economic system that produces low levels of carbon emissions by minimizing resources used in production, encouraging the reuse of materials and products, and using renewable energy sources and energy-efficient technologies to reduce emissions.

Material Flows Analysis: Examining the material and resource flows within a system to identify potential opportunities for conserving resources, increasing efficiency, and lessening environmental impacts.

Mobility as a Service: it is an integrated platform offering transportation services to reduce unnecessary trips and maximize the efficiency of these processes, thus cutting emissions, traffic congestion, and air pollution while providing convenient and budget-friendly options for consumers.

Mobility System: The interconnected systems that facilitate people and goods movement.

Narrow Material Needs: Minimizing materials needed for a product or process can result in cost savings, increased efficiency, and reduced waste generation.

Natural capital assets: They are the natural resources and ecosystems that provide economic advantages like clean water, fertile soils, biodiversity - essential for human well-being, recreational opportunities, job creation opportunities and local economies.

Natural Ecosystem Inventory: Compile an overview of different ecosystems and their characteristics.

Natural Resources: Naturally occurring materials that can be harnessed for economic benefit.

Nature-Based Solutions: They are solutions that utilize natural processes and ecosystems to address environmental challenges, such as restoring and protecting natural ecosystems like wetlands, and forests, mitigating climate change impacts by reducing water pollution and improving air quality; while providing benefits like biodiversity protection carbon sequestration, flood protection and supporting local economies through sustainable tourism/recreation activities.

Nutrient and Resource Flow Inventory: An inventory of the nutrients and resources flowing through an ecosystem to monitor their sources, sinks, and environmental impacts.

Planetary Boundaries: Scientists have identified physical, chemical and biological limits beyond which human activity may significantly affect Earth's environment. By understanding how Earth works and humans' interaction with it, they can make more informed decisions about using resources responsibly and sustainably.

Recover: Recovering materials from waste as raw materials helps reduce landfill accumulation and conserve natural resources. Recovered materials may be repurposed in their original form or processed for different products.

Recycle: Recycling is an effective way to reduce waste and conserve natural resources. It involves collecting, sorting, processing, and remanufacturing materials into new products. Recycling also saves energy, reduces greenhouse gas emissions, and creates jobs.

Reduce: Reducing waste and pollution can help safeguard the environment while saving resources. Strategies such as minimizing product packaging, using energy-saving appliances and transportation, and opting for products made with sustainable materials and production methods all play a role.

Refurbish: Refurbishing products are an economical way to conserve resources and money by restoring them back to their original condition or improving their appearance or functionality. Refurbishing typically involves fixing or replacing parts without significant alterations, unlike remanufacturing or rebuilding.

Refuse: Refusing unsustainable or unnecessary materials and products helps reduce waste and conserve resources, including using reusable bags and containers, selecting products with less packaging, and avoiding single-use items.

Regenerate: Regeneration is the practice of replenishing natural resources and ecosystems, such as soil, water, and biodiversity. Regenerative practices promote sustainable agriculture, forestry and land use, and help mitigate climate change's effects.

Regenerative by design: it is an engineering strategy designed to create self-sustaining and regenerative systems. This strategy considers a product or system's long-term environmental and social effects, striving to minimize negative impacts while amplifying positive advantages.

Regenerative Systems: Regenerative systems work to restore natural resources and ecosystems while providing economic advantages. They promote sustainable land use, agriculture, biodiversity preservation, and ecosystem health.

Remanufacturing: Remanufacturing involves disassembling, cleaning and rebuilding products back to like-new condition. This process helps conserve resources and money by extending the usefulness of items.

Renewable Loops: Closed loop systems that use renewable resources for production and consumption, thus decreasing reliance on nonrenewable resources.

Repair: Repairing products and materials can extend their usefulness, reduce waste, and conserve resources. Repair may involve correcting minor or significant problems and replacing damaged parts if necessary.

Repurpose: Repurposing products and materials for a new purpose can reduce waste and conserve resources, including using items for different purposes or creatively incorporating them into new things.

Resilient Economy: A resilient economy can withstand and rebound from shocks and stresses. Resilient economies prioritize sustainable practices that benefit communities as well as natural resources.

Resource Loops: Closed loop systems in which resources are reused or recycled, reducing waste and conserving natural resources like energy and raw materials.

Rethink: Reexamining how we consume and utilize resources can reduce and conserve waste, considering both our actions' environmental and social impacts and making sustainable choices.

Reuse: Reusing products and materials can reduce waste and conserve resources, using items multiple times or finding creative ways to incorporate them into new products.

Secondary-use materials: Repurposed or recycled materials that can be put to another use, involving utilizing components from one product in another or finding creative services for them in nontraditional settings.

Social and Economic Growth: Social and economic growth is the increase of goods and services produced over time. Sustainable social and economic development occurs through responsible practices prioritizing people's well-being and the planet.

Symbiotic Resource Use: Symbiotic resource use involves making decisions that benefit multiple parties, including the environment, businesses and communities, and promotes sustainable practices and long-term viability for everyone involved.

Systems Thinking: Systems thinking is an approach to problem-solving that recognizes the interconnected nature of all elements within a system. This requires taking into account interactions and feedback loops between different parts and understanding how changes in one area can have ripple effects throughout the whole thing.

Systems-focused Approach: A systems-focused approach emphasizes the significance of considering the entire system when making decisions or taking action, considering connections and relationships among different parts of the system and considering how decisions affect it as a whole.

Total Cost of Ownership: The total cost of ownership accounts for all costs associated with owning and using a product, such as maintenance, repair, and disposal. By considering this comprehensive picture, consumers can make more informed purchasing decisions that promote sustainability and cost efficiency in the long run.

Upstream (upcycling) resource flow: Upcycling involves using waste materials as inputs for creating higher-value products, helping reduce waste, conserving natural resources, and creating economic value from materials that would otherwise go unused.

Urban Metabolism Assessment: An urban metabolism assessment involves examining an urban area's material and resource flows. This helps identify patterns and trends in resource use as well as waste generation, which can inform strategies for more sustainable and efficient resource usage.

Vertical Farming: Vertical farming is an agricultural practice in which crops are grown vertically stacked layers, often in a controlled environment. This technique permits the year-round production of crops while conserving water and other resources through hydroponic or aeroponic systems.

Virgin Raw Material: Virgin raw materials refer to materials that have never been used or processed before. These often come from nature and can have significant environmental consequences, such as habitat destruction and pollution. We can reduce these impacts while conserving natural resources by using recycled or repurposed materials instead of virgin raw materials.



The Strategy is a guiding approach for the City and Richmond stakeholders to update and strengthen policies, strategies and plans that support the regional innovation ecosystem. This Strategy will contribute to implementing circular principles in alignment with City policies, strategies and plans. It will also encourage stakeholders to adopt or update their circular economy strategies, plans, and measures.

The transition to the circular economy in Richmond will be systemic, deep, and transformative. It will sometimes be disruptive, but it will always fair. It will require alignment and collaboration of all stakeholders at all levels - local, regional, national, and international.

The Strategy is guided by six directions and 84 actions to set Richmond on a path to becoming 100% circular. The Strategy will facilitate Richmond to move toward a circular economy, improving economic and environmental outcomes by continuously pausing, rethinking and acting to reuse, remanufacture, and recycle resources, materials, and nutrients.

RICHMOND CIRCULAR CITY STRATEGY

APRIL 2023



Public Consultation

As part of the consultation process in the fall of 2022, as endorsed by Council in October 11, 2022, various engagement activities were conducted to gather the community and stakeholders' input on the proposed Richmond Circular City Strategy (the Strategy). Engaging activities included:

- **Stakeholder Engagement Workshops:** In-person and online workshops that guided participants through the proposed Strategy's directions and actions allowing stakeholders to share their ideas and feedback. A total of 65 stakeholders attended the November 23, 2022, in-person workshop. Additional online focus groups were engaged.
- **Let's Talk Richmond:** The project ran from November 15 to January 8. It received 814 visitors, of which 170 completed and submitted the online survey.
- **Social Media Campaign:** A social media outreach effort was undertaken to engage with stakeholders through the City's Twitter, Facebook, and Instagram channels. The campaign reached over 10,000 individuals.
- **Advisory Committees:** Staff carried out presentations on the Strategy to the Advisory Committee on the Environment, Economic Advisory Committee and Food Security and Agricultural Advisory Committee. The Committees' members were invited to provide feedback on the Strategy by the Let's Talk Richmond or by email (circulareconomy@richmond.ca).
- **Virtual Engagement:** The Strategy was emailed to 150 stakeholders with a PDF form to provide feedback. This allowed staff to collect a wide variety of input from stakeholders and to identify the most effective strategies for moving forward with the proposed Strategy.
- **Visual Communications in City's Facilities and Infrastructure:** The use of visual communications, such as posters and brochures, in community facilities and ads in transit shelters helped to create awareness about the Strategy and increase public participation in the process of providing feedback.

The community learned about the Strategy during the engagement activities and provided feedback on specific issues. A review of the content of the directions and actions was conducted to assess the relevance of the content and to identify any actions or considerations that could be included in the Strategy to support individual and organizational priorities better. Bringing the community into the process of developing the Strategy provided staff with insight into the community's opinion of the content and the importance of the actions and considerations tailored to the community's needs and priorities. The feedback obtained from the stakeholders was used to refine further the draft Strategy directions and actions and performance framework and ensure the Richmond Circular City Strategy is aligned with the goals and priorities of the City and its stakeholders.

Stakeholder Engagement Workshops

In the workshops, stakeholders were provided a platform for expressing their views, sharing their experiences, and giving feedback. It was imperative to ensure that all stakeholders thoroughly understood the Strategy and its components before making decisions. Participants were also encouraged to share their perspectives and feedback.

Table 1- Workshops

Modality	Number of stakeholders	Date	Focus groups
In-person	65	November 23, 2022	See list below
online	20	November 9, 2022	UBC community
online	4	December 2, 2022	Tourism Richmond
online	8	December 6, 2022	Urban Development Institute
online	15	December 14, 2022	Circular Cities and Regions Initiative

In the workshops, stakeholders were provided a platform for expressing their views, sharing their experiences, and giving feedback. It was imperative to ensure that all stakeholders thoroughly understood the Strategy and its components before making decisions. Participants were also encouraged to share their perspectives and feedback.

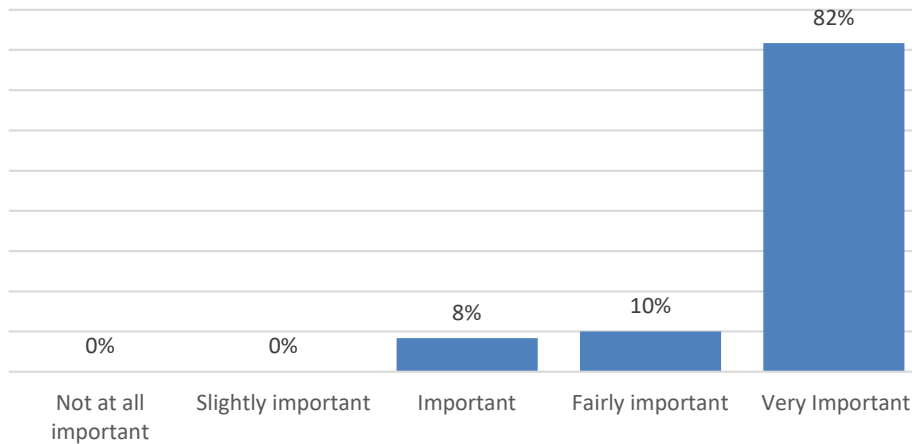
A presentation of the Strategy was given to all participants three weeks before the workshop who had been sent the digital copy by email. An overview of the Strategy, including six directions and 84 actions, was provided in the presentation, followed by questions and answers. During the in-person workshop, participants were divided into six smaller groups, facilitated by City staff, and supported by visual materials. All participants provided feedback using Mural's digital canvas during the online workshop in one unique group.

As part of the visual materials in all the workshops, key questions were included to guide the discussion and encourage participants to provide feedback on the six directions and 84 actions in the Strategy. A variety of open-ended questions were designed to encourage participants to provide detailed responses. To ensure that all participants had an equal opportunity to participate, the questions were intended neutrally and impartially, avoiding leading or biased ones. Moreover, the questions were designed to be accessible, avoiding technical language and ensuring that all participants could provide meaningful answers regardless of their background or expertise. Participants were asked to determine if the Strategy was relevant to their interests, identify any gaps or opportunities they perceived, point out barriers, and suggest additional actions and solutions in implementing the Strategy.

All participants felt heard and valued due to the transparent and participatory workshop activities. The facilitators encouraged each participant to share their perspectives to ensure active participation. The feedback gathered during the table discussions was documented.

Visual materials were created to support the table discussions, making it easier for participants to understand and respond to the questions. A visual presentation helped keep the conversation focused and on track, ensuring all participants could offer feedback. Below is the summary of the stakeholders answers.

Q1. How important is the RCCS to you? Why?

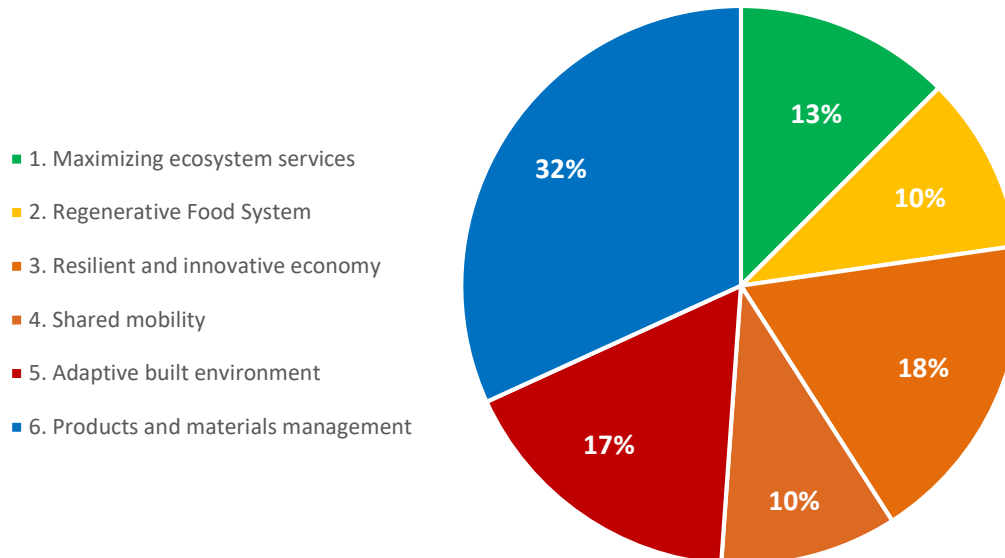


The answers to Question 1 show that the vast majority of workshop participants (82%) consider the circular economy Strategy very important, with an additional 10% considering it fairly important and 8% important. The main reason for this strong support is that participants recognize the following advantages:

- **Sustainability and Climate Resistance:** Participants expressed the importance of obligation for sustainable development, focusing on climate resistance. The Strategy supports the goals of the CEEP 2050, which aims to reduce greenhouse gas emissions and adapt to climate change. By taking action, the City sets an excellent example for other local governments and supports the transition to a sustainable future.
- **Economic and Business Considerations:** Participants noted that the current linear model is unsustainable and that shifting towards a circular economy is necessary to adapt to the climate challenge. They emphasized that this shift is critical for businesses to stay in operation and that moving to a circular model could lower costs and enhance economic vitality.
- **Educational and Community Benefits:** The workshop participants believe that educating and influencing future world leaders is crucial to becoming proper stewards of the Earth's resources. The Strategy can enhance the community's knowledge and resources and promote better practices for the environment. Additionally, the Strategy teaches regenerative approaches to resource use, moving from a mindset of scarcity to abundance. It can promote a sustainable future by working with the environment instead of against it.
- **Collaboration and Stakeholder Engagement:** Participants emphasized the importance of collaboration and stakeholder engagement in achieving a circular economy. The Strategy provides a guiding framework that aligns goals across the City and with other organizations. All stakeholders must work together towards a common goal that benefits everyone.
- **Infrastructure and Accessibility:** The Strategy can increase convenience and accessibility for recycling and collecting recyclable materials. By normalizing repurposed materials, and making recycled materials more accepted in new developments and constructions, the Strategy can promote reuse and reduce dependency on non-renewables.
- **Intergenerational Relationship and Future-Proofing:** Participants recognized the importance of considering all stakeholders in the process, including future generations. They stressed the need for future-proofing strategies to ensure resources are available for future generations to experience the richness of our current environment. Better educating kids about limited natural resources can promote a livable future for all.

- **Financial Benefits:** The Strategy can save the City money by reducing waste and promoting the more efficient use of resources. By creating a hub for materials where C&D waste can be reused, the City can reduce the cost of landfill waste. Furthermore, the strategy can inform consumer behavior and help members conduct their operations more sustainably, including packaging and EPR.

Q2. Which of the 6 directions are most relevant to you?



Participants in the workshop identified "Products and materials management" as the most relevant direction. However, it is crucial to note that this does not mean the other five directions are unimportant. As a result, stakeholders realized that they needed a better understanding of the opportunities and options for implementing circular approaches in the other strategic directions. While the identified priorities provide a starting point for action, Richmond will need ongoing engagement and exploration in all directions to advance the circular economy. To achieve meaningful progress, stakeholders recognized that they must continue to explore and collaborate on strategies that promote circularity in all six directions, ensuring an effective and equitable outcome of all actions requires ongoing engagement and dialogue between stakeholders.

Q3. Can you explain why those directions are relevant to you or your organization?

As part of this process, stakeholders were asked to explain why the six directions of the strategy (Maximizing Ecosystem Services, Regenerative Food System, Resilient and Innovative Economy, Shared Mobility, Adaptive Built Environment, and Products and Materials Management) are relevant to them or their organization. This information was collected and analyzed to understand stakeholders' perspectives and help refine the proposed implementation actions and targets. The following are stakeholders' answers:

1. Maximizing Ecosystem Services:

- Supports the growth and expansion of businesses that implement strategies to optimize ecosystem services
- Addresses issues such as climate change, water management, wildlife management, and pesticide education

2. Regenerative Food System:

- Focuses on improving food security and quality
- Supports sustainable agriculture practices
- Creates value chains for responsible food consumption and production

3. Resilient and Innovative Economy:

- Promotes innovation and being a leader in the economy
- Provides training opportunities for business and leadership students
- Encourages the growth of social enterprises
- Offers incentives for corporations to prioritize environmental impact in their manufacturing
- Supports large corporations in their efforts to work within the circular economy

4. Shared Mobility:

- Aims to provide equal access to services offered in Richmond without barriers
- Supports reducing dependence on cars and promoting walking/transit
- Recognizes the impact of mobility on businesses, especially concerning parking
- Integrates city planning with the circular economy.

5. Adaptive Built Environment:

- Implements regulations, demo projects, and procurement policies to support an adaptive built environment
- Encourages the use of climate change adaptable products
- Addresses the issue of landfills, intending to reduce waste in landfills
- Supports the building of structures near distribution centers for increased efficiency
- Adapts to the changing norm of variability in the environment
- Focuses on core service areas, such as the consulting firm

6. Products and Materials Management:

- Prioritizes the efficient management of materials and products in the market
- Recognizes the limited resources available on the planet
- Supports the use of recycled materials in construction
- Encourages the use of 100% recycled steel and the use of recycled materials
- Works towards repurposing end-of-life products for continued use
- Collaborates with stakeholders on the reuse and repurposing of equipment
- Bans products that cannot be recycled
- Prioritizes convenient collection as part of city planning

Mapping circular opportunities for actions

Brainstorm – What actions / materials should we focus on?

The goal of the question "What actions/materials should we focus on?" is to identify any gaps or areas where additional focus may be necessary to advance the circular economy in Richmond. The expectation was to gather insightful and practical suggestions from stakeholders, which can be used to refine the proposed strategy and ensure its effectiveness in promoting a circular economy in the community.

1. Materials:

- Concrete
- Plastics
- Steel
- Alternative materials

- Food waste
- Shingles
- Lumber
- Recycled concrete
- Recycled asphalt pavement
- Renewed petroleum-based products
- Micro plastics

2. Actions and Regulations:

- Policies requiring use of recycled concrete
- Bylaws requiring minimum use of recycled concrete in construction
- Partnering with developers and builders to research and implement new construction methods
- Extended producer responsibility for all products
- Banning artificial fertilizers and pesticides
- Regulating that builders should not harm the environment
- Incoming material reduction (curb consumerism)
- Peat land conservation
- Green tech EU (ban pesticides)
- Waste management – create throw-away limit and communicate it
- Auditing capacity process of recycling bylaws
- Harmonization, particularly with neighboring jurisdictions
- Bylaw or regulation to promote / prioritize recycled concrete in roads/parking lots (base)
- Banning single-use items
- Banning products that cannot be recycled
- Bylaws allowing recycling depots where population density is high (residential + ICH)
- Planning departments mandated to plan for end of life material collection
- Green procurement
- House moving as preferred policy option
- Relocating houses to create affordable housing
- Designing for deconstruction
- More pilot projects to test solutions
- Future liability of sending materials to be recycled
- Create a re-use market

3. Communication and Education:

- Stakeholder engagement and onboarding
- Public awareness for consumers
- Youth engagement in education
- Education and curriculum in the school system
- Education and advocacy
- Re-educating and re-marketing sustainability
- Financial Incentives and Collaboration:
- Funding to support innovation projects
- Financial incentives + re-use of recycled, repurposed materials
- Convention to bring businesses/organizations together with circular economy values
- Two-prong policies (1) fosters innovation (2) incentivizes repurposed/after market
- Reuse, repurpose programs with suppliers

4. Energy and Transportation:

- Moving away from fossil fuels to electricity
- Change pricing structure
- Heat pumps
- Electrification of transit
- Change City center heating system from natural gas to biomass
- Improving public transportation
- Investing in renewable energy sources

5. Nature and Environment:

- Natural asset inventory to valuation to ensure nature is considered in decision-making
- Plant perennials in roadways
- Model perennial ecosystems/pollinator habitat
- Food forest
- Withhold business license for wasters
- Increasing access to green spaces

6. Leadership and Engagement:

- Leadership by example – City of Richmond needs to enforce procurement of green/recyclable product
- Staff engagement with business leaders in circular economy related operations
- Coordination with other municipalities
- Speed up license processes
- Repaired vs repaired
- Reuse, repurpose programs with suppliers

Priorities – What are the actions / materials we should prioritize?

- Ensure pilot texting and use of recycled materials.
- Food hub: bring people together to increase food literacy, security, access, advocacy and sustainability.
- Waste Management: Lifecycles and CO2, Nitrogen.
- Land conservation: Peat, soil, shoreline, waterways.
- Engaging with developers.
- Alignment within procurement City departments.
- Education, consumer awareness and youth education.
- Harmonization between cities, municipalities, regions, etc.
- Speed up permit/licencing for companies that support City of Richmond circular economy priorities.
- Specification
- Requirements
- Re-educate people/optics & language.
- Creating a reuse market.

Stakeholders – Who else should be involve?

1. Government bodies:

- City Council and Mayor
- City staff engineers, policy makers
- Federal and provincial funders (ex NRCAN)
- Province of BC

- Government of Canada
- All levels of government
- Municipal governments
- Regulators and MMCD
- Provincial Government to write new regulations
- City municipal environmentalists
- Policy makers
- Public health authorities

2. Business sector:

- Food retailers
- Food processors
- Business sector (private)
- Chamber of Business/Community
- Business associations
- Consultation with business community throughout process
- Manufacturing and rebuilders
- Supplier companies
- Buyers for raw materials

3. Community groups:

- Community members
- Indigenous people
- Community organizations
- Urban Development Institute
- Non-profits
- David Suzuki Foundation
- Public

4. Agricultural sector:

- Growers (gardeners, farmers)
- Agriculture Community (ALC, Farmers)

5. Education sector:

- Educational institutions
- Educators
- Post-secondary instructors
- Students

6. Environmental organizations:

- Environmentalists
- Engineers

7. Waste management:

- GFL (Waste management)
- Waste sector

8. Other:

- Urban planners
- Association of engineering
- United Nations SDGs
- Standards organizations
- More events like this
- Sector specific workshops
- Renewal
- Un-builders
- Rebranding producers, government retail buyers
- Optics industries language surrounding recycled products
- Re-use market – City councillors facilitate/create programs

Barriers – Why has it not be implemented yet? Which obstacles can be removed?

The answers represent the various obstacles and challenges stakeholders believe are preventing the implementation of the proposed actions. The answers provide insight into the challenges faced and can be used to identify areas for improvement and remove obstacles in implementing the Strategy.

1. Financial barriers:

- Financial risk
- Financial incentives
- Funding
- Cost
- Economic feasibility
- Cost pushed to consumers
- Low cost of dumping mixed waste
- Project budgets does not allow for significant innovation
- Funding
- Cost and legislation

2. Knowledge and Education:

- Lack of knowledge of new procedures
- Education
- Re-educating - cost and time

3. Regulations and Policies:

- Liability
- Lack of legal support
- Permit for land / space
- Policies need to be adaptive, amendable
- Vancouver demo costs penalties and not high enough
- Recycled concrete aggregate not allowed in specifications for construction aggregate
- Need policies and regulation

4. Stakeholder Involvement:

- Lack of participation
- Too many stakeholders
- Stakeholders leading, steering forward adaptation
- All done informally by organizations
- Convenience - consumer culture, hit of momentum - dopamine - TikTok
- Mindset for second hand market

5. Perceptions and Attitudes:

- Perception (public, private, government)

- Lack of understanding
 - Attitudes to behavioral patterns
 - Long held beliefs
- 6. Logistics and Capacity:**
- Land access
 - Capacity
 - City processes + capacity
 - Cost of trucking often Vancouver Island to mainland
- 7. Technical Challenges:**
- So many materials require experts
 - Existing buildings being held to current building codes
 - Specifications
- 8. Mindset and Beliefs:**
- Fear of failure
 - Overwhelm
 - Climate exhaustion/brief
 - Cultural differences
 - Acceptance
 - Mindset of City staff/workers
 - Perceived or real liability of the solutions
 - Reuse market - time and profit
 - Re use - finding channels to provide to the public

Solutions – How do we remove these barriers?

Policies and Regulations

- Policies that require the use of recycled materials
- More restrictive policies – manufacturing / production
- Banning certain products to our ecosystem
- Landfill bans
- Waste audits and fines
- Ban non reusable products and packaging
- Government requirements to change current policies and processes - Initiated at the RFP stage
- Update policy and legislation

Education and Awareness

- Educating on importance the why for consumers
- Education
- Awareness why is important
- Education + marketing

Incentives and Funds

- City of Richmond grants
- Apply to MVDR board for sustainability innovation funds
- Grants, funds- student budget
- Tax rebates
- Carbon offsets
- Slate of carbon tax credit
- Incentives to change mindset, help businesses adopt while fulfilling bottom line.

- Incentives to use refurbished products for a project, in the tender documents
- Closer credit fees or reimbursable
- Higher minimum standard

Process and Procedure Improvements

- Flexibility in permit approval process
- Identify short term, easy, high benefit projects (< 12 months) and do it!
- Establish an application process for innovative pilot projects
- Faster + better permits processing
- Agreement templates (interphase between private + private).
- Application templates
- Dedicated City resources (staff) to be involved for period of time
- Streamline move permit process
- Expedite relocation permits or conditional demo permits
- Decouple demolition / building permit when relocating

Tools and Resources

- Circular economy toolkit
- Resources to help businesses/vendor meet circular economy goals

Communication and Marketing

- Clear communication
- Visual awareness campaign or messaging
- Intentional with the language so it's accessible to youth, institutions
- Further promotion of Richmond being an environmental leader/ambassador public pride

Land Access and Space

- City land
- City allows roof areas for food production/ gardens pilot projects

Deconstruction and Relocation

- Deconstruction as a RZ / DP consideration
- Deconstruct rather than demolish
- Make deconstruction + relocation of homes the norm not the exception

Specifications and Standards

- Specifications
- Performance over prescription specification
- City municipalities + geotech need to specify recycled product

Consumer Behaviour

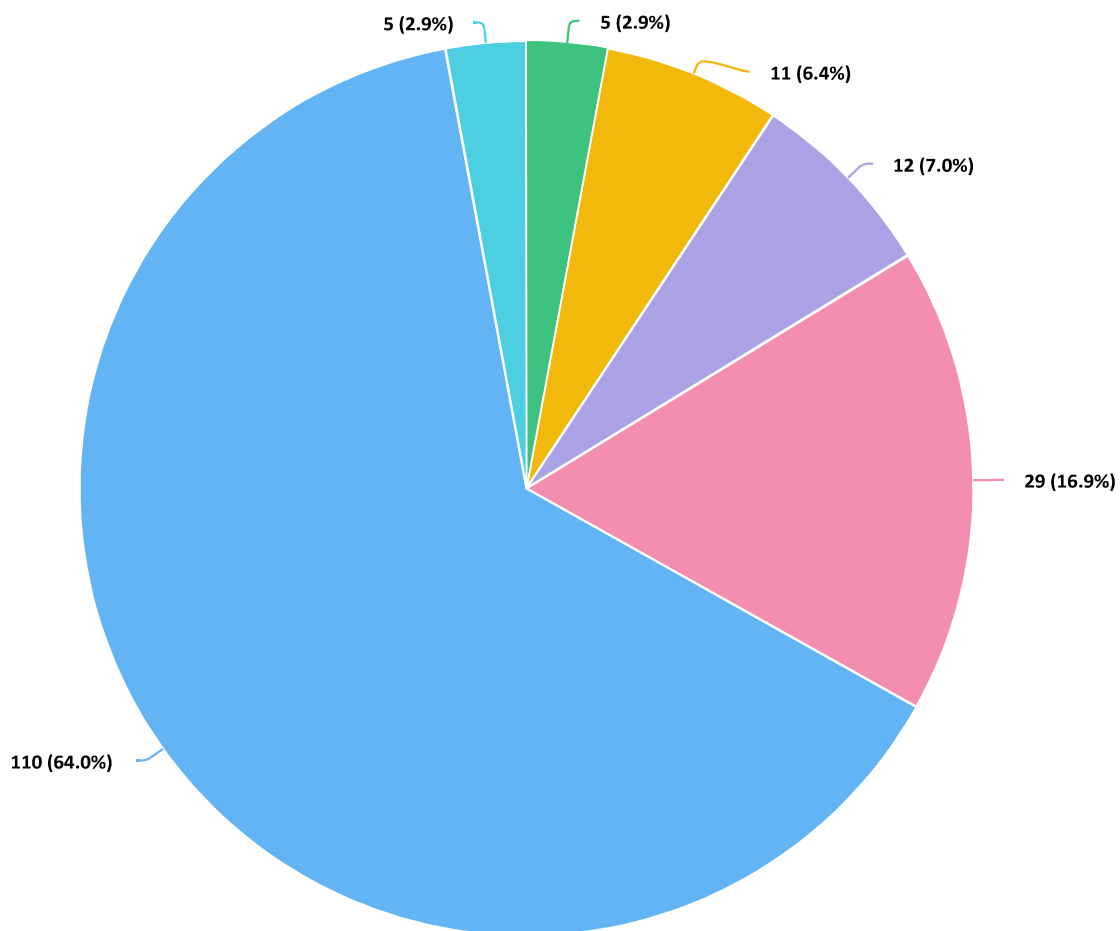
- Changing consumer behaviour
- Communicate why
- Green procurement

Let's Talk Richmond Survey Results

Let's Talk Richmond conducted an online survey to gather input from stakeholders and the general public on the Richmond Circular City Strategy (the Strategy) and to identify potential actions to include in the Strategy. The survey focused on proposed six directions and 84 actions. The survey included one closed questions and one open questions in each direction. Most respondents are committed to making lifestyle changes that positively impact the environment, although convenience is still a factor when it comes to buying behaviours and habits.

Direction 1 - Maximizing Ecosystem Services

How important is Maximizing Ecosystem Services to you?



Question option

● Not at all important ● Slightly important ● Important ● Fairly important ● Very important ● No opinion

What actions would you add with respect to Maximizing Ecosystem Services?

1. Reduction of concrete jungle on #3 Road
2. Reduce, Reuse, Recycle.
3. More protection of mature tree canopy with multi-family developments
4. Indigenous community input must be incorporated into the assessments and solutions

5. City Council needs to hire a biologist to give them good advice. Right now, their policies do not consider the environment enough. Think about the giant trees cut down in Steveston Park
6. I think the implementation time frame is too long.
7. Not sure how to answer this without knowing examples of ecosystem services.
8. More community farms
9. Integrating social values and increasing transparency.
10. This is a total waste of time and my tax dollars. Do you not have anything better to do with your time?
11. How about fixing our broken medical system, the housing shortage, feeding the needy, replacing the massy tunnel with bridge, building up our dyke system etc.
12. Collect more fruits and veggies that cannot be consumed to become the enzyme
13. Increasing biodiversity through increasing wildlife and pollinator friendly habitat (less lawn wastelands on public spaces), and cleaning up our waterways. The water around industrial areas is still horrific, particularly south of Mitchell Island.
14. Urban truck gardens and or community food gardens, perhaps as part of large scale housing projects and urban parkland example as in Japanese cities
15. The most important for me is to support local and consume local produce. The local produce is always as per the weather and provide you with best nutrition without compromising your health and reducing the carbon footsteps.
16. Get rid of ditches and stagnate water with proper modern drainage to reduce unsightly and mosquito-infested areas in Richmond.
17. Any actions taken should come out of the budget, not adding expenses to it, and not to be paid for by the taxpayer.
18. Good initiatives, however take it small steps at a time
19. From No 5 Rd east it has become a realtors dream to sell off Westminster Hwy .looks like it's working well for them.
20. No 5 Road to No 9 Road needs a cycle trail Rice mill to Dyke Road ramp; Williams reconnect the gap.
21. Rebuilding the dikes higher will accomplish this.
22. Analyze the impact of population growth in Richmond when trying to Maximize Ecosystem Services.
23. Dont raise my taxes
24. We need more access to green spaces with the intention of urban farming, urban beekeeping, etc.
25. The city should also invest in renewable energy sources. Such as solar, wind, and a wastewater treatment plant with the intention of powering the city.
26. More trees, flourishing plants, and protecting the greenery we have.
27. Build less, it is that simple
28. Plant many, many more trees.
29. These are all good overarching goals, however, do we have any realistic and concrete timelines for areas of improvement around the City?
30. Stop building massive homes on rich farmland. Make the area of building to a maximum of 3000 sq ft with a maximum 2 stories to allow for sun to reach all farmable land.
31. Ensure all high rises built have to have areas of vertical farming
32. We must build around existing trees not tear them down to accommodate building design (ie Steveston community center rebuild).

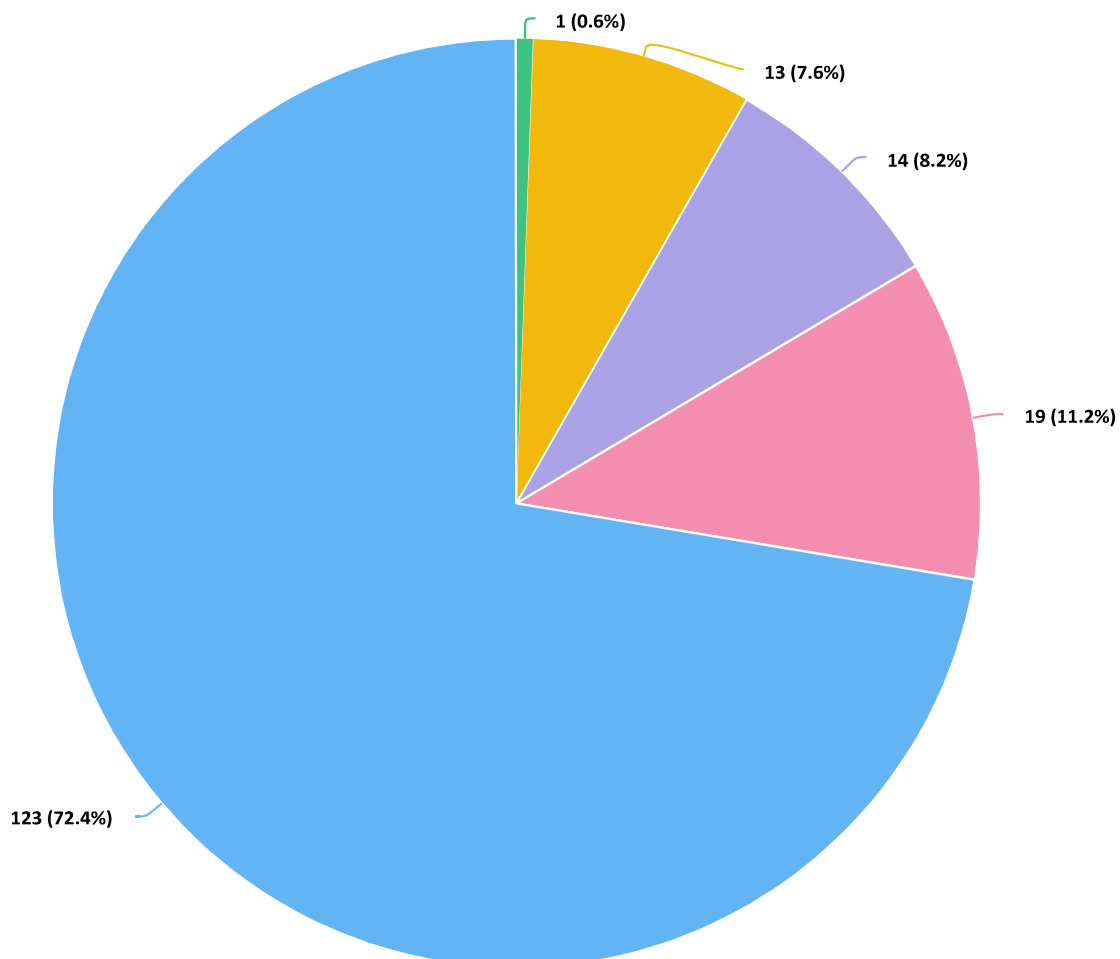
33. Go into schools and teach children, they will influence their parents.
34. I think already pretty comprehensive
35. Nothing comes to mind.
36. Revitalize covered water streams
37. Be aware that need for planning for further growth as well as developing an ecosystem for today. Townhouses, condos are being built on almost every major street in Richmond. WE NEED THE INFRASTRUCTURE TO SUPPORT THIS GROWING POPULATION.
38. A better definition of what ecosystem services is.
39. Stop building monster houses; stop allowing houses to sit empty; stop cutting down trees for lame excuses; stop tearing down houses for no reason;;stop allowing people to own property that don't live here andstop allowing short term rentals (i.e. air bnb).
40. Flood protection needs to be the top priority. Raise the entire dike, mandatory superdike new developments, raise River Rd, raise min FCL, reinforce all main culverts, and establish robust and redundant pump stations.
41. Create "oasis" like environments to mitigate impact of heat waves in urban concreted centers.
42. Too much of this sounds like World Economic Forum policy that will punish citizens if they fail to meet the moving goal posts of their communist ideology.
43. Improving public transit and walkability in our city's streets. Less car traffic will cause less damage to our local trees and wildlife.
44. Educate the public. Too many are oblivious to environmental impacts of poor decisions. Need to educate people WHY this is important.
45. This is a good start. Must be careful not to run into unintended consequences though. Damaging important services by protecting ecosystems. For example, hindering existing commercial/industrial zones and the employment/economy that comes with them.
46. I Just copied and pasted these: revitalization pilot projects? Design solutions? Capital assessments? Plain English please.
47. Embed ideas in curriculum; give students opportunity to learn/participate early in their school life
48. Teach horticulture in primary grades. Let the children set up farmers markets and sell their products. (Norway does this)
49. Preventing contamination and encouraging remediation of ecosystems.
50. Check the reviews from "Richmond News from the Editor" on the proposed Richmond Circular City Strategy
51. Under promoting design solutions I would add that existing areas be reviewed and a more circular approach be applied to them. Reduction in paved surfaces, more natural drainage, etc.
52. Speaking on behalf of an Arts organization, the Community Arts Council of Richmond, I think art is very intertwined with nature, compassion, empathy, and many values that hold up harmony and balance. If partnerships include some consideration of the arts, whether it is for 1.4 on promoting behavioural changes or collaboration on pilot projects, I see tangible benefits for Richmond.
53. Work with education and research institutions in creating innovative and integrative approach to building awareness.
54. Identify areas for active, ongoing removal of invasive species coupled with planting of native understory and canopy species. As well, discontinue planting trees which require supplemental watering during summer droughts, and instead plant species which are already adapted to our wet/dry cycles.
55. Add many information and education sessions for the population. I have only seen this by chance in the Richmond Sentinel

56. The city should offer-rent free a warehouse with a paid manager to accept/pick-up/store and deliver donated goods. Other charities try to do this for refugees, people who are burned out or suffer loss from flood or other catastrophes but no one has cartage or storage. If the city donated a warehouse and a paid manager (supported by volunteers) we could not only prevent tons of household furniture and goods going to the landfill, we could take care of our neighbours when they are in need, and we could support new Canadians. Multiple baby boomers are down-sizing every month and lovely furniture is being discarded by relatives, heirs, or seniors who do not have a way of recycling. I know about Richmond Cares/Richmond Shares but try and get them to pick up or deliver anything and it's been a challenge for years. Every so many years there could be a sale of goods that haven't moved to re-coup some of the city's expenses if need be but the reduction in goods going to the landfill would be enormous!
57. I strongly support considering more nature-based solutions, such as restoring parts of the pre-colonial wetlands in areas where that is possible, to protect against increasing climate-related flood hazard.
58. Expose more to the public about these projects
59. Involve stakeholders and listen to their input.
60. Add in the concept that providing greater density housing on land that is already used for housing is the most ecologically sound approach. Valuing ecologic priorities over other priorities risks amplifying the housing crisis.
61. Recycle as much as we can, especially when old things are replaced with new things.
62. In the future, proposals for resource extraction and developments in ecologically-sensitive areas should require quantification of losses in ecosystem services.
63. Support local business. We help cut carbon every day through the lack of freight.
64. Ensure we maximize sustainable use of our rich agricultural soils.
65. Establish policy to compel developers to contribute to a fund supporting this.
66. When a residential property is redeveloping, all of the top soil is removed and replaced by sand and a much smaller layer of topsoil is added. You can see the effect during the summer as the lawns on these properties are more parched than the lawns of the original homes.
67. Everything in this list is a no-brainer and should have been in the agenda decades ago. But I'm curious about the Nature-based Solutions with respect to expanding wetlands to absorb flood waters. This is obviously not in the current plan. Massive expensive diking is. I have suggested this very idea to council and managers at the city and was met with a line. Again, it's a no-brainer and an idea I've suggested is to extend the a railway street ditch deep into Richmond to make a canal, to let water out before a flood but otherwise be a pleasant bike route along a waterway full of kayaks, etc.
68. Keep in mind home owners living on property with old trees that are too big for their lot size and are potential hazards for surrounding homes. They should not be restricted or bound by the "Maximizing Ecosystem Services" from trying to manage these hazards.
69. Develop an ecosystem plan that has a stated objective for why and what is being maximized. For example, maximize wetlands - species to be improved and what the benefits are.
70. I just feel that we need a lot more green space. With all the heavy densification that has taken place in the core, there is just not enough green space, trees etc. being established. If you took away our dyke paths, the city, has become sadly lacking in parks considering all the population that has moved here. We lost all the beautiful green space where the Richmond Oval is. Now it's a huge costly ugly behemoth, surrounded by ugly buildings. All the community gardens were taken away, as well as the only R.V. park we had. Where are the replacements for all the trees taken out for this? Also where was the green roof that so many believed should have been at least done at the Oval?
71. Nothing to add. Appreciate the possibilities noted in 1.4 regarding community partnerships and promoting behavioural change.
72. Stop building on our wetlands and allowing dumping of hazardous materials on ALR.

73. Natural asset management is key and should be a priority. Participating in the Natural Asset Management Institute is generating standards, a community of integrated practices, and support for municipalities would support shared learning.
74. Emphasizing the first point- supporting ways to overcome barriers to a circular economy. Supporting local innovative solutions, whether private, non-profit, or public.
75. Communicate with residents so they understand the issues. Identify neighbourhoods to pilot projects.
76. Stop allowing developers to chop down trees. In other municipalities - West Vancouver and New Westminster, for example, this is not permitted.
77. Deliver on promises; deliver on proposed directions and actions; no more dithering, grandstanding, and lack of funding excuses.
78. The native tree program that was piloted this year was very special and in line with the values of the City's circular city strategy. Any ways to expand this and other programs that strengthen our biodiversity and stock of native flora is great.

Direction 2 - Regenerative Food Systems

How important are Regenerative Food Systems to you?



Question option

● Not at all important
 ● Slightly important
 ● Important
 ● Fairly important
 ● Very important
 ● No opinion

What actions would you add with respect to Regenerative Food Systems?

1. Promote CSA (Community Supported Agriculture)

2. This sounds great in theory, but there are huge concerns about the affordability of this pillar - this will fail unless you match other prices.
3. Reduction of fertilizers and protect ground water.
4. Immediately stop development of any kind on farm land and rescind all permits issued to date to prevent the further loss of farm land. Promote farming with lower taxes on farm land. Allow farmers to grow what is needed not what some government wants grown - not always the same plants.
5. A vegetable garden.
6. Expansion of the Terra Nova Sharing Garden to make sure these foods are available for lower income residents.
7. Do not allow any more mega houses to be built on the agricultural land reserve. Vowed to protect the agricultural land in Richmond. No more special permission to build on land that is needed for farms. Give farmers a break on taxes. Encourage mega home owners to use the land by renting it to local farmers. Educate Richmond residence about farm and wild spaces working together. That means accepting wildlife like coyotes. Education is key to all of this. That goes for the counsellors and city staff too!
8. Eliminate mega mansions on farmland and turn the lands back into actual agricultural lands instead of allowing for loopholes that give tax cuts for building mansions.
9. We need more farmers markets on a permanent basis in the neighbourhoods. And at affordable prices.
10. Increased community garden/plots.
11. Local diverse food availability
12. Protect the ALR and stop the MEGA houses built on the ALR.
13. Understanding the diversity that underpins our global food systems is crucial if we are going to change it.
14. "Another waste of time. Stay out of this and stay in your lane"
15. Ensure agricultural land is only used for agriculture.
16. Ensure more local food is available at regular grocery stores, and not just the weekend farmers market. Local food shouldn't have to be artisan only, with increased prices for artisan products.
17. An idea for shortening the food chain from farm to fork; invest in a co-packaging plant for local businesses to use/share.
18. Lts do it without sacrifice and increase in tax dollar... use only available funds without allocating more from other areas!!!!
19. As above comment. There is too much wasted opportunity for food production around rec centers, parks and housing projects ... too many large lawn space. Reduce grass lawns.
20. All the points are directly to my heart and I totally support the initiative.
21. Natural pesticides consist of heavy metals and should not be used. Famine is not an issue in North America but the dangerous roads with no turning lanes and few green arrows in Richmond is a problem.
22. Create more community gardens and organic composting facilities w/in walking distance of residents.
23. Reallocation of surplus restaurant and supermarket foods to food banks, best before dates notwithstanding.
24. Make it affordable for residents to participate. There needs to be more available land for community gardens in residential neighborhoods.
25. Not too restrictive for farmers or stores, have flexibility on timelines for implementation.
26. Use education: field trips to farms; growing crops and selling them at school fairs (which is part of Norway's curriculum).
27. Fund the farmers, not the corporate grocery sellers. (Westons, Loblaws).
28. It is about time our farmers had help to grow the foods we need instead of importing.
29. I think it is important to maintain the ability to feed ourselves and at the same time not restrict the ability to bring in food from elsewhere. Also important to reduce chemical use as long as we can maintain productivity.
30. Recycle kitchen food waste.
31. Create an incentive for local farmers to keep their own beehives.
32. Create designated greenspaces in collaboration with Indigenous peoples to grow wildflowers and native produce across the city and surrounding area.
33. Education on why this is important, opportunities for communities to eat food grown near them, more farmer's markets, more community gardens and pressure on grocery stores to use local products.
34. Make the farmers farm their land and not build monster house on it.
35. No suggestion at this time.
36. Ban chemical fertilizers entirely.

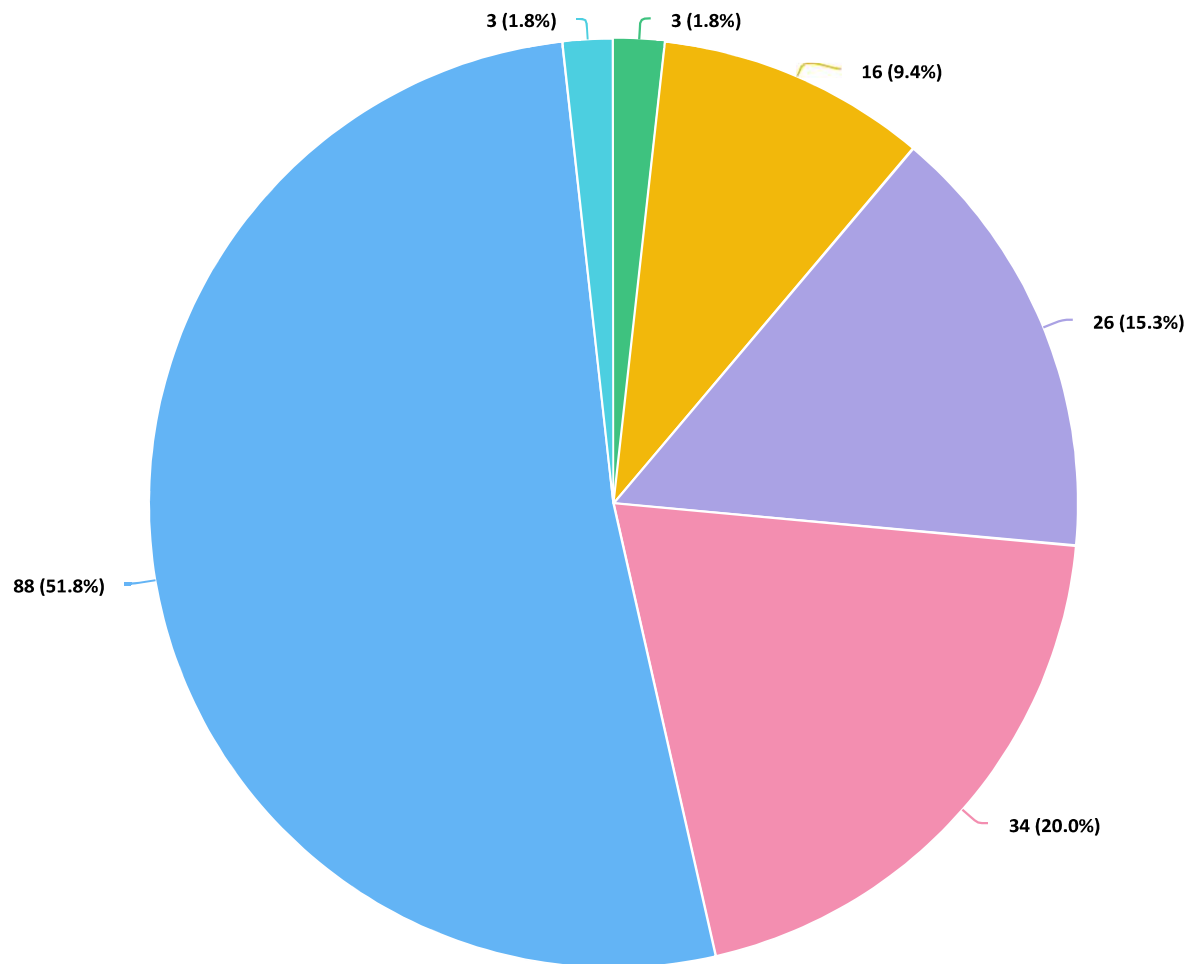
37. Again, how do we plan on "actioning" these goals?
38. Have incentives for organic growing so that organic foods are affordable to all and have farmers provide a portion of produce to foodbanks
39. Surplus food sharing. Have a platform where residents can put surplus food to share with others.
40. Educate retailers about food spoilage. For example, many smaller size supermarkets sell food outside of their stores where there is direct sunlight which can accelerate spoilage.
41. Please clarify.
42. Identify nutrient and resource flows
43. Provide resources for urban farmers such as education, a convenient source of information (similar to the Richmond Let's Recycle app) and provide free or inexpensive dirt from compost that's is currently being collected every week from households
44. A lot of these ideas are stupid. Vertical farming in industrial areas? There is no industrial land now.
45. Look for ways to get the major supermarkets involved in working with local farmers and promoting locally produced food.
46. Facilitate more "backyard food gardening" by permitting residents to strategically remove large trees (especially ornamentals and damaged trees) that cast shade and deplete moisture and nutrients from potential food growing sites.
47. Teaching people how to use their yards to grow vegetables and send volunteers around to help them to get started and maintain their plots.
48. I think the suggested actions are very ambitious already.
49. Enact and enforce much stricter controls over approval and construction of excessively large homes built on ALR land.
50. Bylaw and structure to allow and support growing food in residential (front) yard.
51. Save and retain the land presently designated as agricultural land and strictly enforce this. Have strict regulation of developers.
52. Legalise the operation of cannabis farms if at least 65% is for food and/or medicine production (good food is medicine); this will ensure more land is covered by actively growing crops and more revenue for the city to use for its programs, especially ensuring fair access to affordable & healthy food for all.
53. Reduce food waste by allowing food recycling and redistribution of unused food.
54. Protect farmland.
55. Stop building monster houses. Stop allowing houses to sit empty. Stop cutting down trees for lame excuses. Stop tearing down houses for no reason. Stop allowing people to own property that don't live here. Stop allowing short-term rentals (i.e. Airbnb).
56. Prevent property development on farmland.
57. "Chemical" fertilizers are fine, remove this from your list. Re-locate the farmers market to central Richmond, maybe somewhere on the Garden City Lands block. It is currently inaccessible on the far side of Highway 99, as well the inept plan for a lower capacity and more expensive union built tunnel will have insufficient capacity on the new partial cloverleaf there to reliably access this site. The city should support the stack interchange originally planned to a 10 lane suspension bridge.
58. Continue to promote or actively create "green corridors" for bees.
59. This agenda is completely at odds with the policies of the Liberal government, NDP, Greens, and the WEF that seeks to rid fertilizers from farming. The entire #nofarmersnofood is all about that one issue. Richmond would need to secure its own fertilizer production capability to make any of this work.
60. Make it easier for smaller businesses, such as grocery stores, to open in residential areas of the city. More mixed-use residential buildings by rezoning a lot of our single-family zones to these developments of a commercial unit in the ground level with multiple stories of residential on top. This eliminates the needs for families to always shop at big stores at Costco and Walmart where they always buy bulk goods which sometimes is more than what they actually want.
61. Keep in mind that outdoor growing is not sustainable year round in our climate. Industrial farming should be looked at in all shapes and sizes including indoors which can be power/energy intensive.
62. Do you say stuff like regenerative food systems and food system industry to your mother, grandma, kids? Plain English please
63. Increase opportunities to grow locally in all seasons, offer hands-on workshops.
64. Rotate crops that will replenish the soil, reducing the need to add more nitrogen to the soil.
65. Create systems to provide food systems with clean irrigation water.
66. Investigate water quality in areas of agriculture to ensure long-term sustainability of the industry.

67. Boost the Tuesday Food Market sales of local produce.
68. Look at the addition of incentives for builders/owners to use empty roof areas as locations where food can be cultivated.
69. I'm not knowledgeable enough to know what to do but I do want to get more information so I can do my part
70. Promote honeybee colonies in gardens, maybe.
71. I think there are already some very innovative ideas and projects out there, whether it is to look into vertical farming, urban farming, the Richmond Sharing Farm, or other initiatives.
72. On a personal level, I would love to see more opportunities in this area. Perhaps the promotion of social or youth enterprises in regenerative food systems while we shift away from old ideas about food, money, and waste. In Vancouver Foundation's Youth Policy Program 2022, one of the youth's policy topic is on food waste and food labelling, and one idea mentioned there is that society produce plenty of food, but people still go hungry for economic reasons. Thus, I am reminded that many people in Richmond still rely on the Richmond food bank. Now, I know this section is not talking about poverty and we don't want to get distracted, but perhaps it will help bring perspective to 2.1, 2.3, and 2.4.
73. For one last thought: food production is inherently tied to land and space, and land is very expensive and limited. Much of Richmond's land is designated Agricultural Land Reserve, and the Garden City Lands is dedicated to urban farming and bog conservation, so I'm sure the city takes note both the struggles and the accomplishments that comes from dealing with these issues about land and space. Even so, is this direction an opportunity to work on Reconciliation and partner with Indigenous organizations and Nations? I think Indigenous teachings share the same ideals about circular ecosystem and sustainability, though I don't know how this partnership can take shape - I leave it to the evaluators to decide.
74. Why reducing meat consumption/production is not a topic here? We should be encouraging and educating people to eat less meat, since factory farms have a tremendously detrimental impact on both our land availability and soil health!
75. Be more transparent and clear with business licence regulations and bylaws for farms of all sizes, so that farms can operate legally first, then contribute to the food system.
76. Establish a network between grocery chains, restaurants, and the Richmond food bank to enhance re-use of excess foods. Utilize more-frequent collection of food scraps and spoiled foods for recycling in Richmond's composting system.
77. Well thought out.
78. Does the City directly support farmers' markets? Maybe it would be possible to support having more farmers' markets in Steveston and other neighbourhoods.
79. Trabajar en esa línea de pensamiento con los comedores de las instituciones educativas, por ejemplo, para lograr el aprovechamiento y el no desperdicio de los alimentos allí elaborados. Huertas escolares. [please translate]
80. Have more involvement of the public
81. Preserve the quality of the food
82. The proposal to "require a preference for local food into food service licenses" is an outrageous overreach of municipal government and will further drive up the cost of food. This proposal should be changed to provide education and opportunities to food service licensees about locally available food.
83. Make sources available for people who would like to have their own gardens, look in allowing people to have their own small farm animals, i.e. chickens.
84. Have farmers' markets year-round and further subsidize the cost of produce sold there so vendors are competitive with big chains stores.
85. These are big words but what are the real plans. You keep letting the huge developments happen which have no possible green space. Where are the people supposed to grow the food, if they even wanted to?
86. Promote/require use of local produce in grocery stores.
87. Provide resident workshops that help maximize sustainable, productive food gardens using front and backyards.
88. Encourage and support open farmers markets.
89. Backyards are disappearing due to short-sited development. No longer practice to grow food.
90. Stop charging farmer for irrigation water at standard city rates. Without changing this one thong you will not make sustainable farming attractive to new farmers.
91. Establish a proper and effective rodent and urban pest control system to backup the regenerative food systems. There is no point growing food if the rats and raccoons are going to eat or damage the food.

92. Nothing mentioned about use of organic (food) waste to increase land productivity.
93. Again, more planting of trees, more composting, etc.
94. I would add a thorough examination of buildings being allowed on agricultural land - my observation is that there must be loop holes allowing "non-agricultural" buildings.
95. Ensuring the ALR is used for farming and not mansions.
96. Immediately CEASE all home building on ALR lands that are not specifically for the purpose of housing farmers and / or farm labourers. Require farming to take place on ALR, rather than other enterprises. Properly identify and inventory suitable crops for Richmond and support and promote local farming by any means necessary. Encourage less international and more local produce and products in grocery stores. Consider neighbourhood public markets that offer local dairy, meats, produce co-located with Community Centres. Promote local in smaller, but densified neighbourhoods to encourage/ require less driving to big box stores/ chain grocery stores. London Landing area, for example, has grown exponentially in recent years and yet there is NO food shopping available there and getting to transit is a long hike. Anyone living Railway to #2 Road, south of Moncton Street has to drive to get groceries. Same with Brighthouse Station area. All these thousands of condos built and there are NO grocery stores or places to buy local foodstuffs in the immediate area. Everyone has to eat, but this City has a deplorable lack of accessibility to fresh groceries / farm-to-table goods unless they drive. Imagine how much congestion you could solve, greenhouse gases eliminated, healthier citizens just by creating neighbourhoods that people can LIVE in?
97. Working closely with Urban Bounty and the cross-sectoral Food Systems organizing team to support a multi-agency/multi-sectoral approach to co-developing and activating a collaborative food systems approach that maximizes shared resources, aligns activities, identifies key priority actions, and generates shared outcome measures based on key indicators that are focused on regenerative food system advancement.
98. Is there room for farm food tourism to support the development of local food? A good hub would help local farmers and fishers produce for market.
99. After much acrimony and debate, and once the provincial government implemented a maximum size on mansions, Richmond followed with a 4,000 sq. meter maximum size. Now those same mansion owners and other ALR land owners want to build second homes at the back of farmland. First we were told the mega-mansions were for multi-generational families who would farm the land. Now we're told they need smaller houses at the back of their properties for farm workers. 1. In my neighbourhood of 20+ mega-mansions built, none house multi-generational farm families. Instead most sit empty or are flipped and re-flipped. As soon as the permits are given for the house, the owners flip the property and take the profits. 2. Farm workers do not require an expensive second home. If the City permits ALR land owners to have a smaller second home - this is just a way to develop property. The owners bought cheaper farmland with the hopes generating significant wealth by developing the property and reselling it. Do not let this continue. We need our farmland and we need it to be farmed.
100. Address the fact that substantial swathes of productive farmland have been made into "luxury estate" properties for things like mega mansions, birth hotels and questionably legal short-term rental mansions. Stop future destruction of viable farm properties and take steps to roll back abusive land-use
101. Already mentioned but multiuser infrastructure that promotes alternative means of transportation to farms and farmers markets.
102. More support for local farmers markets, community gardens, and fruit gleanings programs.

Direction 3 - Resilient and Innovative Economy

How important is a Resilient and Innovative Economy to you?



Question option

● Not at all important
 ● Slightly important
 ● Important
 ● Fairly important
 ● Very important
 ● No opinion

What actions would you add with respect to a Resilient and Innovative Economy?

1. Make national and international businesses be responsible for handling waste in their products - like packaging and single use plastics.
2. Encourage more food production locally, limit/restrict monster homes on agricultural land.
3. Buy locally.
4. Local incentives for businesses to participate in a resilient and innovative economy.
5. Explore how the city through business support, policy, regulations can promote repair shop businesses for bikes, household appliances etc. to lengthen life cycle of consumer goods and reduce waste stream.
6. In order for a circular economy to work, the vocabulary has to change. We need to decrease the use of the words "economic growth". We need to continue to use words like reduce, reuse, recycle. Those are the terms that people are familiar with. We need to encourage decreased consumption. We need to go after big box chains like Costco and stop them from using so much plastic. We need to go after chains like Safeway and mandate that they have local produce. It needs to be a hard line, otherwise businesses will not change. We need to encourage more small businesses where people shop local. We need to discourage online purchases where items are coming from international destinations covered in plastic.
7. Open the door to newer businesses. Everything in Richmond is the same. No diversity.
8. Control the rents which drive local business out of business.
9. Creating a Richmond Innovation and Investment Agency.

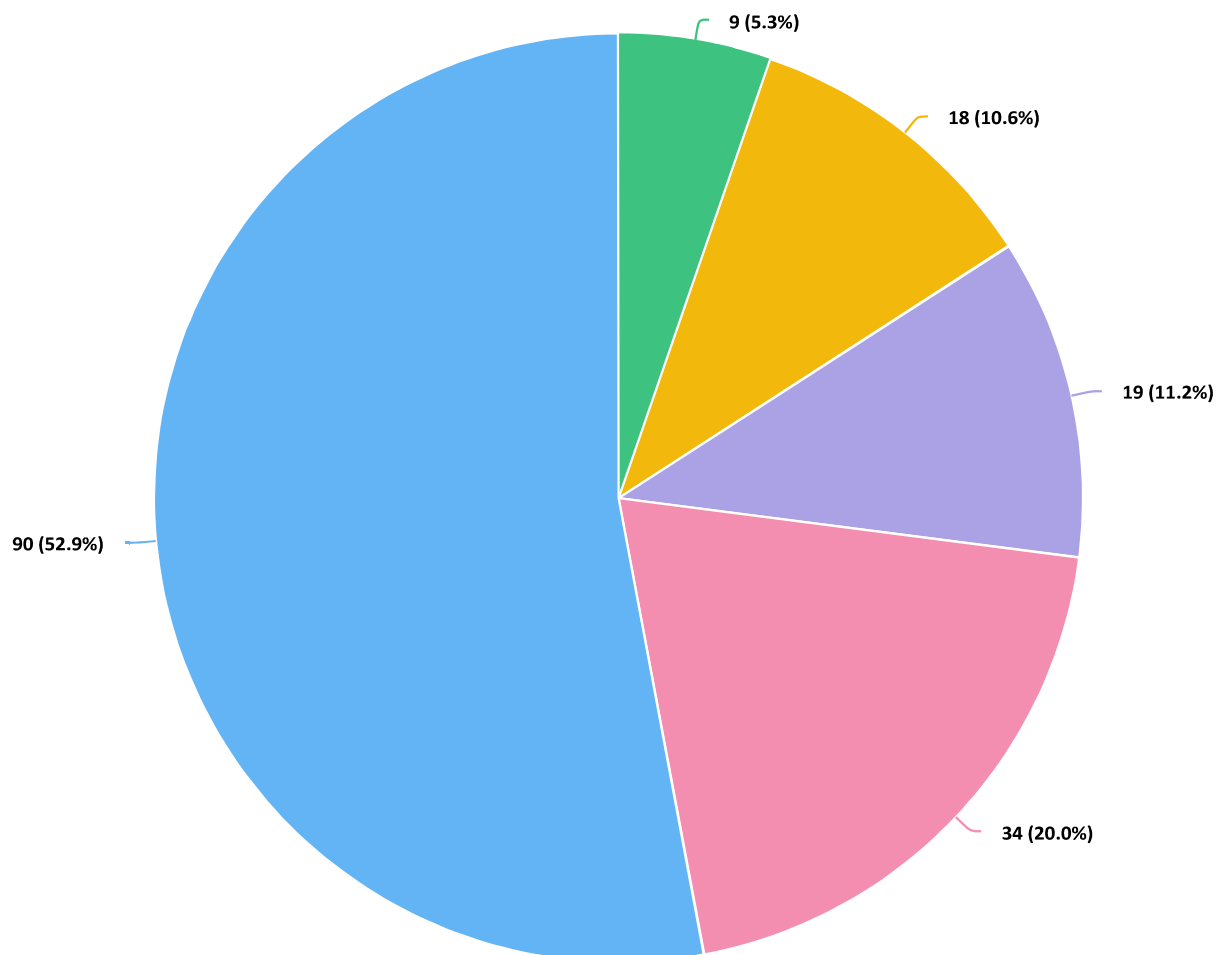
10. You want to improve the business environment? Get rid of the red tape, the ridiculous pile of paperwork/filings to get things approved. All of this is simply a make work project that forces the city to hire more pencil pushers.
11. Award the good business partners.
12. I would like to see more enforcement of the ban on single-use plastics. I've recently see black plastic take-out containers (Best Bite) and single-use plastic food court containers (Lansdowne Centre) from some of the local businesses. I believe black plastic is still not recyclable in Richmond as the infrared cameras cannot sort it.
13. Provide incentives / opportunity for smaller scale business to become part of larger industrial parks in order to consolidate land space and improve shopping experience.
14. Everywhere you see that the local businesses are suffering and huge business chains are taking over. The best way to overcome the life and health problems is solved when we make local and support local businesses. Self dependence makes it easier to be resilient and cope with natural calamities, when there is less dumping and more recycling.
15. Small businesses were wiped out due to Covid-19 government restrictions. These business owners should be compensated and encouraged to re-open. Pollution is not an issue in Richmond but the deadly roads, petty crime, random attacks, and growing homelessness is a problem in Richmond, especially around businesses. Congestion and lack of parking hurt small businesses in Richmond.
16. Incentivize work-from-home initiatives, including property tax breaks for persons working from home... particularly for innovative business ventures.
17. Needs to fit within the budget, and affordable for the cost of living to come down, not to come out of taxpayers pockets.
18. Allow for SHORT TERM Business Opportunities that do NOT have to conform to all the Richmond Circular Guidelines.
19. Be careful not to drive businesses out of Richmond,
20. Careful policies that will be embraced by business will achieve the best long term result
21. Using food as a resource. More farmer's markets.
22. Using bike routes as pollinating bee food resource areas. (Yay Railway.)
23. Any empty lot sitting idle due to (business decisions!) should be allotted as a farmers market.
24. Allow citizens to sell fruits vegetables and jams without permits.
25. Do this without raising costs to the consumer
26. Implement a price cap on rent for retail and commercial spaces. Develop new incentives, grants, and supports focused on small business. To help encourage and uplift local entrepreneurs and business owners.
27. No suggestion at this time.
28. Institute new awards honouring regenerative, nature-based products, and businesses promoting sharing and reusing models and circular strategies.
29. Again, how do we plan on "actioning" these goals?
30. Provide new businesses with lowered lease payments or grants per each carbon neutral item they create as well as items that show all products are sustainable, locally sourced and locally recyclable and regenerative
31. This part of the plan doesn't seem to show any teeth. We will need businesses to be the most active and participatory in this action.
32. Raise awareness of plastic pollution and the impact of micro plastic on human health and animals' well-being. We use plastics in our daily life and identify ways to reduce that usage.
33. Please clarify.
34. Analyze the Richmond business material metabolism (???) ~ to identify opportunities to maximize efficiency use.
35. Again. Big words big ideas not one bit of common sense.
36. I don't think I have the knowledge to speak to this initiative.
37. For profit businesses only focus on making money, I think these actions are difficult to achieve.
38. Encourage the selling of less-than-perfect-looking produce to further reduce the amount of food waste occurring in mainstream grocery supply chains.
39. A citizens' board to review and provide recommendations to any new bylaws and directions in this area, so all feel a part of things.

40. Stop building monster houses, stop allowing houses to sit empty, stop cutting down trees for lame excuses, stop tearing down houses for no reason, stop allowing people to own property that don't live here, stop allowing short term rentals (i.e. air bnb).
41. Ban Styrofoam and plastic containers; encourage the use of compostable containers.
42. The use of industry by-products as feedstock should be a national initiative, coordinate with the feds on this one.
43. All I see is more WEF policies, making the manufacturer of a product pay for part of its recycling. Then increasing the burden on the manufacturer until the product is no longer feasible to build.
44. This will lead to a collapse of business.
45. Reduce lanes on roads or replace car lanes with bus-only or cycle lanes. The taxes the residents pay for their homes is not enough to maintain the streets that the houses reside in. Either increase taxes on these subsidised suburban properties or reduce the width of these roads by eliminating side-street parking.
46. None to add.
47. Getting back to Richmond business events. I have not seen as many events connecting businesses in the city since COVID.
48. Huh? Simple English please.
49. The actions outlined start at home - if we live our daily lives with this in mind, it will support and set expectations for it to happen in business.
50. Quit selling off Westminster Hwy lots to speculators and destroying farmland.
51. Build tool exchange centres to borrow like a library.
52. The general population should be educated about this as well as they are a valuable piece of the puzzle. Providing a platform from the city to illustrate how businesses can educate their clients.
53. I think the economy is very important to most people in society. I have already mentioned the promotion of social enterprises and youth entrepreneurship, so I think the same idea will benefit here too. Creating a business is normally tough and expensive, there are many risks involved and it is competitive, that is why I do hope these proposals can help facilitate more economic growth in Richmond that is meaningful and for the long-term. I honestly think there are many youth and young adults whose potential are untapped, but they don't have an outlet to express their potential.
54. Can we somehow create a behavioural shift away from the kind of consumerism that promotes waste, I am all for it. However, many people seem to worry about cost first. Also, I think the bigger, transnational conglomerates do have a lot of power in shaping their vision of the economy, so I hope they will enthusiastically cooperate on building this vision with the city.
55. We should also be building awareness among our own community. EDUCATION is KEY!! Educated citizens will be able to demand/support business that follow these practices.
56. Have strategies that encourage diversity in our businesses including BIPOC demographic. Create space for entrepreneur innovation and collaboration.
57. Again education processes - make a sound argument so residents are aware that economic interests and that of the environment can exist and create new opportunities.
58. Make alternative packaging of products available in the marketplace.
59. One thing that comes to mind is insisting that grocery stores offer up items (particularly baked goods) in bulk and not always packaged in plastic six-packs or whatever. Also produce, etc. that could cut down a great deal on the unnecessary use of plastics.
60. Giving people a choice, allows them to be more aware of the change they could actually participate in.
61. The business community in Richmond is very diverse. How does the City plan to include and work with business owners from visible minority backgrounds?
62. Promote a broad range of industries to innovate.
63. The stated goal of conducting "a review of legislation to implement circular practice in businesses" is municipal overreach. Adding regulatory and legislative burdens to businesses adds cost, reduces affordability and punishes those at the margins of society the most.
64. Make cost of doing business in Richmond cheaper. Lower the cost of business licenses (especially for young, solopreneurs).
65. Assumption being there will be significant stakeholder input
66. What exactly does this mean in real terms most people do not know what a circular economy is. Extensive education is required.
67. Keep residents informed so that we can support those businesses that engage in these practices.
68. Hard for local growers to compete against the industrial food players.

69. Inclusiveness - having business signage in at least one of our national languages. Signage in other languages blocks people who speak French or English from partaking and divides our population.
70. Encourage business to participate, but do not offer grants to do so.
71. My one caution is that the effects on small businesses be kept in mind - mandated changes can be hard on them in terms of capacity, resources, funding. Not that they can't be included, but they do not necessarily have the same "wiggle room" that larger companies have.
72. Light industrial space with good transit access is increasingly scarce in Vancouver. Zoning which allows this could help companies grow in Richmond rather than relocating to Langley or Coquitlam.
73. You've presented only some very vague ideas here and zero substance. What are you actually talking about? Difficult to give a meaningful response.
74. I really appreciate the action item that will focus on developing a Circular Hub for innovation. I own a social-purpose, for-profit business. Gathering information, resources and support on how to become a B-Corp would be very beneficial. I appreciate how the City of Richmond is being progressive in this area.
75. ReTuna in Sweden is an excellent example of a circular economy- and would cohabitate well with the Richmond Recycling Depot.
76. Important consideration: Build less barriers to success not more.
77. Read your above paragraphs which are filled with a lot of buzzwords. For example: "Richmond business material metabolism to identify opportunities to maximize efficiency use."
78. This needs to be rewritten in plain language. Didn't anyone edit this? "
79. Have not enough expertise to add to these ideas.

Direction 4 - Shared Mobility

How important is Shared Mobility to you?



Question option

● Not at all important ● Slightly important ● Important ● Fairly important ● Very important ● No opinion

What actions would you add with respect to Shared Mobility?

1. Eliminate on street parking, eliminate all traffic impediments, repave the roads, activate all left turn lights 24 hours a day now just during rush hour, increase all single lane roads to two lanes each way and install in-ground flashing lights at all crosswalks!
2. Increase bus service to encourage transit use
3. Too much emphasis on green!!! Looks like the green group is inputting more with subtle wording to spend more of our money for their gain.
4. Encourage car/affordable bike shares, improved bike infrastructure, have more express buses to SkyTrain points
5. The longer commuting time for the common man is a disaster for time management and pollution. So being local and be self reliant in our city is a major step towards community harmony and happy family.
6. Electric vehicles require lithium-ion batteries which require heavy mining abroad as well as heavy use of fossil fuels to mine for such materials. The average price of an electric vehicle is way out of reach for middle-income families. Attracting higher-paying jobs for middle-income residents instead of selling off land for upper-income Vancouverites to buy fancy houses would be a start in the right direction. As for public transport, there are no pull-offs for buses to park to take on passengers creating dangerous situations for drivers and busses alike.
7. Extended Skytrain to Steveston.
8. Electric vehicles need to be more affordable! There needs to be more choices of e-vehicles, more research needs to be done on them, there also needs to be many more accessible spots to fill up. A lot needs to be done before we can go to a fully electric society. In the meantime I think the focus should be on making it easier, more convenient and more affordable to use transit. Also, keeping less cars on the road by allowing workers to work from home if possible.
9. More EV charging stations.
10. "Shell Rd. Finish the bike route from River Rd N to River Rd. S
11. Activate the train for commuting North to South.
12. Streetcar from YVR to Queensborough.
13. Fix access to Alex Fraser bridge cycle routes. It totally sucks every way it's accessed now. North from River Rd. is like a maze.
14. Off ramp to Queensborough Bridge is dangerous. Signage is missing and needs widening.
15. I think focusing on improving EV infrastructure and making it more cost effective for homeowners to install their own RV charging stations is the only thing I can add. Transit in Richmond has always been unreliable and riding on Canada Line and other trains is getting less safe these days. Unless the government takes action to make transit more safe and comfortable, there will be more personal vehicles on the road.
16. increase incentives to buy electric vehicles, increase incentives to use transit, increase incentives for companies to let employers work from home and don't increase property taxes
17. Solar energy.
18. Make new development more densely packed and promote a walkable city.
19. Enforce rules for biking, too many are on sidewalks and have proper biking infrastructure, education on bike safety and theft prevention. We need safer traffic, lower speed limits in residential areas.
20. No suggestions at this time.
21. Advocate that the Province move fully to fossil-fuel-free electricity, meaning eschew pipelines, LNG, fracking, and the Site C dam project.
22. Need supermarkets in different areas. They tend to be in certain areas only.
23. Mandate old buildings to include electric charging vehicles with upgrade grants to encourage owners to upgrade to electric vehicles. A lot of old buildings require capital costs to upgrade electrical in order to fulfill the car charging stations and are not doing it due to cost.
24. Need more public mobility east to west to allow less vehicles travelling east and back on our highways. With more people moving to the valley for affordability we are losing important workers or increasing vehicle travel to work here.
25. Public transit should be encouraged but not electric vehicles. See "Gravitas Plus: The dark side of Electric Vehicles" at <https://www.youtube.com/watch?v=RFHvq-8np1o>

26. Please review this whole proposal and clarify many new terms, as it is coming across as both confusing and pretentious.
27. Advocate for low cost, high-speed internet access for all neighborhoods and communities in Richmond is very important.
28. Improve the infrastructure and safety for bike lanes. Provide education and enforcement of traffic rules for bikes, ebikes and escooters.
29. This strategy is extremely important to me personally. I live at Riverport, and there is NO safe cycling or pedestrian access to anything outside of this neighbourhood. There is no safe pedestrian and cycle lane on No. 6 Road, nor is it safe to walk or cycle on Steveston Hwy between No. 6 Road and Hwy 99. I'm also very disappointed in the new Steveston Hwy/Hwy 99 interchange plan. The transit infrastructure is unchanged from the current arrangement, requiring transferring passengers to still have to cross major roads to access East-West and North-South bus stops in all weathers. This is a missed opportunity to create an accessible sheltered Bus Exchange that was accommodating to all passengers, including those that are disabled and mobility-challenged.
30. Again. Who comes up with this stuff?
31. More dedicated/protected bike lanes. Advocate with TransLink to introduce B-lines to the 406 route to speed the journey for passengers and reduce conflicts between transit operators and cyclists in the cycle lane near bus stops (I've witnessed these both as a passenger and as a cyclist - terrifying).
32. I don't support shared mobility, otherwise offering volunteering services to those in desperate need.
33. Increase quality of public transit.
34. Create complete and walkable neighborhoods to reduce the need to travel in the first place
35. Build an electric train through or above the tunnel on Highway 99. We need to get all cars, gas or electric powered off the roads, more people using transit. All cars take up space.
36. A city-operated adjunct to TransLink services and routes to provide for a middle option between regular buses (that may be up to 6 blocks from a rickety senior's home, and HandyDart (expensive to operate, and has limitations); perhaps greater taxi subsidies via the Taxi-Saver program already in place, to provide better affordability to the city's low income population especially those on fixed incomes.
37. More Cycling.
38. I do not see myself using this personally but would support the initiative.
39. Skytrain and good bus service needs to run all night. Not part of the time.
40. More merchants in better places, supported by stop building monster houses. Stop allowing houses to sit empty. Stop cutting down trees for lame excuses. Stop tearing down houses for no reason., Stop allowing people to own property that don't live here and stop allowing short term rentals (i.e. air bnb).
41. Highway 91 has a chronic congestion issue. It needs to be widened, merges from Knight, 6rd need to occur before merge onto Highway 91. Work with the province to widen the 91 to 3-4 lanes. Build an overpass/diamond interchange at the Shell Rd railroad. Throughout Richmond there are many roads that are misaligned, missing bus bays, overall insufficient road capacity, intersections too close together (civil engineering failure). We are missing pedestrian overpasses. Richmond needs massive investment in enhancing road capacity.
42. WTH is harvesting energy from high transit areas? The solar roadway scheme has been busted 11 ways from Sunday by multiple people. Placing wind turbines along the roadway, generating energy from passing vehicles was busted by myth busters 15 years ago. Stop wasting my taxpayer money on unproven garbage. Bike lanes only cause congestion by robbing the motorway of vehicle space. "Reduce the e-waste generation from low carbon vehicles and infrastructure." What the hell does this mean? All electric vehicles vent hydrogen gas as part of their recharging process. You can't change that. High speed charging causes high speed venting of hydrogen.
43. Probably the most important item on plan. Richmond will not be able to meet its climate goals without increasing the share of residents using alternative forms of mobility and reducing their dependence on cars. The city needs to discourage car usage by making it slower to drive and faster for them to take public transit, walk, or cycle to their destinations.
44. Eliminating right-turns on red lights helps with safety on our intersections.
45. Bus-only lanes are a must on No.3 road.
46. Please "pedestrianize" the intersection near the bus loop at the Richmond-Brighouse station and remove all those wasted parking lots in front of Richmond Centre.
47. More protected bicycle lanes.

48. Copy and pasted: Calculate the mobility material intensity, implementation of an integrated mobility sharing vehicles infrastructure. Seriously think people can understand this?
49. Essential for a sustainable future: reduce pavement, increase a range of transit opportunities and walking and cycle space.
50. Cover the ditch on Shell Rd. and add a bike lane from River Rd. South to River Rd North.
51. Along with North South Streetcar on shell, connecting from No.1 Rd W and Westminster Hwy. to Queensborough Bridge East.
52. Encourage bike networks in Richmond.
53. Would love the use of streetcars/trams again for easier commutes around the city. With a dedicated lane, it would help ease traffic congestion by placing more people in one space rather than multiple cars and of course reward those that choose public transit with a faster route.
54. Nothing at this time.
55. To connect to Mitchell Island, generate value, increase tourism and employment in the city, the SeaBus is a transportation system known to all that could be beneficial to the city by traveling the entire Fraser River, from Mitchell Island, through Sea Island (YVR), Steveston and ending at Dyke Rd with the No. 5 Rd. to connect with the No. 5 Rd. bus route, using solar-powered boats or other sustainable means, contributing to shared mobility.
56. To share my vehicle with others, it must be free transportation, it can not become an Uber service or door to door, it must be without tips. You must create an app where the owner of the vehicle share your route from point A to point B and if there are people that that route can serve you take that option specifying the point to pick up and the point of arrival, without affecting the route of the owner of the vehicle. Take into account the number of people allowed, packages and must share the resume and background of both parties with the administrator of the app, for peace of mind and security of all. For this to be viable, the vehicle owner must receive tax benefits, bonuses or other economic incentives.
57. We should consider extending the sky train from Brighouse to Steveston all the way down No. 3 and it should be the subway because the train is a bit noisy.
58. Promote work from home strategies to reduce strain on infrastructure and traffic.
59. I think this area will be important as cities densify and population increase around city centres.
60. I travel to Vancouver many times to make deliveries for work, and I see that traffic can be congested easily and that we rely on a lot of big freight trucks, boats, and planes to transport things everywhere. Globalization and international markets mean my workplace is placing orders for inventory in Asia and other places around the world, and these existing practices are likely not going to be factored into the equation. Perhaps it is being considered elsewhere, perhaps it can't be helped, but I thought I should point out this part of the mobility equation in case it is relevant.
61. Create incentives to companies that support/have implemented WORK FROM HOME policies.
62. Significant improvements to cycling safety are needed on Richmond's roads. Given the flat terrain, Richmond should be a very friendly city for cyclists, but the cycling infrastructure is unsafe at best. Painted lines are not enough. People will not get out of vehicles if they are afraid of being killed by a car while cycling.
63. More accessible and safe transit options beyond No.3 Rd., need connections to the more "suburb-y" areas of Richmond where people can visit farms, parks etc., without a car. More EV infrastructure and shared bikes/scooters
64. For all public parking areas, phase in Level 3 charging stations to achieve a density of 1 charging station per 10 parking stalls by 2030.
65. Well thought out.
66. Keeping in mind that the population is aging. Mobility becomes more and more stressful and that includes "wait" times when one is uncomfortable or in pain, either too hot, too cold, or windblown.
67. To encourage more people using public transit, more collector buses are needed within neighbourhoods such as Seafair, and others where the bus line is more than a couple of blocks away. Accommodation by drivers to assist elders or challenged folks with walkers, canes, getting up stairs, etc. would also have to be included.
68. I think a lot work still needs to be done on ensuring low-cost, high-speed internet access across Richmond. What is the city planning to do to support this?
69. Fomentar el uso de vehículos de tracción a sangre para agilizar el tránsito y disminuir el carbono. Como bicicletas, monopatines, patinetas, rollers, patines, etc. Utilizando sendas seguras como ciclovías... [Please translate]

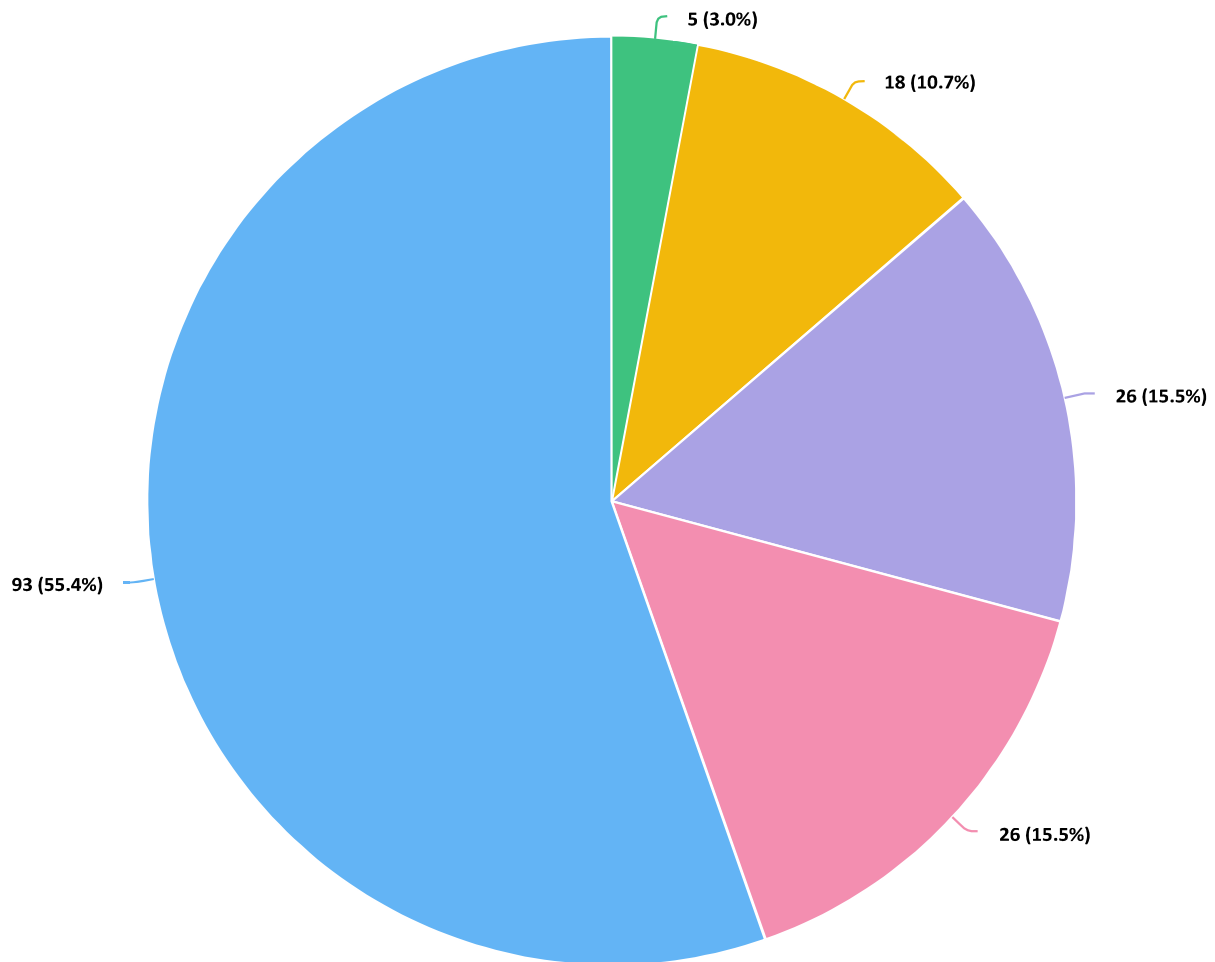
70. Have the public involved.
71. Promote efficiency and speed.
72. Everything is moving too slow and getting slower."
73. Shared mobility is a huge win for environmental sustainability: transit is far more efficient than private cars and, if it is electric, zero carbon. This entire passage does not speak to transit, does not consider local services such as street cars that could help support density while reducing cars. It does not speak to eliminating parking minimums, an easy step for the City to take. Overall, this is a complete miss of the key targets and needs to be completely re-thought.
74. Improve access to bike/scooter rentals. Prohibit stratas from limiting the number of e-bikes (my building has 160 units, but has capped the number of e-bikes for the whole building to 5).
75. Introduce more public space charging with self supporting solar panels. Introduce new builds to have solar panels on rooftops.
76. I don't see that you have addressed bicycling as a mobility mode - surely it is one of the most important.
77. Ensure information to residents about mobility options is communicated clearly and updated regularly.
78. Turn Richmond into a Mecca for alcohol as gas, since we have so much biomass here that gets lost or composted by nature every year. It's has virtually no emissions of concern and is much cheaper to produce than standard fuels. Also, why can't people with perfectly good standard fuel cars convert to battery, instead of creating more auto garbage waste? Although one must always consider that all battery cars are conflict mineral vehicles.
79. Expand the public transportation system. The TransLink Canada Line should go through to Steveston.
80. Plan for allowance and use of community vehicles. Electric golf cart sized local transport routes and areas of operation.
81. Continue to encourage folks to use transit by improving access across Richmond. Our access into and out of Richmond is very accessible, but getting around Richmond via transit is not always easy
82. Richmond councillors and planners should try to give up their cars for a month to see first hand how transit works and what bike commuting on our infrastructure is really like. For people using these systems, it is only as good as the weakest link and that is something that seems to be missed.
83. You allowed all of our direct bus service to Vancouver to be REMOVED and replaced it with a grossly under-capacity Canada Line. We spent hundreds of millions of dollars on the B-Line only to have it ripped out and replaced with an over-crowded and extremely limited Canada Line (and removing those lanes did nothing to ease congestion on 3 Road, because the City planners continued to allow unbridled housing growth along this corridor with absolutely zero transportation solutions in place first). People are funneled at considerable distance to this congested hub and it's never made an iota of common sense. The only plus to the Canada Line is the relative speed of the trip, as long as you don't mind standing or going up and down massive escalators etc. But again, who goes to Vancouver to travel down Cambie Street? It's not a destination nor a transit hub.
84. Look, to go south of the tunnel from where I live in Steveston by transit, I have to go to Richmond Centre, take a train to Bridgeport station and transfer to a 351 (or whatever) and go all the hell back across Richmond again. Where is the efficiency in this??? Another example: I want to go to Ironwood via transit 6.5km from my home, about a 10 minute drive. I have to go to Richmond Centre and transfer and come all the way back again along one of 2 or 3 routes; roughly an hour. WHY would anyone get out of a car to go shopping there? And trying to bring groceries or bulky items from Canadian Tire or Bosley's etc.? There are solutions, but you have to work much harder with TransLink to make intelligent decisions about how to move people around WITHIN Richmond. The contribution to our greenhouse gas effect can never be improved unless transit in this City starts making more sense, is more accessible, and routes easily transport people where they want to go and when. Right now, there is very little incentive for people to take transit. "
85. Shared mobility can take several forms and is multi-faceted. The need for accessible, timely, and affordable transportation is a key attribute of ensuring equity in a diverse socio-economic city like Richmond. The Intelligent Community Forum speaks to a lot of the elements that you are mentioning and is an excellent way for municipalities to learn from one another and showcase the advancements in these areas. The need to embrace different ways of working together is key. I appreciate the direction you are taking around opening co-working spaces throughout neighbourhoods and increasing virtual connectivity. It will be critical to ensure low-income community members have socio-economic access to these mobility services, that training, skills and support are offered to individuals to advance learning and confidence in using technologies, and innovative ways of supporting access, wayfinding, and ease of transportation is a

key element. The cost of living for low to moderate income households for affordable housing is a significant challenge-looking at these initiatives in isolation to what will keep households housed, supported, and thriving won't be advantageous. How is the City incorporating these threads into an integrated planning, development, economic development, food systems, community wellness, transportation, and community social development approach is critical? The housing crisis will not be solved by housing supply for middle to high income earners with a trickle down to moderate to low income earners, just as the "full cost/needs" or "market-basket costs/needs" for low to moderate income households and small businesses also need to be taken into consideration. There are several small businesses that are being pushed out because of the new development. Securing spaces for small business, social enterprise, and social businesses to remain is also important, because this keeps the social fabric, connectedness, and community relationships strong.

86. 15 minute neighbourhoods are an important part of mobility solutions. Also, the emphasis above is on vehicles but mode shift to active transportation is necessary. Support modal shift by building all-ages and abilities bike and pedestrian infrastructure.
87. Expanding our rapid transit options, south and east, should always be included. Consider where are our work force is coming from so that we have services in Richmond not having everything centralized in Metro. Critical to an aging population.
88. I like all of these. I am struck by how, with the advent of Canada Line, parts of Richmond previously accessible by (bus) transit suddenly became more remote, and Canada Line far less accessible than express buses used to be. There should be more useful and frequent transit services to parts of Richmond out of the central area
89. Work with private sector to bring in more car-share programs that help fill "final-mile" portions of transiting trips and reduce reliance on full vehicle ownership. Also helps to reduce street parking congestion and overall dependence on individual car ridership.

Direction 5 - Adaptive Built Environment

How important is an Adaptive Built Environment to you?



Question option

● Not at all important
 ● Slightly important
 ● Important
 ● Fairly important
 ● Very important
 ● No opinion

What actions would you add with respect to an Adaptive Built Environment?

1. Keep materials simple to source and recycle. There is too much engineered crap that cannot be recycled.
2. Canada line Brighthouse station will not accommodate foot traffic for concrete jungle at Richmond Centre. I fear all green spaces there will become a privileged area not for public use.
3. It would be great to have a place where people can bring their used furniture for other people to take. Like a recycling furniture hub. Many people would benefit from this.
4. Incentives to explore these options to encourage participation
5. Promote and require sustainable, adaptive landscaping designs for all new builds
6. Don't promote the use of new materials! Promote the use of old materials. It should be more difficult for people to knock houses down and throw things out from the demolition. Reconstruction and renovation should be encouraged. People should be encouraged to work within the envelope of the home instead of just tearing it down. That goes for the landscaping as well.
7. Reduce the time and costs for new housing
8. Continue to ensure new or redeveloped public spaces comply with specific accessibility
9. Design requirements.
10. Who makes up this stuff, how much time and money was wasted on this project when you could have been doing something constructive
11. Stop the policy of increasing housing density which is making Richmond unliveable. Tearing down perfectly good single family homes and building four poorly built disposable houses is a disaster.

12. More stringent rules on tearing down recently built homes in areas that have been rezoned to higher density.
13. Account for embodied carbon and set a price on carbon. It seems that we're much happier to build cheaply and tear down, then build quality. This generates massive amount of carbon and landfill waste.
14. Again, the green movement is apparent.
15. Reduce waste by recycling and selling second hand building materials.
16. Recycle, reuse and reduce. This motto will make our society stronger and brighten the future of generations to come.
17. A ban on flattening houses to be dumped in landfills should be implemented immediately if you actually care about the environment. Destroying perfectly sound homes to build mega mansions in small neighborhoods so they can park 10 cars on the street is dangerous as emergency vehicles cannot respond quickly, is unsightly, and creates a tax burden for homeowners in the area that did not agree to the destruction of a house for a mega-mansion to be built.
18. Incentivize homeowners for new homes (single and multi-unit) that are building with recovered/recycled building materials, through grants or property tax breaks.
19. Stop demolition permits for good family houses to be supplanted by mansions
20. In any area of the environment one of our focuses should be on recycling, and less waste. This can be done in the buildings; clothing; less waste with food, etc.
21. Consideration need to given to added costs of construction with new policies.
22. Late to the party on this issue. Carry on.
23. Make sure new development goes through intense screening processes when using low carbon materials and solutions to make sure they provide the same function as traditional methods. Building an environmentally friendly building does not make sense if home owners are buying electric heaters for every room to supplement their heat pumps.
24. Add more ways to recycle goods that presently don't have a home, for example, furniture.
25. No suggestions at this time.
26. Require the use of innovative, renewable and low-carbon materials in construction.
27. With demolitions and new builds happening, it is important to understand we are taking resources way from what's left of the Earth. Building new infrastructures in Richmond is concerning and I hope engineers are reviewing the land capacity or the city will start to see sink holes randomly (unfortunately, not random).
28. Ensure all heating and cooling systems in new construction are green energy
29. Re 9 above
30. Assess the ~ local circular skillsets (please clarify ?) to support new green employment opportunities in the building retrofit sector.
31. Find ways to educate citizens on ways that retrofitting homes, multi-family buildings and commercial property can be done using the lens of a circular economy.
32. Does the above speak to incentives/disincentive regarding recycling demolitions?
33. Re-using the footprint of existing dwellings to allow multi-family living to help alleviate young peoples' inability to keep living in Richmond. We are losing our ability to retain the young people we need to keep our city vibrant and healthy. Look at what happened in Tsawwassen when they started only attracting certain age groups.
34. Safety and reliability is more of concern to me.
35. Advocate for stricter building codes that require improved levels of weatherproofing (e.g., heavier insulation, higher quality windows and doors).
36. More housing types from the missing middle and housings of various age, to reduce the need to rebuild.
37. We have seen that condos can melt down, crash as happened in Florida. The old buildings (30 years+) should be assessed now and repairs made NOW. Government can help with cost because tenants may not be able to afford. Look at recycled material but know how well will endure over time. Data not observational analysis should be collected and thoroughly analysed.
38. Tie into the province's Return-It Depot system to place deposits on more items, especially if it'll provide for those on low income to rescue these items from being discarded, providing them an adjunct income, as well as self motivation to earn their income as Urban Recyclers, thus providing a valuable service to all, as well as promoting re-use of more materials, or proper disposal when not possible (e.g. cigarette butts disposed as toxic waste); return plastic bags to regular use, but with a 0.15c returnable deposit on each. (0.5c for bags that aren't marked as having a 0.15c deposit (i.e. pre-2023 bags))

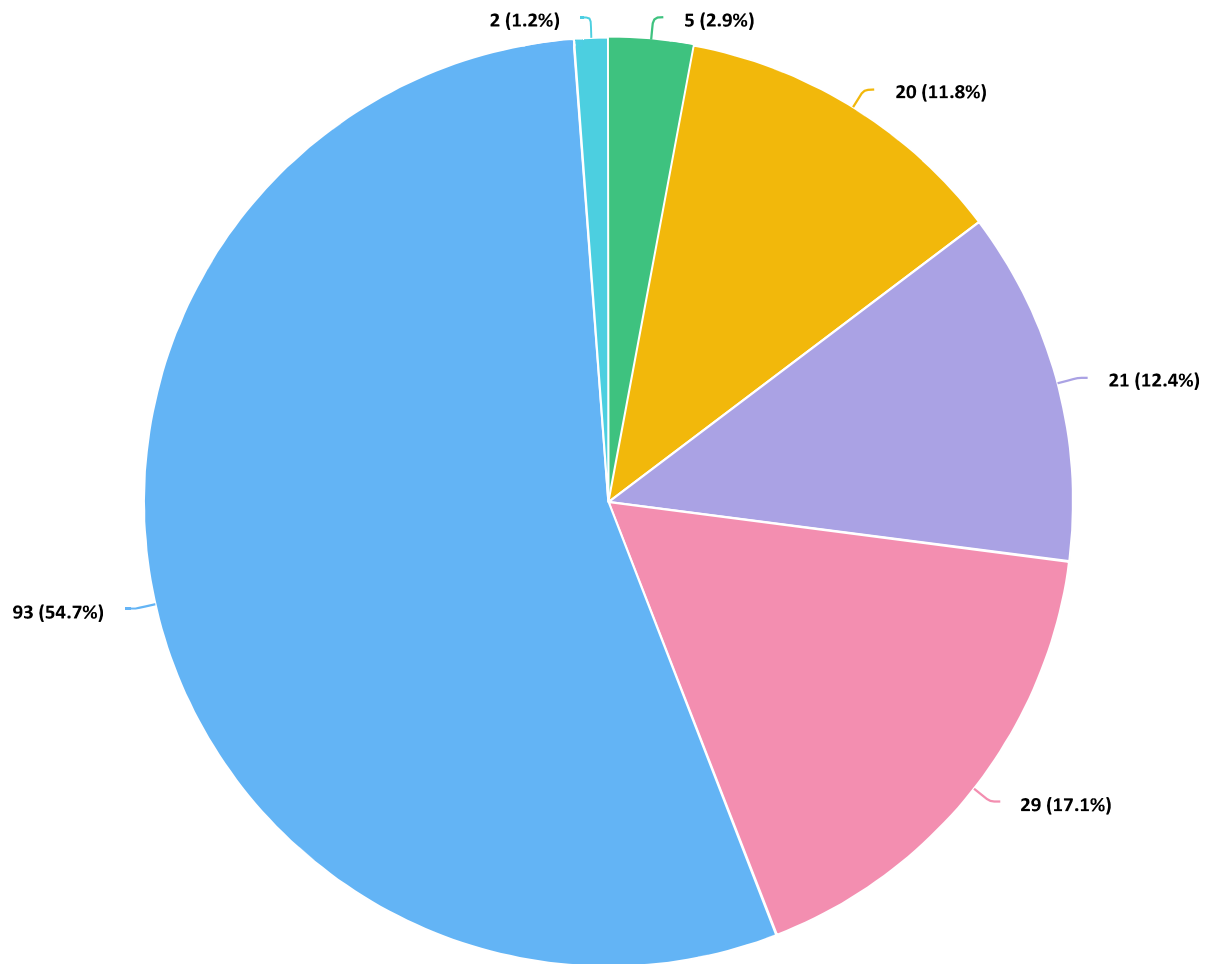
39. Revise city planning to allow higher density and more mixed use throughout the city.
40. This is a joke, right? Not achievable with the current rules.
41. Stop building monster houses. Stop allowing houses to sit empty. Stop cutting down trees for lame excuses. Stop tearing down houses for no reason. Stop allowing people to own property that don't live here and stop allowing short term rentals (i.e. Airbnb)
42. So long as recycled materials are as robust as non-recycled materials, this could work in theory. You will need to have asbestos abatement as part of this project.
43. There is nothing new here. If the city wants to create a market for post construction scrap wood collection, would require it arrange with an existing wood merchant. Offer scrap value per board feet. The return it recycling center would be a party that could also host the business.
44. Higher density building are generally more efficient than lower density ones. We don't have to build mid to high rises all over the city. But having all residential zones be mixed-use residential with up to 4 or 6 storey will greatly improve the liveability of the city. People generally like having the convenience of proximity.
45. I know that EcoWaste is working to create a big reuse centre for these kinds of materials, but that facility has not been approved by council due to ALR issues. We need to get that EcoWaste multi-recycling facility built to make a difference in points 5.2, 5.3 and 5.4. It is a shame council are holding that up.
46. I think I made my point.
47. I love these ideas - need to implement yesterday!
48. Recycle everything.
49. Work with demolition recycling contractors to build markets for undesirable waste products.
50. The city should work with all stake holders and associations with pilot projects that illustrate innovation in building technology. By working as a team, the perceived risk is less of a concern.
51. The proposal to put Richmond on the path to achieving 100% circularity by 2050, Richmond to analyze and evaluate the opportunity to update our waste and recycling collection system.
52. I kindly suggest you consider The Envac System - Automated waste collection for smart cities.
53. 1. Because it needs more control, some citizens do not recycle as they should or take out the garbage on days that are not indicated or forget to enter their containers. 2. To prevent animals (crows, raccoons, mice, etc.) from scavenging in our garbage. 3. Because the garbage and recycling collectors do not completely clean the containers, they always leave some garbage or recycling behind. 4. Because some food companies in Ironwood do not recycle glass, cans, plastic or food waste, because there are only two containers, one for garbage and one for cardboard. I have no information about other places in Richmond. 5. Because the streets of Richmond don't look nice with all the containers outside every time the waste or recycling cart goes by, making it a danger for bicyclists and people with carts or wheelchairs because they are all over the pedestrian path. 6. Because the system is manual and a bit obsolete.
54. I have less understanding and awareness in this area, but I have heard of companies that specifically deconstructs buildings and recycles those materials. I think it's great.
55. I also recall hearing that one of the provincial government's ministry was looking into using wood chips to make building materials. It can be complicated when building things like houses take such a long process, in years, and people weigh options to speed up construction against sustainable construction."
56. Emphasize incentives for recycling construction material and sourcing sustainable material from start to finish of a development projects. Bring in large developers (eg. Vanprop for Lansdowne Centre), need them to be on board.
57. Building designs should use life-cycle analyses as the basis for building decisions. All civic construction contracts should include specs requiring recycling/re-use of construction wastes such that 90%+ is diverted from landfills. All construction contracts should specify use of low-carbon materials, with embodied carbon identified for each design option at the beginning of design scoping. Provide Incentives for building designs which facilitate internal or external re-configurations at some future date without undue demolition or reconstruction wastes (e.g. modular building systems).
58. Again, well thought out.
59. In addition to my comment above re having a warehouse to house re-usable and recyclable furniture and household goods, that could also be used for building materials such as Cupboards, closets, faucets, light fixtures, appliances etc. It breaks my heart to see people renovating and just taking everything within the walls of a building or home, to the dump! There are people who would love to have access to those items. The warehouse should be run like a big box store, with fork-lifts and organization, safety requirements, etc. Also a "Hot Room" so that upholstered furniture can be accepted and cleared for any

bugs, etc. There could also be a refurbishing room, where volunteers, or apprentices could learn a trade or skill that could help them become employed. It needs funding, support from the city and a knowledgeable warehouse manager to make it run efficiently and be a success.

60. Recognize that buildings have limited life and should have an end of life date predetermined.
61. Why is there such a love of adding bureaucracy? The passage about "Enact policy and regulations for the use of innovative, renewable and low-carbon materials where opportunities exist" is municipal overreach. Recycling building materials is already happening and there are sufficient regulations in place now. Until new technology emerges to allow more components from demolition to be recycled, we are already doing what is economically practical.
62. Introduce modular moving wall system for all new build amenities space, where the main floor's walls can easily be adjusted for expansion/reduction. The upfront cost will break even with the cost of renovation, disposals and cost of materials, and labour.
63. Be realistic!
64. Stand strong with each of these actions even if it takes longer than anticipated. Keep us residents informed so we can support staff and vote for candidates that stand behind these actions - so important!
65. The city should not be allowing perfectly good houses to be demolished and replaced by a energy intense larger home. Is the wasted material recycled?
66. The city can find a "startup" business that salvages building materials, like they have in little old Squamish, subsidized by the city. In Vancouver a program is people's by street –involved marginalized people- if it still exists.
67. Public Safety trumps all. Being able to obtain building insurance will be a challenge.
68. Our street has gone thru major changes in the last few years, and I don't believe any of the houses torn down were recycled in any way. Incentives for builders to reclaim building materials (i.e. windows, sinks, tubs, etc.) would be a good thing and reduce building waste going to landfills.
69. Recognize that high salt content is a fact of soils in Richmond. This does not make them contaminated for reuse, it makes them part of the ecosystem.
70. Very important to keep in mind the need for affordable housing - if we are to keep our city attractive and affordable to a variety of demographics, which in turn is essential for "selling the public" on the value of an adaptive built environment.
71. All these 1960s houses you so freely allow to be demolished for over-crowded, over dense townhouse developments and they are loaded with quality materials. Require developers to reclaim the hardwood floors, glass, bricks and other re-usable materials for resale. Why is all this perfectly good material allowed to go to landfills? It's criminal.
72. Ensuring there are high performance building, circular, and adaptive built environment standards in all forms of construction, renovation, and maintenance would be beneficial. Also, ensuring that all affordable housing developments have benefit from the materials that are recycled could have the potential of supporting financial project viability. Also, offering work and training opportunities to low to moderate income households and individuals, who may be experiencing homelessness that often actively participate in the recycling economy, would support a circular approach to contribution and participation. Maximizing the opportunities to connect social, built, natural, and economic assets in a way that will foster community health, accessibility, well-being, equity and security, socio-economic advancement, and environmental stewardship is a valuable and critical direction for the city to activate. I also feel that ensuring that education and awareness about the importance and value of these activities is critical and should be accessible, integrated throughout City programming and community partner plans and activities (e.g., RSD, VCH), and a critical way to foster pro-active and meaningful civic engagement.
73. Quit permitting mega-houses. For example, the Seafair neighbourhood - used to be a neighbourhood of mature trees and gardens and kids on bicycles. Now it's gated mega-mansions with completely paved yards and no-one around. Instead have smaller houses and more missing middle housing.
74. Be very restrictive and create great disincentives for demolition of currently useful structures, which has been a notable part of the proliferation of mega-mansions. Fees for dumping whole houses in the landfill should be extremely high. I would suggest a million dollars per liveable house that is bulldozed
75. Introduce a Light Pollution Abatement Bylaw. Excessive light emitted from improper lighting devices is harmful to the environment and uses more energy than necessary. Light should not encroach onto neighbouring properties. It would be a win-win situation.

Direction 6 - Products and Materials Management

How important is Products and Materials Management to you?



Question option

● Not at all important ● Slightly important ● Important ● Fairly important ● Very important ● No opinion

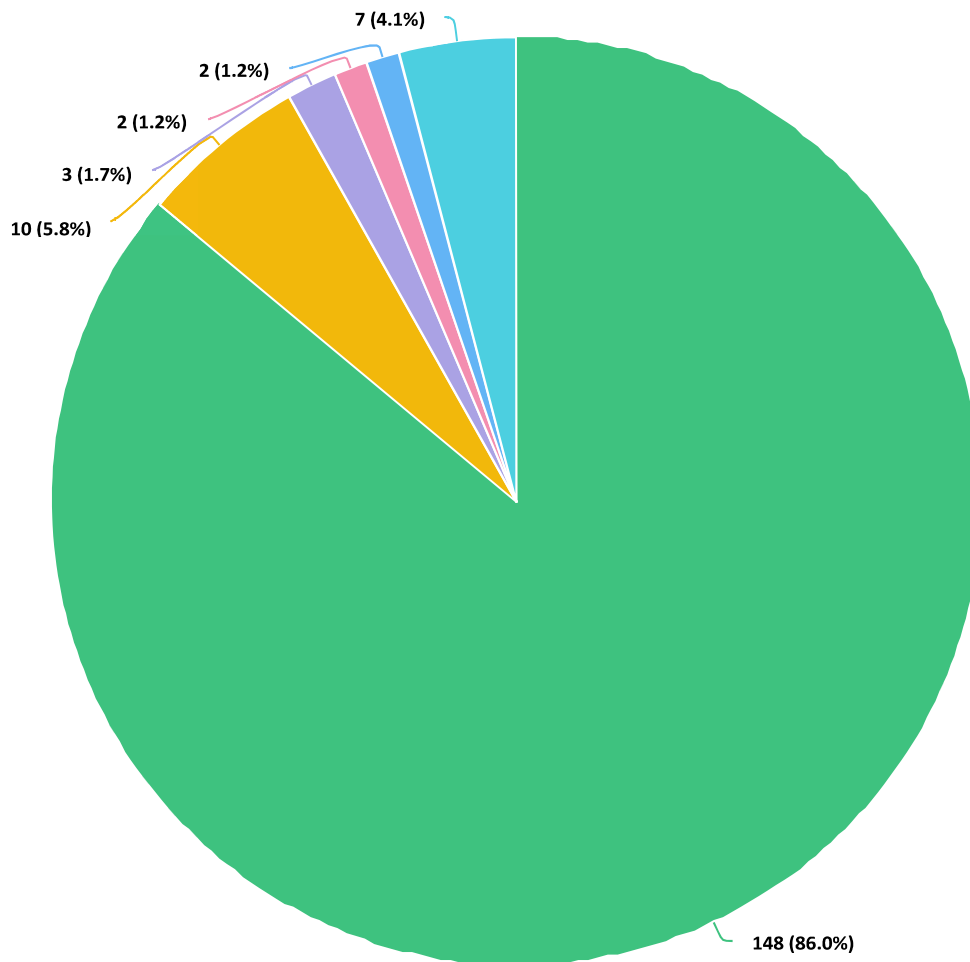
What actions would you add with respect to Products and Materials Management?

1. Reduce the use of plastic for packaging, Styrofoam included.
2. Having a place and qualified repair people for small appliance, furniture and other items would reduce these items from being thrown away.
3. We have to stress the Reuse R of recycling that was forgotten about in my generation and encourage younger generations not to assume newer is better from fashion to technology
4. Need some tangible and measurable goals for all these strategies
5. Decreasing consumption is what is necessary for a sustainable world. Upcycling workshops would be beneficial. Education about waste, education about where products go, education about the consumption of too much technology all need to happen on a large scale.
6. We need more recycling points. People have to drive to recycle, this doesn't make sense.
7. Develop industry-driven solutions to use data to make our supply chains more efficient
8. Another waste.
9. Place a total ban on selling public property (including schools) for residential development.
10. I'm for anything that promotes climate action.
11. Only if impact is not on tax payers.
12. As above comment.

13. Forcing residents to organize and transport recyclable materials simply encourages residents to dump waste in alleys and commercial areas. Washington State 20 years ago went to a recycling bin that is the same size as the garbage bin and green bin with a truck designed to use an arm to dump the recyclable material. Then it is transported and sorted at the site. Making citizens do all of the leg work simply hinders participation.
14. There is too much waste in our society, something needs to drastically change in this area. People need to be informed as to what is available out there in the community. The idea of a "reuse centre" and "tool library" are excellent ideas, but resources that are being recycled need to be more affordable (I'll use "Value Village" as an example, their prices are almost double of the same items in a "thrift store", and something needs to be changed with that.)
15. None because this is relatively unimportant to ME!
16. We used to go to the dump for recycling parts. Realizing the crowds that would be there now, I get it.
17. Courses in school on managing \$\$\$... give shops classes on every subject, that students may be inclined to follow and get their hands dirty in that stream of learning.
18. Ending the disposable act, that makes people throw out useful products when parts should be available to repair them.
19. Textile-recycling is currently not available in recycle depot, hope there will be.
20. No suggestions at this time
21. Place further bans on plastics.
22. Excited and encouraged to see that you will be using community-based social marketing!
23. It's very important to promote reuse and eliminate most single use products. Currently, a lot of paper take out bags, mesh bags, paper boxes, etc. are being used in place of the plastic ban, however, that does not solve the issue of more trees are being cut down by the amount of paper products being consumed right now. It will soon become a deforestation problem. We need to create reverse logistics for reusables to be returned back to businesses such as produce bags with a deposit fee, similar to the module of beverage cans, so people have the incentive to return them at their proper place.
24. Ensure educational technology can be supported in a way that we are not at the mercy of ever changing "upgrades" by the two mega corporations or work with them to recycle together for the needs in the whole community.
25. Very glad to see that recycling textiles is included here.
26. Get real.
27. What about encouraging the formation of citizen groups to take on things like small appliance repairs to extend the life of the many small appliances used in most homes?
28. No idea.
29. I have many members of a former Yahoo group I operated for free recycling of consumer goods to follow the moto "Don't feed the landfills"; replace the facility of this service on a city based database/site; I have a copy of my most recent user list with emails. I'd be happy to inform them that Richmond Freecycle is back and on a stable hosting platform. Have your current recycling manager contact me at cxxxxxxxxxxxxx@shaw.ca (Gxxxxxxx Pxxxxxxx) to go into this more.
30. Embed bike repair maintenance skill workshops into the reuse centre to continually build community members skills and further that culture of repair.
31. Conquer single use economy by enacting policy that promotes quality, repairable products use and re-use and discourages 'built to fail' devices (e.g. washing machines or bicycles).
32. Impossible until you stop building monster houses. Stop allowing houses to sit empty. Stop cutting down trees for lame excuses. Stop tearing down houses for no reason. Stop allowing people to own property that don't live here and, stop allowing short term rentals (i.e. air bnb).
33. We already have Craigslist and Value Village, you can scrap this one.
34. Don't follow Vancouver's model, which appears non transparent, broken and corrupt.
35. Reducing waste in packaging/delivery is very important in the waste value-chain.
36. Seriously: Understand the urban metabolism.
37. Education about how to live gently on this earth by the City being a strong model for homes and businesses.
38. It's amazing how little recycling goes on. I see some sites with labelled recycling, while others just dump paper steel w wood and plastics in one bin. It's better than it was, but, needs more.
39. "Identify opportunities for synergy with companies to share data on material flow and waste streams".

40. Richmond should have a software where it communicates with the companies' software where information is sent to the city, lot number, expiration date, quantity, with the purpose of: prevent food companies and restaurants, not to sell expired products to the user; Prevent companies from repackaging and modifying expiration dates; to have information on the products that are going to be discarded and how the disposal process was carried out; and control and supervision of food companies and restaurants because they are disposing of food waste in the garbage and some are not recycling in the Ironwood sector.
41. Really like the idea of repair events
42. Maybe some of my answers for the previous sections fit better here, but I think the proposed actions here are great.
43. I think textile recycling is going to be very important for my workplace, because my workplace does produce waste from shoes that were mismatched, worn, missing its pair, etc. Sometimes the materials are still new-looking, but it just can't be sold and we can't donate it.
44. Tool library is a great idea!!
45. Outreach and awareness if important, but have the City be the lead. City should show the lead with their actions for example, award bids to businesses with sustainable values, reduce plastic garbage at events, reduce waste on unnecessary "merch" etc.
46. Add repair stations and encourage repair of appliances and other articles - sewing skill sets etc. - central places on bus routes?
47. See above comments
48. I support all the policy directions listed in this section. I am particularly impressed by the focus on education.
49. "En el caso que allí hubiera escuelas técnicas, se podría trabajar con ellas para la reparación de maquinarias. También se podría trabajar con universidades para "diseñar" productos que mejoren los ya existentes... o desarrollando partes (repuestos) que se rompen." [please translate]
50. Use recycled materials first.
51. Used bicycles destined for landfill can be repurposed for donation to those in need.
52. Have events where people can bring large household and electronic items to recycle or be repaired.
53. Support locally made and owned businesses. Push us to the forefront to consumers and mass retailers; and support programs that highlight our local manufacturing capabilities.
54. Keep residents informed of these important actions as they are being planned and implemented.
55. Involve seniors as well.
56. Lynas Lane is a perfect place to create a plastics recycling facility, melting and turning plastics into all kinds of benches, institutional walls, public toilet separators.
57. Make these things more inclusive, using at least one of our national languages -unite us as a population.
58. Public education is very important in this area. However, there will also be a requirement for bylaws to give this some teeth, and also bylaw enforcement.
59. The "rescue reuse" and "tool library" pilots sound interesting - could provide some employment opportunities as well as volunteer options.
60. Again your concept is far too vague. Provide examples of what you are talking about if you want clear and meaningful feedback.
61. These are all great actions and would ensure that there are opportunities for access, education, awareness, and social change.
62. Education for businesses about packaging and selling consumer goods, to make changes upstream of the consumer. Recycling mandates for businesses, just like there is for residential.
63. Lots of baby boomers have lots of stuff, it's a shame that most goes into the garbage because there is no clear and easy way to get it to those in need.
64. All of these are good, but impose deposit fees on all packaging, especially food packaging. At one time it was unthinkable to impose deposit fees on pop bottles and cans. Then it was unthinkable to impose deposit fees on milk containers -- until last year. Now I suggest imposing deposit fees on wax-paper burger wraps, french-fry cartons, Slurpee cups, and all such polluting material. We know from experience that if the deposit is rich enough (let's go for 40 cents per wrapper) then low-income people are happy to collect it and funnel it back to recycling centres.
65. Yes to a tool library and shared community space that allows for "makers" and DIY/refurbishing/crafting hobbies and skill sharing.

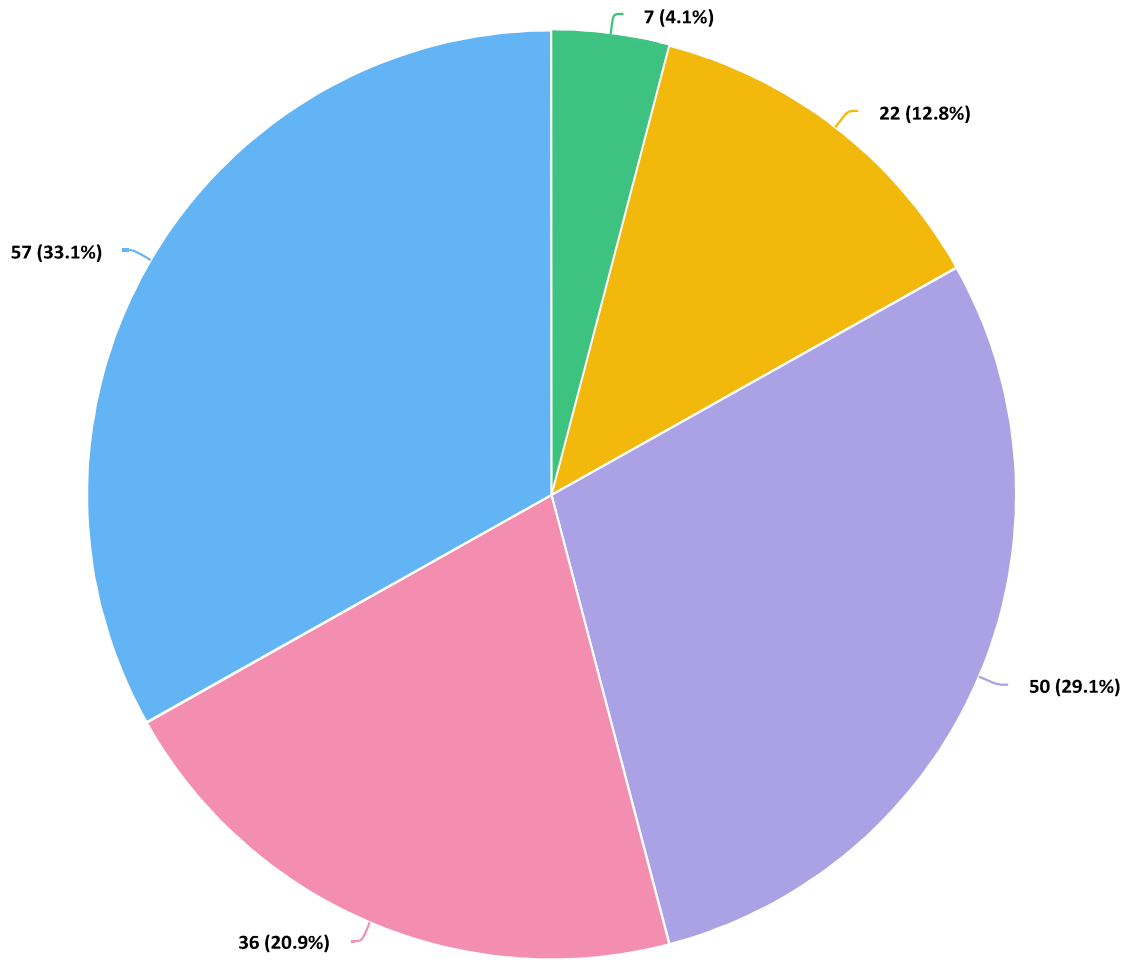
I represent the following:



Question options

● Resident ● Business ● Farming ● Organization (NGO) ● Academia ● Other (please specify)

My age is:



Question options

18 to 24 25 to 34 35 to 54 55 to 64 65+

Letters from stakeholders



VCH - Richmond Public Health
8100 Granville Avenue, 9th Floor
Richmond, BC V6Y 3T6
Tel : 604-233-3150 Fax : 604-233-3198

7 Dec 2022

Sustainability and District Energy
Engineering and Public Works Department at the City of Richmond
6911 No. 3 Rd
Richmond, BC V6Y 2C1
via email: circulareconomy@richmond.ca

Re: City of Richmond's Circular City Strategy

Thank you for the opportunity to provide input on the City of Richmond's Circular City Strategy. The Strategy was reviewed by members of VCH's Healthy Environments & Climate Change, Healthy Public Policy, and Health Promotion & Nutrition teams. VCH supports the City of Richmond's vision of a circular economy and its alignment with other city plans.

Switching to circular models of practice can provide numerous health benefits, such as reduced environmental impacts of production/consumption and increased household cost savings¹. These cost savings leave more money for items and services necessary to maintain good health, such as nutritious and culturally appropriate food, childcare, and essential medications. We are also pleased to see the Strategy's focus on shared mobility, food, ecosystem services, and the built environment - all of which are important in not only mitigating climate change but also promoting the health of communities by allowing people to live active and healthy lifestyles.

Reducing greenhouse gas (GHG) emissions through better active transportation, food, and sustainable energy systems can result in positive health outcomes, such as reduced respiratory and cardiovascular conditions due to reduced air pollution¹.² The implementation of a circular economic model can also promote the production and consumption of healthier foods¹⁴.

While VCH supports the overall direction of the Strategy, we offer the following comments for consideration:

Indigenous Inclusion

VCH appreciates the City's focus on equity in each topic area, but notes that Indigenous inclusion remains an opportunity. We recommend that this be addressed as much as possible in consultation with local Indigenous leaders and organizations. We encourage the City to incorporate Indigenous values into future actions, including promoting Indigenous food sovereignty and security. These considerations can positively impact health³ by empowering communities and improving social wellbeing⁴. To further promote equity, we recommend using language that supports cultural diversity, safety and accessibility.

Public Health Alignment

In addition to the City's collaboration with other local municipalities, regional governments, and the Province, a few initiatives would benefit from the inclusion of a public health perspective. Longitudinal, clear and consistent communication with VCH's Health Protection team can help ensure that circularity does not increase health risk in our communities. For example, creating healthy food boxes for lower-income populations and supporting circular food marketplaces should be done in a way that does not violate the [Food Premises Regulation](#) and eliminates the risk of foodborne illness and cross-contamination. VCH's Health Protection team can assist by working with food stores, restaurants, culinary professionals, schools, and organizations to recover food and reduce food waste in a safe and sustainable way.

There are often minimal food options in certain neighbourhoods, some of which experience various inequities; we suggest increasing the availability of local, healthy, and culturally appropriate foods for community residents and working with residents to reduce food waste in community gardens. We also suggest collaborating with post-secondary institutions, such as KPU and UBC, to further inform Richmond residents on the importance of local food systems and hubs.

Baseline Indicators

VCH encourages the development of concrete targets within the Strategy, especially around resource consumption, GHG emissions, waste minimization, and food security. While we understand that the Circular City Strategy is not a work plan, we feel that developing and identifying key baseline indicators to measure progress would support implementation of this Strategy.

Funding Supports

Income is a key social determinant of health and promoting living wages is an important strategy for creating healthier communities. We suggest that the City explore potential tax incentives or other municipal policy tools that incentivize living wage jobs in the circular economy. We also recognize that changing operational practices can be costly; therefore, appropriate subsidies or program supports for individuals and organizations undertaking change be considered. An example of a prohibitive cost is that involved with salvaging produce from grocers to donate to food organisations, so funding supports will be important for their sustainability. Incentivizing sustainability is more likely to result in adoption of low-waste circular practices.

VCH is excited to see how the Circular City Strategy will evolve, and we appreciate all the work undertaken by the City of Richmond. We look forward to future collaboration and engagement with the City.

Sincerely,



Dr. Meena Dawar
Medical Health Officer, Richmond

References

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World Health Organization (WHO). *Climate change and health*. Retrieved December 12th 2022, from <https://www.who.int/news-room/fact-sheets/detail/climate-change-and-health>

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PHSA (2018). *Healthy Built Environment Linkages Toolkit*. Retrieved December 13th 2022, from http://www.bccdc.ca/pop-public-health/Documents/HBE_linkages_toolkit_2018.pdf

From: Eric Balke <e_balke@ducks.ca>
Sent: November 24, 2022 10:27 AM
To: Circular Economy
Cc: Badra, Marcos Alejandro
Subject: RE: Richmond Circular City Strategy - in-person Stakeholder Engagement Workshop

Hello,

Unfortunately I was unable to attend the Circular City Strategy engagement workshop on Tuesday, however I just wanted to follow up with a couple ideas:

- Removal and re-use of anthropogenically-modified woody debris accumulating in tidal marshes
 - In tidal marshes throughout Richmond there are many locations in the Fraser River where logs and woody debris from log storage tenures have escaped, form large & dense accumulations, and smother tidal marsh, thus altering, damaging, and/or destroying ecologically important tidal marshes.
 - There is an opportunity to remove this log debris and re-purpose the log debris (i) as mulch in blueberry farms, (ii) as biofuel/biochar, and/or (iii) as habitat features in ecological restoration projects, and/or (iv) for use in artwork & wood carving.
 - Removal of large accumulations of anthropogenically-modified woody debris will restore tidal marshes to support coastal flood protection and carbon sequestration, and for the benefit of juvenile salmon, other native BC fishes, and waterfowl.
 - Ducks Unlimited Canada is currently planning a project to remove woody debris from the Boundary Bay salt marsh. DUC has funding in the 2023-2024 fiscal year to continue these works in the Fraser delta (location TBD). Musqueam has indicated great interest in the removal of woody debris to restore tidal marshes throughout the Fraser Estuary.
- Beneficial re-use of dredged and excavated sediments
 - At present the majority of sediment excavated from the Fraser Delta or dredged from the Fraser River are disposed at sea.
 - There is no regulatory requirement to offset for dredging activities in the Fraser River, even though there are direct impacts to benthic invertebrates and indirect contributions to cumulative effects throughout the estuary (e.g., sediment deficit, redirection of sediment away from ecosystems that use the sediment).
 - These materials are “life giving” for the estuary, particularly tidal marshes that require sediment input to remain resilient with sea-level rise.
 - There are ways in which to re-use dredged and excavated sediments to support ecological resilience and coastal flood protection in the City of Richmond
 - For example, the City of Richmond supports the DUC-led Sturgeon Bank Sediment Enhancement Pilot Project, that seeks to re-use dredged sediment to begin restoring tidal marsh at the western Lulu Island foreshore tidal marsh. These works are also anticipated to support coastal flood protection of the City.
 - There is an opportunity to identify additional opportunities to beneficially re-use dredge and excavated sediments to support ecological resilience throughout the City of Richmond, and establish incentives to facilitate such projects.

Please let me know if you have any questions.

Cheers,

Eric

Eric Balke, MSc, RPBio (he/him/his)
Senior Restoration Biologist & Fraser River Estuary Program Manager
Ducks Unlimited Canada
Phone: 778-874-4368



*Conserving
Canada's
Wetlands*

I am grateful to live and work in the territory of many Coast Salish peoples, who continue to steward this land as they have since time immemorial.



City of Richmond

Report to Committee

To: General Purposes Committee

Date: March 21, 2023

From: Claudia Jesson
Director, City Clerk's Office

File: 01-0105-01




Re: 2023 Council and Committee Meeting Schedule Adjustments

Staff Recommendation

1. That the amended 2023 Council and Committee meeting schedule, as shown in Attachment 1 of the staff report, "2023 Council and Committee Meeting Schedule Adjustments" dated March 21, 2023, from the Director, City Clerk's Office, be approved; and,
2. That the following revisions as detailed in the staff report titled "2023 Council and Committee Meeting Schedule Adjustments" dated March 21, 2023 from the Director, City Clerk's Office, be approved:
 - a) That October 2, 2023 General Purposes Committee and Finance Committee meeting be rescheduled to October 3, 2023; and
 - b) That the October 3, 2023 Planning Committee meeting be rescheduled to October 4, 2023.

Claudia Jesson
Director, City Clerk's Office
(604-276-4006)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

Under the *Community Charter* and the Council Procedure Bylaw No. 7560, Council must provide for advance public notice of Council and Committee meetings. Accordingly, the 2023 Council meeting schedule was adopted on November 14, 2022.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

1.3 Increase the reach of communication and engagement efforts to connect with Richmond's diverse community.

Analysis

The National Day for Truth and Reconciliation

On March 9, 2023, British Columbia formally adopted the *National Day for Truth and Reconciliation Act* (Bill 2) which amends the *Employment Standards Act* and introduces a new statutory holiday to be observed annually on September 30th as a day to commemorate the history and legacy of the residential school system.

This year, September 30th will fall on a Saturday and observance of the day will fall on Monday, October 2nd. Currently, a General Purposes Committee and a Finance Committee meeting is scheduled for Monday, October 2nd. In order to accommodate observance of the holiday, staff propose that the General Purposes Committee and Finance Committee meeting be moved to October 3rd and the Planning Committee meeting currently scheduled for October 3rd be moved to October 4th, as presented in the adjusted meeting schedule (Attachment 1).

Adjustments will only be limited to the 2023 Council meeting schedule and future Council meeting schedules will incorporate observance of the holiday accordingly.

Financial Impact

None.

Conclusion

It is recommended that the amended 2023 Council and Committee meeting schedule be approved as shown in Attachment 1. The approval of the adjusted meeting schedule at this time provides Council and the public with advance notice of the October 2023 meeting schedule.



Evangel BIASON
Manager, Legislative Services
(604-276-4098)

EB:eb

Att. 1: Proposed Amended 2023 Council and Committee Meeting Schedule

2023 MEETING SCHEDULE

SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
JANUARY							FEBRUARY							MARCH						
1	STAT 2	3	4	5	6	7				DP 1	2	3	4				DP 1	2	3	4
8	GP 9	FC 10	11	12	13	14	5	GP 6	FC 7	8	9	10	11	5	GP 6	FC 7	8	9	10	11
15	CO 16	CS 17	DP 18	19	20	21	12	CO 13	CS 14	DP 15	16	17	18	12	CO 13	CS 14	DP 15	16	17	18
22	GP 23	PH 24	PWT 25	26	27	28	19	STAT 20	GP 21	PH 22	PWT 23	24	25	19	GP 20	PH 21	PWT 22	23	24	25
29	CO 30	PRC 31					26	CO 27	PRC 28					26	CO 27	PRC 28	DP 29	30	31	
APRIL							MAY							JUNE						
						1		GP 1	FC 2	3	4	5	6					1	2	3
2	GP 3	FC 4	5	6	STAT 7	8	7	CO 8	CS 9	DP 10	11	12	13	4	GP 5	FC 6	7	8	9	10
9	STAT 10	CO 11	CS 12	DP 13	14	15	14	GP 15	PH 16	PWT 17	18	19	20	11	CO 12	CS 13	DP 14	15	16	17
16	GP 17	PH 18	PWT 19	20	21	22	21	STAT 22	CO 23	PRC 24	DP 25	FCM 26	FCM 27	18	GP 19	PH 20	PWT 21	22	23	24
23	CO 24	PRC 25	DP 26	27	28	29	FCM 28	29	30	31				25	CO 26	PRC 27	DP 28	29	30	
30																				
JULY							AUGUST							SEPTEMBER						
						1			1	2	3	4	5						1	2
2	STAT 3	GP 4	FC 5	6	7	8	6	STAT 7	8	DP 9	10	11	12	3	STAT 4	GP 5	FC 6	7	8	9
9	CO 10	CS 11	DP 12	13	14	15	13	14	15	16	17	18	19	10	CO 11	CS 12	DP 13	14	15	16
16	GP 17	PH 18	PWT 19	20	21	22	20	21	22	23	24	25	26	17	GP 18	PH 19	PWT 20	21	22	23
23	CO 24	25	DP 26	27	28	29	27	28	29	30	31			24	CO 25	PRC 26	DP 27	28	29	30
30	31																			
OCTOBER							NOVEMBER							DECEMBER						
1	STAT 2	GP 3	FC 4	5	6	7				1	2	3	4						1	2
8	STAT 9	CO 10	CS 11	DP 12	13	14	5	GP 6	FC 7	8	9	10	11	3	GP 4	FC 5	6	7	8	9
15	GP 16	PH 17	PWT 18	19	20	21	12	STAT 13	CO 14	CS 15	DP 16	17	18	10	CO 11	CS 12	DP 13	14	15	16
22	CO 23	PRC 24	DP 25	26	27	28	19	GP 20	PH 21	PWT 22	23	24	25	17	GP 18	PH 19	PWT 20*	21	22	23
29	30	31					26	CO 27	PRC 28	DP 29	30			24	STAT 25	STAT 26	27	28	29	30
														31	STAT 1 JAN	2 JAN	* Special Council Meeting			

CO Regular Council Mtg., 7:00pm

Regular (Closed) Council Mtg., 4:00pm

CS Community Safety, 4:00pm

DP Development Permit Panel, 3:30pm

FC Finance, following 1st General Purposes Meeting of each month

GP General Purposes, 4:00pm

PC Planning, 4:00pm

PH Public Hearing, 7:00pm

PRC Parks, Recreation & Cultural Services, 4:00pm

PWT Public Works & Transportation, 4:00pm

FCM FCM

UBCM UBCM

Note: All meeting dates are subject to change.



City of Richmond

Report to Committee




To: Finance Committee
From: Mike Ching, CPA, CMA
Director, Finance
Date: April 3, 2023
File: 03-0925-01/2023-Vol
01
Re: Annual Property Tax Rates (2023) Bylaw No. 10458

Staff Recommendation

That the Annual Property Tax Rates (2023) Bylaw No. 10458 be introduced and given first, second and third readings.

Mike Ching, CPA, CMA
Director, Finance
(604-276-4137)

Att. 3

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

Section 197 of the *Community Charter* requires municipalities to establish property tax rates for the current year on the basis of the assessed values after the adoption of the Consolidated 5 Year Financial Plan and before May 15th. Council must, under subsection 197(3.1), consider the tax distribution to each assessment class prior to adopting the tax rate bylaw.

This report supports Council's Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

Responsible financial management and efficient use of public resources to meet the needs of the community.

4.1 Ensure effective financial planning to support a sustainable future for the City.

4.3 Foster community trust through open, transparent and accountable budgeting practices and processes.

Analysis

Under the *Community Charter*, all municipalities in BC are required to calculate tax rates based on the Revised Roll totals provided by BC Assessment. Assessment values in the Revised Roll reflect the market condition as of July 1st of the preceding year. The assessment figures are comprised of market values for existing properties and values for new properties (new growth) for 2023.

Tables 1 and 1.1 provide comparisons of 2022 to 2023 and 2021 to 2022 market value changes and new growth respectively. Market value changes reflect the market price of existing properties from year to year while new growth is the term used for new developments, property shifts between assessment classes, and any new exemptions.

New developments add taxable value to the class while new exemptions reduce the value to the class. Large multi-year developments may add new growth to the Revised Roll for each year the project is in construction. The new growth value is determined by the percentage of project completed and valued in the current year, less the value reported in the preceding year.

Table 1: Assessment Values 2022 to 2023

Property Class	2022 Total Assessment ¹	2023 Market Value Change ²	2023 New Growth and Re-Class ³	2023 Total Assessment ⁴	% Market Value Change ⁵
Class 01 - Residential	92,961,083,074	7,369,567,860	1,292,613,177	101,623,264,111	7.93%
Class 02 - Utilities	43,032,692	4,850,433	(31,100)	47,852,025	11.27%
Class 03 - Supportive Housing	20	-	-	20	-
Class 04 - Major Industry	389,851,100	135,737,300	2,724,400	528,312,800	34.82%
Class 05 - Light Industry	5,368,958,100	1,606,374,100	(237,366,900)	6,737,965,300	29.92%
Class 06 - Business/Other	22,213,155,753	3,886,895,788	655,478,700	26,755,530,241	17.50%
Class 08 - Recreation/Non-Profit	353,571,300	83,436,700	3,860,800	440,868,800	23.60%
Class 09 - Farm	26,496,340	73,700	(1,025,142)	25,544,898	0.28%
TOTAL	\$121,356,148,379	\$13,086,935,881	\$1,716,253,935	\$136,159,338,195	10.78%

¹2022 property assessment values provided by BC Assessment are based on the state and condition of 86,435 properties as of July 1, 2021.

²Current year's market value change of the same 86,435 properties from 2022 to 2023.

³New growth is the term used for new developments and any new exemptions. New developments add taxable value to the class while new exemptions reduce the value to the class. Re-class refers to property shifts between assessment classes. In 2023, 1,596 new folios were created due to new growth.

⁴The 2023 total assessment values provided by BC Assessment are based on the state and condition of 88,031 properties as of July 1, 2022.

⁵Percentage increase based on market value change of the existing properties from 2022 to 2023 (percentage change of column (2) from column (1)).

Table 1.1: Assessment Values 2021 to 2022

Property Class	2021 Total Assessment	2022 Market Value Change	2022 New Growth and Re-Class	2022 Total Assessment	% Market Value Change
Class 01 - Residential	78,838,952,721	12,743,898,049	1,378,232,304	92,961,083,074	16.16%
Class 02 - Utilities	41,633,243	3,196,249	(1,796,800)	43,032,692	7.68%
Class 03 - Supportive Housing	20	-	-	20	-
Class 04 - Major Industry	336,999,000	52,697,100	155,000	389,851,100	15.64%
Class 05 - Light Industry	4,286,605,100	1,094,599,000	(12,246,000)	5,368,958,100	25.54%
Class 06 - Business/Other	18,856,561,153	3,209,372,500	147,222,100	22,213,155,753	17.02%
Class 08 - Recreation/Non-Profit	213,775,700	44,932,500	94,863,100	353,571,300	21.02%
Class 09 - Farm	26,044,063	450,105	2,172	26,496,340	1.73%
TOTAL	\$102,600,571,000	\$17,149,145,503	\$1,606,431,876	\$121,356,148,379	16.71%

Highlights:

- From 2022 to 2023, total market value increased by approximately \$13.09B or 10.78% as shown in Table 1. In comparison, Table 1.1 shows that from 2021 to 2022 market value increased by \$17.15B or 16.71%.
- Breakdown of the market value change by assessment class shows that for 2022 to 2023, residential market values increased by approximately \$7.37B or 7.93%. Residential market value increases are lower than the previous year and the rising interest rates are a contributing factor to the slowing residential sales. In comparison, the increase for 2021 to 2022 market value was \$12.74B or 16.16%.
- A further breakdown of the residential class shows that in 2023, single family detached properties had an average increase in market value of 6.19% while strata properties had an average increase in market value of 10.80%. In comparison, 2022 market values increased by 20.14% and 14.50% for single family detached and strata properties respectively.
- Total new growth in 2023 is approximately \$1.72B, an increase of 6.84% from the \$1.61B of new growth in 2022.
- Similar to previous years, the majority of new growth is in the residential class. In 2023, 75.32% of the total new growth is in the residential class.
- Market value in the light industry class remains strong which saw an increase of \$1.61B in market value or 29.92%.
- Business/other class continues to rebound in 2023 with a market value increase of \$3.89B or 17.50%. The 2022 market value increase was \$3.21B or 17.02% compared to 2021 where the market values decreased by \$739M or 3.77%.
- The farm class market value decrease of \$1.03M in 2023 is primarily due to the annual farm applications not being submitted to BC Assessment by the October 31, 2022 due date.

As in prior years, estimated revenue from new growth was included as a separate income source when preparing the 2023 Operating Budget. Revenue from new growth reduces the tax increase required to balance the operating budget.

Tax Rates:

Prior to calculating new tax rates based on Council approved increases, the prior year's tax rates are adjusted to account for changes in assessment values of existing properties from one year to the next. Adjusting tax rates ensure that the City collects the same amount of taxes from each class in the current year as it did in the previous year. In general, when assessment values increase, the base tax rate decreases and conversely, when assessment values decrease, the base tax rate increases.

Once the base rates are adjusted, the Council approved tax increase is applied to the base rates to determine the new rates to charge for the current year for each assessment class.

Tax Rate Comparison:

Assessment and tax data is available for all 21 Metro Vancouver municipalities however the analysis was limited to the six comparable municipalities.

Attachment 1 provides a tax rate comparison across the comparator group. As a whole, Richmond's tax rates for every assessment class range from the middle to the lowest in the group. However, because tax rates are a function of assessment values and higher assessment values may result in lower tax rates for a municipality, using tax rates as a method of comparison may not provide an accurate indication of taxpayers' burden.

Tax Burden:

Tax burden analysis provides a snapshot of the portion of total taxes collected from each assessment class. Each municipality has the option of shifting tax burden from one assessment class to another, as long as the total taxes collected meet their annual budget requirements. Without direction from Council to shift tax burden from one assessment class to another, tax burden for each class will change only with new growth in that class.

Tables 2 and 2.1 below provide overviews of the City's tax burden for each assessment class in 2023 and 2022 with minimal changes to the tax burden.

Table 2: 2023 Revised Roll and Tax Burden

2023 Revised Roll						
Assessment Class	Folio	% of Total Folio	Assessment	% of Total Assessment	Total Municipal Taxes	% of Total Municipal Taxes (Tax Burden)
Residential	80,006	89.45%	\$ 101,623,264,111	74.63%	\$ 165,255,687	57.10%
Utility	118	0.13%	47,852,025	0.04%	\$ 1,754,777	0.61%
Supportive Housing	13	0.02%	20	0.00%	\$ 0	0.00%
Major Industry	30	0.03%	528,312,800	0.39%	\$ 3,118,425	1.08%
Light Industry	584	0.65%	6,737,965,300	4.95%	\$ 23,803,277	8.23%
Business/Other	7,627	8.53%	26,755,530,241	19.65%	\$ 94,519,529	32.65%
Recreation/Non-Profit	476	0.53%	440,868,800	0.32%	\$ 512,224	0.18%
Farm	594	0.66%	25,544,898	0.02%	\$ 421,857	0.15%
Total	89,448	100.00%	\$ 136,159,338,195	100.00%	\$ 289,385,776	100.00%

Table 2.1: 2022 Revised Roll and Tax Burden

2022 Revised Roll						
Assessment Class	Folio	% of Total Folio	Assessment	% of Total Assessment	Total Municipal Taxes	% of Total Municipal Taxes (Tax Burden)
Residential	78,591	89.45%	\$ 92,961,083,074	76.60%	\$ 154,078,347	57.09%
Utility	117	0.13%	43,032,692	0.04%	1,658,247	0.61%
Supportive Housing	12	0.01%	20	0.00%	-	0.00%
Major Industry	30	0.03%	389,851,100	0.32%	2,929,778	1.09%
Light Industry	589	0.68%	5,368,958,100	4.43%	21,479,322	7.95%
Business/Other	7,436	8.46%	22,213,155,753	18.30%	88,867,061	32.93%
Recreation/Non-Profit	476	0.54%	353,571,300	0.29%	479,496	0.18%
Farm	614	0.70%	26,496,340	0.02%	414,380	0.15%
Total	87,865	100.00%	\$ 121,356,148,379	100.00%	\$ 269,906,631	100.00%

In 2023, the City's residential class is comprised of 80,006 folios or 89.45% of the City's total folio count. The total assessment value for the residential class is approximately \$101.62B or 74.63% of the City's total assessed value. Municipal taxes to be collected on the tax burden from this class is approximately \$165.26M or 57.10% of total municipal taxes.

In comparison, the business/other class comprised of 7,627 folios or 8.53% of total folio count and has assessment values totalling \$26.76B or 19.65% of the City's total assessed values. This class carries 32.65% or \$94.52M of the City's tax burden.

Tax Burden Comparison:

A tax burden comparison by municipalities can only be completed by using 2022 data as most municipalities are finalizing their 2023 tax rates. Attachment 2 provides a comparison of the percentage of total assessment and percentage of tax burden for each assessment class across the comparator group.

In 2022, Richmond's tax burden for both residential and business class continue to rank third highest within the comparator group at 57.09% and 32.93% respectively as shown in Table 3. This is consistent with Council's objective in maintaining its position within the middle of the comparator group.

Table 3:

% of Tax Burden (2022)		% of Tax Burden (2022)	
Municipality	Residential	Municipality	Business
Coquitlam	66.97%	Vancouver	40.43%
Surrey	66.94%	Burnaby	39.21%
Richmond	57.09%	Richmond	32.93%
Vancouver	56.59%	Coquitlam	28.66%
Delta	51.04%	Surrey	26.55%
Burnaby	50.22%	Delta	23.17%

In previous years, some municipalities have shifted their tax burden from business to residential class to reduce the tax burden on businesses. External studies have found that municipal services such as parks, recreation, and community safety were largely consumed by the residential assessment class. Richmond's business ranking remains competitive within the comparator group and contributes in attracting and retaining businesses to the City.

Tax Ratio:

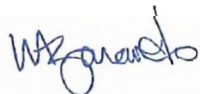
Tax ratio is a direct comparison of the tax rates between all classes against the residential tax rate. Fluctuations in the market value for residential class will affect all resulting tax ratios since tax rates are adjusted annually to ensure that the City collects only what is needed to balance the budget. The proposed 2023 tax rates in the Annual Property Tax Rates (2023) Bylaw No. 10458 will result in a business to residential tax ratio of 2.17 which is slightly lower than last year's tax ratio of 2.41. The reduction is due to the higher average percentage increase in assessment values for business properties compared to the residential properties in 2023.

Financial Impact

The property tax rates provided in the Annual Property Tax Rates (2023) Bylaw No. 10458 will generate the required revenue from the Council approved 5.89% tax increase as set out in the 2023 Operating Budget.

Conclusion

Staff recommends that the Annual Property Tax Rates (2023) Bylaw No. 10458 be introduced and given first, second and third readings.



Angela Zanoardo
Manager, Revenue
(604-276-4392)

AZ:az

- Att. 1: Tax per \$1000 of Assessment in 2022
2: Comparison of 2022 Assessment Value & Tax Burden by Class
3: Annual Property Tax Rates (2023) Bylaw No. 10458

Tax Per \$1,000 of Assessment in 2022

Municipality	Class (01)	Assessment	Taxes	Tax Per \$1,000 of Assessment
Delta	Residential	40,971,306,440	83,339,734.43	2.03410
Coquitlam	Residential	59,843,866,623	116,258,679.69	1.94270
Richmond	Residential	92,961,083,074	154,078,347.14	1.65745
Burnaby	Residential	100,779,976,583	155,916,701.77	1.54710
Vancouver	Residential	357,074,207,439	546,791,304.59	1.53131
Surrey	Residential	187,492,884,604	281,248,701.55	1.50005

Municipality	Class (02)	Assessment	Taxes	Tax Per \$1,000 of Assessment
Delta	Utility	26,754,865	1,070,189.25	39.99980
Richmond	Utility	43,032,692	1,658,247.14	38.53459
Surrey	Utility	140,019,366	5,019,356.82	35.84759
Coquitlam	Utility	35,097,015	1,242,427.31	35.39980
Vancouver	Utility	293,794,874	8,133,863.86	27.68552
Burnaby	Utility	436,324,080	6,590,457.07	15.10450

Municipality	Class (04)	Assessment	Taxes	Tax Per \$1,000 of Assessment
Vancouver	Major Industry	267,690,000	9,115,224.62	34.05142
Delta	Major Industry	671,522,300	14,157,973.26	21.08340
Surrey	Major Industry	234,178,200	4,874,770.50	20.81650
Burnaby	Major Industry	429,175,000	8,579,594.51	19.99090
Richmond	Major Industry	389,851,100	2,929,777.80	7.51512
Coquitlam	Major Industry	N/A	N/A	N/A

Municipality	Class (05)	Assessment	Taxes	Tax Per \$1,000 of Assessment
Coquitlam	Light Industry	971,222,000	5,783,627.01	5.95500
Vancouver	Light Industry	2,062,954,600	9,754,742.71	4.72853
Delta	Light Industry	4,993,673,100	21,951,687.58	4.39590
Burnaby	Light Industry	4,077,384,316	17,599,213.92	4.31630
Richmond	Light Industry	5,368,958,100	21,479,322.22	4.00065
Surrey	Light Industry	5,858,012,300	16,902,650.11	2.88539

Municipality	Class (06)	Assessment	Taxes	Tax Per \$1,000 of Assessment
Coquitlam	Business / Other	6,734,350,931	49,747,997.20	7.38720
Delta	Business / Other	7,356,385,839	37,841,248.76	5.14400
Burnaby	Business / Other	23,771,372,508	121,726,067.20	5.12070
Vancouver	Business / Other	82,617,929,142	390,661,356.49	4.72853
Surrey	Business / Other	26,900,985,634	111,543,860.89	4.14646
Richmond	Business / Other	22,213,155,753	88,867,061.56	4.00065

Municipality	Class (08)	Assessment	Taxes	Tax Per \$1,000 of Assessment
Coquitlam	Recreation / Non-Profit	52,389,000	529,275.59	10.10280
Delta	Recreation / Non-Profit	67,001,700	371,457.42	5.54400
Surrey	Recreation / Non-Profit	257,870,500	425,548.21	1.65024
Vancouver	Recreation / Non-Profit	1,191,655,300	1,820,694.38	1.52787
Richmond	Recreation / Non-Profit	353,571,300	479,495.72	1.35615
Burnaby	Recreation / Non-Profit	102,179,700	58,559.19	0.57310

Municipality	Class (09)	Assessment	Taxes	Tax Per \$1,000 of Assessment
Delta	Farm	45,765,811	996,459.00	21.77300
Coquitlam	Farm	1,449,821	24,458.77	16.87020
Richmond	Farm	26,496,340	414,379.71	15.63913
Burnaby	Farm	1,323,133	7,468.95	5.64490
Surrey	Farm	35,910,858	125,805.43	3.50327
Vancouver	Farm	185,852	283.96	1.52787

Comparison of 2022 Assessment Value & Tax Burden by Class

Residential (Class 01)					
Municipality	Assessment	% of Total Assmt	Municipality	Municipal Tax	% of Tax Burden
Coquitlam	\$ 59,843,866,623	88.48%	Coquitlam	\$ 116,258,679.69	66.97%
Surrey	187,492,884,604	84.87%	Surrey	281,248,701.55	66.94%
Vancouver	357,074,207,439	80.51%	Richmond	154,078,347.14	57.09%
Burnaby	100,779,976,583	77.76%	Vancouver	546,791,304.59	56.59%
Richmond	92,961,083,074	76.60%	Delta	83,339,734.43	51.04%
Delta	40,971,306,440	75.69%	Burnaby	155,916,701.77	50.22%

Utility (Class 02)					
Municipality	Assessment	% of Total Assmt	Municipality	Municipal Tax	% of Tax Burden
Burnaby	\$ 436,324,080	0.34%	Burnaby	\$ 6,590,457.07	2.12%
Vancouver	293,794,874	0.07%	Surrey	5,019,356.82	1.19%
Surrey	140,019,366	0.06%	Vancouver	8,133,863.86	0.84%
Coquitlam	35,097,015	0.05%	Coquitlam	1,242,427.31	0.72%
Delta	26,754,865	0.05%	Delta	1,070,189.25	0.66%
Richmond	43,032,692	0.04%	Richmond	1,658,247.14	0.61%

Major Industry (Class 04)					
Municipality	Assessment	% of Total Assmt	Municipality	Municipal Tax	% of Tax Burden
Delta	\$ 671,522,300	1.24%	Delta	\$ 14,157,973.26	8.67%
Burnaby	429,175,000	0.33%	Burnaby	8,579,594.51	2.76%
Richmond	389,851,100	0.32%	Surrey	4,874,770.50	1.16%
Surrey	234,178,200	0.11%	Richmond	2,929,777.80	1.09%
Vancouver	267,690,000	0.06%	Vancouver	9,115,224.62	0.94%
Coquitlam	N/A	N/A	Coquitlam	N/A	N/A

Light Industry (Class 05)					
Municipality	Assessment	% of Total Assmt	Municipality	Municipal Tax	% of Tax Burden
Delta	\$ 4,993,673,100	9.22%	Delta	\$ 21,951,687.58	13.44%
Richmond	5,368,958,100	4.42%	Richmond	21,479,322.22	7.96%
Burnaby	4,077,384,316	3.15%	Burnaby	17,599,213.92	5.67%
Surrey	5,858,012,300	2.65%	Surrey	16,902,650.11	4.02%
Coquitlam	971,222,000	1.44%	Coquitlam	5,783,627.01	3.33%
Vancouver	2,062,954,600	0.47%	Vancouver	9,754,742.71	1.01%

Business / Other (Class 06)					
Municipality	Assessment	% of Total Assmt	Municipality	Municipal Tax	% of Tax Burden
Vancouver	\$ 82,617,929,142	18.63%	Vancouver	\$ 390,661,356.49	40.43%
Burnaby	23,771,372,508	18.34%	Burnaby	121,726,067.20	39.21%
Richmond	22,213,155,753	18.30%	Richmond	88,867,061.56	32.93%
Delta	7,356,385,839	13.59%	Coquitlam	49,747,997.20	28.66%
Surrey	26,900,985,634	12.18%	Surrey	111,543,860.89	26.55%
Coquitlam	6,734,350,931	9.96%	Delta	37,841,248.76	23.17%

Recreation / Non-Profit (Class 08)					
Municipality	Assessment	% of Total Assmt	Municipality	Municipal Tax	% of Tax Burden
Richmond	\$ 353,571,300	0.29%	Coquitlam	\$ 529,275.59	0.30%
Vancouver	1,191,655,300	0.27%	Delta	371,457.42	0.23%
Delta	67,001,700	0.12%	Vancouver	1,820,694.38	0.19%
Surrey	257,870,500	0.12%	Richmond	479,495.72	0.18%
Burnaby	102,179,700	0.08%	Surrey	425,548.21	0.10%
Coquitlam	52,389,000	0.08%	Burnaby	58,559.19	0.02%

Farm (Class 09)					
Municipality	Assessment	% of Total Assmt	Municipality	Municipal Tax	% of Tax Burden
Delta	\$ 45,765,811	0.08%	Delta	\$ 996,459.00	0.61%
Richmond	26,496,340	0.02%	Richmond	414,379.71	0.15%
Surrey	35,910,858	0.02%	Surrey	125,805.43	0.03%
Coquitlam	1,449,821	0.00%	Coquitlam	24,458.77	0.01%
Burnaby	1,323,133	0.00%	Burnaby	7,468.95	0.00%
Vancouver	185,852	0.00%	Vancouver	283.96	0.00%



Annual Property Tax Rates (2023) Bylaw No. 10458

The Council of the City of Richmond enacts as follows:

1. Parts 1 through 5, pursuant to the *Community Charter*.

PART ONE: GENERAL MUNICIPAL RATES

1.1 General Purposes

- 1.1.1 The tax rates shown in column A of Schedule A are imposed and levied on the assessed value of all land and improvements taxable for general municipal purposes, to provide the monies required for all general purposes of the City, including due provision for uncollectible taxes, and for taxes that it is estimated will not be collected during the year, but not including the monies required for payments for which specific provision is otherwise made in the *Community Charter*.

1.2 City Policing, Fire & Rescue and Storm Drainage

- 1.2.1 The tax rates shown in columns B, C & D of Schedule A are imposed and levied on the assessed value of all land and improvements taxable for general municipal purposes, to provide monies required during the current year for the purpose of providing policing services, fire and rescue services and storm drainage respectively in the City, for which other provision has not been made.

PART TWO: REGIONAL DISTRICT RATES

- 2.1 The tax rates appearing in Schedule B are imposed and levied on the assessed value of all land and improvements taxable for hospital purposes and for Greater Vancouver Regional District purposes.

PART THREE: GENERAL PROVISIONS**3.1 Imposition of Penalty Dates**

3.1.1 All taxes payable under this bylaw must be paid on or before July 4, 2023.

3.2 Designation of Bylaw Schedules

3.2.1 Schedules A and B are attached and designated a part of this bylaw.

PART FOUR: INTERPRETATION

4.1 In this bylaw, unless the context otherwise requires:

CITY means the City of Richmond.

PART FIVE: PREVIOUS BYLAW REPEAL

5.1 Annual Property Tax Rates (2022) Bylaw No. 10374 is repealed.

PART SIX: BYLAW CITATION

6.1 This Bylaw is cited as “**Annual Property Tax Rates (2023) Bylaw No. 10458**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER



SCHEDULE A to BYLAW NO. 10458

PROPERTY CLASS	COLUMN A GENERAL PURPOSES	COLUMN B POLICING SERVICES	COLUMN C FIRE & RESCUE	COLUMN D STORM DRAINAGE	TOTAL
1. Residential	0.94755	0.40594	0.26380	0.00887	1.62616
2. Utilities	21.36788	9.15429	5.94881	0.19993	36.67091
3. Supportive Housing	0.94755	0.40594	0.26380	0.00887	1.62616
4. Major Industry	3.43941	1.47349	0.95753	0.03218	5.90261
5. Light Industry	2.05849	0.88188	0.57308	0.01926	3.53271
6. Business/ other	2.05849	0.88188	0.57308	0.01926	3.53271
8. Recreation/ non profit	0.67700	0.29004	0.18848	0.00633	1.16185
9. Farm	9.62279	4.12254	2.67898	0.09003	16.51434

SCHEDULE B to BYLAW NO. 10458

PROPERTY CLASS	REGIONAL DISTRICT
1. Residential	0.05070
2. Utilities	0.17744
3. Supportive Housing	0.05070
4. Major Industry	0.17237
5. Light Industry	0.17237
6. Business/other	0.12420
8. Rec/non profit	0.05070
9. Farm	0.05070



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: March 31, 2023
File: RZ 17-782750

Re: Referral Response – Application by Landa Oval Development Ltd. for Rezoning at 6851 and 6871 Elmbridge Way from Industrial Business Park (IB1) to High-Density Mixed Use (ZMU52) – Oval Village (City Centre)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 to create the “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)” zone, and to rezone 6851 and 6871 Elmbridge Way from “Industrial Business Park (IB1)” to “High-Density Mixed Use (ZMU52) – Oval Village (City Centre)”, be forwarded to the May 15, 2023 Public Hearing.

Wayne Craig
Director, Development

WC:ke

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Bylaws	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Landa Oval Development Ltd. has applied to the City of Richmond to rezone 6851 and 6871 Elmbridge Way from “Light Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” to construct a mixed use development in the Oval Village area. First reading to Richmond Zoning Bylaw 8500, Amendment Bylaw 10423, was granted on November 14, 2022 and was referred to a Public Hearing.

At the December 19, 2022 Public Hearing, Council made the following referral:

That the staff report titled “Application by Landa Oval Development Ltd. for Rezoning at 6851 and 6871 Elmbridge Way from Industrial Business Park (IB1) to High Density Mixed Use (ZMU52) - Oval Village (City Centre)”, dated October 24, 2022, from the Director, Development, be referred back to staff for further review.

Items discussed at the Public Hearing, were generally related to traffic impacts and concerns raised by residents of the neighbouring development to the east (Ora).

The purpose of this report is to respond to the Public Hearing referral and present changes to the proposed development along with related information in response to the traffic concerns raised. Revised rezoning considerations are included to facilitate these changes should they be supported by Council.

Findings of Fact

The original staff report and accompanying attachments providing information about the proposed development is contained in Schedule A and remains applicable, except where noted in this report. A summary of the proposed project is as follows:

- 13,826 m² (148,822 ft²) of commercial floor area consisting of 189 room hotel and supporting uses in the podium and tower, located in the north east quadrant of the development site fronting River Road, with remaining at-grade commercial space along the new road (herein called the new west road) and Elmbridge Way.
- 27,652 m² (297,644 ft²) of residential floor area consisting of 321 market residential units and 35 affordable Low End Market Rental (LEMR) housing units. The market residential units will be situated in the project podium and two residential towers located at the north west and south west corners of the development site. The LEMR housing units will be dispersed throughout the project podium.
- Transportation related infrastructure and works includes:
 - Dedication and construction of the new west road along the subject site’s entire west frontage with one primary vehicle access from the new west road;
 - Lane widening and upgrades along the subject site’s entire east frontage with one vehicle access (restricted) from the lane; and
 - Frontage upgrades along the River Road and Elmbridge Way consistent with current City standards and existing improvements completed in the surrounding area.

Analysis

The following sections provide information on the outreach to the Ora residents to the east, follow-up action to address concerns about current lane operations and changes to the project that are proposed as a result of the traffic concerns raised at the December 19, 2022 Public Hearing.

Developer Led Outreach and Additional Public Correspondence

The developer's project team undertook the following outreach before and after the December 19, 2022 Public Hearing (Schedule B contains a written summary report submitted by the applicant):

- December 6, 2022 – Initial outreach with Ora strata council members (via Zoom).
- December 8, 2022 – Canvassing of surrounding businesses to provide information about the development and information about the upcoming Public Hearing.
- February 22, 2023 – Follow-up engagement with Ora strata Council members (via Zoom) to present information about proposed changes to the project, lane design and measures to address traffic concerns.
- February 24, 2023 – Meeting with T&T Supermarket representatives (commercial tenant within the Ora development) (Via Zoom) to receive comments about existing lane operations and loading activities associated with T&T operations.
- March 20, 2023 – Canvassed existing Ora commercial tenants about the proposed project and lane operations.
- March 29, 2023 – Written letter provided to Ora strata council summarizing project revisions and responses to traffic and lane concerns.

Since the December 19, 2022 Public Hearing and developer outreach undertaken in 2023, additional correspondence has been received from a resident of the Ora Development and Ora strata council. The correspondence identifies their continued concerns about traffic in the lane, access to the subject site and lane upgrades. The public correspondence and the City staff responses are included in Schedule C.

A summary of the subject development's proposed revisions to the project in response to the traffic concerns about access and impacts to the lane are provided below:

- Hotel pick-up and drop-off functions have been relocated from the lane to on-site within the subject development's parkade. No pick-up and drop-off functions from passenger guest vehicles will occur from the lane.
- A gate with access control measures (i.e., intercom and electronic security device/FOB) will be installed for the lane access to the subject development's parkade. This restriction will limit lane access to hotel guests and on-site employees only and reduce the introduction of additional traffic into the lane.
- The new west road access will serve as the primary vehicle entrance/exit to the subject development's parkade and will be required to be utilized by residents, residential visitors, commercial uses and vehicles accessing the oval parking.
- Loading, servicing functions and a hotel shuttle parking with passenger loading area have been provided in dedicated areas on-site with direct access off the lane and designed to accommodate commercial trucks (i.e., maximum medium-sized SU-9 trucks). These

areas will enable loading activities to occur on-site and have been designed to allow vehicles to maneuver to and from the lane. A legal agreement will be registered on title as part of the rezoning considerations to inform all commercial tenants of the maximum truck size restriction for this project.

- The proposed upgrades to the lane will widen the drive-aisle from 6 m (existing) to 7.5 m (proposed) and provide for a 1.5 m wide concrete transition apron between the edge of the lane drive-aisle and proposed building that will allow for separation between vehicles travelling in the lane and overall development. This transition will also be designed with appropriate roll curbs and driveway letdowns to allow for vehicles to travel over at designated areas to access loading/service areas and/or parkade entrances. This lane standard will be able to accommodate the traffic and service functions of the proposed development in the lane and complies with the lane design applicable for redevelopment in the City Centre.

The following sections of the report provide additional details around action being undertaken now to address activities impacting current lane operations and the subject development's revisions in response to concerns identified by residents of Ora.

Action to Address Current Activities Impacting Lane Operations

Current activities occurring in the lane that are impacting operations and traffic movement has been various vehicles (including commercial delivery and service trucks and smaller delivery/service vehicles) that undertake temporary stopping on either side of the lane. These activities negatively impact lane operations and conflict with traffic utilizing the lane to get access to and from the Ora commercial or residential parkades.

In response, City staff have revised regulatory signage posted in the lane to "No Stopping", which would prohibit any vehicles (except emergency service vehicles) from stopping or parking in the lane and would require usage of existing on-site loading and service areas in the Ora development to accommodate these vehicles.

Community Bylaws will also be monitoring this area and taking the necessary action for vehicles observed to be parked and/or stopped in the lane. This may include education for vehicle operators and ticketing/towing as necessary. No stopping regulations will also apply to the proposed upgraded lane (works to be completed by the subject development) and vehicles that are servicing the proposed project by Landa. The actions summarized in this section will restrict vehicles from stopping in the lane and reduce the traffic conflicts noted by Ora residents.

Revisions to Hotel Component to Minimize Impact to Lane

The subject development's hotel component is located at the north east portion of the development site fronting River Road adjacent to the lane. Previous concerns were noted about the impacts of having any hotel vehicle pick-up and drop off functions occurring off the lane. As a result, the development has been revised to relocate all hotel vehicle pick-up and drop off functions on-site solely within the parkade (Level 1) (See Schedule D for a site plan). The site plan has been revised to enable hotel vehicle circulation in the subject development's parkade, including pick-up and drop-off functions, and direct internal access from the parkade to the hotel

lobby. No vehicle pick-up and drop off functions will occur from the lane. The main entrance to the hotel for pedestrians will be fronting River Road at the north east corner of the subject site.

An on-site dedicated hotel shuttle parking and passenger loading area has been incorporated into the subject development and is located adjacent to the loading area of the project. This hotel shuttle area is accessed from the lane. A direct internal connection will be provided between the hotel lobby and hotel shuttle loading area to allow for quick and safe passenger movements. A legal agreement will be secured to limit the maximum size of vehicle that can use the hotel shuttle loading to a medium sized (i.e., SU-9) vehicle.

A site plan contained in Schedule D outlines the above revisions to the proposed development.

Lane Access and Proposed Restrictions

In response to concerns raised about current traffic issues experienced in the lane, the developer is proposing to implement restrictions to the lane access to the parkade to reduce the overall amount of vehicle traffic into the lane as a result of this development. The proposed access restrictions would see a majority of vehicles accessing the subject development's parkade from the new west road access.

Restrictions to the lane access (east side) to the development's parkade is proposed to only allow the following vehicles:

- Enter via lane – hotel guests; on-site employees.
- Exit via lane – on-site employees.

Control measures to ensure implementation of vehicle restrictions identified above will include:

- Installation of a gate at the lane access in conjunction with security intercom/electronic security device (FOB) to ensure vehicle users entering from the lane access are hotel guests or on-site employees.
- A similar electronic security control measure for on-site employee vehicles exiting from the lane.

The above requirements to restrict lane access will be secured through a legal agreement registered on title and be included as a rezoning consideration item for this development. Through the Development Permit process, additional design development will occur in relation to the lane gate design/placement, security infrastructure and on-site signage to direct traffic to the appropriate access location.

Refer to *Table 1* and *Table 2* for a summary of vehicle traffic data provided by the professional transportation consultant in relation to the subject development and existing lane (Note: The weekday PM peak data is provided based on the highest anticipated traffic volumes for the subject development and to present comparable time/day traffic data from Ora. As a result, traffic volumes from other times and days are not shown in the following tables).

Table 1 – Estimated traffic volumes to/from parkade of the subject development (Landa at 6851 and 6871 Elmbridge Way)

	Total Estimated Vehicle Trips (Landa)	New West Road Access (no restrictions)	Lane Access (with restrictions)
Weekday PM Peak Hour	280	217	63
Percentage of Vehicle Trips	100%	77.5%	22.5%

Table 2 – Comparison of lane traffic volumes to/from parkade(s) of Ora development and to/from parkade of proposed Landa development

	Total Estimated Vehicle Trips (Ora and Landa)	Ora Development	Landa Development
Weekday PM Peak Hour	345	282	63
Percentage of Vehicle Trips	100%	82%	18%

The data provided in *Table 1* demonstrates that the proposed access restrictions to the lane will result in 77.5% of traffic accessing the parkade of the subject development from the new west road access, thereby supporting this as the primary access to the development. *Table 2* demonstrates that the total estimated vehicle trips in the lane to the Landa project parkade, when compared to the Ora development, will be relatively minimal (18%) and supports the approach of implementing measures that would introduce the least amount of additional traffic into the lane.

New West Road Access Provisions – Primary Vehicle Entrance and Exit

The new west road access is designed and operated to be the primary vehicle entrance to the subject development intended to accommodate a majority of the traffic and minimize traffic volumes and impacts to the lane. Vehicle access from the new west road would be utilized by residents, visitors to the residential units, commercial uses and vehicles accessing oval parking. In addition, the new west road access could also be utilized by hotel guests and employees should they choose not to use the lane access.

Control measures proposed for the new west road access will be limited to a security gate, which will remain open during typical hours of operation for the hotel and commercial activities in the development. During the late evening and overnight, this gate may be closed for security purposes with appropriate control measures being implemented to enable all users to access during this period (i.e., security intercom/FOB). A legal agreement will be registered on Title as a rezoning consideration item to identify that the security gate located along new west road access must remain open at all times during hours of operation for the non-residential uses in the development and that control measures be implemented to enable access for all residential and non-residential uses when the gate is closed for security purposes.

The previous staff report on the subject rezoning identified the potential for the temporary closure of the new west road during special events. Based on feedback provided about traffic concerns in the lane, this item has been revised to accommodate only a partial closure of the new west road (north of the proposed access to the subject site) that would still allow for the new west road access to be operational for local traffic only during any temporary special event closures. This approach has been reviewed and is supported by Transportation staff.

Proposed Loading and Service Functions from the Lane

The proposed development includes on-site loading spaces that are arranged to allow access from the lane to accommodate the standard loading functions required for this development's non-residential and residential uses, which will share loading facilities. Four medium sized loading bays and an on-site garbage and recycling collection area are located perpendicular to and on the west side of the lane that enables vehicle movements to be made in and out of these spaces during loading/service functions.

Additional review was undertaken to confirm that no large-sized loading space (to accommodate semi-truck and trailer sized vehicles) would be required as none of the proposed uses on the site would require deliveries from these large-sized trucks. As a result, no large-sized loading space is required to be provided in this development. Furthermore, a legal agreement will be secured to ensure that the maximum truck size will be a medium-sized truck (i.e., SU-9) and that large-sized trucks (i.e., WB-17) will not be permitted. Through the forthcoming Development Permit process, a variance request to not require an on-site large loading space will be included in the report to the Development Permit Panel.

Lane – Proposed Widening Works

The current lane is proposed to be widened by 3.0 m that would accommodate 1.5 m of additional pavement widening to the existing lane and 1.5 m wide transition area that would consist of a concrete surface with roll-curb or curb letdowns (associated with loading and service functions). When combined with the existing lane works completed for the Ora development (6 m wide drive-aisle plus 1.5 m concrete sidewalk), the lane improvements to be undertaken by the proposed development would result in a lane with a 7.5 m wide drive-aisle and 1.5 m wide concrete transition area along the subject site's lane frontage. This 1.5 m wide transition area in between the lane drive-aisle and building wall of the development will be designed to allow for vehicles to travel over to access the parkade, loading and service areas. Pedestrians can also utilize this transition area to facilitate safe movements through the lane as needed.

This lane standard outlined above, which would be achieved through the improvements undertaken as part of the proposed development's off-site transportation works, is consistent with the lane standard for high-density mixed use projects in the City Centre and will be able to accommodate all existing and future traffic and service functions necessary in the lane.

Revised Rezoning Considerations

The updated rezoning considerations for the subject development is contained in Schedule E. The rezoning considerations document has been revised (changes and mark-ups noted in the document) to incorporate applicable items and requirements resulting from the subject development's modifications and responses to address traffic concerns as outlined in this report.

Revised Project Timeline to Achieve Final Adoption of Rezoning

Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 was granted first reading on November 14, 2022 and complied with the deadline for the project to be considered an in-stream proposal in regards to the affordable housing requirements in place prior to the approval of the

amendments to the Low End Market Rental (LEMR) Program on November 15, 2021 and introduction of the new Market Rental Housing Policy on June 20, 2022.

To ensure that in-stream applications that applied the LEMR policy in place prior to November 21, 2021, moved forward to adoption in a timely manner, a rezoning consideration item was secured to require adoption by November 15, 2023 (i.e., 1 year from the granting of first reading of Bylaw 10423).

Staff recommend that the rezoning consideration item to require final adoption be amended to April 15, 2024 to take into account the time to address the referral from Public Hearing. In accordance with the previous LEMR policy in-stream provisions, if Bylaw 10423 is not ready for adoption on or before April 15, 2024, a staff report will be brought forward to Council providing an update on the status of the rezoning and to determine whether the rezoning should be revised to comply with current City policy related to affordable housing.

Conclusion

This report responds to the December 19, 2022 Public Hearing referral related to traffic concerns for the high-density mixed use rezoning proposal at 6851 and 6871 Elmbridge Way. The project responses and modifications to the development outlined in this report will limit the introduction of additional traffic volumes into the lane by implementing measures to require a majority of traffic from this development to utilize the new west road access and relocate hotel pick-up and drop off functions to on-site within the parkade to reduce potential traffic conflicts within the lane.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 be forwarded to the May 15, 2023 Public Hearing.



Kevin Eng
Planner 3

KE:cas

- Schedule A: Previous staff report considered at the December 19, 2022 Public Hearing
- Schedule B: Summary of developer led outreach
- Schedule C: Additional public correspondence received
- Schedule D: Revised site plan
- Schedule E: Revised rezoning considerations



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 24, 2022

File: RZ 17-782750

Re: Application by Landa Oval Development Ltd. for Rezoning at 6851 and 6871 Elmbridge Way from Industrial Business Park (IB1) to High Density Mixed Use (ZMU52) - Oval Village (City Centre)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 to create the “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” zone, and to rezone 6851 and 6871 Elmbridge Way from “Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) - Oval Village (City Centre)”, be introduced and given first reading.

Wayne Craig
Director, Development

WC:ke
Att. 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Sustainability & District Energy	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Community Services Division	<input checked="" type="checkbox"/>	
Richmond Olympic Oval	<input checked="" type="checkbox"/>	

Staff Report

Origin

Landa Oval Development Ltd. has applied to the City of Richmond to rezone 6851 and 6871 Elmbridge Way from “Light Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” to construct a mixed use development in the Oval Village area (Attachment 1 and 2) that includes:

- 13,832 m² (148,887 ft²) of commercial floor area consisting of a 189 room hotel and supporting uses in a tower located in the north east quadrant of the development site along with portions of the development podium and at-grade commercial space along River Road, the new road (to the west) and Elmbridge Way road frontages.
- 27,655 m² (297,778 ft²) of residential floor area consisting of 321 market residential units and 35 affordable Low End Market Rental (LEMR) housing units arranged as follows:
 - Market residential units located in the development podium and two towers generally located at the northwest and south west quadrants of the development site.
 - Affordable LEMR units dispersed throughout the podium.
- Dedication and construction of a new road along the subject site’s west frontage (herein called the “new west road”) and widening and completion of the existing lane along the subject site’s east frontage.
- Related off-site works that generally includes road, lane, frontage upgrades and transportation related works to the current applicable City standards, are to be completed through a City Servicing Agreement.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Subject Site Existing Housing Profile

There are no residential dwelling units on the subject site.

Subject Site Existing Uses

The subject site consists of two lots at 6851 and 6871 Elmbridge Way that each contain multi-tenant single storey light industrial buildings. Through the rezoning, both lots will be consolidated into a single development parcel. To support the existing business tenants that may be impacted as a result of this redevelopment, the developer has confirmed that sufficient notice will be provided to all businesses in the event of the need to relocate and that the developer has also offered to provide all business tenants with access to real estate services to assist these tenants in finding similar, appropriately zoned space within the City.

Surrounding Development

To the North: The Richmond Olympic Oval is located across River Road on a site zoned “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)”.

To the South: Across Elmbridge Way is an existing building containing Worksafe BC offices on a site zoned “Downtown Commercial (CDT1)”.

To the East: Across an existing lane is the Onni ‘Ora’ high density mixed use development on a site zoned “Residential/Limited Commercial (RCL3)” (RZ 07-380222; DP 10-520511).

To the West: A site zoned “Light Industrial Business Park (IB1)” containing existing light industrial buildings.

Related Policies & Studies

City Centre Area Plan

The subject site is located in the City Centre and subject to the land use policies and provisions of the City Centre Area Plan (CCAP) and “Specific Land Use Map – Oval Village (2031)” (Attachment 4). The “Oval Village (2031)” land use map designates the site as Urban Centre T5, which allows for high-density mixed residential/commercial development. The subject site is also contained within the “Village Centre Bonus Area”. Additional details on how the subject development proposal complies with the CCAP and development policies specific to the “Oval Village (2031)” land use map is contained in the Analysis section of this report.

Official Community Plan Aircraft Noise Sensitive Development (ANSD) Policy:

The subject site is located with ANSD “Area 2”, which permits all aircraft noise sensitive uses (except new single-family) if the building design includes required noise mitigation measures and purchasers are made aware of potential noise conditions. Prior to rezoning adoption, a legal agreement will be registered on title requiring that the developer satisfies all City requirements.

Airport Zoning Regulations (AZR):

Transport Canada regulates maximum permitted building heights in City Centre locations that may affect airport operations. A letter, prepared by a registered surveyor, confirming that the proposed maximum building height of 47 m (154 ft.) GSC complies with AZR requirements is a rezoning consideration to be completed for this project.

Floodplain Management Implementation Strategy

City Centre buildings are required to comply with Richmond Flood Protection Bylaw 8204. Prior to rezoning adoption, a flood indemnity covenant will be registered on title.

Public Consultation

Rezoning signs have been installed on the subject property. Staff have received email correspondence from a resident in the adjacent Ora development (5511 Hollybridge Way/6951 Elmbridge Way). The resident identifies concerns about the proposed development’s traffic impact to the existing lane to the east of the subject site (Attachment 5). A response is provided below to the resident comments. City staff have also met with the property owner of the site to the immediate east (6791 Elmbridge Way) and provided general information about the development proposal during these discussions.

Should the Planning Committee endorse this application and Council grant 1st reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Correspondence from 5511 Hollybridge Way/6951 Elmbridge Way (Ora Development)

The correspondence makes observations about the current lane servicing the Ora development and provides comments on existing lane operations, lane width and vehicle movements within the lane, questions about hotel functions in the lane and pedestrian infrastructure in the lane.

In response to the comments and concerns noted in the correspondence, the following information is provided:

- This development will undertake improvements to the lane to provide for additional widening for the drive-aisle portions of the lane and a sidewalk along the west edge of the lane to provide for safe pedestrian movements.
- The above referenced widening and improvements to the lane will comply with applicable City standards for lanes located in the City Centre and will be able to accommodate all applicable traffic and vehicle movements through the lane.
- Vehicle access to the proposed development will be from the lane and a driveway access provided on the new west road. These vehicle access provisions were reviewed and supported by a Traffic Impact Assessment (TIA) prepared by a professional consultant for this project.
- Further design development and work will be undertaken through the Development Permit application process to review pick-up and drop-off functions related to the hotel use can accommodate the necessary activities and results in no negative impacts to the surrounding road/lane network.

Analysis

Landa Oval Development Ltd. is proposing a high-density mixed use project containing approximately 356 apartment units in the development podium and 2 towers, a hotel containing 189 rooms and supporting commercial functions and pedestrian oriented at grade commercial retail units along the River Road, new west road and Elmbridge Way frontage.

The proposed development is consistent with current Official Community Plan (OCP) and CCAP policies applicable to the subject site, which encourage high-density mixed use development with vibrant commercial frontages and pedestrian friendly streetscapes and supporting infrastructure. This project also provides for infrastructure improvements through the dedication and construction of a new west road that would provide a connection between Elmbridge Way and River Road, widening of the existing lane along the east of the subject site and frontage upgrades along the Elmbridge Way and River Road frontages consistent with the works in the surrounding area.

CCAP – Oval Village (2031)

The subject site is designated “Urban Centre T5” and the proposed high-density development containing residential uses (market residential and affordable housing), a hotel and commercial uses is consistent with the CCAP. The CCAP also provides direction on base residential

densities (1.2 Floor Area Ratio FAR) and additional affordable housing bonus densities (up to 0.8 FAR). The subject site is also contained in the Village Centre Bonus area where additional density of up to 1.0 FAR can be considered for non-residential uses, which support the development and space for services and commercial activities that are pedestrian friendly and contribute to the viability of the area.

The development on the subject site proposes a maximum overall density of 3.0 FAR (2.0 FAR for residential uses including market residential and affordable housing and 1.0 FAR for non-residential uses), which is consistent with the CCAP and Village Centre Bonus provisions applicable to the site.

The CCAP requires rezoning applications that make use of the Village Centre Bonus density to provide voluntary developer contributions towards City-owned community amenity space, which can be in the form of City owned amenity facilities incorporated into the development or a cash-in-lieu contribution. City staff have reviewed the subject proposal and confirm that no City amenity facility is required to be incorporated into the subject development and that a cash-in-lieu contribution should be accepted. In compliance with the CCAP, prior to rezoning adoption, the developer proposes to make a voluntary cash contribution of \$6,022,453 in lieu of constructing community amenity space on-site. The proposed voluntary contribution amount shall be based on the equivalent construction value rate of \$8,708/m² and calculated at the amenity space area (i.e., 5% of the site's Village Centre Bonus floor area, which would equate to an approximate amenity space area of 692 m² or 7,449 ft²).

The CCAP also identifies a proposed road between Elmbridge Way and River Road that would bisect the subject site into two lots. In accordance with CCAP policy, this new west road is considered a minor street and can be realigned as it maintains the network continuity and road functionality in the surrounding area. The realignment of this new road from the middle to the west side of the subject site complies with the CCAP policy that allows alignment changes for minor streets as outlined above. The proposed development will also be required to dedicate and construct this new west road in its entirety. Transportation staff have reviewed the realignment of this new road to the west portion of the site and confirmed the new alignment complies with the objectives of the CCAP.

Proposed Site Specific Zone (ZMU52)

A site-specific zone has been prepared to facilitate the subject development, "High Density Mixed Use (ZMU52) – Oval Village (City Centre)" (Zoning Amendment Bylaw 10423). An overview of included provisions into this new zone is summarized as follows:

1. Permitted and secondary uses consistent with the provisions of the CCAP and takes into account the surrounding context and existing development and services in the area.
2. A maximum density of 2.0 FAR, which includes additional density for developments that comply the City's applicable affordable LEMR housing policy providing for 35 LEMR units (which will be subject to a Housing Agreement and other legal agreements, as applicable).
3. Additional VCB density of up to 1.0 and conditions. Village Centre Bonus provisions that allow for up to 1.0 FAR for non-residential uses, provided that voluntary developer cash contributions (at the current applicable equivalent construction value rate) are made in lieu of

providing and constructing an on-site community amenity space into the development consistent with the CCAP policy.

- This voluntary contribution amount to be provided and secured through the rezoning considerations for this development will be \$6,022,453.
4. Additional density for indoor amenity space for use of residents consistent with other high-density mixed use zones.
 5. Provisions for calculating density on the road dedication secured for the new west road on the west side of the subject site between Elmbridge Way and River Road, as per CCAP policy regarding the dedication of “minor streets” that are not eligible for Development Cost Charge credits.
 6. A maximum building height of 47 m (154 ft.) geodetic across the subject site that is consistent with CCAP policy and of similar height to other surrounding high density developments in the area.
 7. Setback provisions for the road and lane frontages around the subject site that facilitates providing for a pedestrian friendly streetscape and interface of the development to the public realm and takes into account the various road and lane frontage works and upgrades to be completed as part of this development.

Housing

Total residential floor area for this project is 27,655 m² (297,778 ft²) that contains a total of 356 apartment units of which 321 apartment units are market (strata) units and 35 apartment units are affordable housing LEMR units. The market (strata) apartment units are contained in the project podium and two residential towers (15 levels each) are generally situated in the northwest and southwest portions of the subject site. The affordable housing LEMR units are dispersed in the project podium.

1. Affordable Housing & Market Rental Housing Policy Compliance: Council approved amendments to the Low End Market Rental (LEMR) Program on November 15, 2021 and introduced a new Market Rental Housing Policy on June 20, 2022. Rezoning applications received prior to the adoption of these changes are to be processed in keeping with the LEMR and Market Rental Policies that pre-dated the changes, provided that such applications are brought forward to Council for consideration by November 15, 2022. The proposal as outlined complies with the City’s Affordable Housing Strategy. The proposed development is an in-stream application as it was submitted in 2017 and since then has gone through an ownership change and project redesign. This development is proposing to provide 10% of total residential floor area as affordable housing LEMR units (35 units total) and is consistent with the in-stream provisions granted by Council when the affordable housing LEMR and Market Rental Housing policies were revised and updated.

To ensure rezoning applications proceeding in accordance with the LEMR policy in place prior to November 15, 2021, move forward to adoption in a timely manner, the proposed rezoning is to be adopted no later than November 15, 2023. If the subject rezoning is not ready for adoption by November 15, 2023, a staff report will be brought forward to Council providing an update on the status of the rezoning and recommending whether the rezoning should be revised to comply with current City policy. The above deadline to achieve final

adoption by November 15, 2023 has been included as a rezoning consideration item for this project.

2. Affordable Housing Project Response: In compliance with the City's affordable housing LEMR policy, the subject development and proposed site-specific ZMU52 zone provide for 35 affordable housing LEMR units, constructed to a turnkey level of finish (at the developer's sole cost) and secured with a Housing Agreement registered on title, comprising at least 2,767 m² (29,781 ft²) of habitable space, based on 10% of the development's total maximum residential floor area.
3. Non-Profit Housing Operator: The developer proposes to cluster the affordable housing LEMR units into the project podium (on Levels 3 to 6) and have the units generally dispersed equally along the 4 frontages of the project site. In accordance with the City's Affordable Housing Strategy, clustering of units can be considered if a partnership with a non-profit housing operator has been established and the non-profit identifies a preference for unit clustering where applicable. As evidence of such a partnership, the developer has entered into a preliminary Memorandum of Understanding (MOU) with an experienced non-profit housing operator (Az Zahraa Housing Society) who is interested in operating the LEMR apartment units. The developer has submitted a copy of the preliminary MOU, together with a letter of intent from the proposed operator (Attachment 6), for the City's consideration.

Az Zahraa Housing Society currently owns and operates 24 LEMR units in three separate multi-family developments in Richmond. Az Zahraa Housing Society has indicated they prefer clustering of units and limiting their placement over multiple levels. In response, the affordable housing LEMR units are clustered in the project podium but equally dispersed around the four frontages of the site that balances the needs of the non-profit for operational efficiencies and also complies with the City's Affordable Housing Strategy.

4. Affordable Housing LEMR Units – Legal Agreements: As per the City's Low End Market Rental (LEMUR) Program, a Housing Agreement will be registered on title to secure full access to on-site amenities and restricting the owner(s), housing operator, or others from charging the affordable housing LEMR units any additional fees for use of any indoor/outdoor amenity spaces, parking, bike storage, or similar features.
5. Overall Dwelling Unit Mix: The OCP and CCAP encourage the development of a variety of unit types and sizes supportive of the diverse needs of Richmond's population including, but not limited to, family friendly housing. Staff support the proposed mix of residential dwelling unit types (LEMUR and market residential units) which provides 175 one-bedroom units (includes studio) and 181 family-friendly, two- and three-bedroom units, as indicated in the table below. The unit mix for the development complies with the 40% family friendly unit target identified in the OCP.

Housing Tenure	Studio	1-BR	2-BR & 3-BR
• Market Strata (321)	Nil	162	159
• Affordable (35)	3	10	22
Total (356 units)	3	172	181

6. Affordable Housing Unit Mix: The developer proposes the affordable housing LEMR unit mix as indicated in the table below, which complies with the targets identified in the City's Affordable Housing Strategy (10% studio; 30% 1 BR; 30% 2-BR and 30% 3-BR) and also exceeds the OCP family friendly unit target outlined in the section above. In compliance with the City's Affordable Housing Strategy, a minimum of 85% of the affordable housing units will be required to be constructed with Basic Universal Housing (BUH) features through the Development Permit process. The Development Permit process will also ensure that the finishing of the affordable housing LEMR units is equivalent to those of the market residential units.

Housing Tenure	Studio	1-BR	2-BR	3-BR
Affordable (35)	9%(3)	29% (10)	31% (11)	31% (11)

7. Rental of Strata Dwellings: The OCP encourages measures aimed at reducing barriers to accessing rental housing in multi-family residential developments. Prior to rezoning bylaw adoption, the developer will register a restrictive covenant on title prohibiting the imposition of strata bylaws prohibiting market (strata) dwelling units from being rented or imposing age-based restrictions on occupants.

Amenity Space Requirements

The OCP and CCAP requires large residential projects to provide for shared indoor amenity space for socializing, recreation, and children's play. To satisfy these requirements, the development includes the following shared amenity spaces.

The shared indoor space amenity provided for the residents of all the residential units (market strata and affordable housing units) in this project is situated on the podium (Level 6), sized at 858m² (9,235 ft²) and complies with CCAP indoor amenity space requirements.

The shared outdoor amenity space areas for residents is also located on the podium (Level 6) in the form of an outdoor courtyard area, sized at 2,716 m² (29,235 ft²) and complies with OCP outdoor amenity space requirements.

Prior to rezoning adoption, legal agreements will be registered on title to ensure full access of the indoor and outdoor amenity areas for shared use by all residents (i.e., market strata and affordable housing).

Transportation

The CCAP requires various road, pedestrian, and cycling network improvements on and around the subject site and encourages the implementation of transportation demand management (TDM) measures aimed at reducing automobile dependence and encouraging walking, cycling, and increased use of transit. Consistent with these objectives, the proposed development provides for a variety of transportation improvements and related features, all at the developer's sole cost, to be secured through the various rezoning considerations and accompanying legal agreements and Servicing Agreement works associated with this redevelopment.

A supporting Traffic Impact Assessment (TIA), prepared by a professional traffic consultant, has also been submitted in support of this development. The TIA has been reviewed by City staff who support the key findings and recommendations of the report, including but not limited to traffic analysis, site access provisions for the development, parking/loading requirements and the application of specific TDM measures to this project.

1. Transportation Works: Off-site network enhancements include:
 - a) Dedication and construction of the new west road (based on the ultimate finished cross-section) along the west edge of the subject site to the applicable City standards that would provide an additional connection complete with road and pedestrian related works between Elmbridge Way and River Road. Enhanced connectivity is also provided by a pedestrian crossing across River Road aligned with the new west road.
 - b) Works along the site's River Road and Elmbridge Way frontages to provide for applicable upgrades to sidewalks, boulevards and multi-use pathways consistent with off-site improvements in the surrounding area. Appropriate road dedications and/or dedications in combination with statutory right-of-ways will be secured for these works.
 - c) Widening of the existing lane along the east edge of the site, secured through a statutory right-of-way, to widen the lane pavement drive-aisle and implement a sidewalk along the west portion of the lane to the applicable City standard.
2. Vehicle Access Provisions: Vehicle access to the on-site parking areas in the development is to be provided from the lane and a single drive-way access generally situated mid-block along the new west road. In relation to the new west road and vehicle access provided from this road, temporary road closure of the new west road during certain special events and reliance on vehicle access to the development from the lane can be accommodated if and when needed as verified through the TIA for this project. Prior to rezoning adoption, a legal agreement will be registered on title to provide for the temporary closure of the vehicle access along the new west road during special events.
3. Transportation Demand Management Measures: A comprehensive TDM measures package for this development is being secured in support of the proposed off-street parking to be provided in this development in accordance with Zoning Bylaw 8500 provisions and to achieve objectives of reducing automobile dependence and encouraging walking, cycling, and increased use of transit. These TDM measures will be secured through appropriate legal agreements to be registered on title prior to rezoning adoption, Servicing Agreement process and/or confirmed through the forthcoming Development Permit application process.
 - a) Transit pass program available for the residential (market and affordable housing) and non-residential uses to provide monthly transit passes (2 zone) for a specified period (one year).
 - b) Bicycle Amenities – provide for additional (25% above Zoning Bylaw 8500 requirements) Class 1 bicycle storage facilities and additional (5% above Zoning Bylaw 8500 requirements) for Class 2 short-term bicycle parking for the residential and non-residential uses in the project, including supporting bicycle

- repair/maintenance facilities, end-of-trip facilities and battery charging provisions for all class 1 bicycle parking spaces.
- c) Carpool parking spaces – 5 carpool parking spaces are to be provided and solely allocated for this purpose for the non-residential uses.
 - d) Car-share program to provide for two car-share dedicated vehicle parking stalls (equipped with Level 2 EV charging stations) and provision for two car share vehicles through a contract between the owner/developer and car-share service provider.
 - e) EV charging infrastructure (outlets to support Level 2 EV charging infrastructure) will be provided for a minimum of 10% of the non-residential parking spaces.
 - f) Interim sidewalk connection (River Road) – A 2 m (6.6 ft.) wide interim asphalt walkway that extends westward from the subject site's north frontage along River Road (south side) at the new west road intersection to the signalized intersection at River Road/Oval Way.
4. Secured Parking for Richmond Olympic Oval: The proposed development also provides for an additional 52 parking stalls that are provided for use by the Richmond Olympic Oval during special events. When not being used or reserved for the purposes of a special event, these parking stalls would be available for use by the public. These 52 parking stalls will be secured through a legal agreement to be registered on title prior to final adoption of the rezoning.

Sustainability

The CCAP encourages the coordination of private and City development objectives with the aim of advancing opportunities to implement environmentally responsible buildings, services, and related features. Locations undergoing significant change, such as the subject site, are well suited to this endeavour. Staff support the developer's proposal, which is consistent with City policy and includes:

1. District Energy Utility (DEU): A City Centre DEU service area bylaw, including the subject site, will be presented for consideration by Council under a separate report. Prior to rezoning adoption, a standard DEU covenant will be registered on title requiring the developer to:
 - design and construct a low carbon energy plant, at the developer's sole cost, and transfer it to the City, together with compatible building and mechanical systems, to facilitate the development's connection to a City District Energy Utility; or
 - if connection to the City Centre District Energy Utility is available, connect to the City Centre District Energy Utility for space and domestic hot water heating services, and to design and construct a low carbon energy plant for cooling services only, at the developer's sole cost, and transfer it to the City.
2. BC Energy Step Code: City policy requires that new buildings are designed and constructed to satisfy BC Energy Step Code requirements. High-rise residential and mixed use buildings that include a low carbon energy plant (as discussed above) must comply with "Step 2" or better. The developer, through their Coordinating Registered Professional, has confirmed that the applicable "Step 2" performance targets have been considered in the design and the

project is expected to be compliant with these performance targets. Prior to rezoning adoption, through the Development Permit process, the developer will be required to conduct energy modelling and provide a statement to the City confirming that the proposed design can meet the applicable Step Code requirements.

3. Electric Vehicle (EV) Measures: In compliance with Zoning Bylaw requirements, the developer proposes to comply with EV infrastructure requirements for all resident parking spaces. Additional EV measures to provide infrastructure for 10% of non-residential parking (Level 2) and all class 1 (long-term secured bicycle storage) is also being proposed as part of the transportation demand management provisions being secured through this development.

Public Art

The CCAP encourages voluntary developer contributions towards public art. For this project, the developer proposes to integrate and install public art with this development and have engaged an independent public art consultant to prepare a public art plan. Based on applicable City-approved developer contribution rates and the maximum buildable floor area permitted under the development's site-specific ZMU52 zone (excluding affordable housing LEMR units), the value of the developer's voluntary public art contribution shall be at least \$330,781. Prior to rezoning bylaw adoption, a legal agreement will be registered on title securing the developer's commitment and requiring submission of a public art plan, including a terms of reference, for consideration by the Richmond Public Art Committee and approval by Council (i.e. as applicable to terms of reference for public art on private property with budgets over \$250,000).

Tree Retention and Replacement

The subject site contains two off-site trees (located within Elmbridge Way) and six on-site trees. The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development (i.e., road/frontage improvements, grade changes). The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings for on-site trees for their removal. Replacement trees will be required to be planted on-site as part of this development in accordance with a 2:1 replacement ratio and minimum sizing requirements. Parks Arborist staff have reviewed and assessed the 2 off-site trees and recommended their removal and a cash in lieu compensation for future planting due to the future new west road construction that would conflict with the trees located on Elmbridge Way. A summary of the recommendations related to on-site and off-site trees is provided in the table below.

Existing Trees	Recommended Action	# Existing	# Replace @ 2:1	Minimum Size of Replacement Trees	Financial Requirement
On-Site (Private)	Removal	6 trees	12 (Planting to be confirmed at DP)	8 cm caliper or 4 m in height in accordance with Tree Protection Bylaw 8057 (\$750/replacement security to be provided)	Replacement security of \$9,000 letter of credit Landscape plan and security required at DP
Off-Site (City)	Removal	2 trees	N/A	Cash-in-lieu for planting trees at/or near the subject site	\$5,250 cash-in-lieu contribution

Built Form and Architectural Character

The proposed high-density mixed use project is located within close proximity to the centre of the Village Centre (intersection of Hollybridge Way and River Road) in the CCAP Oval Village (2031) Specific Land Use Map. The proposed development accommodates all City requirements with respect to transportation improvements and public space enhancements and generally complies with the CCAP Development Permit Guidelines. In summary, the proposed development achieves the following (Attachment 7 – Preliminary and Conceptual Development Plans):

1. Active and vibrant commercial frontages along each of the subject site's road frontages, including River Road as it is designated as a "Pedestrian-Oriented Retail Precincts-High Street & Linkages" in the CCAP, providing for pedestrian friendly and oriented uses that will complement existing at-grade commercial uses incorporated into other high-density mixed use projects in the surrounding area.
2. Provides for a distinct urban form of development in the design and orientation of the at-grade commercial spaces that provide for plazas and additional open spaces, mid-level podium with strong horizontal expression that is carried through in the tower design. Furthermore, tower form and orientation has enabled sculpting of the towers to allow for a high-density distinctive form of development that is unique and different from other developments and consistent with objectives in the CCAP that support varied and sculpted tower forms.
3. General tower spacing and placement has been development referencing applicable CCAP guidelines and the towers in existing developments and future potential high-density development on neighbouring sites. The overall form and orientation of towers has been developed to minimize tower-to-tower view blockages or overlook on-site and to neighbouring developments. In addition, the project design maximizes sunlight exposure to the residential units and the podium courtyard areas containing the residential amenity areas.

Prior to rezoning adoption, the developer will register a legal agreement on title to the subject site requiring that the proposed development is designed and constructed in a manner that mitigates potential development impacts including, among other things, view obstruction, noise or nuisance associated with commercial and non-residential activities, shading, reduced privacy, and related issues that may arise as a result of development on the lands and/or future development on surrounding properties.

Development Permit (DP) approval for the entirety of the proposed development, to the satisfaction of the Director of Development, will be required prior to rezoning adoption. At DP stage, among other things, additional design development is encouraged with respect to the following items:

1. Tower and Podium Form: Additional design development is encouraged to refine the form and character of the project taking into account adjacencies to surrounding development, shadowing and skyline interest.

2. Common Amenity Spaces: Confirmation of the design details, programming and landscaping for all indoor and outdoor amenity spaces including compliance with OCP and CCAP minimum sizing requirements. Any provisions for the sharing outdoor hotel amenity areas (i.e., pool) being made available for resident access will also need to be confirmed if applicable.
3. Accessibility: Through the Development Permit process, the design and distribution of accessible units and common spaces and uses must be provided and comply with applicable city guidelines.
4. Plaza and Landscape Plan at Grade: Additional design development for the plaza and landscape areas situated at grade to ensure the space design, plantings and transitions achieve a pedestrian friendly streetscape and help to provide an animated commercial presence along the development's road frontages.
5. Sustainability: The developer must undertake energy modelling to confirm that the proposed design can meet applicable BC Energy Step Code requirements (i.e. Step 2 with an on-site low carbon energy plant) and undertake design development to ensure that enhanced building performance is coordinated with a high standard of architectural quality and expression.
6. Transportation: Additional design development for the project's provisions for hotel pick-up and drop-off and on-site loading and garbage and recycling areas will need to be addressed to the satisfaction of Transportation. Confirmation of the inclusion of the applicable transportation demand management measures this development will be implementing will also be undertaken through the DP application.

Community Planning

Prior to rezoning adoption, the developer proposes to voluntarily contribute \$129,233 towards future City community planning studies, as required for City Centre rezoning applications, based on the applicable City-approved developer contribution rate and the maximum buildable floor area permitted under the site-specific ZMU52 zone (excluding affordable housing uses).

Site Servicing and Frontage Improvements

City policy requires that the developer is responsible for the design and construction of road, water, storm sewer, and sanitary sewer upgrades, together with related public and private utility improvements, arising as a result of the proposed development, as determined to the satisfaction of the City. Prior to rezoning adoption, the developer will enter into a standard City Servicing Agreements, secured with a Letter of Credit, for the design and construction of required off-site works, as set out in the attached Rezoning Considerations (Attachment 8).

Existing Legal Encumbrances

Development of the subject site is not encumbered by existing legal agreements on title.

Financial Impact or Economic Impact

Through the proposed development, the City will take ownership of developer-contributed assets including waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals. The anticipated operating budget impact for the ongoing maintenance of these assets is \$25,079.09. This will be considered as part of the 2022 Operating Budget.

Conclusion

Landa Oval Development Ltd. has applied to the City of Richmond to rezone 6851 and 6871 Elmbridge Way from “Light Industrial Business Park (IB1)” to “High Density Mixed Use (ZMU52) – Oval Village (City Centre)” to construct a mixed use development in the Oval Village area that comprises of 356 residential units (including 35 affordable housing LEMR units), a 189 room/suite hotel with accompanying services and at-grade commercial along the subject site’s River Road, new west road and Elmbridge Way frontages.

The proposed redevelopment on the subject site complies with the CCAP and supporting land use policies related to density and bonus density provisions available to the subject site through the CCAP Village Centre Bonus designation. City objectives of a development that complies with the principles of a pedestrian friendly, transit oriented and sustainable development are achieved through the proposed project.

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10423 be introduced and given first reading.



Kevin Eng
Planner 3

KE:cas

Attachment 1: Location Map

Attachment 2: Aerial Photograph

Attachment 3: Development Application Data Sheet

Attachment 4: City Centre Area Plan – Specific Land Use Map: Oval Village (2031)

Attachment 5: Public Correspondence

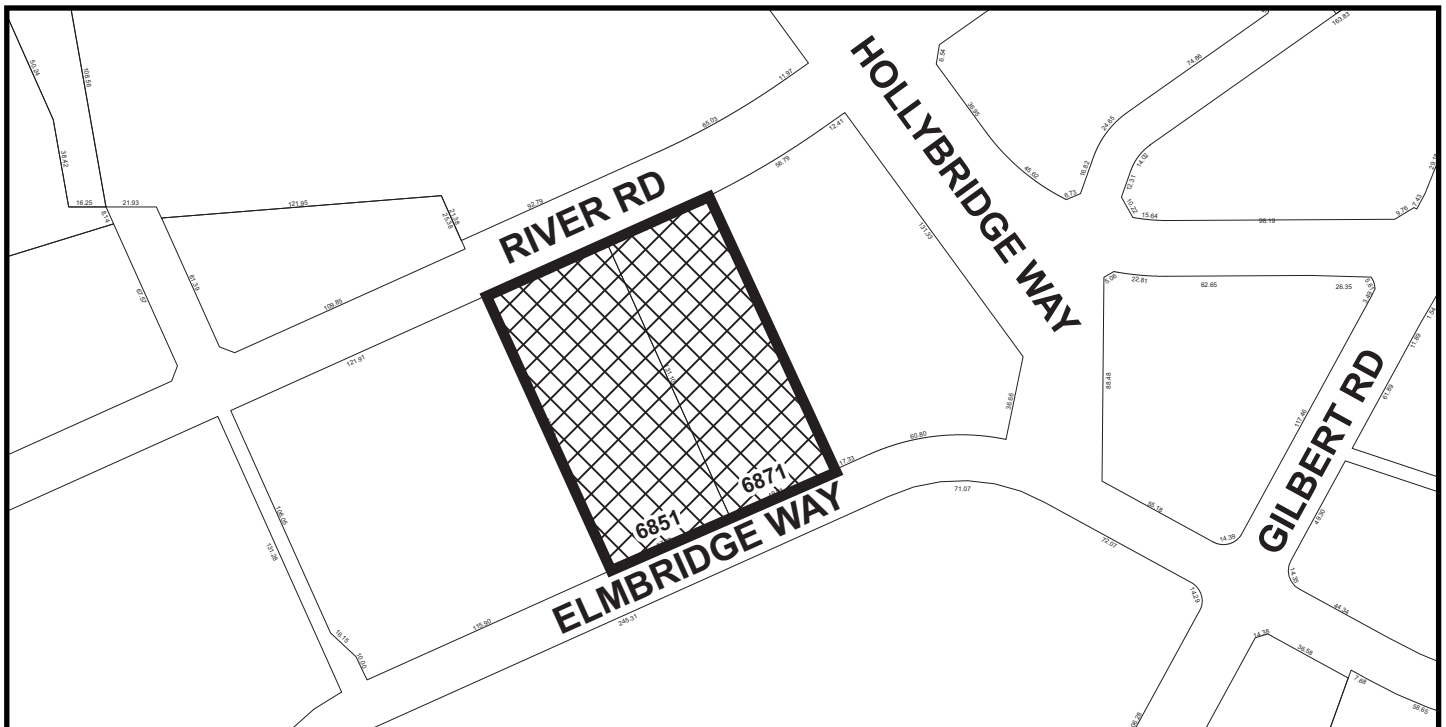
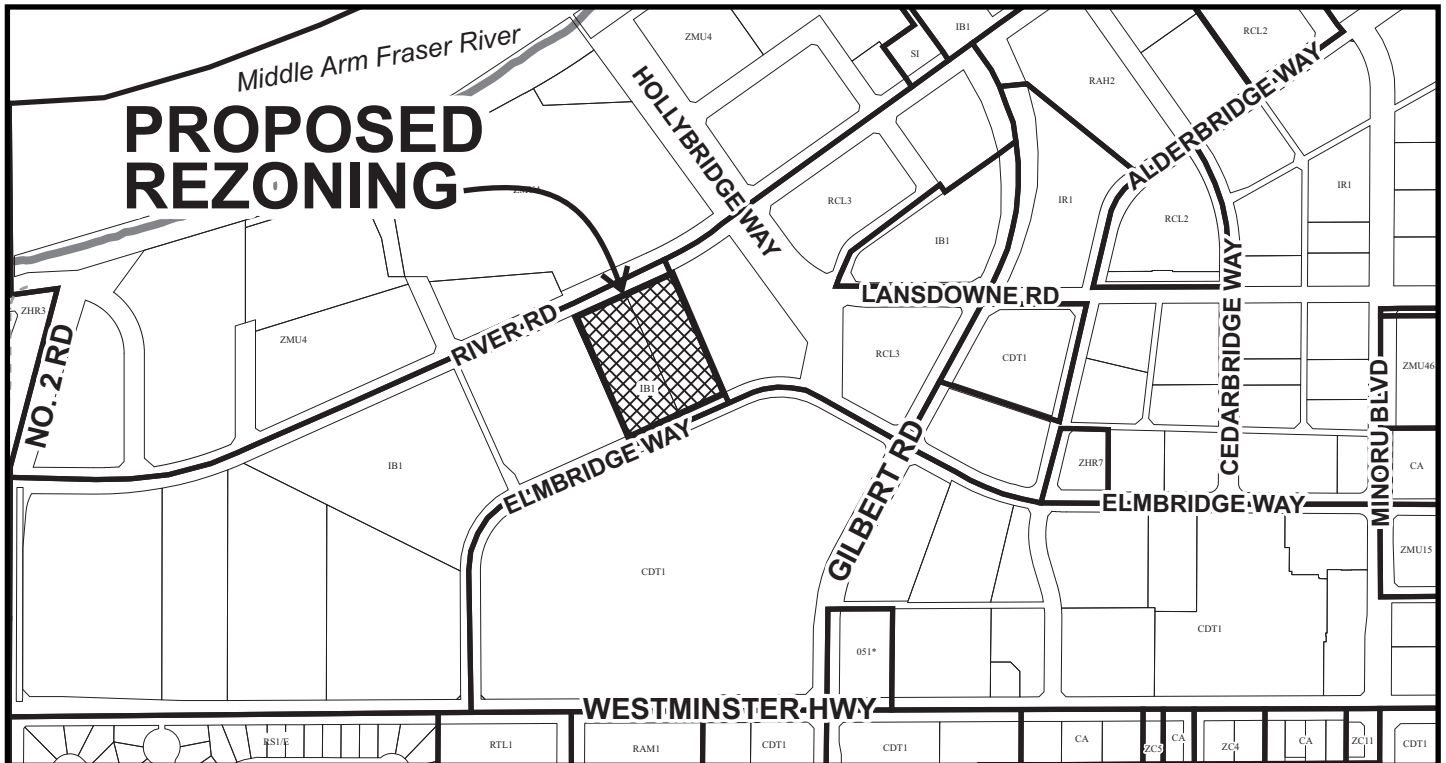
Attachment 6: Proposed Non-Profit Housing Operator (Letter)

Attachment 7: Preliminary and Conceptual Development Plans

Attachment 8: Rezoning Considerations



City of Richmond



RZ 17-782750

Original Date: 08/28/17

Revision Date: 10/13/22

Note: Dimensions are in METRES



City of Richmond

ATTACHMENT 2



RZ 17-782750

Original Date: 08/30/17

Revision Date: 10/13/22

Note: Dimensions are in METRES

CNCL - 235



RZ 17-782750

Attachment 3

Address: 6851 and 6871 Elmbridge Way

Applicant: Landa Oval Development Ltd.

Planning Area(s): Oval Village

	Existing	Proposed
Owner:	Landa Oval Development Ltd.	Landa Oval Development Ltd.
Site Size (m²):	6851 Elmbridge Way – 7,483.5 m ² (1.85 ac) 6871 Elmbridge Way – 6,429.2 m ² (1.59 ac) Total – 13,912.7 m ² (3.44 ac)	Net site area (after road dedication): 11,472.06 m ² (2.83 ac) ZMU52 site area for density purposes: 13,832.06 m ² (3.42 ac)
Land Uses:	Light industrial business park uses	Residential (Apartment housing) Hotel and supporting commercial services At grade oriented commercial
OCP Designation:	Mixed-Use	Mixed-Use – No change
City Centre Area Plan (CCAP) Designation:	Urban Centre T5	No change – complies with CCAP
Zoning:	Industrial Business Park (IB1)	High Density Mixed Use (ZMU52) - Oval Village (City Centre)
Number of Units:	None	356 residential dwelling units <ul style="list-style-type: none"> • 35 LEMR units • 321 market residential units
Other Designations:	Aircraft Noise Sensitive Development: “Area 2” (i.e. all uses may be considered except single-family)	No change – Complies with ANSD <ul style="list-style-type: none"> • ANSD covenant to be registered on title

	ZMU 52 Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 3.1 FAR including: <ul style="list-style-type: none"> - Base (including AH): 2.0 FAR - Village Centre Bonus: 1.0 FAR (non-residential use only) - 0.1 FAR – indoor amenity space only 	Max 3.1 FAR including: <ul style="list-style-type: none"> - Base (including AH): 2.0 FAR - Village Centre Bonus: 1.0 FAR (non-residential use only) - 0.06 FAR – indoor amenity space only 	none permitted
Buildable Floor Area (m²):*	Total: 42,879.4 m ² (461,550 ft ²) including: <ul style="list-style-type: none"> - Residential – 27,664.12 m² (297,774 ft²) - Commercial – 13,832.06 m² (148,887 ft²) - Indoor amenity – 1,383.2 m² (14,877 ft²) 	Total: 42,355 m ² (455,905 ft ²) <ul style="list-style-type: none"> - Residential (AH) – 2,767 m² (29,784 ft²) - Residential (Mkt) - 24,898 m² (268,000 ft²) - Commercial – 13,832 m² (148,887 ft²) - Indoor amenity – 898 m² (9,666 ft²) 	none permitted

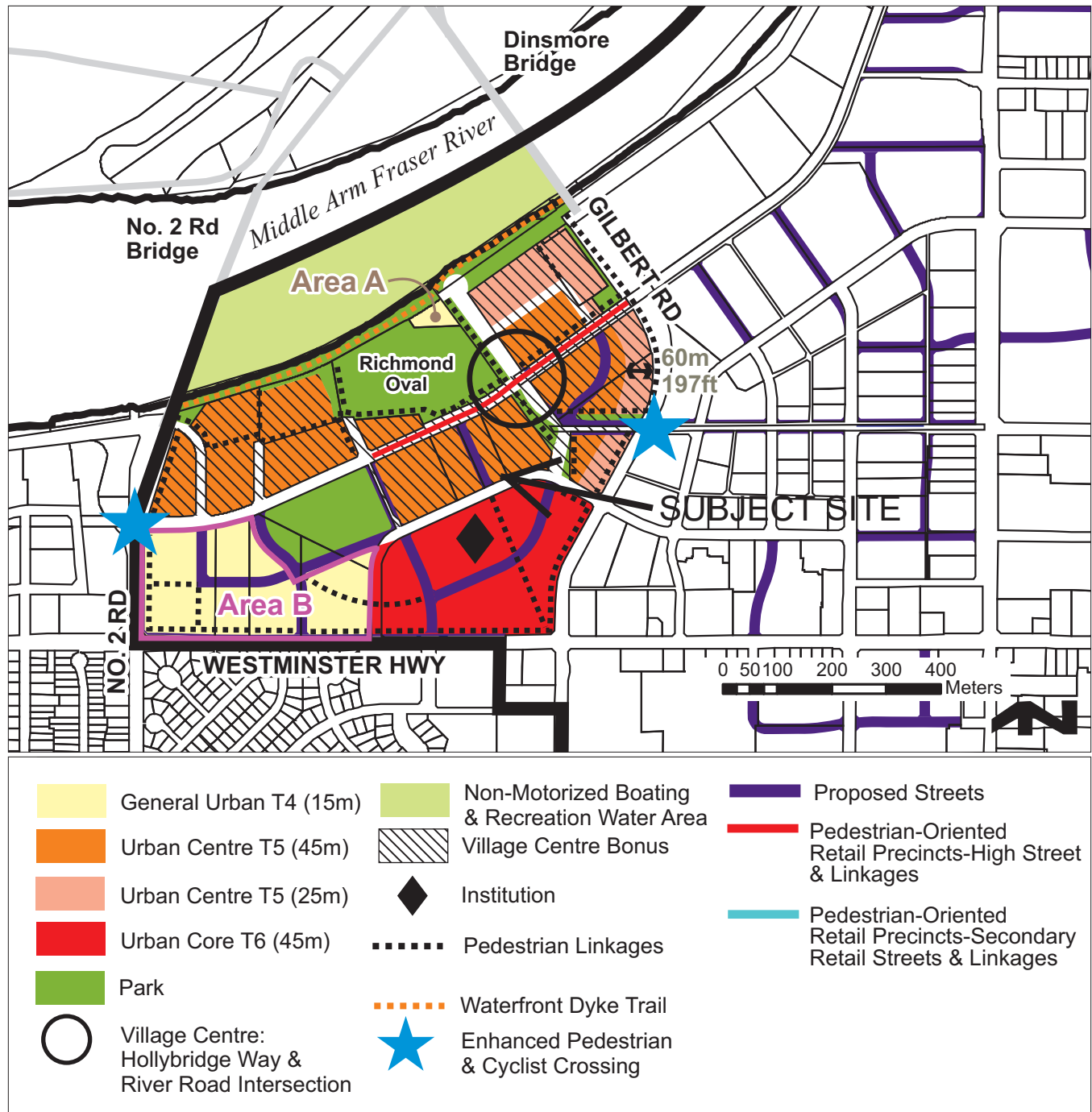
	ZMU 52 Bylaw Requirement	Proposed	Variance
Lot Coverage (% of lot area):	Max. 90% for buildings and landscaped roofs over parking spaces	Max. 90% for buildings and landscaped roofs over parking spaces	none
Lot Size:	10,000 m ² (2.47 ac)	11,472.06 m ² (2.83 ac)	none
Setbacks (m):	Road: 3.0 m (9.84 ft.) Lane: 0.0 m (0.0 ft.)	Road - River Road: 3.0 m (9.84 ft.) - New West Road: 3.0 m (9.84 ft.) - Elmbridge Way: 3.0 m (9.84 ft.) Lane: 3.0 m (9.84 ft.)	Requested variances to podium for minor balcony frame encroachments and architectural elements
Height (m):	47 m (154 ft.) GSC	47 m (154 ft.) GSC	none
Parking	Min. 637 stalls - Residential (AH and Mkt): 331 stalls - Shared pool (commercial/hotel, residential visitor): 252 stalls - Oval: 52 stalls	Min. 641 stalls - Residential (AH and Mkt): 337 stalls - Shared pool (commercial/hotel, residential visitor): 252 stalls - Oval: 52 stalls	none
Bicycle Parking	Class 1 – 483 spaces Class 2 – 112 spaces	Class 1 – 604 spaces Class 2 – 118 spaces Note: Additional bicycle parking provisions based on TDM measures	none
Amenity Space – Indoor:	712m ² (7,664 ft ²)	858m ² (9,235 ft ²)	none
Amenity Space – Outdoor:	2,136 m ² (22,992 ft ²)	2,716 m ² (29,235 ft ²)	none

Other: _____

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

Specific Land Use Map: Oval Village (2031)

Bylaws 8685, 8701
2011/10/24



Bylaw 10020
2019/05/21

Maximum building height may be subject to established Airport Zoning Regulations in certain areas.

Eng, Kevin

From: Eng, Kevin
Sent: July 17, 2021 10:55 AM
To: '
Cc: Lin, Fred
Subject: RE: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

Hi Lam,

Thanks for your email regarding the rezoning application that is being processed at 6851 and 6871 Elmbridge Way (RZ 17-782750).

I am the development planner for this rezoning application. The purpose of this email is to provide information about ways to provide comments on the proposal through the rezoning application process.

Through the rezoning application, public comments can be made and consultation is provided for throughout the process, including:

- Through the staff processing and review of the application (this is the current status of the application).
- Once the staff processing of the rezoning application is complete, it will be forwarded to Council for consideration of the application. Public comments and correspondence can be made through Council's consideration of the application, which will include a Public Hearing.
- Any written correspondence received through the staff processing of the rezoning application or during Council's consideration of the application will be provided to Council.

One item to note is that through the review and processing of this rezoning application, there may be a number of changes and revisions to the proposal.

In relation to the specific concerns and comments provided in your original email below – I will be reviewing these with Transportation staff so that a response can be provided to you where applicable.

My recommendation to you about receiving information and updates on this project is for you to contact myself on a periodic basis.

Thanks and please feel free to contact me should you have any questions.

Kevin Eng
 Senior Planner, Policy Planning Department, City of Richmond
 604-247-4626; keng@richmond.ca; www.richmond.ca

From:
Sent: June 25, 2021 3:40 PM
To: Lin, Fred <FLin@richmond.ca>
Cc: DevApps <DevApps@richmond.ca>
Subject: Re: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello Fred,

Thank you for your email! Please keep me updated.

Can public get involved in the development process? I mean is there any public consultation available?

Thank you!

Regards,
Lam

On Fri, Jun 25, 2021 at 3:25 PM Lin,Fred <FLin@richmond.ca> wrote:

Hi Lam,

As part of the development review process, there will be a traffic impact study to assess the potential traffic impacts associated with the proposed development, as well as transportation improvements necessary to mitigate such impacts. Access location for the development will be confirmed through that process. Your concerns are noted and will be considered as part of the development review process.

Regards,

Fred Lin, P.Eng., PTOE

Senior Transportation Engineer

604-247-4627 | flin@richmond.ca

City of Richmond

6911 No. 3 Road

Richmond, BC V6Y 2C1

www.richmond.ca

From:

Sent: June 18, 2021 11:29 AM

To: DevApps <DevApps@richmond.ca>

Subject: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

To Whom It May Concern,

I saw an article at dailyhive.com, saying that there will be 369 homes and 200-room hotel proposed next to Richmond Olympic Oval. This subject development is located at 6851-6871 Elmbridge Way in the Oval Village of Richmond.

Below is the article link:

<https://dailyhive.com/vancouver/6851-6871-elmbridge-way-richmond-landa-global-properties>

According to the article, there are two entrances going to the parking area and one of them is located at East Lane. Along East Lane, there will have a residential lobby, a loading and unloading area, hotel lobby and hotel drop off area. Two featured plazas will be located at the two ends too. I am writing this email to express my concern on the traffic impact caused to the nearby neighborhood.

1. East Lane is currently a back lane for Ora residence. It is where public parking entrance, residence parking entrance and commercial loading and unloading area are located. It is actually a very busy lane.
2. East Lane is narrow that only allows two sedan size cars closely passing by each other at a very low speed limit. Whenever there is a supermarket truck going to the commercial loading and unloading area or garbage truck park at East Lane for garbage collection, no other vehicle can pass by them unless the trucks have drove onto / parked on the pedestrian sidewalk.
3. From the article's provided plans and photos, I don't see that there is a set back at East Lane while the other sides of the subject development have. I mean that the subject development is built very close to the boundary. As there will be residential and hotel lobbies located along East Lane and there will be two plazas located at the two ends of East Lane, I expect that there will be a high amount of pedestrian flow along East Lane too. The subject development should set back to allow adequate space for pedestrian flow.
4. Again, the hotel lobby is located at East Lane. I am not sure where the taxi / hotel shuttle waiting area will be located. They cannot just stop along East Lane to load and unload the luggages or wait for the passengers. If they just stop along East Lane, that will cause a serious traffic jam.
5. Ora has only one residential parking entrance and it is located at East Lane. It seems to me that vehicles going in and out of the subject development will rely on East Lane entrance too. In this case, I believe that East Lane needs to be widened to allow at least three vehicles passing by one another. For security reason, vehicles going in and out of the residential parking, drivers need to wait for the gate to open and close. If there are two vehicles waiting to enter the residential parking. The first driver needs to wait for the gate to close and can't just let the second car go in. Therefore, East Lane must be wide enough to have one lane that allows vehicles to stop and wait for the gate open and close.

6. For your information:

- Ora residential parking entrance is located opposite to the loading area of the subject development.
- Public parking at Ora has only one entrance and it is opposite to the parking entrance of the subject development.
- Ora's commercial loading and unloading area is located opposite to the hotel lobby of the subject development.

Again, I am not writing to oppose this subject development but I have a great concern on the East Lane traffic! I am living in Ora. It seems to me that the subject development has not taken the existing traffic condition into consideration. And the subject development will cause a serious traffic impact to nearby neighborhood. Therefore, I would like to know if the subject development has addressed the traffic issue or not. Hope you understand my concern! Thank you!

Should you have any queries, please do not hesitate to contact me Thank you!

Regards,

Lam

Az Zahraa Housing Society
3103—667 Howe Street
Vancouver, British Columbia, Canada V6C 0B5
Phone: 604-657-1898

25 August 2022

City of Richmond
6911 No. 3 Rd
Richmond, BC V6Y 2C1

Dear City of Richmond

RE: Letter of Intent for Purchase / Management of Affordable Housing Units at 6851 & 6871 Elmbridge Way, Richmond.

Az Zahraa Housing Society is a non-profit organization who has considerable experience as the owners and operators of affordable housing residential units within the City of Richmond. Az Zahraa purchased affordable housing units in developments titled 'Calla' and 'Dahlia', both located at The Gardens project on Number 5 Road and Steveston Highway in Richmond. Az Zahraa Housing Society has also purchased 14 units at the recently completed LANDA project titled 'Cascade City'.

Az Zahraa Housing Society has developed a list of design requirements to assist in the management of affordable housing units. Please see below bullet point items:

- Minimizing the number of levels where units are located.
 - It is difficult to locate affordable units when they are distributed over many floor levels.
- Stacking the location of the units on repeated floor levels provides ease for navigating the development.
- Locate affordable housing units in good proximity to visitor parking stalls and loading bays.
 - Efficient access from parking assists in the maintenance and management of the units.
- A mix of 1 bed, 2 bed and 3 bed units.
 - Az Zahraa support the mix of approximately 30% 1 bed, 30% 2 bed, 30% 3 bed and 10% studio suites.

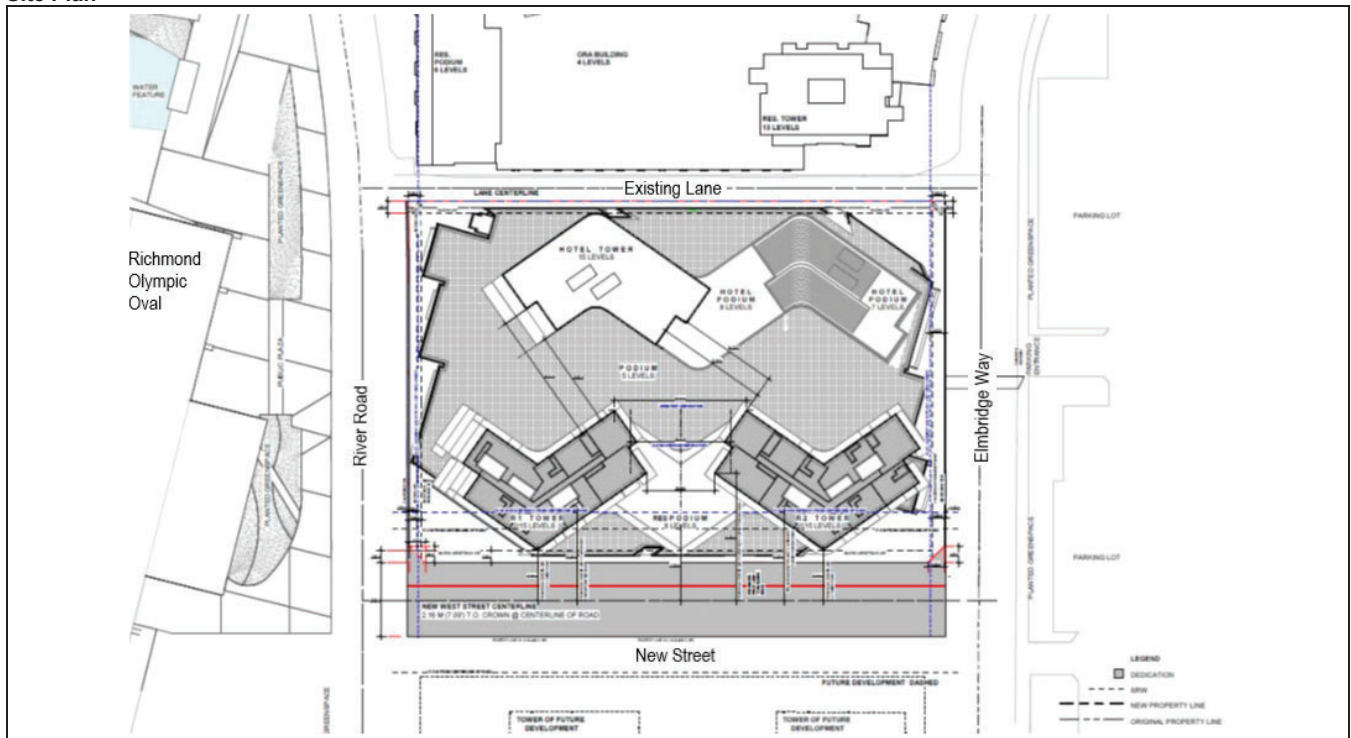
Az Zahraa confirm that they have been contacted by LANDA Oval Development Ltd for the purchase of 35 affordable housing units within the proposed development at 6851 & 6871 Elmbridge Way, Richmond. The proposed development has been reviewed and Az Zhraa support the proposed location of the development and the programme of the development as it will benefit the Richmond demographic for affordable housing. This letter is to express that Az Zahraa has the ability to operate the proposed affordable housing units and are interested in the purchase and management of these units.

Regards



Riyaz R. Devji
Az Zahraa Housing Society

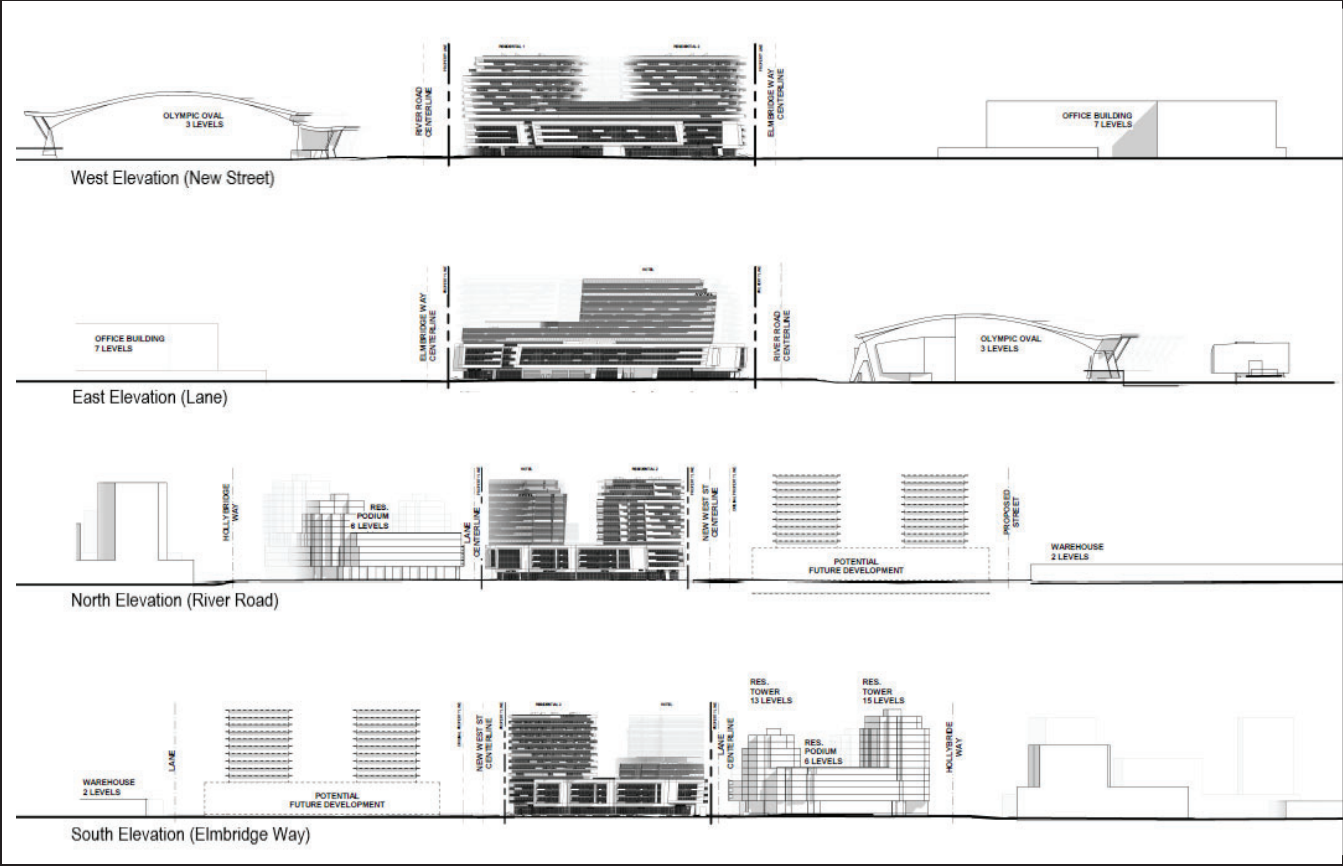
Site Plan



Aerial View Looking Southwest



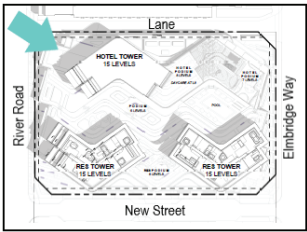
Street Elevations



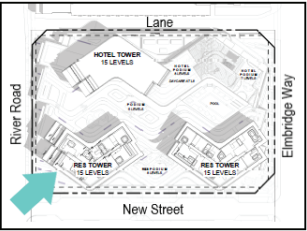
Aerial View Looking Southeast



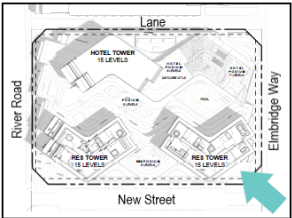
Hotel Entry @ River Road & Lane



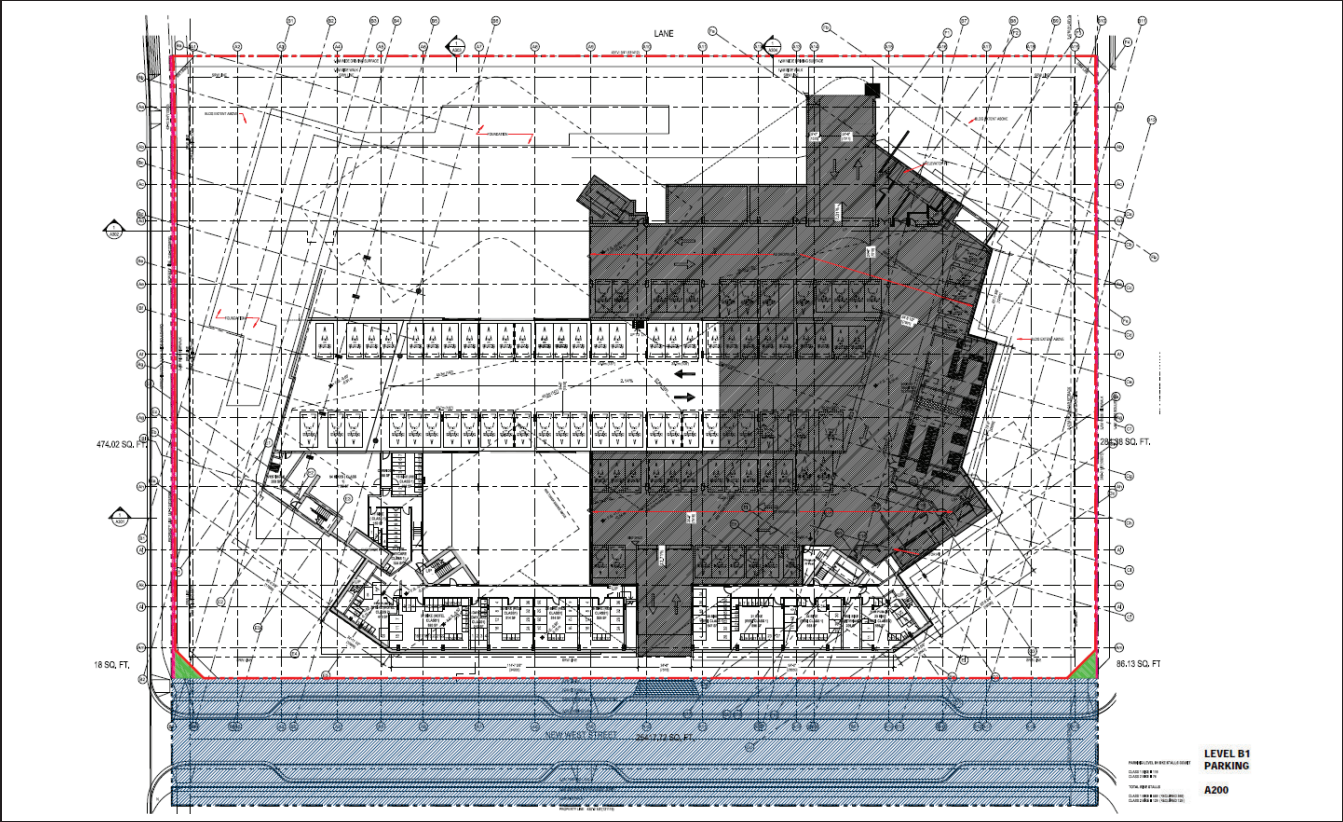
Northwest Corner @ River Road & New Street



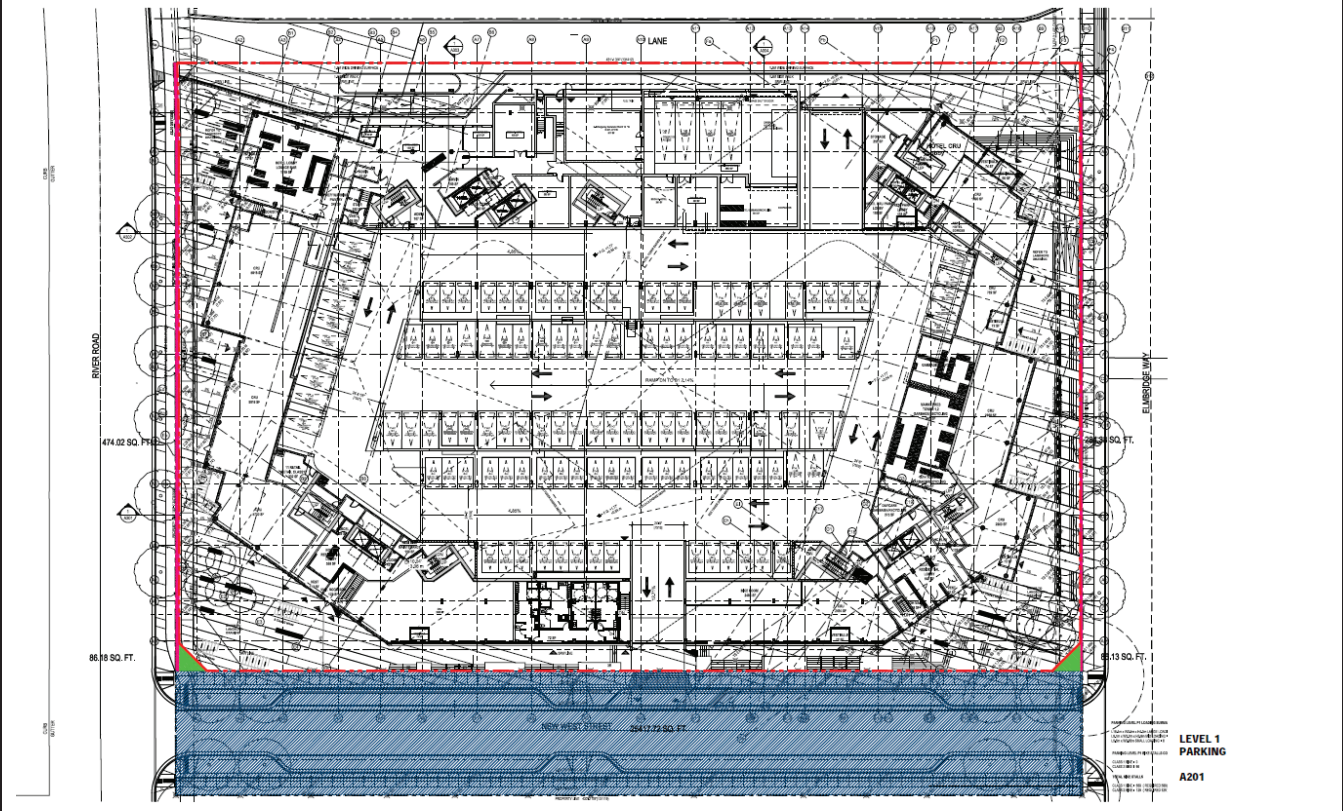
Southwest Corner @ Elmbridge Way & New Street



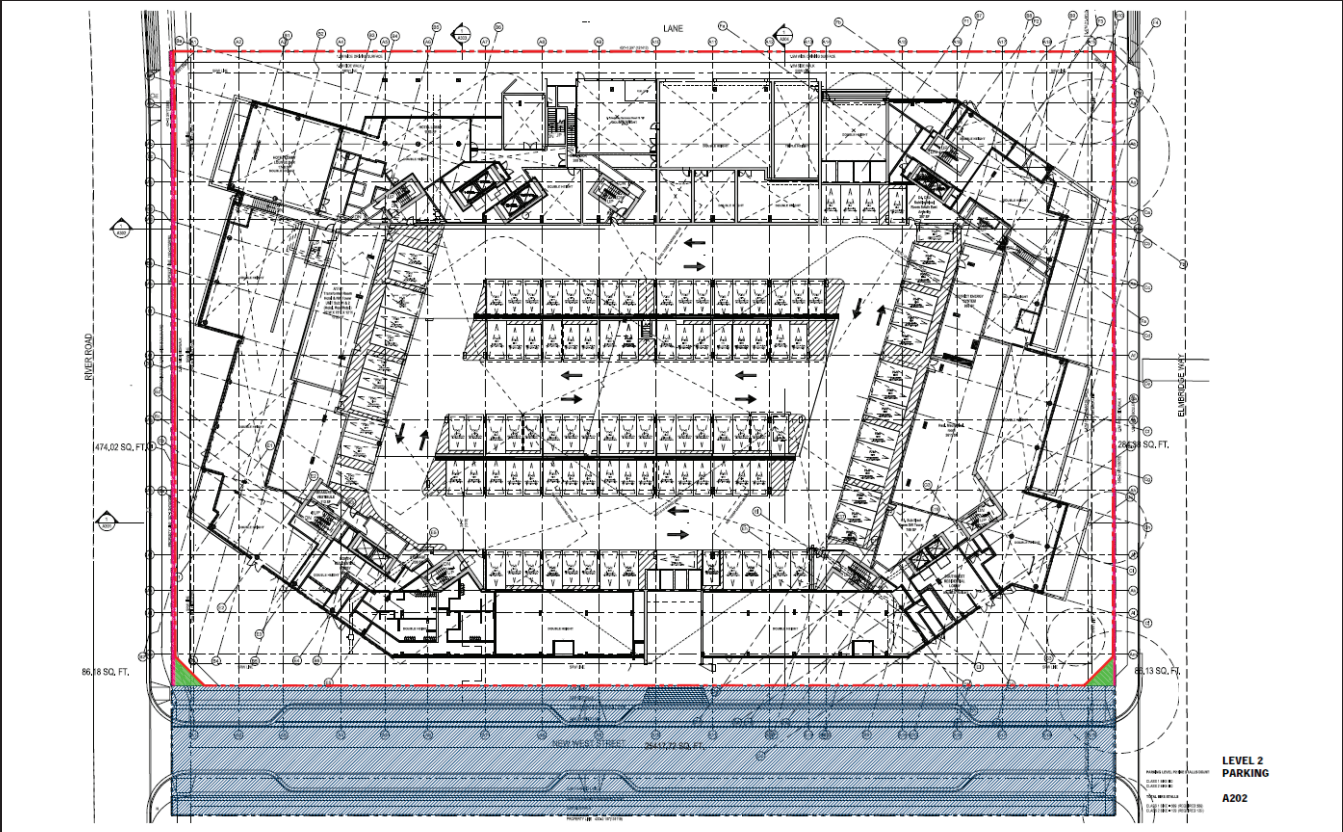
Level B1



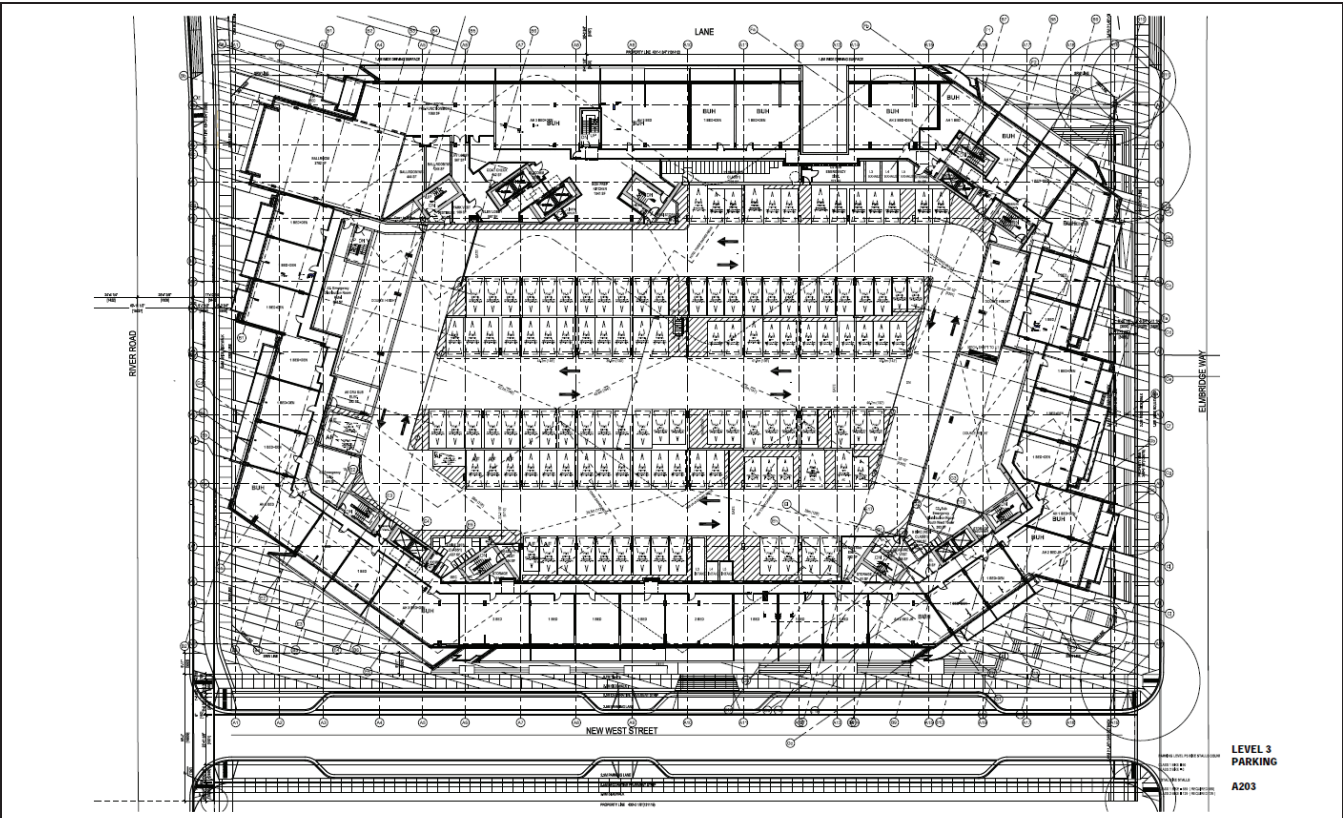
Level 1



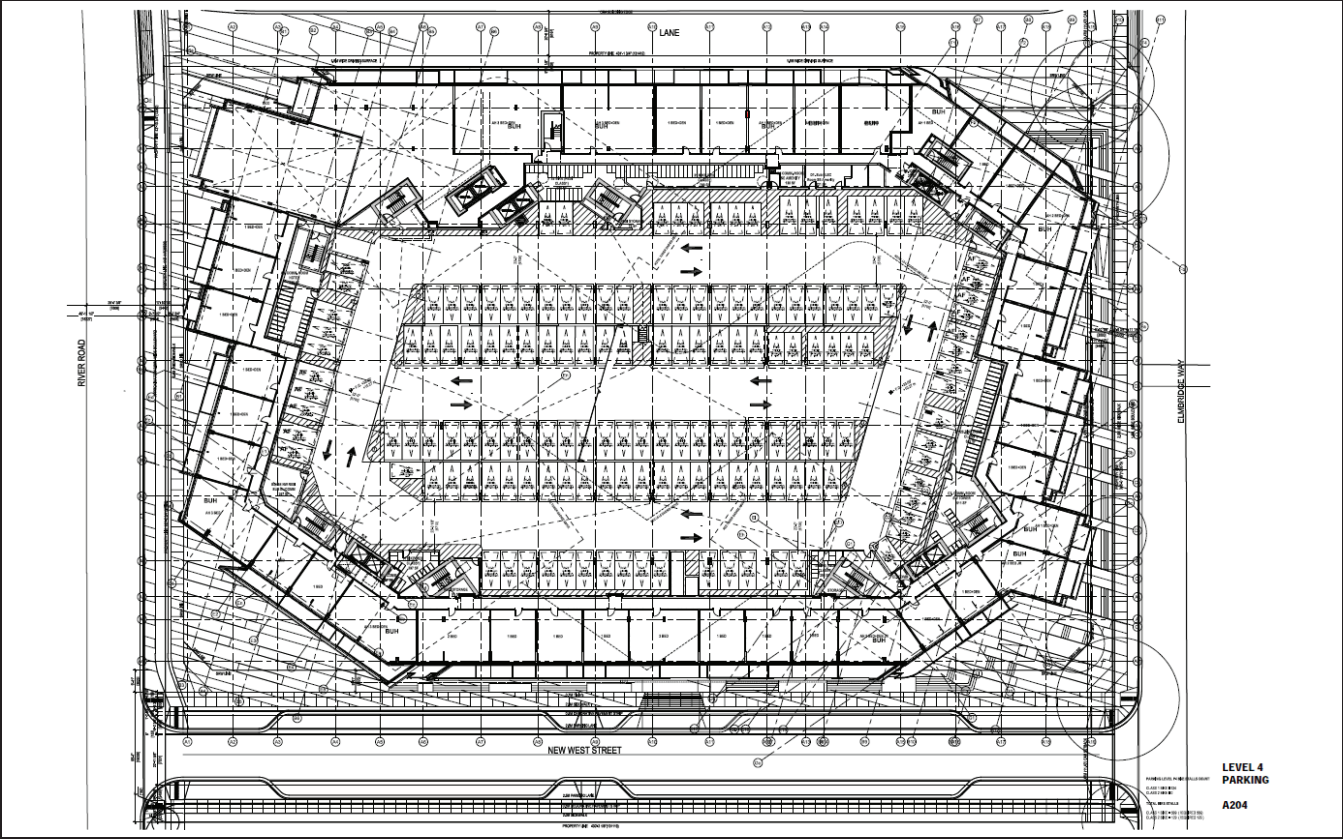
Level 2



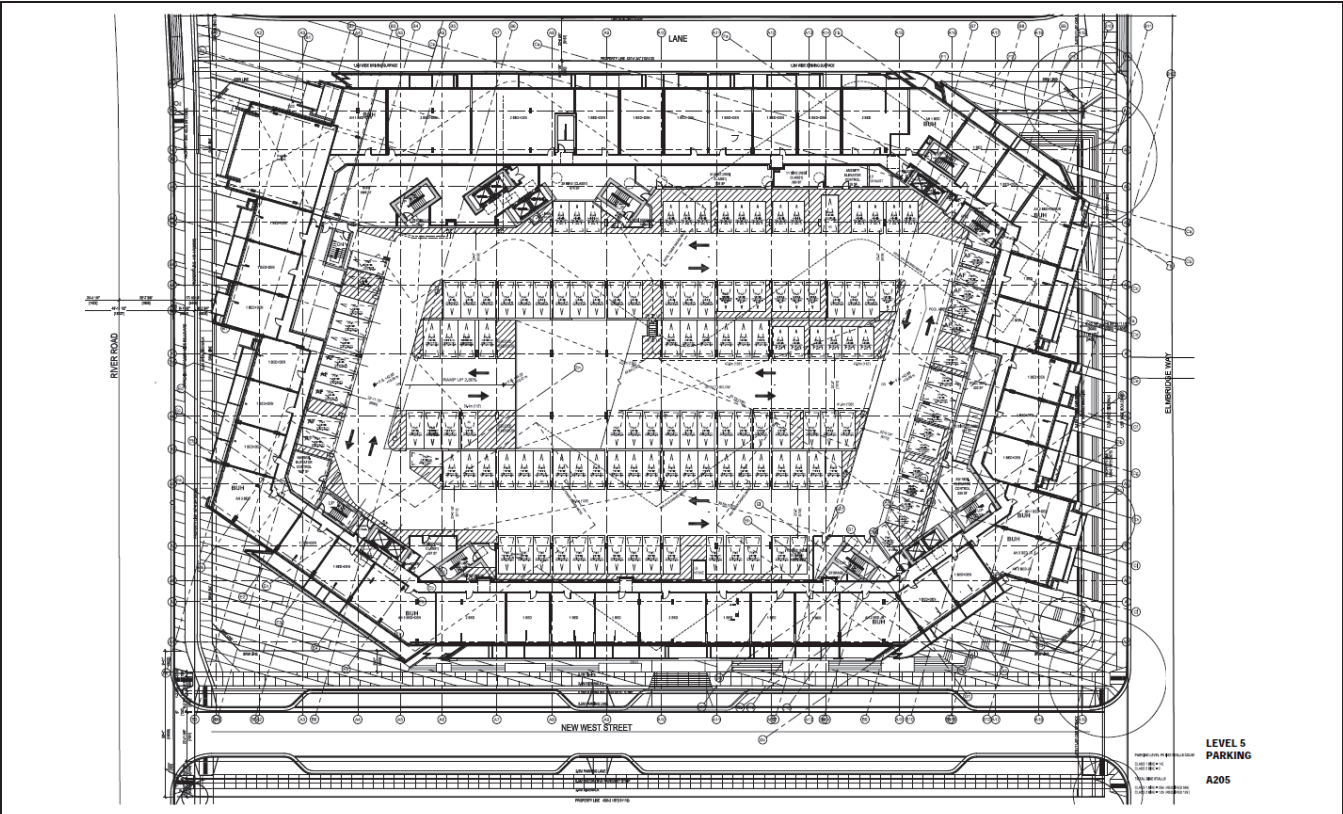
Level 3



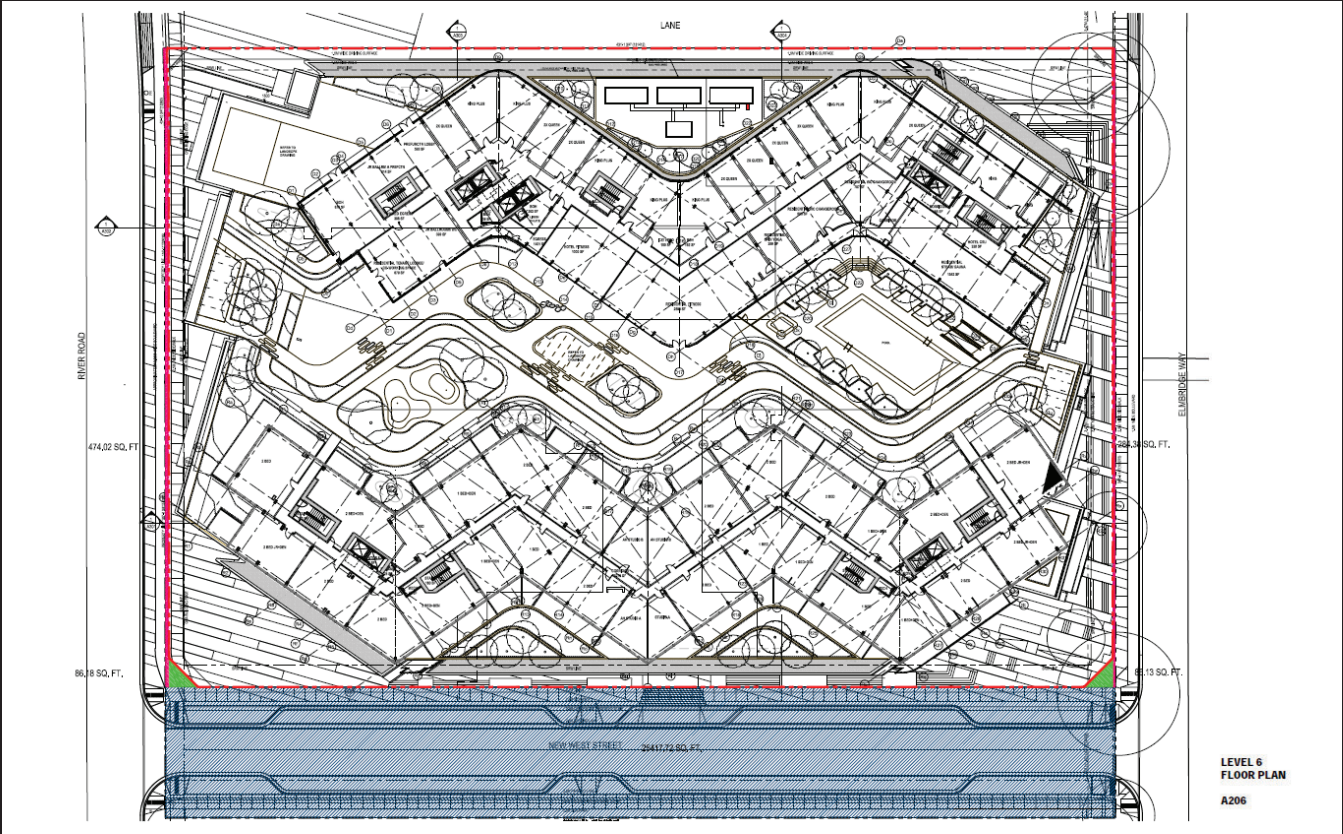
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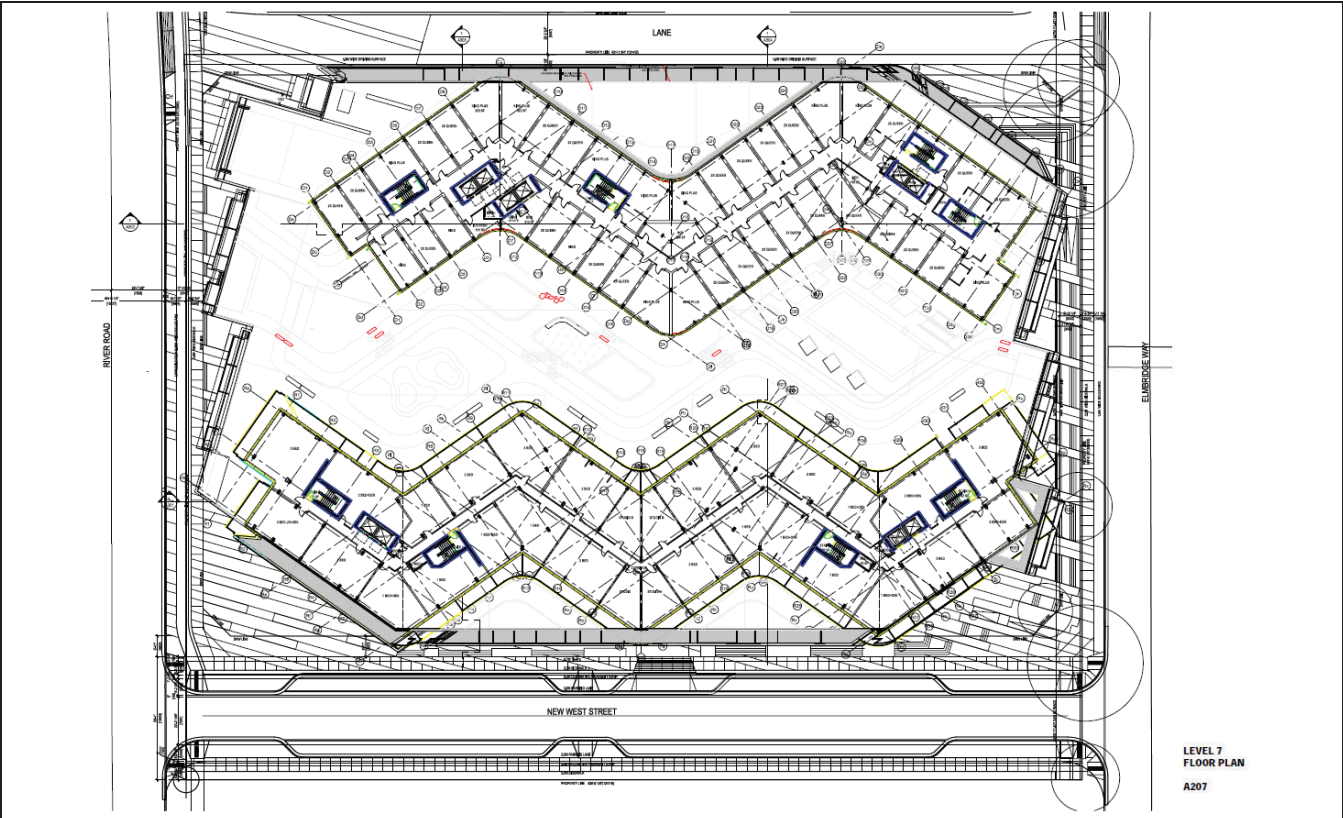
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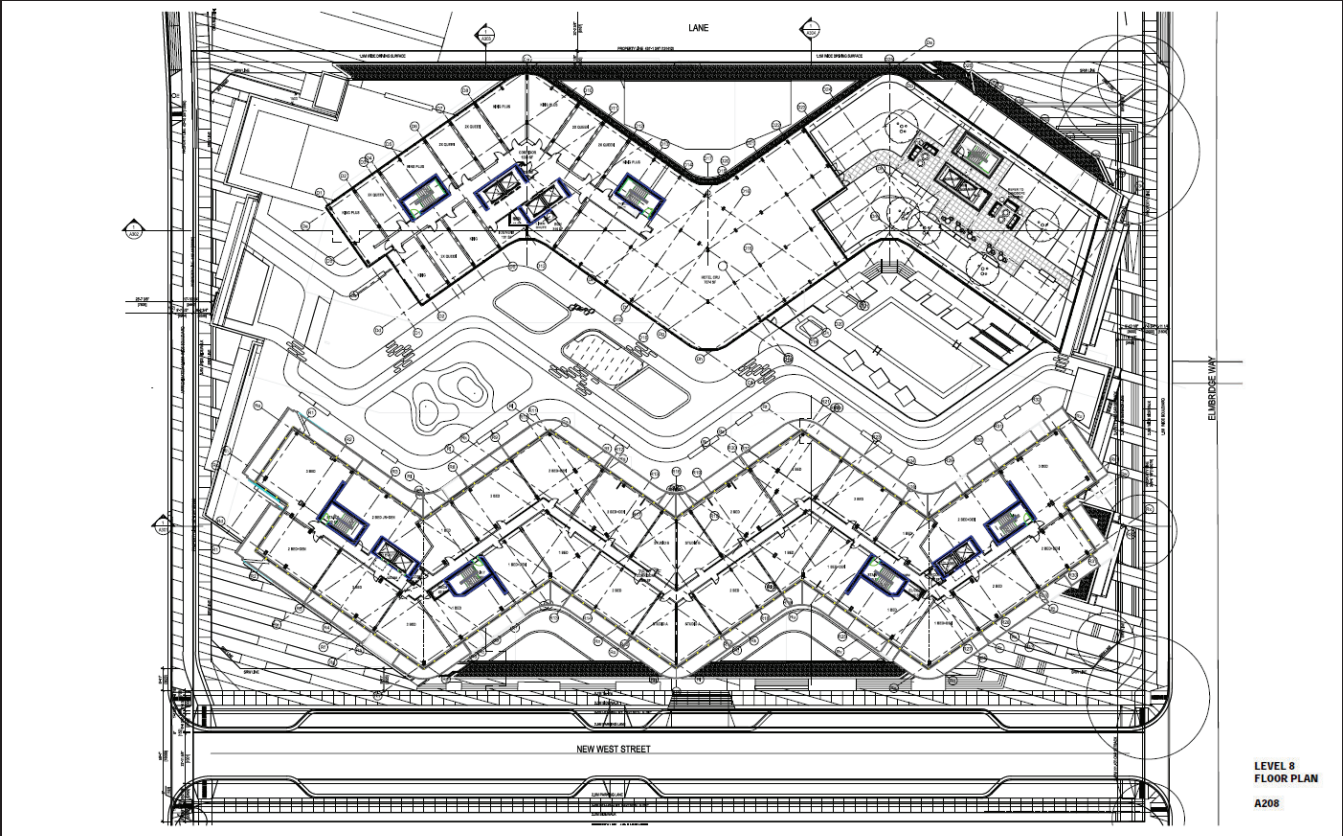
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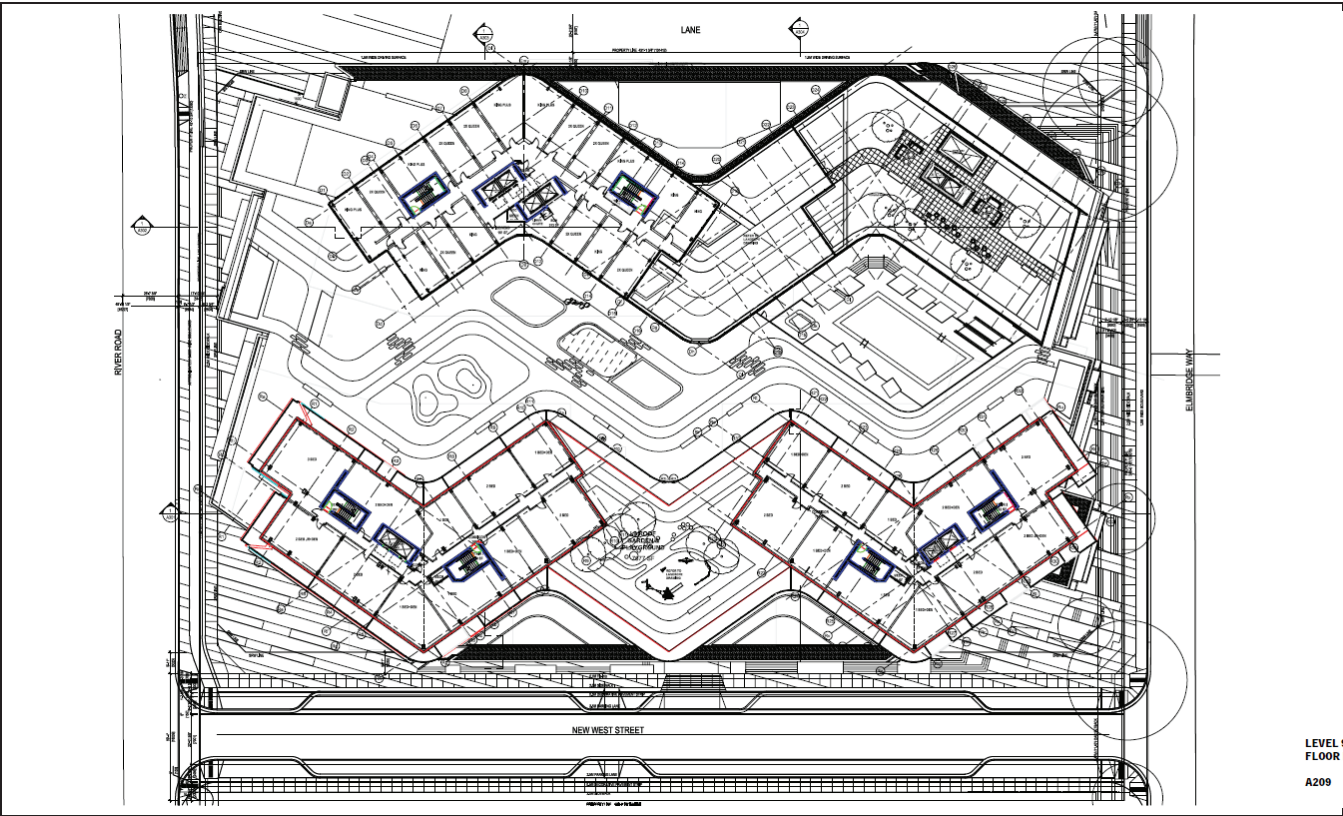
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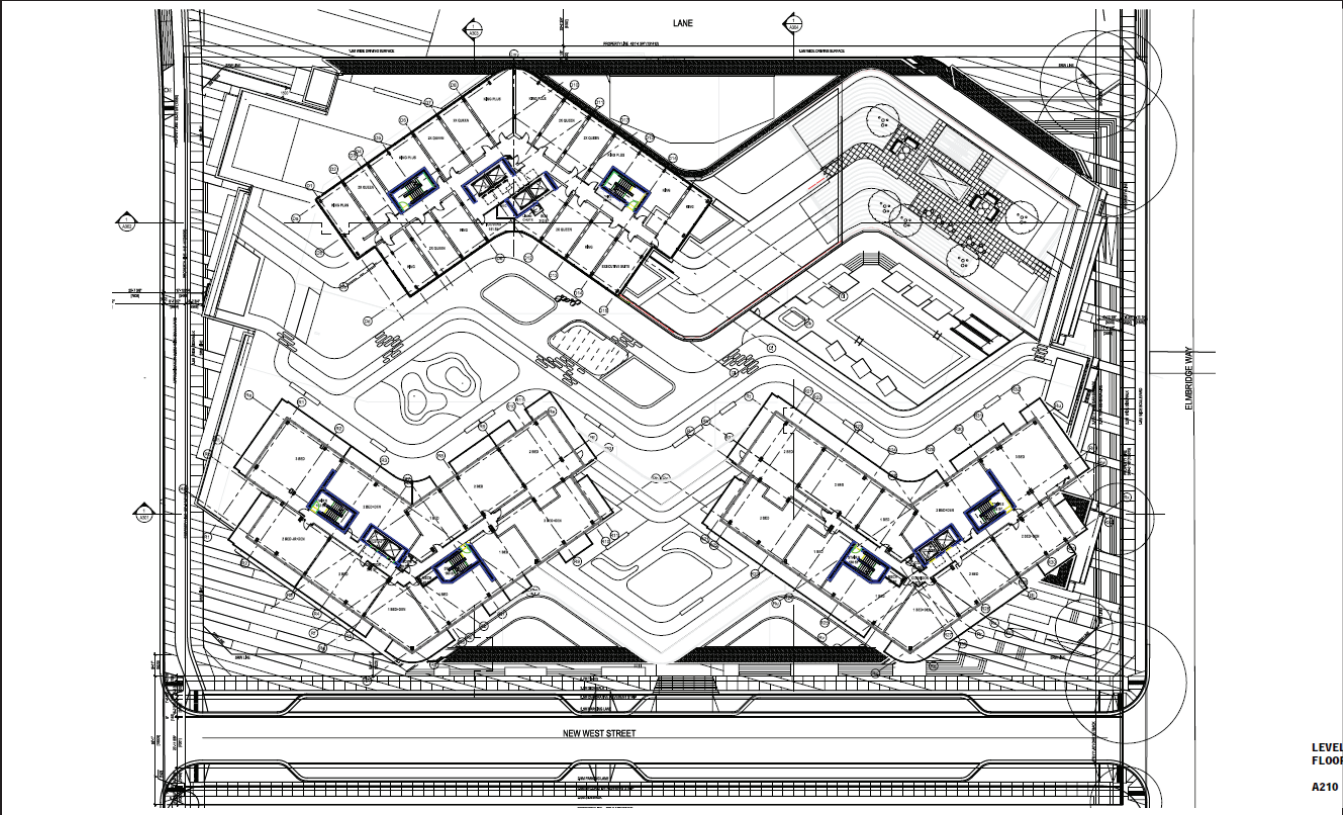
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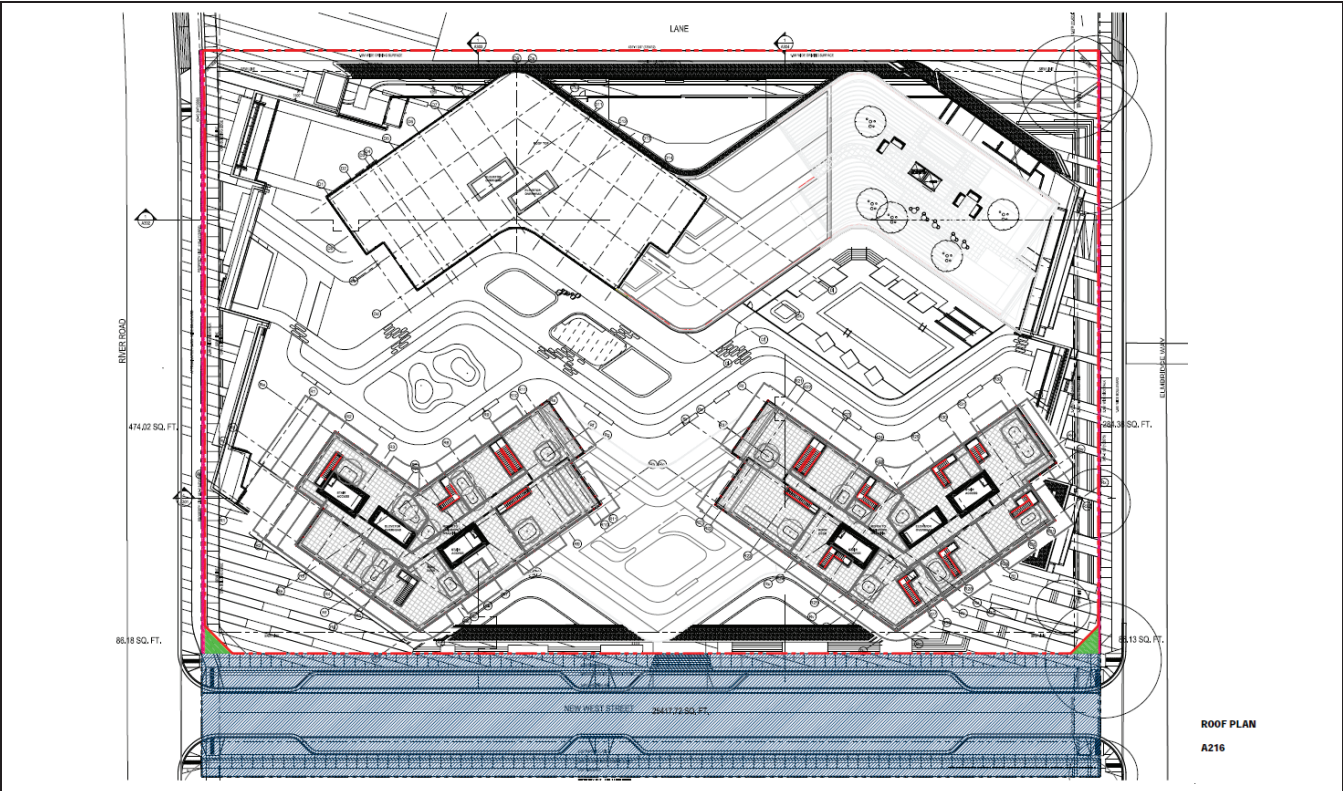
Level 9



Level 10 - 15



Roof





Address: 6851 and 6871 Elmbridge Way

File No.: RZ 17-782750

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10423, the developer is required to complete the following:

1. (Lot Consolidation) Consolidation of all the lots (6851 and 6871 Elmbridge Way) into one development parcel.
2. (Dedications/SRW/Road Functional Plan) Securing of the following road dedications and Statutory Right-of-Ways (SRW):
 - 2.1. River Road – Road dedication and SRW for applicable frontage works and improvements. Along the subject site's entire River Road frontage, provide for a minimum 0.5 m wide road dedication and 2.0 m wide SRW.
 - 2.2. New West Road – Road dedication for the construction of a new City road. Along the subject site's entire west frontage between Elmbridge Way and River Road, provide for a minimum 18 m wide road dedication.
 - 2.3. Elmbridge Way – Road dedication for applicable frontage works and improvements and other road upgrades. Along the subject site's entire Elmbridge Way frontage, provide for a minimum 0.3 m wide road dedication.
 - 2.4. Lane – SRW for applicable lane works and improvements. Along the subject site's entire east frontage along the existing lane, provide for a minimum 3.0 m wide SRW.
 - 2.5. Corner cut provisions:
 - 2.5.1. At the subject site's north west corner (River Road and New West Road intersection) and south west corner (Elmbridge Way and New West Road intersection), provide for a minimum 4 m x 4 m corner cut road dedication.
 - 2.5.2. At the subject site's north east corner (River Road and lane intersection) and south east corner (Elmbridge Way and lane intersection), provide for a minimum 3 m x 3 m SRW.
 - 2.6. All road dedication and SRW dimensions are preliminary and subject to change. Confirmation of the road dedication and SRW dimensions will be through the submission and approval of the road functional plan for the project. The road dedication and SRW dimensions provided for in Section 2. will be required to be amended to be compliant with the approved road functional plan.
 - 2.7. The SRW's referenced in Section 2. shall provide for:
 - 2.7.1. 24 hour-a-day, year-round public pedestrian access in the form of paved walkway(s) and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, storm water management measures and universal accessibility provisions, to the City's satisfaction;
 - 2.7.2. Vehicle use of driveways and driveway crossings (e.g., by owners, operators, tenants, visitors, and car-share operator and users), provided that this activity does not compromise the safe and convenient public pedestrian use of the SRW area;
 - 2.7.3. Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities; and
 - 2.7.4. Permanent building encroachments, provided that any such encroachments do not comprise the quality, functionality, safety, or amenity of the SRW area or associated landscape features, as

determined to the satisfaction of the City and specified in the approved Development Permit*, including weather protection, habitable portions of the building, and similar structures and building projections, provided that such features are a minimum clear distance of 2.5 m (8.2 ft.) above the finished grade of the SRW area or as otherwise specified in an approved Development Permit*.

- 2.7.5. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be at the sole cost and responsibility of the owner/developer, unless otherwise determined and approved by City staff. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. After completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
- 2.7.6. The SRW shall not provide for gates or similar barriers to public access (e.g., chains), except in association emergency, maintenance, repair, or other City-authorized closures.
3. (Road Functional Plan) Submission and approval of the road functional plan, addressing all City requirements, to the satisfaction of the Director of Transportation.
4. (Driveway – New West Road) Registration of a legal agreement on title ensuring that the only means of vehicle access is through one driveway crossing to the new west road and one driveway crossing to the lane and that there be no access provided along River Road or Elmbridge Way.
5. (Aircraft Noise) Registration on title of a standard City of Richmond (mixed use) aircraft noise sensitive use covenant.
6. (Flood Protection) Registration on title of a standard City of Richmond ("Area A") flood indemnity covenant.
7. (Mixed Use) Registration of a covenant on title that identifies the building as a mixed use building and includes the following provisions:
 - 7.1. That the design is required to mitigate unwanted noise and avoid noise generated from the internal use from penetrating into residential areas.
 - 7.2. Notify residential tenants of potential noise and/or nuisance that may arise due to proximity to retail, restaurant and other commercial uses and activities.
8. (No Rental/Age Restrictions) Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
9. (Adjacencies) Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
10. (Hotel Suite/Room – No dwelling or stratification) Registration of a legal agreement on title identifying that the hotel suites/rooms associated with the hotel component of this project are:

- 10.1 Not permitted to be used as dwelling units and cannot include kitchens and/or other facilities typical of a dwelling unit; and
 - 10.2 Hotel rooms and suites cannot be subdivided into individual strata lots.
11. (Shared parking) Registration of a legal agreement on title related to the sharing of residential visitor parking stalls with non-residential parking stalls (commercial uses) to the satisfaction of the City and specified in the approved Development Permit where applicable and includes the following provisions:
- 11.1. Non-residential (commercial) and residential visitor parking stalls can be shared.
 - 11.2. Shared parking stalls are not permitted to be assigned and/or reserved to a particular use or user.
 - 11.3. Shared parking stalls are not permitted to be arranged in a tandem configuration.
 - 11.4. Implement the applicable signage to clearly identify shared parking stalls.
12. (Transportation Demand Management Measures) Registration of the following legal agreement(s) on title related to this projects transportation demand management measures to the satisfaction of the City and specified in the approved Development Permit where applicable:
- 12.1 Registration of a legal agreement for a transit pass program (residential) that includes the following provisions:
 - 12.1.1 Monthly two zone transit passes are to be provided for 1 year for 40% of the market residential units.
 - 12.1.2 Market residential dwelling units that do not have an assigned parking stall are to be granted first right of refusal pertaining to access to the monthly two zone transit passes. Otherwise, market residential dwelling units shall be distributed transit passes on a first come/first serve basis.
 - 12.1.3 Monthly two zone transit passes are to be provided for 1 year for 100% of the affordable housing Low End Market Rental (LEMR) units.
 - 12.1.4 Monthly two zone transit passes are to be provided for 1 year for 40% of the non-residential parking stalls (1 transit pass for each stall) and are to be provided to the non-residential uses on a first come/first serve basis.
 - 12.1.5 Program duration shall be when all applicable transit passes have been distributed or after a period of not less than 3 years from the date of full occupancy being provided by the City on the applicable building permit application.
 - 12.1.6 Require the submission of letters of credit for each of the residential and non-residential transit pass programs, the amount to be based on the value of the total number of transit passes (at the time of the registration of the legal agreement) plus a 5% contingency.
 - 12.1.7 The owner/developer shall be responsible for keeping all records that documents the distribution of the transit passes in accordance with the provisions of this legal agreement for submission and approval to the City as part of the process to release the submitted letters of credit.
 - 12.2. Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains cycling facilities to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:
 - 12.2.1. Residential
 - Provides for an additional 25% of Class 1 bicycle parking above Zoning Bylaw requirements.
 - Bicycle maintenance/repair facilities (one for each residential tower) that shall include a minimum of a bike repair stand with tools and manual operated pump with pressure gauge.
 - Battery charging provisions are to be provided for all Class 1 bicycle parking
 - Provides for an additional 5% of Class 2 bicycle parking above Zoning Bylaw requirements to support locations for public shared e-bike/e-scooter parking.
 - 12.2.2. Non-Residential
 - Provides for an additional 25% of Class 1 bicycle parking above Zoning Bylaw requirements.

- Provide for end of trip facilities to service non-residential uses that be required to provide for secured rooms with water closets, wash basins, showers and change rooms.
- Battery charging provisions are to be provided for all Class 1 bicycle parking
- Provides for an additional 5% of Class 2 bicycle parking above Zoning Bylaw requirements to support locations for public shared e-bike/e-scooter parking .

12.2.3. General - Prohibits the conversion of any end-of-trip facilities or bicycle maintenance/repair facility to any other use.

12.3. Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains not less than 5 parking stalls dedicated for carpooling use to the satisfaction of the City as specified in the approved Development Permit.

12.4. Registration on title of a legal agreement, to the satisfaction of the City, for the purpose of securing the developer/owner's commitment towards implementing, at the developer/owner's sole cost, a car-share strategy comprised of designated car-share parking spaces, car-share vehicles, and contractual arrangements with a car-share operator, to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:

12.4.1. Two (2) car-share parking spaces located together on the subject site where they will be secure, universally-accessible, and provide for safe and convenient 24/7 public pedestrian and vehicle access, as determined to the City's satisfaction;

12.4.2. Operating electric vehicle (EV) quick-charge (240V) charging stations for the exclusive use of and simultaneous charging of the car-share vehicles parked in the required car-share spaces; and

12.4.3. Pedestrian and vehicle access, signage, lighting, and other features necessary to the operation of the car-share facility and vehicles as determined to the satisfaction of the City.

12.4.4. The required car-share spaces shall be provided by the developer/owner in addition to that parking provided to satisfy Zoning Bylaw parking requirements with respect to residential and non-residential uses on the lot.

12.4.5. Users of the car-share spaces shall not be subject to parking fees or EV charging fees, except as otherwise determined at the sole discretion of the City.

12.4.6. The developer/owner shall, to the City's satisfaction, enter into a contract with a car-share operator for the operation of the car-share parking facility for a minimum term of three (3) years, which contract shall require, among other things, that:

12.4.6.1 The developer/owner provides two (2) car-share cars at no cost to the operator;

12.4.6.2 The car-share cars shall be electric vehicles, unless otherwise determined to the satisfaction of the car-share operator and the City; and

12.4.6.3 The required car-share parking facility and vehicles will be 100% available for use upon the required occupancy of the car-share parking facility, as determined to the satisfaction of the City

12.5. Registration on title of a legal agreement that would provide for a minimum of 10% of the total parking spaces for non-residential use with EV charging infrastructure (outlets to support Level 2 EV charging infrastructure) to the satisfaction of the City, in an approved Development Permit as specified in the approved Development Permit.

13. (Parking – Richmond Olympic Oval) Registration on title of a legal agreement or SRW that would provide provisions for special event parking for the Richmond Olympic Oval facility on the subject development site to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:

13.1. Provides not less than 52 parking stalls that can be reserved by the Richmond Olympic Oval during special events where high parking demands are anticipated. There shall be no fee charged to the Richmond Olympic Oval for reserving the stalls upon advanced notice. Developer/owner retains the ability to charge users of the parking stalls at the applicable rate subject to the limitations specified in 13.3.

- 13.2. The 52 parking stalls are required to be generally located in one consolidated area of the subject development on-site parking structure for ease of use/wayfinding and management.
 - 13.3. Pay parking provisions applicable to the 52 parking stalls cannot exceed the pay parking rates at the Richmond Olympic Oval.
 - 13.4. No barriers or other physical measures blocking or restricting access to these 52 parking stalls is permitted, unless approved by the City, with the exception of signage during special event periods.
 - 13.5. A specified advanced notice period will be provided to allow the Richmond Olympic Oval to reserve these 52 parking spaces during special events.
 - 13.6. Include other terms and conditions to the satisfaction of the City and developer/owner.
14. (Driveway – New West Road) Registration on title of a legal agreement that provides for the temporary closure of the driveway/vehicle access along the subject site's new west road frontage during special events when operational adjustments to all or a portion of the new west road or other roads in the surrounding area are required to accommodate special events.
15. (Affordable Housing – LEMR) Registration of the City's standard Housing Agreement to secure 35 affordable housing Low End Market Rental (LEMR) units, the combined habitable floor area of which shall comprise at least 10% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Studio	3 units	37 m ² (400 ft ²)	\$811	\$34,650
1-Bedroom	10 units	50 m ² (535 ft ²)	\$975	\$38,250
2-Bedroom	11 units	69 m ² (741 ft ²)	\$1,218	\$46,800
3-Bedroom	11 units	91 m ² (980 ft ²)	\$1,480	\$58,050

* Unit mix in the above table may be adjusted through the Development Permit Process provided that the total area comprises at least 10% of the subject development's total residential building area.

** May be adjusted periodically as provided for under adopted City policy and/or in accordance with the Housing Agreement..

- 15.1. Full and unlimited use by the LEMR unit occupants of the following on-site features (at no charge or additional fee), which may include, but may not be limited to:
 - 15.1.1. Indoor and outdoor amenity spaces intended for the exclusive or shared use of the LEMR unit occupants;
 - 15.1.2. Waste management and loading facilities intended for the exclusive or shared use of the LEMR unit occupants; and
 - 15.1.3. On-site parking, "Class 1" bike storage and supporting bicycle repair/maintenance facilities, and related electric vehicle (EV) charging stations intended for the exclusive or shared use of the LEMR unit occupants.
16. (Indoor and Outdoor Amenity) Registration of a legal agreement on title that would apply to the on-site residential indoor and outdoor amenity areas to ensure they are made fully accessible for shared use by all residents (market strata unit occupants and affordable housing LEMR unit occupants) to the satisfaction of the City as specified in the approved Development Permit.
17. (District Energy Utility) Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the

building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:

- 17.1. No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
- 17.2. If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - 17.2.1. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC), to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - 17.2.2. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
- 17.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
- 17.4. If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
 - 17.4.1. the building is connected to the DEU;
 - 17.4.2. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - 17.4.3. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 17.5. If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
 - 17.5.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - 17.5.2. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide any combination of heating, cooling and/or domestic hot water heating to the building(s), as directed by the City's service provider, which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - 17.5.3. the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - 17.5.4. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - 17.5.5. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or

easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.

- 17.6. If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
 - 17.6.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - 17.6.2. the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

18. (Cash-in-lieu of Community Amenity Facility) City's acceptance of the developer's voluntary contribution of \$6,022,453, to be deposited into either the (1) Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund and/or (2) Richmond's Child Care Reserve, at the sole discretion of the City, in lieu of constructing community amenity space on-site, as determined based on a Construction-Value Amenity Transfer Contribution Rate of \$809/ft² and an amount of amenity transferred off-site based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed High Density Mixed Use (ZMU52) – Oval Village (City Centre) zone, as indicated in the table below.

Use	Maximum Permitted VCB Bonus Floor Area Under the ZMU52 Zone	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
TOTAL	13,832 m ² (148,887 ft ²)	691.6 m ² (7,444 ft ²)	8,708/m ² (\$809/ft ²)	\$6,022,453 (*)

* In the event that the contribution is not provided within one-year of the application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution Rate shall be increased annually thereafter based on the Statistics Canada "non-Residential Building Construction Price Index" yearly quarter-to-quarter change for Vancouver, where the change is positive.

19. (Public Art) City acceptance of the developer's offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:
 - 19.1. Prior to rezoning adoption, registration of legal agreement(s) on title to facilitate the implementation of an approved Public Art Plan for the subject site, together with the ongoing management and maintenance of the artwork(s) and related considerations, which Plan shall be prepared by an appropriate professional based on:
 - 19.1.1. The Richmond Public Art Program, City Centre Public Art Plan, and applicable supplementary public art and heritage planning resources (e.g., Richmond's existing Statements of Significance for Capstan Village and the Herrling Residence), together with review(s) by the Public Art Advisory Committee and presentation for endorsement by Council, as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services; and
 - 19.1.2. A value of at least \$330,781 or the product of the applicable Council-approved contribution rate in effect at the time of Development Permit approval and the maximum buildable floor area permitted under the subject site's proposed ZMU52 zone (excluding permitted floor area exemptions), whichever is greater, as generally indicated in the table below

Use	Exemptions	Applicable Floor Area	Min. Rate (1)	Min. Contribution (2)
Residential	Affordable Housing 2,767 m ² (29,781 ft ²)	25,755 m ² (277,232 ft ²)	0.93/ft ²	\$257,826
Commercial	N/A	13,832 m ² (148,887 ft ²)	0.49/ft ²	\$72,955
			TOTAL	\$330,781

- (1) Rates (applicable to maximum permitted buildable floor area) in effect at the time of writing these Rezoning Considerations.
 - (2) The actual value of the developer contribution shall be confirmed and updated, as necessary, based on the floor areas approved through the Development Permit*. In addition, in the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the Council-approved contribution rates in effect at the time of rezoning bylaw adoption, where the change is positive.
- 19.2. “No development” shall be permitted on the subject site, restricting Development Permit*, until the developer:
- 19.2.1. Enters into any additional legal agreement(s) required to facilitate the implementation of the City-approved Public Art Plan (e.g., statutory rights-of-way for public access), which may require that, prior to entering into any such additional agreement, a Detailed Public Art Plan is prepared/submitted by the developer and/or an artist(s) is engaged (as generally set out in the Public Art Plan submitted prior to rezoning adoption), to the City’s satisfaction; and
 - 19.2.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) to secure the developer’s implementation of the Public Art Plan or Detailed Public Art Plan, as applicable, the value of which shall be at least \$330,781.
- 19.3. “No occupancy” shall be permitted on the subject site, restricting Building Permit* inspection granting occupancy of a building on the subject site, in whole or in part, until:
- 19.3.1. The developer, at the developer’s sole expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork(s), and causes the public artwork(s) to be installed on City property, if expressly permitted by the City, or within a statutory right-of-way on the developer’s lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan or Detailed Public Art Plan, as applicable);
 - 19.3.2. The developer, at the developer’s sole expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer’s rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and

NOTE: It is the understanding of the City that the artist’s rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City if on City property, subject to approval by Council to accept the transfer of ownership of the artwork.
 - 19.3.3. The developer, at the developer’s sole expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan or Detailed Public Art Plan, as applicable, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include, but may not be limited to:
 - 19.3.3.1. Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;

- 19.3.3.2. A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- 19.3.3.3. The maintenance plan for the public art prepared by the artist(s); and
- 19.3.3.4. Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

Notwithstanding the afore mentioned statement, if occupancy of the subject site is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any market (strata) residential units on the lot unless the required public art features and related requirements are complete to the City's satisfaction.

- 20. (City Trees – Off-site) The City's acceptance of the developer's voluntary contribution to the City's Tree Compensation Fund (for the removal of 2 City trees) in the amount of \$5,250.
- 21. (Trees – On-site) The submission of a tree replacement security (Letter of Credit) in the amount of \$9,000
NOTE: This tree replacement security shall be returned to the developer upon issuance of a Development Permit* that includes the required replacement trees and the developer's submission of the Development Permit* Landscape Security for the installation of on-site landscaping including the replacement trees.
- 22. (Community Planning) City acceptance of the developer's voluntary contribution in the amount of \$129,233 (i.e. \$0.31/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
- 23. (AZR Building Height Confirmation) Submission of a letter, prepared by a registered surveyor, confirming that the proposed maximum building height of 47 m (154 ft.) GSC complies with AZR requirements
- 24. (Development Permit) The submission and processing of a Development Permit*, completed to a level deemed acceptable by the Director of Development.
- 25. (Final Adoption Deadline) Subject to Council consideration of Zoning Amendment Bylaw 10423 and to ensure this application, proceeding in accordance with the LEMR policy in place prior to November 15, 2021, moves forward to adoption in a timely manner, the rezoning is to be adopted no later than November 15, 2023. If the rezoning application is not ready for adoption by November 15, 2023, a staff report will be brought forward to Council providing an update on the status of the application and recommendation(s) on whether the rezoning application should be revised to comply with the current City policy.
- 26. (Servicing Agreement) Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's frontages, together with various engineering and transportation works, to the satisfaction of the City. Prior to rezoning adoption, all Servicing Agreement* works must be secured via a Letter(s) of Credit, as determined by the City. All works shall be completed prior to first occupancy of the building on the site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses on the site), unless otherwise permitted by the City and set out in a City-approved Phasing Agreement registered on title, to the satisfaction of the Director, Engineering, Director, Transportation, and Director, Development.
 - 26.1. Engineering Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of water, storm sewer, sanitary sewer, frontage improvements, and general engineering works to the satisfaction of the Director, Engineering, which works shall include, but may not be limited to, those set out in **Schedule A**.
 - 26.2. Transportation Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of road, lane, frontage and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule B**.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Rezoning Requirements: Submit a signed/sealed letter (with an itemized list) from the project architect confirming that the Development Permit* building/landscape design complies with the terms of the development's Rezoning Considerations (RZ 17-782750) and related required legal and Servicing Agreement* requirements.
2. BC Energy Step Code & District Energy Utility (DEU): Incorporate measures in the Development Permit* plans and, as applicable, register additional legal agreement(s), to the City's satisfaction, with respect to measures facilitating the development's compliance with applicable BC Energy Step Code requirements and the future connection of the lands to a City DEU system. This may include, but shall not be limited to, providing for the developer's construction and future transfer of an on-site low carbon energy plant to the City, at no cost to the City (on the basis of which, the development's Step Code level may be relaxed as permitted under City bylaw).
3. Aircraft Noise: Complete an acoustical and thermal/mechanical report and recommendations, prepared by an appropriate registered professional, which demonstrate that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements.
4. Richmond Fire Department (RFD): Satisfy design review requirements, which may include, but may not be limited to, addressing (e.g., visible from the street, contrasting colours); fire hydrant measurements (e.g., principle entrance, RFD connection); fire panel (e.g., operation sequence, stages, elevator operation); RFD connection (e.g., inter-connected, connections at amenities, podium roof, other accessible rooftops and open spaces); fire ratings (e.g., podium); RFD access route measurements (e.g., widths, lengths, dead ends); smoke control measures (e.g., vestibules, stairwells, kitchens); tank permits (e.g., emergency generator); emergency generator (e.g., power) and the spaces serviced (e.g., firefighter elevator, annunciator panel, emergency lights); designated firefighter elevator; firefighter voice communication; fire extinguisher installation areas (e.g., measurements); and alarm-activated front door release.
5. Transportation Item Approvals: Additional design development, supporting information and site plan revisions to address the following matters to the satisfaction of the Director of Transportation:
 - Additional design development of on-site loading and garbage/recycling pick-up service areas, including any requested variances to on-site loading requirements.
 - Additional design development and revisions to the hotel pick-up/drop-off provisions for this project.
 - Submission and approval of the Final road functional plan, addressing all City requirements, to the satisfaction of the Director of Transportation.
6. Additional requirements and legal agreements: As determined to the satisfaction of the City through the processing of the Development Permit Application.
7. Landscape Security: Register a legal agreement on title and submit a Letter(s) of Credit for landscaping, based on a cost estimate provided by a CSLA registered landscape architect (including 10% contingency), excluding landscape works that are subject to a Servicing Agreement* Letter of Credit.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

SIGNED COPY ON FILE

Signed

Date

RZ 17-782750
Engineering
Servicing Agreement Requirements*

A servicing agreement is required to design and construct the following works.

1) Water Works:

- a) Using the OCP Model with the water main upgrades proposed below, there will be 493.0 L/s of water available at a 20 psi residual at the River Road frontage, and 425.0 L/s of water available at a 20 psi residual at the Elmbridge Way frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on building permit designs.
 - ii) Install approximately 155 m of new 200 mm water main along the new north-south road and tie in to the existing water mains on River Road and Elmbridge Way, complete with fire hydrants per City spacing requirements.
 - iii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for commercial land use.
 - iv) Provide a right-of-way for the proposed water meter. Exact right-of-way dimensions to be finalized during the servicing agreement process.
 - v) Obtain approval from Richmond Fire Rescue for all fire hydrant locations, relocations, and removals, as required.
- c) At Developer's cost, the City is to:
 - i) Install one new water service connection complete with meter and meter box. Meter to be located onsite in a right of way.
 - ii) Cut and cap all existing water service connections to the development site, and remove meters.
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) The Developer is required to:
 - i) Upgrade approximately 95 m of storm sewer along the Elmbridge Way frontage from manhole STMH127527 to the west property line of the development site, complete with new manholes, and remove existing storm sewer.
 - ii) Perform a storm capacity analysis based on the 2041 OCP condition to size the proposed storm sewer within Elmbridge Way, the proposed storm sewer in the new north-south road, and the potential upgrades along River Road. Minimum diameter shall be 600 mm. The capacity analysis shall be included within the servicing agreement drawings for the City's review/approval.
 - iii) Install approximately 155 m of new minimum 600 mm storm sewer within the proposed north-south road.
 - iv) Confirm, via the required capacity analysis, whether upgrade of the existing storm sewers along the River Road frontage from the west property line of the development site to the main conveyance on Hollybridge Way is required. If required per the capacity analysis and City of Richmond engineering design specifications, the upgrade of these storm sewers shall be added to the servicing agreement scope.
 - v) Remove the temporary drainage works along the River Road frontage and infill the existing ditch.
 - vi) Install a new headwall and storm sewer at the western edge of the proposed road improvements on River Road to direct drainage from the existing ditch to the west to the proposed storm sewer in the north-south road. A sump manhole will be required at the tie-in point to the proposed storm sewer.
 - vii) Provide a sediment and erosion control plan within the servicing agreement design.
- b) At Developer's cost, the City is to:
 - i) Install one new storm service connection, complete with inspection chamber.
 - ii) Cut and cap all existing storm service connections to the development site and remove inspection chambers.

- iii) Reconnect all existing catch basins and lawn basins to the proposed storm sewers.
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

3) Sanitary Sewer Works:

- a) The Developer is required to:
 - i) Relocate into the roadway approximately 130 m of existing asbestos cement sanitary sewers along Elmbriidge Way from manhole SMH56401 to manhole SMH4575. Reconnect all existing connections to the new main.
 - ii) Upgrade and relocate into the roadway approximately 130 m of existing asbestos cement forcemain along the Elmbriidge Way frontage. The actual length of replacement required shall be determined by the predicted settlement amounts from the geotechnical report.
 - iii) Install one new sanitary service connection, complete with inspection chamber, off of the proposed sanitary sewer.
 - iv) After the existing sanitary sewers between manholes SMH56401 and SMH4575 are removed, discharge the existing statutory right-of-way along the south property line of the development site (plan number 47072). Prior to right of way discharge, the developer's consultant is required to submit a signed and sealed letter to the City stating that the AC sanitary main and related appurtenances have been removed and properly and legally disposed offsite. It is the developer's responsibility to coordinate with BC Hydro, Telus, Shaw, Fortis BC, and other private utility companies to confirm that there are no existing private utilities within the right of way prior to right of way discharge. Additional rights of ways may be required by those companies if private utilities exist within the City right of way.
- b) At Developer's cost, the City is to:
 - i) Cut, cap, and remove all existing sanitary connections and inspection chambers to the development site.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

4) Frontage Improvements:

- a) The Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground the overhead poles and lines along the development's River Road frontage. Any aboveground utility cabinets and kiosks required to underground the overhead lines and poles shall be located within the development site as described below.
 - (4) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - ii) Provide street lighting along all road frontages according to the following:

- a. River Road (South side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, 1 pedestrian luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any flower basket holders or irrigation.
- b. Elmbridge Way (North side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
- c. New North-South "Pedestrian" Street @ west side of site (Both sides of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 8/Custom 5.9 m Height (LED) INCLUDING 1 street luminaire, flower basket holders, and 1 duplex receptacle, but EXCLUDING any banner arms or irrigation.
 - iii. For reference: Onni "Riva" (Drawing #615759-12-09)
- d. Lane @ east side of site (West side of lane)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 8/Custom 5.9 m Height (LED) INCLUDING 1 street luminaire, but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.
 - iii. For reference: Onni "Riva" (Drawing #615759-12-09)

5) General Items:

- a) The Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a pre-load plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site (i.e. AC sanitary sewer, FRP forcemain, AC water mains, etc.) and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm sewers and sanitary sewers along the River Road and Elmbridge Way frontages, and the storm sewer along the public-right-of-passage lane along the east property line, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - iii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - iv) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - v) Enter into, SRW legal agreement that sets out Engineering's conditions associated with permitting the specific structures into the SRW, including but not limited to:
 - (1) Indemnification of City for any necessary maintenance/works the City has to undertake in the SRW.
 - (2) Cost of repair and any modifications would be the responsibility of the owner.
 - (3) Not liable for any damages or impacts to the encroaching structures as a result required maintenance/works.
 - (4) Owner should be responsible (at their cost) for any required modifications (including removal) made at the request of the City.

RZ 17-782750

Transportation
Servicing Agreement Requirements*

The developer shall be responsible for the design and construction of road, lane, frontage and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in Schedule B

1. Road Works:

The following cross-section descriptions are intended to describe “typical” conditions. The approved design may be required to vary from these “typical” conditions to address site-specific conditions and/or other requirements, as determined to the sole satisfaction of the City through the Servicing Agreement* design/approval processes. The actual details and scope of the frontage works required to be completed by the developer will be confirmed through the Servicing Agreement* review/approval process, to the satisfaction of the City. Prior to approval of the Servicing Agreement* design, the developer shall submit a **Final Road Functional Plan**, confirming all Transportation requirements, to the satisfaction of the Director, Transportation.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement* and Development Permit* review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, decorative paving, and stormwater management measures. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City's satisfaction.

At a minimum, the developer will be responsible for the design and construction of the following works to the satisfaction of the Director, Transportation.

a) River Road

Frontage Improvements (North Frontage: River Road)

1. Frontage improvements (measured from south to north):

- Site's new north property line
- 1.75 m wide concrete sidewalk.
- 0.43 m wide decorative bike path edge.
- 1.75 m wide asphalt off-road bike path.
- 1.5 m wide landscaped boulevard with street trees.
- Existing 0.15 m wide curb.

(Note: The above frontage elements require a total width of 5.43 m measured from behind the curb. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.

2. Multi-Use Path

The sidewalk, bike path edging strip and the off-road bike path (total width of 3.93 m measured from the curb) noted above is intended to provide a Multi-Use Path (MUP). Further notes:

- This MUP will be extended to future developments to the west over the whole block.
- The design (although on a smaller scale due to narrower frontage depth) is to follow that used in the building of the MUP on River Road and Hollybridge Way as part of the River Green development in the area. (Note: Refer to SA 11-564833 for design details).
- Further details of the MUP design, including bicycle ramp access from traffic lane, pavement marking, etc. will be defined through the Servicing Agreement detailed design process.

3. Pedestrian amenities

The required frontage improvements are to include the installation of a special crosswalk to accommodate pedestrian passage across River Road or cash equivalent, approx. \$110, 000.

4. Existing driveway closures

All existing driveways along the development River Road frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, landscaped boulevard, concrete sidewalk, and off-road bike path per standards described above.

b) Elmbridge Way

Frontage Improvements (South Frontage: Elmbridge Way)

1. Frontage improvements (measured from north to south):

- Site's new south property line
- 2.0 m wide concrete sidewalk.
- 1.5 m wide landscaped boulevard with street trees.
- Existing 0.15 m wide curb.
- Additional cross sectional elements as required to accommodate left-turn lanes at West Road and special crosswalk, and other infrastructure modification works as determined in Final Road Functional Plan.

(Note: The above frontage elements require a total width of 3.5 m measured from behind the curb. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.

2. Existing driveway closures

All existing driveways along the development River Road frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, landscaped boulevard and concrete sidewalk per standards described above.

c) New West Road

Frontage Improvements (West Frontage: New West Street)

1. Frontage improvements (measured from east to west):

- Subject site's new west property line.
- 2.0 m wide sidewalk.
- 0.5 m wide decorative concrete surface strip.
- 0.15 m wide curb and gutter at the back of each parking lane and around the curb extensions.
- 2.5 m parking lane with landscaped curb extensions. (Note: Parking lane to be replaced by curb extensions at mid-block).
- 7.0 m wide driving lane pavement surface.
- 2.5 m parking lane with landscaped curb extensions. (Note: Parking lane to be replaced by curb extensions at mid-block).
- 0.15 m wide curb and gutter at the back of each parking lane and around the curb extensions.
- 2.0 m wide concrete sidewalk.
- Appropriate grade transition as determined through the Servicing Agreement detailed design process.
- West property line of road dedication.

(Note 1: The above frontage improvements require a 18.0 m wide dedication across the subject site's entire west frontage. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.).

(Note 2: The grade transition along the west property line of the road dedication is to be confirmed through the SA detailed design process. The 2.0 m wide sidewalk may have to be reduced in width if more space is required for ground support).

(Note 3: The behind-the-curb frontage improvements along the west side of the road noted above are to be considered interim measures. As part of future redevelopment of the site immediately to the west, permanent frontage improvements that echo those built by the subject site, will be installed with additional dedication if necessary).

d) Lane

Frontage Improvements (East Frontage: Lane)

1. Frontage improvements

The existing lane is to be widened by 3.0 m across the subject site's east frontage. The cross-section of the lane widening is as follows (west to east):

- 1.5 m wide concrete sidewalk (with rollover curb) at the site's SRW line.
- 1.5 m wide widened pavement. (Total 7.5 m wide pavement).

(Note: a 3.0 m wide SRW/PROP is required to accommodate the above frontage improvements. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.).

2. Sidewalk connections

- The new sidewalk along the lane is to be connected to the new sidewalks along the Elmbridge Way and River Road development frontages.
- The new sidewalk is to be maintained across the openings to loading bays and mechanical room with rollover curb to delineate the edge of pavement.

1. Existing driveway let-downs

The existing driveway let-downs at both ends of the lane are to be widened to meet the 7.5 m widened pavement. The let-downs are to be reconstructed per Engineering Design Specifications (R-9-DS).

2. Site access via lane

The vehicular access to the site via the lane and the connecting drive aisle is to be designed with a 90 degree orientation to the lane.

e) River Road – Special Crosswalk

Special Crosswalk

1. Special crosswalk requirements

As part of the Servicing Agreement for the subject site, the developer is required to install a special crosswalk at the site's River Road frontage (southeast corner of the new River Road/West Street intersection). The cost of this special crosswalk (including design and construction) is to be borne by the Developer. This crosswalk is intended to provide access to transit services (existing bus stop across the road from site frontage) and to accommodate pedestrian traffic between the subject site and destinations to the north. The following are features that will be included in this special crosswalk: illuminated crosswalk signs with downward lighting, flashing amber lights, push buttons, raised button lane delineation; accessible pedestrian signal features, and advance warning beacons and signage.

f) River Road – Interim Sidewalk Connection

Interim Sidewalk Connection – River Road (south side)

As part of the Transportation Demand Management measures for the subject redevelopment, an interim sidewalk connection is required to be provided. As part of the Servicing Agreement for the subject site, the developer is required to provide an interim 2.0 m wide asphalt sidewalk that extends westward from the subject site's north frontage (south side of River Road) to the signalized intersection at Rive Road/Oval Way.

MEMORANDUM

To:	Zachary Vermeulen	Date:	March 28, 2023
Client:	Landa Global Properties	Project:	6851-6871 Elmbridge Way
From:	Pooni Group	Project #:	22112
Re:	Public Engagement Summary Report for 6851-6871 Elmbridge Way, Richmond		

The following memorandum provides a summary of the public engagement and outreach that has been undertaken to date for Landa Global Properties (Landa) proposal at 6851-6871 Elmbridge Way, Richmond (site).

The Proposal

Landa submitted a rezoning application to the City of Richmond for a high density, mixed-use project with:

- Residential including 321 new strata homes and 35 affordable low end of market rental homes;
- Commercial space – approximately 148,000 sq.ft including retail and a 189 room hotel;
- A new west connector road and widening of the existing lane along the east side of the property; and
- Four new public pocket plazas.

The site is adjacent to 6951-6971 Elmbridge Way/5511 Hollybridge Way/6200 River Road (ORA), which is developed with a mixed-use building consisting of residential and commercial uses including a T&T Supermarket (site is outlined in red in Figure 1 below).

Figure 1. Site context



Upon completion, the Landa project will share a lane with ORA along the eastern edge of Landa's site (lane shaded in blue in Figure 1 above). As part of the redevelopment, Landa will be widening the lane to the City of Richmond's engineering standard of 7.5 m.

The application received first reading by Council on November 14, 2022 and went to Public Hearing on December 19, 2022. At Public Hearing, Council referred the application back to staff for the applicant to undertake additional consultation with ORA to try to address the lane congestion and traffic conflict issues currently being experienced by residents.

Public Engagement & Outreach

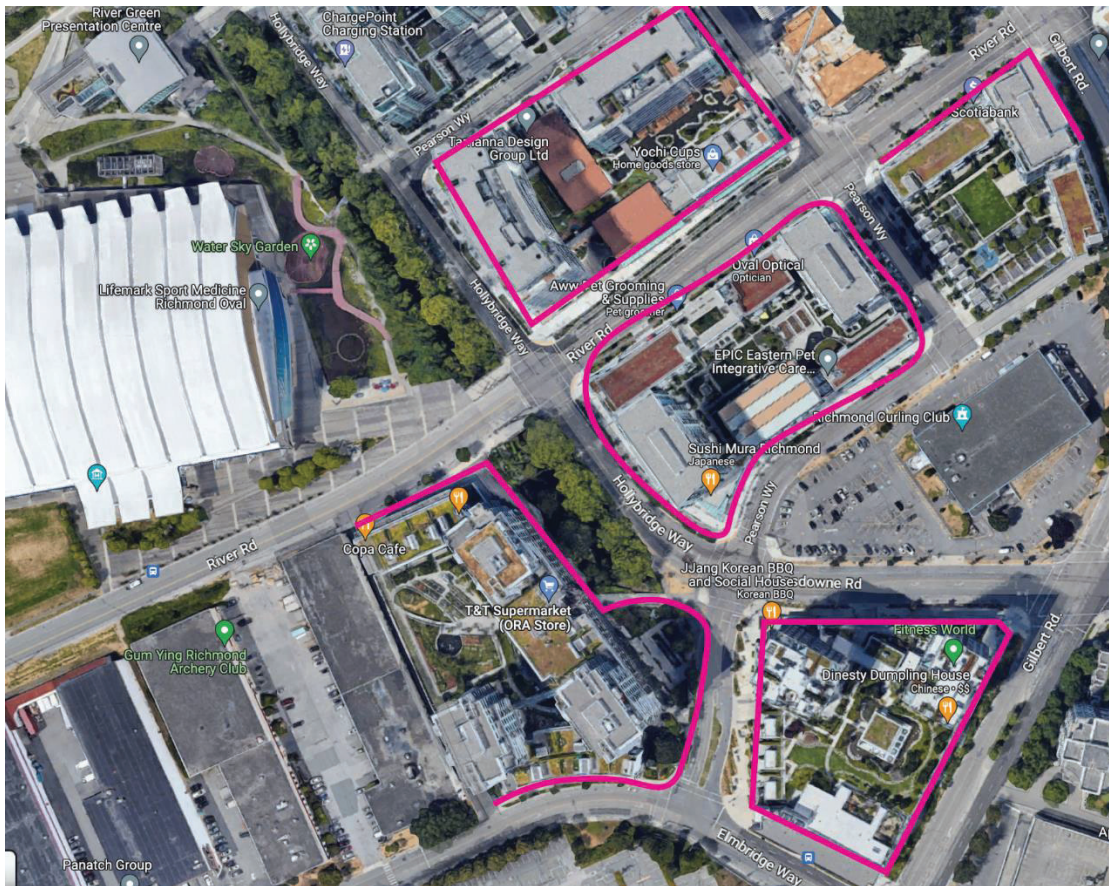
The project team had an initial Zoom meeting with the ORA strata Council members on December 6, 2022:

- Project team attendees: Wayne Pai & Zachary Vermeulen (Landa), Arno Matis & Christie Anderson (AMA), Jeff Christianson & Beth Deckert (IBI), Yulia Liem & Hugo Johnston (Bunt), Chi Chi Cai (Pooni Group)
- ORA attendees: Duncan Deng (property manager, First Service Residential), David Feldstein, Roy Zhang, Edward Li, James, & Chin

- ORA's main concern is congestion and traffic along the lane and the fear that Landa's proposal will make the situation worse.
- ORA residents only have one vehicular access point and that is via the lane, which they do not think is wide enough and Landa's proposal will add too many additional vehicles.
- Delivery trucks, personal vehicles, food and courier drop offs, and garbage trucks are all funneled into the lane, causing congestion and conflicts.
- Concerned with the proposed driveway to Landa's project being positioned directly opposite ORA's residential entrance, which will result in congestion.
- An attendee showed a video taken of the lane showing blockages by commercial delivery trucks and a garbage truck parked in the lane – this same video was shown at the December 19, 2022 Public Hearing
- ORA strata Council's preference is for this proposal to not have access off the lane or to widen the lane to three-lanes.

On December 8, 2022, canvassers from the Pooni Group undertook a canvass of the adjacent businesses (canvass area outlined in pink in Figure 2 below).

Figure 2. Business canvass area



The intent of the canvass was to inform surrounding businesses of the proposal, encourage them to participate in the Public Hearing, and provide a one-pager with additional project and contact information (attached as Appendix A). The canvassers connected with 23 businesses and the general sentiment towards the proposal was neutral or supportive. A couple of businesses noted that the project will bring new customers, which is a good thing.

The project team had a second Zoom meeting with the ORA strata Council members on February 22, 2023, where a revised lane design was presented:

- Project team attendees: Wayne Pai & Zachary Vermeulen (Landa), Arno Matis & Amey Kandalgaonkar (AMA), Yulia Liem (Bunt), Chi Chi Cai (Pooni Group)
- ORA attendees: Duncan Deng (property manager, First Service Residential), David Feldstein, Edward Li & James
- Design revisions include:
 - Hotel drop-off moved inside the parkade to reduce traffic on the lane;
 - Bus drop-off accommodated within dedicated loading bays on Landa's site; and
 - New West Road to serve as an additional hotel entrance and primary residential entrance – identified with additional signage.
- The project team confirmed that no large-scale CRUs are anticipated for this site and that we are still exploring gate control options for the parkade entrance at the lane to limit the amount and type of vehicles.
- The project team explained the lane design, including the roll-over curb on the Landa side, which will help facilitate vehicle movements by allowing cars to drive over it if there is a parked vehicle in the lane.
- The project team noted that the New West Road will serve as the main vehicular entrance to the side; however, the City's requirement is for loading to be taken off the lane.
- Feedback and comments received from ORA:
 - Do not see much of a change from what was presented in December.
 - An additional 3m widening is not enough.
 - There are already too many trucks/buses/service vans using the laneway.
 - One attendee referenced a SUV that was parked in the lane for 15 minutes with its hazard lights on, blocking traffic in the lane.
 - Consider the impact of incremental loading on the lane – ORA does not have a designated loading area and they need to use the lane for loading.
 - One attendee acknowledged the project team's efforts to improve the lane design.
- The project team has proposed a follow up meeting to present the data that is being collected by Bunt on actual vehicle movements in the lane and an estimation of the commercial traffic counts (i.e., hotel buses, deliveries, garbage, etc.) that are anticipated to be generated by our proposal. Based on the ORA strata Council's meeting schedule, this follow up meeting will likely occur sometime in March.



The project team had a Zoom meeting with representatives from T&T's management team on February 24, 2023:

- Project team attendees: Wayne Pai & Zachary Vermeulen (Landa), Arno Matis & Amey Kandalgaonkar (AMA), Yulia Liem (Bunt), Chi Chi Cai (Pooni Group)
- T&T attendees: Crystal Zhang & James Wong
- City of Richmond attendee: Kevin Eng
- T&T's feedback & comments:
 - T&T's delivery schedule is 6-days a week, except Sundays, from approximately 9-5pm. Between 9-1pm is the busiest time and each delivery takes about 30 minutes.
 - It is difficult to know exactly when the trucks will come, and it is challenging to clear the back log quickly if there are trucks queued up in the lane waiting for a loading bay.
 - The current lane is too narrow – commercial trucks are hitting the posts and gate. It is good news to hear that Landa's development includes a widening of the lane.
- T&T asked if the lane would be impacted during construction and what the timing for construction is:
 - Landa confirmed that there will be no construction access from the lane, and they will work with a civil engineer and the construction manager to figure out how construction activity could potentially impact the lane. Any off-site work that will happen in the lane will be done closer to the end of construction.
 - In terms of timing – if a successful rezoning is obtained in late spring/early summer, development and building permits will need to be applied for and issued prior to any construction. The earliest ground breaking is anticipated to be at the end of 2024.
- T&T noted that the current lane is one-way in each direction and asked how an additional 1.5m would help:
 - Kevin Eng noted that the proposed widening achieves the City's lane standard and that delineation is not a practice that is implemented in Richmond lanes. Technically there are no "lanes" in the lane.
 - The 1.5m widening will aid with truck maneuvering and allow for two cars to bypass a parked vehicle. A 1.5m sidewalk with roll-over curb will also be installed on the Landa side to allow for additional width if needed.
- T&T acknowledged that limiting the lane to commercial traffic will help ease the number of additional cars using the lane because of this project.
- The project team notes that delivery trucks that line up on the ORA side of the lane should not impact trucks turning into the loading bays on Landa's site.

Pooni Group canvassed the ORA commercial tenants on March 20, 2023, and spoke with 5 out of the 7 tenants – one is closed on Monday and we previously met with T&T via Zoom. We inquired about tenant's experience with the current lane – they noted that:

- They personally have not experienced too many issues with the lane, but they have heard from customers that experienced delays and congestion trying to access the underground parkade.



- The issue seems to be primarily with delivery trucks that block the lane, parkade entrance, and accessing the loading bays due to the narrowness of the lane.
 - When shared with them that as part of Landa's proposal, the lane will be widened and most of the tenants expressed that would help.
- One tenant explicitly stated that he wants the proposal to go through bcs it will bring more customers to the area.

Pooni Group's business card was left with the businesses in case they wanted to subsequently reach out with additional comments or observations.

A follow up letter was sent to the ORA strata Council via the property manager on March 29, 2023 that summarized our proposed design for the lane. A copy of the letter is attached as Appendix B. A follow up email was sent to T&T summarizing the proposed lane design and improvements on March 29, 2023.



APPENDIX A – PROJECT ONE-PAGER

6851 & 6871 Elmbridge Way, Richmond

Landa Oval Development Ltd has submitted an application to rezone 6851 & 6871 Elmbridge Way from Industrial Business Park (IB1) to High Density Mixed Use (ZMU52) - Oval Village (City Centre). The application received first reading by Council on November 14, 2022 and will progress to a Public Hearing on December 19, 2022.



The proposal is for a high density, mixed use project with new commercial spaces, including a hotel, and residential (strata and affordable market rental) homes in close proximity to the YVR Airport and City Centre.

Density: 3.0 FSR

Max Building Height: 15-storeys

Commercial Space: 148,000 ft²

Residential Space: 297,000 ft²

Project Benefits



\$6 million contribution for City-Owned Community Amenities



A new 189 room hotel adjacent to the Olympic Oval and YVR Airport



321 new strata homes and 35 affordable low end market rental



4 new public pocket plazas



A new west connector road to aid traffic flow



Transit demand management strategies including additional bike stalls, a transit pass program, and car pool + car-share spaces.

How to Participate

A public hearing is scheduled for 7 pm on December 19, 2022.

1. SUBMIT YOUR CORRESPONDENCE TO COUNCIL

If you wish to submit your comments to Council, you can do so via written correspondence:

- By email: cityclerk@richmond.ca
- By standard mail: 6911 No.3 Road, Richmond, BC, V6Y 2C1, Attention: City Clerk
- By fax: 604-278-5139, Attention: City Clerk

It is encouraged to send written submissions by 4 pm on the date of the Public Hearing, however, submissions received right up to the time of the Public Hearing (7 pm) will be accepted. All submissions will form part of the record of the hearing.

2. SPEAK TO COUNCIL

To participate remotely via phone or Zoom, please register through the City Clerk's Office by phone at 604-276-4007 or by email cityclerk@richmond.ca. Registration deadline is 1 pm on the day of the meeting (December 19).

Anyone wishing to attend in-person should arrive at Council Chambers (Richmond City Hall, 6911 No. 3 Rd) at 7 pm.

You will have up to ten minutes to speak to the proposal at Public Hearing.

QUESTIONS?

Please contact Chi Chi by:
email: chichi@poonigroup.com
phone: 604.731.9053 ext 122





APPENDIX B – LETTER TO ORA

March 29, 2023

ORA – The Owners, Strata Plan EPS1236
5th floor – 5511 Hollybridge Way
Richmond, BC

Re: Landa Global Properties (Landa) proposal at 6851-6871 Elmbridge Way – Proposed lane design

Dear ORA strata Council members,

Thank you for taking the time to meet with us and our project team in December 2022 and February 2023. We appreciate the dialogue, and we hear and acknowledge your frustrations with the existing lane conditions. In collaboration with City of Richmond Planning and Transportation staff, we have proposed a lane design that will minimize the traffic impact generated by our project and improve conditions for existing users.

- As part of our proposal, we will be widening the lane by an additional 3m (1.5m of drive aisle plus 1.5m transitional apron) – this is consistent with City of Richmond’s lane standard.
- The lane widening will facilitate smoother more efficient maneuvering for trucks accessing both our site and yours and will also allow cars to go around them.
- Provision of wider loading bays on our site to accommodate deliveries, a hotel shuttle, and garbage collection.
- Provision of a large passenger area beside the dedicated hotel shuttle loading area to allow for loading/unloading and direct access to the hotel lobby.
- Relocation of the hotel pick up/drop off area from the lane to the parkade – this helps to reduce the number of vehicles that need to access the lane.
- Implementation of a gate at the lane access to restrict access to/from the parkade and reduce traffic on the lane. The lane access will be for hotel guests and on-site employees only.
- The new west road will serve as the primary access for all traffic including residential, residential visitors, commercial, and Richmond Oval.
- Bunt has undertaken a Transportation Impact Assessment (TIA) and concluded that all traffic generated by our project can be accommodated by the lane upon widening.

It is important to keep in mind that a lane is intended to serve as an access point for loading, moving, garbage, servicing vans, etc., since these activities are not permitted to occur along city roads. We recognize that the lane is the only access point for ORA, which results in a lot of vehicle activity; however, our proposal will have two access points (via the lane and the new west road), which helps to disperse traffic. We will also be

restricting the type of traffic that can utilize the lane access to hotel guests and on-site employees only, which greatly reduces the number of vehicles accessing the lane. In addition, we will be implementing Transit Demand Management (TDM) strategies to encourage residents and visitors to utilize alternative modes of transportation including the provision of transit passes, additional bike stalls, and carpool and car share spaces. Our proposal complies with Council adopted policies including the Official Community Plan and City Centre Area Plan and will help deliver on the city's vision for the area with a mixed-use project that includes new homes (strata and affordable rentals), a new hotel close to the airport, and a cash contribution that will help fund new community facilities and civic infrastructure.

Sincerely,



Wayne Pai, Vice President of Development
Landa Global Properties

From: Eng, Kevin
Sent: March 27, 2023 3:58 PM
To: Letian Li
Cc: Mayor and Councillors
Subject: RE: Reference - Landa Development permit application for 6851-6871 Elmbridge Way
Attachments: 20230320150154153.pdf

To Letian Li and Ora Strata (EPS 1236),

Thank you for the correspondence submitted to Mayor and Council outlining your concerns and comments in relation to the rezoning application at 6851 and 6871 Elmbridge Way. A copy of your correspondence and this City staff response will be attached to the forthcoming staff report as public correspondence received on this rezoning application.

I would also like to provide the following information back to you in response and reference to the comments made in your letter:

- The lane standard improvements to be undertaken by the subject development will add an additional 1.5 m wide drive-aisle to the existing 6 m wide lane drive-aisle to achieve a 7.5 m wide drive-aisle. Also, a 1.5 m wide transition is proposed between the edge of the lane drive-aisle and building that will be designed to allow for appropriate vehicles to travel over at designated areas (i.e., in front of loading/service areas and lane access driveways). These lane improvements proposed for the subject development are consistent with the works recommended previously by City staff. The applicant's professional traffic consultant has confirmed that the improved lane will be able to accommodate existing traffic and additional traffic from the proposed development in the lane. The ultimate lane drive-aisle width of 7.5 m is consistent with the lane standard applicable for redevelopment in the City Centre Area Plan (CCAP).
- The proposal has been revised to introduce the least amount of additional traffic into the lane to access the subject development's parkade and designating the new west road entrance as the primary access to the subject site. This has been achieved by relocating all hotel pick-up and drop-off functions into the parkade (no longer directly accessed off the lane) and placing restrictions on the usage of the lane access to only hotel guests (entry only) and on-site employees (enter and exit). The new west road access will be open to all vehicles (residential; residential visitors; commercial; Oval), including those vehicles permitted to use the lane access (hotel guests and on-site employees). Restrictions for the lane access and operational measures to ensure full access for the new west road access will be secured through legal agreements required as part of the rezoning considerations for this development. As a result of the lane access restrictions referenced above, it is anticipated that 77.5% of traffic accessing the parkade of the subject development will be from the new west road access and only 22.5% of traffic will utilize the lane access. When comparing the subject development's anticipated vehicle traffic volume in the lane accessing the lane driveway compared to the traffic volumes in the lane from the Ora development, the subject development represents only a small proportion (18%) of this total traffic volume in the lane.
- The subject development provides for sufficient on-site loading provisions to service all residential and non-residential uses proposed in the project. A maximum medium vehicle size that can be accommodated in either the loading bays and hotel shuttle parking area will be secured as part of the rezoning. Vehicle movements to enter and exit these loading, hotel shuttle bus and service areas have been demonstrated by the applicant's professional traffic consultant to ensure minimal impacts to traffic in the lane when vehicle movements into these spaces are being undertaken. No large-sized loading spaces to accommodate large vehicles (i.e., trucks with trailers or large buses) will be required to be provided as the applicant and their professional traffic consultant has confirmed that uses in the project will not require deliveries from large vehicles. Based on this, a restriction will be secured through the rezoning that specifies a maximum medium-sized truck and prohibits any large-sized vehicle.

I would also like to take the opportunity to provide updates on some immediate action being undertaken to address current issues caused by vehicles (commercial, delivery and service) parking/stopping in the lane. City staff will be changing City regulatory signage posted in the lane to “No Stopping”. This will prohibit any vehicles (except emergency service vehicles) from stopping or parking in the lane. These vehicles will be required to use designated on-site spaces and no longer park or stop in the lane, which is negatively impacting traffic utilizing the lane to access the Ora developments parkade. In conjunction with the change to regulatory signage, Community Bylaws (Parking Enforcement) will be patrolling this area to enforce the no stopping regulations in the lane.

Should council decide to forward the revised rezoning proposal on the subject site to a public hearing, you will receive notice from the City Clerks office containing information about any future public hearing and how to participate.

If you have any questions on the above, please feel free to contact me directly (604-247-4626; keng@richmond.ca).

Regards,
Kevin Eng
Senior Planner, Policy Planning Department, City of Richmond
604-247-4626; keng@richmond.ca; www.richmond.ca

From: Letian Li <council@orabc.info>
Sent: March 17, 2023 8:47 PM
To: MayorandCouncillors <MayorandCouncillors@richmond.ca>
Subject: Reference - Landa Development permit application for 6851-6871 Elmbridge Way

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

March 14, 2023

Attention: Dear Councilors

Subject: Reference - Landa Development permit application for 6851-6871 Elmbridge Way

Background: After the most recent City public hearing where this project was reviewed in detail and then voted on (6 to 3) in favor of sending this project back to the developer to re-do the plan to improve laneway use between their project and ORA(Strata plan EPS1236). We were approached by the Landa group and did meet as they mentioned that they had a new plan that “addressed most of our laneway concerns”.

Unfortunately, the meeting did not address our valid concerns.

Main Points

- Total expansion to the current existing laneway is still just 1.5 meters, an increase in total width of 25%.
- This new width is to cover virtually all commercial traffic servicing both the new condo development (350 units) and the hotel (180 suites) IN ADDITION TO CURRENT ORA NEEDS. Such vehicles could be garbage, recycling, busses, vans, service trucks (plumbers, electricians, renovations, painters, food, beverage, move in move out, Shaw, Telus, restorations, etc).
- Landa group mentioned that most trucks would park on their property by backing into spaces provided. This clearly will not work, as to back into those few spaces, the trucks will require to utilize the laneway to maneuver thus stopping ALL traffic just as we do experience today.
- At the same time only 4 total spaces are there for all trucks. Including just one for the bus. Overflow will for sure end up in the LANEWAY blocking traffic.

We, therefore, stress again the Landa plan is not workable neither for us nor for them utilizing this one laneway.

Compared to Burnaby, the traffic planning in Richmond is a little bit out-of-date. The most significant example is the new river road, which soon become another congested road. High-rise apartment areas have a very dense traffic flow that needs to be taken into account during urban planning.

We invite you to visit our strata and get to know the situation in person. We do have some ideas to share with you.

Yours sincerely,

Letian Li

President of Council,

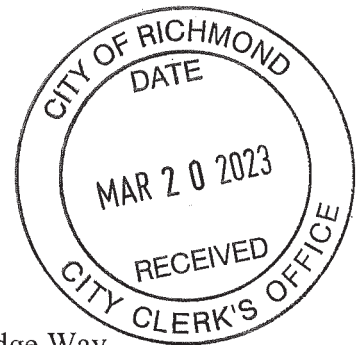
Strata Plan EPS1236

From: Letian Li <council@orabc.info>
Sent: March 17, 2023 8:47 PM
To: MayorandCouncillors
Subject: Reference - Landa Development permit application for 6851-6871 Elmbridge Way
Attachments: Letter to City Councilors re Landa development - EPS1236.pdf

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

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Yours sincerely,

Letian Li

President of Council,

Strata Plan EPS1236



The Owners,
Strata Plan EPS1236

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The Owners,
Strata Plan EPS1236

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Yours sincerely,

Letian Li

President of Council,

Strata Plan EPS1236

From: Eng, Kevin
Sent: March 17, 2023 12:36 PM
To: 'Nana Baby'
Cc: Letian Li; Hingorani, Sonali; CityClerk; Gillanders, Laura
Subject: RE: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

Hi Lam,

Thank you for your email providing additional comment and questions. This email will be provided to Mayor and Councillors as public correspondence received for the rezoning application at 6851/6871 Elmbridge Way (note: your contact information will not be disclosed as per your request). The following is a status update as requested:

- At the December 19, 2022 Public Hearing, the rezoning application was referred back to staff for further review.
- City staff and the applicant's project team are reviewing and are looking to bring forward a revised rezoning proposal to Council for consideration, that includes project revisions and responses to the issues raised at Public Hearing.

The project team from Landa did undertake some additional outreach with various representatives from the Ora development earlier in February 2023. If you would like to find out additional information about this outreach, please contact either your strata council/residential property manager. If you wish, you can also directly contact the Landa project lead that coordinated this outreach (Chi Chi Cai with the Pooni Group; chichi@poonigroup.com) to obtain information about the outreach conducted.

In relation to your comments and questions in your email, I am providing the following information and responses:

- For traffic, parking and vehicle stopping concerns noted within the lane, complaints or concerns can be submitted directly to Community Bylaws – Parking (bylawrequest@richmond.ca or via phone at 604-276-4345, Monday-Friday, 8:15-5:00pm) for review and follow-up as necessary.
- The matter of the convex mirrors that have been installed in the lane has been reviewed by City staff and I am providing their comments on this matter:
 - The City of Richmond does not install or permit to be installed, convex mirrors on City land/right-of-ways due to the traffic safety issues around:
 - reverse image will create confusion at higher speeds;
 - maintenance and vandalism;
 - distorted/small image;
 - headlight glare;
 - potential for driver's attention to be taken up and away from the road.
- For the concerns about traffic issues in the lane and impacts as a result of the proposed Landa development, project responses are being reviewed that would potentially remove hotel passenger pick-up and drop-off functions from the lane and relocate these activities to within the development's parkade. Furthermore, options are being explored to bring forward revisions that would minimize the amount of additional traffic in the lane as a result of the Landa development and require a majority of vehicle trips to the site to utilize the new west road access. The staff report on this rezoning, once completed and Planning Committee date confirmed, will be available to the public for review. Please feel free to contact me to receive additional information on the anticipated timing of when the report will be available and considered by Council.
- The City's current classification of River Road (arterial) and Elmbridge Way (City Centre collector road) does not permit direct access for development site's due to traffic operations and safety reasons. As a result, access from either River Road or Elmbridge Way for new developments is not permitted or supported by City regulations.

Regards,
Kevin Eng
Senior Planner, Policy Planning Department, City of Richmond
604-247-4626; keng@richmond.ca; www.richmond.ca

From: Nana Baby [REDACTED]
Sent: March 9, 2023 3:19 PM
To: Eng, Kevin <KEng@richmond.ca>
Cc: Letian Li <council@orabc.info>; Hingorani, Sonali <SHingorani@richmond.ca>; CityClerk <CityClerk@richmond.ca>; Gillanders, Laura <LGillanders@richmond.ca>
Subject: Re: Traffic impact caused by 6851-6871 Elmbridge Way in the Oval Village of Richmond

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello Kevin,

Hope this email finds you well!

It has been almost 3 months since we last contacted each other. I am not sure if the design consultants of the Landa development have contacted Ora's Strata Council or City of Richmond regarding the traffic issue. I just want to recall why I have serious concerns about the East Lane traffic. Below links are the videos taken today at 8:20am. I almost hit a car when I exited the residential parking entrance because there were two trucks parking next to the entrance and they blocked the view.

Front - <https://youtu.be/B8FAQOF5IeM>

Rear - <https://youtu.be/MBdgl2qoF80>

I always check the mirror when I am in the parking lot area. I saw the recycling pick up worker coming into our building so that I knew that there was at least one truck parking next to the entrance. Today, there were two trucks and one on each side. The trucks blocked the view so I checked the two mirrors which were in front of the entrance. Then, I moved slowly and checked both sides again before turning to the right. But still, I almost hit a car! I guess that driver was not a resident here. If he was, he would know that there was a parking entrance and would slow down the speed. Maybe he didn't see that there was a car coming out because the truck blocked his view too. Anyways, it was dangerous! And I checked the videos and found that he didn't enter the public parking lot either. He was just using this lane as a shortcut.

The Landa development will propose a parking entrance and a loading bay right opposite to Ora's residential and public parking entrances. It will be like having a 4-way traffic intersection. My concerns are:

Will they remove the existing two mirrors?

What measures will be provided to control the traffic, to avoid car accidents and to minimise traffic jams?

Is it possible to relocate the proposed parking entrance to Elmbridge Way or to River Road?

I wish that the design consultants didn't play around with the numbers to fool us or propose measures that could be changed by the future Landa's Strata Council.

Please update me the planning status and provide me the revised traffic arrangement when available. Thank you!

*****I don't want to disclose my personal contact information such as email address and phone number to the public. Please cross out this information if our email correspondences will be included in the Public Hearing.*****

Regards,

Lam

SCHEDULE D

PROPOSED
NEW SETBACK

RIVER ROAD

CROSS WALK

NEW WEST ROAD

CROSS WALK

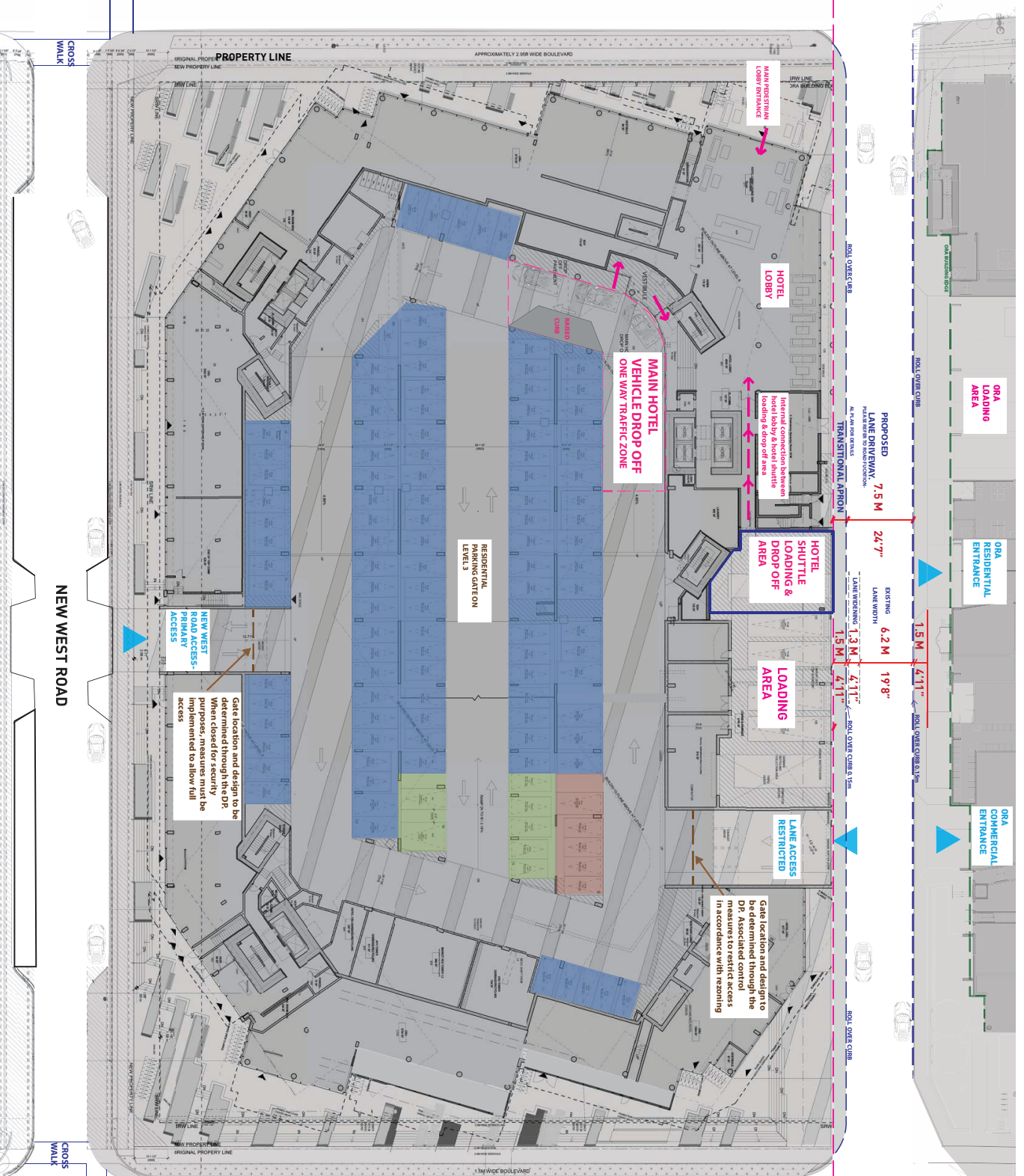
CROSS WALK

ELMBRIDGE WAY

PROPOSED
NEW SETBACK

DIRECTIONAL SIGNAGE
AND VEHICLE ENTRANCE
SIGNAGE TO BE DETERMINED
THROUGH DP

CNCL - 292





**City of
Richmond**

Rezoning Considerations

Revised March 20, 2023

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 6851 and 6871 Elmbridge Way

File No.: RZ 17-782750

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10423, the developer is required to complete the following:

1. (Lot Consolidation) Consolidation of all the lots (6851 and 6871 Elmbridge Way) into one development parcel.
2. (Dedications/SRW/Road Functional Plan) Securing of the following road dedications and Statutory Right-of-Ways (SRW):
 - 2.1. River Road – Road dedication and SRW for applicable frontage works and improvements. Along the subject site's entire River Road frontage, provide for a minimum 0.5 m wide road dedication and 2.0 m wide SRW.
 - 2.2. New West Road – Road dedication for the construction of a new City road. Along the subject site's entire west frontage between Elmbridge Way and River Road, provide for a minimum 18 m wide road dedication.
 - 2.3. Elmbridge Way – Road dedication for applicable frontage works and improvements and other road upgrades. Along the subject site's entire Elmbridge Way frontage, provide for a minimum 0.3 m wide road dedication.
 - 2.4. Lane – SRW for applicable lane works and improvements. Along the subject site's entire east frontage along the existing lane, provide for a minimum 3.0 m wide SRW.
 - 2.5. Corner cut provisions:
 - 2.5.1. At the subject site's north west corner (River Road and New West Road intersection) and south west corner (Elmbridge Way and New West Road intersection), provide for a minimum 4 m x 4 m corner cut road dedication.
 - 2.5.2. At the subject site's north east corner (River Road and lane intersection) and south east corner (Elmbridge Way and lane intersection), provide for a minimum 3 m x 3 m SRW.
 - 2.6. All road dedication and SRW dimensions are preliminary and subject to change. Confirmation of the road dedication and SRW dimensions will be through the submission and approval of the road functional plan for the project. The road dedication and SRW dimensions provided for in Section 2. will be required to be amended to be compliant with the approved road functional plan.
 - 2.7. The SRW's referenced in Section 2. shall provide for:
 - 2.7.1. 24 hour-a-day, year-round public pedestrian access in the form of paved walkway(s) and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, storm water management measures and universal accessibility provisions, to the City's satisfaction;
 - 2.7.2. Vehicle use of driveways and driveway crossings (e.g., by owners, operators, tenants, visitors, and car-share operator and users), provided that this activity does not compromise the safe and convenient public pedestrian use of the SRW area;
 - 2.7.3. Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities; and

- 2.7.4. Permanent building encroachments, provided that any such encroachments do not comprise the quality, functionality, safety, or amenity of the SRW area or associated landscape features, as determined to the satisfaction of the City and specified in the approved Development Permit*, including weather protection, habitable portions of the building, and similar structures and building projections, provided that such features are a minimum clear distance of 2.5 m (8.2 ft.) above the finished grade of the SRW area or as otherwise specified in an approved Development Permit*.
 - 2.7.5. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be at the sole cost and responsibility of the owner/developer, unless otherwise determined and approved by City staff. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. After completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
 - 2.7.6. The SRW shall not provide for gates or similar barriers to public access (e.g., chains), except in association emergency, maintenance, repair, or other City-authorized closures.
3. (Road Functional Plan) Submission and approval of the road functional plan, addressing all City requirements, to the satisfaction of the Director of Transportation.
4. (Driveway – New West Road and Lane) Registration of a legal agreement on title ensuring that the only means of vehicle access is through one driveway crossing to the new west road and one driveway crossing to the lane and that there be no access provided along River Road or Elmbridge Way. The legal agreement shall also note the following:
 - 4.1 Reference lane access restrictions being secured through other legal agreement (Item 30).
 - 4.2 Reference new west road access operational requirements secured through other legal agreement (Item 31).
5. (Aircraft Noise) Registration on title of a standard City of Richmond (mixed use) aircraft noise sensitive use covenant.
6. (Flood Protection) Registration on title of a standard City of Richmond (“Area A”) flood indemnity covenant.
7. (Mixed Use) Registration of a covenant on title that identifies the building as a mixed use building and includes the following provisions:
 - 7.1. That the design is required to mitigate unwanted noise and avoid noise generated from the internal use from penetrating into residential areas.
 - 7.2. Notify residential tenants of potential noise and/or nuisance that may arise due to proximity to retail, restaurant and other commercial uses and activities.
8. (No Rental/Age Restrictions) Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
9. (Adjacencies) Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and

increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.

10. (Hotel Suite/Room – No dwelling or stratification) Registration of a legal agreement on title identifying that the hotel suites/rooms associated with the hotel component of this project are:
 - 10.1 Not permitted to be used as dwelling units and cannot include kitchens and/or other facilities typical of a dwelling unit; and
 - 10.2 Hotel rooms and suites cannot be subdivided into individual strata lots.
11. (Shared parking) Registration of a legal agreement on title related to the sharing of residential visitor parking stalls with non-residential parking stalls (commercial uses) to the satisfaction of the City and specified in the approved Development Permit where applicable and includes the following provisions:
 - 11.1. Non-residential (commercial) and residential visitor parking stalls can be shared.
 - 11.2. Shared parking stalls are not permitted to be assigned and/or reserved to a particular use or user.
 - 11.3. Shared parking stalls are not permitted to be arranged in a tandem configuration.
 - 11.4. Implement the applicable signage to clearly identify shared parking stalls.
12. (Transportation Demand Management Measures) Registration of the following legal agreement(s) on title related to this projects transportation demand management measures to the satisfaction of the City and specified in the approved Development Permit where applicable:
 - 12.1 Registration of a legal agreement for a transit pass program (residential) that includes the following provisions:
 - 12.1.1 Monthly two zone transit passes are to be provided for 1 year for 40% of the market residential units.
 - 12.1.2 Market residential dwelling units that do not have an assigned parking stall are to be granted first right of refusal pertaining to access to the monthly two zone transit passes. Otherwise, market residential dwelling units shall be distributed transit passes on a first come/first serve basis.
 - 12.1.3 Monthly two zone transit passes are to be provided for 1 year for 100% of the affordable housing Low End Market Rental (LEMR) units.
 - 12.1.4 Monthly two zone transit passes are to be provided for 1 year for 40% of the non-residential parking stalls (1 transit pass for each stall) and are to be provided to the non-residential uses on a first come/first serve basis.
 - 12.1.5 Program duration shall be when all applicable transit passes have been distributed or after a period of not less than 3 years from the date of full occupancy being provided by the City on the applicable building permit application.
 - 12.1.6 Require the submission of letters of credit for each of the residential and non-residential transit pass programs, the amount to be based on the value of the total number of transit passes (at the time of the registration of the legal agreement) plus a 5% contingency.
 - 12.1.7 The owner/developer shall be responsible for keeping all records that documents the distribution of the transit passes in accordance with the provisions of this legal agreement for submission and approval to the City as part of the process to release the submitted letters of credit.
 - 12.2. Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains cycling facilities to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:
 - 12.2.1. Residential
 - Provides for an additional 25% of Class 1 bicycle parking above Zoning Bylaw requirements.
 - Bicycle maintenance/repair facilities (one for each residential tower) that shall include a minimum of a bike repair stand with tools and manual operated pump with pressure gauge.

- Battery charging provisions are to be provided for all Class 1 bicycle parking
- Provides for an additional 5% of Class 2 bicycle parking above Zoning Bylaw requirements to support locations for public shared e-bike/e-scooter parking.

12.2.2. Non-Residential

- Provides for an additional 25% of Class 1 bicycle parking above Zoning Bylaw requirements.
- Provide for end of trip facilities to service non-residential uses that be required to provide for secured rooms with water closets, wash basins, showers and change rooms.
- Battery charging provisions are to be provided for all Class 1 bicycle parking
- Provides for an additional 5% of Class 2 bicycle parking above Zoning Bylaw requirements to support locations for public shared e-bike/e-scooter parking .

12.2.3. General - Prohibits the conversion of any end-of-trip facilities or bicycle maintenance/repair facility to any other use.

12.3. Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains not less than 5 parking stalls dedicated for carpooling use to the satisfaction of the City as specified in the approved Development Permit.

12.4. Registration on title of a legal agreement, to the satisfaction of the City, for the purpose of securing the developer/owner's commitment towards implementing, at the developer/owner's sole cost, a car-share strategy comprised of designated car-share parking spaces, car-share vehicles, and contractual arrangements with a car-share operator, to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:

12.4.1. Two (2) car-share parking spaces located together on the subject site where they will be secure, universally-accessible, and provide for safe and convenient 24/7 public pedestrian and vehicle access, as determined to the City's satisfaction;

12.4.2. Operating electric vehicle (EV) quick-charge (240V) charging stations for the exclusive use of and simultaneous charging of the car-share vehicles parked in the required car-share spaces; and

12.4.3. Pedestrian and vehicle access, signage, lighting, and other features necessary to the operation of the car-share facility and vehicles as determined to the satisfaction of the City.

12.4.4. The required car-share spaces shall be provided by the developer/owner in addition to that parking provided to satisfy Zoning Bylaw parking requirements with respect to residential and non-residential uses on the lot.

12.4.5. Users of the car-share spaces shall not be subject to parking fees or EV charging fees, except as otherwise determined at the sole discretion of the City.

12.4.6. The developer/owner shall, to the City's satisfaction, enter into a contract with a car-share operator for the operation of the car-share parking facility for a minimum term of three (3) years, which contract shall require, among other things, that:

12.4.6.1 The developer/owner provides two (2) car-share cars at no cost to the operator;

12.4.6.2 The car-share cars shall be electric vehicles, unless otherwise determined to the satisfaction of the car-share operator and the City; and

12.4.6.3 The required car-share parking facility and vehicles will be 100% available for use upon the required occupancy of the car-share parking facility, as determined to the satisfaction of the City

12.5. Registration on title of a legal agreement that would provide for a minimum of 10% of the total parking spaces for non-residential use with EV charging infrastructure (outlets to support Level 2 EV charging infrastructure) to the satisfaction of the City, in an approved Development Permit as specified in the approved Development Permit.

13. (Parking – Richmond Olympic Oval) Registration on title of a legal agreement or SRW that would provide provisions for special event parking for the Richmond Olympic Oval facility on the subject development site to

the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:

- 13.1. Provides not less than 52 parking stalls that can be reserved by the Richmond Olympic Oval during special events where high parking demands are anticipated. There shall be no fee charged to the Richmond Olympic Oval for reserving the stalls upon advanced notice. Developer/owner retains the ability to charge users of the parking stalls at the applicable rate subject to the limitations specified in 13.3.
- 13.2. The 52 parking stalls are required to be generally located in one consolidated area of the subject development on-site parking structure for ease of use/wayfinding and management.
- 13.3. Pay parking provisions applicable to the 52 parking stalls cannot exceed the pay parking rates at the Richmond Olympic Oval.
- 13.4. No barriers or other physical measures blocking or restricting access to these 52 parking stalls is permitted, unless approved by the City, with the exception of signage during special event periods.
- 13.5. A specified advanced notice period will be provided to allow the Richmond Olympic Oval to reserve these 52 parking spaces during special events.
- 13.6. Include other terms and conditions to the satisfaction of the City and developer/owner.

14. (New West Road – Temporary Partial Closure) Registration of a legal agreement that notifies that the new west road access is required to be maintained and fully operational during temporary partial closures of the new west road during special events. During temporary special event road closures, operational adjustments to the new west road, including but not limited to local traffic only restrictions to ensure access to the new west road driveway access is maintained for the subject development.

~~14. (Driveway – New West Road) Registration on title of a legal agreement that provides for the temporary closure of the driveway/vehicle access along the subject site's new west road frontage during special events when operational adjustments to all or a portion of the new west road or other roads in the surrounding area are required to accommodate special events.~~

15. (Affordable Housing – LEMR) Registration of the City's standard Housing Agreement to secure 35 affordable housing Low End Market Rental (LEMR) units, the combined habitable floor area of which shall comprise at least 10% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
Studio	3 units	37 m ² (400 ft ²)	\$811	\$34,650
1-Bedroom	10 units	50 m ² (535 ft ²)	\$975	\$38,250
2-Bedroom	11 units	69 m ² (741 ft ²)	\$1,218	\$46,800
3-Bedroom	11 units	91 m ² (980 ft ²)	\$1,480	\$58,050

* Unit mix in the above table may be adjusted through the Development Permit Process provided that the total area comprises at least 10% of the subject development's total residential building area.

** May be adjusted periodically as provided for under adopted City policy and/or in accordance with the Housing Agreement..

- 15.1. Full and unlimited use by the LEMR unit occupants of the following on-site features (at no charge or additional fee), which may include, but may not be limited to:
 - 15.1.1. Indoor and outdoor amenity spaces intended for the exclusive or shared use of the LEMR unit occupants;
 - 15.1.2. Waste management and loading facilities intended for the exclusive or shared use of the LEMR unit occupants; and

15.1.3. On-site parking, “Class 1” bike storage and supporting bicycle repair/maintenance facilities, and related electric vehicle (EV) charging stations intended for the exclusive or shared use of the LEMR unit occupants.

16. (Indoor and Outdoor Amenity) Registration of a legal agreement on title that would apply to the on-site residential indoor and outdoor amenity areas to ensure they are made fully accessible for shared use by all residents (market strata unit occupants and affordable housing LEMR unit occupants) to the satisfaction of the City as specified in the approved Development Permit.
17. (District Energy Utility) Registration of a restrictive covenant and statutory right of way and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU) and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- 17.1. No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
- 17.2. If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
- 17.2.1. the owner designs, to the satisfaction of the City and the City's DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to provide any combination of heating, cooling, and/or domestic hot water heating to the building(s), as directed by the City's service provider (LIEC), to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
- 17.2.2. the owner enters into an asset transfer agreement with the City and/or the City's DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City's DEU service provider, at no cost to the City or City's DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site. Such restrictive covenant and/or asset transfer agreement shall include a warranty from the owner with respect to the on-site DEU works (including the low carbon energy plant) and the provision by the owner of both warranty and deficiency security, all on terms and conditions satisfactory to the City;
- 17.3. The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed by the City and the City's DEU service provider, LIEC.
- 17.4. If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless, and until:
- 17.4.1. the building is connected to the DEU;
- 17.4.2. the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
- 17.4.3. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- 17.5. If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
- 17.5.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;

- 17.5.2. the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide any combination of heating, cooling and/or domestic hot water heating to the building(s), as directed by the City's service provider, which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
- 17.5.3. the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
- 17.5.4. prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
- 17.5.5. prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- 17.6. If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
 - 17.6.1. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - 17.6.2. the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

- 18. (Cash-in-lieu of Community Amenity Facility) City's acceptance of the developer's voluntary contribution of \$6,022,453, to be deposited into either the (1) Richmond's Leisure Facilities Reserve Fund – City Centre Facility Development Sub-Fund and/or (2) Richmond's Child Care Reserve, at the sole discretion of the City, in lieu of constructing community amenity space on-site, as determined based on a Construction-Value Amenity Transfer Contribution Rate of \$809/ft² and an amount of amenity transferred off-site based on 5% of the maximum VCB buildable floor area permitted on the subject site under the proposed High Density Mixed Use (ZMU52) – Oval Village (City Centre) zone, as indicated in the table below.

Use	Maximum Permitted VCB Bonus Floor Area Under the ZMU52 Zone	VCB Community Amenity Space Area (5% of Bonus Area)	Construction-Value Amenity Transfer Contribution Rate	Minimum Voluntary Developer Cash Contribution
TOTAL	13,832 m ² (148,887 ft ²)	691.6 m ² (7,444 ft ²)	8,708/m ² (\$809/ft ²)	\$6,022,453 (*)

* In the event that the contribution is not provided within one-year of the application receiving third reading of Council (Public Hearing), the Construction-Value Amenity Transfer Contribution Rate shall be increased annually thereafter based on the Statistics Canada "non-Residential Building Construction Price Index" yearly quarter-to-quarter change for Vancouver, where the change is positive.

- 19. (Public Art) City acceptance of the developer's offer to voluntarily contribute towards Public Art, the terms of which voluntary developer contribution shall include:
 - 19.1. Prior to rezoning adoption, registration of legal agreement(s) on title to facilitate the implementation of an approved Public Art Plan for the subject site, together with the ongoing management and maintenance of the artwork(s) and related considerations, which Plan shall be prepared by an appropriate professional based on:
 - 19.1.1. The Richmond Public Art Program, City Centre Public Art Plan, and applicable supplementary public art and heritage planning resources, together with review(s) by the Public Art Advisory Committee and presentation for endorsement by Council, as determined to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services; and

- 19.1.2. A value of at least \$330,781 or the product of the applicable Council-approved contribution rate in effect at the time of Development Permit approval and the maximum buildable floor area permitted under the subject site's proposed ZMU52 zone (excluding permitted floor area exemptions), whichever is greater, as generally indicated in the table below

Use	Exemptions	Applicable Floor Area	Min. Rate (1)	Min. Contribution (2)
Residential	Affordable Housing 2,767 m ² (29,781 ft ²)	25,755 m ² (277,232 ft ²)	0.93/ft ²	\$257,826
Commercial	N/A	13,832 m ² (148,887 ft ²)	0.49/ft ²	\$72,955
			TOTAL	\$330,781

- (1) Rates (applicable to maximum permitted buildable floor area) in effect at the time of writing these Rezoning Considerations.
- (2) The actual value of the developer contribution shall be confirmed and updated, as necessary, based on the floor areas approved through the Development Permit*. In addition, in the event that the developer contribution is not provided within one year of the rezoning application receiving third reading of Council (Public Hearing), the Minimum Developer Contribution Rate shall be revised to comply with the Council-approved contribution rates in effect at the time of rezoning bylaw adoption, where the change is positive.
- 19.2. “No development” shall be permitted on the subject site, restricting Development Permit*, until the developer:
- 19.2.1. Enters into any additional legal agreement(s) required to facilitate the implementation of the City-approved Public Art Plan (e.g., statutory rights-of-way for public access), which may require that, prior to entering into any such additional agreement, a Detailed Public Art Plan is prepared/submitted by the developer and/or an artist(s) is engaged (as generally set out in the Public Art Plan submitted prior to rezoning adoption), to the City's satisfaction; and
- 19.2.2. Submits a Letter of Credit or cash (as determined at the sole discretion of the City) to secure the developer's implementation of the Public Art Plan or Detailed Public Art Plan, as applicable, the value of which shall be at least \$330,781.
- 19.3. “No occupancy” shall be permitted on the subject site, restricting Building Permit* inspection granting occupancy of a building on the subject site, in whole or in part, until:
- 19.3.1. The developer, at the developer's sole expense, commissions an artist(s) to conceive, create, manufacture, design, and oversee or provide input about the manufacturing of the public artwork(s), and causes the public artwork(s) to be installed on City property, if expressly permitted by the City, or within a statutory right-of-way on the developer's lands (which right-of-way shall be to the satisfaction of the City for rights of public passage, public art, and related purposes, in accordance with the City-approved Public Art Plan or Detailed Public Art Plan, as applicable);
- 19.3.2. The developer, at the developer's sole expense and within thirty (30) days of the date on which the public art is installed, executes and delivers to the City a transfer of all of the developer's rights, title, and interest in the public artwork to the City if on City property or to the subsequent Strata or property owner if on private property (including transfer of joint world-wide copyright) or as otherwise determined to be satisfactory by the City Solicitor and Director, Arts, Culture, and Heritage Services; and
- NOTE: It is the understanding of the City that the artist's rights, title, and interest in the public artwork will be transferred to the developer upon acceptance of the artwork based on an agreement solely between the developer and the artist. These rights will in turn be transferred to the City if on City property, subject to approval by Council to accept the transfer of ownership of the artwork.
- 19.3.3. The developer, at the developer's sole expense, submits a final report to the City promptly after completion of the installation of the public art in respect to the City-approved Public Art Plan or Detailed Public Art Plan, as applicable, which report shall, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services, include, but may not be limited to:

- 19.3.3.1. Information regarding the siting of the public art, a brief biography of the artist(s), a statement from the artist(s) on the public art, and other such details as the Director of Development and Director, Arts, Culture, and Heritage Services may require;
- 19.3.3.2. A statutory declaration, satisfactory to the City Solicitor, confirming that the developer's financial obligation(s) to the artist(s) have been fully satisfied;
- 19.3.3.3. The maintenance plan for the public art prepared by the artist(s); and
- 19.3.3.4. Digital records (e.g., photographic images) of the public art, to the satisfaction of the Director of Development and Director, Arts, Culture, and Heritage Services.

Notwithstanding the afore mentioned statement, if occupancy of the subject site is permitted to proceed in stages (e.g., tower-by-tower), "no occupancy" shall be permitted of any market (strata) residential units on the lot unless the required public art features and related requirements are complete to the City's satisfaction.

- 20. (City Trees – Off-site) The City's acceptance of the developer's voluntary contribution to the City's Tree Compensation Fund (for the removal of 2 City trees) in the amount of \$5,250.
- 21. (Trees – On-site) The submission of a tree replacement security (Letter of Credit) in the amount of \$9,000
NOTE: This tree replacement security shall be returned to the developer upon issuance of a Development Permit* that includes the required replacement trees and the developer's submission of the Development Permit* Landscape Security for the installation of on-site landscaping including the replacement trees.
- 22. (Community Planning) City acceptance of the developer's voluntary contribution in the amount of \$129,233 (i.e. \$0.31/ft² of buildable area, excluding affordable housing) to future City community planning studies, as set out in the City Centre Area Plan.
- 23. (AZR Building Height Confirmation) Submission of a letter, prepared by a registered surveyor, confirming that the proposed maximum building height of 47 m (154 ft.) GSC complies with AZR requirements
- 24. (Development Permit) The submission and processing of a Development Permit*, completed to a level deemed acceptable by the Director of Development.
- 25. (Final Adoption Deadline) Subject to Council consideration of Zoning Amendment Bylaw 10423 and to ensure this application, proceeding in accordance with the LEMR policy in place prior to November 15, 2021, moves forward to adoption in a timely manner, the rezoning is to be adopted no later than ~~November 15, 2023~~ April 15, 2024. If the rezoning application is not ready for adoption by ~~November 15, 2023~~ April 15, 2024, a staff report will be brought forward to Council providing an update on the status of the application and recommendation(s) on whether the rezoning application should be revised to comply with the current City policy.
- 26. (Servicing Agreement) Enter into a Servicing Agreement(s)* for the design and construction, at the developer's sole cost, of full upgrades across the subject site's frontages, together with various engineering and transportation works, to the satisfaction of the City. Prior to rezoning adoption, all Servicing Agreement* works must be secured via a Letter(s) of Credit, as determined by the City. All works shall be completed prior to first occupancy of the building on the site, in whole or in part (excluding parking intended as an ancillary use to non-parking uses on the site), unless otherwise permitted by the City and set out in a City-approved Phasing Agreement registered on title, to the satisfaction of the Director, Engineering, Director, Transportation, and Director, Development.
 - 26.1. Engineering Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of water, storm sewer, sanitary sewer, frontage improvements, and general engineering

works to the satisfaction of the Director, Engineering, which works shall include, but may not be limited to, those set out in **Schedule A** to the revised rezoning considerations (March 20, 2023).

- 26.2. Transportation Servicing Agreement* Requirements: The developer shall be responsible for the design and construction of road, lane, frontage and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in **Schedule B** to the revised rezoning considerations (March 20, 2023) and the final road functional plan to be submitted and approved in accordance with Item 3.
27. (Loading Spaces) Registration of a legal agreement on title related to the sharing of all on-site loading spaces between non-residential uses (i.e., commercial) and residential uses and specifies that the loading spaces cannot be assigned to a particular user to the satisfaction of the City.
28. (Hotel Shuttle – Vehicle Size) Registration of a legal agreement on title to identify a maximum vehicle size of a medium-sized truck (i.e., SU-9) that will service the hotel component of the development as a hotel shuttle.
29. (Maximum Truck Size) Registration of a legal agreement on title that ensures a maximum vehicle size of a medium sized truck (i.e., SU-9) for any truck servicing the subject site and/or utilizing on-site loading spaces and prohibits large-sized trucks (i.e., WB-17) from servicing the subject development to the satisfaction of the City.
30. (Lane Access Restrictions) Registration of a legal agreement on title that places access restrictions for the lane access driveway to the subject development's parkade to the satisfaction of the City and includes the following provisions:
 - 30.1. Restrict lane access to hotel guests (enter only from the lane) and on-site employees (enter and exit from the lane).
 - 30.2. Require installation of a control measure (i.e., gate) to prevent access to and from the lane.
 - 30.3. Implement appropriate electronic security control infrastructure (i.e., intercom system and/or electronic security device – FOB) at the lane access entrance and lane access exit that will be programmed and operated to limit access to only those users identified in this legal agreement (i.e., hotel guests and on-site employees).
 - 30.4. Applicable control measures (i.e., gates) and existing security control measures to be identified and noted on the Development Permit plans and designed to the satisfaction of the City.
31. (New West Road Access – Operational Requirements) Registration of a legal agreement on title that identifies the new west road access as the primary vehicle access to the subject development's parkade and require the following parameters to ensure full access to the satisfaction of the City and includes the following provisions:
 - 31.1. Any control measures (i.e., gate) installed along the new west road access to the subject development's parkade is to remain open during the hours of operation of the non-residential uses in the development.
 - 31.2. Implement appropriate electronic security control infrastructure (i.e., intercom system and/or electronic security device – FOB) at the new west road access to allow for full access to all residential, non-residential and other users requiring access to the subject development's parkade when the control measure (i.e., gate) is closed for security purposes.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Rezoning Requirements: Submit a signed/sealed letter (with an itemized list) from the project architect confirming that the Development Permit* building/landscape design complies with the terms of the development's Rezoning Considerations (RZ 17-782750) and related required legal and Servicing Agreement* requirements.

2. BC Energy Step Code & District Energy Utility (DEU): Incorporate measures in the Development Permit* plans and, as applicable, register additional legal agreement(s), to the City's satisfaction, with respect to measures facilitating the development's compliance with applicable BC Energy Step Code requirements and the future connection of the lands to a City DEU system. This may include, but shall not be limited to, providing for the developer's construction and future transfer of an on-site low carbon energy plant to the City, at no cost to the City (on the basis of which, the development's Step Code level may be relaxed as permitted under City bylaw).
3. Aircraft Noise: Complete an acoustical and thermal/mechanical report and recommendations, prepared by an appropriate registered professional, which demonstrate that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements.
4. Richmond Fire Department (RFD): Satisfy design review requirements, which may include, but may not be limited to, addressing (e.g., visible from the street, contrasting colours); fire hydrant measurements (e.g., principle entrance, RFD connection); fire panel (e.g., operation sequence, stages, elevator operation); RFD connection (e.g., inter-connected, connections at amenities, podium roof, other accessible rooftops and open spaces); fire ratings (e.g., podium); RFD access route measurements (e.g., widths, lengths, dead ends); smoke control measures (e.g., vestibules, stairwells, kitchens); tank permits (e.g., emergency generator); emergency generator (e.g., power) and the spaces serviced (e.g., firefighter elevator, annunciator panel, emergency lights); designated firefighter elevator; firefighter voice communication; fire extinguisher installation areas (e.g., measurements); and alarm-activated front door release.
5. Transportation Item Approvals: Additional design development, supporting information and site plan revisions to address the following matters to the satisfaction of the Director of Transportation:
 - Additional design development of on-site loading and garbage/recycling pick-up service areas, including any requested variances to on-site loading requirements (i.e., no requirement for a large-size loading WB-17 space).
 - ~~Additional design development and revisions to the hotel pick-up/drop-off provisions for this project.~~
 - Submission and approval of the Final road functional plan, addressing all City requirements, to the satisfaction of the Director of Transportation.
6. Additional requirements and legal agreements: As determined to the satisfaction of the City through the processing of the Development Permit Application.
7. Landscape Security: Register a legal agreement on title and submit a Letter(s) of Credit for landscaping, based on a cost estimate provided by a CSLA registered landscape architect (including 10% contingency), excluding landscape works that are subject to a Servicing Agreement* Letter of Credit.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

SIGNED COPY ON FILE

Signed

Date

RZ 17-782750

Engineering*Servicing Agreement* Requirements*

A servicing agreement is required to design and construct the following works.

1) Water Works:

- a) Using the OCP Model with the water main upgrades proposed below, there will be 493.0 L/s of water available at a 20 psi residual at the River Road frontage, and 425.0 L/s of water available at a 20 psi residual at the Elmbridge Way frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on building permit designs.
 - ii) Install approximately 155 m of new 200 mm water main along the new north-south road and tie in to the existing water mains on River Road and Elmbridge Way, complete with fire hydrants per City spacing requirements.
 - iii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for commercial land use.
 - iv) Provide a right-of-way for the proposed water meter. Exact right-of-way dimensions to be finalized during the servicing agreement process.
 - v) Obtain approval from Richmond Fire Rescue for all fire hydrant locations, relocations, and removals, as required.
- c) At Developer's cost, the City is to:
 - i) Install one new water service connection complete with meter and meter box. Meter to be located onsite in a right of way.
 - ii) Cut and cap all existing water service connections to the development site, and remove meters.
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.

2) Storm Sewer Works:

- a) The Developer is required to:
 - i) Upgrade approximately 95 m of storm sewer along the Elmbridge Way frontage from manhole STMH127527 to the west property line of the development site, complete with new manholes, and remove existing storm sewer.
 - ii) Perform a storm capacity analysis based on the 2041 OCP condition to size the proposed storm sewer within Elmbridge Way, the proposed storm sewer in the new north-south road, and the potential upgrades along River Road. Minimum diameter shall be 600 mm. The capacity analysis shall be included within the servicing agreement drawings for the City's review/approval.
 - iii) Install approximately 155 m of new minimum 600 mm storm sewer within the proposed north-south road.
 - iv) Confirm, via the required capacity analysis, whether upgrade of the existing storm sewers along the River Road frontage from the west property line of the development site to the main conveyance on Hollybridge Way is required. If required per the capacity analysis and City of Richmond engineering design specifications, the upgrade of these storm sewers shall be added to the servicing agreement scope.
 - v) Remove the temporary drainage works along the River Road frontage and infill the existing ditch.
 - vi) Install a new headwall and storm sewer at the western edge of the proposed road improvements on River Road to direct drainage from the existing ditch to the west to the proposed storm sewer in the north-south road. A sump manhole will be required at the tie-in point to the proposed storm sewer.
 - vii) Provide a sediment and erosion control plan within the servicing agreement design.
- b) At Developer's cost, the City is to:
 - i) Install one new storm service connection, complete with inspection chamber.
 - ii) Cut and cap all existing storm service connections to the development site and remove inspection chambers.

- iii) Reconnect all existing catch basins and lawn basins to the proposed storm sewers.
- i) Complete all tie-ins for the proposed works to existing City infrastructure.

3) Sanitary Sewer Works:

- a) The Developer is required to:
 - i) Relocate into the roadway approximately 130 m of existing asbestos cement sanitary sewers along Elmbriidge Way from manhole SMH56401 to manhole SMH4575. Reconnect all existing connections to the new main.
 - ii) Upgrade and relocate into the roadway approximately 130 m of existing asbestos cement forcemain along the Elmbriidge Way frontage. The actual length of replacement required shall be determined by the predicted settlement amounts from the geotechnical report.
 - iii) Install one new sanitary service connection, complete with inspection chamber, off of the proposed sanitary sewer.
 - iv) After the existing sanitary sewers between manholes SMH56401 and SMH4575 are removed, discharge the existing statutory right-of-way along the south property line of the development site (plan number 47072). Prior to right of way discharge, the developer's consultant is required to submit a signed and sealed letter to the City stating that the AC sanitary main and related appurtenances have been removed and properly and legally disposed offsite. It is the developer's responsibility to coordinate with BC Hydro, Telus, Shaw, Fortis BC, and other private utility companies to confirm that there are no existing private utilities within the right of way prior to right of way discharge. Additional rights of ways may be required by those companies if private utilities exist within the City right of way.
- b) At Developer's cost, the City is to:
 - i) Cut, cap, and remove all existing sanitary connections and inspection chambers to the development site.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

4) Frontage Improvements:

- a) The Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground the overhead poles and lines along the development's River Road frontage. Any aboveground utility cabinets and kiosks required to underground the overhead lines and poles shall be located within the development site as described below.
 - (4) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - ii) Provide street lighting along all road frontages according to the following:

- a. River Road (South side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, 1 pedestrian luminaire, banner arms, and 1 duplex receptacle, but EXCLUDING any flower basket holders or irrigation.
- b. Elmbridge Way (North side of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, but EXCLUDING any pedestrian luminaires, banner arms, flower basket holders, irrigation, or duplex receptacles.
- c. New North-South "Pedestrian" Street @ west side of site (Both sides of street)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 8/Custom 5.9 m Height (LED) INCLUDING 1 street luminaire, flower basket holders, and 1 duplex receptacle, but EXCLUDING any banner arms or irrigation.
 - iii. For reference: Onni "Riva" (Drawing #615759-12-09)
- d. Lane @ east side of site (West side of lane)
 - i. Pole colour: Grey
 - ii. Roadway lighting @ back of curb: Type 8/Custom 5.9 m Height (LED) INCLUDING 1 street luminaire, but EXCLUDING any banner arms, flower basket holders, irrigation, or duplex receptacles.
 - iii. For reference: Onni "Riva" (Drawing #615759-12-09)

5) General Items:

- a) The Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a pre-load plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site (i.e. AC sanitary sewer, FRP forcemain, AC water mains, etc.) and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm sewers and sanitary sewers along the River Road and Elmbridge Way frontages, and the storm sewer along the public-right-of-passage lane along the east property line, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - iii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - iv) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - v) Enter into, SRW legal agreement that sets out Engineering's conditions associated with permitting the specific structures into the SRW, including but not limited to:
 - (1) Indemnification of City for any necessary maintenance/works the City has to undertake in the SRW.
 - (2) Cost of repair and any modifications would be the responsibility of the owner.
 - (3) Not liable for any damages or impacts to the encroaching structures as a result required maintenance/works.
 - (4) Owner should be responsible (at their cost) for any required modifications (including removal) made at the request of the City.

RZ 17-782750

Transportation

Servicing Agreement Requirements*

The developer shall be responsible for the design and construction of road, lane, frontage and related improvements, to the satisfaction of the Director of Transportation, which works shall include, but may not be limited to, those set out in Schedule B

1. Road Works:

The following cross-section descriptions are intended to describe “typical” conditions. The approved design may be required to vary from these “typical” conditions to address site-specific conditions and/or other requirements, as determined to the sole satisfaction of the City through the Servicing Agreement* design/approval processes. The actual details and scope of the frontage works required to be completed by the developer will be confirmed through the Servicing Agreement* review/approval process, to the satisfaction of the City. Prior to approval of the Servicing Agreement* design, the developer shall submit a **Final Road Functional Plan**, confirming all Transportation requirements, to the satisfaction of the Director, Transportation.

NOTE: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement* and Development Permit* review and approval processes. Landscape improvements may include, but shall not be limited to, street trees, landscaped boulevards, hard- and soft-scape features, street furnishings, decorative paving, and stormwater management measures. Measures that enhance the viability of City street trees are encouraged (e.g., continuous soil trenches, silva cell system, etc.), taking into account necessary coordination with City/private utilities and other infrastructure, as determined to the City's satisfaction.

At a minimum, the developer will be responsible for the design and construction of the following works to the satisfaction of the Director, Transportation.

a) **River Road**

Frontage Improvements (North Frontage: River Road)

1. Frontage improvements (measured from south to north):

- Site's new north property line and/or SRW
- 1.75 m wide concrete sidewalk.
- 0.43 m wide decorative bike path edge.
- 1.75 m wide asphalt off-road bike path.
- 1.5 m wide landscaped boulevard with street trees.
- Existing 0.15 m wide curb.

(Note: The above frontage elements require a total width of 5.43 m measured from behind the curb. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.

(Note: Final road functional plan to include (for works north of the edge of the 0.15 m wide curb from south to north):

- 4.3 m wide shared travel lane, along with appropriate pavement transition to the west.
- 3.3 m wide travel lane.
- Centreline of the existing River Road.

2. Multi-Use Path

The sidewalk, bike path edging strip and the off-road bike path (total width of 3.93 m measured from the curb) noted above is intended to provide a Multi-Use Path (MUP). Further notes:

- This MUP will be extended to future developments to the west over the whole block.
- The design (although on a smaller scale due to narrower frontage depth) is to follow that used in the building of the MUP on River Road and Hollybridge Way as part of the River Green development in the area. (Note: Refer to SA 11-564833 for design details).
- Further details of the MUP design, including bicycle ramp access from traffic lane, pavement marking, etc. will be defined through the Servicing Agreement detailed design process.

3. Pedestrian amenities

The required frontage improvements are to include the installation of a special crosswalk to accommodate pedestrian passage across River Road or cash equivalent, approx. \$110,000 ([refer to Section E](#)).

4. Existing driveway closures

All existing driveways along the development River Road frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, landscaped boulevard, concrete sidewalk, and off-road bike path per standards described above.

b) Elmbridge Way

Frontage Improvements (South Frontage: Elmbridge Way)

1. Frontage improvements (measured from north to south):

- Site's new south property line
- 2.0 m wide concrete sidewalk.
- 1.5 m wide landscaped boulevard with street trees.
- Existing 0.15 m wide curb.
- Additional cross sectional elements as required to accommodate left-turn lanes at West Road and special crosswalk, and other infrastructure modification works as determined in Final Road Functional Plan.

(Note: The above frontage elements require a total width of 3.5 m measured from behind the curb. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.

2. Existing driveway closures

All existing driveways along the development River Road frontages are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter, landscaped boulevard and concrete sidewalk per standards described above.

3. Existing special crosswalk

[The existing special crosswalk located mid-block of the subject site's Elmbridge Way frontage to be relocated to the east leg of the new west road/Elmbridge Way intersection.](#)

4. Left turn and lane configuration

[Along Elmbridge Way at the new west road and lane intersections, works to include left-turn provisions at the above intersections and appropriate lane configuration changes to ensure transitions to existing lane configuration and demonstrate lane continuity.](#)

c) New West Road

Frontage Improvements (West Frontage: New West Street)

1. Frontage improvements (measured from east to west):

- Subject site's new west property line.
- 2.0 m wide sidewalk.
- 0.5 m wide decorative concrete surface strip.
- 0.15 m wide curb and gutter at the back of each parking lane and around the curb extensions.
- 2.5 m parking lane with landscaped curb extensions. (Note: Parking lane to be replaced by curb extensions at mid-block).
- 7.0 m wide driving lane pavement surface.
- 2.5 m parking lane with landscaped curb extensions. (Note: Parking lane to be replaced by curb extensions at mid-block).
- 0.15 m wide curb and gutter at the back of each parking lane and around the curb extensions.
- 2.0 m wide concrete sidewalk.
- Appropriate grade transition as determined through the Servicing Agreement detailed design process.
- West property line of road dedication.

(Note 1: The above frontage improvements require a 18.0 m wide dedication across the subject site's entire west frontage. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.).

(Note 2: The grade transition along the west property line of the road dedication is to be confirmed through the SA detailed design process. The 2.0 m wide sidewalk may have to be reduced in width if more space is required for ground support).

(Note 3: The behind-the-curb frontage improvements along the west side of the road noted above are to be considered interim measures. As part of future redevelopment of the site immediately to the west, permanent frontage improvements that echo those built by the subject site, will be installed with additional dedication if necessary).

(Note 4: Through the detailed Servicing Agreement design process additional works may be required to implement right-in right-out turn restriction infrastructure at the south leg of the new west road and River Road intersection.

(Note 5: Through the detailed Servicing Agreement design process modifications to the curb extensions may be required to allow for the design and installation of additional travel lanes as determined through the final road functional plan.

d) Lane

Frontage Improvements (East Frontage: Lane)

1. Frontage improvements

The existing lane is to be widened by 3.0 m across the subject site's east frontage. The cross-section of the lane widening is as follows (west to east):

- 1.5 m wide concrete sidewalk (with rollover curb) at the site's SRW line.
- 1.5 m wide widened pavement. (Total 7.5 m wide pavement).

(Note: a 3.0 m wide SRW/PROP is required to accommodate the above frontage improvements. The necessary road dedications and right-of-ways is to be determined and approved through the final road functional plan to be submitted and approved by Transportation staff.)

(Note: design and works to include lane lighting in accordance with the Engineering specifications provided for in Schedule A to the revised rezoning considerations (March 14, 2023).

2. Sidewalk connections

- The new sidewalk along the lane is to be connected to the new sidewalks along the Elmbridge Way and River Road development frontages.
- The new sidewalk is to be maintained across the openings to loading bays and mechanical room with rollover curb and/or driveway letdowns to delineate the edge of pavement.

1. Existing driveway let-downs

The existing driveway let-downs at both ends of the lane are to be widened to meet the 7.5 m widened pavement. The let-downs are to be reconstructed per Engineering Design Specifications (R-9-DS).

2. Site access via lane

The vehicular access to the site via the lane and the connecting drive aisle is to be designed with a 90 degree orientation to the lane.

e) River Road – Special Crosswalk

Special Crosswalk

1. Special crosswalk requirements

As part of the Servicing Agreement for the subject site, the developer is required to install a special crosswalk at the site's River Road frontage (southeast corner of the new River Road/West Street intersection). The cost of this special crosswalk (including design and construction) is to be borne by the Developer. This crosswalk is intended to provide access to transit services (existing bus stop across the road from site frontage) and to accommodate pedestrian traffic between the subject site and destinations to the north. The following are features that will be included in this special crosswalk: illuminated crosswalk signs with downward lighting, flashing amber lights, push buttons, raised button lane delineation; accessible pedestrian signal features, and advance warning beacons and signage. Due to considerations of design and implementation timing issues of this special crosswalk, the option exists for the developer to provide a cash-in-lieu contribution in the amount of \$110,000 for these works.

f) River Road – Interim Sidewalk Connection

Interim Sidewalk Connection – River Road (south side)

As part of the Transportation Demand Management measures for the subject redevelopment, an interim sidewalk connection is required to be provided. As part of the Servicing Agreement for the subject site, the developer is required to provide an interim 2.0 m wide asphalt sidewalk that extends westward from the subject site's north frontage (south side of River Road) to the signalized intersection at River Road/Oval Way.



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10423 (RZ 17-782750)
6851 and 6871 Elmbridge Way**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following as Section 20.52 thereof:

“20.52 High Density Mixed Use – Oval Village (City Centre)

20.52.1 Purpose

The **zone** provides for high-density residential and limited commercial **development**, including **hotel** uses typical of the **City Centre**. Additional **density** is provided to achieve the **City** objectives related to the **development** of **affordable housing units** and other **City** amenities consistent with the Village Centre Bonus Area designated by the **City Centre** Area Plan.

20.52.2 Permitted Uses

- **child care**
- **congregate housing**
- **housing, apartment**
- **live-work dwelling**

20.52.3 Secondary Uses

- **animal grooming**
- **boarding and lodging**
- **broadcast studio**
- **community care facility, minor**
- **education, commercial**
- **government service**
- **health service, minor**
- **home-based business**
- **hotel**
- **housing, town**
- **library and exhibit**
- **liquor primary establishment**

- **manufacturing, custom indoor**
- **microbrewery, winery and distillery**
- **neighbourhood public house**
- **office**
- **park**
- **parking, non-accessory**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **retail, second-hand**
- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**
- **veterinary service**

20.52.4 Permitted Density

1. For the purposes of this **zone**, if the **owner** dedicates not less than 2,360 m² of the gross **site** as **road**, the calculation of the **floor area ratio** shall be based on a net **development site** area of 13,832.06 m².
2. The maximum **floor area ratio** is 1.2 together with an additional:
 - a) 0.1 **floor area ratio** for **indoor amenity** space only.
3. Notwithstanding Section 20.52.4.2, the reference to “1.2” is increased to a higher **density** of “2.0” if prior to first occupancy of the **building**, the **owner**:
 - a) provides in the **building** not less than 35 **affordable housing units** with the combined **habitable space** of the total number of **affordable housing units** comprising at least 10% of the total **building** area; and
 - b) enters into a **housing agreement** with respect to the **affordable housing units** and registers the **housing agreement** against the title of the **lot**, and files a notice in the Land Title Office.
4. Notwithstanding Section 20.52.4.2, if the **owner** has provided **affordable housing units** under Section 20.52.4.3, an additional 1.0 **density bonus floor area ratio** shall be permitted, provided that:
 - a) the **lot** is located in the Village Centre Bonus Area designated by the **City Centre Area Plan**;

- b) the **owner** uses the additional 1.0 **density bonus floor area ratio** only for non-residential uses; and
- c) the **owner** pays a sum to the **City** based on 5% of the additional 1.0 **density bonus floor area ratio** multiplied by (i) the “equivalent to construction value” rate of \$8,708 per square metre of **density bonus floor area ratio**, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, the “equivalent to construction value” rate of \$8,708 per square metre of **density bonus floor area ratio** adjusted by the cumulative applicable annual changes to the Statistics Canada “Non-Residential Building Construction Price Index”, where such change is positive.

20.52.5 Permitted Lot Coverage

- 1. The maximum **lot coverage** is 90% for **buildings**.

20.52.6 Yards & Setbacks

- 1. Minimum **setbacks** shall be:
 - a) for **road setbacks**, measured to a **lot line**: 3.0 m
 - b) for **lane setbacks**, measured to a **lot line** or the boundary of a an area granted to the City, via statutory **right-of-way**, for **lane** purposes: 0.0 m.

20.52.7 Permitted Heights

- 1. The maximum **height** for **buildings** is 47.0 m geodetic.
- 2. The maximum **height** for **accessory buildings** is 5.0 m.
- 3. The maximum **height** for **accessory structures** is 12.0 m.

20.52.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum **lot area** is 10,000.0 m².

20.52.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance to the provisions of Section 6.0.

20.52.10 On-site Parking & Loading

1. On-site **vehicle** parking and bicycle parking and loading shall be provided according to the standards set out in Section 7.0.

20.52.11 Other Regulations

1. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on the roof of a **building**).
 2. **Congregate housing** and **apartment housing** must not be located on the **first storey** of the **building**, exclusive of interior entries, common stairwells and common elevator shafts.
 3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "**HIGH DENSITY MIXED USE (ZMU52) – OVAL VILLAGE (CITY CENTRE)**":

P.I.D. 003-527-964

Lot 126 Section 6 Block 4 North Range 6 West New Westminster District Plan 65093

P.I.D. 003-527-948

Lot 125 Section 6 Block 4 North Range 6 West New Westminster District Plan 65093

3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 10423**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

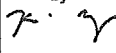
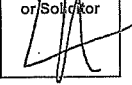
SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 14 2022

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER



To:	Planning Committee	Date:	March 20, 2023
From:	John Hopkins Director, Policy Planning	File:	08-4200-01/2022-Vol 01
Re:	Referral Response on Heritage Procedures		

Staff Recommendations:

1. That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, which amends:
 - a. Schedule 1 (Official Community Plan) to revise the general Development Permit exemption criteria for protected heritage properties; and
 - b. Schedule 2.4 (Steveston Area Plan) to revise the Development Permit exemption criteria for properties located in the Steveston Village Node, and the Steveston Village General Guidelinesbe introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, having been considered in conjunction with:
 - a. the City's Consolidated 5 Year Financial Plan and Capital Program; and
 - b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plansis hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;
3. That Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, having been considered in accordance with Section 475 of the *Local Government Act* and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation;
4. That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw 7273, Amendment Bylaw 10451, to add matters that can be handled by delegated authority be introduced and given first, second and third reading;
5. That Heritage Procedures Bylaw 8400, Amendment Bylaw 10040, to:
 - a. introduce the Heritage Alteration Permit exemption criteria;

- b. clarify matters that can be handled by delegated authority;
- c. establish the development notification sign and meeting notice requirements for Heritage Alteration Permit and Heritage Revitalization Agreement applications; and
- d. remove the attached Heritage Alteration Permit template, and Heritage Alteration Permit and Heritage Revitalization Agreement application forms

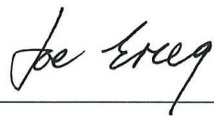

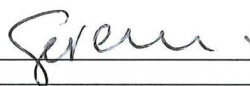
be introduced and given first, second and third reading;

- 6. That Consolidated Fees Bylaw 8636, Amendment Bylaw 10041, to amend the fee structures for Heritage Alteration Permit and Heritage Revitalization Agreement applications be introduced and given first, second and third reading; and
- 7. That Development Application Fees Bylaw 8951, Amendment Bylaw 10450, to add a fee requirement for mailed meeting notices for Heritage Alteration Permit and Heritage Revitalization Agreement applications be introduced and given first, second and third reading.



John Hopkins
Director, Policy Planning
(604-276-4279)

Att: 8

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Clerks	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Facilities & Project Management	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

The following referral was made at the July 5, 2022 Planning Committee meeting:

That staff be directed to:

- (a) Review options to streamline application approval processes for modern buildings on sites that are located within the Steveston Conservation Area, including delegating approval to staff, when only minor repair or maintenance work is proposed; and*
- (b) Include options for consideration on the agenda of an upcoming Heritage Commission meeting.*

Staff have conducted a comprehensive review of the heritage-related application review procedures, and have identified opportunities to streamline and improve the review processes by updating Development Permit guidelines, reducing required permits, introducing new permit exemption criteria, expanding staff's delegated authority and establishing new development notification sign and meeting notice requirements.

Amendments to Official Community Plan Bylaw 7100 and 9000, Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw 7273, Heritage Procedures Bylaw 8400, Consolidated Fees Bylaw 8636, and Development Application Fees Bylaw 8951 are proposed to:

- Streamline the heritage-related application review processes and enhance public notification requirements, thereby delivering improved customer service associated with development applications; and
- Continue to effectively manage the heritage value and character of protected heritage properties and properties within the Steveston Village Heritage Conservation Area (HCA).

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

1.4 Leverage a variety of approaches to make civic engagement and participation easy and accessible.

This report supports Council's Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

4.2 Seek improvements and efficiencies in all aspects of City business.

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

6.5 Enhance and preserve arts and heritage assets in the community.

Findings of Fact

In 2009, Council approved the Steveston Village Conservation Strategy and Implementation Program to set out policies and regulations to conserve the heritage character of Steveston Village. The approach included the following:

- Designation of Steveston Village as a Heritage Conservation Area (HCA);
- Identification of sites within the HCA as protected heritage properties (Attachment 1);
- Steveston Area Plan amendments to update heritage conservation policies and establish new heritage conservation Development Permit guidelines; and
- Establishment of the Steveston Village Heritage Conservation Grant Program.

At the same time, Council adopted Heritage Procedures Bylaw 8400 to establish protocols, authorities, application requirements and review procedures for heritage conservation activities. The bylaw applies to all properties located within the Steveston Village HCA and also to heritage properties that are protected by a Heritage Designation Bylaw, restrictive covenant, or Heritage Revitalization Agreement, located outside the Steveston Village HCA (e.g., Britannia Shipyards) (Attachment 2).

Since the approval of the Steveston Village Conservation Strategy and Implementation Program, Development Permits and Heritage Alteration Permits have been used as the main tools to manage change in the Steveston Village HCA and ensure that the overall heritage character is preserved.

Analysis

Summary of Recommendations

The amendment bylaws attached to this report streamline the heritage review and permitting processes while maintaining the City's heritage conservation and design objectives for properties located within the Steveston Village HCA and protected heritage properties located outside the Steveston Village HCA. The proposed approach includes:

- Reducing the number of applications/permits required;
- Streamlining the application review process for minor changes;
- Expanding material options for weather protection (i.e., awnings and canopies);
- Clarifying notification requirements; and
- Associated administrative updates.

Attachment 3 provides a summary of the proposed bylaw amendments.

Current Permit Requirement and Application Review Process

Under the *Local Government Act*, any property located within a HCA requires a Heritage Alteration Permit (HAP) to subdivide, construct a new building or structure, or alter the exterior of a building or land within the area. Also, any heritage property formally protected by a bylaw or covenant requires a HAP prior to alteration of the exterior, structural changes, moving of a protected building, alteration or removal of a protected interior feature or landscape feature, excavation or construction of protected property. However, a municipality may adopt a heritage procedures bylaw to specify those activities that are exempt from the HAP requirement.

The current Heritage Procedures Bylaw 8400 does not exempt any exterior changes from the HAP requirement, but includes limited provisions that delegate authority to the Director of Development to issue a HAP for minor improvements; these include HAPs for roof repair or maintenance, exterior painting, replacement of a door or window without altering the frame, construction or installation of a guardrail as part of a public boardwalk, sidewalk or trail, and exterior repairs that cost less than \$500. In addition, a HAP for a sign or for a seasonal patio that costs \$10,000 or less on a non-heritage property or a patio on public property can be issued by the Director of Development. A HAP for a sign or for a patio on a protected heritage property, a permanent patio on non-heritage property or a patio that costs more than \$10,000 cannot be issued by the Director of Development and must be forwarded to Council for issuance.

All properties located within the Steveston Village HCA are also within a designated Development Permit (DP) Area, as identified in the Steveston Area Plan. Therefore, any exterior changes or development proposed in the HCA requires both a DP and a HAP. There are currently no exemptions for the DP requirement for properties located within the Steveston Village HCA.

Proposed Amendments

This section of the report outlines various recommendations to streamline the heritage review and permitting processes while maintaining the City's heritage conservation and design objectives.

Reduce Number of Required Permits

For any exterior changes or development proposed in the HCA, currently both a HAP and DP are required. The purposes of the DP and HAP review processes are essentially the same in that both permits ensure that the proposal is in keeping with the heritage character, and presents a high quality design. Additionally, the regulatory powers of the City with respect to HAPs and DPs is significantly similar.

In order to reduce required permits and simplify the process, staff propose the following:

- Require a HAP only (no DP) for protected heritage properties:
 - Any exterior changes to a protected heritage property, unless exempted, will require a HAP.

- On properties identified as protected heritage properties (i.e., identified heritage resources) within the HCA and protected heritage properties located outside the Steveston Village HCA, alterations affecting building exteriors and any new buildings or additions would require a HAP following the *Steveston Village Conservation Strategy* and the *Standards and Guidelines for the Conservation of Historic Places* prepared by Parks Canada.
- Any new construction or addition on a protected heritage property would be reviewed through the HAP process, but also must be consistent with the applicable DP guidelines.
- HAP applications will be considered by a standing committee (the Planning Committee for privately-owned heritage properties and the Parks, Recreation and Cultural Services Committee for city-owned heritage properties) before they are considered by Council.
- Require a DP only (no HAP in most cases) for non-heritage properties:
 - On non-heritage properties within the Steveston Village HCA, new development or alterations affecting building exteriors would be required to secure a DP following the applicable DP guidelines. DP applications will be considered by the Development Permit Panel before they are considered by Council.
 - However, some elements that cannot be regulated by a DP would continue to be subject to the HAP requirement as the impacts of the elements on the overall character within the HCA could be significant. These elements are signs, awnings, exterior painting, patios and subdivision with no associated development application (e.g., rezoning).

Streamline Application Review for Minor Changes

Any exterior renovations, regardless of its construction value, to the properties located within the Steveston Village HCA are currently subject to both the HAP and DP application review processes. Also, any exterior renovation to the protected heritage properties located outside the Steveston Village require a HAP. In order to simplify and speed up the development review processes for minor projects, staff propose new HAP and DP exemption criteria be introduced, and staff's delegated authority to issue HAPs and DPs be expanded.

Introduce HAP Exemptions for Protected Heritage Properties

Heritage Procedures Bylaw 8400 currently does not exempt any alterations to protected heritage properties or properties located within the Steveston Village HCA from the HAP requirement.

As noted in the previous section of this report, staff recommend exterior changes to non-heritage properties located within the Steveston HCA be exempt from the HAP requirement (to be reviewed through the DP process only), other than installation and alteration of signs and awnings, exterior painting, patios and subdivision with no associated development application.

For protected heritage properties located both within and outside the Steveston Village HCA, staff recommend the following activities be exempt from the HAP requirement:

- Interior repair, maintenance, or renovation that has no impact on the exterior architectural form, finish, character or building material, unless the interior features are formally protected by Heritage Designation, Heritage Revitalization Agreement or a heritage conservation covenant registered on title of the property (Note: none of the interior features of the protected heritage buildings in Richmond are currently formally protected);
- Minor repair or routine maintenance that does not change the exterior architectural form, finish and character or material of the property;
- Maintenance or installation of municipal infrastructure carried out by, or on behalf of, the City; and
- Installation of development application notification signs and other signs required by the City pursuant to one or more bylaws.

Minor repair and routine maintenance is critical for successful conservation of heritage properties. Exempting these activities that do not alter the heritage value and character from the HAP requirement would enable the heritage property owners to attend issues related to the condition of the properties promptly. Examples of minor repair or routine maintenance include non-destructive cleaning, repairing a deteriorated light fixture that is not a character-defining element, replacing a limited portion of cladding damaged by fire on a like-for-like basis.

Should Council adopt the recommendations in this report, staff will prepare an information bulletin to explain what types of activities are considered minor repair or routine maintenance and provide examples.

Expand Delegated Authority to Issue a HAP for Protected Heritage Properties

Currently, the Director of Development has delegated authority to issue HAPs for protected heritage properties when the work includes roof repair or maintenance, exterior painting, replacement of a door or window that does not alter the frame, and exterior repairs of less than \$500.

In addition to the current delegated authority, staff recommend issuance of HAPs for the following activities to be delegated to the Director of Development:

- Exterior cladding replacement on a like-for-like basis; and
- Minor changes to landscape features or accessory building or accessory structures that are not character-defining elements, and do not affect the overall heritage character of the property.

As noted earlier, staff recommend some activities, which cannot be overseen by a DP, proposed on non-heritage properties be subject to the HAP requirement. These are signs, awnings, exterior painting, patios and subdivision with no associated development application.

It is recommended that authority to issue HAPs for signs, awnings and exterior painting on non-heritage properties in the HCA be delegated to the Director of Development. Issuance of the

HAP for an awning does not relieve the applicant from ensuring the awning meets all other requirements. A building permit will be required to ensure an awning meets the health and safety requirements. If the awning encroaches onto City property, an encroachment agreement including appropriate licence fees, indemnities and insurance provisions will be required as part of the building permit approval process.

Currently, authority to issue HAPs for patios which cost \$10,000 or less on public property and seasonal patios which cost \$10,000 or less on non-heritage property in the HCA is delegated to the Director of Development. Staff recommend this authority be maintained. HAPs for patios on protected heritage property, permanent patios on non-heritage property or patios which cost more than \$10,000 are required to be forwarded to Council for consideration.

Introduce DP Exemptions for Non-Protected Heritage Properties in the Steveston Village HCA

The City's Official Community Plan (OCP) provides a set of criteria for exemptions to the DP process, which includes exterior renovations which cost less than \$75,000. These general DP exemption criteria do not apply to the properties located in the Steveston Village HCA.

Staff propose that the following activities that do not affect the overall form and character be exempt from the DP process:

- Interior renovations;
- Minor repair or maintenance that does not involve a change in design, materials, finishes or appearance (as determined at the discretion of the Director of Development); and
- Demolition, site preparation activities and site servicing works associated with development application (e.g., rezoning).

Introduce Delegated Authority to Issue a DP for Non-Heritage Properties within the Steveston Village HCA

As noted in a previous section of this report, staff recommend that a DP be used to prioritize Steveston Village's heritage character while streamlining the application review process for non-heritage properties located within the Steveston Village HCA (except for certain elements that cannot be regulated by a DP as discussed in a previous section of this report).

Staff also recommend that issuance of a DP for the following activities on non-heritage properties in the Steveston Village HCA be delegated to the Director of Development:

- Exterior cladding replacement on a like-for-like basis;
- Roof repair, maintenance, or replacement; and
- Minor exterior changes, including landscape changes (e.g., fence construction) provided that the proposed changes do not alter the overall form and character, do not involve additional floor area, and the construction value does not exceed \$75,000.

Exterior cladding replacement must be documented or certified by the consulting professional that the work is needed to prevent degradation of the building envelope and the building in general, and associated building envelope work beyond the exterior cladding replacement will require a building permit application.

Delegating authority to staff to issue a DP for minor projects on non-heritage properties would expedite the review process while allowing staff to ensure the proposed changes meet the applicable policies and DP guidelines.

Attachment 4 summarizes the existing and proposed required permits, and criteria for exemptions and delegated authority, and Attachment 5 provides a diagram showing the required permit and processes depending the proposed scope work.

Expand Material Options for Awnings and Canopies for Non-Heritage Properties in the Steveston Village HCA

Currently, the Steveston Village General DP Guidelines permit only durable fabric for awnings and canopies. Staff have received a number of comments and feedback from various property or business owners in Steveston Village HCA that fabric awnings are more difficult to maintain and have limitations in terms of their durability. There are, however, other alternative materials that are of high quality and resemble the appearance of fabric, but are more durable and easier to maintain.

It is proposed that the Steveston Village General DP guidelines for weather protection (i.e., awnings and canopies) be amended so that alternative materials can be considered by the City for non-heritage properties to allow enough flexibility while ensuring that a high quality design and a strong heritage character are maintained throughout Steveston Village. This would enable, for example, certain vinyl awning materials that closely resemble the appearance of fabric to be considered at the discretion of the Director of Development through the HAP review process.

Clarify Notification Requirements for Heritage Alteration Permit and Heritage Revitalization Agreement Applications

Heritage Procedures Bylaw 8400 currently does not include development notification sign and meeting notice requirements for HAP and HRA applications. The proposed bylaw amendments attached to this report would establish notification sign requirements for all HAP and HRA applications city-wide. For HAP and HRA applications, the proposed bylaw amendments would require that a notification sign be posted on the subject property in keeping with the City's current notification sign requirements for all other development applications. The required sign specifications for a HAP and HRA applications are illustrated in the proposed new Schedules A and B to the attached Amendment Bylaw 10040, respectively. Further, it is proposed that minor HAP applications that can be approved by delegated authority would be exempt from the notification sign requirements.

Staff also recommend that meeting notice requirements for HAP applications that involve additional floor area or a variance to the Zoning Bylaw, and HRA applications which do not

require a public hearing (i.e., no change to use or density is proposed), be established. This would ensure residents in the area would receive a notice regarding the standing committee meeting date for a major project, in addition to the early notification. HAP applications that do not involve additional floor area or a variance to the Zoning Bylaw and minor HAP applications that can be approved by staff through delegated authority would be exempt from the meeting notice requirement. HRA applications which would require a public hearing would not be subject to the Heritage Procedures Bylaw notice requirement as area residents will have an opportunity to comment at the public hearing and public hearing notice requirements would apply.

Associated Administrative Updates

To align with the recommendations discussed in this report and to clarify the administrative process to preserve the heritage value and character of protected heritage properties and non-heritage properties in the Steveston Village HCA, staff propose the following administrative updates.

Reorder Items in the Heritage Procedures Bylaw to Improve Clarity

To improve clarity, staff propose to reorder items in Heritage Procedures Bylaw 8400 with regard to the current delegated authority provisions. Currently, the matters that can be handled by delegated authority are found in Section 5 and Section 7 of the bylaw. Staff recommend that the types of HAPs that can be issued by delegated authority be consolidated in Section 7 to make the Bylaw more user-friendly and easier to reference.

Move Heritage Application Forms to the City's Website

The HAP template as well as the HAP and HRA application forms are currently attached to Heritage Procedures Bylaw 8400. As a result, any update to the application forms or the template requires a bylaw amendment. Staff recommend that the application forms and the template be removed from the bylaw, and the application forms be provided on the City's Website, similar to the manner in which other development application forms are provided to the public.

Update Heritage Application Fees to Align with Other Development Application Fees

The required fee for a HAP application is currently \$265. The fee is substantially lower than other types of development application fees as most HAP applications are submitted with DP applications.

It is proposed that the current fee remain unchanged for minor HAPs; however, it is proposed that the HAP application fee for major projects which involve additional floor area or a variance to the Zoning Bylaw be increased to \$1,895 (along with incremental fees based on the proposed number of residential units and non-residential floor area, if applicable) to be consistent with the DP application fee. This proposed fee increase would better reflect the scope of work that is typically associated with a complex HAP. Although the HAP fee is proposed to be increased, the overall application fee will be reduced as staff are proposing to remove the DP requirement.

Similarly, the fee for a HRA application is also currently set at \$265. The HRA is a powerful tool that can vary a range of bylaw provisions (including use and density), and can also include other terms and conditions that may be agreed on by the local government and the property owner. The HRA process can be quite complex, includes bylaw adoption to approve the agreement, and often requires a public hearing (if a change to the use or density is proposed). It is proposed that the required fee for a HRA application be increased to be consistent with the rezoning application fee of \$2,524 (along with an incremental fee based on the proposed number of residential units and non-residential floor area, if applicable), if change to the use or density is proposed. If no change to the use or density is proposed, staff propose that the application fee be updated to be consistent with the DP application fee of \$1,895.

In order to establish the meeting notice fee requirement for HAP and HRA applications, it is recommended that Development Application Fees Bylaw 8951 be amended. The meeting notice fee for HAP and HRA application is consistent with the fee required for DP application and is specified in the Consolidated Fees Bylaw 8636, Amendment Bylaw 10041.

Consultation

Richmond Heritage Commission

The Richmond Heritage Commission reviewed a draft of the recommendations included in this report at its meeting held on February 1, 2023. The Commission was supportive of the recommendations. An excerpt from the draft meeting minutes is included in Attachment 6.

The Richmond Heritage Commission was asked to consider exempting signs on non-heritage properties in the Steveston Village HCA from the HAP requirement conditional to additional regulations being included in the Sign Regulation Bylaw. Currently, the authority to issue a HAP for a sign for a non-heritage property located within the Steveston Village HCA is delegated to staff. Based on the Richmond Heritage Commission's feedback and supplementary analysis by staff, no change is proposed at this time.

OCP Consultation

Staff have reviewed the proposed Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039 with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements, and it is recommended that this report does not require referral to external stakeholders (Attachment 7).

Should City Council grant first reading to the proposed Official Community Plan 7100 and 9000, Amendment Bylaw 10039, the bylaw will be forwarded to a public hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the public hearing will be provided as per the *Local Government Act* requirements.

Impact on In-Stream Development Applications

Should Council adopt the staff recommendations in this report, staff propose that Bylaws 10039, 10451, 10040, 10041 and 10450 take effect immediately.

The table included in Attachment 8 provides a list of in-stream applications submitted to Council and to the Director of Development in the Steveston Village HCA. There are no major implications for in-stream applications submitted to Council to adapt to the updated requirements, which are intended to streamline and clarify the review process and permit requirements.

Two HAP applications for unit 100 at 3400 Moncton and unit 130 at 3760 Moncton Street have been submitted to the Director of Development retroactively for reskinning of the existing awnings under the current Heritage Procedures Bylaw. Both applications are currently placed on hold as the awning signs do not meet the current signage guidelines in the Steveston Area Plan. Should the Steveston Village General Guidelines be revised to allow alternative materials (e.g. vinyl awning with a matte finish), the HAP application for unit 130 at 3760 Moncton Street can be issued as the proposed awning sign meets all the other signage guidelines. However, the HAP application for unit 100 at 3400 Moncton Street cannot be issued as the awning requires other design changes to meet the current signage guidelines. Details are provided in the table included in Attachment 8.

Staff have been proactively applying the notification sign requirement to-date for relevant applications.

Financial Impact

The proposed fee amendments will generate more revenue for complex applications to better reflect staff resources typically associated with the scope of work required for heritage related applications.

Conclusion

Amendments to the Official Community Plan Bylaw 7100 and 9000, Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw 7273, Heritage Procedures Bylaw 8400, Consolidated Fees Bylaw 8636, and Development Application Fees Bylaw 8951 and are proposed to:

- Streamline the heritage-related application review processes and enhance public notification requirements, thereby delivering improved customer service associated with development applications; and
- Continue to effectively manage the heritage value and character of protected heritage properties and properties in the Steveston Village HCA.

On this basis, staff recommend the following:

- That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039, be introduced and given first reading;
- That the following bylaws be introduced and given first, second and third reading:
 - Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw 7273, Amendment Bylaw 10451;

- Heritage Procedures Bylaw 8400, Amendment Bylaw 10040;
- Consolidated Fees Bylaw 8636, Amendment Bylaw 10041; and
- Development Application Fees Bylaw 8951, Amendment Bylaw 10450.



Minhee Park
Planner 2
(604-276-4188)




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| Attachment 1: | Map of Identified Heritage Resources in the Steveston Village HCA |
| Attachment 2: | List of Protected Heritage Buildings by Heritage Designation or Heritage Revitalization Agreement |
| Attachment 3: | Summary of the Amendment Bylaws |
| Attachment 4: | Summary of the Proposed Criteria for Permit Exemptions and Delegated Permits |
| Attachment 5: | Heritage Procedures Diagram |
| Attachment 6: | Excerpt from the February 1, 2023 Richmond Heritage Commission Meeting Minutes |
| Attachment 7: | OCP Public Consultation Summary |
| Attachment 8: | List of In-stream Applications |

Map of Identified Heritage Resources in the Steveston Village HCA



LEGEND

 Non Heritage Building	 Identified Heritage Resource	 Historic Lot Lines
① 3811 Moncton St.: "Japanese Doctors'/Hospital Office" relocated from 4091 Chatham St.	⑦ 3580 Moncton Street "Hepworth Block"	⑬ 3831 Moncton Street "Ray's Drygoods/Budget Appliance"
② 3711/3731 Chatham Street "Steveston Methodist Church"	⑧ 3611 Moncton Street "Marine Garage"	⑭ 3871 Moncton Street "Bare Basics"
③ 12011 3 rd Avenue "Steveston Courthouse"	⑨ 3680 Moncton Street "Wakita Grocery"	⑮ 3891 Moncton Street "Tasaka Barbershop"
④ 12111 3 rd Avenue "Sockeye/Steveston Hotel"	⑩ 3700 Moncton Street "Redden Net/ Atagi Building"	⑯ 12191 1 st Avenue "Japanese Buddhist Temple"
⑤ 3460 Moncton Street "Dave's Fish & Chips"	⑪ 3711 Moncton Street "Cannery Café"	⑰ 12311 No 1 Road "Prickly Pear Garden Center"
⑥ 3480 Moncton Street "Watsida Building/ Riverside Art Gallery"	⑫ 3811 Moncton Street "Steveston Museum/Northern Bank"	

November 27, 2018

**Protected Heritage Properties by
Heritage Designation or Heritage Revitalization Bylaws**

	Name	Address	Bylaw Number/Adoption date
1	London Farm	6511 Dyke Rd	Heritage Designation Bylaw 3528/ Jan 9, 1978 Heritage Designation Bylaw 3515/ Jan 9, 1978
2	Minoru Chapel	7191 Granville Ave	Heritage Designation Bylaw 3738/ May 28, 1979
3	Pierrefonds Garden	7191 Granville Ave	Heritage Designation Bylaw 3737/ May 28, 1979
4	General Currie School	8220 General Currie Rd	Heritage Designation Bylaw 3704/ Feb 12, 1979
5	Steveston Museum	3811 Moncton St	Heritage Designation Bylaw 3956/ Jun 8, 1981
6	Steveston Courthouse	12011 3rd Ave	Heritage Designation Bylaw 4362/ Sep 24, 1984
7	Eldstrom House	9711 Finn Rd	Heritage Designation Bylaw 4952/ Nov 23, 1984
8	Redwood Trees	10011 Cambie Rd	Heritage Designation Bylaw 5395/ Aug 14, 1989
9	Steveston Telephone Exchange Building	12004 No.1 Rd	Heritage Designation Bylaw 5519/ Jun 11, 1990
10	Brighthouse Trees	6900 River Rd	Heritage Designation Bylaw 5572/Jul 9, 1990 Heritage Designation Bylaw 5572 Amendment Bylaw 8734/ Oct 24, 2011
11	Britannia Shipyards	12541 Trites Rd	Heritage Designation Bylaw 5585/ Nov 13, 1990
12	Pioneer Church	11051 No. 3 Rd	Heritage Designation Bylaw 5550/ Jan 14, 1991
13	Scotch Pond	2220 Chatham Rd	Heritage Designation Bylaw 5960/ Sep 14, 1992
14	McKinney House	6471 Dyke Rd	Heritage Designation Bylaw 6130/ Aug 23, 1993
15	Abercrombie House	13333 Princess St	Heritage Designation Bylaw 7701/ May 16, 2005
16	Ransford House	10700 Railway Ave	Heritage Revitalization Agreement Bylaw 10386/Sep 6, 2022

Summary of Amendment Bylaws

<p>Reduce number of required permits</p>	<ul style="list-style-type: none"> • Adopt Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039 to amend Schedule 1 to remove the requirement for a Development Permit for protected heritage properties. Protected heritage properties, unless otherwise exempted, would be required to secure a HAP. • Adopt Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039 to amend Schedule 2 to remove the requirement for a Development Permit for the protected heritage properties in the Steveston Village HCA. Protected heritage properties, unless otherwise exempted, would be required to secure a HAP. • Adopt Heritage Procedures Bylaw 8400, Amendment Bylaw 10040 to exempt exterior changes to non-heritage properties within the Steveston Village HCA from the HAP requirement, other than exterior painting, signs and awnings, patios and subdivision.
<p>Streamline application review process for minor changes</p>	<ul style="list-style-type: none"> • Adopt Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039 to permit DP exemptions for minor repair/maintenance, demolition, site preparation activities and site servicing works associated with development application on non-heritage properties located in the Steveston Village HCA. • Adopt Heritage Procedures Bylaw 8400, Amendment Bylaw 10040 to permit HAP exemptions for protected heritage properties in respect of: <ul style="list-style-type: none"> ○ minor repair or maintenance; ○ maintenance or installation of municipal infrastructure carried out by, or on behalf of, the City; ○ development application notification signs and the signs required by the City pursuant to one or more bylaws. • Adopt Heritage Procedures Bylaw 8400, Amendment Bylaw 10040 to delegate authority to issue HAPs for protected heritage properties for: <ul style="list-style-type: none"> ○ exterior cladding replacement on a like-for-like basis; ○ minor changes to landscape features or accessory buildings or structures that are not character-defining elements and do not affect the overall heritage character of the property. • Adopt Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw 7273, Amendment Bylaw 10451 to delegate authority to issue DPs for non-heritage properties within the Steveston Village HCA for: <ul style="list-style-type: none"> ○ exterior cladding replacement on a like-for-like basis; ○ minor alterations, including landscape changes (e.g., fence construction) that do not affect the form and character and do not involve additional floor area, provided that the construction value is less than \$75,000;
<p>Expand material options for building awning and canopies</p>	<ul style="list-style-type: none"> • Adopt Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 10039 to revise the Steveston General DP guideline for weather protection to allow alternative materials on non-heritage properties.
<p>Clarify notification requirements for HAP and HRA applications</p>	<ul style="list-style-type: none"> • Adopt Heritage Procedures Bylaw 8400, Amendment Bylaw 10040 to establish development notification sign and meeting notice requirements for HAPs and HRAs.

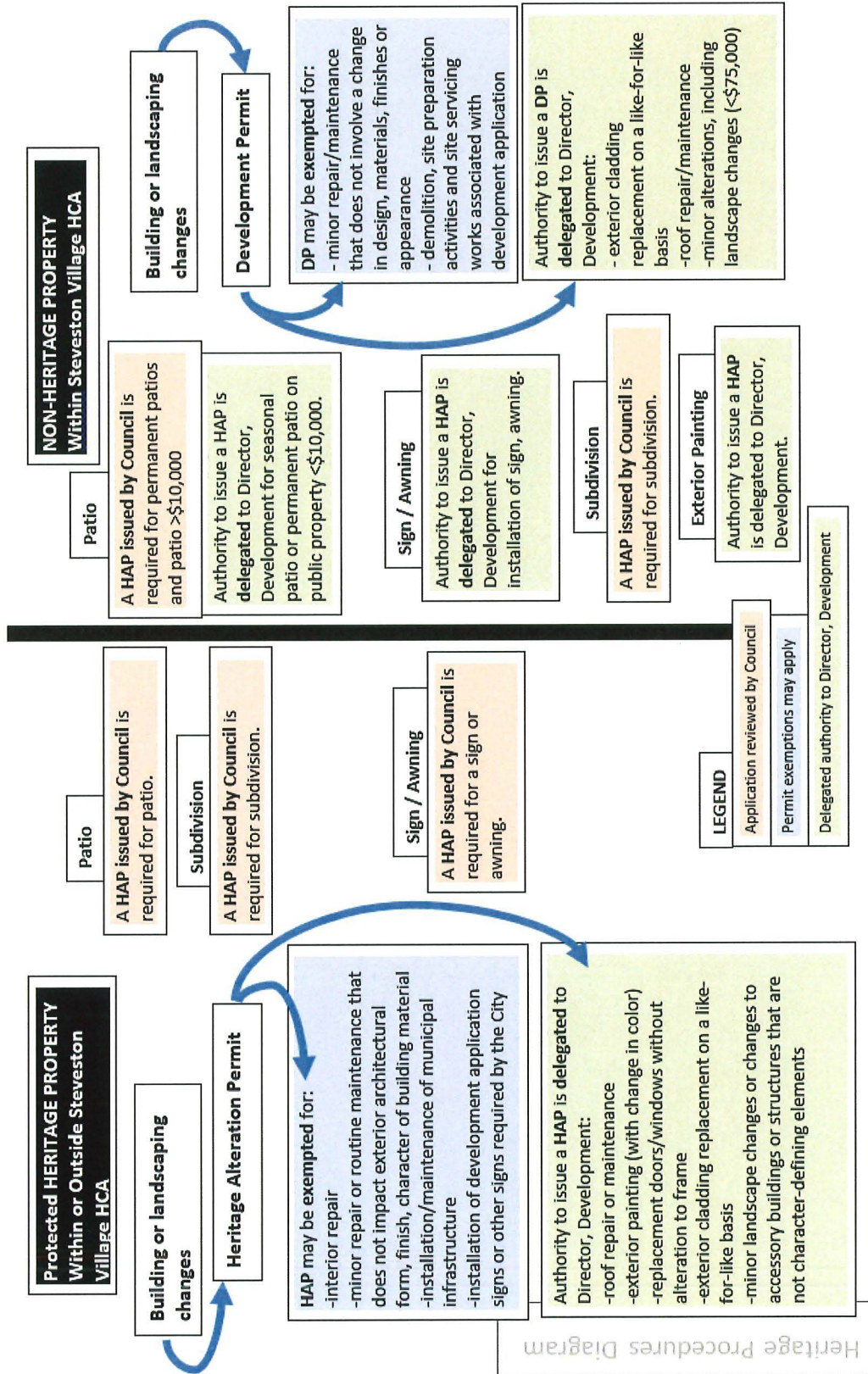
<p>Associated administrative updates</p>	<ul style="list-style-type: none"> • Adopt Heritage Procedures Bylaw 8400, Amendment Bylaw 10040 to remove the HAP template and HAP and HRA application forms to align with development application process and reorganize the bylaw as required. • Adopt Consolidated Fees Bylaw 8636, Amendment Bylaw 10041 to update the HAP and HRA application fees to reflect the new procedures and requirements, and to align with the scope of services provided. • Adopt Development Application Fees Bylaw 8951, Amendment Bylaw 10450, to add a fee requirement for meeting notices for HAP and HRA applications.
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Summary of the Proposed Criteria for Permit Exemptions and Delegated Permits

	Protected Heritage Properties		Non-heritage Properties in HCA	
Existing Required Permit	HAP and DP		HAP and DP	
Existing	Exemption	Delegated Authority (Director of Development)	Exemption	Delegated Authority (Director of Development)
	<ul style="list-style-type: none"> • HAP – None • DP – Interior renovations 	<ul style="list-style-type: none"> • Roof repair or maintenance (HAP) • Exterior painting (HAP) • Replacement of door or window without altering the frame (HAP) • Repair under \$500 (HAP) • Interior repair, maintenance, or renovation without exterior impact (HAP) • DP - None 	<ul style="list-style-type: none"> • HAP – None • DP – Interior renovations 	<ul style="list-style-type: none"> • Signs (HAP) • Roof repair or maintenance (HAP) • Exterior painting (HAP) • Replacement of door or window without altering the frame (HAP) • Repair under \$500 (HAP) • Seasonal patios on private property or patios on public property under \$10,000 (HAP) • The construction or installation of a guardrail as part of a public boardwalk, sidewalk or trail (HAP) • Interior repair, maintenance, or renovation without exterior impact (HAP) • DP - None
Proposed Required Permit	HAP**		DP*	
Proposed	Exemption	Delegated Authority (Director of Development)	Exemption	Delegated Authority (Director of Development)
	<ul style="list-style-type: none"> • Interior repairs and renovations with no exterior impact and where interior features not a protected heritage asset • Minor repair or maintenance that 	<ul style="list-style-type: none"> • Roof repair or maintenance replacement on a like for like basis • Exterior painting • Replacement of door or window without altering the frame • Construction or installation of a guardrail as part of a public 	<ul style="list-style-type: none"> • Interior renovations • Minor repair or maintenance that does not involve a change in design, materials, finishes or appearance (as determined at the discretion of the Director of Development) 	<ul style="list-style-type: none"> • Exterior cladding replacement on a like-for-like basis • Roof repair, maintenance, or replacement • Minor alterations, including landscape changes (e.g., fence construction) that do not affect the form and character and do not involve additional floor area, provided that the construction

	<p>does not change the exterior architectural form, finish, character or material (as determined at the discretion of the Director of Development)</p> <ul style="list-style-type: none"> • Maintenance or installation of municipal infrastructure carried out by, or on behalf of the City • Development application notification signs and other signs required pursuant to a City bylaw <p>** Exterior changes, renovations, additions, and new buildings subject to a HAP or HRA are exempt from a DP.</p>	<p>boardwalk, sidewalk, or trail</p> <ul style="list-style-type: none"> • Exterior cladding replacement on a like-for-like basis • Minor changes to landscape features or accessory buildings or structures that are not character-defining elements, that do not affect the overall heritage character of the property. 	<ul style="list-style-type: none"> • Demolition, site preparation activities or site servicing works associated with development application (e.g., rezoning) 	<p>value is less than \$75,000;</p> <p>*Signs, awnings, exterior painting, patios and subdivision with no associated development application in the HCA are still subject to the HAP requirement. Issuance of the HAPs for some of these elements are proposed to be delegated to staff.</p>
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Heritage Procedure Diagram



**Excerpt from the Draft Minutes of
the Richmond Heritage Commission Meeting**

Wednesday, February 1, 2023 – 7:00 pm
Webex Meeting

4. New Business

a) Heritage Procedures Review

Staff provided the following information:

- The purpose of the review is to respond to the Planning Committee’s referral to streamline the application review processes for non-heritage properties in Steveston Village Heritage Conservation Area (SVHCA).
- The City has the Heritage Procedures Bylaw which was adopted in 2009. The bylaw establishes the application review processes and outlines staff’s delegated authority and Council power for heritage conservation. The bylaw applies not only to the properties in the SVHCA but also protected heritage properties located outside the SVHCA. The City’s Official Community Plan and Steveston Area Plan include policies for heritage conservation and Development Permit guidelines.
- To streamline and clarify the application review and permit process, staff propose the following changes:
 - Currently, both a Heritage Alteration Permit (HAP) and a Development Permit (DP) are required for exterior changes to properties located in the Steveston Village Heritage Conservation Area. To reduce the number of required permits, staff propose that either a HAP or DP be required depending on the heritage status of the project: a HAP would be required for exterior changes to a protected heritage property, and a DP would be required for exterior change to a non-heritage property.
 - There is no HAP or DP exemption for properties located in the SVHCA. Staff propose new exemption criteria and expansion of staff’s delegated authority to consider minor projects to streamline the review process.
 - The current Steveston Village General DP Guidelines permit only durable fabric for awnings and canopies. It is proposed that the Steveston Village General DP guidelines for weather protection (i.e., awnings and canopies) be amended, so that alternative materials can be considered by the City for non-heritage sites to increase flexibility while ensuring that a high quality design and a strong heritage character are maintained throughout Steveston Village.
 - Currently, installation of a new sign in the SVHCA requires a HAP in addition to a Sign Permit. To simplify the process and reduce the required number of permits, staff recommend that signs in the SVHCA be exempt from requiring a HAP in favour of including additional regulations for signs in the Sign Regulation Bylaw 9700.

- Staff recommend notification sign requirement be included in the Heritage Procedures Bylaw for all HAP and HRA applications. Minor HAP applications that can be approved by staff through delegated authority would be exempt from the notification sign requirements.
- It is also recommended that meeting notice requirements for major HAP applications that involve additional floor area or a variance to the Zoning Bylaw as well as meeting notice requirements for HRA applications be established.
- The HAP for major projects and HRA applications fees are proposed to be increased to better reflect the scope of work.

In response to questions from the Commission, staff provided the following additional information.

- The next steps include reviewing the recommendations further based on the Commission's comments, discussing details with other departments, and finalizing a report for consideration by the Planning Committee.
- The Heritage Procedures Bylaw provides the authority for staff to refer a proposal to the Richmond Heritage Commission or the Advisory Design Panel as needed.
- Staff will ensure issuance of HAPs for roof replacement is delegated to staff regardless of its construction value.
- A HAP is a tool that can replace a DP as it meets or exceeds the DP authority.
- The Steveston Area Plan includes signage guidelines and the current recommendation is to include the existing guidelines in the Sign Regulation Bylaw as a new section to regulate common types of signs (i.e. fascia and under-canopy signs). Uncommon types such as roof top signs will still be subject to the HAP process.

The Commission noted that the proposed recommendations are reasonable and appreciate the proposal to streamline and clarify the application processes for property owners and businesses. It was noted that staff's delegated authority could be further expanded with more experience.

The Commission asked whether details of the proposed amendments to sign regulations would be referred to the Commission for review and comments, and noted that sign regulations should not be too prescriptive and should provide a certain level of flexibility to allow a variety of designs to create an interesting urban streetscape.

OCP Public Consultation Summary

Stakeholder	Referral Comment
Provincial Agricultural Land Commission	No referral necessary, as they are not affected.
Richmond School Board	No referral necessary, as they are not affected.
The Board of the Metro Vancouver Regional District (MVRD)	No referral necessary, as they are not affected.
The Councils of adjacent Municipalities	No referral necessary, as they are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as they are not affected.
TransLink	No referral necessary, as they are not affected.
Port Authorities (Port Metro Vancouver and Steveston Harbour Authority)	Steveston Harbour Authority will have the opportunity to comment regarding the proposed OCP amendment at Planning Committee, Council and at a Public Hearing.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary, as they are not affected.
Vancouver Coastal Health Authority	No referral necessary, as they are not affected.
Community Groups and Neighbours	Community Groups and Neighbours will have the opportunity to comment regarding the proposed OCP amendment at Planning Committee, Council and at a Public Hearing.
All Relevant Federal and Provincial Government Agencies	No referral necessary, as they are not affected.

List of In-stream Applications (Submitted to Council)

	Address	Applicant	Application Type and No.	Purpose	Identified Heritage Resource?	Required Processes (after the amendments)
1	12011 3 rd Avenue	12011 3 rd Avenue Holdings Ltd.	RZ17-794156	To rezone from Steveston Commercial (CS2) to a site specific zone in order to construct 12 townhouse units over ground-level parking and commercial space.	Yes (Steveston Courthouse)	RZ & HAP
2	3560 Moncton St	Interluck Trading Corporation	RZ18-817742 HA18-817743	To rezone from Commercial Steveston (CS2) to a site specific zone to permit a mixed-use development with commercial space at grade and five residential units above.	No	RZ & DP (HAP application to be cancelled)
3	12071 2 nd Avenue	1096255 BC Ltd.	RZ20-919115	To rezone 12071 2nd Avenue from the Steveston Commercial (CS3) zone to a site specific zone to allow a 3-storey mixed use development containing 6 dwelling units above commercial uses on the ground floor.	No	RZ & DP
4	3551 Moncton St	Interface Architecture Inc.	RZ21-934507	To rezone 3551 Moncton Street from the Steveston Commercial (CS2) zone to a site specific zone to permit a 3 storey mixed use development with commercial space at grade and 12 residential units above, with access from a lane.	No	RZ & DP
5	3831 Moncton St	Eric Law Architect	DP22-025347 HA22-025350	To retain and rehabilitate the heritage building and construct a two-storey addition for a hotel with 10 rooms.	Yes (Ray's Drygoods)	HAP (DP application to be cancelled)
6	3851 Moncton St	Jeffrey Leung	DP22-019505 HA22-017348	To demolish the storage addition and deck and remove second story windows	No	Delegated DP (HAP application to be cancelled)
7	12551 No.1 Rd	Gordon Chan	DP21-935984 HA21-935982	To replace the existing windows with double glazed windows and remove the overhead garage door and infill the opening	No	DP (HAP application to be cancelled)

List of In-stream Applications (Submitted to the Director of Development)

	Address	Applicant	Application Type and No.	Purpose	Identified Heritage Resource?	Issues (after the Guideline for awnings and canopies is amended)
1	3400 Moncton St – Unit 100	Nader Hatami	HA20-896320	To reskin the existing awning	No	The awning material is not acceptable as it is not vinyl with a matte finish. Also, sign copy is not permitted on non-vertical portion of awning.
2	3760 Moncton St – Unit 130	Julia Sun	HA23-011354	To reskin the existing awning	No	The applicant wishes to reuse the existing awning and replace the sign copy for a new business. The existing awning material is vinyl awning with a matte finish, so this HAP can be issued.



**Richmond Official Community Plan Bylaw No. 7100 and 9000
Amendment Bylaw No. 10039**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Schedule 1 (Official Community Plan), Section 14.1.6. (Development Permit Area Exemptions) by adding the following as a new bullet to subsection 14.1.6.1:

“exterior renovations of all buildings, exterior changes to all buildings or land, new buildings or building additions, new ancillary buildings on protected heritage property subject to a Heritage Alteration Permit or subject to a Heritage Revitalization Agreement. Heritage Alteration Permits issued for protected heritage properties that are to be conserved and maintained will be consistent with the “Standards and Guidelines for the Conservation of Historic Places in Canada”, prepared by Parks Canada, and any Heritage Alteration Permits for new buildings or additions to protected heritage properties will be consistent with the applicable Development Permit guidelines in addition to the “Standards and Guidelines for the Conservation of Historic Places in Canada”, prepared by Parks Canada.”;

2. Richmond Official Community Plan Bylaw 7100, as amended, is further amended at Schedule 2.4 (Steveston Area Plan) as follows:

- a) at Section 4.0 (Heritage), Objective 3 (Steveston Village Heritage Conservation Area) by deleting the text in subsections b) and c) and replacing it with the following:

“b) The area designated in the “Steveston Village Heritage Conservation Area Map” which is attached to and forms part of this plan is designated as a Heritage Conservation Area under Section 614 of the *Local Government Act*;

- c) Within the designated area, a Heritage Alteration Permit (HAP) is required prior to:

- Subdividing Lands;
- Constructing a building or structure or an addition to an existing building or structure; or
- Altering a building or structure (including building demolition) or land (including a landscape feature)

unless exempt under Heritage Procedures Bylaw No. 8400;”;

- b) at Section 4.0 (Heritage), Objective 3 (Steveston Village Heritage Conservation Area) by deleting subsection e) and replacing it with the following:

“e) Any new construction or addition proposed on a site where an identified heritage resource is located and any Heritage Alteration Permit issued for such new construction or addition will be consistent with the applicable Development Permit guidelines that form a part of the Steveston Area Plan, in addition to the Steveston Village Conservation Strategy, and the “Standards and Guidelines for the Conservation of Historic Places in Canada”, prepared by Parks Canada.”;

- c) at Section 9.2 (General Development Permit Guidelines for Steveston) by deleting the section titled “Development Permit Areas” and replacing it with the following:

“Development Permit Areas

Pursuant to the *Local Government Act*, the City designates intensive residential, multi-family residential, institutional, commercial and industrial areas as Development Permit Areas. Exemptions to the Development Permit process are as follows:

1. Outside the Steveston Village Node, all exemptions provided for in Section 14.1.6.1 of the Official Community Plan Bylaw 9000;
2. Notwithstanding anything set out in Section 14.1.6.1 of the Official Community Plan Bylaw 9000, within the Steveston Village Node:
 - Renovations to interior of all buildings;
 - Minor repair or maintenance that does not involve a change in design, materials, finishes or appearance (as determined at the discretion of the Director of Development);
 - Demolition, site preparation activities, and site servicing works associated with development application (e.g., rezoning); and
 - Exterior changes to, exterior renovations of, new buildings on, and building additions to identified heritage resources (i.e., protected heritage properties) subject to a Heritage Alteration Permit or Heritage Revitalization Agreement.

Exterior changes to, and new buildings or additions to, identified heritage resources; installation of, or alteration to, a sign or awning in the Steveston Village Node; exterior painting within the Steveston Village Node; and new construction of, or changes to, a patio in the Steveston Village Node; and subdivision with no associated development application will be reviewed through the Heritage Alteration Permit (HAP) process in accordance with the Heritage Procedures Bylaw 8400. Please refer to the Heritage Procedures Bylaw 8400 for details and exemptions to the HAP process.

It should be noted that the City also designates Environmentally Sensitive Areas (ESA) as Development Permit Areas. For details and exemptions to ESAs, please refer to the Official Community Plan Bylaw 9000.”; and

- d) at Section 9.3.2.1 (Steveston Village General Guidelines), under the heading Weather Protection, by deleting subsection b) and replacing it with the following:

“b) Awnings, whether retractable or fixed, are made of durable fabric or other alternative materials that mimics the appearance of fabric (e.g., vinyl awnings with a matte finish) and are of a high quality acceptable to the City;”.

3. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw No. 7100 and 9000, Amendment Bylaw No. 10039”**.



FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____	<div style="border: 1px solid black; padding: 5px;"> CITY OF RICHMOND APPROVED by  APPROVED by Manager or Solicitor  </div>

MAYOR

CORPORATE OFFICER



**Heritage Procedures Bylaw No. 8400,
Amendment Bylaw No. 10040**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Heritage Procedures Bylaw 8400, as amended, is further amended by:

a) adding the following definitions to Section 3.1 (Definitions) in alphabetical order:

"Applicant"	means a person who is an owner of the property which is subject of an application, or a person acting with the written consent of the owner.
"City"	means the City of Richmond.
"Community Charter"	means the <i>Community Charter</i> (BC), as may be amended or replaced from time to time.
"Director, Arts, Culture & Heritage"	means the Director, Arts, Culture & Heritage of the City, his or her designates and authorized agents.
"Director, City Clerk's Office"	means the Director, City Clerk's Office, his or her designates and authorized agents.
"Director, Facilities & Project Development"	means the Director, Facilities & Project Development of the City, his or her designates and authorized agents.
"Director, Parks Services"	means the Director, Parks Services of the City, his or her designates and authorized agents.
"Heritage Conservation Area"	has the meaning ascribed in the <i>Local Government Act</i> .
"Heritage Designation"	means the heritage designation of a property by City bylaw pursuant to Section 611 of the <i>Local Government Act</i> .

- "*Local Government Act*" means the *Local Government Act* (BC), as may be amended or replaced from time to time.
- "Official Community Plan" means the current Official Community Plan of the City, as may be amended or replaced from time to time.
- "protected heritage property" means a property that is:
- (i) subject to a Heritage Designation;
 - (ii) included in a schedule of protected heritage property within a Heritage Conservation Area designated by the Official Community Plan;
 - (iii) subject to a Heritage Revitalization Agreement; or
 - (iv) subject to a heritage conservation covenant registered against title to the property.
- "Standing Committee" means a standing committee of Council appointed by the Mayor in accordance with Section 141 of the *Community Charter*.
- "Zoning Bylaw" means the City's current Zoning Bylaw, as may be amended or replaced from time to time.”;
- b) deleting from Section 3.1 the definition of “Director, Building Approvals” and replacing with the following:
- “ “Director, Building Approvals” means the Director, Building Approvals of the City, his or her designates and authorized agents.”;
- c) deleting from Section 3.1 the definition of “Director of Development” and replacing with the following:

“ “Director of Development” means the Director, Development of the City, his or her designates and authorized agents.”;

- d) deleting from Section 3.1 the definition of “Heritage Alteration Permit” and replacing with the following:

“ “Heritage Alteration Permit” means a permit authorizing alterations or other actions in relation to protected heritage property or property within a heritage conservation area under Section 617 of the *Local Government Act*.”;

- e) deleting Sections 5.1.5 and 5.1.6 and 5.1.7;

- f) deleting Section 7.1.2 and replacing it with the following:

“7.1.2 the Director of Development if the application is for:

7.1.2.1 roof repair, maintenance, or replacement on a like-for-like basis;

7.1.2.2 exterior painting;

7.1.2.3 replacement of a door or window without altering the door or window frame;

7.1.2.4 the construction or installation of a guardrail as part of a public boardwalk, sidewalk, or trail;

7.1.2.5 exterior cladding replacement on a like-for-like basis;

7.1.2.6 minor changes to landscape features, or to an accessory building or accessory structure that are not character-defining elements of the property and do not affect the overall heritage value and character of the property;

7.1.2.7 installation of, or alteration, to signs or awnings if the property is located within a Heritage Conservation Area but not is a protected heritage property; and

7.1.2.8 patios on public property, and seasonal patios on private property located within a Heritage Conservation Area but is not a protected heritage property, provided that the construction value does not exceed \$10,000 and the Applicant obtains a Patio Permit through the City of Richmond Patio Program.”;

- g) deleting the body of Section 7.2 and inserting “[REPEALED]”;

- h) deleting Section 7.3 and replacing it with the following:
 - “7.3 An application under Section 7.1 must be made in the form prescribed by the City.”;
- i) adding the following as a new section 7.6:
 - “7.6 Notwithstanding anything else set out in this Bylaw, a Heritage Alteration Permit is not required:
 - 7.6.1 for properties within a Heritage Conservation Area that are not protected heritage properties for changes to buildings and/or properties, including new buildings or additions, except for the following changes or works which do require a Heritage Alteration Permit:
 - 7.6.1.1 installation of, or alterations to, signs or awnings;
 - 7.6.1.2 patios;
 - 7.6.1.3 exterior painting; and
 - 7.6.1.4 subdivision with no associated development application.
 - 7.6.2 for protected heritage properties under the following conditions:
 - 7.6.2.1 interior repair, maintenance, or renovation that has no impact on the exterior architectural form, finish, character, or building material, unless the interior features are formally protected by Heritage Designation, Heritage Revitalization Agreement, or a heritage conservation covenant registered on title to the property;
 - 7.6.2.2 minor repair, or routine maintenance that does not change the exterior architectural form, finish, and character, or material of the property;
 - 7.6.2.3 maintenance or installation of municipal infrastructure carried out by, or on behalf of, the City; and
 - 7.6.2.4 development application notification signs or other signs required by the City pursuant to one or more bylaws.”;
- j) adding the following as a new section 7.7:
 - “7.7 The Director of Development, the Director of Arts, Culture & Heritage, the Director of Facilities & Project Development, or the Director, Parks Services, is responsible for processing Heritage Alteration Permit applications and, in the case of an application made to Council under subsection 7.1.1, must present to a Standing Committee a report on each such application consisting of a recommendation, a proposed Heritage Alteration Permit with appropriate

plans, and any other information the Director of Development, the Director of Arts, Culture & Heritage, the Director of Facilities & Project Development, or the Director of Parks Services considers to be relevant.”;

k) adding the following as a new section 7.8:

“7.8 A Standing Committee, having considered the report of the Director of Development, the Director of Arts, Culture & Heritage, the Director of Facilities & Project Development or the Director, Parks Services on a Heritage Alteration Permit in accordance with section 7.7, must make a recommendation to Council on the application and may make other recommendations the committee deems appropriate.”;

l) adding the following as a new section 7.9:

“7.9 Upon receipt of the recommendation from a Standing Committee on a Heritage Alteration Permit, Council must either:

- (a) issue the Heritage Alteration Permit;
- (b) reject the application for a Heritage Alteration Permit; or
- (c) refer the application for a Heritage Alteration Permit to:
 - i. a Standing Committee for further consideration; or
 - ii. the Director of Development, the Director of Arts, Culture & Heritage, the Director of Facilities & Project Development or the Director, Parks Services with the direction to report further to the Standing Committee on the application.”;

m) deleting Section 8.2 and replacing it with the following:

“8.2 An application under Section 8.1 must be made in the form prescribed by the City.”;

n) insert the following as new sections 8.5 and 8.6 and renumbering the remaining sections accordingly:

“8.5 The Director of Development is responsible for processing applications for a Heritage Revitalization Agreement and must present to a Standing Committee a report on each such application consisting of a recommendation, a proposed bylaw, a proposed Heritage Revitalization Agreement and associated bylaw, and any other information the Director of Development considers to be relevant.;

8.6 A Standing Committee, having considered the report of the Director of Development on an application for a Heritage Revitalization Agreement in

accordance with section 8.5, must make a recommendation to Council on the application and may make other recommendations the committee deems appropriate.”;

- o) inserting, after Section 8, the following as new Sections 9.1, 10.1, 10.2, 10.3, 10.4, 11.1, 11.2, 11.3 and 11.4 and renumbering the remaining Sections accordingly:

“Fees

- 9.1 An Applicant for a Heritage Alteration Permit or a Heritage Revitalization Agreement pursuant to Section 7.1 or Section 8.1 must pay the applicable fee specified in the Development Application Fees Bylaw No. 8951, as may be amended or replaced from time to time.

Notification Sign Requirements

- 10.1 After having complied with the requirements in Sections 7.3, 8.2, and 9.1, as applicable, an Applicant for a Heritage Alteration Permit or a Heritage Revitalization Agreement must:
 - 10.1.1 post a clearly visible sign on the subject property indicating the intent of the Heritage Alteration Permit or Heritage Revitalization Agreement, whichever is applicable, within three (3) weeks of being notified of the sign requirements by the Director of Development;
 - 10.1.2 provide a digital copy of the sign to the Director of Development for review and approval prior to posting the sign on the subject property;
 - 10.1.3 before the Heritage Alteration Permit or Heritage Revitalization Agreement application, whichever is applicable, will be presented by City staff to a Standing Committee, inform the Director of Development when such sign has been posted; and
 - 10.1.4 prior to the applicable Standing Committee meeting and/or public hearing date, update the sign when informed by the City of the date(s) of any Standing Committee meeting or public hearing scheduled to discuss the application to display such date(s), and notify the Director of Development when such updates have been made.
- 10.2 Section 10.1 above does not apply in respect of a Heritage Alteration Permit application made to the Director of Development pursuant to Section 7.1.2.
- 10.3 The sign required under the provisions of subsection 10.1 must comply with the specifications shown on Schedule A (Heritage Alteration Permit) or Schedule B (Heritage Revitalization Agreement), whichever is applicable, both of which are attached to and form a part of this bylaw, or other specifications acceptable to the Director of Development.

- 10.4 Where a Heritage Revitalization Agreement would vary use or density of use, the Applicant for the Heritage Revitalization Agreement must post the notification sign a minimum of 14 days prior to the public hearing at which the application will be considered.

Notice Requirements

- 11.1 The Director, City Clerk's Office must, prior to consideration by a Standing Committee of a Heritage Alteration Permit that involves a variance to the Zoning Bylaw or additional floor area, or a Heritage Revitalization Agreement that is not subject to the public hearing requirement, mail or otherwise deliver written notice of the proposed Heritage Alteration Permit or Heritage Revitalization Agreement, and of the Standing Committee meeting at which such application will be considered, to:

- (a) the Applicant; and
- (b) the owners and occupiers of all real property:
 - (i) which is the subject of the Heritage Alteration Permit or Heritage Revitalization Agreement application; and
 - (ii) which is within 100 metres of, or situated at the same intersection of any highways as, the property which is the subject of the proposed Heritage Alteration Permit or Heritage Revitalization Agreement,

at least 10 days prior to such a meeting.

The notice referred to in subsection 11.1 must:

- 11.2
- (a) identify by civic address or other means the property which is the subject of the proposed Heritage Alteration Permit or Heritage Revitalization Agreement application;
 - (b) state in brief general terms the intent of the proposed works, change, or development;
 - (c) include a sketch map showing the location of the proposed works, change, or development;
 - (d) state the place at which and the times during which a copy of the proposed Heritage Alteration Permit or Heritage Revitalization Agreement and other relevant material may be inspected; and
 - (e) state the time, date and place of the Standing Committee meeting at which the application will be considered.”;

- p) deleting Schedules A and B and replacing them with Schedules A and B attached and forming part of this bylaw; and
 - q) deleting Schedules C and D.
2. This Bylaw may be cited as **“Heritage Procedures Bylaw No. 8400, Amendment Bylaw No. 10040”**.

FIRST READING

SECOND READING

THIRD READING


ADOPTED

CITY OF RICHMOND
APPROVED by <i>MP</i>
APPROVED by Manager or Solicitor <i>LA</i>

MAYOR

CORPORATE OFFICER

SCHEDULE A TO BYLAW 8400

<p>Colours:</p> <ul style="list-style-type: none"> Black Pantone Reflex Blue C Pantone Red 032 C Pantone Yellow C 	<p>Arial Bold All Caps 250pt</p> <p>Arial Bold 200pt</p> <p>10pt rule</p> <p>Arial Bold 200pt</p> <p>Arial Regular 130pt</p>	<h1 style="margin: 0;">Heritage Alteration Permit Application</h1> <h2 style="margin: 0;">Application No. <number></h2> <hr/> <h2 style="margin: 0;">Address</h2> <p>The City of Richmond has received and application to <outline description of project> _____ _____ _____ _____</p> <hr/> <p>Applicant: <Name of applicant> Contact: <Phone number of applicant></p> <hr/> <p>richmond.ca</p>		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <h2 style="margin: 0;">Rendering</h2> </div> <div style="width: 45%; text-align: right;"> <h2 style="margin: 0;">Subject Property Map</h2> </div> </div>	<p>Public input: Input on the application may be received throughout the process up to and including the Standing Committee.</p> <p>Project milestones</p> <table border="1" style="width: 100%; background-color: #002d62; color: white;"> <tr> <td style="background-color: #ffff00;">Application Received: Date</td> <td style="background-color: #ffff00; text-align: center;">Public Input</td> </tr> <tr> <td style="background-color: #ffff00;">Staff Review</td> <td></td> </tr> <tr> <td style="background-color: #ffff00;">Public Information Meeting* TBD or Date, Time</td> <td style="background-color: #ffff00; text-align: center;">Public Input</td> </tr> <tr> <td style="background-color: #ffff00;">Standing Committee* Location</td> <td style="background-color: #ffff00; text-align: center;">Public Input</td> </tr> </table> <p>For more information please contact: Planning and Development Department Richmond City Hall 6911 No. 3 Road 604-276-4395 DevApps@richmond.ca</p>	Application Received: Date	Public Input	Staff Review		Public Information Meeting* TBD or Date, Time	Public Input	Standing Committee* Location	Public Input	<p>Arial Bold 120pt</p> <p>Arial Regular 80pt</p> <p>Arial Bold All Caps 120pt</p> <p>Arial Bold 80pt</p> <p>Arial Regular 80pt</p> <p>Circle diameters: 70mm</p> <p>Arial Bold 118pt</p> <p>Arial Regular 90pt</p>
Application Received: Date	Public Input													
Staff Review														
Public Information Meeting* TBD or Date, Time	Public Input													
Standing Committee* Location	Public Input													
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Specification:

1. Blue background (Reflex Blue) with white Helvetica. Medium lettering.
2. Site map will have white background with blue lines.
3. The map will show the project location, adjoining roads and properties, a

SCHEDULE B TO BYLAW 8400

<p>Colours: Black Pantone Reflex Blue C Pantone Red 032 C Pantone Yellow C</p>	<p>Heritage Revitalization Agreement Application No. <number></p> <hr/> <p>Address The City of Richmond has received and application to <outline description of project> _____ _____ _____ _____</p> <p>Applicant: <Name of applicant> Contact: <Phone number of applicant></p> <p>richmond.ca</p>	<p>Public input: Input on the application may be received throughout the process up to and including the Public Hearing or Planning Committee.</p> <p>Project milestones</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Application Received: Date _____ Staff Review</p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> <p>Public Information Meeting* TBD or Date, Time _____ Location _____</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Public Hearing or Planning Committee* TBD or Date, Time _____ Location _____</p> </div> <p>For more information please contact: Planning and Development Department Richmond City Hall 6911 No. 3 Road 604-276-4395 DevApps@richmond.ca</p>	<p>Rendering</p> <hr/> <p>Subject Property Map</p>	<p>Richmond</p>
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100mm 1125mm 50mm 100mm 50mm 500mm 50mm 100mm

2450mm

*Public Information Meeting details to be included only as applicable.
 *Planning Committee meeting details to be included if the application is not subject to the public hearing requirement.

Specification:

1. Red background (Red 032) with white Helvetica. Medium lettering.
2. Site map will have white background with red lines.
3. The map will show the project location, adjoining roads and property.



**Consolidated Fees Bylaw No. 8636,
Amendment Bylaw No. 10041**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The **Consolidated Fees Bylaw No. 8636**, as amended, is further amended by deleting the Heritage Applications No. 8951 Table forming part of "SCHEDULE – DEVELOPMENT APPLICATION FEES", and replacing it with Schedule A attached to and forming part of this bylaw.
2. This Bylaw may be cited as "**Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 10041**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by <i>MP</i>
APPROVED by Director or Solicitor <i>JA</i>

MAYOR

CORPORATE OFFICER

Schedule A of Bylaw 10041

Heritage Applications No. 8951

Section	Description	Base Fee	Incremental Fee
Section 1.15.1 (a)	Heritage Alteration Permit with a variance to the Zoning Bylaw or additional floor area	\$1,895.00	\$630.00 for the first 464.5 m ² of gross floor area plus: <ul style="list-style-type: none"> - \$132.00 for each additional 92.9 m² or portion of 92.9 m² of gross floor area up to 9,290 m², plus - \$26.00 for each additional 92.9m² or portion of 92.9m² of gross floor area over 9,290 m²
Section 1.15.1 (b)	Heritage Alteration Permit without a variance or additional floor area	\$265.00	Not Applicable
Section 1.15.1 (c)	Heritage Alteration Permit (issued by delegated authority referred to in Section 7.1.2 of the <i>Heritage Procedures Bylaw No. 8400</i>)	\$265.00	Not Applicable
Section 1.15.1 (d)	Heritage Alteration Permit For patios to be considered by the Director of Development with the City of Richmond Patio Permit Application	No Fee	Not Applicable
Section 1.15.2 (a)	Heritage Revitalization Agreement where use or density is varied	\$2,524.00	For residential portion of development: <ul style="list-style-type: none"> - \$25.00 per dwelling unit for first 20 dwelling units and \$13.25 per dwelling unit for each subsequent dwelling unit For non-residential building area: <ul style="list-style-type: none"> - \$19.50 per 100 m² of building area for the first 1,000 m² and \$7.75 per 100 m² thereafter

Schedule A of Bylaw 10041

Section 1.15.2 (b)	Heritage Revitalization Agreement where use or density is not varied	\$1,895.00	\$630.00 for the first 464.5 m ² of gross floor area plus: - \$132.00 for each additional 92.9 m ² or portion of 92.9 m ² of gross floor area up to 9,290 m ² , plus - \$26.00 for each additional 92.9m ² or portion of 92.9m ² of gross floor area over 9,290 m ²
Section 1.15.3	Early Public Notices – Heritage Alteration Permit that cannot be delegated to the Director of Development for issuance, or Heritage Revitalization Agreement	\$1.52 per address identified	Not Applicable
Section 1.15.4	Public Hearing Notices – Heritage Revitalization Agreement (where use or density is varied)	\$1.52 per address identified	Not Applicable
Section 1.15.5	Meeting Notices for Heritage Alteration Permit that involves a variance to the Zoning Bylaw or additional floor area, or Heritage Revitalization Agreement that is not subject to the Public Hearing requirement	\$1.52 per address identified	Not Applicable



**Development Application Fees Bylaw No. 8951,
Amendment Bylaw No. 10450**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. **Development Application Fees Bylaw No. 8951**, as amended, is further amended:

a) At Part One – Establishment of Fees, by inserting a new sub-section 1.15.5 as follows:

“1.15.5 In addition to the fees required pursuant to the other subsections of Section 1.15 (heritage alteration permits and heritage revitalization agreements), every **applicant** for a **heritage alteration permit** that involves additional floor area or a variance to the **Zoning Bylaw**, or a **heritage revitalization agreement** that is not subject to the **public hearing** requirement under Section 1.15 must pay the applicable fee as specified in the Consolidated Fees Bylaw No. 8636 for the mailed meeting notices.”;

b) At Section 1.12.3, by deleting the phrase “section 939” and replacing it with “section 508”;

c) At Part Two – Interpretation, by deleting definitions of heritage alteration permit and heritage revitalization agreement from Section 2.1 and replacing them with the following:

**“HERITAGE ALTERATION
PERMIT**

means a heritage alteration permit pursuant to Heritage Procedures Bylaw No. 8400 authorizing alterations or other actions in relation to protected heritage property or property within a heritage conservation area under Section 617 of the *Local Government Act*.

**HERITAGE REVITALIZATION
AGREEMENT**

means an agreement pursuant to Heritage Procedures Bylaw No. 8400 between the **City** and owner of heritage property under Section 610 of the *Local Government Act*.”;

d) At Section 2.1 by deleting from the definition of “Development Permit” the phrase “Section 920” and replacing it with “Section 490”;

- e) At Section 2.1 by deleting from the definition of "Development Variance Permit" the phrase "Section 922" and replacing it with "Section 498"; and
- f) At Section 2.1 by deleting from the definition of "Temporary Use Permit" the phrase "Section 921" and replacing it with "Section 493".



2. This Bylaw may be cited as **"Development Application Fees Bylaw No. 8951, Amendment Bylaw No. 10450"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

_____	<div style="border: 1px solid black; padding: 2px;"> CITY OF RICHMOND APPROVED by  APPROVED by Director or Solicitor  </div>

MAYOR

CORPORATE OFFICER



**Development Permit, Development Variance Permit, Temporary
Commercial and Industrial Permit Procedure Bylaw No. 7273,
Amendment Bylaw No. 10451**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. **Development Permit, Development Variance Permit, Temporary Commercial and Industrial Permit Procedure Bylaw No. 7273**, as amended, is further amended:

- a) At Part One: Permit Application Procedure, by deleting section 1.2.2.(b) and replacing it with the following:

“1.2.2 (b) does not apply to **development permit** applications for a **granny flat** or a **coach house**, or **development permit** applications applied for under subsection 5.5.1 below.”;

- b) At Part Two: Processing of Permit Applications by the Manager of Development Applications, by adding the following as section 2.2.3:

“2.2.3 Notwithstanding subsections 2.2.1 and 2.2.2 above, the **Director, Development** is responsible for processing and reviewing applications for **development permits** under subsection 5.5.1 of this Bylaw.”;

- c) At Part Three: Notification of Property Owners and Occupiers, by adding the following as new section 3.1.3:

“3.1.3 Notwithstanding subsection 3.1.1, the **City Clerk** is not required to provide notice as set out in subsections 3.1.1 and 3.1.2 for a proposed **development permit** under subsection 5.5.1.”;

- d) At Part Five: Consideration of Applications by Council, by adding the following as section 5.5:

“5.5 **Delegation of Development Permits in Steveston Village Heritage Conservation Area**

5.5.1. Notwithstanding with Section 5.1 above, **Council** delegates to the **Director, Development** the authority to:

- (a) approve and issue **development permits** for properties located in the **Steveston Village Heritage Conservation Area** in respect of the following:
 - (i) exterior cladding replacement on a like-for-like basis;
 - (ii) roof repair, maintenance, or replacement; and
 - (iii) exterior changes, including landscape changes (e.g. fence construction), provided that the proposed changes do not alter the overall form and character, do not involve additional floor area, and the construction value does not exceed \$75,000;
 - (b) reject **development permit** applications submitted under subsection 5.5.1(a);
 - (c) vary and supplement **development permits** under subsection 5.5.1(a) and impose conditions and requirements on said permits; and
 - (d) cancel **development permits** under subsection 5.5.1(a) if a permit holder fails to comply with a term of condition of the permit.
- 5.5.2 The **Director, Development** must send a notice of the decision in writing to the **applicant**.
- 5.5.3 An **applicant** for a **development permit** under subsection 5.5.1 is entitled to reconsideration of the decision of the **Director, Development** in accordance with the following process:
- (a) the **applicant** must apply for the reconsideration by delivering to the **City Clerk**, and providing a copy to the **Director, Development**, within 30 days after the decision of the **Director, Development** is deemed to be received by the **applicant**, a reconsideration application in writing setting out the following:
 - (i) the date of the decision of the **Director, Development** and the nature of the decision;
 - (ii) reasons why the **applicant** wishes the decision to be reconsidered by **Council**;
 - (iii) a request from the **applicant** that the decision be

made by **Council**, with brief reasons in support of the request; and

- (iv) a copy of any materials the **applicant** considers to be relevant to the reconsideration by **Council**;
- (b) the **Director, Development** must present to the General Purpose Committee, a report on the application and decision to be reconsidered, consisting of a recommendation, and any other information the **Director, Development** considers to be relevant;
- (c) the **applicant** may delegate to the General Purposes Committee in accordance with Council Procedure Bylaw No. 7560 at the regular meeting of the General Purposes Committee at which the **Director, Development's** report is on the agenda;
- (d) upon receipt of the recommendation from the **Director, Development** and the delegation from the **applicant**, the General Purpose Committee must make a recommendation to **Council** to:
 - (i) confirm the decision of the **Director, Development**;
 - (ii) vary or set aside the decision of the **Director, Development** and substitute the decision of **Council** and either:
 - a. issue the **development permit**;
 - b. issue the **development permit** amended by resolution of the committee; or
 - c. reject the **development permit** application; or
 - (iii) refer the **development permit** application to the **Director, Development**, with direction as to modifications the committee would like to see investigated or implemented;
- (e) where the General Purpose Committee determines that a **development permit** application poses significant policy issues or public controversy, the committee may recommend to **Council** that such application be forwarded to a **public hearing** for further input; and
- (f) upon receipt of the recommendation from the General

Purpose Committee, **Council** must:

- i. confirm the decision of the **Director, Development**; or
- ii. vary or set aside the decision of the **Director, Development** and substitute the decision of Council and either:
 - a. issue the **development permit** under subsection 5.5.1;
 - b. issue the **development permit** amended by resolution of **Council**; or
 - c. reject the application for a **development permit** under subsection 5.5.1; or
- iii. refer the **development permit** application to a **public hearing** for further consideration and detail.”;

e) At Part Eight: Issuing of Permits, by adding the following as section 8.1.4:

“8.1.4 Where the **Director, Development** issues a **development permit** for properties in the **Steveston Village Heritage Conservation Area** under subsection 5.5.1, the **City Clerk** must ensure that such permit is properly executed and must mail or otherwise deliver such permit to the **applicant**, and cause the appropriate “Notice of Permit” to be filed in the Provincial Land Title Office.”; and


f) At Part Twelve: Interpretation, by adding the following defined term in alphabetical order:

**“Steveston Village
Heritage Conservation
Area**

means an area designated as a heritage conservation area as shown in the Steveston Village Heritage Conservation Area Map included in the Steveston Area Plan Bylaw 7100 Schedule 2.4 of the **Official Community Plan** under section 614 of the *Local Government Act*.”.

2. This Bylaw may be cited as “**Development Permit, Development Variance Permit, Temporary Commercial and Industrial Permit Procedure Bylaw No. 7273, Amendment Bylaw No. 10450**”.

FIRST READING

CITY OF RICHMOND
APPROVED by 
APPROVED by Director of Solicitor

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee **Date:** March 16, 2023
From: Kim Somerville **File:** 07-3070-01/2023-Vol 01
Director, Community Social Development
Re: **2017–2022 Child Care Needs Assessment and Strategy – 2022 Update**

Staff Recommendations

1. That the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update (Attachment 1) as outlined in the staff report titled, “2017–2022 Child Care Needs Assessment and Strategy – 2022 Update,” dated March 16, 2023, from the Director, Community Social Development, be received for information; and
2. That the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update be distributed to key community organizations, local Members of Parliament, local Members of the Legislative Assembly and posted on the City website.

Kim Somerville
Director, Community Social Development
(604-247-4671)

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Recreation and Sport Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The 2017–2022 Child Care Needs Assessment and Strategy (the Strategy) was adopted by City Council on July 24, 2017. It provides insight into the status of child care in Richmond and outlines a five year plan for the City and its community partners to support the development of a healthy child care system in the community.

The purpose of the Strategy was to identify key priorities and needs for child care in Richmond over the next five years and provide a resource for the City, child care operators and community partners to address current and future child care needs. It is organized around seven strategic directions and thirty-two actions that provide focus and intentionality in the work that the City and the community undertake together to address the need for quality, affordable and accessible child care spaces in Richmond.

This report provides the 2022 Update on the implementation of the 2017–2022 Child Care Needs Assessment and Strategy.

This report supports Council’s Strategic Plan 2022–2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

This report supports Council’s Strategic Plan 2022–2026 Focus Area #6 A Vibrant, Resilient and Active Community:

Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.

6.1 Advance a variety of program, services, and community amenities to support diverse needs and interests and activate the community.

This report supports the 2013–2022 Social Development Strategy’s Strategic Direction Action 10: Support the establishment of high quality, safe child care services in Richmond through such means as:

Action 10.1 – Conducting periodic Child Care Needs Assessments, with interim monitoring to identify existing and future child care requirements, by type of care and geographic area of need.

This report also supports the 2017–2022 Child Care Needs Assessment and Strategy’s Strategic Direction #1: Enhancing Child Care Policy and Planning:

Action 1.1 – Review Richmond’s child care space needs and update child care space targets by Planning Area, utilizing the 2016 Long-form Canada Census data for the City and its planning; and

*Action 2.2 – Review the current status of existing child care spaces in Richmond.***Analysis**

The 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update (2022 Update) is the final progress update to the Strategy and the development of a new 10-year strategy is underway. The 2022 Update highlights the significant progress, accomplishments and initiatives the City and the community have taken in 2022 to address the strategic directions and actions contained within the Strategy. This update also includes details on the current supply of licensed child care spaces in the community. Despite significant growth in the number of child care spaces in Richmond, demand for child care continues to exceed the available supply with spaces currently available for only 35.6 per cent of the children in Richmond.

Child care continued to be a critical focus for Federal and Provincial governments in 2022. The Federal Government continued to provide funding to the Province to fulfill its significant commitments made through the 2021 Early Learning and Child Care Agreement. A number of historic changes were realized at the provincial level in 2022 including a change in the responsibility for child care from the Ministry of Child and Family Development to the newly renamed Ministry of Education and Child Care. The 2022 Update provides details of these initiatives and outlines how the City plans to review and monitor the ongoing implementation of these initiatives and funding commitments.

Highlighted Achievements in 2022

In 2022, significant advancements and achievements occurred within the City's child care portfolio, including:

- Hummingbird Child Care Centre was completed and transferred to the City of Richmond in December 2022. This facility was provided as a consideration of rezoning and the construction was completed at no cost to the City. The new Hummingbird facility is located at 6899 Pearson Way and will be operated by the YMCA of Greater Vancouver. This facility will provide 37 new licensed child care spaces.
- Sprouts and Seedlings Early Childhood and Development Hubs (ECDH) commenced operations providing licensed child care, family strengthening and support programs and office space for other non-profit organizations supporting children and families in Richmond.
- The *2021–2031 Richmond Child Care Action Plan* provides child care space creation targets over the next 10 years and was adopted by City Council on April 12, 2021. At the end of 2022, the City and community increased child care spaces by 627 spaces since 2021 for a total of 8,337 licensed child care spaces. This represents 78% of the overall target for the *2021–2031 Richmond Child Care Action Plan* period, which represents significant progress towards the overall target of 10,710 licensed child care spaces.

- In 2022, during the Union of BC Municipalities Conference a meeting took place between members of Richmond City Council and the Minister of State for Child Care and Minister of Education and Child Care to discuss priorities for child care in Richmond, the needs of the Richmond community, and provincial funding programs and initiatives. In addition to this, meetings also took place at the staff level between the City and the Ministry of Education and Child Care.
- The Richmond Child Care Development Advisory Committee and the City planned and hosted two public events for Child Care Month. These included a child care symposium featuring three presentations titled 'The Current State of Richmond's Children', 'Increasing Resilience for Child Care Providers' and 'Nurturing and Responsive Relationships' and a children's art exhibition.
- The 2022 City of Richmond Child Care Grants were approved and a total of \$57,400 was awarded to eight organizations including: \$50,000 in Capital Grants to necessary capital items such as playground renovations; and \$7,400 in Professional and Program Development Grants to enhancements and equipment for the Supported Child Development Program's lending library.
- The City analyzed current licensed child care space data in December 2022 and compared this to the number of children residing in each neighbourhood. The data demonstrates that in 2022, there were 35.6 child care spaces per 100 children in Richmond.

A complete list of the recommended actions identified in the 2017–2022 Child Care Needs Assessment and Strategy and their status is contained in Appendix A of the 2022 Update. This demonstrates that all actions identified were either ongoing, completed or progressed substantially.

Upon Council's approval, the 2017–2022 Child Care Needs Assessment and Strategy – 2022 Update will be distributed to key community organizations, local Members of Parliament, local Members of the Legislative Assembly and posted on the City website. In 2023, the City will continue to implement those actions identified as long term and ongoing in the 2017–2022 Richmond Child Care Needs Assessment and Strategy and actions identified in the 2021–2031 Richmond Child Care Action Plan. The City has also commenced the process for creating a new 10 year Child Care Strategy to guide initiatives and activities related to child care for the next decade.

Financial Impact

None.

Conclusion

Quality child care plays an important role in children's lives and is an essential service for families. The City of Richmond is a strong advocate for quality child care and continues to demonstrate innovative and creative approaches to develop and promote high-quality child care to address the needs of children, families and employers. The ongoing collaborative work with others, including the Richmond School District, Vancouver Coastal Health, Community Associations and Societies, agencies who support families and child care operators, remains critical to integrate and advance an accessible, affordable and quality child care system in Richmond.

In 2023, the City will continue to demonstrate excellence, leadership and innovation to further the vision, "to continue to be a municipal leader in fostering the conditions for a comprehensive child care system in Richmond."

A handwritten signature in black ink, appearing to read 'Chris Duggan', with a long horizontal line extending to the right.

Chris Duggan
Program Manager, Child Care and Youth
(604-204-8621)

Att. 1: City of Richmond Child Care Needs Assessment and Strategy – 2022 Update

City of Richmond

Child Care Needs Assessment and Strategy

2022 Update



Community Social Development Department

CNCL - 368

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Introduction

The *2017–2022 Richmond Child Care Needs Assessment and Strategy* (the Strategy) has provided a framework for ongoing, short and long term actions during its five year lifespan. Since the inception of the *2017–2022 Richmond Child Care Needs Assessment and Strategy*, the City of Richmond has made considerable progress in supporting the development of a comprehensive child care system in Richmond and has built upon the achievements over the last 30 years. This progress has been well documented through progress updates of the Strategy over the past five years. The City recognizes the importance of access to affordable and quality child care facilities for Richmond's resident and employee populations and the impact this has on the vitality of Richmond's economy. The City of Richmond continues to be a municipal leader in its commitment to support child care spaces in Richmond.

The City of Richmond demonstrates a strong commitment to delivering and supporting the expansion and creation of new child care facilities through its partnerships with other levels of government and both the private and non-profit sectors. The City makes a commitment to child care within the Official Community Plan and by securing child care amenity contributions, rezoning contributions and density bonuses during the development process. The City also demonstrates commitments through the allocation of staffing resources and development of strategies and plans focused on this important community service.

Through regular ongoing analysis of data, tracking changes in child care spaces, public engagement efforts and annual progress updates, the City of Richmond is well positioned to make informed and effective progress to build on its ongoing child care commitments. The ongoing collaborative work with community partners, including the Richmond School District, Community Associations and Societies, multi-service agencies who support families and child care operators, remains critical to integrate and advance an accessible, affordable and quality child care system in Richmond.

The City's role is to provide leadership in creating and nurturing child care in Richmond as this is important to the liveability and economy of the city. The City currently owns thirteen purpose-built child care facilities including two innovative, state-of-the-art Early Childhood Development Hubs. The thirteenth facility, Hummingbird Child Care Centre, has been recently completed and is due to commence operations in 2023. These facilities provide approximately 620 licensed child care spaces for families in Richmond.

There has been significant progress since the *2017–2022 Richmond Child Care Needs Assessment and Strategy* was adopted in 2017. Since its adoption, achievements from the first four years of the *2017–2022 Richmond Child Care Needs Assessment and Strategy* are outlined in the *2018, 2019, 2020 and 2021 Updates*. This report is the final progress update to the Strategy and provides a summary of the accomplishments and initiatives the City and the community have taken in 2022 to address the strategic directions and actions contained within the *2017–2022 Child Care Needs Assessment and Strategy*.

About the Strategy

The *2017–2022 Richmond Child Care Needs Assessment and Strategy* was adopted by City Council on July 24, 2017. It is the fourth child care needs assessment undertaken by the City since 1995 and provides insight into the status of child care in Richmond. This five-year Strategy for the City outlines steps to support the development of a healthy child care system in the community and guides the City's actions. In addition, it recommends that the City and other key stakeholders work together to address the need for quality, affordable and accessible child care spaces in Richmond.

The City of Richmond's first municipal child care strategy was created in 1991. The vision for the current five-year strategy is for the City to build on three decades of work to continue to support the development and expansion of a child care system in Richmond. The *2017–2022 Richmond Child Care Needs Assessment and Strategy* involved a comprehensive review and analysis of the child care landscape in Richmond. It was developed with participation from the public and child care operators through focus groups and surveys, as well as engagement with key stakeholders. The award-winning strategy was commended for being outcome-based with short-term and long-term actions. Its commitment to inclusiveness and representing the needs of Richmond's diverse community was also significant.

The Strategy identifies emerging trends in early child development and early learning including securing Early Childhood Development Hubs with co-located child care and family support services, and the importance of multilingual community engagement. It is recognized as a high-quality resource among other municipalities and the City has established itself as a leader in the development of child care planning and the creation of community child care spaces.



Implementation Priorities

In the 2017–2022 *Richmond Child Care Needs Assessment and Strategy*, seven strategic directions and 32 recommended actions address the current and future needs related to child care in Richmond. The seven strategic directions are:

- 1 Strategic Direction #1:** Policy and Planning
- 2 Strategic Direction #2:** Creating and Supporting Spaces
- 3 Strategic Direction #3:** Advocacy
- 4 Strategic Direction #4:** Accessibility and Inclusion
- 5 Strategic Direction #5:** Collaboration and Partnership
- 6 Strategic Direction #6:** Research, Promotion and Marketing
- 7 Strategic Direction #7:** Monitoring and Renewal

These strategic directions have guided the City's priorities since 2017. The 2022 *Update* report is the final update to the 2017–2022 *Child Care Needs Assessment and Strategy* and a new strategy will be prepared, which will cover the next ten year period. The new strategy will be informed by the Canadian 2021 Census data and will provide a continued focus and direction for quality, affordable and accessible child care in Richmond over the next decade.



Federal and Provincial Child Care Initiatives

Federal Government Initiatives

Early Learning and Child Care Agreement

In 2022, the Federal Government continued to provide funding to the Province of British Columbia to fulfill the significant commitments made through the 2021 Early Learning and Child Care Agreement between the Governments of Canada and BC. This agreement includes an investment of \$3.2 billion by the Government of Canada between 2021 and 2026 to help improve regulated early learning and child care for children under 6 years in BC. Furthermore, the Federal Budget for 2022 proposes to provide \$625 million over four years beginning in 2023–2024 to Employment and Social Development Canada for the Child Care Infrastructure Fund to support the further implementation of the Canada-wide early learning and child care system. This funding will allow provinces and territories, including BC, to make additional child care investments to deliver new facilities and create new child care spaces.

The Early Learning and Child Care Agreement specifically supports the following outcomes for BC:

- A 50% reduction in average parent fees by the end of 2022;
- An average parent fee of \$10 per day for regulated child care spaces for children under 6 years by 2026;
- The creation of 30,000 regulated early learning and child care spaces for children under the age of 6 years by 2026 and a total of 40,000 spaces within seven years;
- Support for early childhood educators through the creation of a wage grid; and
- The creation of an Implementation Committee to monitor the progress on child care commitments.

In November 2022, the Minister of Families, Children and Social Development announced the appointed members of the newly created National Advisory Council on Early Learning and Child Care. The mandate for this group is to provide a forum for consultation and third party expert advice to the Federal Government. The Council is comprised of 16 members from across Canada and includes parents, child care providers, academics and advocates, and will advise the Federal Government on challenges related to the early learning and child care sector.

On December 8, 2022, the Federal Government introduced Bill C-35 the Canada Early Learning and Child Care Act which sets out the Government of Canada's vision for a Canada-wide early learning and child care system and enshrines in legislation the government's commitment to maintaining long-term funding





relating to early learning and childcare. This funding will, in turn, be provided to the provinces and Indigenous peoples. This act also formalizes the National Advisory Council on Early Learning and Child Care established in November 2022.

The Government of Canada has worked closely with the Provincial Government to improve access to quality, affordable, flexible and inclusive early learning and child care programs and services.

Provincial Government Initiatives

The 2022 Province of BC Speech from the Throne included the government's continued intention to prioritize efforts to make everyday life more affordable for British Columbians and to ensure current and future economic growth in the Province is sustainable. In addition, an ongoing commitment was made to the ChildCareBC Plan, which was originally launched in 2018. The ChildCareBC Plan was implemented to better unite and coordinate a range of individual programs and services to more effectively and efficiently provide core operating funding for child care providers and to reduce child care fees for parents. The ChildCareBC Plan is the platform through which the investments and partnerships between the Government of Canada and the Province of BC are implemented.

A number of historic changes were realized in 2022, including a change to the primary Ministry responsible for child care. As part of a desire to bring more certainty and reliability to child care, the responsibility of child care moved from the Ministry of Child and Family Development to the newly renamed Ministry of Education and Child Care. This transition took place in April 2022. The Minister of State for Child Care, public service staff, the budget and the legislative authority for child care all moved to the Ministry of Education and Child Care in response to advice from the child care sector and as outlined in the ChildCareBC Plan. This aligns with approaches taken in other provinces and territories.

In addition, as of December 1, 2022, the Province of BC achieved its goal to cut child care fees in half, on average, across BC. This was achieved through enhancements to the Child Care Fee Reduction Initiative and expansion of the \$10 a Day Funding Program.

Ministry of Education and Child Care Initiatives

In addition to the historic change of moving child care to this newly renamed Ministry, progress has continued towards implementation of a number of key priorities and programs. These include continued support to child care providers in response to the COVID-19 pandemic, enhanced support to Early Childhood Educators, modifications to the capital funding to create new child care spaces, expansion of the \$10 a Day model of child care and further reductions in child care fees.

COVID-19 Health and Safety Guidance and Support

On January 20, 2022, the Minister of State for Child Care, announced updated COVID-19 health and safety guidance for child care settings. The COVID-19 Public Health Guidance for Child Care Settings was updated by the BC Centre

for Disease Control and provided new guidance related to children's self-isolation and reiterated child care facilities as essential services. The Province also distributed 250,000 rapid antigen tests to child care providers throughout BC who receive Child Care Operating Funding or \$10 a Day ChildCareBC funding.

Additional health and safety funding for child care providers through the 2022 Health and Safety Grant was announced on February 7, 2022. The Province invested \$20 million in grants to support licensed child care providers with the additional costs of cleaning, supplies or staffing that arise due to the ongoing impact of the COVID-19 pandemic. Eligible licensed child care providers received a one-time grant of \$160 per child care space in February 2022.



Supports to Early Childhood Educators

On February 18, 2022, the Province of BC announced additional funding programs to support Early Childhood Educator training, recruitment and retention in BC. The programs are part of the StrongerBC Economic Plan and are supported by the allocation of \$49.2 million of funding provided through the Canada-British Columbia Early Learning and Child Care Agreement, which was signed in 2021.

Updates to New Spaces Capital Funding Program

The provincial ChildCareBC New Spaces Fund announced key program updates for 2022 in order to increase the number of quality, inclusive community-based child care facilities in areas of the greatest need. The call for applications for the new round of New Spaces funding opened in May 2022 and will close when the funding runs out.

The key changes for 2022 include:

- The removal of maximum provincial funding amounts to support the delivery of larger space projects but prioritising projects with a cost per space of \$40,000 or less;
- An increased priority for schemes delivering infant/toddler child care spaces;
- A new application stream for BC School Boards, First Nation Schools, First Nation Independent Schools and eligible independent schools creating new School-age Care on School Grounds;
- Added eligibility for the funding of consulting services up to 12 months prior to entering a Funding Agreement; and
- A new requirement for projects to include a 10% contingency fund.

In the first three years of ChildCareBC, more than 30,500 new licensed child care spaces for children aged 0–12 years have been introduced in BC. Of these new spaces, 1,405 spaces are located in Richmond.

Expanded \$10 a Day Child Care Spaces

In 2018, the Province began funding \$10 a Day ChildCareBC sites under a prototype model where more than fifty \$10 a Day ChildCareBC centres were approved for operation. In 2021, the Province committed to convert over 4,000 additional spaces

to \$10 a Day ChildCareBC Spaces for families and as of December 2022, with funding from the updated Early Learning and Child Care (ELCC), there are now 10,500 \$10 a Day ChildCareBC spaces in the Province. Additional spaces are being negotiated between the Province and child care operators and are expected to be implemented in early 2023. As of December 1, 2022 there are thirteen facilities in Richmond enrolled in this program and currently offering \$10 a Day child care to families. Seven of these thirteen facilities are owned by the City of Richmond and leased to non-profit providers in the community. They currently provide 245 spaces of licensed child care.

Reductions in Child Care Fees

In 2018, as part of the ChildCareBC Plan, the provincial government introduced the Fee Reduction Initiative. This program provides direct funding to eligible, licensed child care providers to enable them to reduce child care fees for families. Initially this program resulted in reductions of up to \$350 per month for families of children attending licensed group child care programs for children under the age of three years and has been expanded in 2022 to result in reductions of up to \$900 per month. Reductions of up to \$100 per month for children aged 3–5 years, including those in kindergarten were expanded to a maximum reduction of \$545 per month depending on the type of child care used. As this funding is provided directly to child care providers, families are not required to apply for the fee reduction and it is not income tested. The program also includes administrative funding for providers to reflect additional paperwork involved in participation.

The increases to the Fee Reduction Initiative, announced on September 23, 2022 and effective December 1, 2022, will increase the amount of funding to child care providers and result in lower child care fees for families. This program now includes child care providers representing 96% of the licensed child care spaces eligible for the program across the province. Child care providers who are enrolled in the Fee Reduction Initiative are required to maintain their current child care fees in order to ensure that families directly benefit from the reductions. These significant fee reductions will increase the affordability of licensed child care in Richmond and across the province.



Status of Child Care in Richmond

2021–2031 Richmond Child Care Action Plan

The *2021–2031 Richmond Child Care Action Plan* (the Plan), which was adopted by City Council on April 12, 2021, offers valuable insight on municipal initiatives and outlines a concrete framework to expand and enhance child care choices in Richmond. The Plan builds on and complements the *2017–2022 Richmond Child Care Needs Assessment and Strategy*. Through research and consultation, the Plan provides a snapshot of the current state of child care in Richmond and assesses the opportunities and challenges to better meet the child care needs of families.

The *2021–2031 Richmond Child Care Action Plan* proposes child care space creation targets to address these needs:

- A net increase of 3,688 spaces by 2031 to achieve targets in relation to the projected population of:
 - 25 spaces per 100 children under 36 months;
 - 55 spaces per 100 children aged 30 months to school age; and
 - 25 spaces per 100 school-age children.
- Child care spaces for school-age children that are on-site or within walking distance for all elementary schools in Richmond, both public and independent, by 2031.
- A focus on three areas of flexible, licensed child care to meet the needs of families who require part-time or intermittent child care or who seek care during non-traditional hours due to employment.

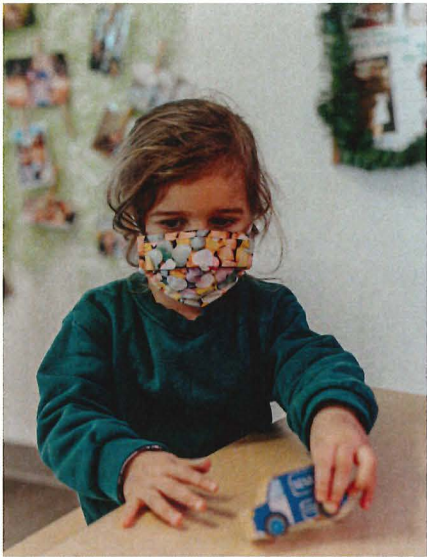
The Plan outlines a total of 35 actions for further exploration and implementation in order to create additional child care spaces in Richmond over the next ten years. These actions combined form a framework to further support the development of additional child care spaces in Richmond in City-owned, non-profit and private facilities. Outcomes from these actions will also support an increase in quality child care options for families while contributing to a stronger and more sustainable system of early learning and care.

City of Richmond's New Child Care Spaces

In 2022, the City of Richmond took ownership of the recently completed Hummingbird Child Care Centre, which provides 37 new child care spaces in a high quality, new facility. This facility adds to the existing 12 City-owned dedicated child care facilities in operation and provides a combined total of 620 licensed child care spaces in City-owned child care facilities.

The operation of the two Early Childhood and Development Hubs (ECDH); Seedlings and Sprouts, which commenced in 2022, and the completion of the new Hummingbird Child Care Centre this year are significant achievements, and





the result of the City of Richmond’s commitment to delivering high quality and innovative child care facilities for the city.

Richmond School District Child Care Initiatives

The Richmond School District has made considerable progress to support the provision of child care for families in Richmond. The Long-Range Facilities Plan, which was adopted on June 26, 2019 and updated in November 2021, included several strategic recommendations that pertain to child care and early learning. The recommendations include the identification of opportunities to create new permanent child care spaces when implementing seismic upgrades to schools.

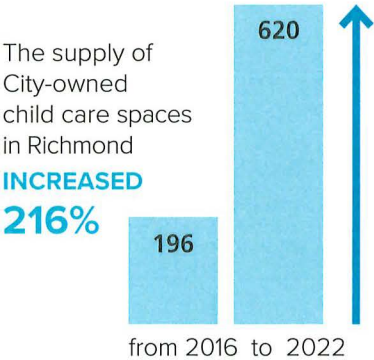
The School District has accessed the Province of BC’s ChildCareBC Funding Programs to create new child care facilities at F.A. Tomsett Elementary, Robert J. Tait Elementary, Manoah Steves Elementary School and Maple Lane Elementary School and are continuing to review suitable sites for new opportunities to create more child care spaces.

In addition to full day child care spaces, Richmond School District also operates two Just B4 licensed preschool programs for 4 and 5 year old children located at Walter Lee Elementary and R.M. Grauer Elementary. Staff from the City of Richmond and Richmond School District continue to work together and collaborate around opportunities to increase child care spaces at, or in close proximity to, schools.

Richmond’s Child Care Inventory

The City currently owns thirteen purpose-built child care facilities and Early Childhood Development Hubs which are leased to and operated by non-profit organizations. These facilities provide a total of 620 spaces of licensed child care and represent approximately 7.4% of the total 8,337 licensed child care spaces in Richmond. There is currently one additional City-owned facility, Hummingbird Child Care Centre, which has recently been completed and will be operational in Spring 2023. This new facility will contribute an additional 37 spaces of licensed child care in 2023. In addition, Community Associations and Societies continue to provide an additional 801 spaces of licensed preschool and school-age child care. Combined, the child care spaces in City-owned facilities and those operated by Community Associations and Societies represent 17% of the total child care inventory in Richmond of 8,337 spaces.

As part of the development of the *2017–2022 Richmond Child Care Needs Assessment and Strategy*, an analysis of licensed child care space in 2016 was conducted. The *2021–2031 Richmond Child Care Action Plan* and the *2021 Update to the 2017–2022 Richmond Child Care Needs Assessment and Strategy* included an update to the inventory of child care spaces in Richmond, based on 2021 licensed child care spaces and 2016 Census population data. To build on previous profiles of child care spaces, this section of the report provides an updated child care profile that includes licensed child care spaces in 2022 and 2016 Census population data. Whilst some of the 2021 Canadian Census data has been published, detailed population data for planning area has not yet been made available. Therefore, for the purposes of this update, the 2016 Census population data has been used.



Information on licensed child care spaces was collected in December 2022 to update the data on child care spaces in Richmond. To compare trends over time, information on licensed child care spaces from Vancouver Coastal Health and 2016 Census Data was used to calculate the child care space profiles for Richmond Planning Areas. Information on licensed child care spaces was also analyzed with child population data to create a 2022 inventory of child care spaces.

In 2022, there were

**35.6 CHILD
CARE SPACES**



per 100 children from birth to 12 years in Richmond.

The overall number of licensed child care spaces in Richmond increased by 8% between 2021 and 2022 (Table 1). An increase of 627 child care spaces has occurred over the last year and since the *2021 Update*. This amounts to a current total of 8,337 licensed child care spaces in Richmond. Over the period of 2016–2022, there has been significant uplift in the creation of child care spaces across all types of care resulting in 2,535 new spaces over this period, comprising a 44% increase.

Table 1: Trends in Licensed Child Care Spaces in Richmond: 2016–2022

Type of Care	Number of Licensed Child Care Spaces ¹						Change 2016–2022		Change 2021–2022	
	2016	2018	2019	2020	2021	2022	Change in spaces	% Change	Change in spaces	% Change
Group Care – Under 36 Months	664	928	1,023	1,211	1,495	1,661	+997	150%	+166	11%
Group Care – 30 Months to School Age	2,103	2,581	2,708	2,850	3,210	3,446	+1,343	64%	+236	7%
Group Care – School Age	1,666	1,685	1,822	1,817	1,814	1,964	+298	18%	+150	8%
Family Child Care	341	234	248	197	204	188	-153	-45%	-16	-8%
In-home Multi-age Care	81	104	105	72	80	87	+6	7%	+7	9%
Multi-age Care	88	96	80	120	120	120	+32	36%	0	0%
Preschool	819	769	791	729	761	845	+26	3%	+84	11%
Occasional Care	40	42	26	26	26	26	-14	-35%	0	0%
Total	5,802	6,439	6,803	7,022	7,710	8,337	+2,535	44%	+627	8%

In the past year, the number of new licensed Group Care (Under 36 Months) and Group Care (30 Months to School Age) spaces, have seen the largest growth in spaces of all child care types in Richmond. These types of child care have increased by 166 spaces (11% increase) and 236 spaces (7% increase) respectively. The number of preschool spaces have also increased by 11%, comprising an additional 84 licensed child care spaces. While this increase varies by Planning Area, large increases in the number of spaces for the 0 to 2 years age group addresses a significant priority area outlined in the *2017–2022 Richmond Child Care Needs Assessment and Strategy*.

¹ The first progress update was undertaken 18 months after the publication of the Strategy, therefore no data was recorded in 2017.

Since 2016, the largest growth in child care spaces has been seen in Group Care (Under 36 Months) spaces with an increase of 997 spaces; a 150% increase. There have also been long term increases in the number of Group Care (30 Months to School Age) and Group Care (School Age) spaces in Richmond. There are currently 64.9 Group Care (30 Months to School Age) child care spaces per 100 children aged 3 to 5 years in Richmond (Table 2). There has also been an increase in the number of Group Care (School Age) spaces by 150 spaces from 2021–2022. However between the years 2019–2021, this type of child care had experienced significantly less change in the number of spaces and there are currently 15.3 Licensed Group Care (School Age) child care spaces per 100 children aged 6 to 12 years (Table 2). This highlights that this type of care remains an important priority for space creation in Richmond.

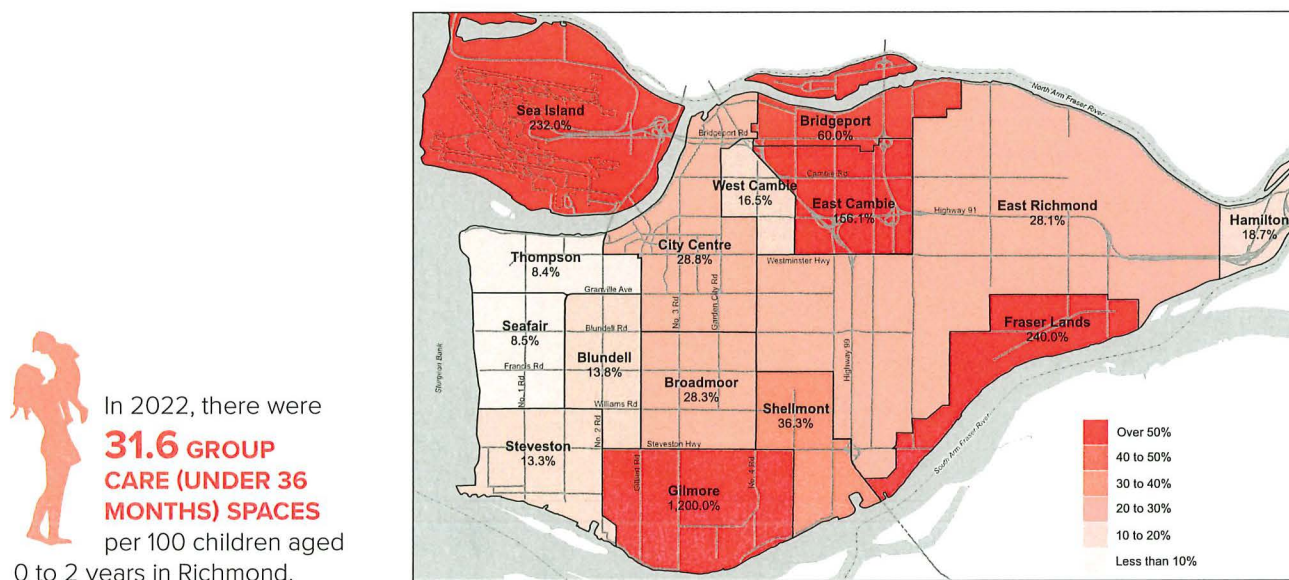
Table 2: Group Child Care Spaces per 100 Children by Type of Child Care Licence

Type of Child Care Licence	Number of Licensed Child Care Spaces	Child Population*	Child Care Spaces per 100 Children
Group Care – Under 36 Months	1,661	5,250	31.6
Group Care – 30 Months to School Age	3,446	5,305	64.9
Group Care – School Age	1,964	12,830	15.3
Total	8,337²	23,385	35.6

*Child population is based on 2016 Census Data

Child care spaces are also monitored across the various Planning Areas in Richmond and compared to the number of children residing in each neighbourhood. (Figures 1,2, and 3).

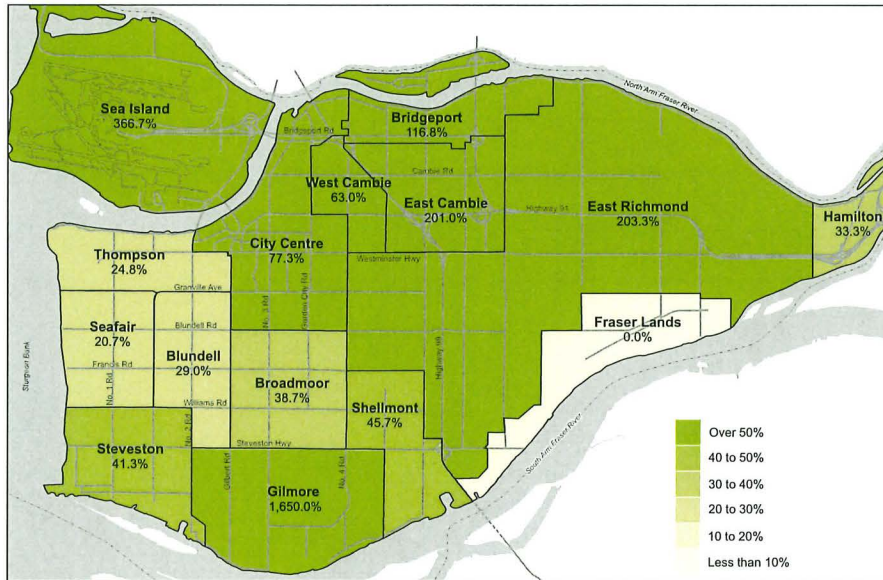
Figure 1: Percent of Child Care Need Met for Children Aged 0 to 2 Years through Licensed Group Care (Under 36 Months), by Planning Area, 2022^{3, 4}



In 2022, there were
31.6 GROUP CARE (UNDER 36 MONTHS) SPACES
per 100 children aged
0 to 2 years in Richmond.

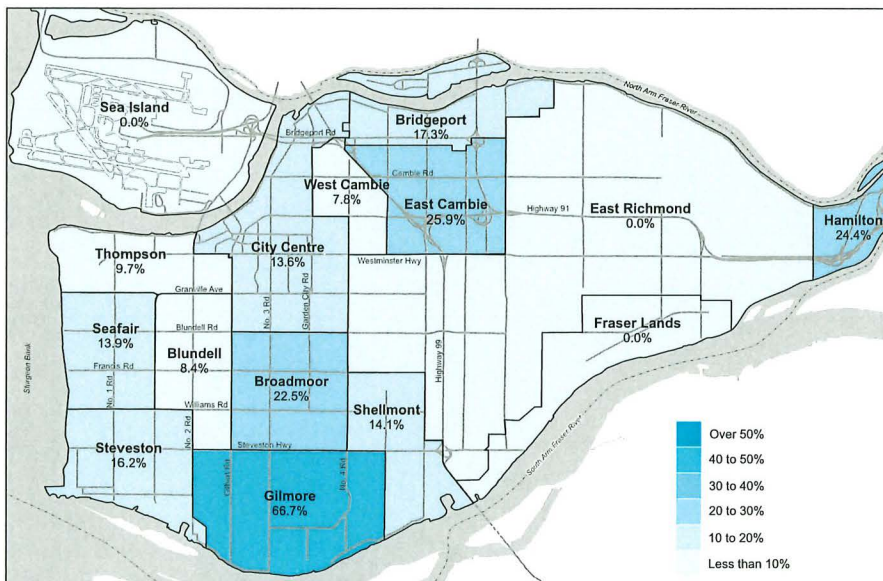
- 2 Note: Includes family child care, multi-age care, in-home care, occasional care and preschool programs.
3 Note: Does not include family child care, multi-age care, in-home care, occasional care or preschool programs.
4 Note: Numbers greater than 100 indicate more child care spaces than children of that age in that planning area.

Figure 2: Percent of Child Care Need Met for Children Aged 3 to 5 Years through Licensed Group Care (30 Months to School Age), by Planning Area, 2022^{5, 6}



In 2022, there were **64.9** **GROUP CARE (30 MONTHS TO SCHOOL AGE) SPACES** per 100 children aged 3 to 5 years in Richmond.

Figure 3: Percent of Child Care Need Met for Children Aged 6 to 12 Years through Licensed Group Care (School Age), by Planning Area, 2022^{7, 8}



In 2022, there were **15.3** **GROUP CARE (SCHOOL AGE) SPACES** per 100 children.

In 2022, a total of 28 new programs opened within 18 facilities in Richmond, resulting in 569 new licensed child care spaces for the city. However, while 2022 saw an overall increase in the number of licensed child care spaces, there were also closures of programs in Richmond (Table 3). A total of 17 programs

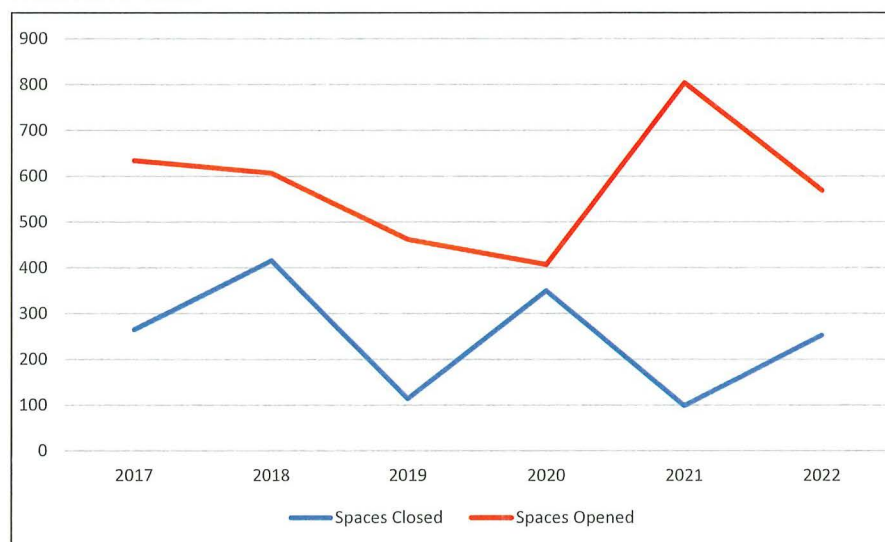
- 5 Note: Does not include family child care, multi-age care, in-home care, occasional care or preschool programs.
 6 Note: Numbers greater than 100 indicate more child care spaces than children of that age in that planning area.
 7 Note: Does not include family child care, multi-age care, in-home care, occasional care or preschool programs.
 8 Note: Numbers greater than 100 indicate more child care spaces than children of that age in that planning area.

within 14 facilities closed in 2022 resulting in a loss of 253 licensed child care spaces. Group Care (30 months to School Age) and Group Care (School Age) experienced the largest loss in licensed spaces resulting in a loss of 114 and 79 spaces respectively. As Figure 4 demonstrates, there has been significant fluctuation in the number of opened and closed child care spaces in Richmond over the Strategy period. The number of closed facilities and loss of licensed spaces in 2022 is significantly higher than the number of closures reported in the *2021 Update*; which saw the closure of 17 facilities resulting in the loss of 99 licensed spaces.

Table 3: Licensed Child Care Spaces and Facility Closures and Openings in 2022

Type of Care	Licensed Child Care Spaces – Closed	Licensed Child Care Programs – Closed	Licensed Child Care Spaces – Open	Licensed Child Care Programs – Open
Group Care – Under 36 Months	30	3	112	7
Group Care – 30 Months to School Age	114	5	218	9
Group Care – School Age	79	5	133	4
Family Child Care	14	2	7	1
In-home Multi-age Care	8	1	7	1
Multi-age Care	8	1	8	1
Preschool	0	0	84	5
Occasional Care	0	0	0	0
Total	253	17	569	28

Figure 4: Number of Licensed Spaces that Opened and Closed from 2017–2022



2021–2031 Richmond Child Care Action Plan Targets

The 2021–2031 *Richmond Child Care Action Plan* outlines a target to increase licensed child care spaces in Richmond by 3,688 spaces between 2021 and 2031. This includes a target of 563 new Group Care (Under 36 Months) spaces, 1,087 new Group Care (30 Months to School Age), 1,974 new Group Care (School Age) spaces and 64 additional spaces through other types of care including occasional care, child-minding and multi-age overnight care. Data on licensed child care spaces previously outlined, indicates that significant progress has already been made to achieve these targets, as outlined in Table 4.



The supply of child care spaces in Richmond
INCREASED 44%
from 2016 to 2022.

Table 4: 2031 Licensed Child Care Space Targets compared to 2022 Supply

Type of Care	2031 Target	2022 Supply	Target Met (%)
Group Care – Under 36 Months	1,774	1,661	94%
Group Care – 30 Months to School Age	3,937	3,446	88%
Group Care – School Age	3,791	1,964	52%
Occasional Care	58	26	45%
Licensed Child Minding	24	0	0%
Multi-Age Child Care – Overnight Care	8	0	0%
Total*	10,710	8,337	78%

*Includes all types of child care, including licensed preschool, multi-age care, in-home multi-age care and family child care.





Progress

The 2017–2022 *Richmond Child Care Needs Assessment and Strategy* was adopted by City Council on July 24, 2017 and outlined 32 recommended actions to accomplish throughout the five-year period. This is the final update to the 2017–2022 *Richmond Child Care Needs Assessment and Strategy* and therefore, the purpose of this section is to provide an overview of how the City has responded and addressed each of the recommended actions and to highlight its accomplishments over the strategy period. To summarise, over the five year period the City has either completed or made significant progress on all of the 32 actions recommended within the 2017–2022 *Richmond Child Care Needs Assessment and Strategy*.

2022 Significant Achievements

In 2022, significant advancements and achievements occurred within the City's child care portfolio, including:

- Hummingbird Child Care Centre was completed and transferred to the City of Richmond in December 2022. The new Hummingbird facility is located at 6899 Pearson Way and was secured as part of the rezoning by Oval 8 Holdings Limited (ASPAC Developments) and delivered as part of the 'River Green' mixed use development. The facility will be operated by the YMCA of Greater Vancouver and provides 1,485.8 square metres, which includes 619.7 square metres of indoor space and 409.6 square metres of outdoor playground space. This new facility will provide 37 new licensed child care spaces: 12 spaces of Group Care (Under 36 Months) and 25 spaces of Group Care (30 Months to School Age).
- The 2021–2031 *Richmond Child Care Action Plan* provides child care space creation targets over 10 years and was completed and adopted by City Council on April 12, 2021. At the end of 2022, the City and community have increased child care spaces by 627 since 2021, a total of 8,337 spaces representing 78% of the overall target for the 2021–2031 *Richmond Child Care Action Plan* period, which is significant progress towards the target of 10,710 licensed child care spaces.
- Updates were made to resources and materials to support child care operators who wish to open new facilities, renovate or expand to navigate the multiple regulatory processes involved. These detailed documents ensure child care operators have the required background resources and information relating to relevant City, Vancouver Coastal Health and Richmond Fire Rescue processes and expectations to make informed decisions and successfully navigate the steps involved in opening new child care spaces.

1 CITY-OWNED CHILD CARE FACILITY was completed



A total of **37** new licensed child care spaces.



1 Strategic Direction #1: Policy and Planning



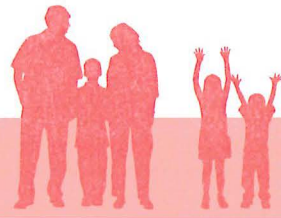
Why is this important?

The City's role in child care policy and planning is to support the development and ongoing provision of an adequate supply of local, licensed child care spaces to meet the needs of resident and employment populations. This entails conducting periodic child care needs assessments and monitoring data sources to analyze trends and child care space needs and availability within the Richmond community. The City's role also involves the administration of the City's Child Care Grant Program and support to the Child Care Development Advisory Committee.

Highlighted Achievements

- A review of the Official Community Plan (OCP) and Zoning Bylaw was completed in December 2021 and January 2022. From this review, it was concluded that the current OCP provides a number of opportunities to facilitate the accommodation of child care facilities in the city; it is generally possible to provide child care programs in all neighbourhoods within the city. It was determined that no amendments to the current wording of the OCP or to the Zoning Bylaw were warranted at this time. City staff continue to support future child care operators in their selection of appropriate locations for child care delivery and in navigating the various regulatory approvals and processes involved in opening/expanding licensed child care in Richmond.
- Over the five year period between 2017 and 2022, a total of \$7,205,048 was received in developer contributions to the Child Care Development Reserves. In 2022, the City's Child Care Development Reserve did not receive any new contributions as there were no new development projects moving forward with rezoning considerations that required a contribution. These funds are used to assist in the creation of new child care spaces in Richmond by supporting the development of new City-owned child care facilities and developing resources to support innovation and best practice in the design of City-owned child care facilities. In addition, the Child Care Development Reserve supports the maintenance and enhancement of child care within the city by providing grants to non-profit societies through the Child Care Capital Grant Program.





2 Strategic Direction #2: Creating and Supporting Spaces

Why is this important?

The City supports the creation of child care spaces by accepting voluntary contributions from developers in the form of built child care facilities or cash-in-lieu contributions to the City's Child Care Statutory Reserves. As of 2022, the City currently manages and maintains thirteen existing City-owned child care facilities. There are also dedicated City resources to help develop, maintain and support the child care system in Richmond. This is in addition to child care spaces provided in recreation facilities and operated by Community Associations and Societies.

Highlighted Achievements

- Hummingbird Child Care Centre, the child care facility secured as a community amenity contribution in the River Green development, was completed and transferred to the City in December 2022. This 37 space facility will be operated by the YMCA of Greater Vancouver. This City-owned child care facility is expected to be operational in spring 2023.
- The 2022 City of Richmond Child Care Grants were approved and a total of \$57,400 was awarded to eight organizations including:
 - \$50,000 in Capital Grants to provide necessary capital items such as playground renovations; and
 - \$7,400 in Professional and Program Development Grants to provide enhancements and equipment for the Supported Child Development Program's lending library.
- Collaboration and coordination continued with the Richmond School District and resulted in additional opportunities to co-locate child care with schools through the sharing of information regarding Provincial Funding Programs and data on child care needs in Richmond. The School District accessed the Province of BC's ChildCare BC Funding Programs to deliver 25 group child care spaces (30 months to school age) and an additional 25 before and after school group child care spaces at Maple Lane Elementary and 25 group child care spaces (30 months to school age) at Manoah Steves Elementary. These facilities are purpose built facilities; scheduled for completion in spring/summer 2023. New child care facilities have also been created at F.A. Tomsett Elementary and Robert J. Tait Elementary.
- Updates were made to resources and materials to support child care operators who wish to open new facilities, renovate or expand to navigate the multiple regulatory processes involved.

In 2022,
\$50,000
FOR
CAPITAL
EXPENSES and
\$7,400 **FOR**
PROFESSIONAL AND
PROGRAM DEVELOPMENT
was approved through the
child care grant program.



3 Strategic Direction #3: Advocacy



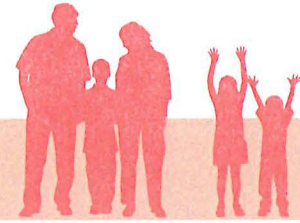
Why is this important?

The City advocates on behalf of its residents to address the needs of Richmond's resident and employee population. Facilitating quality, accessible and affordable child care is within the mandate of senior levels of government, and the actions below address advocacy items that the City can undertake.

Highlighted Achievements

- In 2022, during the Union of BC Municipalities Conference, a meeting took place between members of Richmond City Council and the Minister of State for Child Care and Minister of Education and Child Care to discuss priorities for child care in Richmond, the needs of the Richmond community and provincial funding programs and initiatives. In addition to this, meetings also took place at the staff level between the City and the Ministry of Education and Child Care. These opportunities foster and support partnerships and advocacy across various levels of government as well as showcasing the excellent work being done in Richmond to create and support licensed child care.
- Presentations on the creation of licensed child care and municipal partnerships in child care were given by staff to delegates attending the annual Union of BC Municipalities Conference and to members of the Metro Vancouver Social Issues Subcommittee. These presentations provide valuable information and support the advocacy efforts of elected officials and municipal staff in enhancing child care options in their communities. Richmond is a recognized leader in this area across the province.





4

Strategic Direction #4: Accessibility and Inclusion

Why is this important?

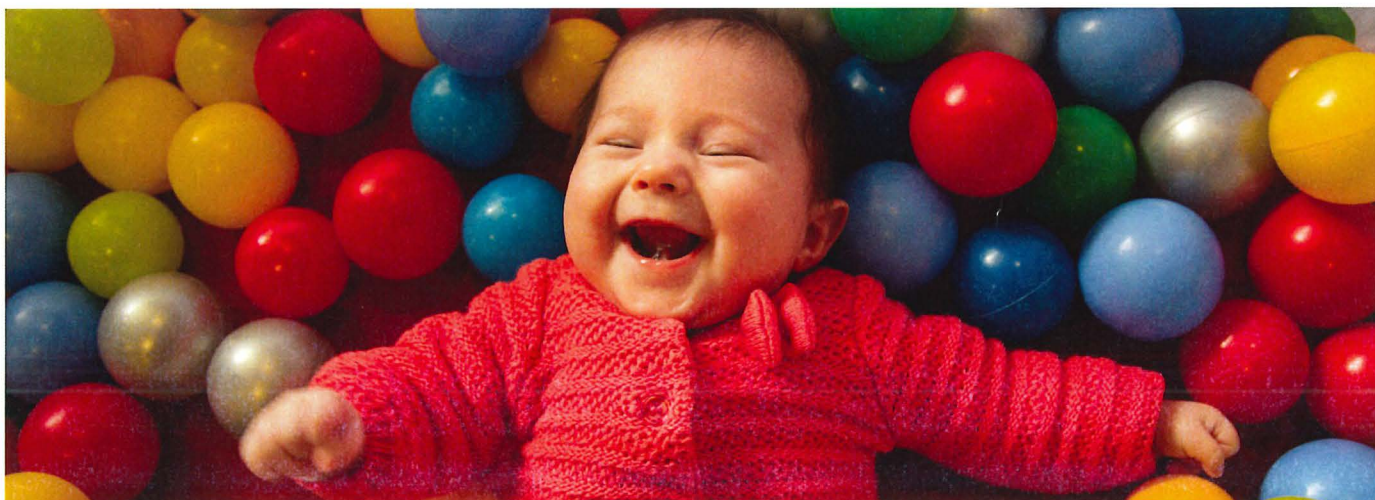
The City works to create an inclusive environment for all residents, in partnership with community organizations. Improving access to information about child care, supporting family services for newcomer families, and enhancing services for children with diverse needs are all important areas that the City strives to strengthen.

Highlighted Achievements

- The *Richmond Child Care Design Guidelines* (the Design Guidelines) provides best-practice design standards to inform the creation of City-owned child care facilities in Richmond. This resource document is also used by developers, architects and child care operators in the community. The Design Guidelines underwent a review in 2022 in order to update information to reflect learnings and new design standards. An updated document has been prepared and will be published in early 2023.
- Resources and information on accessing child care and child care funding to support families was shared with the Richmond School District for the purpose of supporting refugee families from the Ukraine who were settling in Richmond. This information was also shared with SWIS (settlement workers in schools) to support all newcomer families.
- Funding was provided through the Child Care Grants program to support expansion and enhancements to the toy and resource lending library operated by Aspire Richmond's Supported Child Development Program and located at Seedlings Early Childhood Development Hub. This lending library is available to families whose children may require extra support to attend child care or have a developmental delay or identified disability. Materials in the library foster development, social interaction and inclusion.

The updated
Child Care Design
Guidelines will
provide technical
guidance for

the design of all **FUTURE
CITY-OWNED CHILD CARE
FACILITIES.**





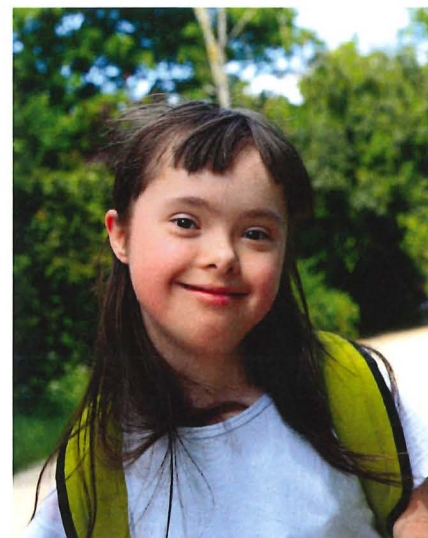
5 Strategic Direction #5: Collaboration and Partnership

Why is this important?

The City of Richmond engages in and seeks partnerships and collaboration with others to advance its child care strategy. The City continues to identify potential opportunities to work with community partners to remain well informed and prepared to respond to funding opportunities and policy changes.

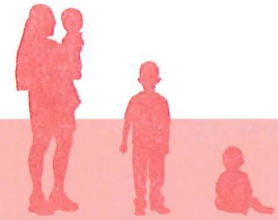
Highlighted Achievements

- In 2022, the Richmond Child Care Development Advisory Committee (CCDAC) provided continued support to City staff and City Council. Of particular importance in 2022 was the expertise, advice and input provided into the commencement of operations and community access at Seedlings and Sprouts Early Childhood Development Hubs. The CCDAC was established to provide City Council with advice regarding the planning, development, support and promotion of quality, affordable and accessible child care in Richmond. The CCDAC also reviewed and monitored ongoing changes to provincial oversight of child care and expanded funding programs initiated by senior levels of government to support child care initiatives.
- In 2022, the Richmond Child Care Development Advisory Committee and the City planned and hosted two public events for Child Care Month in May in collaboration with Richmond Child Care Resource and Referral and the Richmond Public Library. The events included a symposium for early childhood educators, child care providers and parents titled Supporting Richmond's Children. This included three presentations titled 'The Current State of Richmond's Children', 'Increasing Resilience for Child Care Providers' and 'Nurturing and Responsive Relationships'. There were 121 registered participants.
- As part of the 2022 Child Care Month activities, the Child Care Development Advisory Committee and the City hosted a second event, a children's art exhibition that featured original creations from local child care programs and received 22 submissions from 13 child care facilities. These were displayed on the Community Art Wall at the Brighthouse Branch of the Richmond Public Library from May 2 to May 22, 2022.



6

Strategic Direction #6: Research, Promotion and Marketing



Why is this important?

The City conducts research on child care trends, creates tools to assist the public with finding child care resources, prepares publications to help potential child care operators create child care space, and promotes access to resources within the community.

Highlighted Achievements

- The City has continued to monitor, review and disseminate research in the child care sector relating to the impacts of the COVID-19 pandemic on children and families. This information was compiled from various organizations and published reports and used internally to support community organizations delivering child care services across Richmond.
- Updated and enhanced materials to support child care operators in creating child care spaces were released in 2022 following a comprehensive review and update in collaboration with Vancouver Coastal Health, Child Care Licensing and Richmond Fire Rescue. The updated 'Creating Child Care Spaces in Richmond' brochure supports child care operators in navigating the process for opening or renovating a child care program in Richmond.





7

Strategic Direction #7: Monitoring and Renewal

Why is this important?

With changing demographics and the evolution of the child care landscape in Richmond, the City will continue to monitor and renew its policies and strategies with key data and research. The following actions discuss approaches for planning the next Child Care Needs Assessment and Strategy as well as research work that benefits and advances the City's child care work.

Highlighted Achievements

- The *2021–2031 Richmond Child Care Action Plan*, completed in 2021 and implemented in 2022, informs the City's ongoing work to support the child care sector and outlines actions that the City and its community and public partners, including the Richmond School District and Vancouver Coastal Health, can undertake to enhance sector stability and increase child care spaces. The actions outlined in the Plan form a framework to further support the development of additional child care spaces in Richmond in City-owned, non-profit and private facilities. Evaluation and monitoring are key actions in the plan and specifically include monitoring child care need and availability across Richmond and continued monitoring of the impacts of the COVID-19 pandemic on child care enrollment, workforce changes and the stability of the child care sector.
- Actions within the *2017–2022 Richmond Child Care Needs Assessment and Strategy* were progressed in 2022 and development of a new ten year Child Care Strategy for Richmond is currently underway. This new strategy will identify the key child care needs for Richmond and will create a set of directions and actions to guide the City and key partners to address these needs over the next ten years.

Next Steps

The City of Richmond's *2017–2022 Richmond Child Care Needs Assessment and Strategy* outlines a range of short to long term and ongoing actions to support the development of a comprehensive child care system in Richmond. This report, alongside the annual update reports, provides information on the City's progress in meeting all strategic actions since the Strategy was adopted in July 2017. The City continues to implement actions outlined in the Strategy and in the *2021–2031 Richmond Child Care Action Plan*. Significant progress has been made in 2022 to increase child care spaces in the community. Currently in Richmond, the demand for child care continues to exceed the supply with child care spaces available for only 35.6% of children across all types of licensed child care.

In 2023, the City will:

- Continue implementation of actions identified in *2021–2031 Richmond Child Care Action Plan*;
- Undertake a review of the 2021 Census Data once new data is published in order to inform current and future child care needs for Richmond; and
- Prepare a new 10 year Child Care Strategy to guide initiatives and activities related to child care for the next decade.

Following the development of a new 10 year Child Care Strategy the advancement of recommended actions within the strategy will continue to be monitored and highlighted within regular update reports.

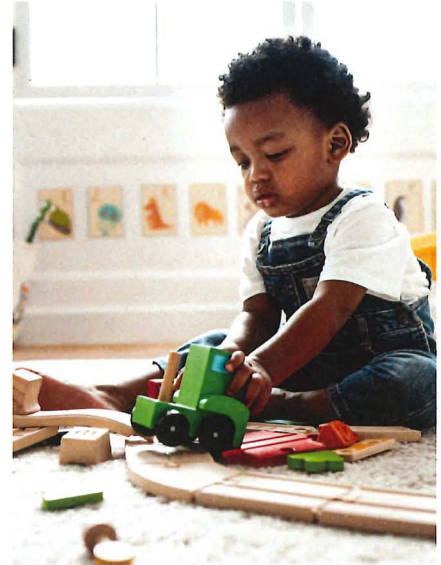


Conclusion

The *2017–2022 Richmond Child Care Needs Assessment and Strategy: 2022 Update* celebrates the significant achievements the City of Richmond has made over the past five years in the creation, expansion and enhancement of child care since the Strategy's adoption. It reinforces the critical value of the City's ongoing commitment to working in partnership with key stakeholders to establish a comprehensive child care system.

The City has demonstrated its commitment to child care by establishing a Child Care Development Statutory Reserve Fund, building City-owned child care facilities and Early Childhood Development (ECD) Hubs, and conducting regular child care needs assessments. Planning is currently underway for both the implementation of the *2021–2031 Richmond Child Care Action Plan* and the development of a new, 10 year child care strategy. The City of Richmond is a strong advocate for quality child care and will continue to work collaboratively with community partners including the Richmond School District, Vancouver Coastal Health, Community Associations and Societies, multi-service agencies who support families and child care operators, and organizations to address the needs of children, families and employers. All of these factors combined will position the City of Richmond to continue to expand and enhance quality, inclusive licensed child care availability in Richmond over the next ten years.

In the upcoming year, the City and its key stakeholders will engage families, child care providers and the broader community to assess the current child care needs and priorities for Richmond. The City will also undertake a review of the 2021 Census Data once new data is published in order to inform current and future child care needs for Richmond. This information will be used to develop a new 10 year Child Care Strategy to guide and inform the City's work in this essential area. The City will continue to identify and support innovative and creative approaches to create and promote high-quality child care to further the vision, "to continue to be a municipal leader in fostering the conditions for a comprehensive child care system in Richmond."



Appendix A

Status Update: 2017–2022 Richmond Child Care Needs Assessment And Strategy Strategic Directions And Actions

Short term: 1–3 years

Long term: 4–5 years

Strategic Direction	Recommended Actions	Status
Policy and Planning	1. Review Richmond's child care space needs and update child care space targets by Planning Area, utilizing the 2016 Long-form Canada Census data for the City and its planning areas. (Short term) KEY PRIORITY	Completed
	2. Review the current status of existing child care spaces in Richmond. Working with assistance from the City's Planning staff to: <ul style="list-style-type: none"> a. Undertake a review of areas in the city with the capacity for more intense redevelopment or that may be subject to land use changes (e.g. industrial "let go" areas) to understand if there are any potential impacts to maintaining existing child care spaces. b. Consult with the School District about school enrolment changes and facility redevelopment that may affect use of school properties for licensed child care spaces and other child and family development programs. (Short term) KEY PRIORITY 	Completed Completed
	3. Review and seek direction on amendments to the City's Official Community Plan to determine if any amendments are required to sections addressing child care (e.g. sizes for child care facilities serving a range of age groups, calculations for cash contributions). (Long term)	Completed
	4. Conduct a review to ensure that the Child Care Grant Program is meeting the non-profit child care operator's needs (e.g. timing, number of grant cycles per year, budget). (Short term)	Completed
	5. Review internal City mechanisms for maintaining and coordinating City-owned child care facility improvements (e.g. ongoing maintenance of facilities, operating budget impact estimators, minor and major capital improvements). (Short term)	Completed
	6. Review and update the Terms of Reference for the Child Care Development Advisory Committee (CCDAC) to ensure the committee is fulfilling its role and mandate. (Short term)	Completed

Strategic Direction	Recommended Actions	Status
Creating and Supporting Spaces	7. Continue to secure community amenity contributions through rezoning processes, focusing on the creation of early childhood development hubs. (Long term) KEY PRIORITY	Significant progress made
	8. Work with other City of Richmond departments to plan, secure and build child care spaces co-located with other community facilities. (Long term)	Significant progress made
	9. Review the Child Care Statutory Reserve Fund policy to consider how fund contributions could be apportioned to the Child Care Development Reserve Fund and the Child Care Operating Reserve Fund (e.g. 70% for Capital and 30% for Operating as opposed to the current split of 90% for Capital and 10% for Operating). (Short term) KEY PRIORITY	Completed
	10. Explore mechanisms to increase City staff resources to advance the City's child care priorities. a. Provide additional staff resources (e.g. Planner 1 – Child Care in Community Social Development) to support continued implementation of the Child Care Policy and fulfill the recommendations presented in this report; and b. Support the development of facilities secured as community amenity contributions by ensuring there is an integrated City department approach applied to working with developers providing these amenities. (Short term) KEY PRIORITY	Completed Significant progress made
	11. Continue to manage and maintain existing and future City-owned child care facilities to ensure both the City and non-profit operators are fulfilling their lease obligations, leases are up to date, and facilities are well maintained. (Long term)	Completed
	12. Pursue partnerships and funding opportunities with senior levels of government for capital investment to assist with the creation of City-owned child care spaces in Richmond. (Long term)	Significant progress made
	13. Work with Community Associations to learn about child care needs in the neighbourhoods they serve and how they can build capacity to meet these needs. (Long term)	Ongoing

Strategic Direction	Recommended Actions	Status
Advocacy	14. Send a letter to the Federal Government to indicate the City of Richmond's support for the development and implementation of a meaningful, appropriately funded Multilateral Early Learning and Child Care Framework for Canada. (Short term)	Federal Government actioned the Early Learning and Child Care Framework for Canada prior to letter being completed.
	15. Send letters to the Provincial Government:	
	a. Expressing City Council's endorsement of the \$10aDay Child Care Plan;	Completed
	b. Requesting that the City of Richmond be consulted about the creation and implementation of a future Provincial child care plan; and	Completed
	c. Recommending wage enhancements for Early Childhood Educators to attract qualified staff and to support both existing and new child care spaces (e.g. increases to the Child Care Operating Fund Program). (Short term)	Completed
	16. Send a letter to the Provincial Government requesting that the benefit rates and eligibility provisions for the Child Care Subsidy be reviewed and increased (e.g. expanded coverage for median or moderate income families). (Short term)	Completed
	17. Send a letter to the Provincial Government requesting that they review and increase funding for Early Childhood Intervention Services in accordance with the #KidsCantWait Campaign. (Short term)	Completed
	18. Continue to monitor funding and grant opportunities along with future actions planned by senior levels of government regarding child care initiatives to maximize opportunities to enhance affordable, accessible and quality care in Richmond. (Short term)	Ongoing

Strategic Direction	Recommended Actions	Status
Accessibility and Inclusion	19. Collaborate with Vancouver Coastal Health, the Richmond School District, other schools in Richmond (e.g. private, francophone), Richmond Child Care Resource and Referral, Richmond Children First, the City of Richmond Child Care Development Advisory Committee, the Intercultural Advisory Committee, Community Associations, child care providers, and other appropriate parties to improve availability of information to Richmond families on child care and family-related resources. (Short term)	Significant progress made
	20. Consult with the City of Richmond's Accessibility and Inclusion section, the Intercultural Advisory Committee, and multicultural and immigrant serving organizations to determine ways to: <ul style="list-style-type: none"> a. Improve the dissemination of information on child care to newcomers; and b. Establish ongoing communication channels to enable the City to keep abreast of the needs of and challenges facing recent immigrants regarding child care. (Short term) 	Progress made and action ongoing In progress
	21. Work with the City departments and sections, as well as external organizations who focus on accessibility issues to: <ul style="list-style-type: none"> a. Incorporate barrier-free design into new City-owned early childhood development hubs and child care facilities; and b. Explore innovations in child care facility design for both indoor and outdoor areas that would enhance the inclusion of children who require extra supports. (Long term) 	Significant progress made Significant progress made

Strategic Direction	Recommended Actions	Status
Collaboration and Partnership	22. Continue to support the work of the City's Child Care Development Advisory Committee with the view of building the capacity of the child care sector and parents understanding of child care options. (Short term)	Ongoing
	23. Facilitate and promote the delivery of professional development training for those employed in the delivery of licensed child care programs with the goal of maintaining and enhancing the quality of programs offered in Richmond. (Long term)	Ongoing
	24. Continue to consult with representatives from senior levels of government, other municipalities, Vancouver Coastal Health, Richmond Children First, United Way of the Lower Mainland, the UBC Human Early Learning Partnership and the First Call – BC Child and Youth Advocacy Coalition to ensure that the City is well informed about latest trends, research and advocacy efforts concerning child care matters. (Short term)	Significant progress made
	25. Build and foster relationships with senior levels of government to ensure the City is consulted on federal and provincial policy changes. (Short term)	Ongoing
	26. Seek new partnerships around the delivery of child care services. (Long term)	Ongoing
	27. Host one inter-municipal roundtable workshop to share information and best practices in child care policy, facility development, grants administration and successful advocacy approaches to senior levels of government. (Short term)	Completed

Strategic Direction	Recommended Actions	Status
Research, Promotion and Marketing	28. Regularly update the City's child care website to provide information on current civic initiatives related to child care and links to useful resources that build awareness and educate the community. (Short term)	Ongoing
	29. Monitor and share the latest trends in child care research and best practices in the delivery of quality child care programs with the City's Child Care Development Advisory Committee, Community Associations, Richmond Children First, Richmond Child Care Resource and Referral Centre, Vancouver Coastal Health, child care providers, and other community agencies and organizations. (Long term)	Ongoing
	30. Continue to develop child care educational resources and further expand the complement of promotional vehicles such as social media to share information about child care with parents and child care providers. (Short term)	Ongoing
Monitoring and Renewal	31. Update City policies, plans and publications: <ul style="list-style-type: none"> a. Continue to work with the City's Planning Department and other related Departments to update City policies that reference child care; and b. Continue to work with City staff and consultants to undertake research and update City publications and working documents (e.g. Terms of Reference for rezoning reports, City of Richmond Child Care Design Guidelines for City-owned buildings, and checklists related to development processes). (Short term) 	Review of policy completed Completed and actions ongoing
	32. In planning for the next Child Care Needs Assessment and Strategy: <ul style="list-style-type: none"> a. Commence the next child care needs assessment and strategy work in late 2022. Begin the survey work and community engagement process, prior to the release of the 2021 Canada Census, and incorporate demographic information for Richmond geographies when it becomes available in 2023. b. Seek information and assistance from Richmond Multicultural Community Services Society, S.U.C.C.E.S.S., and other newcomer-serving organizations regarding approaches for increasing the interest and involvement of the recent immigrant community in the next child care needs assessment community engagement process. (Long term) 	Process begun and will continue throughout In process



City of Richmond

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Telephone: 604-276-4000
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City of Richmond

Report to Committee

To: Planning Committee
From: Evangel Biason
Manager, Legislative Services
Date: March 29, 2023
File: 08-4105-20-AMANDA
#/2023-Vol 01
Re: Housekeeping Request - Abandonment of Unadopted Bylaws

Staff Recommendation

That the unadopted Zoning and OCP Amendment Bylaws, as outlined in Attachment 1, of the staff report titled "Housekeeping Request – Abandonment of Unadopted Bylaws" dated April 19, 2021 from the Director, City Clerk's Office, be abandoned.

Claudia Jesson
Director, City Clerks Office
(604-276-4098)

CJ:eb/jdr

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Development Applications	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

Council Policy No. 5017 states that the City Clerk may bring forward to Council any Zoning or Official Community Plan (OCP) Amendment Bylaw, where one year or more has elapsed from the conclusion of the relevant Public Hearing, with a recommendation either to abandon the bylaw, to require another Public Hearing, or another recommendation if warranted.

The last time Council considered a report requesting the abandonment of unadopted bylaws was May 9, 2022. As a housekeeping matter to clean up the files, staff have reviewed unadopted bylaws and their associated land use applications to identify those projects which have either been withdrawn at the applicant's request or closed by City staff due to inactivity. Based on this review, this report presents two (2) unadopted bylaws for abandonment.

Not included in this report are bylaws for which more than one year has passed since a Public Hearing, and the applicant is continuing to take active steps to addressing the rezoning considerations. Staff do not recommend abandoning such bylaws at this time.

This report supports Council's Strategic Plan 2022-2026 Focus Area #4 Responsible Financial Management and Governance:

Responsible financial management and efficient use of public resources to meet the needs of the community.

4.2 Seek improvements and efficiencies in all aspects of City business.

Analysis

Upon reviewing the OCP and Zoning Bylaw amendments which have been to a Public Hearing but have not yet been adopted, planning staff have identified one application that has had little or no subsequent activity since the Public Hearing. This application also had an associated road closure bylaw for which staff also recommend to be abandoned at this time. A table listing these bylaws and their relevant details is provided in Attachment 1.

A letter was provided to the applicant identifying that there had been no activity and to request that staff be advised of their intentions with respect to the outstanding bylaw. The results of this survey indicate that applicant did not respond to staff's request and expressed no objection to their respective bylaw being abandoned. The related development application has since been closed.

Financial Impact


None.

Conclusion

Attachment 1 identifies one unadopted Zoning Amendment Bylaw and an associated Road Closure Bylaw that are no longer applicable because the proponents for the related application have not made contact with staff for the purpose of proceeding with the requirements of the application and the application has been formally closed. Staff therefore recommend that the noted unadopted bylaws identified in Attachment 1 be abandoned.



Evangel Biason
Manager, Legislative Services
(604-276-4098)



Josh Reis
Program Manager, Development
(604-204-8653)

EB/JDR:jdr

Att. 1: List of Bylaws to be Abandoned

List of Bylaws to Be Abandoned - 2023

<u>Bylaw No</u>	<u>File No</u>	<u>Bylaw Title</u>	<u>First Reading</u>	<u>Public Hearing Date</u>	<u>Status of Other Development</u>	<u>Reason for Action Taken</u>	<u>Bylaw Action Recommendation</u>
9815	RZ 15-704980	RZ – 8871, 8891, 8911, 8931, 8951, 8971, and 8960 Douglas Street	Jan 15/18	Feb 19/18		Closed due to inactivity	This bylaw should be abandoned
9738	RZ 15-704980	Road Closure and Removal of Road Dedication Bylaw	Jan 15/18 (1 st , 2 nd , and 3 rd Reading)	N/A	Associated rezoning application closed due to inactivity	Associated rezoning application closed due to inactivity	This bylaw should be abandoned



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** April 3, 2023
From: Lloyd Bie, P.Eng. **File:** 10-6455-01/2023-Vol
Director, Transportation 01
Re: **Azure Road Neighbourhood: Results of Residential Permit Parking Review**

Staff Recommendation

1. That Staff engage with the residents on Alta Court to develop a resident permit parking pilot program, as described in the staff report titled "Azure Road Neighbourhood: Results of Residential Permit Parking Review" dated April 3, 2023, from the Director, Transportation; and
2. That should the majority of residents on Alta Court wish to participate in such a program, staff will bring forward the necessary City Bylaw amendments for Council consideration.

Lloyd Bie

Lloyd Bie, P.Eng.
Director, Transportation
(604-276-4131)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Roads and Construction	<input checked="" type="checkbox"/>	<i>Joe Erag</i>
Community Bylaws	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: <i>CS</i>	APPROVED BY CAO <i>Seleen</i>

Staff Report

Origin

At the September 20, 2022 Planning Committee, the following referral was received:

That staff be requested to explore a resident only parking pilot program in the vicinity of the proposed development.

This report provides the outcome of staff's review of the request and engagement with the neighbourhood.

This report supports Council's Strategic Plan 2022-2026 Strategy #1 Proactive in Stakeholder and Civic Engagement:

1.4 Leverage a variety of approaches to make civic engagement and participation easy and accessible.

Analysis

As part of the rezoning (RZ 21-931122) at 6071 Azure Road, residents near the development expressed concerns regarding parking related issues. In particular, comments were made about the high utilization of street parking in the neighbourhood generated by non-residential uses including the hospital, medical services building and school. Interest in a resident only permit parking program was raised to address such parking intrusion in the neighbourhood.

Staff have performed a parking study of the area, consulted with the neighbourhood to explore options for such a program and surveyed residents to determine the level of support.

Review of Street Parking

Azure Road is within the quarter section neighbourhood bounded by Westminster Highway to the north, Gilbert Road to the east, Granville Avenue to the south and No. 2 Road to the west. Staff visited the study area several times to assess street parking occupancy. Higher street parking use is observed on Azure Boulevard and the sections of Azure Road and internal roadways closer to Gilbert Road (Figure 1).

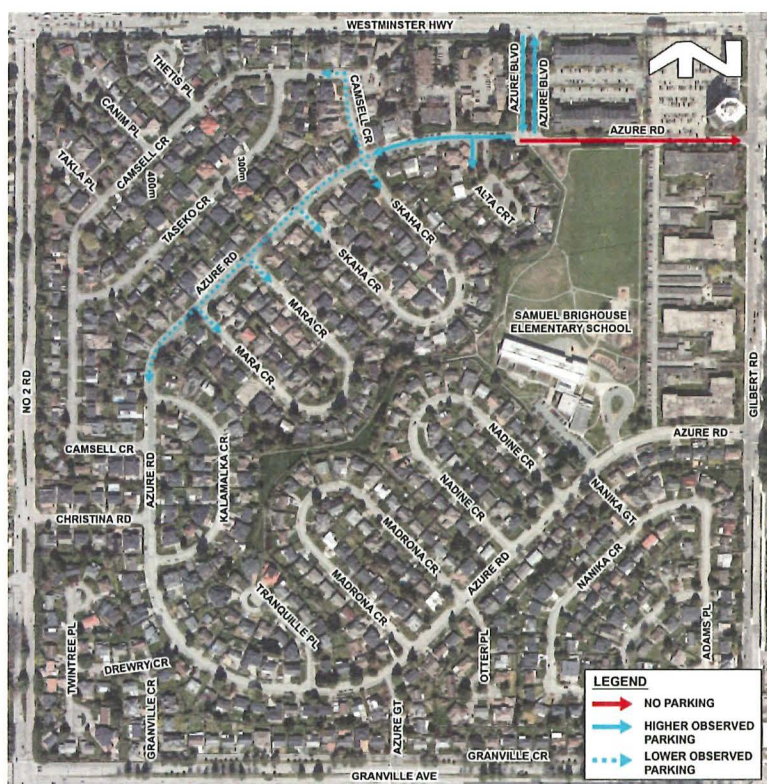


Figure 1: Street Parking Utilization

Neighbourhood Engagement

Online Neighbourhood Meetings

Letter notices of virtual meetings were sent to 607 households in the Azure Road neighbourhood. Staff held two online meetings with residents to present staff's technical assessment of potential street parking permit options and then achieve a consensus on options for a neighbourhood survey (Table 1).

Table 1: Summary of Online Residents Meeting

Date	Attendees	Purpose	Feedback/Outcome
Nov. 17, 2022	31	<ul style="list-style-type: none"> Present staff's technical assessment Discuss options for permit parking 	<ul style="list-style-type: none"> Some attendees indicated: <ul style="list-style-type: none"> Vehicles parking in front of their house Observations of employees parking in neighbourhood Concerns with fees for permits Did not support pay parking on streets Some concerns expressed for: <ul style="list-style-type: none"> Traffic flows at Azure Road/ Gilbert Road intersection Crosswalk at Azure Road/Azure Boulevard intersection measures Other development specific concerns
Dec 6, 2022	15	<ul style="list-style-type: none"> Present revised permit parking options based on feedback from first meeting 	<ul style="list-style-type: none"> Consensus achieved on content of neighbourhood survey comprising the following options: <ol style="list-style-type: none"> 3-Hour parking limit except with permit No parking except with permit

Neighbourhood Survey

From January 5, 2023 to February 10, 2023, residents were surveyed to determine the level of support for the two preferred permit parking options developed through the engagement phase (Attachment 1). A total of 607 surveys were mailed out to each discrete address; 173 responses (28.5 per cent response rate) were received.

Table 2: Resident Survey Results

The results indicate that there is no majority support for a residential permit parking program (Table 2) in the neighbourhood. Of the 173 responses, 100 identified no support for permit parking. Of the 73 positive responses, there was more support (45 responses) for the “No Parking Except With Permit Option”. The 73 positive responses were dispersed throughout the neighbourhood. However, there is notable support of households on Alta Court with eight of the 13 residences in favour of permit parking (Attachment 2).

Survey Results	
Number of Surveys	607
No Response	434 (71.5%)
Number Of Responses	173 (28.5%)
Parking Permit Options	Results
Not In Favour	100 (58%)
3-Hour Parking Limit Except By Permit	28 (16%)
No Parking Except By Permit	45 (26%)

Staff recommend targeted consultation with these residents to develop a pilot residential permit program for Alta Court. Staff believe working directly with a limited number of residents during a potential trial period will provide an opportunity to establish and monitor a resident permit program that can inform process and criteria should similar requests arise from other neighbourhoods.

Proposed Terms for Resident Parking Pilot Program

Of the eight residents on Alta Court who responded in support of resident parking permits, seven were in favour of the option to regulate the street for resident vehicles only. The advantage of this option is that it streamlines and permits proactive enforcement. Residents of the street can register their vehicles with the City to be exempt from the “No Parking” restriction which will allow staff to more efficiently and effectively determine if a vehicle is permitted to park on the street within the established permit zone. A fee of \$100 per year for each vehicle is proposed and was discussed during the stakeholder meetings. This fee is based on a review of similar permit fees in other municipalities to cover the administrative costs of a parking permit program. The City’s license plate recognition vehicle can also proactively patrol the street and enforce accordingly. Installation of street signs within the pilot area will designate the permit parking zone. The disadvantage discussed at the stakeholder meetings of this option is visitors or service providers of residents will need to be accommodated off-street.

Should the majority of residents on Alta Court support the proposed terms of the pilot program, a one year pilot will allow staff to assess its effectiveness at managing street parking. During this period, staff will seek feedback from residents and develop formal criteria and fees for a permanent program.

Other Resident Traffic Related Concerns

- Parking Enforcement of 3-hour Parking Limit: Traffic Bylaw 5870 currently limits the amount of time a vehicle can park in front of a residential home should the vehicle not belong to a resident or visitor. To address complaints received from residents regarding parking issues, parking enforcement officers conducted targeted enforcement and responded to complaints in the neighbourhood.

From November 20, 2022 to December 5, 2022 a total of 110 tickets were issued:

- 102 Warnings
- 8 Tickets with fines
- The License Plate Recognition vehicle scanned 540 vehicles plates
- 9 Proactive Patrols
- 13 calls from residents wanting to know why they received a warning ticket. All calls related to them not parking in front of their dwelling but rather either adjacent to their home or down the street.

The majority of offences were for the contraventions of parking over 3 hours between 8:00 a.m. to 6:00 p.m. of the Traffic Bylaw. Since this period, Community Bylaws advises the number of complaints regarding this issue has decreased.

- Azure Road/Azure Boulevard Intersection: To address a resident request for an upgrade of the existing signed and marked crosswalk at this intersection, a crosswalk study at the intersection was conducted. The results indicate a special crosswalk is not warranted due to low traffic volumes. Further, traffic calming measures secured at this intersection through the rezoning project at 6071 Azure Road will slow vehicles in the vicinity of the crosswalk to increase safety.
- Azure Road North/ Gilbert Road Intersection: Concerns about long vehicle queues on Azure Road eastbound created by vehicles waiting to make a left turn onto Gilbert Road were raised. A traffic study was performed and the wait times observed for left-turn vehicles were under 30 seconds. There is a pedestrian signal to facilitate pedestrians crossing Gilbert Road. Staff will continue to monitor the operation of this intersection.

Richmond General Hospital Parkade

As concerns were raised by some residents about Richmond General Hospital employees parking in the neighbourhood, staff contacted Vancouver Coastal Health (VCH) regarding the current parking provision for hospital staff parking onsite. VCH advises all employees are entitled to a reduced daily parking flat rate of \$4.95. Monthly parking passes are \$46.00, however, there is a waiting list for monthly parking passes. Vancouver Coastal Health has leased additional stalls across Westminster Highway at the Westminster Health Centre and the Airport Conference Centre to provide adequate employee parking and reduce the need for street parking.

Staff have requested Vancouver Coastal Health to continue and work with the hospital's parking services team to advise hospital employees to apply for access to the leased stalls and not park in neighbouring residential areas. Other users of onsite parking include community workers, such as Public Health inspectors or nurses and community based therapists. These employees are part of a program that is exempt from paying for parking.

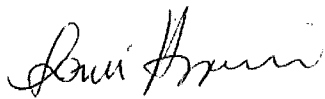
Financial Impact

None.

Conclusion

The City and residents of the Azure Road neighbourhood collaboratively reviewed permit parking options for the neighbourhood with two online stakeholder meetings. The survey results do not indicate a majority support for any single proposed option. The Alta Court cul-de-sac comprising of 13 households does demonstrate a cluster of positive responses for resident permit parking.

Staff recommend developing a residential permit parking pilot for Alta Court and will consult with affected residents regarding the details of such a pilot program. Bylaw amendments required to enforce the pilot program will be brought forward in a separate report should residents confirm majority of support for street parking permits.



Sonali Hingorani, P. Eng
Manager, Transportation Planning and New Mobility
(604-276-4049)

SH:ck

- Att. 1: Residential Survey - Permit Parking Options
- 2: Results of Permit Parking Survey

Residential Survey - Permit Parking Options

Objectives:

Permit parking zones are created in residential neighbourhoods where there is a high demand for parking by non residents.

Advantages:

- Help manage parking and street space.
- Restrict parking by non residents.

Disadvantages:

- It may not guarantee parking in front of your property.
- Permits will have a fee.

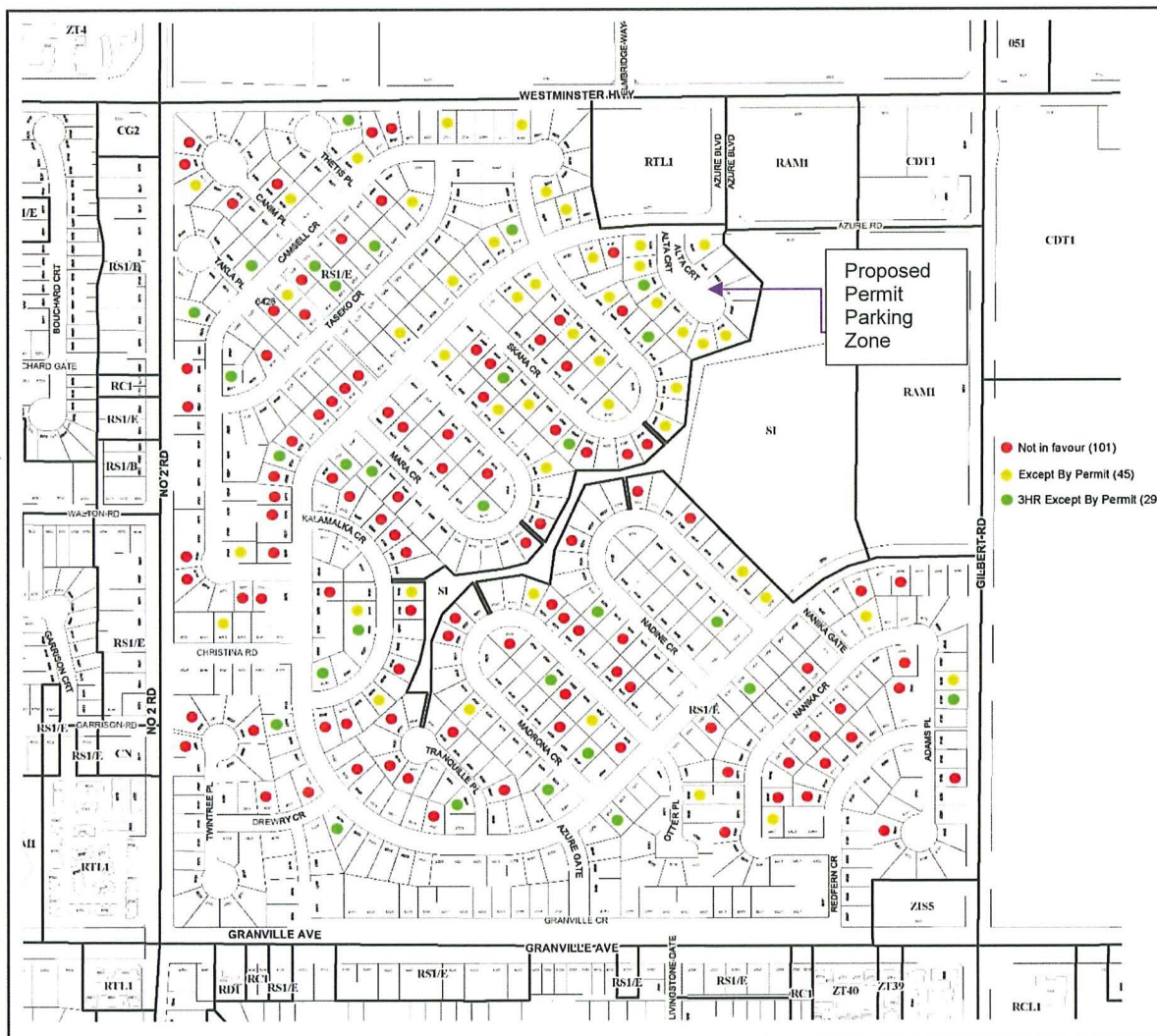
Option 1: 3-Hour parking limit except with permit. Visitors or service providers can park up to 3 hours.



Option 2: No parking except with permit. Visitors and service providers can not park in permit zone.



Results of Permit Parking Survey





City of Richmond

Report to Committee



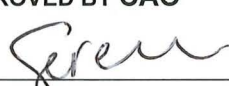
To: Public Works & Transportation Committee **Date:** March 13, 2023
From: Suzanne Bycraft
Director, Public Works Operations **File:** 10-6370-01/2023-Vol
01
Re: **Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste**

Staff Recommendation

1. That the report titled, “Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste” dated March 13, 2023, from the Director, Public Works Operations, be endorsed.
2. That the “Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste” be made available to the community on the City’s website and through various communication tools including social media channels and as part of community outreach initiatives.

Suzanne Bycraft
Director, Public Works Operations
(604-233-3338)

Att. 1

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
SENIOR STAFF REPORT REVIEW	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

This report presents the City's annual progress in implementing a combination of new and enhanced measures to reduce waste in the community in alignment with the Richmond's Circular City Strategy outlined in the attached "Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste".

This report supports Council's Strategic Plan 2022-2026 Focus Area #5 A Leader in Environmental Sustainability:

Leadership in environmental sustainability through innovative, sustainable and proactive solutions that mitigate climate change and other environmental impacts.

5.1 Continue to demonstrate leadership in proactive climate action and environmental sustainability.

5.3 Encourage waste reduction and sustainable choices in the City and community.

Analysis

The City is making it a priority to shift to a circular economy through its Community Energy and Emissions Plan 2050 and sustainable waste management is integral to achieving circularity. To support this vision, the City continues to expand services and provide a comprehensive range of reduction, recycling and waste management services to residents, making it easy and convenient for materials to be reused, repurposed and recycled multiple times into new products to reduce reliance on raw materials and help conserve natural resources. To encourage full use of City services and promote opportunities to rethink and reduce waste, the City also implements extensive communication and community outreach initiatives to raise awareness about the services available, how to recycle correctly and engage citizens.

"Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste" ("Report") presents the City's annual progress update for 2022 (Attachment 1). The Report also includes detailed program information, insights into upcoming initiatives and a comprehensive tips and resources section.

2022 Highlights

The Report highlights Council's leadership and commitment to strategic waste management through the implementation of the *Single-Use Plastic and Other Items Bylaw No. 10000*, completion of the first phase of engagement with local businesses to review options to increase recycling in the commercial sector, and introduced a pilot program to collect used cooking oil and grease from six Richmond multi-family complexes. In addition, the City expanded collection at the Recycling Depot to accept thermostats and the Recycling Depot's service was expanded to provide free drop-off of several categories of recyclable household items for residents in the region through an agreement with Metro Vancouver. The Report also highlights the City's extensive communications and community engagement initiatives, including the Holiday Waste Think Tank where the community shared 174 ideas to reduce holiday waste.

Report 2022 Overview

The Report contains four sections – the first two sections provide an overview of the past year, including highlights for 2022, details and statistics on the City’s waste management and recycling services, and key planned initiatives for 2023. The Report’s next two sections provide details on the many programs and services that support the City’s sustainable waste management, and a comprehensive tips and resources guide that provides more information on where to recycle, dispose or donate various household items.

The following is a summary overview of each section:

Section 1: Annual Outlook provides an overview of the achievements in 2022 including:

- Implemented the *Single-Use Plastics and Other Items Bylaw No. 10000* which became effective on March 27, 2022 and enforceable on September 27, 2022.
- Launched a multi-family pilot program to collect waste grease from over 900 units in six complexes and monitor the impact to the City’s sewer infrastructure.
- Added thermostats as an accepted item at the Recycling Depot and expanded access to regional customers through an agreement with Metro Vancouver.
- Completed phase 1 of the commercial recycling services review including door-to-door visits of 307 business with 27% responding to current state surveys.
- Green Ambassadors attended 14 symposiums, planning, or training sessions and supported 12 special events with an estimated 1,344 volunteer hours.
- Re-initiated in-person outreach at City events, hosted Let’s Recycle Correctly workshops and Depot tours, and launched the 2022 Holiday Rethink Waste campaign.
- Completed replacement of aging garbage and recycling bins along No. 3 Road and the Railway corridor with standardized containers and new graphics.

Section 2: Tracking Our Progress provides statistics and data on the broad range of programs and services the City offers residents to responsibly manage their household waste.

Residents in single-family homes continue to achieve 79% diversion rate by leveraging a number of recycling and waste reduction opportunities. The Blue Box and Blue Cart programs recycled 7,437 tonnes of packaging, containers and paper, while the Green Cart program diverted 22,300 tonnes of food scraps and yard trimmings from the landfill to be composted into nutrient-rich soil. In 2022, 254,826 vehicles visited the Recycling Depot, with an average of 698 visits per day. During their visits, customers dropped-off more than 7,231 tonnes of recyclable materials. Richmond residents also leveraged the Large Item Pick Up program to have 15,372 items, equating to 635 tonnes of materials, collected curbside to divert 480 tonnes from the landfill.

Through community outreach and customer service, staff supported 17,735 customer service calls and delivered 18 outreach activities on various topics through a mix of in-person and virtual engagements. A total of 3,155 students took part in supporting recycling and waste management events and training activities throughout the City. This included 155 Green Ambassadors accumulating 1,344 volunteer hours.

The Richmond Recycling app and Recycling Wizard tool continue to provide enhanced service for residents, with 19,082 active collection day reminders and 97,693 Recycling Wizard searches. Moreover, in City public spaces garbage and recycling bins were inspected 13,579 times per month and serviced 18,177 times per month, for a combined 382,320 bin visits per year to help keep our community clean.

Building on the success of the initial Rethink Waste Think Tank, staff launched the Holiday Waste Think Tank which collected 174 ideas from the 1,170 visitors who clicked the campaign page to learn more.

Section 3: Programs and Services describes the City's comprehensive recycling and waste reduction programs, tips on how to recycle correctly with each service, and highlights how recycling and reducing waste can support the City's overarching goal of circularity. This section also highlights a recent expansion of the Blue Box program to include single-use and other plastic items, party décor made of paper and other packaging-like items. Information on the City's robust litter collection, public spaces recycling, event recycling, and community and school engagement programs are also detailed.

Section 4: Tips and Resources highlights community resources and partnerships that support sustainable waste management, and provides a recycling and disposal directory for details on where to recycle banned, hazardous and other materials.

Moving Forward

The City will continue to support the transition to a circular economy by implementing new initiatives to make it easier and more convenient for residents to recycle their household waste, and by continuing to raise awareness around how to reduce and rethink waste overall. Key focus areas in 2023 will include:

- Complete commercial review and scoping exercise to explore enhanced recycling options for the commercial sector and report back to Council.
- Continue to pursue increased community engagement opportunities, encouraging residents to recycle correctly, rethink waste and shift to a circular economy where materials stay in circulation.
- Continue education and enforcement of the *Single-Use Plastics and Other Items Bylaw No. 10000*, monitor senior government legislative changes and identify opportunities to further reduce plastic waste at the local level.
- Pave a portion of the Recycling Depot with asphalt that contains recycled plastic as a binding agent. Richmond is the first city in Canada to integrate MacRebur's patented plastic flake into asphalt.
- Increase focus on youth engagement and outreach, including partnership opportunities with the Green Ambassador program and the school district or other agencies.
- Evaluate a bike reuse program at the Recycling Depot and explore other reuse options to encourage circular initiatives.
- Investigate opportunities for textile waste management and recycling initiatives to divert textiles from the landfill.
- Review public spaces recycling bin inventory and receptacle style for consistency and consider options for a dog waste collection program.

- Install and pilot a trash skimming device at Steveston Harbour to capture plastics in waterways and bring awareness to the issue of plastics in the environment.

Additionally, staff will continue to take targeted measures to address reports from Recycle BC relating to material contamination caused by improper material sorting. Key challenges relate to proper segregation of glass and placement of non-program materials in recycling bins (such as butane cylinders, batteries, Styrofoam, etc.). Measures to be undertaken may include a review of barriers to proper sorting of recyclable materials, continued targeted education campaigns, and potential material audits.

Proposed Communication

Subject to Council's direction, the annual "Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste" will be made available on the City's website and through various communication tools including social media channels as part of community outreach initiatives.

Financial Impact

None.

Conclusion

Through the "Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste", the City is providing residents with an annual progress report on Council's leadership and commitment to strategic sustainable waste management and the many recycling and waste management programs and initiatives delivered to the community. By tracking progress and waste diversion, the City is demonstrating Richmond's commitment to responsive services, responsible government and accessible information and communication.



Kristina Nishi
Manager, Recycling and Waste Recovery
(604-244-1280)

KN:lh

Att. 1: Recycling and Solid Waste Management – Report 2022: Taking Action to Reduce Waste

**City of Richmond Recycling
and Solid Waste Management**

REPORT 2022

TAKING ACTION TO REDUCE WASTE



Environmental Programs is responsible for residential garbage and recycling services, including collection, drop-off services at the Richmond Recycling Depot, public spaces recycling and litter collection services.

With Council's leadership and commitment to strategic planning and policy, we strive to help create more sustainable waste management through our programs and services to support a circular economy. We believe that it is our responsibility to support our community and preserve our planet for future generations.

Through outreach and engagement, working with our residents and local businesses, and partnering with local agencies, we also strive to meet and exceed all regional waste diversion goals by continuously expanding our programs and service offerings.

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Richmond's Repair Fairs promote a circular economy by encouraging residents to fix items that need repair instead of disposing of them. In 2022, the City held a Repair Fair focused on bicycles and lawn mowers.

Shifting to a Circular Economy

Richmond is making it a priority to transition to a circular economy through its *Community Energy and Emissions Plan 2050*. In a circular economy, waste is reduced or eliminated by transforming how products and services are designed, manufactured and used. Key strategies include maximizing the value of resources and reducing carbon emissions as well as encouraging responsible consumption and minimizing waste. These actions are part of the global effort to be more sustainable and reduce environmental impacts.

The City of Richmond's sustainable waste management practices are integral to supporting a circular economy, where the materials we buy are used, reused, repurposed and recycled multiple times into new products to reduce reliance on raw materials and help conserve natural resources.

Towards this goal, the City provides multiple programs and services to support recycling, and is implementing measures to reduce waste overall, including its ban on single-use plastic, and through the Rethink Waste community engagement campaign, which encourages community members to reassess buying decisions and take action to reduce waste by reusing and repurposing household items.

Working together with the community, Richmond aims to be a fully circular city by 2050.



TAKING ACTION TO REDUCE WASTE

1.0

Annual Outlook

Richmond is taking action to reduce waste through its single-use plastics ban, expanded community outreach and enhanced services in the community.

In 2022, Richmond implemented a combination of new and enhanced measures to help reduce waste in the community while also promoting consistent waste diversion from the landfill through the City's convenient, customer-focused recycling services and by providing residents with information on how to recycle correctly.

One of the City's primary waste reduction measures was the implementation of the *Single-Use Plastic and Other Items Bylaw No. 10000*, which came into effect in March 2022, with enforcement starting in September, one full year after Bylaw 10000 was adopted by Council. The phased-in implementation approach was designed to provide time for local businesses to use up supplies that would no longer be permitted. Bylaw 10000 bans foam food service ware, plastic checkout bags and plastic straws (including biodegradable/compostable plastic).

As part of the implementation of Bylaw 10000, the City provided businesses with a toolkit to help them transition to acceptable materials as well as point-of-sale communication materials like posters and window decals. The City also continued its comprehensive communications and education program to notify residents that the single-use plastic ban is in effect. The messaging focused on the importance of reducing plastic waste and pollution and encouraged use of reusable items through the City's "Let's Choose to Reuse" campaign.

The City also completed the first phase of its engagement with local businesses to review options to help increase recycling in the commercial sector. Currently, commercial recycling is lagging significantly behind residential. The Commercial Recycling Services Review phases completed in 2022 included outreach to business to identify challenges and opportunities related to recycling as well as an analysis of current waste management and recycling practices and regulations. The overall goal is to identify how the City can support increased commercial recycling in Richmond to ensure sustainable and responsible recycling programs are in place.

In addition to reducing waste going to the landfill by recycling and repurposing materials, the City also continues to promote new ways to reduce waste overall through its Rethink Waste campaign.

As part of continuous improvement, the City remains focused on delivering exceptional, customer-focused programs and services that make it easy and convenient to recycle. This includes its curbside and centralized collection programs as well as the Richmond Recycling Depot, which offers a one-stop recycling centre where residents can drop off a wide variety of household items. In 2022, thermostats were added to the list of accepted items, and the Recycling Depot's service was expanded to provide free drop-off of several categories of recyclable household items for residents in the region through an agreement with Metro Vancouver.

To make it easy for residents to recycle large household items like mattresses, furniture and large appliances, the City also offers its Large Item Pick Up program. Richmond collected more than 3,900 mattresses through its Large Item Pick Up program, and approximately 13,000 furniture items through both Large Item Pick Up and at the Recycling Depot. These items were sent to Canadian Mattress, where they are recycled and repurposed into new products that benefit the community and support a circular economy. (See *Giving New Purpose to Old Furniture* on page 9.)

In addition to promoting increased recycling, the City also focuses on raising awareness about how to recycle correctly through communication and community outreach such as workshops, and at events with the help from Green Ambassador youth volunteers. It's important to recycle correctly to ensure materials will be accepted by processing facilities and to avoid fines.

The City also introduced a pilot program to collect used cooking oil and grease from Richmond multi-family complexes. When these materials are poured down drains, they cause damage to both City pipes and the plumbing in buildings.

To properly assess the program, the City will monitor its pipes in the pilot areas to see if there is a reduction in build-up of these materials and report back to Council with findings and any future recommendations.

While recycling helps to reduce the amount of waste going to the landfill, the City also continues to promote new ways to reduce waste overall through its Rethink Waste campaign.

In 2022, the City built on the success of its first Rethink Waste Think Tank by launching the Holiday Waste Think Tank, which invited community members to share ideas on how to reduce holiday waste. Thanks to the enthusiastic response from the community, 174 ideas were shared, with tips ranging from creative gifts that don't require wrapping or purchasing products to sustainable wrapping ideas, crafts made from repurposed materials and ideas to reduce food waste. The holiday waste reduction ideas were added to the Community Ideas Hub at richmond.ca/rethink.

The City also expanded its community engagement and education activities over the past year. The City sponsored 10 Zero Heroes shows in elementary schools last year for the first time since pandemic restrictions were put in place. The popular educational and interactive shows engage students to teach them how to recycle and reduce waste at home and at school. The City also worked with high school students through its Green Ambassador program and by hosting a Recycling Fair at JN Burnett Secondary School. The Recycling Fair included activities to increase awareness about why it is important to recycle and reduce waste, as well as how to recycle correctly along with a craft demonstration area to repurpose old clothing into pet toys.

The City's community outreach included multiple workshops, both in person and virtual, on how to recycle correctly, how to compost and how to rethink waste as well as a Repair Fair focused on how to fix and maintain bicycles and gas lawnmowers. By repairing and maintaining items, residents can save money and reduce waste by extending the use of these household items.

Looking ahead, the City will continue to support the transition to a circular economy by raising awareness about how to reduce and rethink waste, and by ensuring residents and visitors have access to easy and convenient services to recycle correctly and consistently.

LET'S RETHINK WASTE

Changing our habits to think differently about purchases, avoiding unnecessary waste and finding ways to reuse and recycle products contributes directly to positive outcomes like reducing reliance on raw materials.

Ultimately, it's about shifting to a circular economy, where the materials we use stay in circulation to be used, reused or repaired, and recycled multiple times into new products.

TOP TIPS TO REDUCE WASTE:

- Avoid single-use items – choose reusable instead
- Choose products with minimal packaging
- Buy, sell, trade or donate household items
- Choose products with recycled content
- Repair products when possible
- Rethink – take a moment to assess:
 - Do I need this item?
 - Will it create unnecessary waste?
 - How can it be reused or recycled?

Together we can change habits and make better choices that support a circular economy.



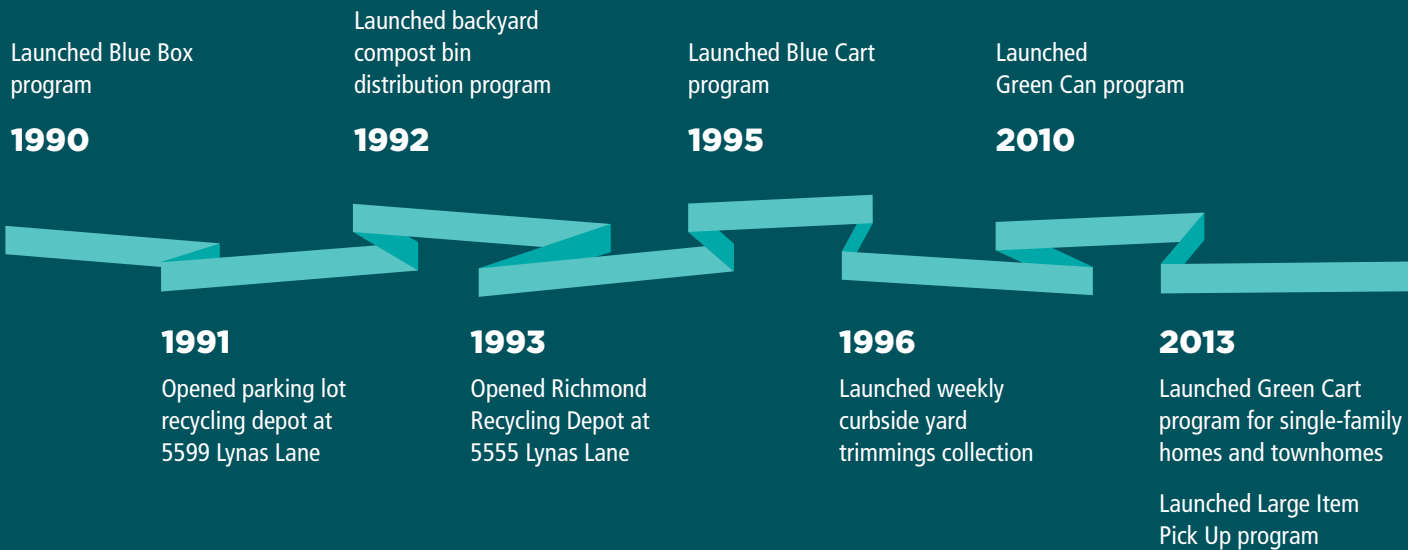
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2022 Top Accomplishments

This report showcases some of the key achievements in 2022 and looks back on the City’s top accomplishments over the past 30-plus years.

RECYCLING MILESTONES

Looking back to the 1990s and the past decade, there have been many accomplishments that have helped Richmond reach its goals.



1 COMPLETED IMPLEMENTATION OF SINGLE-USE PLASTIC BYLAW

Bylaw 10000 came into effect on March 27, 2022 and was enforceable starting September 27, 2022.

2 LAUNCHED GREASE RECYCLING PILOT PROGRAM

Implemented a pilot program to collect grease from more than 900 multi-family units in six complexes and monitor the impact to the City's sewer infrastructure.

3 ENHANCED SERVICE AT THE RICHMOND RECYCLING DEPOT

Added thermostats as an accepted item and expanded access to regional customers through an agreement with Metro Vancouver.

4 COMPLETED PHASE 1 OF COMMERCIAL RECYCLING SERVICES REVIEW

Completed door-to-door visits to 307 businesses involving a cross-section of commercial sectors, collected input through in-person and online surveys, reviewed current regulatory environment and completed a jurisdictional review.

5 SUPPORTED GREEN AMBASSADOR PROGRAMS

Green Ambassadors attended 14 symposiums, planning or training sessions, and supported 12 special events with an estimated 1,344 volunteer hours.

6 CONTINUED COMMUNITY OUTREACH PROGRAMS

Hosted displays at City events, held in-person and virtual workshops and Recycling Depot tours, resumed in-person student engagement programs, and implemented the 2022 Holiday Waste Think Tank community engagement campaign.

7 UPDATED AGING PUBLIC SPACES RECYCLING BINS

Replaced aging garbage and recycling bins along No. 3 Road and Railway corridor with standardized containers and new bin labels with updated graphics.

Launched Green Cart program for multi-family complexes

2015

Introduced *Single-Use Plastic and Other Items Bylaw No. 10000*

Expanded Large Item Pick Up Program

Expanded hours and items accepted at Richmond Recycling Depot

2019

Adopted *Single-Use Plastic and Other Items Bylaw No. 10000*

Extended Recycling Depot operations to 7 days a week and expanded items accepted

2021

2016

Launched biweekly Garbage Cart program

2020

Renovated Recycling Depot and expanded items accepted

2022

Implemented *Single-Use Plastic and Other Items Bylaw No. 10000*

Expanded items accepted at Recycling Depot

1.2

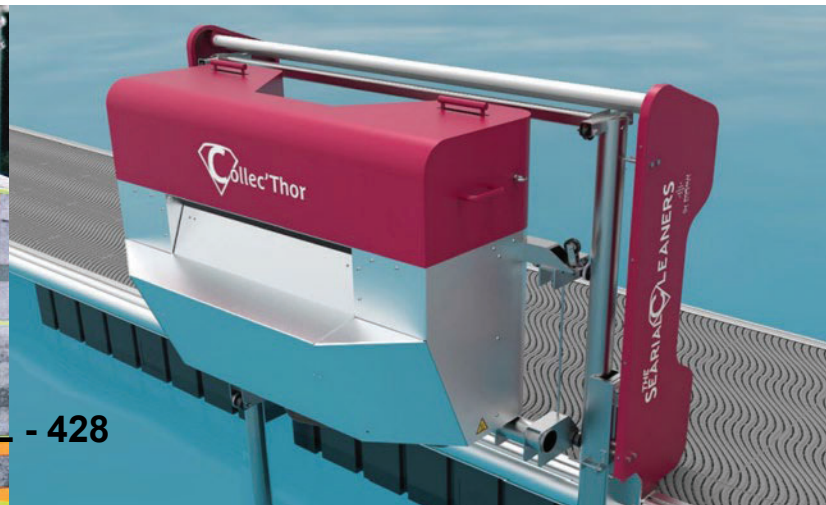
Setting Goals

Richmond's long-term goal is to support a circular economy through sustainable waste management, and the annual goals listed here are designed to help achieve this target.

- 1 COMPLETE COMMERCIAL RECYCLING SERVICES REVIEW**
 Complete the second phase of engagement with the commercial sector, develop recommendations for how the City can support increased commercial recycling, and report back to Council.
- 2 EXPAND OUTREACH**
 Continue to pursue increased community engagement opportunities, encouraging residents to recycle correctly, rethink waste and shift to a circular economy where materials stay in circulation.
- 3 SUPPORT SINGLE-USE PLASTIC REDUCTION**
 Continue education and enforcement of the *Single-Use Plastic and Other Items Bylaw No. 10000*, monitor senior government legislative changes and identify opportunities to further reduce plastic waste at the local level.
- 4 PILOT RECYCLED PLASTIC PAVING AT RECYCLING DEPOT**
 Pave a portion of the Richmond Recycling Depot with asphalt that contains recycled plastic as a binding agent. Richmond is the first city in Canada to integrate MacRebur's patented plastic flake into asphalt.
- 5 INCREASE FOCUS ON YOUTH OUTREACH**
 Expand partnership opportunities with the Green Ambassador program, the school district and other agencies to enhance youth programs and outreach.
- 6 EVALUATE REUSE PROGRAMS**
 Assess feasibility for offering a bike reuse program at the Richmond Recycling Depot and other reuse options to encourage circular economy initiatives.
- 7 INVESTIGATE TEXTILE WASTE MANAGEMENT OPTIONS**
 Assess opportunities for textile waste management and recycling initiatives to help divert textiles from the landfill.
- 8 REVIEW PUBLIC SPACES RECYCLING PROGRAM**
 Review public spaces recycling bin inventory and receptacle style for consistency and consider options for a dog waste collection program.
- 9 TEST RIVER TRASH SKIMMING DEVICE**
 Install and pilot a trash skimming device at Steveston Harbour to capture plastics in waterways and bring awareness to the issue of plastics in the environment.



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1.3

Giving New Purpose to Old Furniture

Most people look at an old couch or mattress and think of it as garbage, or even recycling. But at Canadian Mattress Recycling Inc., the employees also see potential for new products and ways to help local charities.

The City of Richmond started accepting mattresses and boxsprings for recycling in 2013 through its Large Item Pick Up program, and upholstered furniture was added in 2019, both through Large Item Pick Up and at the Richmond Recycling Depot. When the City started accepting these items, there was a corresponding need for a company to recycle them responsibly.

After many years processing mattresses collected by the City, in 2019 Canadian Mattress Recycling Inc. (CMRI) was awarded the contract for upholstered furniture recycling as well.

Over the years, the company has pivoted beyond processing, deconstructing and recycling bulky items. While the company continues to recycle the most common and largest-volume materials salvaged from old beds and furniture, like foam, cotton, metal and wood, it also supports several grassroots initiatives to reuse, donate and repurpose materials.

Initially, in-house programs to reuse and donate materials were driven by an operational imperative – the company could not find commercial buyers or consistent end-users for some of the materials it recycles. But today, supporting local reuse and repurposing of those materials is integral to the company's values.

"I have a hard time throwing things away that I know can be reused and kept out of the landfill," says Terry Plotnikoff, CMRI Founder and Chief Executive Officer. "With our various programs and recycling services, nothing gets thrown away."

In 2022, Richmond collected 16,941 mattresses and upholstered furniture items and sent them to CMRI.



Recycled wood was used to build a haunted western town.

Items that cannot be donated are broken down into their various components and materials for recycling. Throw cushions in clean, good condition are donated to thrift stores and many of the other materials are repurposed to benefit the community.

One of the most popular repurposing initiatives run by CMRI is Classroom Cushion Kits. Staff take the big seat cushions from upholstered furniture, remove and recycle the foam, clean the covers and restuff them with fluffy, reclaimed polyester filling to create floor cushions that are provided for free to elementary schools. Other cushion covers are cleaned and shared with animal shelters as pet bed toppers and blankets or stuffed with polyester to make pet beds.

"We've given thousands of cushions away over the years, sometimes to individual classes and sometimes to the entire school," says Plotnikoff. "This is all separate from our main mattress and furniture recycling services, which is our business side where we generate revenue. The community donation side aligns with my personal values."

In addition to its cushion programs, CMRI sometimes offers people supplies for personal use and projects, like fabrics, wood, furniture legs, plastic foam sheets, coconut fibre mats and fluffy polyester. The company asks for a cash donation in exchange for the shared materials, which it then donates to local charities. In 2022, the company also started a Sewing Volunteer Program. Local talented volunteers use upholstery fabric recycled from furniture to sew new items that are then donated to local groups in need in the Lower Mainland.

"I get most excited when people come by and get a piece of leather or material, or some wood or other items, and then they use it to create new things, like book bags, stuffed toys and even a haunted western town for Halloween," says Plotnikoff. "Mattress recycling is dirty work. It's not glamorous, so it's nice to have something different to do here, and then we see the cool things made out of the materials we provide."

With its focus on donating, repurposing and recycling the materials salvaged from mattresses and furniture, Plotnikoff emphasized the importance of keeping materials dry and clean whenever possible, even when sending them in for recycling, so they can be fully recycled and repurposed.

For information about how to recycle upholstered furniture and mattresses in Richmond, visit richmond.ca/largeitem.



SHARING IDEAS TO REDUCE WASTE

2.0

Tracking Our Progress

As part of tracking its progress, the City of Richmond collects data across a broad spectrum of programs, services and activities. This data shows how residents have improved their recycling over the years, and how new programs are contributing to a circular economy.

The mix of data reported reflects the amount of recycling handled through residential collection programs, the usage and types of materials dropped off at the Richmond Recycling Depot and a breakdown of the different types of recyclable materials that are being diverted from the landfill through multiple recycling programs. As well, the City has a number of outreach initiatives that are aimed at increasing awareness and understanding about how to recycle correctly and consistently.



2.1 Diversion Statistics

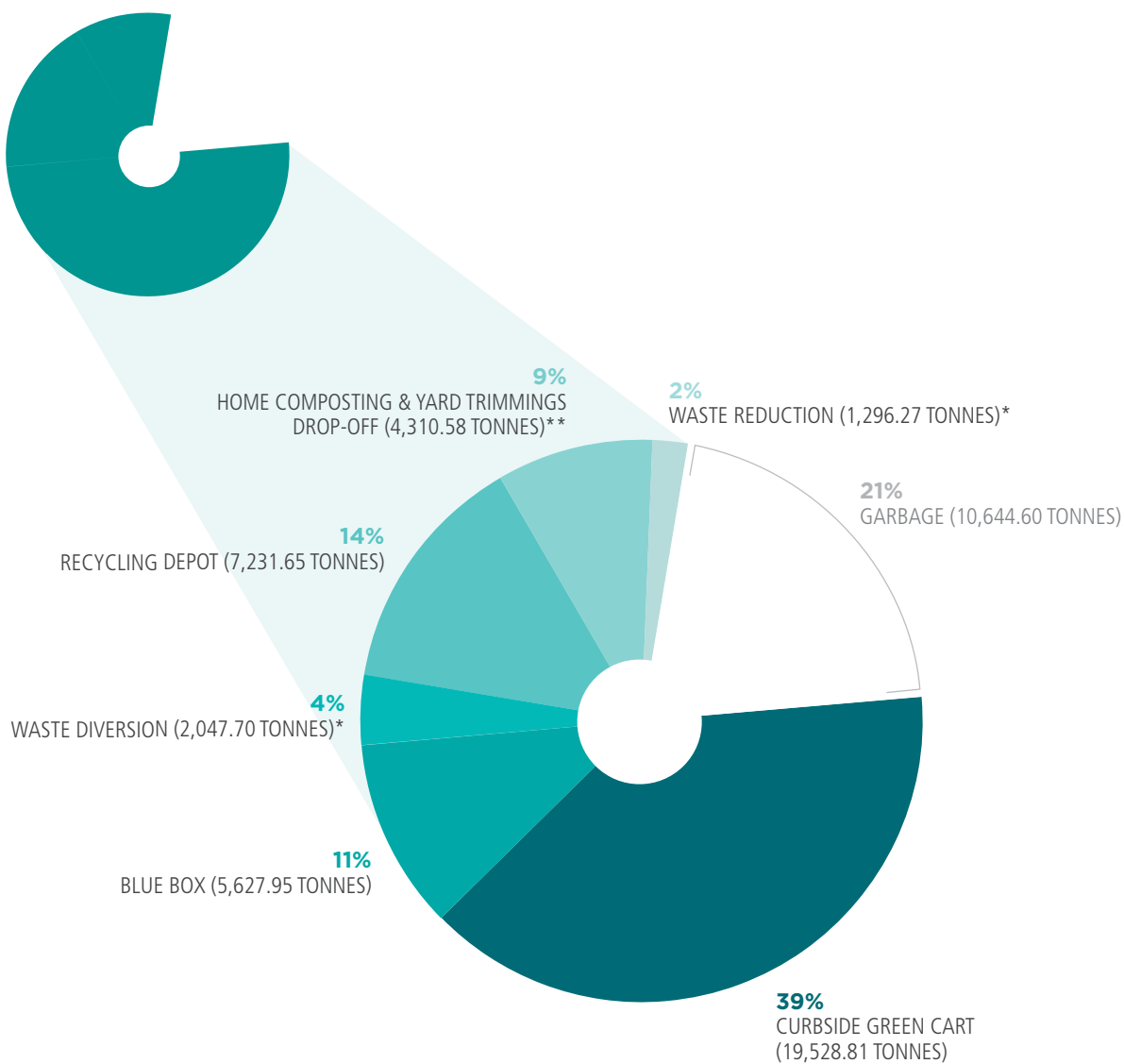
Richmond residents in single-family homes diverted 79% of their waste from the landfill in 2022.

79%
WASTE DIVERSION
ACHIEVED!

SINGLE-FAMILY RECYCLING IN 2022

Residents took advantage of a variety of programs to divert **79% of their waste** from the landfill in 2022.

Residents were able to achieve this waste diversion through a number of recycling and waste reduction opportunities, including curbside and Richmond Recycling Depot collection as well as composting programs.

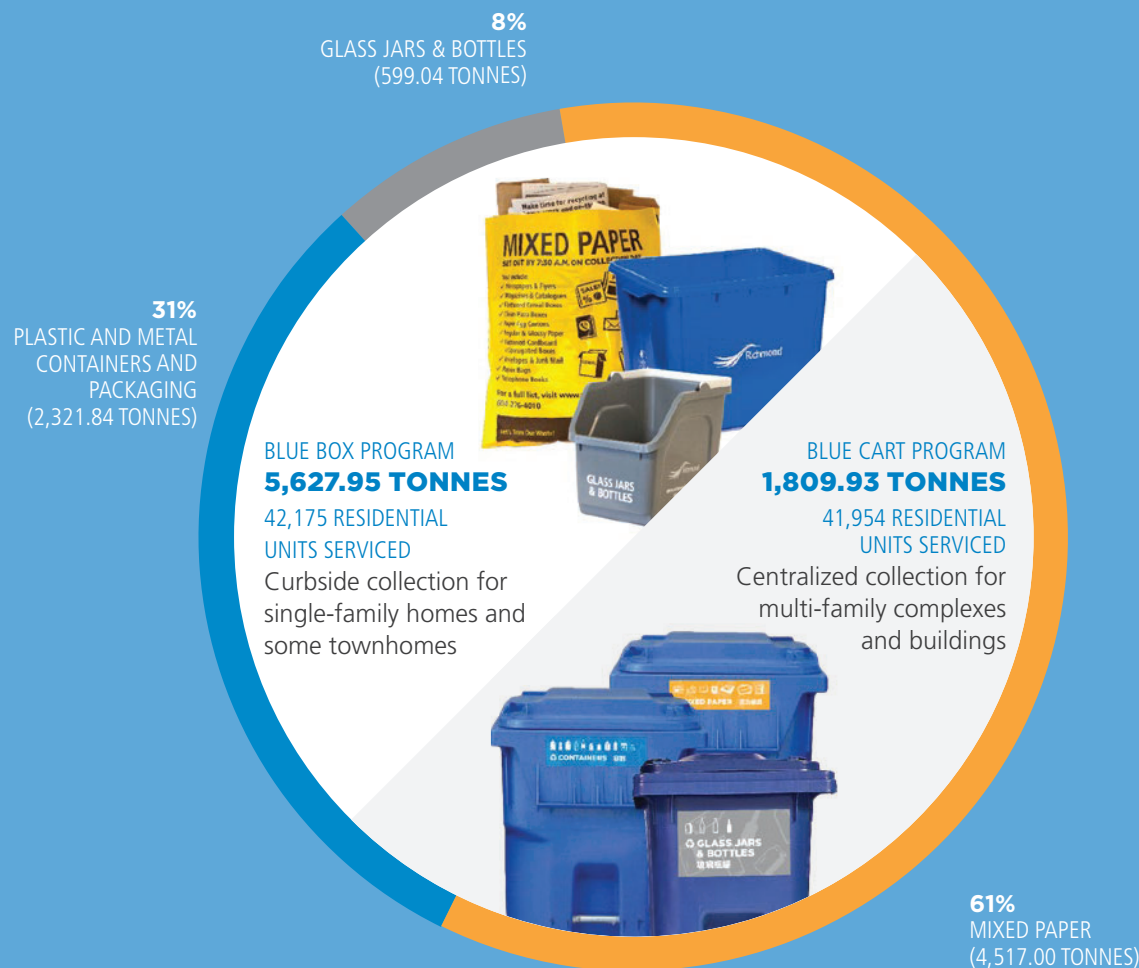


* Estimated

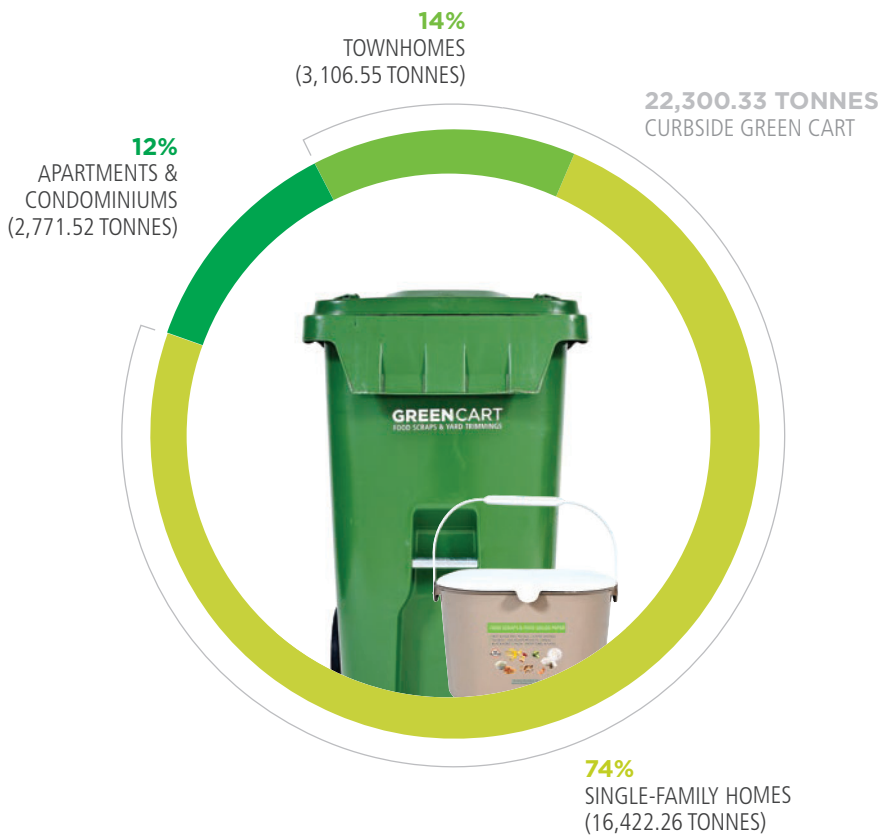
** Includes estimates for home composting, tree chipping and leaf drop-off programs.

BLUE BOX AND BLUE CART PROGRAMS RECYCLING MIX IN 2022

Through the Blue Box and Blue Cart programs, residents recycled a total of **7,437.88 tonnes** of recyclable materials.



RESIDENTIAL GREEN CART RECYCLING IN 2022

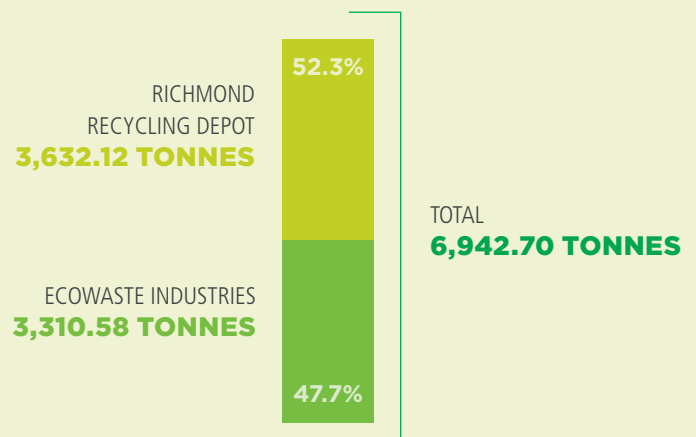


Residents diverted **22,300.33 tonnes** of food scraps and yard trimmings from landfill in 2022 to be composted into new resources.

Richmond's Green Cart program is for residents in single-family homes, townhomes, apartments and condominiums.

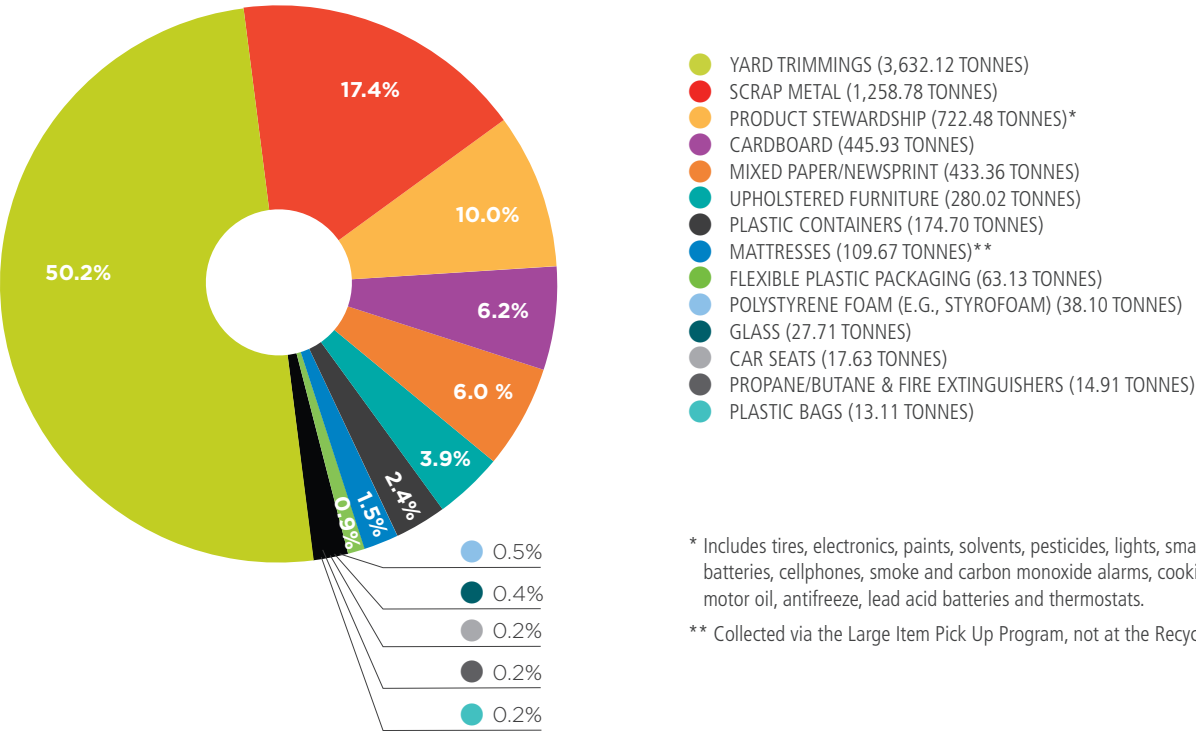
73,168 residential units received weekly collection in 2022.

In 2022, **6,942.70 tonnes** of yard trimmings were collected at the Richmond Recycling Depot and through the Ecowaste residential and commercial drop-off service.

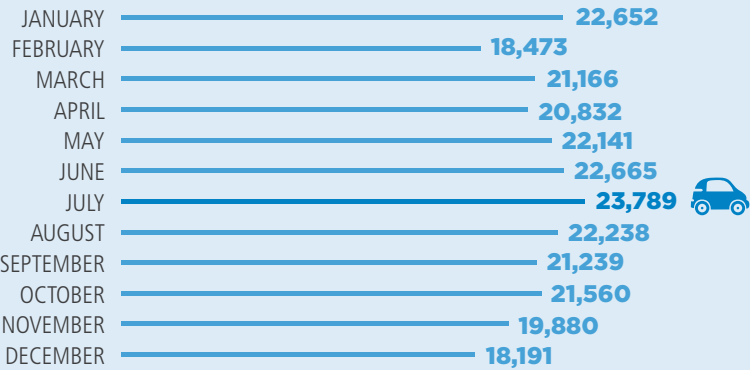


MATERIALS COLLECTED AT THE RICHMOND RECYCLING DEPOT

In 2022, **7,231.65 tonnes** of recyclable materials were collected at the Recycling Depot.



MONTHLY VEHICLE VISITS TO THE RICHMOND RECYCLING DEPOT



In 2022, there were **254,826** vehicle visits to the Richmond Recycling Depot, an average of **698** visits per day.

RECYCLE MORE AT THE RICHMOND RECYCLING DEPOT

Open seven days a week, the Recycling Depot provides a convenient one-stop recycling service. The City continues to increase the list of accepted items, and total tonnage of recycled materials increases each year.



PAINT

261,792
EQUIVALENT
LITRES



AEROSOLS

8,560 EQUIVALENT
LITRES



SOLVENTS & PESTICIDES

16,560 EQUIVALENT
LITRES



CFLS

813 BOXES



FLUORESCENT TUBES

4' – 631 BOXES
8' – 60 BOXES



COOKING OIL

13.91 TONNES



SMALL APPLIANCES

173.84 TONNES



BATTERIES & CELLPHONES

19.16 TONNES



LEAD ACID BATTERIES

19.99 TONNES



ELECTRONICS

263.85 TONNES



SMOKE & CO ALARMS

0.56 TONNES



MOTOR OIL & ANTIFREEZE

52.98 TONNES



TIRES

23.04 TONNES



THERMOSTATS

0.02 TONNES



LARGE ITEM PICK UP IN 2022

43,602 residential units received the service through their curbside programs.

15,372
ITEMS COLLECTED

12,754
REQUESTS
FOR SERVICE

635
TONNES
COLLECTED

480
TONNES
RECYCLED



3,730
MATTRESSES &
BOXSPRINGS



430
WASHERS & DRYERS



223
TELEVISIONS



527
FRIDGES & FREEZERS



349
BARBECUES



169
DISHWASHERS



1,842
COUCHES &
LOVESEATS



1,039
CHAIRS & RECLINERS



257
STOVES &
MICROWAVES



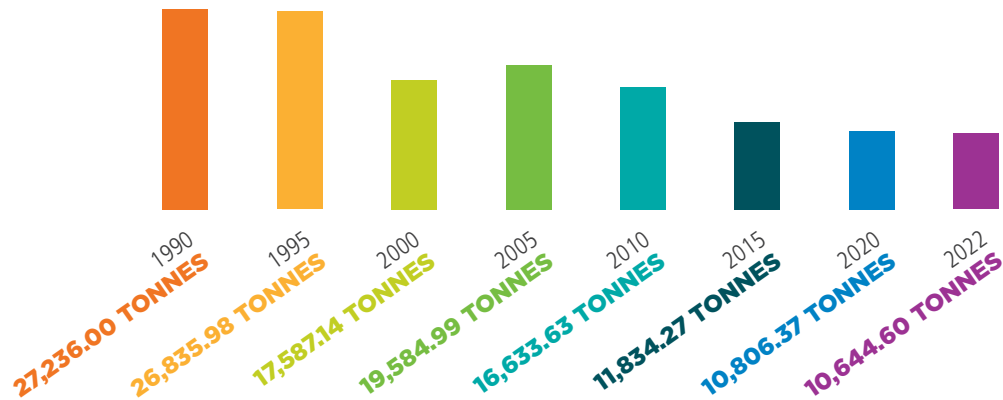
1,601
OTHER RECYCLABLE
ITEMS

5,205
NON-RECYCLABLE
HOUSEHOLD ITEMS
COLLECTED FOR SAFE
HANDLING AND DISPOSAL

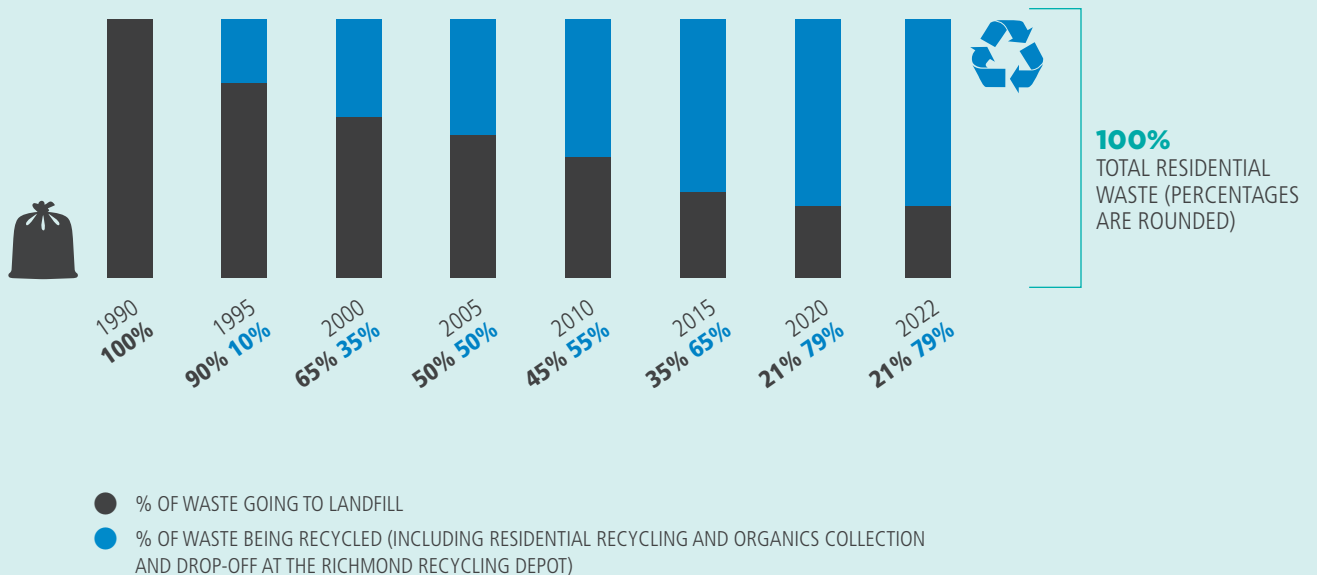
FROM GARBAGE DISPOSAL TO DIVERSION

34,628 residential units received Garbage Cart service in 2022.

SINGLE-FAMILY HOMES GARBAGE COLLECTION OVER 20-PLUS YEARS:



SINGLE-FAMILY HOMES DIVERSION OVER TIME:



A woman with sunglasses on her head and a grey t-shirt with a recycling logo is pointing at a large board. The board displays various recycling categories with corresponding images: blue bins for paper, green bins for food waste, and a 'RECYCLING DEPOT' section. A child is looking at the board from the bottom left.

2.2

Outreach and Customer Service

Statistics in this section are related to our successful outreach and customer service programs, which are designed to turn education and information into action.

CUSTOMER SERVICE AND OUTREACH

Richmond's Environmental Programs staff share information, tips and resources by phone as well as through outreach events and on the website.

17,735

**CUSTOMER SERVICE
CALLS SUPPORTED**

**470
ATTENDEES**

470 attendees for
18 outreach activities
on various topics

**1,558
HOURS**

**1,558 participant
hours** of youth
volunteering and training

COMPOST BINS, GARBAGE TAGS AND VOUCHERS

134
COMPOST
BINS SOLD

10,012
GARBAGE
TAGS SOLD

1,917
GARBAGE DISPOSAL
VOUCHERS SOLD

GARBAGE, LITTER AND COMMUNITY GARDEN COLLECTION

Crews **travel 3,255 kilometres per week** to inspect and service bins, and **cleaned up 820 cases of illegal dumping**.

13,579
BIN INSPECTIONS
PER MONTH

18,177
BINS SERVICED
PER MONTH

48
COMMUNITY
GARDEN GREEN
CARTS SERVICED
BIWEEKLY

382,320
BIN VISITS PER YEAR,
INCLUDING LITTER
AND GREEN CARTS

COMMUNITY OUTREACH

18 OUTREACH
ACTIVITIES
WITH **470**
PARTICIPANTS

1 Repair Fair with 19 bikes and 2 lawnmowers repaired, and **110 attendees**.

13 Recycling Workshops with a total of **268 participants**.

4 tours of the Richmond Recycling Depot with a total of **92 participants**.

Outreach activities in 2022 included a **mix of in-person and virtual engagement**.

STUDENT OUTREACH

In 2022, **3,155 students** participated in recycling and waste management events and training activities.



GREEN AMBASSADOR (GA) YOUTH PROGRAM

12 special events were supported by GAs, for a total of 965 hours.

965 HOURS

4 GA team-led meetings and planning sessions were held, for a total of 61 hours.

61 HOURS

155 GREEN AMBASSADORS
WITH **1,344 HOURS OF VOLUNTEERING & TRAINING**

318 HOURS

10 GA sessions for training and networking were held, for a total of 318 training hours.

STUDENT OUTREACH

10 ZERO HEROES SHOWS

10 Zero Heroes school shows were presented to 2,770 kindergarten to Grade 7 students and 138 teachers.

16 STUDENTS

16 Grade 7 students and 1 teacher participated in a Holiday Think Tank class activity to share ideas to reduce waste.

214 STUDENTS

214 students participated in a Recycling Fair to learn how to recycle correctly and reduce waste.

ONLINE SEARCH AND TIPS TOOLS



The Richmond Recycling app has been installed **11,978 times** to date, and used a total of **72,675 times**.

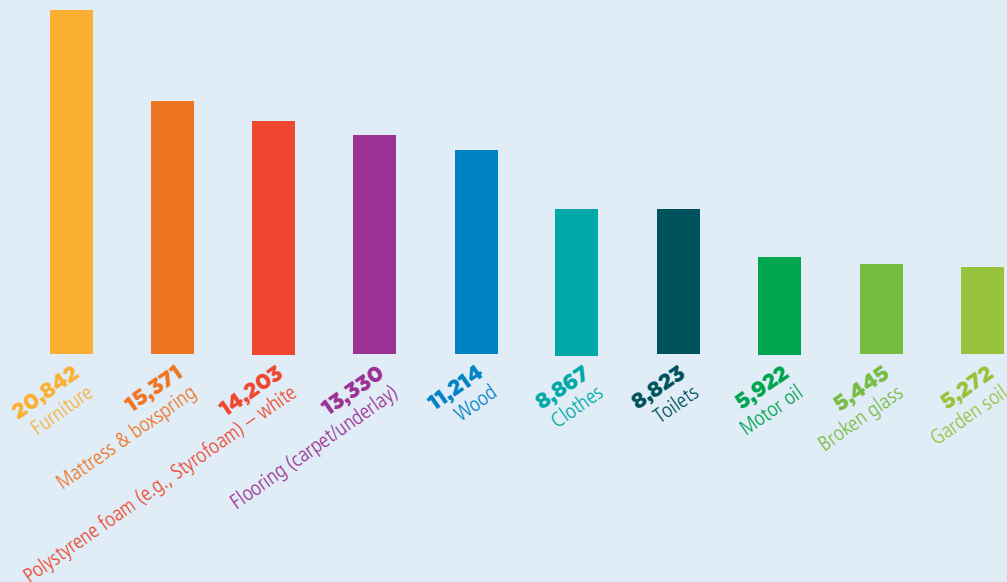
19,082
REMINDERS

11,980
PDF CALENDAR
DOWNLOADS

7,387
RECYCLING
GAMES PLAYED

97,693
RECYCLING WIZARD
SEARCHES

TOP MATERIALS SEARCHED ON THE RECYCLING WIZARD – ALL TIME

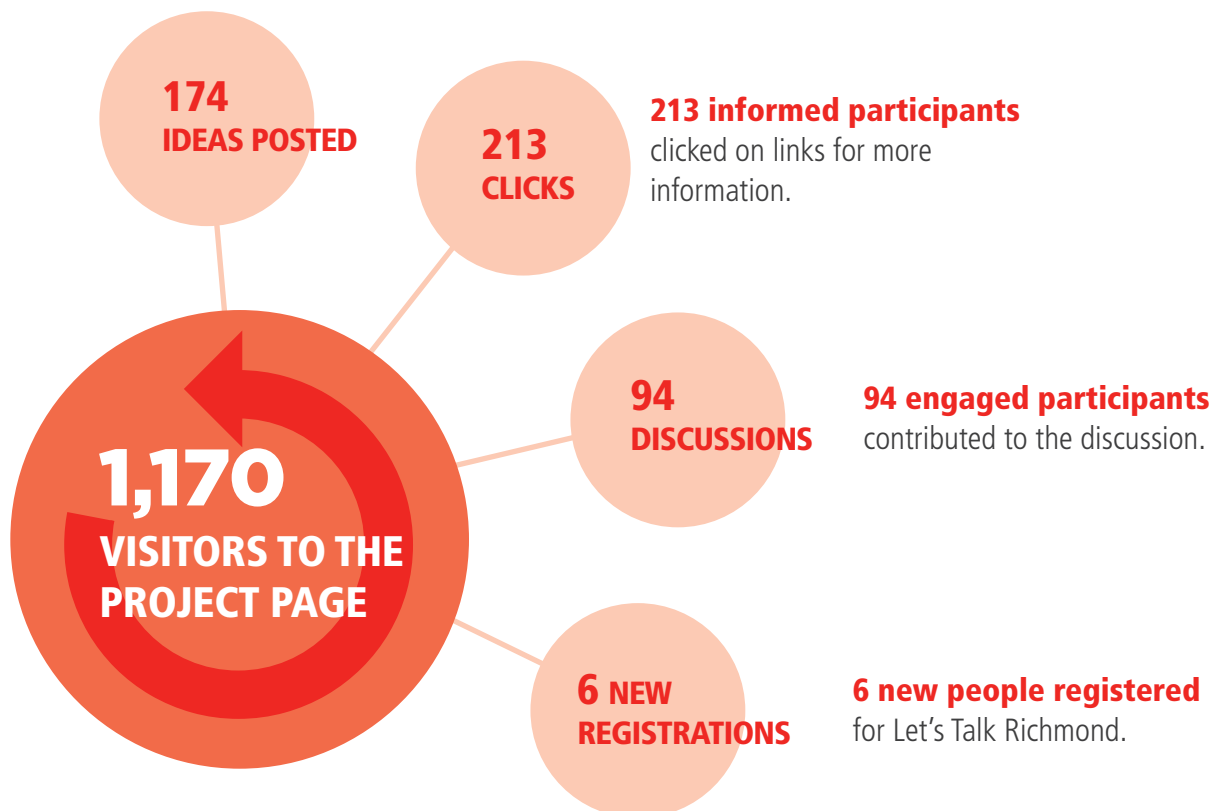


HOLIDAY WASTE THINK TANK & COMMUNITY IDEAS HUB

Recycling is important, but reducing waste overall is an essential part of responsible waste management and protecting the environment. Building on the success of the initial Rethink Waste Think Tank, the City reached out to the community through Let's Talk Richmond to generate ideas for reducing waste over the holidays.

With **174 posted ideas**, the Holiday Waste Think Tank resulted in a mix of ideas ranging from reducing wrapping and giving gifts that don't involve waste to creative ways to repurpose household items into new gifts and tips for reducing food waste. These ideas were added to the Community Ideas Hub as a resource for residents.

HOLIDAY WASTE THINK TANK RESULTS



COMMUNITY IDEAS HUB

The Community Ideas Hub features tips, resources and other suggestions shared by community members to help change habits and think differently about purchases, avoid unnecessary waste and find ways to reuse and recycle products to support a circular economy and reduce reliance on raw materials.

To view the Community Ideas Hub for tips on how to reduce waste, visit richmond.ca/rethink.

The Community Ideas Hub features ideas to:

**REDUCE
SINGLE-USE
ITEMS**

**REPAIR
HOUSEHOLD
ITEMS**

**REDUCE
FOOD
WASTE**

**RETHINK AND
REPURPOSE
ITEMS**

**DONATE, SELL,
TRADE AND
SHARE ITEMS**

**REDUCE
HOLIDAY
WASTE**

HOW CAN RESIDENTS HELP SUPPORT A CIRCULAR ECONOMY?

1. Stop: Rethink what you're putting in the garbage. Can it be recycled, donated, repurposed or reused?

2. Reduce: Reduce waste by choosing reusable options, repairing items and avoiding single-use products such as bottles, film wrap, plastic bags and Polystyrene foam (e.g., Styrofoam) plates and containers.

3. Reuse: Donate or sell used items in good condition so they can be reused.

4. Recycle: Keep food scraps and food-soiled paper out of the garbage, and recycle other materials through City collection services, the Richmond Recycling Depot and take-back programs.



A large, dark blue recycling symbol (three chasing arrows forming a triangle) is centered in the background. The entire image has a blue background with a repeating pattern of small, light blue icons representing various recyclable items: plastic bottles, paper, food waste (like pizza boxes, tomatoes, and leaves), and other household items.

**LET'S
RECYCLE
CORRECTLY**

3.0

Programs and Services

Richmond residents in single-family homes divert most of their waste, and recycling is increasing in townhomes and other multi-family complexes.

To support residents and their commitment to recycling, Richmond continues to expand services to help residents reduce their garbage and create incentives to promote increased recycling. Green Cart and Blue Box/Blue Cart recycling remain core services to help residents recycle. Residents can also use the Large Item Pick Up program or bring a growing list of recyclable items to the Richmond Recycling Depot and other drop-off facilities.

Richmond works with residents, industry partners, product stewardship groups and businesses to achieve its goal to support a circular economy by implementing sustainable waste management. Through partnerships and community engagement, Richmond's commitment to continuous improvement results in enhanced services to benefit residents.

Through its contract with Recycle BC, the City generates revenue to offset recycling costs for residents; however, the City must also adhere to requirements related to the quality of recycling. If banned items are found in the garbage or contamination is found in recycling, the City can be charged fines and other penalties. These requirements are based on the City's *Solid Waste and Recycling Regulation Bylaw No. 6803*, contract requirements with Recycle BC and organics processing facilities, and Metro Vancouver disposal bans for items that must be recycled as they are not permitted in the garbage.

3.1

Program and Service Overview

Richmond delivers a wide range of recycling and waste management services for residents to ensure that all waste is managed safely and efficiently. The following are the key recycling and waste management services offered through the City of Richmond.



BLUE BOX

The Blue Box program provides weekly curbside collection for paper, newsprint, glass bottles and glass jars, plastic containers, empty aerosol cans, plastic/paper drink cups, spiral wound containers, and tin and aluminium containers. For details, see page 30.



BLUE CART

The Blue Cart program provides weekly centralized collection for paper, newsprint, glass bottles and glass jars, plastic containers, empty aerosol cans, plastic/paper drink cups, spiral wound containers, and tin and aluminium containers. For details, see page 30.



GREEN CART

The Green Cart program provides weekly collection for foods scraps and yard trimmings. This program is provided to residents in single-family homes, townhomes and multi-family complexes. For details, see page 36.



BACKYARD COMPOSTING

Support for residential composting includes the sale of backyard compost bins and a composting demonstration garden. These services are available to all residents. For details, see page 39.



GARBAGE CART

Biweekly collection of garbage, not including banned items such as hazardous waste and materials that can be recycled, is available to residents in single-family homes and some townhomes. Garbage Tags and Garbage Disposal Vouchers for the Vancouver Landfill provide options to residents for disposal of additional garbage. For details, see page 40.



LARGE ITEM PICK UP

Residents with the City Blue Box and/or City Garbage Cart program can arrange for collection of large household items. For details, see page 46.



RICHMOND RECYCLING DEPOT

The Recycling Depot accepts products ranging from yard trimmings and household items to hazardous materials and take-back program products. This service is available to all residents and in limited quantities for commercial operators. The Recycling Depot also sells backyard compost bins, rain barrels, Garbage Tags and Garbage Disposal Vouchers for use at the Vancouver Landfill. For details, see page 42.



LITTER COLLECTION

Litter Attendants are on the road seven days a week to inspect or service garbage and recycling bins more than 7,300 times each week throughout the city, collecting additional litter along the way. For details, see page 49.



PUBLIC SPACES AND EVENT RECYCLING

Recycling bins in the community make it easy to recycle on the go, such as in parks, at community centres, in the Steveston business district and at the Canada Line stations and Richmond central bus stops. Richmond supports community events by loaning garbage and recycling bins for local events at no charge. For details, see Public Spaces Programs on page 48.



COMMUNITY AND SCHOOL ENGAGEMENT

Through partnerships with students, teachers and the School District, Richmond delivers educational workshops, awareness programs and volunteer opportunities to increase understanding of recycling and the benefits of reducing waste. For details, see Outreach and Customer Service on page 50.



3.2

Blue Box and Blue Cart Programs

Richmond's Blue Box and Blue Cart recycling programs provide convenient collection of a wide variety of materials, including mixed paper, plastic containers, paper and plastic drink cups, empty aerosol cans and spiral wound cans like frozen juice concentrate containers as well as glass bottles and glass jars.

Richmond's Blue Box program for door-to-door curbside collection includes a Blue Box for containers, yellow Mixed Paper Recycling Bag for paper and small, flattened cardboard items and a grey Glass Recycling Bin for glass bottles/jars. The Blue Cart program for centralized collection has separately labeled carts for containers, mixed paper and glass.

It is important to ensure materials are sorted correctly into the proper recycling receptacles. For example, recyclables must be placed individually in bins – not stacked, nestled or in plastic bags. Glass bottles/jars must be placed in the Glass Recycling Bin/Cart – not the Blue Box or Containers Recycling Cart.

Also, some items are not accepted in the Blue Cart/Blue Box program, such as non-packaging plastics like toys and laundry baskets, hazardous items like butane cylinders, propane tanks and batteries, and non-packaging metal items like scissors and pans. These items are accepted at the Richmond Recycling Depot.

CONTAINER RECYCLING: BLUE BOX/CONTAINERS RECYCLING CART



✓ ACCEPTED

- ✓ Empty aerosol cans & caps (food items, air fresheners, shaving cream, deodorant, hairspray)
- ✓ Microwavable bowls, cups & lids
- ✓ Paper food containers & cartons
- ✓ Paper & plastic drink cups with lids
- ✓ Plastic containers, trays & caps (bakery containers & deli trays)
- ✓ Plastic & paper garden pots & trays
- ✓ Spiral wound paper cans & lids (frozen juice, potato chips, cookie dough, coffee, nuts, baby formula)
- ✓ Aluminium cans & lids
- ✓ Aluminium foil & foil containers (foil wrap, pie plates, food trays)
- ✓ Plastic bottles & caps (food items, condiments such as ketchup, mustard & relish, dish soap, mouthwash, shampoos, conditioners)

- ✓ Plastic jars & lids
- ✓ Plastic tubs & lids (margarine, spreads, dairy products such as yogurt, cottage cheese, sour cream, ice cream)
- ✓ Tin cans & lids

NEW! Accepted items

- ✓ Plastic straws, utensils and stirsticks
- ✓ Plastic food storage containers
- ✓ Plastic hangers
- ✓ Plastic and paper cups, plates and bowls
- ✓ Metal storage containers (e.g. for candy)

✗ NOT ACCEPTED

- ✗ Aerosol cans with hazardous materials (spray paint)*
- ✗ Butane cylinders*
- ✗ Ceramic plant pots
- ✗ Compostable/biodegradable plastic bags & containers
- ✗ Containers for motor oil, vehicle lubricant or wax products*
- ✗ Foil-lined cardboard lids from take-out containers

- ✗ Garden hoses
- ✗ Plastic bags & overwrap*
- ✗ Plastic string or rope
- ✗ Polystyrene foam (e.g. Styrofoam) materials*
- ✗ Propane tanks*

* Take to the Richmond Recycling Depot



Place materials separately in the bins – don't put recyclables into plastic bags. Bagged items will go in the garbage.



Avoid stacking or nestling items together, instead place them separately in the bins. For example, don't nestle an aluminium can inside a plastic container.



Empty, rinse and flatten containers. Food or other materials in the containers contaminate the recycling. Remove lids and recycle separately.



Separate glass jars and glass bottles and recycle in the grey Glass Recycling Bin or Glass Recycling Cart.



PAPER PRODUCTS: MIXED PAPER RECYCLING BAG/CART



✓ ACCEPTED

- ✓ Newspapers, inserts & flyers
- ✓ Flattened cardboard boxes
- ✓ Catalogues & magazines
- ✓ Cereal boxes
- ✓ Clean pizza boxes
- ✓ Corrugated cardboard (small pieces)
- ✓ Envelopes
- ✓ Junk mail
- ✓ Paper bags
- ✓ Paper egg cartons
- ✓ Paper gift wrap & greeting cards
- ✓ Paper takeout containers (including those with a shiny coating)

- ✓ Telephone books
- ✓ Shredded paper (place inside a paper bag to avoid scattering)
- ✓ Writing paper (notepads, loose leaf paper, white or coloured paper, printed paper)

NEW! Accepted Items

- ✓ Paper party decorations
- ✓ Paper gift bags
- ✓ Paper lunch bags
- ✓ Moving and storage boxes
- ✓ Paper gift boxes

✗ NOT ACCEPTED

- ✗ Cardboard boxes with wax coating
- ✗ Plastic bags used to cover newspapers/flyers
- ✗ Metallic wrapping paper
- ✗ Ribbons or bows

- ✗ Musical greeting cards with batteries
- ✗ Padded envelopes
- ✗ Plastic or foil candy wrappers



Remove plastic liners/covers and/or any food residue.



Put shredded paper in a paper bag before placing in the Mixed Paper Recycling Bag/Cart to avoid scattering.



Cut cardboard into small pieces and flatten boxes to take up less space in the Mixed Paper Recycling Bag/Cart and in the collection truck.



Oversized/excessive amounts of cardboard can be dropped off at the Richmond Recycling Depot.



GLASS JARS & GLASS BOTTLES: GLASS RECYCLING BIN/CART



✓ ACCEPTED

- ✓ Clear or coloured glass bottles and glass jars (pickle jars, jam jars, spaghetti sauce jars, soy sauce bottles)

✗ NOT ACCEPTED

- ✗ Glasses, dishes, cookware, window glass and mirrors
- ✗ Ceramic products
- ✗ Lids and caps (remove from the glass bottle/jar and place in Blue Box/Containers Recycling Cart)



Remove plastic and metal lids and recycle separately in the Blue Box/Containers Recycling Cart.



Empty and rinse jars and bottles. Make sure no food is left inside because it contaminates the recycling.



Set Out Time

Before 7:30 a.m. every week on collection day.

Note: For centralized Blue Cart service, the collection details are arranged between the City and the Strata Council or Property Manager. Residents do not have to set the Blue Carts out for collection.



Report a Missed Collection

Call 604-276-4010 or email garbageandrecycling@richmond.ca.



How to Get More Free Recycling Supplies

Supplies include:

- Blue Boxes
- Glass Recycling Bins
- Indoor Collection Bags
- Mixed Paper Recycling Bags

Three ways to order supplies:

1. Pick up at Richmond Recycling Depot
2. Call 604-276-4010
3. Order online at richmond.ca/recyclesearch

Richmond Recycling Depot

5555 Lynas Lane
Open 7 days a week
(Closed on statutory holidays)
9:00 a.m. to 6:15 p.m.

How to Recycle Correctly

SIMPLE STEPS FOR BETTER RECYCLING



HOW TO RECYCLE CORRECTLY



COMMON MISTAKES

Glass bottles and glass jars are placed incorrectly in the Blue Box or Containers Recycling Cart

Plastic straws, utensils and stir sticks are placed in the garbage

Containers with food residue are not rinsed before recycling

Recyclable items that are not accepted in residential collection are placed incorrectly in the Blue Box / Blue Cart, such as:

- Batteries and cellphones
- Electronics
- Paints and solvents
- Plastic bags
- Polystyrene foam (e.g., Styrofoam)
- Propane tanks and butane containers
- Non-packaging plastics like toys

HOW TO RECYCLE CORRECTLY

Recycle in grey Glass Recycling Bin or Glass Recycling Cart.

Starting in 2023, these can now be placed in the Blue Box or Containers Recycling Cart.

Remove food and rinse before placing in Blue Box or Containers Recycling Cart.

Drop off at Richmond Recycling Depot – 5555 Lynas Lane.

Not sure where to recycle an item?



Use the Recycling Wizard on the free Richmond Recycling app or at **richmond.ca/recyclesearch**

You can find drop-off locations and information on how to recycle a variety of household items using the Recycling Wizard on the free Richmond Recycling app, available at the Apple and Android app stores. Plus, you can schedule weekly collection day reminders, order supplies and play the Recycling Challenge game!



3.3

Green Cart Program

Food scraps are banned from the garbage, which means they must be recycled or composted, and the City can be charged fines and other penalties when organics are found in the garbage. With the Green Cart program, all Richmond residents have access to food scraps recycling and when recycling with a Green Cart, residents are helping turn food scraps and yard trimmings into compost for nutrient-rich soil.

Richmond also encourages organics recycling by providing Green Cart service at no charge at the City-sponsored community gardens.

It is important to ensure that only food scraps, food soiled paper, and yard and garden trimmings go in the Green Cart. When items like plastic bags, polystyrene foam (e.g., Styrofoam) or biodegradable/compostable plastic bags are found in the Green Cart, the load is considered contaminated as these materials are not accepted at processing facilities because they compromise the quality of the compost.

Residents can also create their own compost at home to keep these organic materials out of landfills. Residents can purchase a backyard compost bin at the Richmond Recycling Depot.

A collage of various food items including a banana, chicken bones, an orange, cheese, pizza, dumplings, rice, corn, mushrooms, and leafy greens.

FOOD SCRAPS & FOOD SOILED PAPER

- ## YARD TRIMMINGS

-  NOT ACCEPTED

- ### Why can't I put plastic bags in my green cart?



PROGRAMS AND SERVICES 37



MULTIPLE GREEN CART SIZES AVAILABLE

Richmond provides Green Carts in multiple sizes to meet residents' recycling needs. Residents can exchange their Green Cart for a different size by contacting the Environmental Programs Information Line at 604-276-4010 or email garbageandrecycling@richmond.ca. There is a \$25 fee for cart exchanges.

SINGLE-FAMILY HOMES CART SIZE SELECTION



Extra Large
360 litres
D 34.5 x W 25 x
H 44.5 inches

STANDARD

Large
240 litres
D 27.5 x W 24.5 x
H 43 inches

Medium
120 litres
D 21 x W 19 x
H 37.5 inches

Small
80 litres
D 21.5 x W 16 x
H 34.5 inches

TOWNHOMES CART SIZE SELECTION



Small
80 litres
D 21.5 x W 16 x
H 34.5 inches

STANDARD

Compact
46.5 litres
D 12 x W 11 x
H 27 inches



BACKYARD COMPOSTING PROGRAMS

Backyard Compost Bins: Backyard compost bins are available for sale at the Richmond Recycling Depot for \$25 plus tax.

Demonstration Garden: To help residents learn about composting, the City hosts a Compost Demonstration area in the Terra Nova Rural Park at 2631 Westminster Highway just west of No. 1 Road. It is open from dawn to dusk year-round.

Compost Hotline: For tips, call 604-736-2250 or email composthotline@telus.net.

YARD TRIMMINGS DROP-OFF

Richmond residents and commercial landscapers can drop off yard trimmings at the following locations.

Ecowaste Industries
15111 Williams Road

Commercial operators can be pre-approved for dropping off materials at no charge when they are servicing residential properties with Richmond Green Cart service.

Visit ecowaste.com or call 604-277-1410 for detailed information.

City Recycling Depot
5555 Lynas Lane
Open 7 days a week
(Closed on statutory holidays)
9:00 a.m. to 6:15 p.m.

There is no charge for dropping off amounts less than one cubic yard (a car, station wagon or minivan load). Large loads are charged a fee of \$25 per cubic yard. Commercial operators will be charged a fee of \$25 per cubic yard at the Richmond Recycling Depot.



Set Out Time

Before 7:30 a.m. every week on collection day.

Note: For centralized Green Cart service, the collection details are arranged between the City and the Strata Council or Property Manager. Residents do not have to set the carts out for pick up.



Report a Missed Collection or Damaged Green Cart

Call 604-276-4010 or email garbageandrecycling@richmond.ca.



How to Exchange your Green Cart

Various cart sizes are on display at the Richmond Recycling Depot. Please note there is a \$25 charge to exchange your cart. To change to an alternative size, please contact:

Environmental Programs
604-276-4010



New/Replacement Kitchen Containers

Three ways to get a kitchen container:

1. Pick up at Richmond Recycling Depot
2. Call 604-276-4010
3. Order online at richmond.ca/recyclesearch



3.4 Garbage Cart Program

Richmond's curbside Garbage Cart program provides residents with convenient options for waste disposal. Household garbage is collected biweekly. The Garbage Cart program includes City-provided carts with wheels and lids and is designed to lower costs for residents who are reducing their garbage by recycling their household waste.

Most household items are recyclable. Residents are encouraged to think twice before putting items in the garbage to help keep recyclables out of the landfill.

It's important to secure or wrap loose garbage to prevent materials from being scattered by wind or animals. Garbage must be securely packed in plastic bags. This includes ashes, kitty litter, disposable diapers, vacuum cleaner sweepings, disposable masks and gloves, and other loose household garbage.

All garbage must be placed at curbside before 7:30 a.m. on collection day but no earlier than 8:00 p.m. the day before. Do not place receptacles or other items on the road.

Residents are responsible for cleaning up any loose materials that have been scattered over the ground by animals, wind or vandalism.



EXTRA ITEM DISPOSAL OPTIONS

Garbage Disposal Vouchers

Richmond residents may purchase a Garbage Disposal Voucher for \$5 at all City facilities. These vouchers are good for up to \$25 at the Vancouver Landfill, and are valid anytime. They are limited to one per household per year.

\$2 Garbage Tags

Garbage Tags for curbside collection are available for purchase at all City facilities. One Garbage Tag is good for an additional garbage bag or can.

Visit richmond.ca/garbage for a list of City facilities selling Garbage Tags and Garbage Disposal Vouchers.

GARBAGE CART SIZE OPTIONS

Residents who select smaller cart sizes are generating less garbage and, as a result, pay less for their annual garbage collection.

Residents can exchange their cart for a different size, and their garbage collection fees will be adjusted according to the size selected. Residents can exchange their Garbage Cart for a different size for \$25 by calling 604-276-4010.



Extra Large
360 litres
D 34.5 x W 25 x H 44.5 in



Large
240 litres
D 27.5 x W 24.5 x H 43 in
**Standard size for
single-family homes**



Medium
120 litres
D 21.5 x W 19 x H 37.5 in
**Standard size
for townhomes**



Small
80 litres
D 20 x W 16 x H 34.5 in



3.5

Richmond Recycling Depot

The Richmond Recycling Depot is located at 5555 Lynas Lane and is open from 9:00 a.m. to 6:15 p.m., seven days a week for drop off of a broad range of materials.

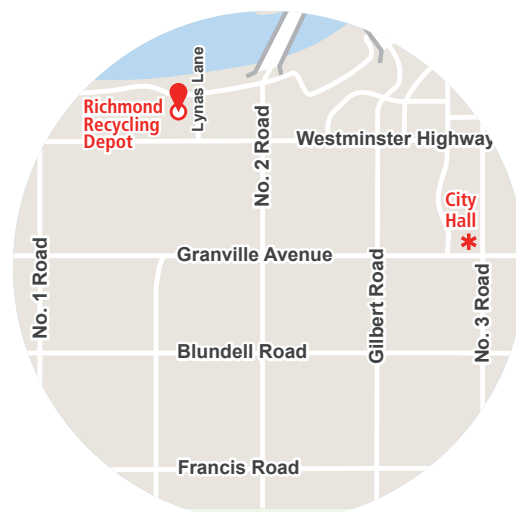
The Recycling Depot is owned and operated by the City of Richmond, with both full-time staff and additional staff support as needed to manage increased recycling volumes. Staff on site are available to answer questions and provide assistance with unloading awkward or heavy items.

The City continues to increase the number of items accepted at the Recycling Depot to make it a convenient, one-stop drop-off location for multiple items. Richmond residents can bring a wide range of recyclable materials at no charge.

Richmond Recycling Depot

5555 Lynas Lane

Open 7 days a week, 9:00 a.m. to 6:15 p.m.
(except statutory holidays)





RECYCLING DEPOT SERVICES

Residents are encouraged to use their weekly collection bins to recycle household items like glass bottles and glass jars, mixed containers and mixed paper. Businesses are encouraged to set up contracts for on-site collection services if they produce a large quantity of recyclable materials. However, residents and small business operators can also drop off recyclable materials at the Recycling Depot.

This facility accepts a wide range of materials, including cardboard, yard and garden trimmings, mixed paper and newspapers, as well as Polystyrene foam (e.g., Styrofoam),

used books, cellphones, household batteries, plastic bags and metal items (e.g., bike frames, barbecues, lawn mowers). The facility is also a product stewardship (take-back) collection site for large and small appliances, paints, solvents, flammable liquids, pesticides, lights and lighting fixtures, tires, electronics, motor oil, batteries, thermostats, and smoke and carbon monoxide alarms.



For Sale at the Recycling Depot

- Compost bins - \$25 each + tax
- Rain barrels - \$30 each + tax
- Extra Garbage Tags - \$2 each
- Garbage Disposal Vouchers - \$5 for Richmond residents and value is up to \$25 at the Vancouver Landfill



Free Recycling Supplies Available at the Recycling Depot

- Food Scraps Kitchen Containers
- Grey Glass Recycling Bins
- Blue Boxes
- Yellow Mixed Paper Recycling Bags
- Indoor Collection Bags
- Green Can Decals

Welcome to the Richmond Recycling Depot!

You'll be amazed by how much you can take – for free – to the Richmond Recycling Depot.

Use the map below to see where to take your items once you arrive at the Recycling Depot. The icons are colour-coded to match the signs at the Depot and help you quickly find your way.

There are always attendants available to help you and to safely handle hazardous recyclable items.



For a virtual tour, visit
richmond.ca/depot



Welcome!

MATERIALS ACCEPTED

- ✓ Aerosol & spiral wound cans
- ✓ Aluminium materials
- ✓ Appliances
- ✓ Baby car seats/booster seats
- ✓ Batteries (lead acid car batteries)
- ✓ Batteries (small household batteries less than 5 kg)
- ✓ Books
- ✓ Butane cylinders
- ✓ Cellphones (including batteries)
- ✓ Cooking oil & animal fat
- ✓ Corrugated cardboard (flattened, clean corrugated boxes)
- ✓ Electronics
- ✓ Exercise & hobby machines
- ✓ Fire extinguishers
- ✓ Flammable aerosols
- ✓ Flammable liquids
- ✓ Flexible plastic packaging, plastic bags & plastic overwrap
- ✓ Flower pots (paper & plastic pots/trays)
- ✓ Gasoline (in approved ULC containers)
- ✓ Glass bottles/jars (clear & coloured)
- ✓ Lights
- ✓ Lighting fixtures
- ✓ Magazines
- ✓ Metal items
- ✓ Mixed paper
- ✓ Motor oil & antifreeze
- ✓ Newspaper
- ✓ Paints (household paints)
- ✓ Paint aerosols
- ✓ Pesticides (domestic pesticides)
- ✓ Plastic containers
- NEW!** ✓ Plastic recycling bags
- ✓ Polystyrene foam (e.g., Styrofoam) packaging
- ✓ Power tools
- ✓ Propane tanks
- ✓ Sewing, knitting & textile machines
- ✓ Smoke & carbon monoxide alarms
- NEW!** ✓ Thermostats
- ✓ Tin & aluminium cans
- ✓ Tires (passenger & light-duty trucks only)
- ✓ Upholstered furniture
- ✓ Yard & garden trimmings

All materials must be sorted into different containers at the Recycling Depot. Please visit richmond.ca/depot for more information.



3.6

Large Item Pick Up Program

Richmond's Large Item Pick Up program provides a convenient curbside collection service for up to six large household items per year, including mattresses, furniture and appliances. This program is designed to make it more convenient for residents to dispose of large household items and to help reduce illegal dumping. As well, through this program, large household items that can be recycled will be diverted from the landfill.

The Large Item Pick Up program is provided to residents in single-family homes as well as townhomes and multi-family complexes with the City's Garbage Cart and/or Blue Box program.

This service makes it easier for residents who do not have access to a vehicle to dispose of large items.

HOW THE PROGRAM WORKS

- 1** To schedule collection of up to six items per year, residents can contact the City's service provider, Sierra Waste Services at 604-270-4722 or schedule online at richmond.ca/largeitem.
- 2** Sierra Waste Services will contact you to provide a pick-up date and confirmation number.
- 3** On your scheduled pick-up date only, place items at the curb, or for multi-family complexes, in the area designated by the strata or property manager, before 7:30 a.m. or no earlier than 8:00 p.m. the night before.

LARGE ITEM PICK UP PROGRAM



✓ ACCEPTED

- ✓ Appliances (e.g., stove, dishwasher, washer and/or dryer, hot water tank, refrigerator, freezer, microwave)
- ✓ Barbecues (remove lava rock briquettes and/or propane tank)
- ✓ Bed frames
- ✓ Electric lawnmowers
- ✓ Exercise equipment (treadmill, elliptical, stationary bike, stair climber, weight set)
- ✓ Furniture (e.g., couch, coffee table, chair, desk, dresser, TV stand, cabinet, table, hutch, crib, high chair, entertainment centre)
- ✓ Headboards
- ✓ Mattresses or boxsprings
- ✓ Outdoor furniture (chair, patio table, patio umbrella)
- ✓ Small household goods, provided they are boxed or bundled and are a reasonable size (one box or bundle is equal to one of the resident's six allotted items)
- ✓ Tires (car and light duty truck)

! PREPARATION REQUIREMENTS

- ! Wrap mattresses in plastic and seal with tape to prevent them from getting wet. Cover boxsprings and upholstered furniture with tarps or plastic to keep them dry. Tarps will be left behind for reuse.
- ! Confirm mattresses, boxsprings and upholstered furniture are free of bedbugs to ensure they are accepted for recycling at the facility.
- ! Remove latch/door from freezers, refrigerators or any other container equipped with a door, latch or locking device.

✗ NOT ACCEPTED

- ✗ Car bodies or parts
- ✗ Carpets
- ✗ Construction and demolition waste (drywall)
- ✗ Gas lawnmowers*
- ✗ Hazardous waste
- ✗ Home renovation items (sinks, flooring, doors, windows)
- ✗ Lumber
- ✗ Mattresses/boxsprings and upholstered furniture that are wet or infested with bed bugs or vermin
- ✗ Propane tanks*
- ✗ Tree stumps

*Take to Richmond Recycling Depot

Not sure where to recycle an item? Use the Recycling Wizard tool on the free Richmond Recycling app to find out where to recycle your item.



3.7 Public Spaces Programs

Maintaining a litter-free community and encouraging recycling in parks and other public spaces is an essential part of responsible and sustainable waste management. Not only does this help to keep the City a beautiful place to live and visit, it also helps to reduce the amount of plastic and other garbage going into oceans and other waterways.

The City has three primary services to support recycling and a litter-free community: Public Spaces services, Litter Collection services and Special Event Recycling.

Because building community pride and increasing responsible behaviours involves working together with the community, the City also works with volunteers through the Partners for Beautification program and community clean-up events.

PUBLIC SPACES SERVICES

The City of Richmond has recycling and garbage bins located throughout the community in public spaces that include parks and business districts. Recycling and garbage bins are serviced or inspected over 7,300 times each week.

The City's bins include instructional bin labels to help inform people about how to sort items correctly. Many of the recycling bins feature images that complement the surrounding scenery, and others feature custom artwork by local artists. To further improve capacity and operational efficiency, the City also has large, in-ground garbage collection bins in high-traffic areas.



LITTER COLLECTION SERVICES

Maintaining a litter-free city is a key focus area to ensure residents can enjoy clean parks and public spaces. The City of Richmond has made efforts to ensure that there are garbage bins, and in many cases recycling options, in public spaces throughout the city.

In addition, City crews work seven days a week to collect litter from parks, school grounds, roadsides, sidewalks and boulevards.

They inspect or service garbage and recycling from litter and recycling receptacles in the community 31,756 times every month. Crews also assist with removing graffiti from City garbage bins, and they collect illegally-dumped materials found on City property and provide safe disposal and recycling of these items.

The extensive work to maintain public spaces and collect litter may go unnoticed, particularly because it is done well and regularly. Richmond residents enjoy the benefits, but may not realize the extent of work involved in maintaining a clean and livable city.

SPECIAL EVENT RECYCLING

Recycling stations are recommended for special event bookings taking place in Richmond. For some events, the City hosts recycling stations with assistance from Green Ambassador volunteers. This involves setting up recycling stations and having recycling volunteers at the event to advise people on how to recycle.

The City also supports events by providing organizers with recycling bins and garbage carts at no charge, as well as complimentary collection services. This makes it easy for event organizers to keep the venue clean and recyclables out of the landfill.

In addition, the City participates in community clean-up events each year.





3.8

Outreach and Customer Service

Richmond's successful outreach and customer service programs are designed to help turn information and education into action.

By working with children and youth through school programs and the Green Ambassadors, Richmond creates a learning environment where students gain a better understanding about recycling and sustainable waste management, and then apply their skills as volunteers and through school activities. The City is also offering more virtual outreach opportunities.

Providing outreach, customer support services and information materials also assists residents by increasing their understanding of how to recycle correctly along with new tools and services to promote recycling at home and on the go.

The Environmental Programs Information Line staff assist customers on the phone, via email and at community events to answer questions, assist with requests relating to garbage and recycling, and provide guidance on where to find additional information and resources. Richmond staff also assist customers directly at the Recycling Depot, and through its outreach programs in the community.

At the Recycling Depot, staff provide assistance with where and how to recycle using its drop-off options, answer questions about City programs and services, and sell products such as compost bins and rain barrels as well as Garbage Tags and Garbage Disposal Vouchers. Through outreach, Richmond goes into the community to connect with residents to share information and respond to questions.



Zero Heroes school shows teach students about the importance of reducing waste and recycling properly and inspire them to become zero waste superheroes.

SEARCH & TIPS TOOLS

Richmond offers the Recycling Wizard to help residents search for where to recycle household items. The Recycling Wizard is available online at richmond.ca/recyclesearch and in the Richmond Recycling app, free from the Apple and Android app stores.

COMMUNITY WORKSHOPS

Richmond's free community workshops provide education and tips that support recycling and waste reduction techniques. A summary of workshops is provided below.

For information on the workshops, call the Environmental Programs Information Line at 604-276-4010, email garbageandrecycling@richmond.ca, or visit the Community Outreach section at richmond.ca/recycle.

RICHMOND GREEN AMBASSADORS

Richmond's Green Ambassadors are dedicated high school students who participate in monthly symposiums to learn about environmental sustainability and apply what they have learned as volunteers at City events and activities. These energetic and environmentally conscious individuals also manage green initiatives in their schools.

STUDENT OUTREACH

Richmond sponsors programs, contests and other activities for local students to raise awareness about the importance of reducing waste and how to recycle correctly. These activities inspire them to feel that taking care of the planet is fun.

TYPE OF WORKSHOP	DESCRIPTION
Recycling Workshops	Learn how to reduce reliance on single-use items and sort household recyclables properly to reduce contamination. Understand the recycling process and the importance recycling has for the environment, including the impact of marine plastic and other hot topics in solid waste management.
Richmond Recycling Depot Tours	Interactive tour of the Richmond Recycling Depot designed to teach residents about the drop-off options available and materials accepted for recycling.



TIPS TO RECYCLE AND REDUCE WASTE

4.0

Tips and Resources

In Richmond, we care about our community, and we are working together with residents and local organizations to reduce waste and promote a circular economy. These Tips and Resources highlight the City's community partners, and provide a guide for how to deal with hazardous waste and other items not accepted in curbside and centralized recycling programs.

With the help of community resources and partnerships, Richmond residents have access to easy and convenient drop-off services and programs to support recycling, safe disposal and waste reduction. This section includes contact information and locations for Richmond services and community partners involved in take-back collection through product stewardship programs. Together, these Tips and Resources help to support maximum recycling and reduce the amount waste going to the landfill.



4.1

Community Resources and Partnerships

ECOWASTE INDUSTRIES

The City offers residents the option to drop off unlimited quantities of yard and garden trimmings for free at Ecowaste Industries. Proof of Richmond residency is required.

Ecowaste Industries:

15111 Williams Road
604-277-1410
ecowaste.com

COMPOST HOTLINE

The Compost Hotline is a community program operated by City Farmer that provides support and tips for best practices in home composting.

Compost Hotline:

604-736-2250
composthotline@telus.net

RICHMOND SHARES

Richmond Shares is a non-profit organization that facilitates the exchange of gently used items.

Richmond Shares: richmondshares.bc.ca

METRO VANCOUVER RECYCLES

Metro Vancouver Recycles helps you find options for recycling products and get helpful links to online services.

Metro Vancouver Recycling Directory:

metrovancoverrecycles.org

RECYCLING COUNCIL OF BRITISH COLUMBIA (RCBC)

RCBC provides information and resources to support recycling in the community.

Recycling Hotline

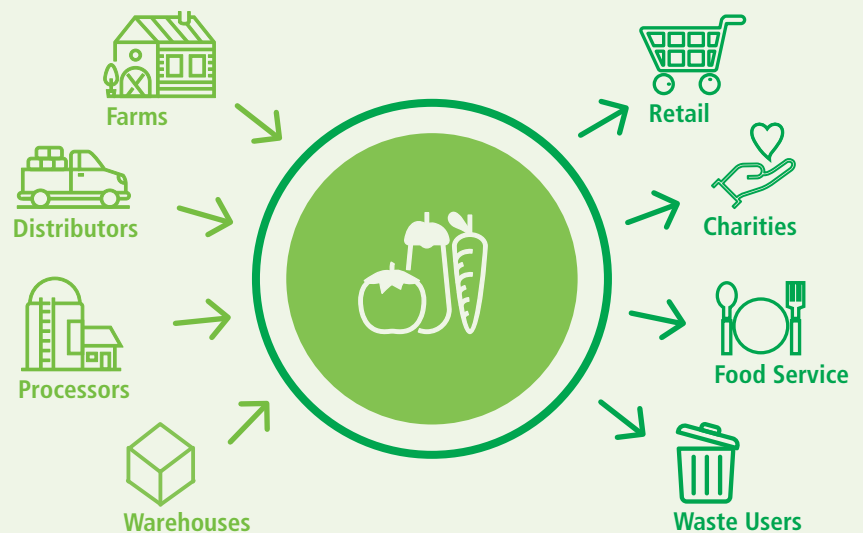
Monday to Friday, 9 a.m. to 4 p.m.
604-RECYCLE (604-732-9253)
hotline@rcbc.bc.ca

CITY OF RICHMOND FOOD RECOVERY NETWORK

Partnering with FoodMesh, this program safely and easily diverts surplus food by bringing together local food businesses with charities and farmers.

Richmond Food Recovery Network:

foodmesh.ca/services-regional/richmond





4.2

Banned and Hazardous Materials

Careless handling of hazardous products can cause serious injury as well as damage to the environment. Hazardous products that are dumped in sewers or green spaces can injure livestock, wildlife and plant life. Careful and often specialized disposal is essential for these materials.

There are certain materials that Metro Vancouver disposal facilities do not accept, either because there are already disposal programs set up for these items or because they are hazardous to waste collection workers, the public and the environment.

At disposal sites, garbage loads are inspected for banned and prohibited materials. Loads that arrive at the disposal sites containing prohibited materials are assessed a \$69 minimum surcharge, plus the cost of removal, clean-up or remediation. Loads containing banned materials are assessed a 50% tipping fee surcharge.

For a list of drop-off locations, use the City's Recycling Wizard available on the Richmond Recycling app and at richmond.ca/recyclesearch, or call the RCBC Recycling Hotline at 604-732-9253.



BANNED HAZARDOUS AND OPERATIONAL IMPACT MATERIALS



- × Agricultural waste
- × Asbestos
- × Automobile bodies and parts
- × Barrels, drums, pails or large (205 litre or greater) liquid containers, full or empty
- × Biomedical waste
- × Dead animals
- × Gypsum
- × Hazardous waste
- × Inert fill material, including soil, sod, gravel, concrete and asphalt exceeding 0.5 cubic metres per load
- × Liquids or sludge
- × Refuse that is on fire, smouldering, flammable or explosive
- × Wire and cable exceeding 1% of load

BANNED MATERIALS THAT ARE RECYCLABLE WITH CITY SERVICES



- × Beverage containers
- × Containers made of glass, metal or banned recycled plastic ♻️♻️♻️♻️
- × Corrugated cardboard
- × Electronics
- × Expanded polystyrene packaging
- × Food waste
- × Green waste
- × Mattresses
- × Motor oil & antifreeze
- × Propane tanks
- × Recyclable paper
- × Tires (passenger & light-duty truck only)

For a complete list of banned materials, please visit metrovancover.org/services/solid-waste/recycling-programs/disposal-ban

4.3

Recycling and Disposal Directory

Many common hazardous household and automotive products must be recycled or disposed through special depots. Disposal sites and take-back collection options for hazardous, banned and other materials are listed on the following pages.

Please note that this information is provided as a reference for your convenience; however, it is not guaranteed. Please call first to confirm that the site is still open to accept these take-back products and to check hours of operation.



ANTIFREEZE AND EMPTY CONTAINERS

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Jiffy Lube 10991 No. 4 Road	604-448-0142
List of accepted items: bcusedoil.com or 604-732-9253.	



APPLIANCES – SMALL

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Best Buy 700-5300 No. 3 Road	604-273-7335
Ironwood Bottle & Return-It Depot 110-11020 Horseshoe Way	604-275-0585
OK Bottle Depot 145-5751 Cedarbridge Way	604-244-0008
Regional Recycling 13300 Vulcan Way	1-855-701-7171
List of accepted items: electrorecycle.ca or 604-732-9253.	



BABY CAR SEATS

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
\$ City of Vancouver Landfill 5400 72nd Street, Delta	604-873-7000
\$ Pacific Mobile Depots (third Saturday of every month) Britannia Community Centre, 1661 Napier Street, Vancouver Lord Byng Secondary School 3939 W 16th Avenue, Vancouver	604-718-5800
\$ Queensborough Landing Return-It Depot Unit A-409 Boyne Road, New Westminster	604-540-4467

Watch for the **blue** listings for items recyclable through the City of Richmond. See Programs and Services starting on page 28 to find out what is accepted through the City's collection and drop-off services.

Disposal Ban – Banned from the landfill and recyclable through retailers, stewardship or take-back programs

Disposal Ban – Banned from the landfill and recyclable through the City and other services

Not Banned – Recyclable through the City and other services

Not Banned – Recycling options are available

\$ **A fee is charged**



BATTERIES – AUTOMOTIVE

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Canadian Tire 35010 No 3 Road 11388 Steveston Highway	604-273-2939 604-271-6651
Kal Tire 2633 No. 5 Road	604-278-9181
Regional Recycling 13300 Vulcan Way	1-855-701-7171

Note: All retailers accept a used battery for each one purchased. Collection sites: recyclemybattery.ca



BATTERIES – HOUSEHOLD AND MOBILE PHONES

Batteries weighing 5 kg or less

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Best Buy 700-5300 No. 3 Road	604-273-7335
Costco 9151 Bridgeport Road	604-270-3647
Home Depot 2700 Sweden Way	604-303-9882
Kwantlen Student Association 8771 Lansdowne Road	604-599-2865
London Drugs 5971 No. 3 Road 3080-11666 Steveston Highway	604-448-4811 604-448-4852
Pharmasave 105-12420 No. 1 Road	604-232-0159
Regional Recycling 13300 Vulcan Way	1-855-701-7171
Rona (batteries only) 7111 Elmbridge Way	604-273-4606
Staples 8171 Ackroyd Road 110-2780 Sweden Way	604-270-9599 604-303-7850
The Source 1113- 6551 No. 3 Road	604-273-1475
Value Village 8240 Granville Ave	604-248-2285

Batteries accepted: call2recycle.ca or 1-888-224-9764.

Mobile phone drop-off sites: call2recycle.ca/locator.

All cellular/mobile phone stores accept used cellular/mobile phones for refurbishing or recycling.



BUTANE CYLINDERS

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010



CARBON MONOXIDE (CO), SMOKE AND COMBINATION SMOKE & CO ALARMS

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
London Drugs 5971 No. 3 Road 3080-11666 Steveston Highway	604-448-4811 604-448-4852
Regional Recycling 13300 Vulcan Way	1-855-701-7171
Rona 7111 Elmbridge Way	604-273-4606

Complete list of alarms accepted: productcare.org or 604-732-9253.



ELECTRONICS: Audio-visual equipment, computers, monitors, televisions, printers, fax machines, scanners, video games and accessories

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Best Buy 700-5300 No. 3 Road	604-273-7335
Blundell Return-It Centre 130-8180 No. 2 Road	
Ironwood Bottle & Return-It Depot 110-11020 Horseshoe Way	604-275-0585
OK Bottle Depot 145-5751 Cedarbridge Way	604-244-0008
Regional Recycling 13300 Vulcan Way	1-855-701-7171
Staples 8171 Ackroyd Road 110-2780 Sweden Way	604-270-9599 604-303-7850

Complete list of materials accepted: return-it.ca/electronics or 604-473-2400.



EXERCISE AND HOBBY MACHINES

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Regional Recycling 13300 Vulcan Way	1-855-701-7171

Complete list of materials accepted: return-it.ca/electronics or 604-473-2400.

**EYEGLASSES****DROP-OFF LOCATION**

Drop off at any local optometrist or eye care professional.

**FIRE EXTINGUISHERS****DROP-OFF LOCATION****PHONE**

Richmond Recycling Depot
5555 Lynas Lane

604-276-4010

\$ Vancouver Fire
22131 Fraserwood Way

604-232-3473

**FLAMMABLE LIQUIDS, PESTICIDES, SOLVENTS AND GASOLINE****DROP-OFF LOCATION****PHONE**

Richmond Recycling Depot
5555 Lynas Lane

604-276-4010

Regional Recycling
13300 Vulcan Way

1-855-701-7171

Complete list of accepted items: productcare.org or 604-732-9253.

GENERAL HAZARDOUS MATERIALS**DROP-OFF LOCATION****PHONE**

\$ Secure Energy
160-13511 Vulcan Way

604-214-7000

**GYPSON DRYWALL**

No other materials attached to or on drywall

DROP-OFF LOCATION**PHONE**

\$ City of Vancouver Landfill
5400 72nd Street, Delta

604-873-7000

\$ New West Gypsum Recycling
11871 Horseshoe Way

604-247-1664

Vancouver Transfer Station
(maximum 1/2 sheet with
a paid load of garbage)
377 W. Kent Avenue N., Vancouver

604-873-7000

**HYPODERMIC NEEDLES****DROP-OFF LOCATION**

Purchase a "Sharps Container" from a pharmacy and return the container to same pharmacy when full.
Complete list of drop-off locations:
healthsteward.ca/returning-medical-sharps.

**LIGHTS AND LIGHTING FIXTURES****DROP-OFF LOCATION****PHONE**

Richmond Recycling Depot
5555 Lynas Lane

604-276-4010

Canadian Tire (lights only)
11288 Steveston Highway

604-271-6651

Ironwood Return-It Depot
110-11020 Horseshoe Way

604-275-0585

OK Bottle Depot
7960 River Road

604-244-0008

Regional Recycling
13300 Vulcan Way

1-855-701-7171

Rona
7111 Elmbridge Way

604-273-4606

Accepted items: productcare.org or 604-732-9253.

**LUBRICATING OIL (USED), OIL FILTERS AND PLASTIC OIL CONTAINERS****DROP-OFF LOCATION****PHONE**

Richmond Recycling Depot
5555 Lynas Lane

604-276-4010

Accepted items: bcusedoil.com or 604-732-9253.

**MATTRESSES AND BOXSPRINGS****DROP-OFF LOCATION****PHONE**

\$ Canadian Mattress Recycling
1210 Cliveden Avenue, Delta

604-777-0324

\$ City of Vancouver Landfill
5400 72nd Street, Delta

604-873-7000

\$ Vancouver Transfer Station
377 W. Kent Avenue N.,
Vancouver

604-873-7000

Richmond's Large Item Pick Up Program: Contact Sierra Waste at 604-270-4722. Some restrictions apply. Program details: richmond.ca/largeitem.



MEDICAL DEVICES AND EQUIPMENT

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
OK Bottle Depot 145-5751 Cedarbridge Way	604-244-0008
Regional Recycling 13300 Vulcan Way	1-855-701-7171



MUSICAL INSTRUMENTS (ELECTRONIC)

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
OK Bottle Depot 145-5751 Cedarbridge Way	604-244-0008
Regional Recycling 13300 Vulcan Way	1-855-701-7171



PAINT AND PAINT AEROSOL CONTAINERS

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Ironwood Bottle & Return-It Depot 110-11020 Horseshoe Way	604-275-0585
Regional Recycling 13300 Vulcan Way	1-855-701-7171

Complete list items accepted: productcare.org or 604-732-9253.



PHARMACEUTICAL DROP-OFF LOCATION

All pharmacies accept leftover or outdated prescription drugs, non-prescription medications, herbal products, mineral supplements, vitamin supplements and throat lozenges for safe disposal.

For a list of pharmacies and/or drugs, medications, herbal products and mineral supplements accepted, visit healthsteward.ca/returning-medications/#drop-off-map or call 604-732-9253.

Note: Please do not wash these items down the drain or throw them in the garbage.



POLYSTYRENE FOAM (E.G., STYROFOAM) - MOLDED PACKAGING & FOOD CONTAINERS

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Ironwood Bottle & Return-It Depot 110-11020 Horseshoe Way	604-275-0585
London Drugs 5971 No. 3 Road 3080-11666 Steveston Highway	604-448-4811 604-448-4852
Queensborough Landing Return-it Depot Unit A-409 Boyne Road, New Westminster	604-540-4467



POLYSTYRENE FOAM (E.G., STYROFOAM) - PEANUTS/CHIPS

DROP-OFF LOCATION	PHONE
Packaging Depot 6360 Kingsway, Burnaby 5524 Cambie Street, Vancouver	604-451-1206 604-325-9966



PROPANE TANKS: Refillable & Disposable

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
City of Vancouver Landfill 5400 72nd Street, Delta	604-873-7000

Note: Free drop-off of up to four disposable tanks and two refillable tanks.



OUTDOOR POWER EQUIPMENT

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Regional Recycling 13300 Vulcan Way	1-855-701-7171



SEWING, KNITTING & TEXTILE MACHINES

DROP-OFF LOCATION	PHONE
Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Ironwood Bottle & Return-It Depot 110-11020 Horseshoe Way	604-275-0585
OK Bottle Depot 145-5751 Cedarbridge Way	604-244-0008
Regional Recycling 13300 Vulcan Way	1-855-701-7171



TELUS EQUIPMENT (RENTAL OR RETAIL)

DROP-OFF LOCATION

All TELUS rental or retail equipment such as cordless/corded phones, Voice Over IP (VOIP) phones, Global Positioning System (GPS) equipment and video/telephone conference equipment can be returned via Canada Post. Call 604-310-2255 for more information.



THERMOSTATS

DROP-OFF LOCATION PHONE

Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Andrew Sheret Ltd. 4500 Vanguard Road	604-278-3766
Cape Construction (2001) Ltd. 633-5960 No. 6 Road	604-232-8608
Vancouver Zero Waste Centre (maximum 2) 8588 Yukon Street, Vancouver	604-873-7000

Drop-off locations: hrai.ca/public-drop-off-locations or 1-800-267-2231 ext 224.



TIRES – VEHICLES

DROP-OFF LOCATION PHONE

Richmond Recycling Depot (no rims) 5555 Lynas Lane	604-276-4010
Island City Automotive 180-5400 Minoru Blvd	604-273-4023
Canadian Tire (no rims) 3500 No. 3 Road 11388 Steveston Highway	604-273-2939 604-271-6651
Kal Tire 2633 No. 5 Road	604-278-9181
Metro Tires Ltd. 16160 River Road	604-321-9004
OK Tire (only 4 per household) 5831 Minoru Boulevard	604-278-5171
Redline Automotive Ltd. 1-11711 No. 5 Road	604-277-4269
Vancouver Landfill (Passenger/light truck, with/without rims, limit of 10) 5400 72nd Street, Delta	604-873-7000

Richmond's Large Item Pick Up Program: Contact Sierra Waste at 604-270-4722. Some restrictions apply. Program details: richmond.ca/largeitem.

Complete list of locations: tsbc.ca/recycle-your-tires/ or 1-866-759-0488.

All retail locations accept a used tire for a new one purchased.



TIRES AND TUBES – BICYCLES

DROP-OFF LOCATION PHONE

Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Cap's/Krusty's Bicycles 135-8460 Alexandra Road	604-270-2020
Village Bikes (small amounts) 3891 Moncton Street	604-274-3865

List of locations: tsbc.ca/bike.php or 1-866-759-0488.



TOOLS - POWER (ELECTRONIC & ELECTRICAL)

DROP-OFF LOCATION PHONE

Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Ironwood Bottle & Return-It Depot 110-11020 Horseshoe Way	604-275-0585
OK Bottle Depot 145-5751 Cedarbridge Way	604-244-0008
Regional Recycling 13300 Vulcan Way	1-855-701-7171
Richmond Return-It Depot 135-8171 Westminster Hwy	604-232-5555



TOYS (ELECTRONIC & ELECTRICAL) INCLUDING VIDEO GAMING SYSTEMS & ACCESSORIES

DROP-OFF LOCATION PHONE

Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
Best Buy 700-5300 No. 3 Road	604-273-7335
Ironwood Bottle & Return-It Depot 110-11020 Horseshoe Way	604-275-0585
OK Bottle Depot 145-5751 Cedarbridge Way	604-244-0008
Regional Recycling 13300 Vulcan Way	1-855-701-7171




UPHOLSTERED FURNITURE (COUCHES, ARMCHAIRS, ETC)

DROP-OFF LOCATION PHONE

Richmond Recycling Depot 5555 Lynas Lane	604-276-4010
 Canadian Mattress Recycling 140-715 Eaton Way, Delta	604-777-0314
 City of Vancouver Landfill 5400 72nd Street, Delta	604-873-7000

Richmond's Large Item Pick Up Program: Contact Sierra Waste at 604-270-4722. Some restrictions apply. Program details: richmond.ca/largeitem.



Our thanks go to Richmond residents who have helped us divert the majority of our household waste from the landfill through consistent recycling, as well as their continued efforts to reduce waste.

Together, we are making continuous improvements that support a circular economy and more sustainable waste management.



CITY OF RICHMOND

Environmental Programs Information Line:

604-276-4010

richmond.ca/recycle

- ♻️ Printed on Rolland Enviro Print, which contains 100% post-consumer recycled fibre, is FSC Certified and is acid- and elemental chlorine-free.



**Housing Agreement (8100, 8120 and 8180 Westminster Highway) Bylaw
No. 10300**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands legally described as:

PID: 004-060-547, Lot 1, Block 4N, Plan NWP8649, Section 9, Range 6W, Land District 36

PID: 011-316-454, Lot 2, Block 4N, Plan NWP8649, Section 9, Range 6W, Land District 36

PID: 011-316-462, Lot 3, Block 4N, Plan NWP8649, Section 9, Range 6W, Land District 36

2. This Bylaw is cited as **"Housing Agreement (8100, 8120 and 8180 Westminster Highway) Bylaw No. 10300"**.

FIRST READING

APR 11 2023

SECOND READING

APR 11 2023

THIRD READING

APR 11 2023

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. 
APPROVED for legality by Solicitor 

MAYOR

CORPORATE OFFICER

Schedule A

To **Housing Agreement (8100, 8120 and 8180 Westminster Highway) Bylaw No. 10300**

HOUSING AGREEMENT 1176782 BC LTD. AND CITY OF RICHMOND

HOUSING AGREEMENT
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference February 28, 2023,

BETWEEN:

1176782 B.C. LTD. (Incorporation No. BC1176782), a corporation pursuant to the *Business Corporations Act* and having an address at 400-999 West Broadway, Vancouver, British Columbia, V5Z 1K5

(the "**Owner**")

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the "**City**")

WHEREAS:

- A. Capitalized terms used in these Recitals and in this agreement shall have the meanings ascribed in Section 1.1;
- B. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- C. The Owner is the owner of the Lands; and
- D. The Owner and the City wish to enter into this Agreement to provide for affordable housing on the terms and conditions set out in this Agreement,

NOW THEREFORE, in consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

Housing Agreement (Section 483 *Local Government Act*)
1176782 B.C. LTD. (Inc. No. BC1176782)
8100, 8120 and 8180 Westminster Highway
Application No. DP 19-878817
DP Condition No. 21
V.3

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a Building Permit and/or Development Permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Units charged by this Agreement;
- (b) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (c) **"Building"** means any building constructed, or to be constructed, on the Lands, or a portion thereof, including each air space parcel into which the Lands may be Subdivided from time to time. For greater certainty, each air space parcel will be a Building for the purpose of this Agreement;
- (d) **"Building Permit"** means a building permit authorizing construction on the Lands, or any portion(s) thereof;
- (e) **"City"** means the City of Richmond;
- (f) **"City Solicitor"** means the individual appointed from time to time to be the City Solicitor of the Law Division of the City, or his or her designate;
- (g) **"Common Amenities"** means all indoor and outdoor areas, recreational facilities and amenities that are provided for common use of all residential occupants of the Development, or all Tenants of Affordable Housing Units in the Development, through the Development Permit process, including without limitation visitor parking, the required affordable housing parking and electric vehicle charging stations, loading bays, bicycle storage, fitness facilities, outdoor recreation facilities, and related access routes;
- (h) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C., published from time to time by Statistics Canada, or its successor in function;
- (i) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (j) **"Development"** means the high-rise mixed-use development containing commercial space and residential units on the Lands;

- (k) **"Development Permit"** means the development permit authorizing the development of the Lands, or any portion(s) thereof, and includes Development Permit Application No. DP 19-878817;
- (l) **"Director, Community Social Development"** means the individual appointed to be the Director, Community Social Development from time to time of the Community Services Department of the City and his or her designate;
- (m) **"Director of Development"** means the individual appointed to be the chief administrator from time to time of the Development Applications Division of the City and his or her designate;
- (n) **"Dwelling Unit"** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (o) **"Eligible Tenant"** means a Family having a cumulative gross annual income of:
 - (i) in respect to a studio unit, \$34,650.00 or less;
 - (ii) in respect to a one-bedroom unit, \$38,250.00 or less;
 - (iii) in respect to a two-bedroom unit, \$46,800.00 or less; or
 - (iv) in respect to a three or more bedroom unit, \$58,050.00 or less,

provided that, commencing January 1, 2019, the annual incomes set out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the annual incomes set out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;
- (p) **"Family"** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption;
- (q) **"GST"** means the Goods and Services Tax levied pursuant to the *Excise Tax Act*, R.S.C., 1985, c. E-15, as may be replaced or amended from time to time;

- (r) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to Section 219 of the *Land Title Act*) registered against title to the Lands in connection with the Development Permit;
- (s) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (t) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (u) **"Lands"** means, collectively, the lands and premises located at 8100, 8120 and 8180 Westminster Highway, Richmond, B.C., legally described as:
 - (i) PID: 011-316-462
Lot 3 Section 9 Block 4 North Range 6 West New Westminster District Plan 8649;
 - (ii) PID: 011-316-454
Lot 2 Section 9 Block 4 North Range 6 West New Westminster District Plan 8649; and
 - (iii) PID: 004-060-547
Lot 1 Section 9 Block 4 North Range 6 West New Westminster District Plan 8649;
- (v) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (w) **"Lot 1"** means Lot 1 Section 9 Block 4 North Range 6 West New Westminster District Plan EPP114542 to be created by the subdivision of the Lands;
- (x) **"LTO"** means the New Westminster Land Title Office or its successor;
- (y) **"Owner"** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;
- (z) **"Permitted Rent"** means no greater than:
 - (i) \$811.00 (exclusive of GST) a month for a studio unit;
 - (ii) \$975.00 (exclusive of GST) a month for a one-bedroom unit;
 - (iii) \$1,218.00 (exclusive of GST) a month for a two-bedroom unit; and
 - (iv) \$1,480.00 (exclusive of GST) a month for a three (or more) bedroom unit,

provided that, commencing January 1, 2019, the rents set out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. In the event that, in applying the values set out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. Notwithstanding anything to the contrary contained in the *Residential Tenancy Act* or the *Residential Tenancy Regulation*, the foregoing cap on the increase to Permitted Rent to that permitted by the *Residential Tenancy Act* shall apply to the annual calculation of the maximum Permitted Rent independent of any exemption status of the Owner (i.e. non-profit housing society). If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the permitted rents set out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (aa) “**Real Estate Development Marketing Act**” means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (bb) “**Residential Tenancy Act**” means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (cc) “**Residential Tenancy Regulation**” means the *Residential Tenancy Regulation*, B.C. Reg. 477/2003, together with all amendments thereto and replacements thereof;
- (dd) “**Strata Property Act**” means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (ee) “**Subdivide**” means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of “cooperative interests” or “shared interest in land” as defined in the *Real Estate Development Marketing Act*;
- (ff) “**Tenancy Agreement**” means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (gg) “**Tenant**” means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;

Housing Agreement (Section 483 Local Government Act)
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- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) any reference to any enactment is to the enactment in force on the date the Owner signs this Agreement, and to subsequent amendments to or replacements of the enactment;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant. For the purposes of this Article, "permanent residence" means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner will, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Schedule A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any

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calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.

2.4 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not:

- (a) be issued with a Development Permit unless the Development Permit includes the Affordable Housing Units;
- (b) be issued with a Building Permit unless the Building Permit includes the Affordable Housing Units;
- (c) occupy, nor permit any person to occupy any Dwelling Unit or any portion of any Building, in part or in whole, constructed on the Lands and the City will not be obligated to permit final or provisional occupancy of any Dwelling Unit or Building constructed on the Lands until all of the following conditions are satisfied:
 - (i) the Affordable Housing Units and related uses and areas have been constructed to the satisfaction of the City;
 - (ii) the Affordable Housing Units have received final building permit inspection granting occupancy; and
 - (iii) the Owner is not otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of the Lands; and
- (d) Subdivide the Lands or any part thereof unless all easements, covenants, rights of way and other agreements, to the satisfaction of the Director, Community Social Development and the City Solicitor, are in place to secure use of all Common Amenities by the Tenants and any permitted occupants and visitors to the Affordable Housing Units.

2.5 Notwithstanding anything to the contrary contained in the *Residential Tenancy Act* or the *Residential Tenancy Regulation*, the Owner will, for so long as the Affordable Housing Units remain located on the Lands, comply with sections 41 [Rent increases], 42 [Timing and notice of rent increases] and 43 [Amount of rent increase] of the *Residential Tenancy Act*, as such sections may be amended or replaced from time to time, with respect to rent increases for Tenants.

ARTICLE 3 DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit or any Common Amenity assigned for the exclusive use of an Affordable Housing Unit to be subleased, or a Tenancy Agreement to be assigned, except as required under the *Residential Tenancy Act* and provided that for the avoidance of doubt, the Owner shall not exercise any discretion afforded to it under the *Residential Tenancy Act* to consent to any sublease or assignment which would result in the occupation or use of an Affordable Housing Unit or Common Amenity assigned for the exclusive use of an Affordable Housing Unit which is prohibited by or inconsistent with the terms and conditions of this Agreement or which would preclude the Owner from otherwise being able to comply with the terms and conditions of this Agreement.
- 3.2 The Owner will not permit an Affordable Housing Unit to be used for short term rental purposes (being rentals for periods shorter than 30 days), or any other purposes that do not constitute a "permanent residence" of a Tenant or an Eligible Tenant.
- 3.3 If this Housing Agreement encumbers more than one Affordable Housing Unit, the following will apply:
 - (a) the Owner will not, without the prior written consent of the City, sell or transfer less than all of the Affordable Housing Units located in one Building in a single or related series of transactions, with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than all of the Affordable Housing Units in one Building;
 - (b) the Owner will not Subdivide that portion of the Lands which is to comprise Lot 1 in any manner which would result in the Affordable Housing Units being contained within individual strata lots, the Owner acknowledging and agreeing that if that portion of the Lands containing the Affordable Housing Units is subject to Subdivision by a Strata Plan, that the Affordable Housing Units will together form no more than one (1) strata lot;
 - (c) if the Development contains one or more air space parcels, each air space parcel and the remainder will be a "building" for the purpose of this section 3.3; and
 - (d) the Lands will not be Subdivided such that one or more Affordable Housing Units for their own air space parcel, separate from other Dwelling Units, without the prior written consent of the City.
- 3.4 Subject to the requirements of the *Residential Tenancy Act*, the Owner will ensure that each Tenancy Agreement:
 - (a) includes the following provision:

"By entering into this Tenancy Agreement, the Tenant hereby consents and agrees to the collection of the below-listed personal information by the Landlord and/or any operator or manager engaged by the Landlord and the disclosure by the Landlord and/or any operator

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or manager engaged by the Landlord to the City of Richmond (the "City") and/or the Landlord, as the case may be, of the following personal information which information will be used by the City to verify and ensure compliance by the Owner with the City's strategy, policies and requirements with respect to the provision and administration of affordable housing within the municipality and for no other purpose, each month during the Tenant's occupation of the Affordable Housing Unit:

- (i) a statement of the total, gross annual income once per calendar year from all sources (including employment, disability, retirement, investment, and other) of all members of the Tenant's household who are 18 years of age and over and who reside in the Affordable Housing Unit;
- (ii) number of occupants of the Affordable Housing Unit;
- (iii) number of occupants of the Affordable Housing Unit 18 years of age and under;
- (iv) number of occupants of the Affordable Housing Unit 55 years of age and over.";
- (b) defines the term "Landlord" as the Owner of the Affordable Housing Unit; and
- (c) includes a provision requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement.

3.5 At all times that this Agreement encumbers the Lands, the Owner shall retain and maintain in place a non-profit organization acceptable to the City to operate and manage all of the Affordable Housing Units in accordance with this Agreement and in accordance with the Housing Covenant. All Affordable Housing Units owned by the Owner must be managed and operated by one non-profit organization.

Without limiting the foregoing, the non-profit organization retained pursuant to this Section 3.5 must have as one of its prime objectives the operation of affordable housing. At the request of the City, from time to time, the Owner shall deliver to the City a copy the agreement (fully signed and current) with the non-profit organization, to evidence the Owner's compliance with this Section 3.5.

3.6 If the Owner sells or transfers any Affordable Housing Units, the Owner will notify the City Solicitor of the sale or transfer within three (3) days of the effective date of sale or transfer.

3.7 The Owner will not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:

- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
- (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;

- (c) the Owner will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all Common Amenities in the Development and will not Subdivide the Lands unless all easements and rights of way are in place to secure such use;
- (d) the Owner will not require the Tenant or any permitted occupant to pay any of the following:
 - (i) move-in/move-out fees;
 - (ii) strata fees;
 - (iii) strata property contingency reserve fees;
 - (iv) extra charges or fees for use of any Common Amenities, common property, limited common property, or other common areas, facilities or amenities, including without limitation parking, bicycle storage, electric vehicle charging stations or related facilities;
 - (v) extra charges for the use of sanitary sewer, storm sewer, or water; or
 - (vi) property or similar tax;provided, however, that if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of:
 - (vii) providing cable television, telephone, other telecommunications, or electricity fees (including electricity fees and charges associated with the Tenant's use of electrical vehicle charging infrastructure); and
 - (viii) installing electric vehicle charging infrastructure (in excess of that pre-installed by the Owner at the time of construction of the Development), by or on behalf of the Tenant;
- (e) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (g) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(o) of this Agreement;

- (iii) the Affordable Housing Unit is occupied by more than the number of people the City determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
- (iv) the Affordable Housing Unit remains vacant for three (3) consecutive months or longer, notwithstanding the timely payment of rent; and/or
- (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.7(g)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(o) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination and the minimum amount of notice required by the *Residential Tenancy Act*. In respect to section 3.7(g)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- 3.8 The Owner will forthwith deliver a certified true copy of any Tenancy Agreement to the City upon demand.
- 3.9 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.
- 3.10 The Owner shall not impose any age-based restrictions on Tenants of Affordable Housing Units, unless expressly permitted by the City in writing in advance.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
 - (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that the Affordable Housing Unit is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation, or imposes age-based restrictions on Tenants of Affordable Housing Units, will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any Common Amenities, common property, limited common property or other common areas, facilities, or indoor or outdoor amenities of the strata corporation.
- 5.5 No strata corporation shall pass any bylaws or approve any levies, charges or fees which would result in the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit paying for the use of parking, bicycle storage, electric vehicle charging stations or related facilities, notwithstanding the foregoing, the strata corporation may levy such parking, bicycle storage, electric vehicle charging stations or other related facilities charges or fees on all the other owners, tenants, any other permitted occupants or visitors of all the strata lots in the applicable strata plan which are not Affordable Housing Units; provided, however, that the electricity fees, charges or rates for use of electric vehicle charging stations are excluded from this provision.
- 5.6 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any Common Amenities, common property, limited common property or other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations or related facilities, except, subject to section 5.5 of this Agreement, on the same basis that governs the use and enjoyment of these facilities by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if:

- (a) an Affordable Housing Unit is used or occupied in breach of this Agreement;
- (b) an Affordable Housing Unit is rented at a rate in excess of the Permitted Rent;
- (c) an Affordable Housing Unit is operated and maintained by an entity that is not a non-profit organization acceptable to the City (as contemplated in Section 3.5); or
- (d) the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant,

then, the Owner will pay the Daily Amount to the City for every day that the breach continues after ten (10) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.

6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 483 of the *Local Government Act* prior to the Lands having been Subdivided, then after the Lands are Subdivided and after partial or final occupancy has been granted for all Affordable Housing Units, this Agreement will secure only the legal parcels which contain the Affordable Housing Units.

Housing Agreement (Section 483 Local Government Act)
1176782 B.C. LTD. (Inc. No. BC1176782)
8100, 8120 and 8180 Westminster Highway
Application No. DP 19-878817
DP Condition No. 21
V.3

The City will partially discharge this Agreement accordingly, provided however that:

- (i) the City has no obligation to execute such discharge until a written request therefor from the Owners is received by the City, which request includes the registrable form of discharge;
- (ii) the cost of the preparation of the aforesaid discharge, and the cost of registration of the same in the LTO is paid by the Owners;
- (iii) the City has a reasonable time within which to execute the discharge and return the same to the Owners for registration; and
- (iv) the Owners acknowledge that such discharge is without prejudice to the indemnity and release set forth in sections 7.5 and 7.6.

The Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement will be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 No Compensation

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands or for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

7.3 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.4 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands, at no cost or charge to the Tenant.

The Owner further covenants and agrees that it will vote:

- (a) as owner of the Affordable Housing Units, in any applicable annual general meetings or special general meetings of a strata corporation; and
- (b) as owner of any air space parcel containing the Affordable Housing Units at any applicable meetings of the owners of other Subdivided parcels of that portion of the Lands to comprise Lot 1 or part thereof,

to ensure that the Common Amenities are maintained in a good state of repair by the strata corporation which includes the Affordable Housing Units and any of the Common Amenities, and the owner of the applicable air space parcel or remainder parcel which includes any of the Common Amenities, as applicable.

Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.5 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of or in connection, directly or indirectly, or that would not or could not have occurred "but for" this Agreement:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the City refusing to issue a Development Permit, Building Permit or refusing to permit occupancy of any Building, or any portion thereof, constructed on the Lands;
- (c) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (d) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.6 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or in connection, directly or indirectly, or that would not or could not have occurred "but for" this Agreement:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement;

- (b) the City refusing to issue a Development Permit, Building Permit or refusing to permit occupancy of any Building, or any portion thereof, constructed on the Lands; and/or
- (c) the exercise by the City of any of its rights under this Agreement or an enactment.

7.7 **Survival**

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement, including but not limited to sections 7.5 and 7.6 above.

7.8 **Priority**

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.9 **City's Powers Unaffected**

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.10 **Agreement for Benefit of City Only**

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or a Building or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.11 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.12 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO and in the case of the City addressed:

To: Clerk, City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Copy to: City Solicitor and the Director, Community Social Development
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.13 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.14 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.15 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.16 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole

Housing Agreement (Section 483 Local Government Act)
1176782 B.C. LTD. (Inc. No. BC1176782)
8100, 8120 and 8180 Westminster Highway
Application No. DP 19-878817
DP Condition No. 21
V.3

agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.17 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.18 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.19 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.


7.24 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands, or parts thereof, provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, or parts thereof, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands, or parts thereof. For the avoidance of doubt, the Owner shall only be liable for breaches of this Agreement as registered owner of those portions of the Lands from which this Agreement has not been discharged in accordance with and subject to section 7.1(c).

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

1176782 B.C. LTD. (INC. NO. BC1176782)

by its authorized signatory(ies):

Per: 
Name: CHI QIU ZHANG

Per: _____
Name: _____

CITY OF RICHMOND

by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
Claudia Jesson, Corporate Officer

CITY OF RICHMOND
APPROVED for content by originating dept.
Legal Advice
DATE OF COUNCIL APPROVAL (if applicable)

Schedule A to Housing Agreement

**STATUTORY DECLARATION
(Affordable Housing Units)**

CANADA) IN THE MATTER OF Unit Nos. _____ - _____
) (collectively, the "**Affordable Housing Units**") located
) at
) _____,
 PROVINCE OF BRITISH) (street address), British Columbia, and Housing
 COLUMBIA) Agreement dated _____, 20____ (the
 TO WIT:) "**Housing Agreement**") between
) _____ and
) the City of Richmond (the "**City**")

I, _____ (full
 name),

of _____ (address) in the
 Province

of British Columbia, DO SOLEMNLY DECLARE that:

1. I am the registered owner (the "**Owner**") of the Affordable Housing Units;
 or,
 I am a director, officer, or an authorized signatory of the Owner and I have personal knowledge of the matters set out herein;
2. This declaration is made pursuant to the terms of the Housing Agreement in respect of the Affordable Housing Units for each of the 12 months for the period from January 1, 20____ to December 31, 20____ (the "**Period**");
3. To the best of my knowledge, continuously throughout the Period:
 - a) the Affordable Housing Units, if occupied, were occupied only by Eligible Tenants (as defined in the Housing Agreement); and

- b) the Owner of the Affordable Housing Units complied with the Owner's obligations under the Housing Agreement and any housing covenant(s) registered against title to the Affordable Housing Units;
4. To the best of my knowledge, the information set out in the table attached as Appendix A hereto (the "**Information Table**") in respect of each of the Affordable Housing Units is current and accurate as of the date of this declaration; and
5. Each of the tenancy agreements entered into between the Owner and the respective occupants of the Affordable Housing Units contains the prior written consent from each of the occupants of the Affordable Housing Units named in the Information Table to: (i) collect the information set out in the Information Table, as such information relates to the Affordable Housing Unit occupied by such occupant/resident; and (ii) disclose such information to the City, for purposes of complying with the terms of the Housing Agreement.

And I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the *Canada Evidence Act*.

DECLARED BEFORE ME at

in the Province of British Columbia,

Canada, this _____ day of

_____, 20____

A Notary Public and a Commissioner
for taking Affidavits in and for the
Province of British Columbia

(Signature of Declarant)

Name:

Declarations should be signed, stamped, and dated and witnessed by a lawyer, notary public, or commissioner for taking affidavits.

APPENDIX A

Building Name:		Building Address:		Property Manager Name:		Property Manager Phone Number:							
Property Management Company:		Property Manager Email:		Property Manager Name:		Property Manager Phone Number:							
Unit and Household Information													
Row #	Unit #	Unit Type (Studio, 1 Bed, 2 Bed, 3 Bed)	Number of Occupants (#)	Related to Owner (Yes/No) (Provide one response per occupant)	Total Number of Occupants Under (#)	Total Number of Occupants 55 years and Over (#)	Starting Year of Tenancy						
Fees Collected (For any fees charged, provide details and explanation regarding the fees to the City together with the Statutory Declaration.)													
Income and Rent													
		Before-tax Total Income(s) (if Occupant is 18+ Years) (Provide one response per occupant)	Income Verification Received (Yes/No) (Provide one response per occupant)	Before-tax Total Income of All Occupants 18+	Rent (\$/Month)	Parking Fees	Move-in/Move- out Fees						
		Storage Fees	Amenity Usage Fees	Other Tenant Fees									
0	EXAMPLE ONLY - 101	3 BR	4	No No No No	1	1	2022	\$31,049 Yes \$22,764 Yes \$0 Yes \$7,825 Yes	\$61,638	\$1,611.19	\$	\$	\$
1													
2													
3													
4													
5													
6													



City of Richmond

Bylaw 10445

REVENUE ANTICIPATION BORROWING (2023) BYLAW NO. 10445

The Council of the City of Richmond enacts as follows:

1. Council shall be and is hereby empowered and authorized to borrow upon the credit of the City, from a financial institution, a sum not exceeding \$21,500,000 at such times as may be required.
2. The form of obligation to be given as acknowledgement of the liability shall be \$15,000,000 in the form of standby letters of credit, demand promissory notes or bank overdraft, \$4,500,000 in the form of leasing lines of credit, and \$2,000,000 in the form of commercial credit card facility.
3. All unpaid taxes and the taxes of the current year (2023) when levied or so much thereof as may be necessary shall, when collected, be used to repay the money so borrowed.
4. Revenue Anticipation Borrowing (2022) Bylaw No. 10368 is hereby repealed.
5. This Bylaw is cited as "Revenue Anticipation Borrowing (2023) Bylaw No. 10445".

FIRST READING

APR 11 2023

SECOND READING

APR 11 2023

THIRD READING

APR 11 2023

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. VN
APPROVED for legality by Solicitor BRB

MAYOR

CORPORATE OFFICER



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10309 (RZ 20-905210)
8231 No. 3 Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 004-881-702

Lot 27 Section 20 Block 4 North Range 6 West New Westminster District Plan 21352

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10309"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

NOV 22 2021

DEC 13 2021

DEC 13 2021

DEC 13 2021

APR 12 2023

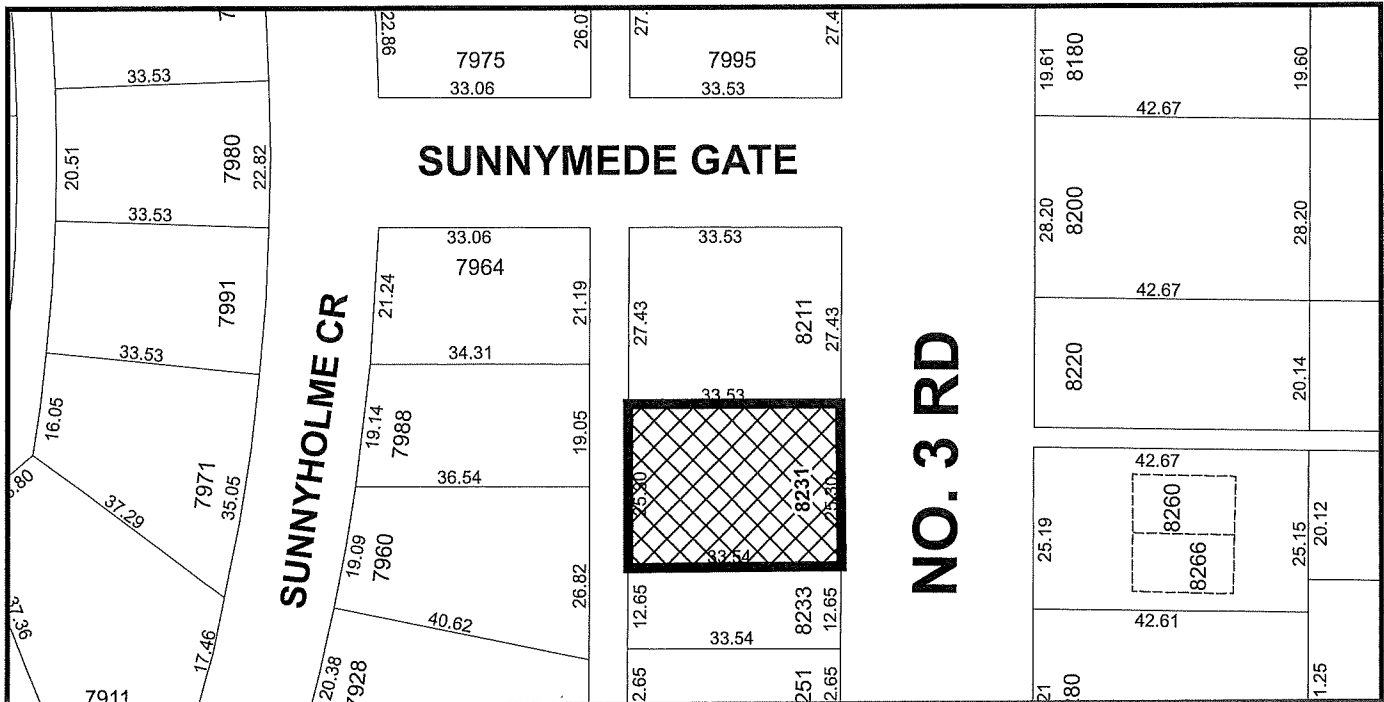
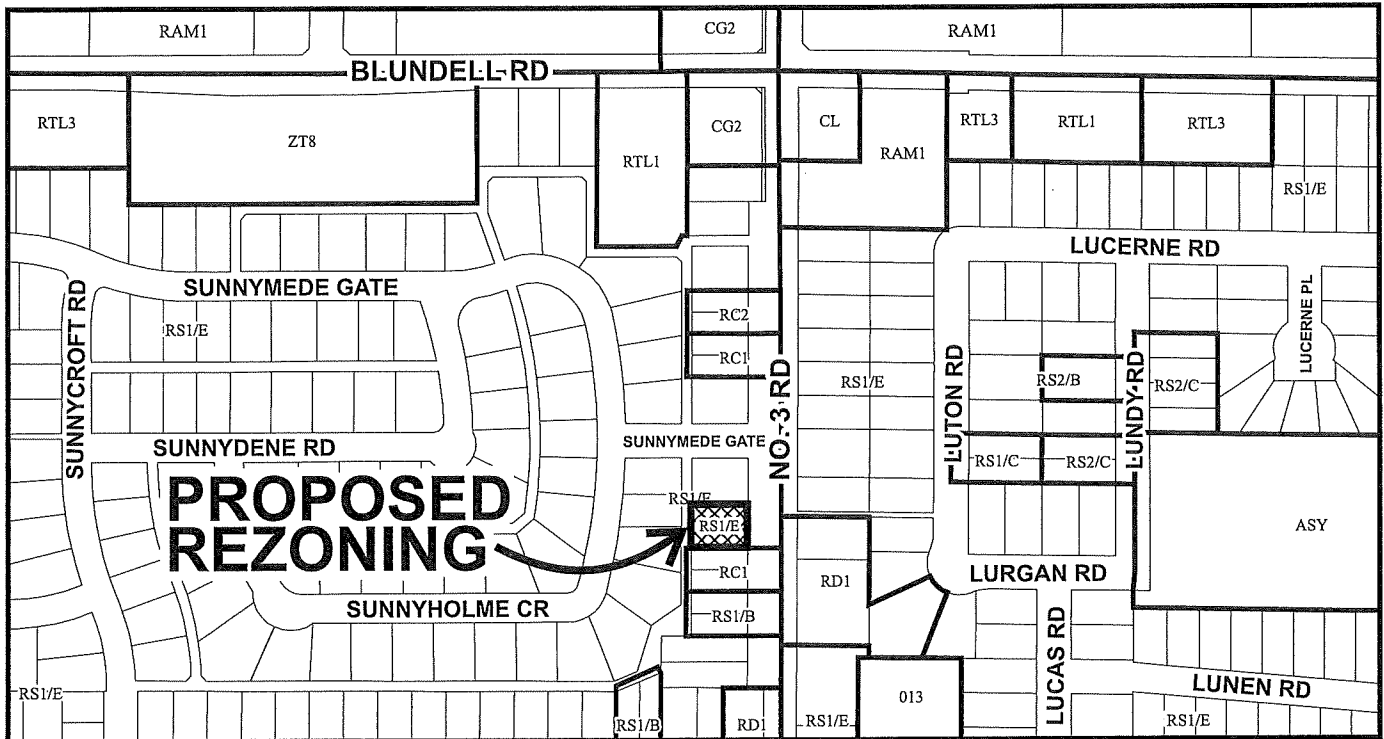


MAYOR

CORPORATE OFFICER



City of Richmond



RZ 20-905210

Original Date: 10/28/20

Revision Date:

Note: Dimensions are in METRES